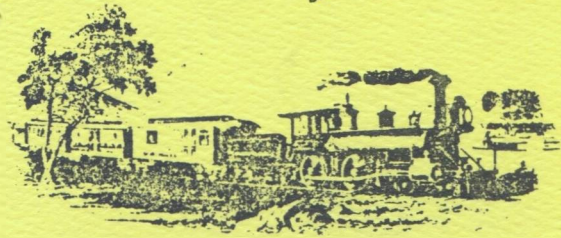
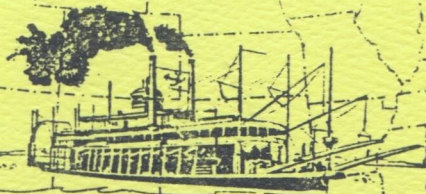


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THE WEST

- RURAL FREE DELIVERY IN THE WEST 5
Part II: Arizona, Colorado, New Mexico, and Utah
By Randy Stehle
- NEVADA POST OFFICES IN OTHER STATES 23
Part II: Additions to Nevada
By Ted Gruber
- THE POST OFFICES OF UTAH 33
Part XVI: Cache and Rich Counties
By Dan Meschter
- NINETEENTH CENTURY OREGON POSTMARKS: 38
JACKSON COUNTY
By Charles Whittlesey
- R.F.D. UNITED STATES: SUPPLEMENTS TO 36
'ENCYCLOPEDIA OF R.F.D. CANCELS'
By Harold C. Richow



THE MIDWEST

- POSTAL HISTORY SOCIETIES OF THE MIDWEST 46
Wisconsin Postal History Society By Wm. B. Robinson
Iowa Postal History Society By Ruth Grissmann
The Ohio Postal History Society By Allison W. Cusick
Illinois Postal History Society By Jack Hilbing
Minnesota Postal History Society By Henry L. Lieske
North Dakota Postal History Society By Gordon Twedt
- MICHIGAN'S COPPER COUNTRY - KEWEENAW 53
COUNTY
By Clarence J. Monette



THE SECOND SECTION

- THE PENNSYLVANIA R.R. AND ITS SUBSIDIARIES 65
By Charles L. Towle
- THE CHITTENDEN CORRESPONDENCE 71
Western Postal History Museum Collection
- THE CATALOG SECTION (Additions to USTMC) 75

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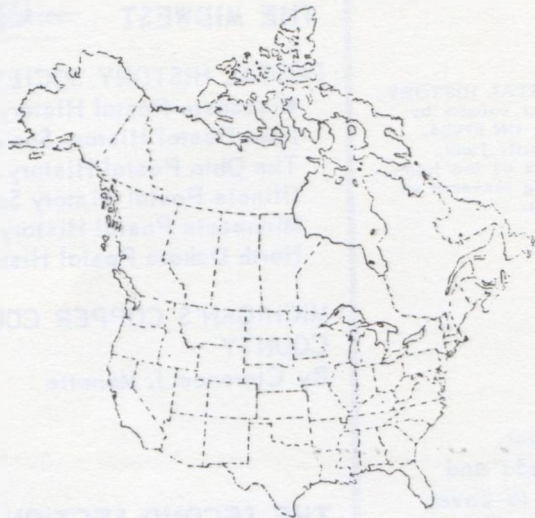
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WE NOTE WITH DEEP REGRET THE PASSING OF OUR FRIEND AND COLLEAGUE, JACK GREENBERG OF TRANS GLOBAL TRADING COMPANY, HALFMOON BAY, CALIFORNIA. JACK DIED SUDDENLY AT HIS HOME ON FEBRUARY 1ST. WE WILL MISS HIM.

COLUMNS & DEPARTMENTS

BOOK REVIEW	52
Ohio County, Indiana, Postal History 1815-1983	
MIDWESTERN EDITOR'S COMMENTS	45
POSTAL HISTORY NOTES	74
The Street Railway Post Offices of Washington, DC	
Nevada Post Offices, An Illustrated History	
The Postal Markings of New Jersey	
Stampless Covers	
WESTERN EDITOR'S COMMENTS	3



WESTERN EDITOR'S COMMENTS

There is a temptation at a time like this to use flowery superlatives such as "a bright new beginning" or "the dawn of a new era" to describe LA POSTA's expansion into a three-section journal. Indeed, the expansion is much more than simply the addition of new geographic coverage, it is an enlargement of our commitment and a re-defining of our objective to encompass the postal history of all North America. This is a major step, and a good deal of careful deliberation has preceded our decision to become LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY. Just what it is we hope to become deserves a bit of comment.

The strength of our journal has always been an emphasis on the local or regional approach to postal history. Our articles seek to combine history and geography to build a "sense of place" which adds flesh and blood to the postmarks in our collections. The disadvantage of this approach is that any given issue might not contain articles addressed to the collecting interest of a particular collector. Often, letters arrive asking when LA POSTA will carry an article dealing

with the postal history of Colorado, or Arizona, or Spokane, Washington. On the other hand, our articles can often show the way in which anyone can undertake their own personalized postal history study. Indeed, many of the pieces you have read in LA POSTA were written by people who were inspired to answer their own questions by reading the work of others. We have, although we tend not to overly emphasize it, an educational function.

When the idea of expanding our journal to continental coverage was first considered, my primary worry was how we could preserve our local approach with such a vast geographic scope. The answer, it appears, is to compartmentalize our efforts. "The Second Section" has demonstrated an outstanding ability to maintain the desired local approach while presenting articles and information dealing with transit postal history ranging from Long Island to San Diego. With Editor Charles Towle as our model, we have sought to proceed with continental expansion one region at a time. It gives us considerable pleasure to welcome beginning with this issue Editor Alan Patera and his Midwestern Section. In it you will find the same local and regional approach to postal history that you have come to expect from LA POSTA WITH THE SECOND SECTION.

Since it would be very awkward to call our journal "La Posta with The Second Section and The Midwestern Section", or some such, we have decided to just announce our intent to eventually add coverage of The South and The East by calling ourselves what we will become "A Journal of American Postal History."

Administratively, each section is edited separately. If you wish to communicate with either Editor Towle or Editor Patera, please write or call them directly. They are in complete control of all aspects of their respective sections, including advertising. Subscriptions and information regarding the overall operation of the

journal should still be obtained through P.O. Box 135, Lake Oswego, OR 97034.

Our target for the number of LA POSTA subscribers by year's end is 1000. At the moment we stand at 566, and will therefore require roughly a doubling to attain the goal. So far, only one subscriber -- David Bowers -- has taken advantage of the offer to extend his subscription by acquiring a new subscriber. Several other "Recommended By" sample copies have been mailed, but thus far only one new subscriber has resulted. Let me repeat the offer. For each new LA POSTA subscriber you introduce, we will extend your subscription one number. To participate, simply send us the name of a potential subscriber, and we will send them a sample copy with an invitation to subscribe bearing your name as "Recommended By". If that person becomes a subscriber, your subscription will be extended. This may be done at any time, as a number of extra copies are always available to be mailed. Alternatively, you may write for a number of subscription invitation forms, and simply add your name as the Recommender. Granted, this is not a stupendous reward, but at least it's something, and you will be helping us stay in operation.

That should be enough from this quarter for this number. Now you can proceed to the interesting stuff. By the way, if you enjoy what we are doing, support what we are trying to accomplish or have suggestions to make our efforts more enjoyable, please drop us a note to let us know. This is particularly appropriate in the case of Editors Towle and Patera. LA POSTA is above all intended to be a vehicle for communication -- two way communication -- in our hobby.

Richard W. Helbock, Editor of The Western Section



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RURAL FREE DELIVERY IN THE WEST

Part II: Arizona, Colorado, New Mexico and Utah

By Randy Stehle

This article continues the examination of the rural free delivery system in the West. In this, the second installment, the states of Arizona, Colorado, New Mexico and Utah will be covered, but before we deal with these states there is some unfinished business from the first installment (LA POSTA, 14/6). Space in that issue did not permit the inclusion of Table 7. This table, a reproduction of pages from the 1903 OFFICIAL REGISTER, is a listing of all rural free delivery carriers as of July 1, 1903. It is arranged alphabetically according to post office in each state. The annual compensation is listed for each carrier, and substitute carriers are also listed but with no compensation. Every compensated rural carrier had their own route. With this knowledge it is possible to count the number of routes originating from a given post office. Unfortunately, when a post office had more than one route the alphabetical listing of carriers makes it impossible to determine which carriers were associated with specific routes. This table is very important due to the fact that July 1, 1903, was a significant date in the history of rural free delivery. All rural routes established on or before this date were issued rubber handstamps by the Post Office Department. After this date, no more "official" handstamp devices were issued. Therefore, this table provides a "checklist" of all rural routes which should have used official handstamps. Table 7 provides a complete checklist for California except for the following three routes which should be added: North Ontario Route 1, which was discontinued prior to July 1, 1903, but was issued a handstamp; Redwood City Route 2, which was omitted for

some unknown reason; and, Stockton Route 5, which was established July 1, 1903, and should have been included in this list. Any additions necessary to make Table 7 a complete checklist for other states are described along with the discussion of the rural system in those states.

The other piece of unfinished business is the correction of some errors in the California main list. Escondido Route 2 should have a type 11c marking reported, not type 11; Healdsburg Route 2 should not have a type 11 marking reported, it should be listed for Route 1; and, Kerman should have a type 11e (no route known) marking reported, not type 11.

ARIZONA

Tempe has the distinction of being the second post office in the entire West to have rural routes. On November 24, 1896, two routes were established here. This followed by only two weeks the establishment of the first Western rural routes at Loveland, Colorado. In the 1897 edition of the "Report of the Postmaster General", the First Assistant Postmaster supplied some comments on the first year's experiment in free rural delivery. In them, he touched on Arizona by stating in part:

"Tempe, in the center of the productive irrigated lands of the Salt River Valley, Maricopa County, Ariz., was made the test station for rural free delivery in that Territory. The chosen route extends 2 miles west of Tempe, 8 miles south, and 6 miles east, taking in practically the whole county between Tempe and the Mormon settlement of Mesa. It covers 38 square miles and serves about 450 persons. Two carriers ride each 30 miles a day through farms and fruit orchards..."

In the same edition of the "Report", some patrons of the Tempe rural routes gave their views of the service. One patron wrote:

"The service has proved to be an absolute success in every respect. Rather than be deprived of the great benefits they have received from it, the patrons say they would willingly defray the expenses themselves. The only opposition has come from the saloon keepers of Tempe, who claim that their revenues from the farming community have been affected very materially since it has been made no longer necessary for them to come to town to get their mail, a fact which is gratifying to the moral element of the community."

The only other post office to have rural routes established during the official period was Phoenix. Three routes were established there on or before July 1, 1903, and these three routes bring the total number of Arizona rural routes issued official handstamps to five. Of these, three routes have markings reported. Phoenix Route 3 and Tempe Route 2 markings have yet to be discovered. Eleven additional rural routes were established in Arizona through the summer of 1913, and of the total of 16 listed during our study period, 12 operated during the territorial era.

No unofficial or manuscript rural route markings have been reported for Arizona. It is expected that some manuscript markings should turn up in time, but, all in all, collecting RFD markings of Arizona is a challenge.

COLORADO

The first two rural routes in the West were established on November 10, 1896, at Loveland, Colorado. The 1897 "Report of the Postmaster General" had this to say about these routes:

"The total area covered by the service is about 36 square miles, most of it lying along the Big Thompson River, in an agricultural country so productive that the farmers boast of raising potatoes

weighing 60 pounds to the tuber. The whole district is covered with well-improved ranches. It presents the advantage of having good roads, even in bad weather, and the weather is seldom bad. This renders possible the use of vehicles for the mail delivery. The two carriers who serve the district cover each about 25 miles a day. They ride in buckboard wagons with a seat for

TABLE 1
ROUTES ESTABLISHED ON OR BEFORE JULY 1, 1903,
WITH NO REPORTED MARKINGS

Post Office	Route	Established	Type Expected
<u>ARIZONA</u>			
Phoenix	3	1903	2f
Tempe	1	24 Nov 1896	1
<u>COLORADO</u>			
Berthoud*	1	16 Jul 1900	1
Boulder	3	1903	?1, 2b, 2f
Brighton*	1	1 Feb 1902	1
Eaton	1	1 Sep 1900	1
Fort Collins	1	15 Sep 1900	1
Fort Collins	3	1 Sep 1902	2b
Granada*	1	1 Jul 1903	2f
Greeley	3	1 Nov 1900	1
Greeley	4	1 Nov 1900	1
Harman*	1	1 May 1903	2f
La Junta*	1	15 Aug 1900	1
Littleton	2	1 Jun 1901	1
Longmont	2	15 Aug 1900	1
Longmont	4	**	2b or 2f
Longmont	5	1 Jul 1903	2f
Lucerne*	1	1 Apr 1902	2b
Monte Vista	2	1903	?1, 2b, 2f
New Windsor	2	1 Jul 1902	2b
Niwot*	1	1 Apr 1902	2b
Parachute*	1	1 Nov 1902	2f
<u>NEW MEXICO</u>			
Maxwell City*	1	1 Jul 1903	2f
<u>UTAH</u>			
American Fork*	1	1 Dec 1902	2f
Heber*	1	1 Dec 1902	2f
Lehi City*	1	1 Dec 1902	2f
Murray	2	15 Dec 1900	1
Ogden	1	1 Dec 1902	2f
Ogden	3	***	2f
Pleasant Grove*	1	1 Dec 1902	2f
Provo City*	1	1 Dec 1902	2f
Provo City*	2	***	2f
SLC-Murray Station	3	(52)	1a
SLC-Murray Station	4	(52)	1a
SLC-Murray Station	5	(52)	1a
Sandy	1	16 Jul 1900	1
Sandy	2	15 Dec 1900	1
Sandy	4	1 Jan 1902	1
Spanish Fork*	1	1 Dec 1902	2f
Spanish Fork*	2	***	2f

NOTES: *No RFD markings reported from this P.O. at all.
**Established between 1 Apr 1902 and 1 Jul 1903.
***Established between 1 Dec 1902 and 1 Jul 1903.

Note: Any route established on or before 1 Feb 1902 could have been issued any of the following handstamp types: 1, 1a, 1b, or 1c. Since Type 1 is the more common type, it has been listed as the initial handstamp type issued. In the case where a reported route and an unreported route were established the same day, both are assumed to have received the same handstamp.

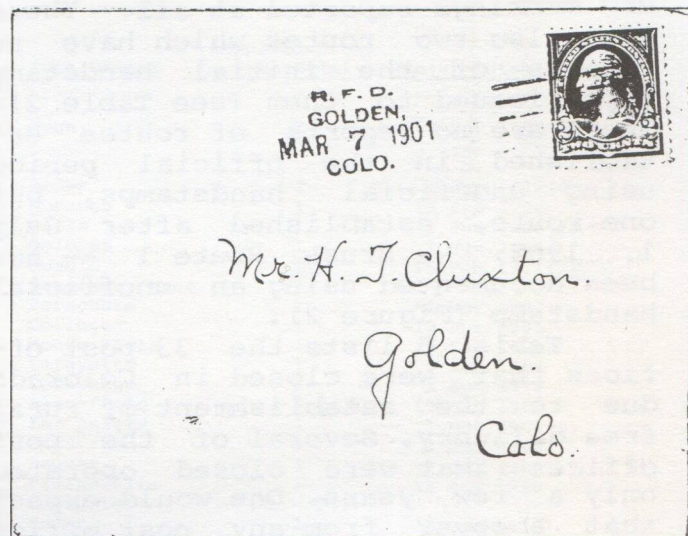
one passenger, and do a small parcel-delivery business besides, greatly to the convenience of the neighborhood."

The only other "Report of the Postmaster General" that printed comments from the rural route patrons was issued in 1898. Every postmaster was asked to submit a short statement about the service. B.P. Quaintance, postmaster at Golden (service started August 1, 1898 -- the second Colorado town to be assigned rural routes) (Figure 1) submitted the following on October 3, 1898:

"The people along the route are more than pleased with the service, and would be greatly disappointed to have it discontinued ... this route has been running for the past two months. The first month there were not quite 2,000 pieces of mail handled, while the last month there were over 3,000, and I look for an increase this month. There has been quite an increase in daily papers. While the carrier takes advantage of the authorization to carry parcels, receive subscriptions, etc., the amount derived therefrom has amounted to but little. Those served by the carrier have complied very well with the requirements in the matter of suitable boxes. I think they will comply more fully when they find that the service is a permanent thing. The boxes are all of wood and as a rule are secure. The only suggestion I could make at present to improve the service would be to increase the salary of the carrier."

Carrier compensation was only \$400 per annum at the time of his comments, and this eventually grew to \$1,100 per annum on September 30, 1912.

Some of Colorado's rural routes had tri-weekly service. One can speculate that some routes were too difficult for daily service due to length, road conditions, terrain, etc. The following routes had



A cover postmarked GOLDEN, COLORADO, RFD
(Courtesy of Harold Richow)

tri-weekly service when they were established: Arena Route 1, Fleming Routes 1 & 2, Loveland Routes 1 & 2.

TABLE 2
UNREPORTED TYPES*

Office	Route	Established	Type Expected
<u>COLORADO</u>			
Edgewater	1	15 Aug 1900	1
Morrison	1	5 Jul 1899	1
<u>UTAH</u>			
Bingham Canyon	1	16 Jul 1900	1
Bingham Canyon	2	16 Jul 1900	1
Murray	1	15 Aug 1899	1
Salt Lake City	1	1 Jan 1902	1a

*The following routes have no reports of the initial handstamp type they were issued. All routes have been documented using subsequent types.

TABLE 3

ROUTES ESTABLISHED ON OR BEFORE JULY 1, 1903,
WITH UNOFFICIAL MARKINGS REPORTED

Office	Route	Established	Types Rptd.
<u>UTAH</u>			
Sandy	3	15 Dec 1900	1xh

During the period covered by this article, Colorado had 186 rural routes established, of which 54 were issued official handstamps. There are markings reported from 34 of these 54 routes, leaving 20 "undiscovered" routes (see Table 1). Of the 20 unreported routes, eight are from towns which have no

RFD markings reported at all. There are also two routes which have no reports of the initial handstamp type issued to them (see Table 2). There are no reports of routes established in the official period using unofficial handstamps, but one route, established after July 1, 1903, -- Brush Route 1 -- has been documented using an unofficial handstamp (Figure 2).

Table 6 lists the 33 post offices that were closed in Colorado due to the establishment of rural free delivery. Several of the post offices that were closed operated only a few years. One would expect that a cover from any post office with a short life would be rare, but a post office listed in Table 6 should be a little easier to find than the typical short-lived office. At least one knows that the shortness of these lifespans was not the result of a loss of population, but merely the extension of rural free delivery.

No additions to Table 7 are required for Colorado. Every rural route issued an official handstamp is listed.

Collecting Colorado's RFD's should prove a worthy test for the most ardent postal history buff.

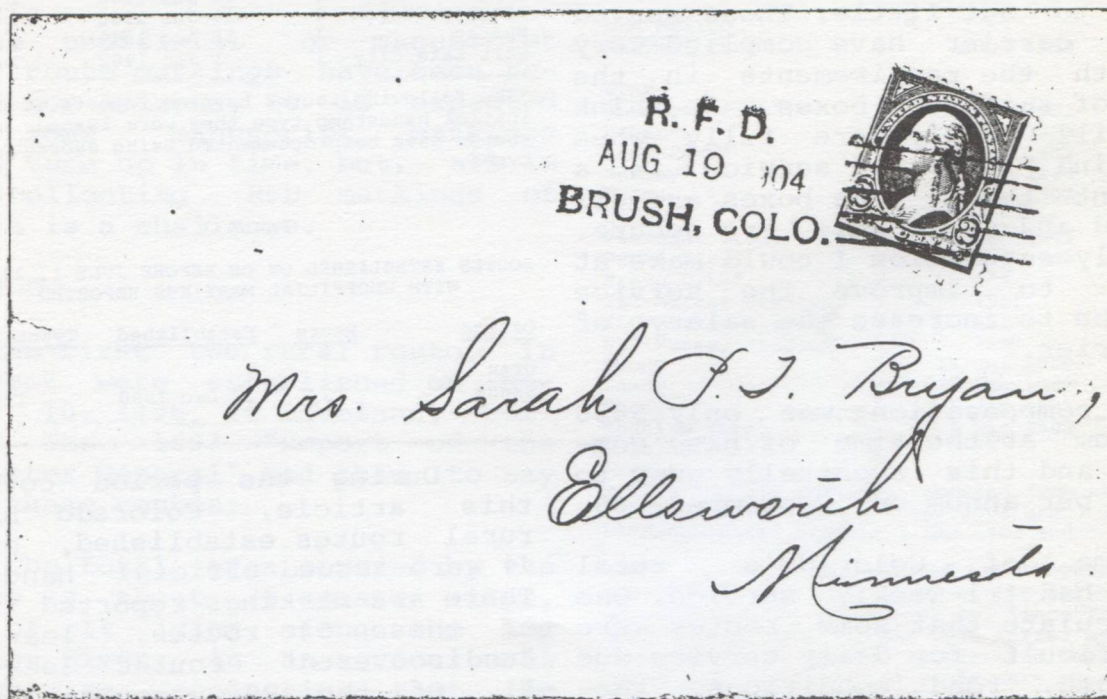
None of the 36 reported routes are common, and there are 20 routes from which no examples are known as well as two undocumented official types. Manuscript markings have been recorded from just four routes, three of which were established in the unofficial period. One unofficial handstamp is also known. There should definitely be other routes that used manuscript markings, and possibly another route or two used unofficial handstamps. There is still much to be discovered from Colorado.

NEW MEXICO

New Mexico was rather late in receiving its first rural route. It was not until March 1, 1902, that a route was established at Roswell, which served patrons in surrounding Pecos Valley farms and ranches. By this time the annual "Report of the

TABLE 4
ROUTES ESTABLISHED AFTER JULY 1, 1903, WITH
HANDSTAMP MARKINGS REPORTED

Office	Route	Established	Types
COLORADO			
Brush	1	15 Sep 1903	2ga



A cover postmarked BRUSH, COLORADO, R.F.D. (Type 2ga) (Courtesy of Harold Richow)

TABLE 6

POST OFFICES DISCONTINUED ON ACCOUNT OF RURAL FREE DELIVERY

Post Office	Discontinued	Re-established	Post Office	Supplied From: Route(s)	Rte(s) Established
ARIZONA					
Lehi	31 Mar 1904		Mesa	1	2 Nov 1903
COLORADO					
Albano	30 Nov 1912		Yoder	2	2 Dec 1912(2)
Animas	29 Sep 1900		Durango	1	15 Sep 1900
Antlers	31 May 1906	26 Feb 1908	Rifle	1	1 Jun 1906(2)
Arrilola	15 Jun 1904	30 Jun 1908	Dolores	1	1 Jun 1904
Artman	14 Feb 1901		Pueblo	1	15 Feb 1901(2)
Ashland	15 May 1909		Kanorado, Kans.	?	?
Balzac	31 Mar 1903		Parachute	1	1 Nov 1902
Bernard	31 May 1905		Collbran	1	15 Apr 1905
Bowen	30 Sep 1901		Monte Vista	1	15 Sep 1900
Canfield	15 Jun 1906		Lafayette	1	1 Jun 1906
Coalby	15 Aug 1912		Cedaredge	2	1 Aug 1912
Eversman	31 Aug 1900		Broomfield	1 - 2(3)	15 Aug 1900
Fredonia	29 Sep 1900		Las Animas	1	1 Oct 1900(2)
Hazeltine	15 Jan 1907		Henderson	1	1 Jun 1904
Hermosa	29 Sep 1900		Denver	1	2 Jul 1900
Hillsboro	14 Nov 1903		Platteville	1	15 Nov 1900
Lakewood	15 Sep 1900		Edgewater	1 - 2(1)	
Majors	30 Nov 1912		Yoder	2	2 Dec 1912
Oakes	31 May 1905		Denver-Capitol Hill	2	1905(4)
Queen Beach	30 Sep 1911		Lamar	1 - 3(1)	
Quimby	20 Oct 1900		Broomfield	1 - 2(3)	15 Aug 1900
Rhone	15 Dec 1904		Fruita	1	1 May 1903
Rinn	2 Jan 1907		Longmont	1 - 5(1)	
Satank	14 Jul 1904		Carbondale	1	15 Jun 1904
Semper	31 Aug 1900		Broomfield	1 - 2(3)	15 Aug 1900
Severance	30 Jun 1902	18 Sep 1907	New Windsor	2	1 Jul 1902(2)
Stout	31 Jul 1908		Bellvue	1	1 Apr 1908
Sunlight	2 Sep 1912		Glenwood Springs	1	1 Oct 1912(5)
Trimble	15 Sep 1900		Durango	1	15 Sep 1900(2)
Vollmar	31 Oct 1912		Fort Lupton	1 - 2(1)	
Wallet	15 May 1907		Kanorado, Kans.	?	?
Wayne	30 Nov 1912		Yoder	2	2 Dec 1912(2)
Welcome	31 Aug 1912		Cedaredge	2	1 Aug 1912
UTAH					
Alpine	31 Oct 1904		American Fork	1	1 Dec 1902
Benjamin	29 Nov 1902		Spanish Fork	1	1 Dec 1902(2)
Blaine	30 Sep 1903		Ogden	1 - 4(1)	
Brighton	31 Jan 1905	16 Aug 1946	Salt Lake City	1 - 6(1)	
Bunton	30 Apr 1909		Salt Lake City	1 - 7(1)	
Buysville	29 Nov 1902		Heber	1	1 Dec 1902(2)
Clearfield	15 May 1905	31 Aug 1910	Layton	1	15 Apr 1905
College	31 Dec 1904		Logan	1	1 Dec 1904
Eldorado	31 Jan 1905		Salt Lake City	1 - 6(1)	
Elwood	29 Nov 1902		Deweyville	1	1 Dec 1902(2)
Far West	6 Dec 1902		Ogden	1 - 3(1)	
Gale	31 Dec 1901		Sandy	1 - 4(1)	
Granger	31 Dec 1901		Salt Lake City	1 - 5(1)	
Harrisville	24 Nov 1902		Ogden	1 - 3(1)	
Herriman	31 Dec 1901		Riverton	1	1 Jan 1902(2)
Highland	15 Jul 1901		Bingham Canyon	1 - 2(3)	16 Jul 1900
Holliday	15 Nov 1905		SLC-Murray Station	3 - 5(1)	
Honeyville	29 May 1904	9 Jun 1915	Brigham	1	1903(6)
Hot Springs	31 Jan 1910		Ogden	1 - 4(1)	
Hunter	31 Dec 1901		Salt Lake City	1 - 5(1)	
Lakeshore	29 Nov 1902		Spanish Fork	1	1 Dec 1902(2)
Lee	30 Jun 1905		Morgan	1	15 Apr 1905
Lindon	29 Nov 1902		Pleasant Grove	1	1 Dec 1902(2)
Maeser	15 Mar 1910		Vernal	1 - 2(3)	1 Dec 1904
Mill Creek	31 Dec 1901		Salt Lake City	1 - 5(1)	
Miller	31 Dec 1901		Salt Lake City	1 - 5(1)	
Mousley	31 Dec 1901		Riverton	1	1 Jan 1902(2)
Naples	15 Feb 1905		Vernal	1 - 2(3)	1 Dec 1904
North Ogden	30 Sep 1907		Ogden	1 - 4(1)	
Penrose	15 Jun 1909		Tremonton	1 - 2(1)	
Perry	30 Apr 1906		Brigham	1 - 2(1)	
Plain City	14 Jul 1903		Ogden	1 - 3(1)	
Point Lookout	15 Jun 1909		Tremonton	1 - 2(1)	
Porterville	31 Jul 1905		Morgan	1	15 Apr 1905
Riverdale	30 Sep 1903		Ogden	1 - 3(1)	
Sharon	6 Dec 1902		Provo City	1 - 2(1)	
Slaterville	6 Dec 1902		Ogden	1 - 3(1)	
Syracuse	15 May 1905		Layton	1	15 Apr 1905
Taylorville	15 Aug 1901		Sandy	1 - 4(1)	
Thatcher	15 Jun 1909		Tremonton	1 - 2(1)	
Union	31 Dec 1901		Sandy	1 - 4(1)	
Vineyard	6 Dec 1902		Provo City	1 - 2(1)	
Wasatch	31 May 1902		Sandy	1 - 4(1)	
Weber	6 Dec 1902		Ogden	1 - 3(1)	
Wilson	6 Dec 1902		Ogden	1 - 3(1)	

NOTES: (1) See Footnote 1 (14/6,p.56). (2) See Footnote 3 (14/6,p.56). (3) See Footnote 5 (14/6,p.56).
 (4) Estab. between 1 Jul 1903 & 1 Jul 1905. (5) See Footnote 6 (14/6,p.56). (6) Est. 1 Jul 01-1 Jul 03.

Postmaster General" no longer carried comments from route patrons or local postmasters concerning their rural routes. Only two other routes were established during the official period: Carlsbad and Maxwell City. Markings are known from Roswell and Carlsbad routes, leaving only Maxwell City's official route marking to be found.

Three and one-half years elapsed between the establishment of Maxwell City's route in 1903 and the next New Mexico rural route at Elida in 1907. The distribution of population in New Mexico combined with difficult terrain in some areas and substandard roads was apparently a deterrent to rapid expansion of the rural free delivery system in the Territory. During the territorial period, a total of 23 routes were established. Three more were added between January 1912 and the summer of 1913. No unofficial or manuscript markings have been recorded from New Mexico post offices. There were no post offices reported discontinued on account of the extension of rural free delivery during the period covered by this article. The post office at Pita was discontinued due to the establishment of a

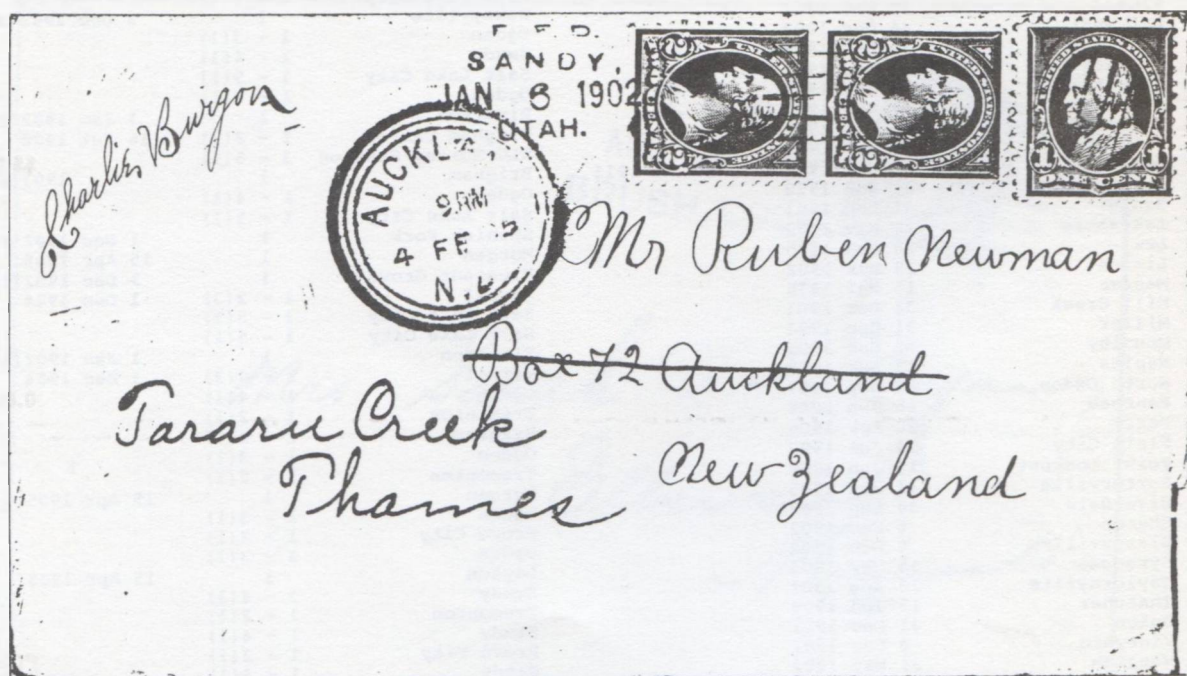
rural route out of Roy, but this occurred just after the close of coverage of the study.

New Mexico is a difficult state from which to collect RFDs. It had the fewest number of rural routes established during the official period of any state in the West, except for Nevada which had none. Hopefully, some manuscript markings will turn up to increase our knowledge of the rural free delivery system in New Mexico.

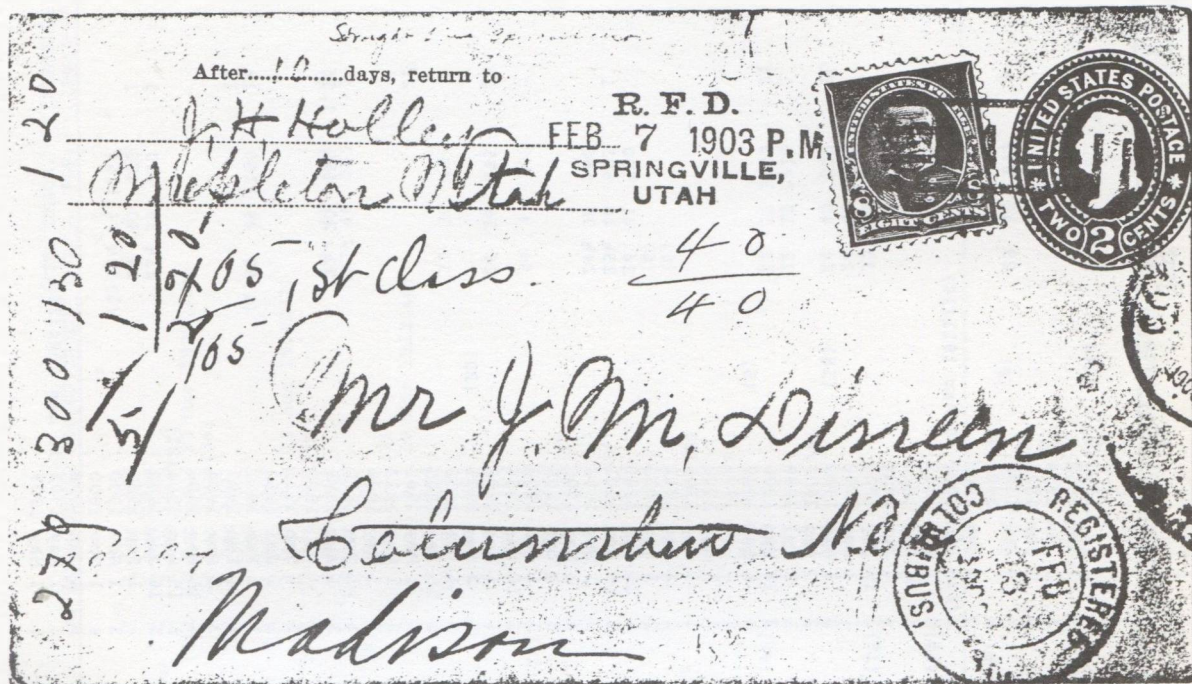
UTAH

The first rural route in Utah was established out of Murray on August 15, 1899. During the next four years, the duration of the official period, thirty more rural routes were established in Utah. The number of routes established after July 1, 1903, until the end of our study period in 1913 was 33, thus making Utah the western state with the highest proportion of its rural routes established during the official period.

Of the 31 routes issued official handstamps, only 14 have thus far been documented. Two of these appear in Figures 3 and 4. This also makes Utah the state with the



A cover mailed to New Zealand postmarked SANDY, UTAH, R.F.D. (Courtesy of Harold Richow)



A Registered cover postmarked SPRINGVILLE, UTAH, R.F.D. (Courtesy of Harold Richow)

highest proportion of unreported official handstamps. In addition to the 17 unreported routes, there are four routes with no record of initial handstamp type. Only one route established in the official period has been documented using an unofficial handstamp -- Sandy Route 3, which used a type LXH handstamp (see LA POSTA, 14/6, p. 50). No markings have been reported for routes established after July 1, 1903. In addition, no manuscript markings have been documented for any Utah rural route.

Utah had a fairly large number of post offices closed due to rural free delivery. Table 6 lists the 45 post offices closed during the period under study. This is a large number to be closed considering the fact that only 64 rural routes were established during the same period. Ogden's first four rural routes were themselves responsible for the closing of ten post offices.

Three additional routes must be added to Table 7 in order to make it a complete checklist of Utah routes issued official handstamps. These are: Murray Routes 1, 2, and 3, all of which were discontinued prior to the issuance of the 1903 OFFICIAL REGISTER.

Utah, above all the Western states, has the greatest potential for the discovery of new markings. Less than half the rural routes issued official markings are recorded, and certainly some manuscript markings will be found. The fun is in the hunt!

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POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903(+)
<u>ARIZONA</u>					
Glendale	1	1 Apr 1912			
Hackberry	1	1911 (2)			
Mesa	1	2 Nov 1903			
Phoenix	1	2 Feb 1903			1n
	2	1903 (3)			2f
	3	1903 (3)			
	4	1 Jan 1904			
	5	1 Jul 1912			
	6	1 May 1913			
Saint David	1	11 Nov 1906 (4)			
Supai	1	1911 (2)			
Tempe	1	24 Nov 1896		(1) 30 38 447	
	2	24 Nov 1896			1
Tucson	1	1 Sep 1903			
	2	1 Mar 1913			
Yuma	1	1 Nov 1906	(5)		
<u>COLORADO</u>					
Alamosa	1	16 Jul 1906			
	2	1 May 1911			
Arapahoe	1	16 Oct 1907			
Arena	1	1 Oct 1912		(6)	
Arriba	1	1 Jul 1908			
	2	1 May 1909			
	3	1 May 1911			
Arvada	(8) 1	10 Mar 1911 (7)			
Atwood	1	2 Dec 1907			
Ault	1	9 Oct 1906 (4)			
Austin	1	1 Jun 1903 (9)	(5)		
Bellvue	1	1 Apr 1908	(5)	(10)	
Bennett	1	1 Jun 1909	(5)		
Berthoud	1	16 Jul 1900		26 35 500	
	2	25 Mar 1907			
Bethune	1	9 Aug 1909 (4)			
Boone	1	1 Aug 1912			
Boulder	1	16 Jul 1900		23 48 800	1, 11f* (11)
	2	1903 (2)			1
	3	1903 (2)			
Brighton	1	1 Feb 1902		23 33 550	
	2	1 Apr 1909			
Broomfield	1	15 Aug 1900		(1) 48 85 1200	1
	2	15 Aug 1900			1
Brush	1	15 Sep 1903			
Calhan	1	1 Jun 1912			2ga
Canon City	1	1 Dec 1906	(12)		11
	2	1911 (13)			
	3	1 Nov 1912			
Carbondale	1	15 Jun 1904	(5)		
Cedaredge	1	2 Aug 1909			
	2	1 Aug 1912			
Center	1	1 Oct 1907			
Cheyenne Wells	1	1 May 1909			
Clifton	1	1 May 1913			
Collbran	1	15 Apr 1905			

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903(+)
COLORADO (Cont.)					
Colorado Springs	1	1907 (2)	(14)		
Del Norte	1	1 Apr 1912			
Delta	1	1 Jan 1904			
	2	1 Jun 1911			
Denver	1	2 Jul 1900		29 18 875	1
Capitol Hill Sta.	2	1905 (2)			
Stockyard Sta.	3	1 Jun 1905			
Alcott Station	4 (4)	6 Jan 1907	9 Mar 1911 (16)		
Montclair Sta. (15)	4	1 Apr 1912			
	5	1 Aug 1913			
Dolores	1	1 Jun 1904			
Durango	(17) 1	15 Sep 1900		33 48 660	1
Eaton	1	1 Sep 1900		24 48 640	
	2	1 Aug 1902	(18)	24 40 500	2b
Re-established	2	3 Sep 1907 (4)			
Edgewater	1	5 Jul 1899		22 10 1210	1
	2	15 Aug 1900		23 37 1065	2f
Elizabeth	1	1 Apr 1909	(5)		
Englewood	1	1905 (2)			
Erie	1	1 Sep 1909			
Evergreen	1	1909 (2)			
Fleming	1	2 Dec 1912		(6)	
	2	2 Dec 1912		(6)	11*
Fort Collins	1	15 Sep 1900		24 41 750	
	2	15 Apr 1901		25½ 40 695	1
	3	1 Sep 1902		24½ 30 560	
	4	1 May 1905			
	5	1 Oct 1909			
Fort Lupton	(19) 1	1 Jan 1904			
	2	16 Apr 1907			
Fort Morgan	1	1 Aug 1902		24 36 475	2b
	2	2 Aug 1909	(20)		
	3	1 Oct 1912			
Fowler	1	15 May 1905			
Fruita	1	1 May 1903			2f
	2	1 May 1913			
Genoa	1	1 May 1909			
Glenwood Springs	1	1 Oct 1912			
Golden	1	1 Aug 1898		22 20 450	1,2f
	2	1909 (2)			
	3	1 Feb 1913			
Granada	1	1 Jul 1903			
Grand Junction	1	1 Feb 1902	(1) 39	49 1150	1a
	2	1 Feb 1902			1a
	3	1 Nov 1904			
	4	15 May 1906			
Grand Valley	1	19 Aug 1904 (21)			
Greeley	1	16 Jul 1900		21½ 35 750	1
	2	1 Sep 1900		24 40 475	1
	3	1 Nov 1900		(1) 50½ 74 1155	
	4	1 Nov 1900			
	5	1 Jun 1909			
Harman	1	1 May 1903	15 Jan 1904 (22)		
Haxtun	1	1 May 1909			

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE.	DESCR.	LNG.	A.	POP.	MARKINGS	KNOWN
									1903(-)	1903(+)
COLORADO (Cont.)										
Henderson	1	1 Jun 1904	(5)							
Hillrose	1	1 May 1909								
Holly	(23)1	1 Jul 1903							2f	
Holyoke	1	1 Jun 1911								
	2	1 May 1913								
Hotchkiss	1	1 Sep 1903								
	(24)2	1 Jun 1904								
Hugo	1	1 Apr 1908								
	2	1 Sep 1909								
Keysor	(25)1	21 Feb 1911(7)								
Kirk	(26)1	1 May 1909								
	2	1 Jul 1913								
Lafayette	1	1 Jun 1906								
La Jara	1	25 Mar 1907								
La Junta	1	15 Aug 1900				30	52	725		
	2	1 Mar 1904								
	3	1 Jun 1904								
Lamar	1	16 May 1904								
	2	15 Sep 1904								
	3	1 Sep 1909								
Lasalle	1	1 Jul 1901				26	35	415	1	
	2	1 Jun 1908	(27)							
Las Animas	(23)1	1 Oct 1900				26	26	300	1	
	2	16 Apr 1906								
Littleton	1	1 Jun 1901				(1)46½	79	1270	1	
	2	1 Jun 1901								
Loma	1	1 Jul 1912								
Longmont	1	15 Aug 1900				23½	44	740	1	
	2	15 Aug 1900				26	44	775		
	3	1 Apr 1902				23½	35	475	2b	
	4									
	5	1 Jul 1903								
Loveland	1	10 Nov 1896(29)				(1)29	36	339(6)	2b	
	2	10 Nov 1896(29)						(6)	2b	
	3	15 Apr 1904								11f
Lucerne	1	1 Apr 1902				18	30	400		
Lyons	(30)1	11 Sep 1906(4)								
Mancos	1	1 Feb 1906								
Manzanola	1	15 Apr 1904								
Mattison	1	21 Feb 1911(7)	(5)							
McClave	(31)1	1 Dec 1912								
Milliken	1	1 Nov 1912								
Montclair	1	15 Oct 1904 31 Mar 1912(32)								
Monte Vista	1	15 Sep 1900				33	62	470	1n	
	2	1903(2)								
	3	16 Jul 1906								
Montrose	1	1903(2)							2f	
	2	1 Jul 1903							2f	
	3	1 Jul 1908								
	4	7 Aug 1909(4)								
Morrison	1	5 Jul 1899 5 Jun 1908(33)	20	8	400				2f	
Mount Morrison	1	6 Jun 1908(34)								
New Windsor	1	1 Feb 1901				25½	41	450	1	
	2	1 Jul 1902				25	36	400		

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903--
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COLORADO (Cont.)

Niwot	1	1 Apr 1902		22 33 450	
Olathe	1	1 Aug 1904			
	2	1 Sep 1909			
Olney	(4) 1	12 Oct 1906	23 Mar 1909 (35)		
Olney Springs	1	24 Mar 1909 (36)			
Ordway	1	16 Oct 1907			
Otis	1	1 Feb 1913			
Palisades	1	1 Apr 1907			
Parachute	1	1 Nov 1902	18 Aug 1904 (37)		
Pierce	(38) 1	31 Oct 1911 (7)			
Pine	1	1 Feb 1902		19½ 25 400	1
Platteville	1	15 Nov 1900		27½ 46 595	1
	(39) 2	1 Jun 1904			
Powderhorn	1	1911 (2)			
	2	(2) 1911 30 Nov 1912 (40)			
Prowers	1	15 Sep 1904			
Pueblo	1	15 Feb 1901		27 39 620	1
	2	1 Apr 1908			
Rifle	1	1 Jun 1906			
	2	1 Apr 1912			
Rocky Ford	1	15 Sep 1900		34 48 500	1
	2	2 Nov 1903			
	3	1905 (2)			
Rosita	1	1911 (2)			
	2	1911 (2)			
Seibert	1	1 Feb 1908			
	2	1 Oct 1912			
Silt	1	1 Apr 1912			
Steamboat Springs	1	1 Jun 1911			
Sterling	1	1 Apr 1909			
Stratton	1	1 Feb 1908			
	2	2 Mar 1908			
	(41) 3	1 Apr 1912			
Trinidad	1	1 Dec 1903			
Vernon	1	1 Jun 1911			
Vona	1	1 Apr 1912			
Weldora	1	1 Jul 1913			
Wellington	1	1 May 1909			
	2	1 May 1909			
Wiley	1	2 Dec 1912			
Yoder	1	(42)			
	2	2 Dec 1912			

NEW MEXICO

Artesia	1	1 May 1911	(5)		
Bernalillo	1	1911 (2)			
	2	1911 (2)			
Black Lake	1	1911 (2)			
Carlsbad	1	2 Feb 1903			
Casa Grande	1	1911 (2)			
Clovis	1	1 May 1909			
Dexter	1	1 Nov 1912			
Elida	1	2 Jan 1907 (4)			
	2	1 May 1907			
	3	1 Jun 1909			

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR.	MARKINGS KNOWN
				LNG. A. POP.	1903(-) 1903(+)

NEW MEXICO (Cont.)

Gallina	1	1911(2)			
Hagerman	1	1909(2)	(5)		
Lake Arthur	1	1 Jun 1911		(6)	
Maxwell	1	10 Apr 1910(43)			
Maxwell City	1	1 Jul 1903	9 Apr 1910(44)		
Melrose	1	16 Sep 1907			
	2	16 Sep 1907			
Portales	1	1 May 1909			
Roswell	1	1 Mar 1902		21 25 600	2b
	2	1 Jun 1912			
Roy	1	1 Jul 1913			
Texico	1	16 Oct 1907			
	2	1 Jun 1908			
	3	1 May 1909			
Valley	1	1911(2)			

UTAH

American Fork	1	1 Dec 1902			
Bingham Canyon	1	16 Jul 1900	(1)18	41 1400	1b
	2	16 Jul 1900	15 Feb 1913		1b
	3	1909(2)			
Brigham	1	1903(2)			2f
	2	15 Jun 1905			
Charleston	(45)1	1 Nov 1903			
Corinne	1	1911(2)			
Deweyville	(47)1	1 Dec 1902	31 Dec 1908(46)		2f
Farmington	1	1909(2)			
Garfield	1	1909(2)			
Garland	1	1905(2)			
Heber	(48)1	1 Dec 1902			
Hooper	1	1 Dec 1902			2f
	2	15 Sep 1903			
Kaysville	1	1 Sep 1904			
Layton	1	15 Apr 1905			
Lehi	1	19 Apr 1904(49)			
Lehi City	1	1 Dec 1902	18 Apr 1904(50)		
Lewiston	1	16 Feb 1907			
Logan	1	1 Dec 1904			
	2	1909(2)	(20)		
Monroe	1	1909(2)			
Morgan	1	15 Apr 1905			
Murray	1	15 Aug 1899	(51)	18 25 2000	2b
	2	15 Dec 1900	(51)	20 15 1500	
	3	1 Jan 1902	(51)	20 20 600	
Nogden	(52)1	1 Dec 1902			
	2	1903(2)			2f
	3	1903(2)			
	4	1 Nov 1903			
	5	1 May 1913			
Payson	1	16 May 1907			
Pleasant Grove	(53)1	1 Dec 1902			
Provo	1	14 Dec 1904(54)			
	2	14 Dec 1904(54)			
	3	14 Dec 1904(54)			

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR.	MARKINGS KNOWN
				LNG. A. POP.	1903(-) 1903(+)
UTAH (Cont.)					
Provo City	(56)	1	1 Dec 1902 13 Dec 1904(55)		
		2	(2)1903 13 Dec 1904(55)		
		3	1 Nov 1904 13 Dec 1904(55)		
Riverton		1	1 Jan 1902	23 20 600	1
Rosette		1	1911(2)		
Salt Lake City					
Calder Park Sub Station		1	1 Jan 1902	(1)40½ 40 1200	2b
Calder Park Sub Station		2	1 Jan 1902		1a,2b
Murray Station		3	(51)		2b
Murray Station		4	(51)		
Murray Station		5	(51)		2f
		6	16 Jan 1905		
		7	1 May 1907		
Sandy		1	16 Jul 1900	22 36 1000	
		2	15 Dec 1900	(1)35 45 2250	
		3	15 Dec 1900		1,1xh(60)
		4	1 Jan 1902	22 25 500	
Spanish Fork	(57)	1	1 Dec 1902		
		2	1903(2)		
Springville	(58)	1	1 Dec 1902		2f
Tremonton		1	1 Jan 1909(59)		
		2	1 May 1909		
Upton		1	1911(2)		
Vernal		1	1 Dec 1904		
		2	1 Dec 1904		
Wellsville		1	1 Sep 1904		
Woods Cross		1	1 Dec 1904		

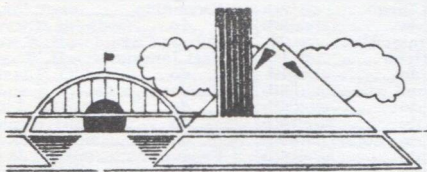
NOTES: *indicates marking reported subsequent to the publication of the ENCYCLOPEDIA of R.F.D. CANCELS.

FOOTNOTES:

- (1) See Footnote 1 (LA POSTA, 14/6, p.21.)
- (2) See Footnote 2 (LA POSTA, 14/6, p.21.)
- (3) Established between 2 Feb 1903 and 1 Jul 1903.
- (4) See Footnote 13 (LA POSTA, 14/6, p.21)
- (5) Not listed in the 1911 OFFICIAL REGISTER.
- (6) Tri-weekly service.
- (7) See Footnote 12 (LA POSTA, 14/6, p.21)
- (8) Was Denver Route 4.
- (9) The "Postal Bulletin" lists this route as being established on 1 Jun 1908, and then later on 1 Oct 1908. No explanation is given in the "PB".
- (10) This route supplied the Masonville P.O. until the service was discontinued on 3 Mar 1911.
- (11) See Footnote 3 (LA POSTA, 14/6, p.21)
- (12) Not listed in the 1907 OFFICIAL REGISTER.
- (13) Established between 1 Jul 1911 and 1 Nov 1912.
- (14) Only listed in the 1907 OFFICIAL REGISTER.
- (15) Was Montclair Route 1. Montclair became a station of Denver on 1 Apr 1912.

FOOTNOTES (Cont.)

- (16) Transferred to Arvada Route 1.
- (17) This route replaced the P.O.s at Animas, Trimble, and Hermosa, as well as a mail messenger.
- (18) No mention of discontinuance in the "PB", although it had to be discontinued before 3 Sep 1907 in order to be re-established on that date.
- (19) One of these two routes replaced the special supply service that supplied the Volmar P.O. as of 1 Dec 1911.
- (20) Only one route listed in the 1911 OFFICIAL REGISTER.
- (21) Was Parachute Route 1; name changed to Grand Valley on 19 Aug 1904.
- (22) The post office was discontinued on this date.
- (23) Hartman P.O. was no longer supplied by this route as of 30 Sep 1911.
- (24) Paonia P.O. was no longer supplied by this route as of 3 Mar 1911.
- (25) This route was listed in the 1909 OFFICIAL REGISTER.
- (26) This route was listed in the 1907 OFFICIAL REGISTER.
- (27) Only one route listed in the 1909 OFFICIAL REGISTER.
- (28) This route replaced the Fredonia P.O. and a star route.
- (29) These were the first two routes established in the West.
- (30) The "PB" lists this route as being established 11 Sep 1906, and then later on 18 Feb 1907. No explanation is given.
- (31) Was Prowers Route 1.
- (32) P.O. transferred to station of Denver and route to Denver Route 4.
- (33) Name changed to Mount Morrison on 6 Jun 1908.
- (34) Was Morrison.
- (35) Name changed to Olney Springs on 24 Mar 1909.
- (36) Was Olney.
- (37) Name changed to Grand Lake on 19 Aug 1904.
- (38) Listed in 1911 OR; route established prior to 1 Jul 1911.
- (39) This route also supplied the Hillsboro P.O.
- (40) This route was transferred to McClave Route 1.
- (41) One or more of these routes began to supply P.O.s at Beaverton and Oriska in early 1912; no effective date reported in "PB" dated 16 Jan 1912.
- (42) Established between 1 Jul 1911 and 2 Dec 1912.
- (43) Was Maxwell City. Name changed on 10 Apr 1909.
- (44) Only listed in the 1903 and 1905 ORs.
- (45) Route began supplying the Midway P.O. on 1 Feb 1912.
- (46) Route transferred to Tremonton Route 1 on 31 Dec 1908.
- (47) Route passed through and supplied the Elwood P.O.
- (48) Route passed through and supplied the Busyville P.O.
- (49) Was Lehi City. Name changed on 19 Apr 1904.
- (50) Name changed to Lehi.
- (51) Murray converted to station of Salt Lake City on 31 Jul 1901. Its three rural routes were apparently transferred 1 Jan 1902 to routes 3, 4, and 5.
- (52) Route passed thru and supplied Slaterville, Farwest, Harrisville, Wilson, Weber, North Ogden and Plain City post offices.
- (53) Route passed through and supplied Lindon P.O.
- (54) Was Provo City.
- (55) Name changed to Provo on 14 Dec 1904.
- (56) Route passed through and supplied P.O.s at Sharon and Vineyard.
- (57) Route passed through and supplied P.O.s at Lakeshore and Benjamin.
- (58) Route passed through and supplied Mapleton P.O.
- (59) Was Deweyville Route 1. Transferred on 1 Jan 1909.
- (60) See LA POSTA, 14/6, p. 50, for an illustration of this type.



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TABLE 7 - A Checklist of Rural Free Delivery Routes That Were Issued Official Handstamps; or Rural Free Delivery Routes in Operation on July 1, 1903 (Official Register, 1903)

Rural Free Delivery—California.

Name.	Where born.	Whence appointed.		Cong. dist.	Where employed.	Compensation.
		State.	County.			
California.						
Charles Welch	California	California	San Joaquin	6th	Acampo	600.00
Charles E. Gilbert	do	do	do	6th	do	(1)
Frank L. Eastman	New Hampshire	do	Orange	8th	Anaheim	600.00
Roy L. Towner	New York	do	do	8th	do	600.00
Harry S. Blackfan	Washington	do	do	8th	do	600.00
Albert H. Sheldon	California	do	do	8th	do	(1)
Henry Smith	Illinois	do	do	8th	do	(1)
Minnie Blackfan	Canada	do	do	8th	do	(1)
David W. Minor	Pennsylvania	do	Humboldt	1st	Arcata	600.00
Marcus Romain Right	New York	do	do	1st	do	(1)
Harley H. Fouch	Minnesota	do	San Luis Obispo	7th	Aroyo Grande	600.00
Robert English	Texas	do	do	7th	do	(1)
George Burtcher	Wisconsin	do	Placer	1st	Auburn	600.00
John Henderson Jeffreys	England	do	do	1st	do	(1)
M. D. Simons	California	do	Santa Clara	5th	Berryessa	600.00
L. C. Max	Illinois	do	do	5th	do	(1)
Walter L. Dawton	Canada	do	do	5th	Campbell	600.00
Ellis W. Preston	Wisconsin	do	do	5th	do	600.00
Charles Townsend	Illinois	do	do	5th	do	600.00
Branch Hopkins	New York	do	do	5th	do	(1)
Benjamin L. Wade	California	do	do	5th	do	(1)
Charles L. Watson	Illinois	do	do	5th	do	(1)
John V. Rockwell	Wisconsin	do	Santa Barbara	8th	Carpinteria	600.00
William E. De Long	California	do	Butte	2d	Chico	600.00
John T. Smith	Pennsylvania	do	do	2d	do	600.00
Bessie L. Smith	do	do	do	2d	do	(1)
William H. Van De Bogart	Michigan	do	do	2d	do	(1)
Chester A. Day	Nebraska	do	San Bernardino	8th	Chino	600.00
David C. Day	New York	do	do	8th	do	(1)
George H. Murley	California	do	Placer	1st	Colfax	600.00
Amos Stevens	Maine	do	do	1st	do	(1)
George Wight	California	do	San Mateo	5th	Colma	600.00
John J. Flanagan	Wisconsin	do	do	5th	do	(1)
John Jack Sharpe	Scotland	do	San Bernardino	8th	Colton	600.00
Harry Carr	Michigan	do	do	8th	do	(1)
Charles G. Davidson	Missouri	do	Los Angeles	7th	Compton	600.00
James E. Lodge	Canada	do	do	7th	do	600.00
Francis M. Lee	Iowa	do	do	6th	do	(1)
William D. Seely	do	do	do	6th	do	(1)
Albert A. Silver	Minnesota	do	Contra Costa	3d	Concord	600.00
Joseph L. Silver	Iowa	do	do	3d	do	(1)
Andrew Carpenter	Rhode Island	do	Santa Clara	5th	Cupertino	600.00
Chas. H. Smith	Massachusetts	do	do	5th	do	600.00
Elmer Taggart	Michigan	do	do	5th	do	600.00
Herbert P. Butterfield	Oregon	do	do	5th	do	(1)
Wm. D. Longhead	Nova Scotia	do	do	5th	do	(1)
Herbert Push	England	do	do	5th	do	(1)
William J. Tyler	California	do	Fresno	6th	Del Rey	600.00
Harvey W. Tyler	do	do	do	6th	do	(1)
James S. McCulloch	New York	do	Tulare	8th	Dinuba	600.00
Marion Millsap	Missouri	do	do	8th	do	600.00
James T. Boone	do	do	do	8th	do	(1)
Thos. P. Reid	do	do	do	8th	do	(1)
Stephen D. Hunt	Ohio	do	Merced	6th	Dos Palos	600.00
Curtis O. Hunt	Nebraska	do	do	6th	do	(1)
Alexander B. Gulnac	California	do	Santa Clara	5th	Edenvale	600.00
G. A. Johnson	do	do	do	5th	do	(1)
Herschel Johnson	Colorado	do	do	5th	do	(1)
William Oliver Rolston	Oregon	do	Los Angeles	7th	El Monte	600.00
Eunice B. Rolston	California	do	do	7th	do	(1)
William Henry Smith	Michigan	do	San Diego	8th	Escondido	600.00
Thomas Shannon Washburn	North Carolina	do	do	8th	do	(1)
J. F. Korte	Indiana	do	Sacramento	2d	Folsom City	600.00
Charles E. Wayne	California	do	Siskiyou	1st	Fort Jones	600.00
Fred S. Wayne	do	do	do	1st	do	(1)
Bert Fullerton	Iowa	do	Fresno	6th	Fowler	600.00
Anderson R. Miner	Nebraska	do	do	6th	do	600.00
George D. Fullerton	Indiana	do	do	6th	do	(1)
Marion H. Minor	Nebraska	do	do	6th	do	(1)
Henry B. Ashton	Kentucky	do	do	6th	Fresno	600.00
Robert L. Belt	California	do	do	6th	do	600.00
Louis E. Elder	Missouri	do	do	6th	do	600.00
Luther Gray	Illinois	do	do	6th	do	600.00
Wm. B. Green	Ohio	do	do	6th	do	600.00
John C. Hodge	Illinois	do	do	6th	do	600.00
J. P. Landrum	Georgia	do	do	6th	do	600.00
Lewis A. Wagner	Indiana	do	do	6th	do	600.00
Emma Belt	Nevada	do	do	6th	do	(1)
John A. Johnson	Kansas	do	do	6th	do	(1)
Jackson A. May	Illinois	California	Fresno	6th	Fresno	(1)
Frank T. Martin	California	do	do	6th	do	(1)
Chas. Morton	do	do	do	6th	do	(1)
G. Edwin Snyder	New York	do	do	6th	do	(1)
Frank Terrill	California	do	do	6th	do	(1)
Robert Walker	Illinois	do	do	6th	do	(1)
Charles Irving Curtis	Wisconsin	do	Orange	8th	Fullerton	\$200.00
Sidney D. McKelvey	Rhode Island	do	do	8th	do	600.00
Cora M. Vail	Indiana	do	do	8th	do	600.00
Jesse E. Jessup	do	do	do	8th	do	(1)
Frank McKelvey	California	do	do	8th	do	(1)
Henry G. Meiser	Nebraska	do	do	8th	do	(1)
Benjamin B. Brown	Rhode Island	do	Sacramento	2d	Galt	600.00
Rollo Holiday Brewster	California	do	do	2d	do	(1)
St. Claire Richter	Missouri	do	Santa Clara	5th	Gilroy	600.00
George C. White	California	do	do	5th	do	600.00
Olive Richter	Missouri	do	do	5th	do	(1)

Rural Free Delivery—California.

Name.	Where born.	Whence appointed.			Where employed.	Compensation.
		State.	County.	Cong. dist.		
Harry Lewis Nelson.....	California.....	do	San Mateo.....	5th.....	Halfmoon Bay.....	600.00
William Silva.....	do.....	do	do.....	5th.....	do.....	600.00
Joseph Joseph.....	do.....	do	do.....	5th.....	do.....	(1)
Manuel Lewis Bello.....	do.....	do	do.....	5th.....	do.....	(1)
Rennie J. Heathcote.....	England.....	do	Kings.....	6th.....	Hanford.....	600.00
Owen H. Wynne.....	Ireland.....	do	do.....	6th.....	do.....	(1)
John Clifford Bay.....	Kansas.....	do	Alameda.....	3d.....	Haywards.....	600.00
John J. Curley.....	Louisiana.....	do	do.....	3d.....	do.....	600.00
Wallace C. Bay.....	Ohio.....	do	do.....	3d.....	do.....	(1)
George B. Curley.....	Iowa.....	do	do.....	3d.....	do.....	(1)
Silas W. McMichael.....	do.....	do	Sonoma.....	2d.....	Hendalsburg.....	600.00
William A. Upson.....	do.....	do	do.....	2d.....	do.....	600.00
J. W. McMichael.....	do.....	do	do.....	2d.....	do.....	(1)
George R. McCord.....	do.....	do	do.....	2d.....	do.....	(1)
George A. Weber.....	Oregon.....	do	San Bernardino.....	8th.....	Highland.....	600.00
William H. Marks.....	do.....	do	do.....	8th.....	do.....	600.00
Loretta May Marks.....	do.....	do	do.....	8th.....	do.....	(1)
Norman Ashcroft.....	Illinois.....	do	Los Angeles.....	7th.....	Hollywood.....	600.00
Mrs. Libbie W. Ashcroft.....	do.....	do	do.....	7th.....	do.....	(1)
Chas. L. Seaward.....	Pennsylvania.....	do	Fresno.....	6th.....	Kingsbury.....	600.00
Wm. H. Seaward.....	do.....	do	do.....	6th.....	do.....	(1)
Truman M. Miller.....	Illinois.....	do	San Joaquin.....	6th.....	Lathrop.....	600.00
Edward C. Miller.....	do.....	do	do.....	6th.....	do.....	(1)
William L. Van Fossen.....	California.....	do	Fresno.....	6th.....	Laton.....	600.00
Richard F. Van Fossen.....	do.....	do	do.....	6th.....	do.....	(1)
Clarence I. Newcomb.....	Maine.....	do	Placer.....	1st.....	Lincoln.....	600.00
Edwin Wm. Crook.....	Wyoming.....	do	do.....	1st.....	do.....	(1)
Cary F. Axtell.....	California.....	do	San Joaquin.....	6th.....	Lodi.....	600.00
John F. Blakely.....	do.....	do	do.....	6th.....	do.....	600.00
David Beardsley.....	Pennsylvania.....	do	do.....	6th.....	do.....	600.00
Frank J. Blakely.....	California.....	do	do.....	6th.....	do.....	(1)
Chas. H. Beardsley.....	Ohio.....	do	do.....	6th.....	do.....	(1)
Thaddeus E. Dimock.....	Nova Scotia.....	do	Santa Barbara.....	8th.....	Lompoc.....	600.00
John M. Dimock.....	do.....	do	do.....	8th.....	do.....	(1)
Clarence O. Tufts.....	California.....	do	Placer.....	1st.....	Loomis.....	600.00
Frank A. Tufts.....	do.....	do	do.....	1st.....	do.....	(1)
Inez M. Adams.....	New York.....	do	Los Angeles.....	7th.....	Los Angeles.....	600.00
Willard W. Shea.....	Illinois.....	do	do.....	7th.....	do.....	600.00
L. L. Adams.....	California.....	do	do.....	7th.....	do.....	(1)
A. W. Boerstler.....	Ohio.....	do	do.....	7th.....	do.....	(1)
Harry O. Moore.....	do.....	do	Santa Clara.....	5th.....	Los Gatos.....	600.00
Charles H. Volden.....	England.....	do	do.....	5th.....	do.....	600.00
Harry E. Holladay.....	Illinois.....	do	do.....	5th.....	do.....	(1)
Elit A. Winning.....	Pennsylvania.....	do	do.....	5th.....	do.....	(1)
Wren H. Miller.....	California.....	do	Madera.....	6th.....	Madera.....	600.00
Cornealis Appling.....	do.....	do	do.....	6th.....	do.....	(1)
Albert Messee.....	Missouri.....	do	Contra Costa.....	3d.....	Martinez.....	600.00
Frank W. Botts.....	California.....	do	do.....	3d.....	do.....	(1)
William P. Smith.....	Illinois.....	do	Merced.....	6th.....	Merced.....	600.00
Lester M. Smith.....	do.....	do	do.....	6th.....	do.....	(1)
Henry C. Hopkins.....	Ohio.....	do	Cuberos.....	1st.....	Mokelumne Hill.....	600.00
George H. Husband.....	England.....	do	do.....	1st.....	do.....	(1)
William H. Buchheister.....	Iowa.....	do	Santa Clara.....	5th.....	Morgan Hill.....	600.00
Vertie M. Edes.....	Wisconsin.....	do	do.....	5th.....	do.....	600.00
Harry A. Brizee.....	South Dakota.....	do	do.....	5th.....	do.....	(1)
Ben Joy.....	California.....	do	do.....	5th.....	do.....	(1)
John W. Barney.....	Illinois.....	do	do.....	5th.....	Mountain View.....	600.00
Elbert B. Hockabout.....	California.....	do	do.....	5th.....	do.....	600.00
Barney Job.....	Missouri.....	do	do.....	5th.....	do.....	(1)
George W. Gildersleeve.....	California.....	do	Napa.....	2d.....	Napa.....	600.00
Sam Shepard.....	do.....	do	do.....	2d.....	do.....	(1)
John L. Campbell.....	do.....	do	Placer.....	1st.....	Newcastle.....	600.00
Howard Stone.....	do.....	do	do.....	1st.....	do.....	(1)
Andrew D. Bradbeer.....	Canada.....	do	Los Angeles.....	7th.....	Norwalk.....	600.00
Roscoe W. Hutchings.....	Maine.....	do	do.....	7th.....	do.....	600.00
George W. Hutchings.....	do.....	do	do.....	7th.....	do.....	(1)
William P. Tibbet.....	Illinois.....	do	do.....	7th.....	do.....	(1)
William E. Elliott.....	Pennsylvania.....	do	Fresno.....	6th.....	Oleander.....	600.00
Leslie L. Miller.....	Illinois.....	do	do.....	6th.....	do.....	(1)
Charles W. Graber.....	Indiana.....	do	San Bernardino.....	8th.....	Ontario.....	600.00
Thos. W. Powell.....	Pennsylvania.....	do	do.....	8th.....	do.....	600.00
John M. Horton.....	Indiana.....	do	do.....	8th.....	do.....	(1)
Gilbert Sproule.....	California.....	do	Orange.....	8th.....	Orange.....	600.00
Henry D. Witt.....	Wisconsin.....	do	do.....	8th.....	do.....	600.00
Joseph F. Witt.....	do.....	do	do.....	8th.....	do.....	(1)
Nathan Robbins.....	Arizona.....	do	do.....	8th.....	do.....	(1)
Bonnie V. Lynn.....	Illinois.....	California.....	Los Angeles.....	7th.....	Palms.....	\$400.00
Alfred F. Bryant.....	Ohio.....	do	do.....	7th.....	do.....	600.00
George W. Lynn.....	do.....	do	do.....	7th.....	do.....	(1)
Luther Fellows.....	Indiana.....	do	do.....	7th.....	do.....	(1)
William Venter.....	do.....	do	Fresno.....	6th.....	Farlier.....	600.00
Fremont Venter.....	Missouri.....	do	do.....	6th.....	do.....	(1)
John W. Dove.....	Ohio.....	do	Placer.....	2d.....	Penryn.....	600.00
Lee D. Butt.....	Pennsylvania.....	do	do.....	2d.....	do.....	(1)
Clarence L. Dinwiddie.....	California.....	do	Sonoma.....	2d.....	Petaluma.....	600.00
Merrick L. Freeman.....	do.....	do	do.....	2d.....	do.....	600.00
Rolla H. Waite.....	New York.....	do	do.....	2d.....	do.....	600.00
Jas. F. Young.....	California.....	do	do.....	2d.....	do.....	(1)
Jos. M. Wyckoff.....	do.....	do	do.....	2d.....	do.....	(1)
Squire L. Waite.....	New York.....	do	do.....	2d.....	do.....	(1)
Lewis S. Androus.....	Michigan.....	do	do.....	2d.....	do.....	(1)
Grover C. Blewett.....	Kentucky.....	do	Los Angeles.....	7th.....	Pomona.....	600.00
Charles F. Rockwell.....	Illinois.....	do	do.....	7th.....	do.....	(1)
Albert H. Rockwell.....	do.....	do	San Bernardino.....	8th.....	Redlands.....	600.00
Irvine F. Marlur.....	California.....	do	do.....	8th.....	do.....	(1)
William B. Marlur.....	do.....	do	Fresno.....	6th.....	Reedley.....	600.00
John L. Gwinnup.....	Indiana.....	do	do.....	6th.....	do.....	(1)
Daniel C. Milan, Jr.....	Texas.....	do	Riverside.....	8th.....	Riverside.....	600.00
Albert Curry.....	South Carolina.....	do	do.....	8th.....	do.....	600.00
Charles W. Milan.....	Texas.....	do	do.....	8th.....	do.....	(1)

Rural Free Delivery—California

Name.	Where born.	Whence appointed.			Where employed.	Compensation.
		State.	County.	Cong. dist.		
Simeon F. West.....	Rhode Island.....	do	San Mateo.....	5th.....	Redwood City.....	600.00
Mrs. Hannah J. West.....	California.....	do	do.....	5th.....	do.....	(1)
Isidore J. Du Millien.....	France.....	do	Sacramento.....	2d.....	Sacramento.....	600.00
John B. Fleckenstein.....	Iowa.....	do	do.....	2d.....	do.....	600.00
Fred Rider.....	California.....	do	do.....	2d.....	do.....	(1)
Eugene V. Haley.....	Kansas.....	do	do.....	2d.....	do.....	(1)
Jesse E. Morse.....	Illinois.....	do	San Diego.....	8th.....	San Diego.....	600.00
H. C. Jones.....	Ohio.....	do	do.....	8th.....	do.....	(1)
Samuel T. McCawley.....	Kentucky.....	do	Los Angeles.....	7th.....	San Gabriel.....	600.00
James Bower.....	Massachusetts.....	do	do.....	7th.....	do.....	(1)
Abram F. Robbins.....	Illinois.....	do	Fresno.....	6th.....	Sanger.....	600.00
William G. Shearburn.....	do.....	do	do.....	6th.....	do.....	(1)
Wm. H. Kirker.....	Missouri.....	do	Riverside.....	8th.....	San Jacinto.....	600.00
J. E. Dunham.....	do.....	do	do.....	8th.....	do.....	(1)
James Hoard.....	California.....	do	Santa Clara.....	5th.....	San Jose.....	600.00
Dale Holland.....	do.....	do	do.....	5th.....	do.....	600.00
John W. Haynes.....	do.....	do	do.....	5th.....	do.....	600.00
George W. Hanson.....	New Hampshire.....	do	do.....	5th.....	do.....	600.00
Charles S. Hemphill.....	California.....	do	do.....	5th.....	do.....	600.00
James M. Marsh.....	Pennsylvania.....	do	do.....	5th.....	do.....	600.00
M. M. Hall.....	California.....	do	do.....	5th.....	do.....	600.00
Lace C. Hemphill.....	do.....	do	do.....	5th.....	do.....	(1)
Eugene A. Hanson.....	New Hampshire.....	do	do.....	5th.....	do.....	(1)
Charles O. Hainer.....	California.....	do	do.....	5th.....	do.....	(1)
Charles R. Holland.....	do.....	do	do.....	5th.....	do.....	(1)
Fred A. Ernst.....	Illinois.....	do	do.....	5th.....	do.....	(1)
John Klein.....	do.....	do	do.....	5th.....	do.....	(1)
Edgar L. McWorthy.....	California.....	do	Alameda.....	3d.....	San Leandro.....	600.00
Joseph A. King.....	Massachusetts.....	do	do.....	3d.....	do.....	(1)
William Alva Doran.....	Ohio.....	do	San Diego.....	8th.....	San Marcos.....	600.00
George Warren Risdon.....	Indiana.....	do	do.....	8th.....	do.....	(1)
Charles F. Johnson.....	North Carolina.....	do	Orange.....	8th.....	Santa Ana.....	600.00
Charles E. Lofland.....	Illinois.....	do	do.....	8th.....	do.....	600.00
Ira T. Skiles.....	California.....	do	do.....	8th.....	do.....	600.00
Harry L. Skiles.....	Missouri.....	do	do.....	8th.....	do.....	600.00
Carey Johnson.....	North Carolina.....	do	do.....	8th.....	do.....	(1)
William R. Skiles.....	Missouri.....	do	do.....	8th.....	do.....	(1)
John P. Thompson.....	Ohio.....	do	do.....	8th.....	do.....	(1)
Frank E. Swett.....	do.....	do	do.....	8th.....	do.....	(1)
August E. Ferl.....	California.....	do	Santa Barbara.....	8th.....	Santa Barbara.....	600.00
Homer N. Duffey.....	Pennsylvania.....	do	do.....	8th.....	do.....	600.00
Otto Elmer Kramer.....	California.....	do	do.....	8th.....	do.....	600.00
Lee Archibald Morrison.....	do.....	do	Santa Clara.....	5th.....	Santa Clara.....	600.00
John Held.....	do.....	do	do.....	5th.....	do.....	(1)
John Lower.....	New Hampshire.....	do	Santa Cruz.....	6th.....	Santa Cruz.....	600.00
Charles H. Randall.....	California.....	do	do.....	6th.....	do.....	600.00
Lafayette Dakan.....	do.....	do	do.....	6th.....	do.....	(1)
Daniel S. B. Taylor.....	Massachusetts.....	do	do.....	6th.....	do.....	(1)
James Simpson.....	California.....	do	Santa Barbara.....	8th.....	Santa Maria.....	600.00
Manuel Veira Mandonsa.....	Portugal.....	do	do.....	8th.....	do.....	(1)
Edward B. Williams, jr.....	New York.....	do	Ventura.....	8th.....	Santa Paula.....	600.00
Howard E. Williams.....	California.....	do	do.....	8th.....	do.....	(1)
George Connors.....	Canada.....	do	Sonoma.....	2d.....	Santa Rosa.....	600.00
Ralph A. De Bolt.....	Iowa.....	do	do.....	2d.....	do.....	600.00
Perry F. De Bolt.....	Illinois.....	do	do.....	2d.....	do.....	600.00
O. C. Taylor.....	Utah.....	do	do.....	2d.....	do.....	600.00
Roland L. Bathurst.....	Iowa.....	do	do.....	2d.....	do.....	600.00
Charles F. Connors.....	California.....	do	do.....	2d.....	do.....	(1)
Archie Bathurst.....	Pennsylvania.....	do	do.....	2d.....	do.....	(1)
Charles Gillets.....	do.....	do	do.....	2d.....	do.....	(1)
Le Roy B. Barber.....	California.....	do	do.....	2d.....	do.....	(1)
Henry C. Mulvany.....	Illinois.....	do	do.....	2d.....	do.....	(1)
Geo. T. Oldham.....	California.....	do	Santa Clara.....	5th.....	Saratoga.....	600.00
Harry F. Scott.....	do.....	do	do.....	5th.....	do.....	(1)
Geo. E. Bill.....	do.....	do	Sonoma.....	2d.....	Sebastopol.....	600.00
James S. Wadsworth.....	Michigan.....	do	do.....	2d.....	do.....	600.00
Arthur E. Wilkie.....	Illinois.....	do	do.....	2d.....	do.....	600.00
Arthur C. Bill.....	Ohio.....	do	do.....	2d.....	do.....	(1)
James M. Wadsworth.....	Michigan.....	California	Sonoma.....	2d.....	Sebastopol.....	(1)
John L. Wilkie.....	Illinois.....	do	do.....	2d.....	do.....	(1)
Amon G. Brown.....	Pennsylvania.....	do	Fresno.....	6th.....	Selma.....	\$600.00
Elisha P. Lewis.....	Illinois.....	do	do.....	6th.....	do.....	600.00
Wm. J. Brown.....	Missouri.....	do	do.....	6th.....	do.....	(1)
August Roth.....	Switzerland.....	do	do.....	6th.....	do.....	(1)
Edward G. Guyot.....	Illinois.....	do	Sonoma.....	2d.....	Sonoma.....	600.00
David Wolfe.....	Ohio.....	do	do.....	2d.....	do.....	(1)
W. E. Fairchild.....	California.....	do	San Joaquin.....	6th.....	Stockton.....	600.00
Chas. C. Fairchild.....	do.....	do	do.....	6th.....	do.....	600.00
Isaac Bearce.....	Maine.....	do	do.....	6th.....	do.....	600.00
Silas P. Davidson.....	New York.....	do	do.....	6th.....	do.....	600.00
Frederick G. Fairchild.....	California.....	do	do.....	6th.....	do.....	(1)
Philip Umlauff.....	do.....	do	do.....	6th.....	do.....	(1)
Russell Worden.....	Maine.....	do	do.....	6th.....	do.....	(1)
James T. Wells.....	Missouri.....	do	Solano.....	3d.....	Suisun City.....	600.00
James Thomas Wells, jr.....	California.....	do	do.....	3d.....	do.....	(1)
Mark S. Stocker.....	England.....	do	Santa Clara.....	5th.....	Sunnyvale.....	600.00
Benjamin F. Couchman.....	Illinois.....	do	do.....	5th.....	do.....	(1)
August Ambuehl.....	do.....	do	San Bernardino.....	8th.....	Upland.....	600.00
Columbus T. Robinson.....	California.....	do	Solano.....	3d.....	Vacaville.....	600.00
Genoa M. Chambers.....	Ohio.....	do	do.....	3d.....	do.....	(1)
Ole Burgstrom.....	California.....	do	Ventura.....	8th.....	Ventura.....	600.00
Joseph P. De Troy.....	do.....	do	do.....	8th.....	do.....	600.00
C. A. Burgstrom.....	Sweden.....	do	do.....	8th.....	do.....	(1)
Guy S. Kiley.....	California.....	do	do.....	8th.....	do.....	(1)
Wm. F. Duran.....	do.....	do	Tulare.....	8th.....	Visalia.....	600.00
Richard H. Arnett.....	do.....	do	do.....	8th.....	do.....	(1)
Geo. W. Post.....	Oregon.....	do	Santa Cruz.....	6th.....	Watsonville.....	600.00
James A. Covell.....	California.....	do	do.....	6th.....	do.....	(1)

¹ Substitute.

Rural Free Delivery—Colorado

Name.	Where born.	Whence appointed.			Where employed.	Compensation.
		State.	County.	Cong. dist.		
Colorado.						
Harry E. Nevin	Ohio	Colorado	Larimer	1st	Berthoud	600.00
Asa C. Campbell	Iowa	do	Boulder	1st	Boulder	600.00
James A. Hairrell	North Carolina	do	do	1st	do	600.00
Edward M. Miller	Missouri	do	do	1st	do	600.00
Mattie V. Campbell	Iowa	do	do	1st	do	(1)
David C. Frazier	Indiana	do	do	1st	do	(1)
Clyde L. Hackley	Kansas	do	Arapahoe	2d	Brighton	600.00
Joseph H. Ellis	Illinois	do	do	2d	do	(1)
William P. Burgess	Missouri	do	Boulder	1st	Broomfield	600.00
Oliver P. Smith	Colorado	do	do	1st	do	600.00
Peter C. Molholm	Denmark	do	do	1st	do	(1)
Fred F. Hoffman	Germany	do	Arapahoe	2d	Denver	600.00
Thomas Cole	Ireland	do	do	2d	do	(1)
Philip F. Grace	New Jersey	do	La Plata	2d	Durango	600.00
Walter Severn	Kansas	do	do	2d	do	(1)
George Tracy	England	do	Weld	1st	Eaton	600.00
Stewart J. Burright	Ohio	do	do	1st	do	600.00
James Sheppard	England	do	do	1st	do	(1)
James L. Prince	West Virginia	do	Jefferson	1st	Edgewater	600.00
William H. Whelan	Illinois	do	do	1st	do	600.00
Cyrus W. Holley	Colorado	do	do	1st	do	(1)
Rose E. Whelan	Illinois	do	do	1st	do	(1)
Fred E. Marsh	Colorado	do	Larimer	1st	Fort Collins	600.00
Albert H. Ralph	do	do	do	1st	do	600.00
William E. Vaplon	Wisconsin	do	do	1st	do	600.00
Edward D. Cattell	Ohio	do	do	1st	do	(1)
William L. Ryan	Colorado	do	do	1st	do	(1)
Henry A. Staples	Maine	do	do	1st	do	(1)
Mark H. Getchell	Wisconsin	do	Morgan	1st	Fort Morgan	600.00
Frank L. Barrows	do	do	do	1st	do	(1)
Erwin E. Williams	New York	do	Mesa	2d	Fruita	600.00
Mrs. Laura F. Williams	Illinois	do	do	2d	do	(1)
Andrew Hessei	Sweden	do	Jefferson	1st	Golden	600.00
Erick G. Nelson	do	do	do	1st	do	(1)
William E. Woodcock	Kansas	do	Prowers	2d	Granada	600.00
Perry T. Kirk	Indiana	do	do	2d	do	(1)
Daniel M. Click	Virginia	do	Mesa	2d	Grand Junction	600.00
Charles W. Rundle	Kentucky	do	do	2d	do	600.00
Oswen P. Click	Virginia	do	do	2d	do	(1)
Jesse W. Stevens	Pennsylvania	do	do	2d	do	(1)
Cassius R. Kimball	Vermont	do	Weld	1st	Greeley	600.00
Isaac D. Miller	Pennsylvania	do	do	1st	do	600.00
Palmer Newton	New York	do	do	1st	do	600.00
Joseph C. Teas	Illinois	do	do	1st	do	600.00
John R. Downard	California	do	do	1st	do	(1)
George T. Stone	England	do	do	1st	do	(1)
Mrs. Elsie C. Teas	Kansas	do	do	1st	do	(1)
Louis E. Older	Illinois	do	Arapahoe	2d	Harman	600.00
Phoebe J. Older	Oregon	do	do	2d	do	(1)
John E. Murphy	West Virginia	do	Prowers	2d	Holly	600.00
James W. Bryce	Illinois	do	do	2d	do	(1)
Newton Cleaves	do	do	Otero	2d	Lafuente	600.00
Glen Allen	Colorado	do	do	2d	do	(1)
Anne Scogalia	Austria	do	Bent.	2d	Las Animas	600.00
Lena Manifer	Michigan	do	do	2d	do	(1)
Hugh A. Edie	California	do	Weld	1st	Lasalle	600.00
Ethel A. Edie	do	do	do	1st	do	(1)
Edward J. Durnen	Pennsylvania	do	Arapahoe	2d	Littleton	600.00
Frank A. Winter	New York	do	do	2d	do	600.00
William H. Linhart	Colorado	do	do	2d	do	(1)
Kenneth M. Titus	New York	Colorado	Boulder	1st	Longmont	\$600.00
James C. Boze	Colorado	do	do	1st	do	600.00
C. Frank Butler	do	do	do	1st	do	600.00
James G. Wallihan	do	do	do	1st	do	600.00
John B. Wellman	do	do	do	1st	do	600.00
James Butler	New York	do	do	1st	do	(1)
John F. Daly	Colorado	do	do	1st	do	(1)
Chester W. Douglass	New York	do	do	1st	do	(1)
Harry H. Chambers	do	do	Larimer	1st	Loveland	600.00
James H. Palmer	Wisconsin	do	do	1st	do	600.00
Hiram R. Smith	Pennsylvania	do	do	1st	do	(1)
Taylor Foster	Colorado	do	Weld	1st	Lucerne	600.00
Miss Laura Foster	West Virginia	do	do	1st	do	(1)
William O. Applegate	Illinois	do	Rio Grande	2d	Montevista	600.00
F. A. Plummer	Missouri	do	do	2d	do	600.00
Nancy E. Plummer	do	do	do	2d	do	(1)
Oris Barnes	Illinois	do	Montrose	2d	Montrose	600.00
Budley W. Miles	Wisconsin	do	do	2d	do	600.00
Robert Barnes	Illinois	do	do	2d	do	(1)
H. H. Miles	Missouri	do	do	2d	do	(1)
Erastus C. Christensen	Colorado	do	Jefferson	1st	Morrison	600.00
Frank D. Baker	England	do	do	1st	do	(1)
Charles F. Chipman	Wisconsin	do	Larimer	1st	New Windsor	600.00
Clarence H. McNeil	Illinois	do	do	1st	do	600.00
William J. McCullough	Ohio	do	do	1st	do	(1)
C. Arthur Chipman	Iowa	do	do	1st	do	(1)
Caleb K. Blanton	Tennessee	do	Boulder	1st	Niwot	600.00
Mrs. Luella O. Blanton	Indiana	do	do	1st	do	(1)
Clayton W. Vaughan	New York	do	Garfield	2d	Parachute	600.00
Earl Blakesley	do	do	do	2d	do	(1)
Abel Charles Galland	Iowa	do	Jefferson	1st	Pine	600.00
Mrs. Carrie Louise Galland	Indiana	do	do	1st	do	(1)
James Coykendall	Colorado	do	Weld	1st	Platteville	600.00
Joseph Coykendall	do	do	do	1st	do	(1)
George F. Sherman	Kansas	do	Pueblo	2d	Pueblo	600.00
William J. Archibald	Pennsylvania	do	Otero	2d	Rockyford	600.00
Andrew W. Shelton	Iowa	do	do	2d	do	(1)

¹ Substitute.

Rural Free Delivery

Name.	Where born.	Whence appointed.			Where employed.	Compensation.
		State.	County.	Cong. dist.		
Arizona.						
Bellville A. Grant	Kentucky	Arizona	Maricopa		Phoenix	600.00
Fred W. Leng	Michigan	do	do		do	600.00
Charles M. Moore	Ohio	do	do		do	600.00
William A. Gill	Pennsylvania	Arizona	Maricopa		Phoenix	(1)
Nettie J. Moore	Indiana	do	do		do	(1)
John E. Irvine	Arizona	do	do		do	(1)
H. B. Griffen	New York	do	do		Tempe	\$600.00
Frank Webb Griffen	Kansas	do	do		do	600.00
New Mexico.						
Harry Barsantee	Wisconsin	New Mexico	Eddy		Carlsbad	600.00
Mrs. Nettie P. Barsantee	do	do	do		do	(1)
John J. Heringa	Netherlands	do	Colfax		Maxwell City	600.00
Pieter Brugger	do	do	do		do	(1)
Spira L. Neatherlin	Texas	do	Chaves		Roswell	600.00
Lewis W. Neatherlin	Mississippi	do	do		do	(1)
Utah.						
Joseph E. Ingersoll	Utah	Utah	Utah		American Fork	600.00
Leonard Rosco	do	do	do		do	(1)
Hugh E. McGuire	do	do	Salt Lake		Bingham Canyon	600.00
Geffen Max	Russia	do	do		do	600.00
Henry Barbour	Utah	do	do		do	(1)
Archie Orem	Missouri	do	do		do	(1)
Leon Mayhue	Utah	do	Boxelder		Brigham	600.00
David Mayhue	do	do	do		do	(1)
Peter C. Steffensen	do	do	do		Deweyville	600.00
Luther K. Bailey	do	do	do		do	(1)
Lawrence B. Duke	do	do	Wasatch		Heber	600.00
Jonathan M. Duke	do	do	do		do	(1)
James G. Widdison	Scotland	do	Weber		Hooper	600.00
John H. Widdison	Utah	do	do		do	(1)
Andrew Field	do	do	Utah		Lehi City	600.00
Hiram L. Baker	West Virginia	do	do		do	(1)
James M. Bingham	Utah	do	Weber		Ogden	600.00
Parker J. Hull	New York	do	do		do	600.00
Frederick Kenley	Scotland	do	do		do	600.00
Boyd S. Chandler	Illinois	do	do		do	(1)
William Kenley	Scotland	do	do		do	(1)
Charles E. Smith	Iowa	do	do		do	(1)
Benjamin Walker	Utah	do	Utah		Pleasantgrove	600.00
Lawrence R. Walker	do	do	do		do	(1)
Andrew Eggertsen	do	do	do		Provo City	600.00
Arthur Haws	do	do	do		do	600.00
Willard Booth	England	do	do		do	(1)
A. E. Eggertsen	Utah	do	do		do	(1)
Charles W. Jeffs	do	do	Salt Lake		Riverton	600.00
Charles F. Calvert	North Carolina	do	do		Salt Lake City	600.00
Merari North	Iowa	do	do		do	600.00
Vincent Shurtleff	Utah	do	do		do	600.00
Henry R. Stevenson	do	do	do		do	600.00
William Wright	do	do	do		do	600.00
Lester F. North	do	do	do		do	(1)
Arta M. Seely	do	do	do		do	(1)
James C. Brown	do	do	do		Sandy	600.00
Isaac Harrison	do	do	do		do	600.00
Samuel Spencer	do	do	do		do	600.00
Frank Graves	do	do	do		do	600.00
Wm. C. Brown	do	do	do		do	(1)
Laurie E. Harrison	do	do	do		do	(1)
Arthur Spencer	do	do	do		do	(1)
William C. Martell	do	do	Utah		Spanish Fork	600.00
Francis C. Milner	do	do	do		do	600.00
William D. Holt	do	do	do		do	(1)
John B. Milner	do	do	do		do	(1)
Nelson Rockwell	New York	do	do		Springville	600.00
Harvey Whitney	Utah	do	do		do	(1)
Wyoming.						
Robert Whittacker	England	Wyoming	Utah		Knight	600.00
William Johnson	Pennsylvania	do	Albany		Laramie	600.00
Andrew H. Cordiner	Wyoming	do	do		do	(1)
John S. Addleman	Missouri	do	Sheridan		Sheridan	600.00
Allen L. Mason	Indiana	do	do		do	600.00
Kate W. Mason	do	do	do		do	(1)
W. L. Townsend	Missouri	do	do		do	(1)
Frank W. Strong	Iowa	do	Laramie		Wheatland	600.00
Wesley A. Stroug	Ohio	do	do		do	(1)

¹ Substitute.

THOMAS M. MILLS

Mail Bid sale no. 9

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

ALASKA

1. BETHEL, 1922, VF Ty on cvr w/minor tears. E.\$15.
2. CHICKEN, 1936, F Ty2 on cvr w/fancy "chicken" killer (2). Est. \$25.00
3. CHITINA, 1937, F-VF Ty4 on FF card. Est. \$8.00
4. CURRY, 1931, VF Ty2 on VF cvr. Est. \$10.00
5. FALSE PASS, 1931, VF Ty4 on cvr. Est. \$8.00
6. IDITAROD, 1915, VF Ty4 on cvr to Austria. E.\$80.
7. KENAI, 1915, VF Ty2 on cover. Est. \$45.00
8. KODIAK, 1904, VF Ty2 on 2x4-inch piece. Est.\$10.
9. KOTZEBUE, 1930, F Ty3 on FF cover. Est. \$8.00
10. RAMPART, 1904, VF Ty3 on Penty.env. Est. \$120.00
11. SAND POINT, 1936, F-VF Ty5 Registered cvr.E.\$30.
12. SELDOVIA, 1907, F-VF Ty2(Doane) on #10 env. w/vert. crease. Registered & nice. Est. \$45.00.
13. SEWARD, 1922, F+ Ty5 on VF cvr. Est. \$12.00
14. TREADWELL, 1907, VF Ty1 on PPC. Est. \$20.00
15. FORT RICHARDSON, 1942, on cvr. w/PROV.CENSOR Marking. Est. \$12.00

CALIFORNIA

16. ALGOMAH, 1908, F-VF cds on PPC. (1902-09). E.\$15.
17. GRANITEVILLE/NEVADA CO., 1889, F-VF fancy cds on cvr w/3¢ banknote. Est. \$30.00
18. HENLEY, 1882, mss. on clean cvr. Est. \$25.00
19. NORDHOFF, ca.1875, F cds on worn cvr. Est. \$20
20. OLETA, 1880, F+ cds on VF cvr w/encl. Est. \$10.
21. RIONIDO, 1912, F-VF 4-bar on VF cvr. Est. \$10.
22. SAN GABRIEL, 1875, mss. on cover. Est. \$35.00
23. SHERIDAN, 1871, mss. on VF cvr. Est. \$40.00
24. SONOMA RFD, Rt.1, 1905, F+ on PPC. Est. \$20.00
25. SWEETLAND/J.W.WOOD, 1887, VF on VF cvr.E.\$20.
26. TRES PINOS, 1905, about F on cvr. Est. \$5.00

COLORADO

27. BERTHOUD, 1891, F+ cds on U311 w/overall flour advert. on back. Est. \$30.00
28. BLACKHAWK, 1885, about F cds on U278. Est.\$12.
29. BLACKWELL, 1886, abt. Fine cds on cvr w/encl. Scarce DPO (1881-86). Est. \$60.00
30. CANON CITY, 1923, st.line Reg mk on cvr.E\$8.00
31. CRAIG, 1909, F-VF Doane on PPC. Est. \$4.00
32. CROOK/WELD COUNTY, 1883, VF red fancy toothed cds on clean cvr. Est. \$100.00
33. FORT COLLINS, 1866, F+ (Jarrett #96) on U59.E\$75
34. FORT LYON, 1862, VF (Jarrett #106) on U34.E.\$65
35. LIMON, 1908, F-VF Doane on PPC. Est. \$4.00
36. MANZANOLA, 1910, VF 4-bar on U411. Est. \$6.00
37. MASONVILLE, 1906, F+ lt. Doane on cvr. Est.\$12.
38. MAYSVILLE, 1881, F-VF triple cds on #10 Reg cvr w/frayed edges. DPO(1879-93). Est. \$30.00
39. MOUNTAIN CITY, 1862, F (Jarrett #191) on cvr.E\$75
40. OURAY, 1887, F-VF cds on U278 + 1¢ & 2¢ bnknotes. to Germany. Nice item. Est. \$40.00
41. ROLLINSVILLE, 1876(Sep), mss. on U218. Est. \$45.
42. SUMMITVILLE, 1886, G-F cds on U288 w/pce.missing at UL. Scarce DPO(1880-1912 pd). Est. \$30.00

IDAHO

43. BOISE CITY, ca.1875, F-VF cds on U163.Est.\$50.00
44. HAGERMAN, 1895, VF cds on U349 w/cc of Gen'l Merchant. Est. \$10.00
45. MERIDIAN, 1901, F cds on cvr w/encl. Est.\$5.00
46. POST FALLS/Kootenai Co., 1892, F-VF fancy toothed oval as b/s on cover. Est. \$25.00
47. SAINT JOE, 1908, VF 4-bar on PPC. Est. \$8.00
48. SALMON, 1902, G-F dplx on cvr.w/Chinese char. ra. Est. \$15.00
49. SHOSHONE, 1893, VF cds on U349. Est. \$15.00

MONTANA

50. ALZADA, 1890, F+ dbl.cds on VF cvr. Est. \$40.00
51. CHESTNUT, 1879, mss. on Reg.Rct. Very scarce DPO (1878-90). Est. \$50.00
52. FLAXVILLE, 1918, F-VF 4-bar on cvr. Est. \$7.00
53. NEWLON, 1885, about F cds on cvr. Est. \$35.00
54. UTICA, 1886, F+ cds on cvr. Est. \$25.00

NEBRASKA

55. ARBORVILLE, 1885, VF cds on U163. Est. \$10.00
56. CATALPA, 1887, F+ cds on U278. Est. \$8.00

NEBRASKA (Cont.)

57. GUIDE ROCK, 1883, F dcds w/star on U163. E. \$20
58. MILLEDALE, 1885, F+ cds on U278. Est. \$12.00
59. NEBRASKA CITY, ca.1868, F+ cds on cvr. E.\$20.
60. OLEYEN, 1897, VF cds on Reg.cvr. Est. \$15.00
61. PLATTSMOUTH/N.T., ca.1865, F-VF cds on cvr.E\$65
62. RINGOLD, 1887, F+ cds on U278. Est. \$8.00
63. SAINT STEPHEN, 1884, F cds on cvr w/encl.E.\$25.
64. SARTORIA, 1894, F-VF cds on U349. Est. \$10.00
65. SCRIBNER RFD, 1909, G-F, on PPC. Est. \$8.00

NEVADA

66. ARTHUR, 1946, F+ 4-bar on cml.cvr. Est. \$4.00
67. AURORA, ca.1880, VF cds on VF cvr. Est. \$35.00
68. BATTLE MOUNTAIN, 1889, F-VF cds on U312.E.\$30.
69. HAMILTON, 1883, F-VF deformed purple cds w/star in circle killer on cut-down cvr.E.\$15.
70. MCGILL, 1916, VF dplx on cvr. Est. \$6.00
71. OWYHEE, 1932, F-VF 4-bar on U525. Est. \$6.00
72. PAHRUMP, 1942, FDC on card w/crease.Est.\$5.00
73. PALISADE, ca.1872, about F lt. cds on U82.E\$40
74. UNIONVILLE, 1897, VF cds ties 2¢ red. Est.\$25.

NEW MEXICO TERRITORY (Dike Types)

75. ADEN, 1910, F Ty2 on PPC. Est. \$15.00
76. AMISTAD, 1909, F Ty1 on PPC. Est. \$10.00
77. GLORIETA, 1908, VF Ty6 on U412. Est. \$10.00
78. KENNEDY, 1906, F-VF Ty2(Doane) on PPC. E. \$25.
79. MORIARTY, 1908, F+ Ty2 on PPC. Est. \$15.00
80. OSCURO, 1910, VF Ty2 on PPC. Est. \$12.00
81. TULAROSA, 1907, F Ty7 on PPC. Est. \$10.00

OREGON

82. AURORA MILLS, 1893, F-VF cds on U349. Est.\$20
83. BARLOW, 1898, F+ cds on U349. Early.Est.\$15.
84. DERBY, 1909, F-VF 4-bar on PPC. Est. \$25.00
85. FLORA, 1916, F-VF 4-bar on PPC. Est. \$5.00
86. FOREST GROVE, 1887, F-VF dcds w/wheel of fort. on VF cover. Est. \$20.00
87. FOSSIL, 1889, F+ dcds w/wheel on U363.E.\$30.
88. HILGARD, 1911, G-F 4-bar on PPC. Est. \$5.00
89. PORTLAND, ca.1879, beautiful illus. DODD farm implements ad cover. Est. \$15.00
90. RAINBOW, 1930, F purple 4-bar on Ux27.E.\$8.00
91. SUNNYVIEW, 1893, G-F as rcv mk on face of Canadian Govt. postal. Est. \$20.00
92. THE DALLES, ca.1864, F-VF cds on cvr. E.\$15.
93. WAMIC RUR.STA., 1961, VF 4-bar on UX27.E. \$5.

WASHINGTON

94. BOUNDARY, 1905, F cds on PPC. Est. \$4.00
95. CONWAY, 1915, F-VF 4-bar on PPC. Est. \$3.00
96. DEEP CREEK RFD, 1904, F-VF Ty2F on PPC.E.\$35.
97. GARFIELD/WASH.TER, 1883, F+ red cds on cvr.E\$5
98. LAKE VIEW/WASH.TER, 1883, F cds on U163.E.\$45
99. LONE TREE, 1908, VF 4-bar on U411. Est. \$30.00
100. TUCKER, 1886, mss. on VF cvr. Very scarce Cowlitz Co. DPO(1885-1905). Est.\$150-200.
101. VAUGHN, 1894, F+ cds on U311. Est. \$8.00
102. WATERFORD/WASH.TER., 1880, F+ lt.violet cds on VF cvr. Scarce Terr. PO. Est.\$150-200.
103. WHITE RIVER, 1880, F+ cds on tatty cvr.E.\$35
104. YELM, 1909, VF 4-bar on PPC. Est. \$4.00

WYOMING

105. DIAMOND G RANCH, 1936, VF 4-b on UX27.Est.\$8.
106. FORT RUSSELL, 1908, F+ 4-bar on PPC. Est.\$10
107. GEBO, 1932, F+ 4-bar on cut-down #10.Est.\$6
108. LIGHTNING FLAT, 1937, F+ LDC on UX27.E. \$8.00
109. MOUNTAINVIEW, 1932, F+ 4-bar on cvr. E. \$4.00
110. SOUTH PASS CITY/WG.TY., ca.1870, F-VF cds on VF cvr frk w/3¢ 1869. Showpiece! Est.\$200-250
111. ULM, 1911, F red 4-bar on cvr. Est. \$5.00

U.S. NAVAL SHIPS

112. USS CHICAGO, 1909, about Fine on PPC. Est. \$8.
113. USS CONNECTICUT, 1910, F+ on PPC. Est. \$12.00
114. USS CONSTELLATION, 1914, VF on cvr. Est.\$20.
115. USS KANSAS, 1915, about Fine on PPC. E. \$12.
116. USS MISSOURI, 1912, Fine on PPC. Est. \$15.00
117. USS NEW JERSEY, 1912, G-F on PPC. Est. \$8.00
118. USS NEW YORK, 1918, VF on cvr. Est. \$12.00
119. USS PETREL, 1914, F-VF on PPC. Est. \$15.00

MINIMUM BID: \$2.00. Increments:\$2-\$25-\$1.00; \$26-50-\$2.00; and over \$50-\$5.00.

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

BIDS CLOSE: March 31, 1984 (9 PM PST)

Unique Estate Appraisals

1939 N.E. Broadway
Portland, Oregon 97232
(503) 287-4200

NET PRICE SALE

ALASKA

- | | |
|--|-------|
| 1. Kake 1909 F+ Doane ppc | \$75 |
| 2. Killisnoo 1913 VF Doane ppc | \$65 |
| 3. Koserefsky 1910 VF cds P/Duc | \$75 |
| 4. Saint Michael 4/Rec'd Tanana 1906 F+ ppc | \$65 |
| 5. Seward & Unalaska 1916 F ppc | \$38 |
| 6. Solomon 1905 F Doane Nome sec'd | \$75 |
| 7. Vancouver & Skagway RPO Str. Princess May
purple oval 1908 VF ppc Scarce | \$185 |

CALIFORNIA

- | | |
|-----------------------------|------|
| 8. Ager 1916 F ppc | \$4 |
| 9. Angel Island 1913 F ppc | \$3 |
| 10. Balls Ferry 1913 F+ ppc | \$10 |
| 11. Calpella 1915 F+ ppc | \$5 |
| 12. Forbestown 1908 VF ppc | \$6 |
| 13. Sespe 1910 F ppc | \$3 |
| 14. Two Rock 1925 F ppc | \$3 |

OREGON

- | | |
|---|------|
| 15. Geiser 1902 F Backstamp | \$45 |
| 16. Hemlock 1910 F ppc | \$12 |
| 17. Laurel 1909 F ppc | \$7 |
| 18. Mabel 1914 VF ppc | \$4 |
| 19. Macleay 1009 VF ppc | \$6 |
| 20. Monkland 1910 F purple/Doane ppc | \$15 |
| 21. North Canyonville 1882 F Star/canc. | \$15 |
| 22. Suver 1908 VF Doane | \$8 |

RPO's & STREET CARS

- | | |
|---|------|
| 23. Albany & Yaquina 1914 F ppc | \$9 |
| 24. Albuquerque & Ashfork 1909 VF ppc | \$25 |
| 25. Albuquerque & N.M. Ter. 1915 F-VF ppc | \$12 |
| 26. Ashland & Gerber 1923 F ppc | \$8 |
| 27. Bemidji & Sauk Centre Minn. 1910 VF ppc | \$8 |
| 28. Chi. & M. Clark St. Chi. Ill. 1906 VF ppc | \$5 |
| 29. El Paso & Los Angeles 1906 F ppc | \$8 |
| 30. K.C. & La Junta 1910 F+ ppc | \$4 |
| 31. Lewiston & Riparia, Wash. 1912 F-VG ppc | \$5 |
| 32. Linc. & Billings, Mont. 1909 F ppc | \$7 |
| 33. Missoula & Wallace 1915 F+ ppc | \$10 |
| 34. Pocotello & Port. 1908 misspelled F ppc | \$14 |
| 35. Portland, Oreg. Trans. Clk. 1910 VF ppc | \$3 |
| 36. Port. & Ashland 1911 F ppc | \$7 |
| 37. Port. & Corvallis 1908 F+ ppc | \$10 |
| 38. St. Louis, Mo. Northwest Circuit 1908 VF | \$10 |
| 39. St. Paul & Aber. 1909 VF ppc | \$5 |
| 40. Spokane & Pendleton 1917 VG ppc | \$7 |
| 41. Williams & Los Ang. 1905 F ppc | \$9 |

This is a NET PRICE SALE. Terms are payment with order.
All lots over \$10 are shipped insured and postpaid.
Xeroxes sent for 1-3 lots at \$1 per. group. First check
or M/O will take the lot however.

WE BUY COVERS

Dave & Karen Bowers
1939 N.E. Broadway (503) 287-4200
Portland, OR 97232



WANTED WASHINGTON TERRITORIAL & STATEHOOD CARDS AND COVERS

ALSO WANTED: Picture post cards with street
scenes of Washington towns.

Old cancellation devices.

TRADES CAN BE ARRANGED

TIM BOARDMAN
3212 S.E. 85th
Portland, OR 97266

Postal History - Scripophily



Ernest S. Peyton
Beverly G. Peyton

P.O. Drawer T • Scottsdale, Ariz. 85252 • (602)949-0725

REASONABLY PRICED POSTAL HISTORY

Write to request our next list of offerings

We BUY, SELL & TRADE, specializing
in Western states and RPOs.

APS No. 45692

NEVADA POST OFFICES IN OTHER STATES

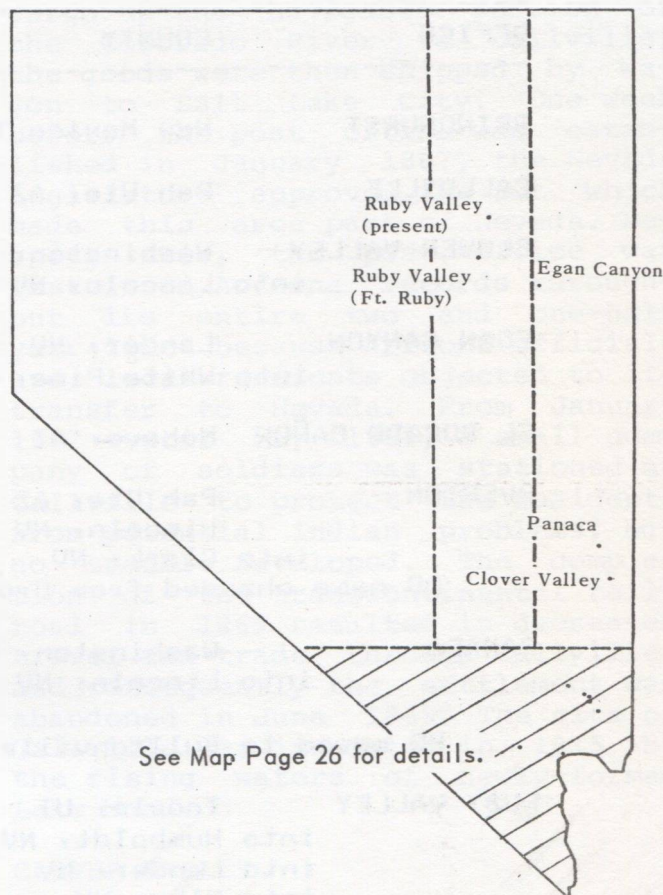
Part II: Additions to Nevada

By Ted Gruber

The eastern boundary of Nevada Territory was extended one degree of longitude by an act of Congress on July 14, 1862. The area added, formerly part of Utah Territory, included only one post office, Ruby Valley, which had been established less than three months earlier.

On May 5, 1866, after Nevada became a state, the eastern boundary was moved another degree of longitude eastward, again by act of Congress and at the expense of Utah Territory. When this extension was made, the only post office operating in the added region was Egan Canyon, established in April 1865. Although this office was geographically in Utah Territory during its first year of operation, it was considered to be in Nevada because the eastern boundary of 1862-66 was never surveyed. Two other post offices, Clover Valley and Panaca, were established in this area after it was transferred to Nevada, but they were believed to be in Washington County, Utah Territory. Three factors contributed to the incorrect placement of these two post offices: the local residents believed the towns were in Utah, mail routes serving the offices originated in southwestern Utah, and the new Nevada-Utah border was not surveyed until December 1870.

The Congressional Act of May 5, 1866, also added a triangular region to the south, bringing Nevada to its present shape, although this addition was not official until 1867. The site of Bringhurst post office, which operated in New Mexico Territory before the creation of Arizona Territory in 1863, was located in this area, as was the operating post office of El Dorado Canon. This addition, formerly part of Mohave and Pah Ute counties, Arizona Territory, was contested by Arizona authorities,



POST OFFICE LOCATIONS

and to complicate matters, the local residents, who were virtually all Mormon colonists, believed they were in Utah. Consequently, when post offices were established at Callville, Overton, Sanit Joseph, Saint Thomas, and West Point, they were listed in either Arizona or Utah records. Shortly after the boundary survey of December 1870 revealed that these settlements were actually in Nevada, all except a few residents returned to Utah instead of paying taxes for previous years to Nevada. Arizona surrendered its claim to this region when the territorial legislature dissolved Pah Ute County early in 1871, although petitions were presented to Congress requesting that the area be ceded back to Arizona.

The table below summarizes date of operation and county locational information for these post offices, while their sites and the

OFFICE	COUNTY	ESTABLISHED	DISCONTINUED
BRINGHURST	New Mexico Terr	1 Aug 1855	22 Sep 1860
CALLVILLE	Pah Ute, AZ	25 Jan 1867	15 Jun 1869
CLOVER VALLEY	Washington, UT	10 Apr 1871	10 Sep 1873
	into Lincoln, NV	10 Sep 1873	5 Nov 1887
EGAN CANYON	Lander, NV	13 Apr 1865	2 Mar 1869
	into White Pine, NV	2 Mar 1869	16 Jun 1873
EL DORADO CAÑON	Mohave, AZ	17 Jan 1865	27 Sep 1867
OVERTON	Pah Ute, AZ	25 Apr 1870	16 Dec 1872
	Lincoln, NV	24 May 1883	5 Mar 1909
	into Clark, NV	5 Mar 1909	Operating
	PO name changed from Crosby (24 May 1883).		
PANACA	Washington, UT	24 Sep 1867	24 Jul 1871
	into Lincoln, NV	24 Jul 1871	27 Apr 1874
		9 Oct 1879	Operating
	PO moved to Bullionville (27 Apr 1874).		
RUBY VALLEY	Tooele, UT	30 Apr 1862	14 Jul 1862
	into Humboldt, NV	14 Jul 1862	19 Dec 1862
	into Lander, NV	19 Dec 1862	5 Mar 1869
	into Elko, NV	5 Mar 1869	15 Apr 1983
	PO status changed to CPO of Wells.		
SAINT JOSEPH	Pah Ute, AZ	26 Aug 1867	6 Oct 1871
	Lincoln, NV	4 May 1876	13 Nov 1883
SAINT THOMAS	Washington, UT	23 Jul 1866	1 Oct 1868
	into Pah Ute, AZ	1 Oct 1868	Apr 1871
	into Lincoln, NV	Apr 1871	5 Mar 1909
	into Clark, NV	5 Mar 1909	11 Jun 1938
	PO moved to Nepac.		
WEST POINT	Rio Virgen, UT	25 Sep 1869	29 Oct 1870

additions to Nevada are shown on the accompanying map. The remainder of this article presents individual histories of these early post offices.

BRINGHURST

In April 1855 Brigham Young sent a group of 30 men to Las Vegas Springs to establish a fort which could protect travelers on the mail route connecting Salt Lake City and San Bernardino from Indians. The springs were then located in New

Mexico Territory, and had been a popular campsite on the Old Spanish Trail since 1830. The party, led by William Bringhurst, arrived in June, and soon constructed buildings and planted crops. A post office was established in August, and named for the leader of the mission. However, by early 1857, it became evident that the settlement was not profitable, and with problems escalating between the Mormons and the federal government, the settlers were recalled to Salt Lake City in February, leaving the fort

abandoned. Although the post office was not discontinued until 1860, it was most likely not operational that long, since no returns were received from the office beginning in 1858. The site of the fort is marked by a monument near the intersection of Las Vegas Boulevard North and Washington Avenue in Las Vegas.

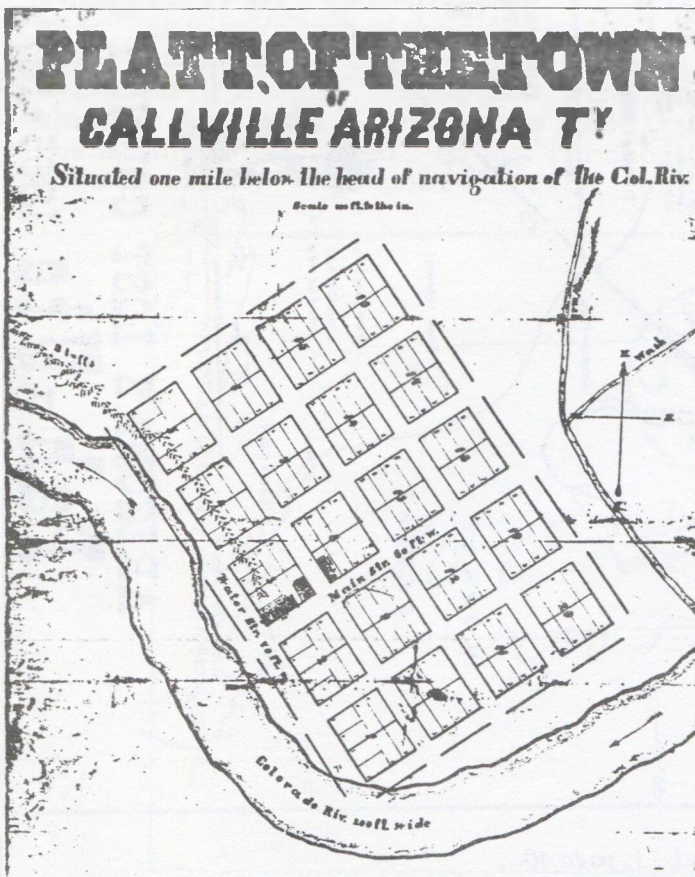
CALLVILLE

Callville, situated on the Colorado River, was founded by Anson Call in December 1864. Because the new settlement was to serve as a river port and supply point to Utah settlements, construction began on a warehouse and several other buildings. Callville was in Mohave County, Arizona Territory, until December 1865, when the Territorial Legislature created Pah Ute County, and named Callville its seat. Beginning in October 1866, two steamboats began transporting

cargo up the navigable portion of the Colorado River to Callville; the goods were then shipped by wagon to Salt Lake City. One week before the post office was established in January 1867, the Nevada Legislature approved the act which made this area part of Nevada. Despite this, the post office was listed in Arizona records throughout its entire two and one-half year life because Arizona officials and local residents objected to its transfer to Nevada. From January 1867 until May 1868, a small company of soldiers was stationed at Callville to protect the residents from potential Indian problems, but no trouble developed. The completion of the transcontinental railroad in 1869 resulted in decreased travel and trade through Callville, and consequently the settlement was abandoned in June 1869. The site of Callville was inundated in 1935 by the rising waters of newly-formed Lake Mead.

CLOVER VALLEY

Mormons inhabited the Clover Valley as early as 1864 while the area was still part of Utah Territory, but because of Indian troubles the settlers soon moved elsewhere. When the valley was resettled in 1869, the residents, who engaged in farming and stock raising, still believed they were in Utah, even though this region was added to Nevada in May 1866. The boundary survey of December 1870 should have placed Clover Valley in Nevada, but when the post office was established in April 1871, it was listed in Washington County, Utah Territory. Clover Valley post office was not correctly placed in Nevada records until September 1873, and when this was done an interesting event occurred. In Elko County, another settlement named Clover Valley had acquired a post office in October 1872, but it was abruptly discontinued to avoid having two post offices in Nevada with identical names. The Lincoln County Clover Valley settlement had



This map of the Callville townsite, surveyed in 1865, indicates the optimistic plans of the residents. Of the three warehouses shown, only the one nearest the river was actually built.

(National Archives)

a population of 33 according to the 1880 census, and at its peak was not much larger.

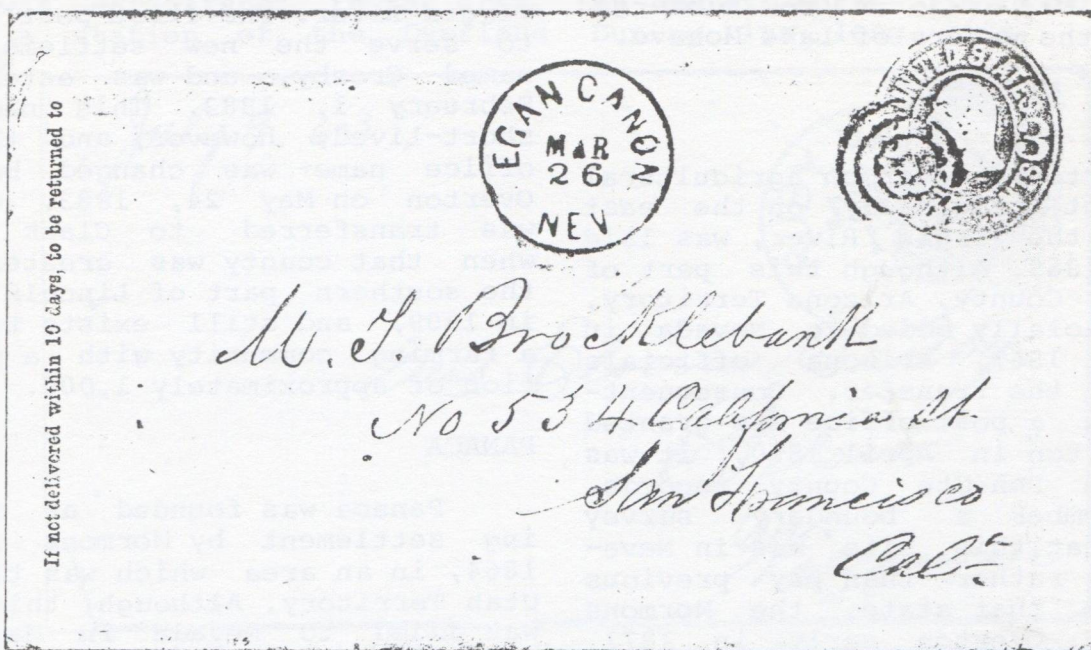
EGAN CANYON

A company of volunteer soldiers on their way to Fort Ruby discovered gold in Egan Canyon in 1863. After mining operations began in 1864, a settlement named Egan Canyon formed, which by 1865 had acquired stores, a school, a post office, and over 100 residents. Although Egan Canyon was always considered to be in Nevada, the town was situated about three miles east of the 1862 Nevada-Utah boundary, and was thus actually in Utah Territory until May 1866. The local mining economy was dominated by Social & Steptoe Mining Company, which operated until 1868. In March 1869 the Egan Canyon Post Office was transferred to White Pine County when that county was created from Lander County, but by this time nearly all mining had stopped. When the transcontinental railroad was completed that same year, Overland stages stopped running through the area, and, as a result, Egan Canyon declined even further. Nevertheless, the post office op-

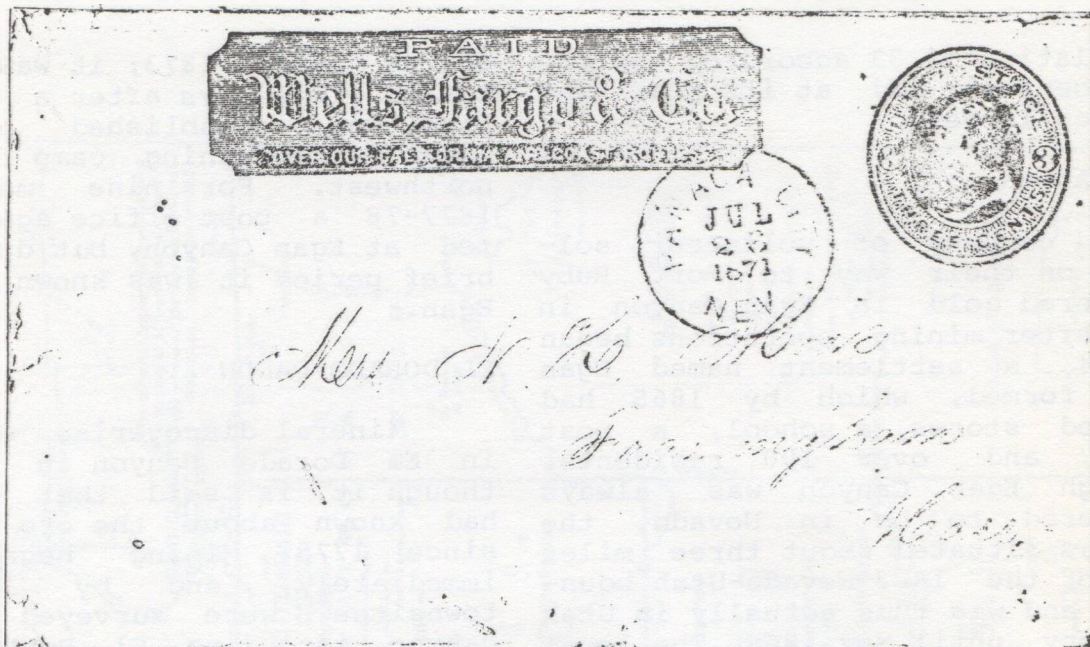
erated until 1873; it was discontinued five days after a post office was established at Cherry Creek, a new mining camp five miles northwest. For nine months in 1877-78 a post office again operated at Egan Canyon, but during this brief period it was known simply as Egan.

EL DORADO CANON

Mineral discoveries were made in El Dorado Canyon in 1861, although it is said that Spaniards had known about the ore deposits since 1775. Mining began almost immediately, and by 1863 four townsites were surveyed in the canyon, including El Dorado townsite on the west bank of the Colorado River. In 1864 a mill was built so some of the ore could be processed locally, and in January 1865 a post office was established; it used the Spanish spelling "canon" in its name. At this time the area was in Arizona Territory, but in January 1867 it was made part of Nevada. Because Arizona authorities refused to acknowledge this transfer, the post office remained in Arizona records until it was discontinued in September 1867. Even



Quite possibly, this cover dates from the period when the Egan Canyon post office was actually in Utah Territory. The cancellation shows a popular variation for the post office name - EGAN CANON.



This cover from Panaca, Nevada, is postmarked just two days after the official transfer of the post office from Utah Territory to Nevada. It suggests that the Panaca post office used a cancelling device with a 'Nevada' designation before the official transfer occurred. Note also that the postmark reads 'PANACA CITY' which was a popular local name for the town. The Wells Fargo frank was probably wasted since no express markings appear on the cover.

though mining activity continued, the district was without a post office until 1879, when the El Dorado Canyon post office was established. This office operated until 1907, and until about 1890 also used postmarks reading "ELDORADO" and "EL DORADO CANON". The site of El Dorado is now submerged beneath the waters of Lake Mohave.

OVERTON

Overton, a Mormon agricultural settlement originally on the east bank of the Virgin River, was laid out in 1869. Although this part of Pah Ute County, Arizona Territory, was officially added to Nevada in January 1867, Arizona officials disputed the transfer. Consequently, when a post office was granted for Overton in April 1870, it was listed in Pah Ute County records. In December a boundary survey showed that this site was in Nevada, and, rather than pay previous taxes to that state, the Mormons abandoned Overton early in 1871, and returned to Utah. Shortly thereafter, Arizona gave up its claim to this area by dissolving

Pah Ute County, but the confusion caused by the situation resulted in Overton post office being left in Arizona records until it was discontinued in late 1872. A handful of non-Mormons remained to work the farms until 1880, when Mormons resettled Overton on the west bank of Virgin River. The first post office to serve the new settlement was named Crosby, and was established February 1, 1883. This name was short-lived, however, and the post office name was changed back to Overton on May 24, 1883. Overton was transferred to Clark County when that county was created from the southern part of Lincoln County in 1909, and still exists today as a farming community with a population of approximately 1,000.

PANACA

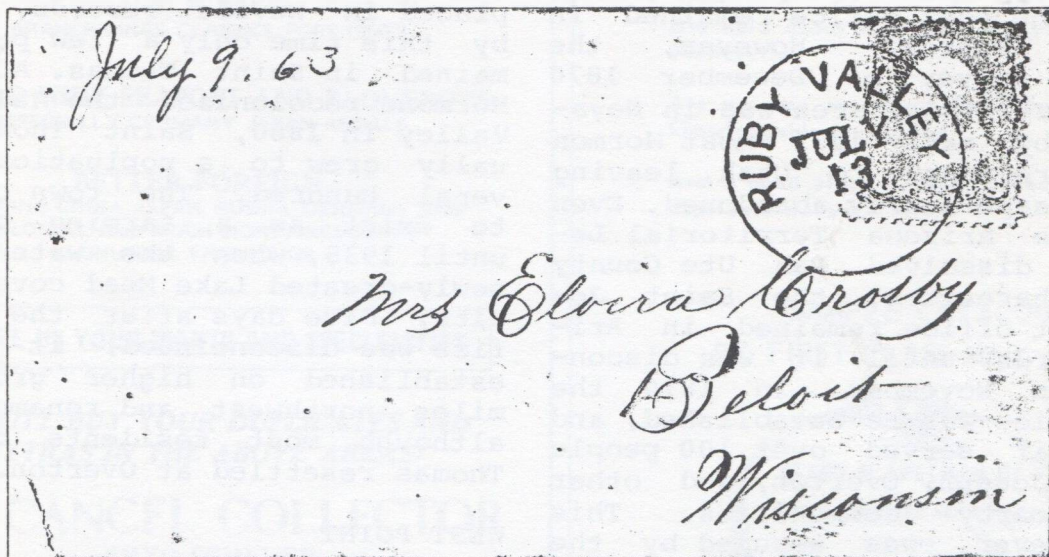
Panaca was founded as a farming settlement by Mormons in May 1864, in an area which was then in Utah Territory. Although this area was added to Nevada in May 1866, the boundary was uncertain, and as a result Panaca was thought to be in Utah. The post office was esta-

blished in Washington County, Utah Territory, in September 1867, and by the next year Panaca had over 500 residents. The boundary survey of late 1870 showed that Panaca was in Nevada, and the post office was placed in Nevada records in July 1871. The major mining activity ten miles north at Pioche provided an excellent market for the local agricultural products, so Panaca was not abandoned as other Mormon communities were when it was determined they were not in Utah. Panaca began to decline in 1873 however, when mining activity when mining activity lessened at Pioche. Because of this, the post office was moved to Bullionville, one mile northwest, in April 1874. An increase in farming at Panaca in the late 1870's led to the re-establishment of the post office in October 1879, and the town soon had 250 residents. Panaca remains as a quiet farming community with a population of about 500.

RUBY VALLEY

The southern end of the Ruby Valley was settled in 1859 when William Rogers founded a trading post. In 1860 a Pony Express station was established in the area, as was a station of the Overland

Stage Company the following year. Ruby Valley post office was established in April 1862, at which time this area was part of Utah Territory. Its life as a Utah post office was quite brief however, because the Ruby Valley was included in the addition of July 1862 to Nevada Territory from Utah Territory. Because problems with Indians were common in this area, Fort (Camp) Ruby was established in September to protect travelers on the Overland mail route. By 1865 there were several farms in the valley, but the prices of their products were thought to be unreasonable. Because of this, the Overland company started a 1,000-acre farm in the valley near Franklin Lake to raise vegetables as well as feed for its animals. The farm soon supplied these products to nearly all of the Overland stations, and the success of this venture led to many more farms being founded in the valley. Indian troubles became minimal by 1869, and, when the transcontinental railroad was completed that year, traffic on the Overland route decreased. Fort Ruby was therefore abandoned in September, and the troops were moved to Fort Halleck, 50 miles north in Elko County. During its long life, the Ruby



Docketed 1863, this Ruby Valley cancellation is from the Nevada territorial period. Nothing except the post office name and the cancellation date is present in the circular date stamp; it is speculated that a 'U.T.' designation was removed from the cancelling device after the post office was transferred to Nevada Territory.

Valley post office operated in several different locations in the Ruby Valley, principally along the western or northern shores of Franklin Lake. Today, the post office continues to serve the ranches and farms in the valley, although it was recently converted to a Community Post Office (CPO) of Wells.

SAINT JOSEPH

Saint Joseph was a Mormon settlement founded in 1865 on the east bank of the Muddy River. Although its residents believed the community was in Utah Territory, Saint Joseph was actually in Pah Ute County, Arizona Territory, until January 1867, after which time the town was in Lincoln County, Nevada. However, when the post office was established in August, it was listed in Pah Ute County records since Arizona officials opposed the transfer to Nevada. By 1869 Saint Joseph was moved to a more favorable location 3.5 miles northwest on the present site of Lagandale, and soon grew to a population of several hundred. Later that year, Utah officials, still believing the Muddy River Valley was in Utah Territory, created Rio Virgen County, naming Saint Joseph the county seat, although the post office remained in Arizona records. However, the boundary survey of December 1870 showed that this area was in Nevada, and by early 1871 most Mormon settlers returned to Utah, leaving Saint Joseph nearly abandoned. Even though the Arizona Territorial Legislature dissolved Pah Ute County shortly thereafter, the Saint Joseph post office remained in Arizona records until it was discontinued in November. In 1876 the post office was re-established, and by 1880 it served over 100 people in Saint Joseph, Overton, and other small nearby communities. This role, however, was assumed by the Overton post office after it was re-established in 1883, and later that year the Saint Joseph office was discontinued.

SAINT THOMAS

Saint Thomas was the first of several Mormon farming communities established in the Muddy River Valley. The townsite, selected in January 1865, was situated near the junction of the Virgin and Muddy rivers. In May 1866 Congress transferred this area from Pah Ute County, Arizona Territory, to Nevada, although this action was not official until it was approved by the Nevada Legislature in January 1867. During this interim period, the Saint Thomas post office was established. However, because Saint Thomas was thought to be in Washington County, Utah Territory, the post office was initially listed in Utah records. Since Arizona officials contested the loss of this area to Nevada, Saint Thomas was named seat of Pah Ute County early in 1867, but, because the allegiance of the area's 600 residents was to Utah, no attempt was made to organize a local government. As a result, the post office was not transferred to Arizona records until October 1868. When the boundary survey of December 1870 revealed that the Muddy River Valley was in Nevada, the Mormons decided to return to Utah instead of paying previous taxes to Nevada. In April the post office was correctly placed in Nevada records, although by this time only a few people remained in Saint Thomas. After the Mormons recolonized the Muddy River Valley in 1880, Saint Thomas gradually grew to a population of several hundred. The town continued to exist as a farming community until 1938, when the waters of the newly-created Lake Mead covered the site. Five days after the post office was discontinued, it was re-established on higher ground four miles northwest and renamed Nepac, although most residents of Saint Thomas resettled at Overton.

WEST POINT

The small Mormon settlement of West Point was founded in 1867. Situated in the upper Muddy River

Valley, West Point was considered to be in Utah Territory, although this area had been part of Nevada since January 1867. Nevertheless, the Utah Territorial Legislature created Rio Virgen County in 1869 to bring an orderly administration to the Mormon settlements in the Muddy River Valley. West Point was the only post office listed in Rio Virgen County records; even the county seat, Saint Joseph, was listed in Arizona records. By 1870 however, it became clear that West Point was an agricultural failure, and in September the Mormon church gave permission to abandon the settlement. Shortly after that, all 119 residents of West Point moved to other parts of the valley, primarily Saint Joseph and Overton.

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ALASKA

1. Pan Am FF, (Seattle, Ketchikan, Juneau, Fairbanks, Nome) Cach. in gold + Clipper photo attached to cover. June 22 1940. Est. \$5.00

ARIZONA

2. North Rim, LDC Aug 31, 1955; cover. Fine. E.\$5.

CALIFORNIA

3. Dewitt, 1912 PPC, signed Ruby DeWitt. Good. E.\$15.
4. Echo Mountain, 1907 PPC Doane, scene Mt. Lowe in winter. Fine strike. Est. \$20.00
5. Inskip, Rec Mk. 1912, Doane, PPC crease. Good. E.\$15
6. Tallac, 1910, PPC Lodge @ lake. Fine strike. E.\$12

FLORIDA

7. Hawks Park, 1920, DPO PPC. Fine strike. Est. \$10.
8. Flamingo, Everglades Rur. sta., 1962, PPC Seminole Indians, Fine strike. Est. \$5.00
9. Peoria, 1909, DPO, PPC. Fine strike. Est. \$10.

IDAHO DPO's

10. Copeland, 1913, PPC, Fair strike. Est. \$10.00
11. Neeley, 1909, PPC Good strike. Est. \$20.00

ILLINOIS

12. Sharpsburg, DPO PPC 1910 Good strike. E. \$10.00

KANSAS DPO's

13. Irving 1910 PPC Good strike Est. \$8.00
14. Montrose, 1909 PPC Fair strike. Est. \$8.00
15. Santa Fe, 1912 PPC Fine strike. Est. \$12.00

MICHIGAN DPO's

16. Lake Cora, 1908 PPC Fine strike. Est. \$18.00
17. Pokagon, 1913, PPC Good strike. Est. \$7.00

MINNESOTA DPO's

18. Emmaville, 1907, PPC Good strike. Est. \$12.00
19. Flak, 1913, PPC Horses & wagon. Est. \$15.00

MISSOURI DPO's

20. Cyrene, 1911 PPC Fine strike. Est. \$10.00
21. Leila, 1911, PPC. Fine strike. Est. \$12.00
22. Oyer, 1913, PPC Fine strike Est. \$15.00

MONTANA DPO's

23. Clemmons, 1912 PPC Good strike. Est. \$12.00
24. Knerville, 1910 PPC Fine strike. E. \$15.00

NEBRASKA DPO's

25. Armour 1909 PPC Weak strike. Est. \$12.00
26. Carter 1909 PPC Doane Nice strike E. \$7.00

NEW HAMPSHIRE DPO's

27. Canobie Lake, 1911 PPC Boat on lake. Fine. E.\$10.
28. Profile House, PPC The Flame Good str. E.\$10.
29. Swanzey, 1910 PPC Fine strike. Est. \$10.00

NEW JERSEY

30. Van Hiseville, DPO 1936 PC Fine strike. E.\$6.

NEVADA

31. Gold Hill, DPO, 1912. Fine strike. E. \$10.00

NEW YORK DPO's

32. Bristol, 1910 PPC Good strike. E. \$10.00
33. Halls Corners, 1908 PPC, Sea Lion. Fine. E.\$12.

OHIO DPO's

34. Lakeside 1908 PPC Scene @ lake. Fine. E.\$8.00
35. Renrock, 1911, PPC Fine strike. E. \$15.00
36. Savona, 1910 PPC Good strike. Est. \$10.00

OKLAHOMA DPO's

37. Alden, 1909 PPC Fair strike. Est. \$10.00
38. Banner, 1912 PPC Good strike. Est. \$7.00

OREGON DPO's

39. Bar View, 1920 PPC Good strike. Est. \$7.00
40. Blackrock, 1911 PPC Good strike. Est. \$4.50
41. Celilo, 1912 PPC Fine strike. Est. \$12.00
42. Clarno, 1910 PPC Fine strike. Est. \$8.00
43. Earl, 1909 PPC Good strike. Est. \$12.00
44. Friend, 1931 cover Good strike. Est. \$7.00
45. London, 1909 PPC Good strike. Est. \$12.00
46. Ocean View, 1912 PPC Fine strike. Est. \$15.
47. Palmer, 1913 PPC Fine strike. Est. \$15.00
48. Salado, 1937 cover Fine strike. Est. \$10.00
49. Shaw, 1907 PPC Good strike. Est. \$8.00
50. Sheaville Double circle cancel. P card. E\$9.
51. Sodaville, 1908 PPC Cascade Locks w/stern-wheeler. Good strike. Est. \$8.00
52. Tallman, 1910 PPC Girl w/hat. Good str. E\$12.
53. Wapinitia, 1911 PPC Good strike. Est. \$10.00

OREGON RURAL STATIONS (Most are DPOs)

54. Bar View DPO 1958 cover. Good strike. E.\$5.
55. Bunker Hill 1945 Early. cover. Good. E.\$10.
56. Island City, DPO, 1960 cover. Fine str. E\$5.
57. Latourell (no Falls) DPO, early cvr. signed by clerk on back flap. Est. \$15.00
58. Manning DPO 1973 Dbl. circ. cancel. VF E. \$6.
59. Minam, DPO 1957 FDC Fine strike. Est. \$15.
60. Olene DPO 1962 3x5 card Good strike. E.\$6.00
61. Pleasant Hill, 1973 Dbl circ. cover. Fine. E\$5.
62. Pleasant Home, 1954 Dbl circ. Postal cd. E\$4.50
63. Pratum DPO 1953 Early cvr. Fine str. E\$10.
64. Quincy DPO 1964 Cover. Good strike. E\$6.00
65. Sandlake DPO 1954 Postal card. Fine. E.\$10.
66. South Junction 1960 Early cover. Fine. E.\$10.
67. West Stayton 1953 FD Postal cd. Fine. E\$12.
68. Gearhart Br., 1975 Dbl circ. cvr. Fine. E.\$5.
69. Mikkalo Br., 1967 Dbl circ. cvr. Fine. E.\$12

PENNSYLVANIA DPO's

70. Ariel, 1910 PPC Good strike Est. \$15.00
71. Birchardville, 1909 PPC Good strike E. \$7.00
72. Exposition 1909 PPC Good strike. Est. \$8.
73. Woodbine, 1909 PPC Good strike. Est. \$12.00

Rhode Island DPO's

74. Narragansett Pier, 1908 PPC Res. Shore. Gd \$10.
75. River Point, 1912 PPC Good strike. Est. \$12.
76. Valley Falls, 1907, PPC Brown Libr. Good. E.\$7.

SOUTH DAKOTA DPO's

77. Bangor, 1907, PPC Good strike. Est. \$12.00
78. Dunsmore, 1909, PPC Good strike. Est. \$12.
79. Minnekahta, 1910, PPC Good strike. Est. \$12
80. Tivis, 1911, PPC Fine strike. Est. \$18.00

TENNESSEE DPO's

81. Banks, 1910, PPC Good strike. Est. \$10.00
82. South Rockford, 1909, PPC Fine str. Est. \$10
83. Powell Station, 1910, PPC Frstry Bldg E.\$15.

TEXAS DPO's

84. Pumpville, 1915 cover Fine strike. Est. \$15.00
85. Wootan Wells, 1908, PPC Fine strike. E. \$15.

UTAH

86. Lakeside DPO, 1910, PPC Fine strike. E.\$10.

VERMONT

87. North Montpelier, 1910, DPO PPC Good. E. \$4.

VIRGINIA

88. Zollman, 1911, DPO PPC James R. & Canal. E.\$10.

WASHINGTON DPO's

89. Peole, 1911, PPC Cas. Lks & Pdl. steamers. E\$12
90. Port Stanley, 1913, PPC Mt. Rainier. Good. E\$7.

WISCONSIN DPO's

91. Caryville, 1909, PPC Good strike. E. \$5.00
92. Dilly, 1911, PPC Good strike. Est. \$5.00
93. Marek, 1910, Doane, PPC Good strike. E.\$7.50

STREETCAR RPO

94. Seattle & Seattle, 1908, Fine strike. Est. \$40

Minimum bid \$3.00. All lots sold at slight advance over 2nd high bid. Buyers pay mailing costs. Photo copies available for SASE, and lots may be inspected by appt. (503) 288-2743 in Portland. Improperly described lots may be returned for refund w/in 10 days. Phone bids accepted.

BIDS CLOSE: March 31, 1984 at 10 P.M. (Pacific)

THE POST OFFICES OF UTAH

By Dan Meschter with Arthur E. Rupert

Part XVI: Cache and Rich Counties

Cache County originally occupied the northeast corner of Utah, bounded by a line of mountains on the west, Idaho on the north, and Wyoming on the east. It was erected in 1856 to include the secluded Cache Valley.

Open only to the north, the Cache Valley was best known by the trappers who named it in the early days of the fur trade. Local tradition has it that Jim Bridger cashed-in \$150,000 in furs at a rendezvous on the site of Hyrum.

The first settlers located at Wellsville and soon spread out

across the valley. Peter Maughan founded Logan in 1859, naming it for Ephraim Logan, an early trapper in the region. Their links to the outside world were through the open end of the valley to the north, and over passes through the mountains to the west and south to Brigham City.

Mail was carried privately until post offices were established at Hyrum, Logan, Mendon, Millville, Providence, and Wellsville, all on February 11, 1861.

Today, Cache County's economy is chiefly agricultural, as indeed it always has been, with a strong dairy industry. Logan is the site of Utah State University, which, together with a number of geology and forestry summer field camps in Logan Canyon, gives the county a national educational reputation.

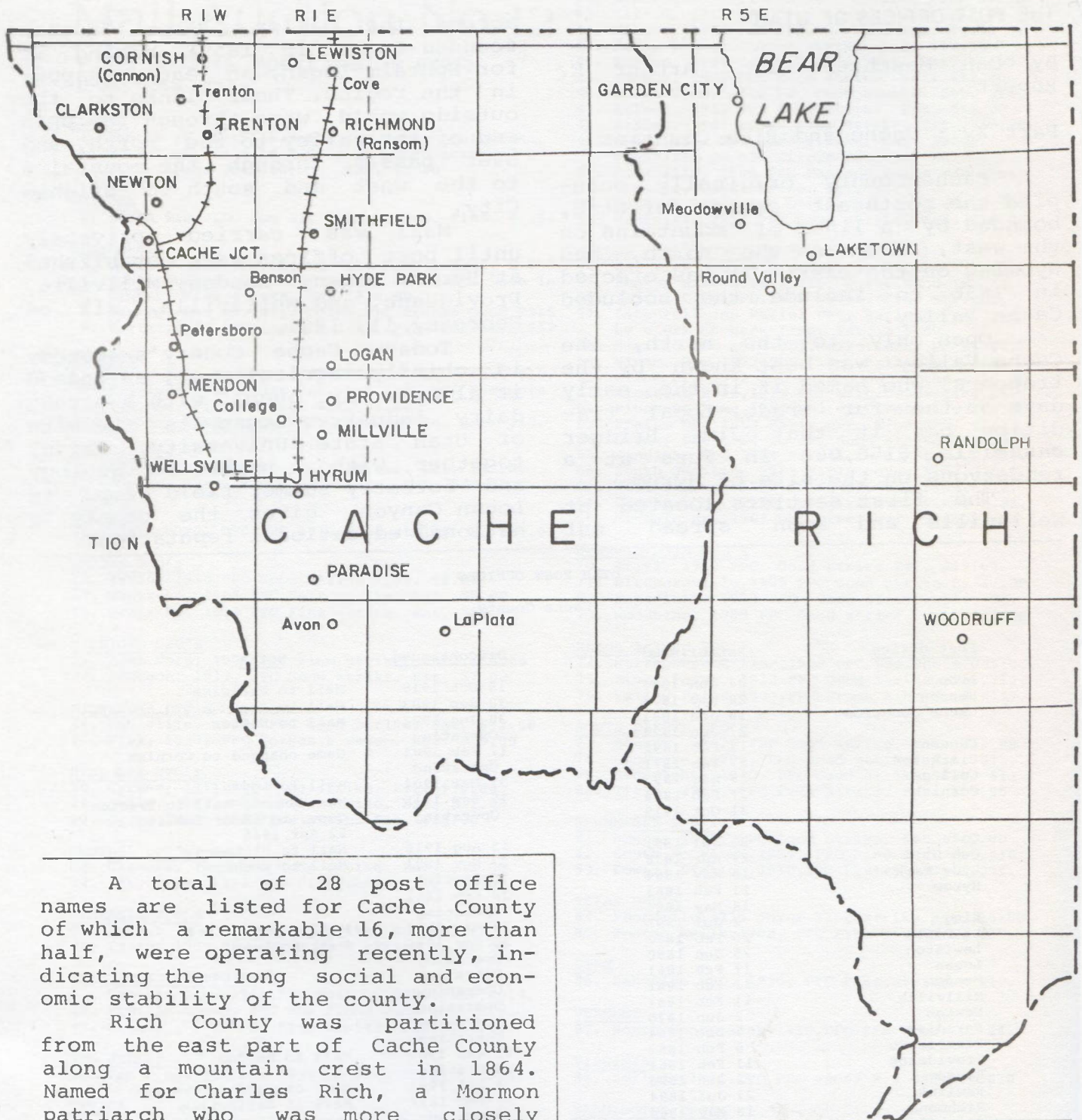
UTAH POST OFFICES

Cache County

<u>Post Office</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Avon	27 Jun 1894	15 Oct 1919	Mail to Paradise
Benson	28 Nov 1878	30 Sep 1903	Mail to Logan
Cache Junction	18 Jun 1891	30 Jun 1922	Mail to Newton
	27 Jun 1924	Operating	
Cannon	17 Feb 1892	17 Feb 1904	Name changed to Cornish
Clarkston	27 Feb 1871	Operating	
College	29 Dec 1893	31 Mar 1904	Mail to Logan
Cornish	17 Feb 1904	15 Sep 1915	Was Cannon; Mail to Trenton
	31 Oct 1919	Operating	Conv. to RB of Lewiston, 22 Apr 1966
Cove	20 Jul 1891	15 Aug 1916	Mail to Richmond
Cub Hill	29 Apr 1878	27 Nov 1891	Mail to Richmond
Hyde Park	18 May 1864	Operating	
Hyrum	11 Feb 1861	30 Sep 1862	
	18 May 1864	Operating	
King	7 Jul 1897	15 May 1922	Mail to Smithfield
La Plata	25 Feb 1892	20 Nov 1896	Mail to Avon
Lewiston	25 Jun 1890	Operating	
Logan	11 Feb 1861	Operating	
Mendon	11 Feb 1861	Operating	
Millville	11 Feb 1861	Operating	
Newton	2 Jun 1870	Operating	
Paradise	7 Dec 1864	Operating	
Petersboro	6 Feb 1892	22 Jan 1900	Mail to Mendon
Providence	11 Feb 1861	Operating	
Ransom	22 Jun 1898	4 Oct 1904	Name changed to Trenton
Rawlins	21 Jul 1894	20 Dec 1897	Mail to Wellsville
Richmond	18 May 1864	Operating	
Smithfield	18 May 1864	Operating	
Trenton	16 May 1881	31 Jul 1903	Mail to Ransom
Trenton	4 Oct 1904	Operating	Name changed from Ransom
Wellsville	11 Feb 1861	Operating	

Rich County

Bradford	9 Oct 1909	30 Sep 1910	Mail to Laketown
Garden City	6 Aug 1878	Operating	
Laketown	11 Sep 1871	Operating	
Meadowville	24 Jun 1874	28 Sep 1875	
	8 Mar 1876	25 Jan 1887	Mail to Garden City
	19 Jan 1888	30 Aug 1902	Mail to Laketown
Randolph	8 Oct 1872	Operating	
Round Valley	22 Mar 1910	31 Oct 1912	Mail to Laketown
Woodruff	8 Oct 1872	Operating	



A total of 28 post office names are listed for Cache County of which a remarkable 16, more than half, were operating recently, indicating the long social and economic stability of the county.

Rich County was partitioned from the east part of Cache County along a mountain crest in 1864. Named for Charles Rich, a Mormon patriarch who was more closely identified with the adjacent part of Idaho, it was called Richland until its name was shortened in 1868. In addition to the mountain men, it was known to the Oregon Trail trekkers of whom a few left the established trail through the mountains and detoured around the south end of Bear Lake.

Rich County is chiefly cattle country with some farming around

Garden City and along the lake, and has a sparsely scattered population. It is noted for its outdoor recreation opportunities. Hunting, fishing, water sports, and several well-developed resorts along the west side of the lake make a major contribution to the economy.

Only seven post offices are listed in the county, of which four are presently operating.

STEPHEN SCHMALE MAIL AUCTION NO. 4 448 TANGLEWOOD CT. SANTA ROSA, CA 95405 (707)538-8948

ALASKA

1. DROGLIAS, 1910, F dup on ppc, (H7)view Sitka, E \$20.
2. FAIRBANKS, 1927, VF mach. on R/P pc(H12) E \$6.
3. FORT LISCUM, 1908, VF hold 4 bar on ppc(00-22)E \$25.
4. KETCHIKAN, 1927, F dup on EX R/P view of Hyder! Prob. late date for (H-10) E \$20.
5. KETCHIKAN, 1912, VF dup(HH) on ppc, w/super street scene of same. E \$20.
6. KETCHIKAN, 1917, F dup (H9) on R/P st. scene of Ketchikan. E \$20.
7. NOME, 1915, VG flag(H12) on pc view of Nome crowd awaiting arr. of steamship. E \$10.
8. NUSKAGAK, 1924, VG-F purp. 4-bar on ppc.(1899-1935) (H2) E \$40.
9. ST. MICHAEL, 1907, F Doane on pc(H5) view of Cleary City, 11 cor. of stamp missing, E \$15.
10. SKAGWAY, 1908, F-VF dup on ppc (H11) E \$8.

CALIFORNIA

11. ATCHISON, 1908, F 4 bar on ppc (03-12)C.C.Co.E \$12.
12. BERKOS, 1913, VG 5 bar on ppc(01-40)S.L.O.Co. E \$5.
13. BETHANY, 1900, EX Doane as rec. mk. on pc.(79-40)E\$8.
14. BLOOMFIELD, 1914, F-VF 4 bar on ppc(Sonoma,59-55)E\$5.
15. BYRON JIOT SPRINGS, 1908, F dup on ppc view of Hotel there. (C.C.Co. 89-30) E \$6.
16. CASTLE CRAGS, 1909, Bold Clear 4 bar on ppc. 7-26 date early for 2nd pr. (92...30) E \$10.
17. CLINTON, 1909, VF 4 bar on ppc Lassen co.(96-15)E\$18.
18. CONFIDENCE, 1910, VF 4 bar on ppc(Tuol-99-25)E \$10.
19. ECHO MOUNTAIN, 1906, VF 4 bar on ppc, nice view of incline RR, 1893-1910 E \$6.
20. FEHN, 1909, VF 4 bar on ppc, (Shasta,98-45) E \$7.
21. FOREST HOME, 1934, Vt. 4 bar on ppc (San Bern,06-60)\$4
22. GLEN ALPINE, 1913, F bold 4 bar on ppc(El Dor-04-47)\$6
23. GOODYEAR, 1908, VF 4 bar on ppc(Solano,07-12) E \$20.
24. GRANDVIEW, 1909, VF 4 bar on ppc(1905-44) E \$8.
25. HIGHLAND SPRINGS, 1912, F-VF 4 bar on ppc, nice multi-view of springs (Lake Co. 1875-1921) E \$15.
26. HILTS, 1908, Ex. 4 bar on nice view of hunters at Klamath Hot Spr.(Sis, '03-'74) E\$8.
27. INWOOD, 1907, VG-F cds on ppc (Shasta, 87-47)E \$7.
28. JELLY, 1914, F 4 bar on ppc, (Tehama,01-34) E \$7.
29. KINSLEY, 1910, VF 5 bar as Rec mk. on ppc(96-10)E\$15.
30. LAUREL, 1909, VG 4 BAR on ppc(Santa Cruz,82-53) E \$5.
31. LUNDY, 1889, VG cds on cover(also weak Bodie bkstmp.) (Mono Co. 1880-1914) E \$25.
32. MARYSVILLE, 1886, VG-F cds on cover(Yuba Co.) E\$10.
33. MILTON, 1908, Ex. \$ bar on ppc(calav. 1871-1942)E \$10.
34. MINIMUM, 1906, F Doane on ppc (Madera, 84-22) E\$8.
35. MONO LAKE, 1924, F 4 bar on ppc(Mono Co.84-65) E\$5.
36. NAPA SODA SPRINGS, 1914, VG-F 4 bar on ppc view of springs (Napa Co. 82-29)E \$5.
37. NEENACH, 1909, EX 4 bar on R/P pc (88-29) E \$5.
38. NORTH COLUMBIA, 1909 F 4 bar on ppc (Nev.60-31)E \$8.
39. NORTHWESTERN, 1923, VF 4 bar on ppc (06-27)Mendo.E\$12
40. OLEANDER, 1909, F 4 bar on ppc(Fresno, 81-35) E\$6.
41. OLETA, 1911, Perf. 4 bar on ppc (amador,78-32) E \$10.
42. ORO LOMA, 1917, F 4 bar on ppc, but no stamp(14-29)E\$7
43. POMINS, 1936, F 4 bar on ppc (El Dor. 15-42) E\$6.
44. RIEGO, 1911, f-vf 4 bar on ppc(Placer 08-19) E \$15.
45. SHAWMUT, 1907, Ex 4 bar on ppc(1st yr.)Tuol. 07-25 \$20.
46. SITES, 1912, Clear 4 bar on ppc (87-68) E\$5.
47. SLATINGTON, 1909, F 4 bar on ppc, (El Dor, 03-12)E\$15.
48. SPENCEVILLE, 1906, F dup on ppc(Nev 72-32)also Waldo cds as rec mk.(Yuba 98-15) E \$15.
49. STANISLAUS, 1915, F 4 bar on ppc (Tuol, 11-62)E \$7.
50. TOWLE, 1908, VG-F 4 bar on R/P pc of hyd. min.(Placer Co. 1891-1935) E \$10.
51. TRENTON, 1906, VF Doane on ppc(Sonoma 87-14) E\$10.
52. VICHY SPRINGS, 1909, F Doane, on ppc (Mendo, 93-36)\$7.
53. WALDO, 1910, Ex 4 bar on ppc(Yuba Co. 98-15) E \$15.
54. WALSH STATION, 1912, VF 4 bar on ppc(1876-1917) E \$10.
55. WEST BUTTE, 1910, F-vf 4 bar on ppc(Sutter,60-30)E\$8.
56. WOODLEAF, 1911, VF 4 bar on ppc (Yuba, 96-71) E \$5.
57. YANKEE JIMS, 1910, VF 4 bar on ppc(52-40,Placer)E \$5.

COLORADO

58. AGATE, 1913, F-VF 4 bar on ppc, op, E \$3.
59. ASSOCIATION CAMP, 1941, Ex 4 bar on ppc, E\$3.
60. RUEDI, 1907, Ex 4 bar on ppc(89-41)View Aspen E\$10.
61. SILENCE SPRINGS, 1908, VF 4 bar on ppc E\$6.

HAWAII

62. HONOLULU, 1909, Ex flag cancel on ppc. E\$6.
63. VOLCANO, 1911, VG dup on ppc E\$3.
64. WAIMA, 1903, Feds on cover. Opened at R into stamp letter & cc from Dr. Sadow of Waimea, H.T. E\$10.

IDAHO

65. CHATCOLET, 1914, F 4 bar on nice R/P view of camp yr. date hard to make out(09-57) E\$6.
66. MACE, 1914, F 4 bar on ppc (99-22) E\$10.
67. MINER, 1909, Fdup on ppc (03-43) E\$7.
68. SAINT JOE, 1909, F4 bar on ppc(88-45) E\$5.

MONTANA

69. HOGAN, 1909, F 4 bar on ppc, ul cor of card gone (87-19) e\$8.
70. JUDITH, 1908, F 4 bar on nice ranch view r/p sl off at top(80-19) e \$12.
71. LAT, 1910, F-VF 4 bar as rec mk on ppc(98-18)E\$10.
72. MEADOW CREEK, Prbly 1879 or 80, F man on ux 4, spindle hole o/w fine(1869-1908) E\$30.
73. MEADOW CREEK, 1880, F-vf Doub ring cds on ux 4, E\$35.
74. SPALDING, Fine manuscript but no year given, only in from 1883-86, small pc. gone 11 cor. on ux 8 E\$45.
75. WASHINGTON BAR, 1891, Leg cds on ux9, a few ltrs. not struck (1884-1896) E \$25.

NEVADA

76. BAUVARD, 1911, VG-F purp 4 bar, tied, on view side of ppc (1904-1912) E\$20.
77. DEEPHOLE, 1910, VF 4 bar on ppc (1894-1911) E\$45.
78. EMPIRE, 1910, F-VF 4 bar (but no stamp) on ppc (1866-1912) E\$12.
79. FARRELL, 1910, VF 4 bar on backstamp side of pc, (Hunn. '07-11) also Lovelocks rec mk on same side most of view side is white, so cancels show up well not tied, of course, but nice & scarce. E \$40.
80. MASON, 1911, VF 4 bar sl off top on ppc (08-61)E\$7.
81. MIDAS, 1933, VG-F 4 bar on cover(07-42) E\$10.
82. PARADISE VALLEY, 1908, VF 4 bar on ppc E\$3.

OREGON

83. BLACK ROCK, 1912, F 4 bar on ppc, r/p of lobby of post office or hotel there(06-43) E\$10.
84. CHERRY GROVE, 1920, F 4 bar on ppc(12059)E\$5.
85. DIXONVILLE, 1910, VF 4 bar on ppc as rec mk(01-38)\$8
86. HUGO, 1909, F Doane on ppc (96-56) E \$5.
87. SITKIM, 1925, Ex 4 bar on ppc in '64 E\$4.
88. KINGSLEY, 1908, VG-F Doane on ppc, (78-20) E\$10.
89. APIARY, 1914, VG-F 4 bar(I,A not struck)on ppc (89-24) E \$8.

UTAH

90. SILVERLAKE, 1935, VG-F 4 bar on ppc (99-43) E\$7.
91. TUCKER, 1910, Fdup on ppc (1881-1919) E\$8.
92. WOODROW, 1913, F 4 bar (Woodrow clear, utah just readable)on ppc. In less than two years. (Millard Co., 1913-15) E \$45.

WASHINGTON

93. CLIFFER, 1913, Ex 4 bar on ppc(01-56) E\$6.
94. CRYSTAL SPRING, 1905, Feds few ltrs off top(91-19) Lewis & Clark Expo card E\$10.
95. GOVAN, 1911 VG-F 4 bar on ppc(98-?)E\$5.
96. LONDON, 1908, F cds on ppc, tear below cancel repaired w/scotch tape (1895-1909) E\$10.
97. MINKLER, 1910, VF Doane on ppc (03-14) E\$25.
98. LONE TREE, 1909, 5-bar, lone not struck but confirmed by card, real photo of workers at Lone Tree Eng Dept. (08-16) E\$20.
99. MONOHAN, 1923, F 4 bar on ppc (88-26)E\$10.
100. SAN DE FICA, 1911, F (weak) 4 bar on very nice r/p view of local log home, horse team wagon E\$10. DPO.
101. TOLT, 1912, F 4 bar on ppc (82-18) E\$5.
102. YOUNGSTOWN, 1908, F strike as rec mk not tied, (05-09) E\$7.

I WOULD LIKE TO THANK EVERYONE WHO HAS PLACED BIDS IN MY AUCTIONS-IT IS VERY MUCH APPRECIATED!
I'D ALSO LIKE TO MENTION THAT I'M ALWAYS LOOKING FOR OLD POST CARDS-YEAH, EVEN IF THEY AREN'T CANCELLED! I REALLY GO FOR STREET SCENES OF ANY WESTERN STATE, PREFER THEM TO BE OF SMALLER TOWNS-SEND ME AN APPROVAL, OK?

PLEASE BID BY THIS DATE: **MARCH 31st, 1984.**

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 TEN DAYS FOR ANY REASON. PRICES REALIZED WILL BE SENT WITH YOUR WINNING LOTS
THANKS AGAIN TO BILL HILBOK, AND TO ALL OF YOU WHO PLACE BIDS. MEANWHILE, I WILL BE TRACKING DOWN MORE GOODIES! ☺ ☺



R.F.D. UNITED STATES: SUPPLEMENTS TO
'ENCYCLOPEDIA OF R.F.D. CANCELS'

BY HAROLD C. RICHOW

Town	Type	Route	Date	Value
<u>MICHIGAN</u>				
Standish	11F	1	1912	I
Traverse City	11F	1		I
Ypsilanti	11F	3	1912	I
<u>MINNESOTA</u>				
Beaver Creek	11F			I
Buffalo	11F	3		I
Collis	11F	2		I
Detroit				
Shoreham Rur.Sta.	10LC		1909	V
Eagle Bend	11F	2		I
Evansville	11F	1		I
Frazee				
Woodland Rur.sta.	10R		1911	V
Lesueur	11F	4	1912	I
New Richland	2B	2	1902	III
Owatonna	11C	5		I
Parkers Prairie	11F	5		I
Pine Island	11E	1	1913	I
Porter	11F	2		I
Ronneby	11E	2	1912	I
St. Paul				
Merriam Park Sta.	1N		1906	VI
Sargeant	11F	2		I
Sauk Rapids	11F	2		I
Springfield	11F	1		I
Starbuck	1	1	1902	III
Stewartville	2B	1	1902	III
Stillwater	11F	6		I
Ulen	11	1	1912	II
Walnut Grove	2F	2	1903	III
White Bear Lake	11A	1	1913	II
Winona	11C	2	1910	II
<u>MISSOURI</u>				
Adrian	11F			I
Boonville	2F	3		III
Burfordville	11E	1		I
Carthage	1C	2	1901	III
Clarksburg	11	3	1909	II
Clinton	1	6	1902	III
Ferguson	8VG	32	1909	V
Florissant	11	35	1908	II
Greencastle	2F		1904	III
Greensburg	11A	2	1909	II
Greenwood	1	32	1905	III
Hamilton	1	1	1901	III
Hopkins	1	2	1902	III
Jerico Springs	11F	2	1911	I
Lees Summit	11	5	1910	II
Lockwood	11F	1		I
McFall	11F		1911	I
Newtonia	11	2	1907	II
Oregon	11	3	1909	II
Pleasanthill	1N	6	1903	III
Poplar Bluff	11E	4		I
Rutledge	1	2	1902	III
Vandalia	11E	3	1909	I
West Alton	11F			I
Windsor	11F			I
<u>NEBRASKA</u>				
Arapahoe	11E	4	1910-11	II
Cedar Creek	11C	1	1909	II
Farnam	11	1	1910	II
Firth	1N	1	1903	IV
Geneva	11A	4	1912	II
Holdrege	2TE	5	1911	V
Humboldt	1	4	1904	IV
Loretto	11E		1907	II
Martell	11F		1915	I
Pender	2FA	3	1903	III
South Auburn	11E		1911	II
Wakefield	11F	1		I
<u>NEW HAMPSHIRE</u>				
Concord	11C	9	1911	II
Contoocook	11D	2		I
Fremont	11E			I
Pike	11F	1		I
Raymond	11F			I

Town	Type	Route	Date	Value
<u>NEW HAMPSHIRE (Cont.)</u>				
South Hampton	11F			I
Woodsville	6DB	2	1912	X
<u>NEW JERSEY</u>				
Belmar	2TE	2	1907	VI
Bridgeton	3DE	3	1940	III
Dover	11F	1	1912	II
Keyport	11F	1	1912	II
Lakeport	11C	1	1908-09	I
11	11	1	1909	II
Ramsey	8VC	1	1905-7,10	V
Ridgewood	8VH	3	1906,07	V
Stewartsville	2FD	1	1903	III
Westwood	2B	2	1903	III
<u>NEW YORK</u>				
Adams Center	11E	1	1916	I
Afton	11E	1	1907	I
Albion	11F	7	1911	I
Altamont	11E	2	1906	I
	11F	2		I
Antwerp	11D	3		I
Argyle	11	2		I
	11F	3		I
Ashville	11F	63		I
Ballston Spa	2F	3	1904	III
Barker	1	1	1901	III
Berne	11F	2		I
Bernhards Bay	11	1	1906,30	I
	11F	1		I
Black Creek	11F	3		I
Blossvale	11F			I
Broadalbin	11F	1	1909	I
Brushton	11E		1908	I
Cambridge	11E		1915	I
Cameron	11E			I
Canajoharie	11F	2		I
Canton	11F	3		I
Cape Vincent	11F	2		I
Cayuga	11F	34		I
Cherry Creek	2B	36	1902	III
	11E	36		I
Cherry Valley	11	1	1915	II
	11E	1	1910	I
	11F	2		I
	11E	3	1923	I
Cincinnatus	11F	2		I
Clinton Corners	11F		1913	I
Coldbrook	11F			I
Colden	11F			I
Colton	11	1	1916	II
Crittenden	11F		1909	I
Cuba	11F	1		I
Cuyler	11	1	1908	II
Dansville	11F	5		I
Darien Center	11E	14	1910-11	I
Daws	11F			I
Deerfield	11F	1		I
Delanson	11C		1909	I
Delevan	11F	1		I
Delhi	11F	3		I
Delmar	11F			I
Dexter	11F	1		I
Dolgeville	11F	1		I
Duanesburgh	11F	1		I
Dundee	11	20		I
Dunkirk	11F	10	1916	I
Earlville	11F			I
East Berne	11F			I
East Chatham	11E	2	1912	I
East Freetown	11F	1		I
East Nassau	11F	1		I
East Schodack	11		1906	I
Erieville	11F	1		I
Esperance	11F			I
Evans Mills	11F	1		I
Feura Bush	11F			I
Fort Edward	11F	1		I
Fort Plain	11F	3		I
	11F	4		I
Frankfort	6C	1		X

Town	Type	Route	Date	Value
NEW YORK (Cont.)				
Frankfort	11F	3		I
Franklinville	11E	4		I
Gansevoort	11	1	1911	II
	11C	3	1908, 13	I
Germantown	11F			I
Glenfield	11F			I
Glenmont	11F			I
Greenfield Center	11E		1914	I
Greenville	11	2	1909	II
	11F	2	1915	I
Greenwich	11F	1		I
	11F	2		I
Groton	11	13		I
Hagaman	1	1	1903	III
Hammond	11F	2	1908	I
Hammondsport	11F	3	1919	I
Hannibal	11F	2		I
Hartwick	11	1	1911	II
Hector	11B	1		I
Herkimer	11D	1		I
Heron	11F	2		I
Heuvelton	11F			I
Hopewell Junction	11C	9	1914	I
	11F	11		I
Hudson	11F	1		I
	11F	2		I
Ithaca	11E	7		I
Jamestown	11F			I
Jerusalem	11F			I
Johnstown	11F	1		I
Kanona	2B	1	1903	III
Keesville	11F			I
Kelloggsville	11F		1912	I
La Fargeville	11F	1		I
Lake George	11F	2		I
La Salle	11F	14		I
Limerick	11F	2		I
Lisbon	11	4	1916	II
Little Valley	11F	1		I
Lockport	1	10	1901	III
Lockwood	11	1	1910	II
Mallory	11F		1909	I
Marietta	11E	1	1910	I
Marion	11E	1	1924	I
Medusa	11	1		I
	11A	1		I
	11D			I
	11F			I
Mohawk	11F	2		I
Moravia	11F	14		I
Morristown	11E		1909	I
Mount Kisco	2B	1	1903	III
Mount Morris	11		1910	I
Naples	11F	6	1913	I
New Berlin	11F	2		I
North Tonawanda	1C	12	1903	III
Old Chatham	11C		1915	I
	11E		1913	I
	11F			I
Oneonta	11A	1	1908	II
	11	3	1907	II
Onondaga Valley	11F	5		I
Orchard Park	1	1	1903	III
Otego	11F	1		I
	11E		1908-09	I
	11C	4	1907	I
	11F	4	1909	I
Oxford	11C	1		I
Palatine Bridge	11C	1		I
Petersburgh	11E	1	1914	I
Pine City	3EDA	1	1909	VII
Poolville	11F			I
Port Crane	11E			I
Prattsburg	1	4	1901	III
Pulaski	11F	2		I
Remsen	11F	1		I
Richmondville	11	1	1908-09	II
	11C		1912	I
	11F			I
Sacket Harbor	11E	1	1909	I
Salamanca	11C	1	1911	I
Saratoga Springs	11C	1	1908	I
	11F	2		I
Saquoit	11F	1		I
Savannah	11	1		I

Town	Type	Route	Date	Value
NEW YORK (Cont.)				
Schaghticoke	11F	1		I
Schuylerville	11F	1		I
Sherburne	11F	1	1913	I
	11F	2		I
Skaneateles	11F	1		I
	11F	2		I
Sloansville	11F			I
South Bethlehem	11A			I
South New Berlin	11F	2		I
Stafford	11F			I
Stamford	11F			I
Stanley	11F	3		I
Street Road	11D	1		I
Syracuse	11F	5		I
Taberg	11F			I
Theresa	11D	1		I
	11D	4		I
Troy	11F	2		I
Ulster Park	11A			I
Utica	11F		1916	I
Victor	11F			I
Voorheesville	11F			I
Walton	11	2		I
	11F			I
Waterford	11	1	1905	II
Watkins	11E	1	1912, 13	I
Waverly	11C	2	1907	I
West	11F	1		I
West Edmeston	3EL		1909	V
	11F			I
West Potsdam	11F	1	1910	I
Whallonsburg	11E	1	1912	I
Whitehall	11F	1		I
Worcester	11F			I
Wynantskill	11E	1	1914	I
NORTH CAROLINA				
Fullers	3GA	1		V
Hendersonville	11	1	1910	II
Rolesville	11E		1907	I
Winston Salem	2F	4	1904	III
NORTH DAKOTA				
Delamere	2F	2		V
Hatton	2B	1	1903	V
Hecker	11F			III
Hillsboro	11F	4	1915	III
Maddock	11F	2		III
Mayville	11F		1909	III
Newburg	11A		1958	II
Oberon	11F	1		III
Thompson	11F			III
York	11F	2		III
OHIO				
Amanda	1	2	1901	III
Ansonia	11F			I
Ashland	8V			V
Beaver	11E	1	1910	I
Bellevue	11E	1	1911	I
Bethel	11	3	1919	II
Brecksville	11	3	1909	II
Celina	11F	9		I
Cleveland				
Brookland Sta.	3LA	1	1912	III
	11F	1		I
Conover	11E	1	1908	I
Covington	11	2	1913	I
Cuyahoga Falls	3CAA	1	1909	V
	3CA		1912	V
Dawson	11	1	1911	II
East Akron	11F	2		I
Farmersville	11F	2		I
Glenford	11A	2	1910	II
Greenwich	11F	1		I
Higby	11A	1	1911, 16	I
Holmesville	11	1	1909	II
Jefferson	11F	7		I
Lima	11E	3	1911	I
McClure	11	1	1902	V
Marietta	11F	5		I
Marion	11	2	1910	II
Massillon	11F	5	1913	I
Mt. Vernon	11F	3		I

(TO BE CONTINUED)

NINETEENTH CENTURY OREGON POSTMARKS:
JACKSON COUNTY

By Charles Whittlesey

When originally created on January 12, 1852, Jackson County stretched across the entire expanse of southwestern Oregon from the Cascades to the Pacific, and as far north as the divide between the waters of the Umpqua and Rogue rivers. Named for President Andrew Jackson, the county was erected in order to provide local government for a growing number of miners who had rushed to the new diggings at Jacksonville.

Gold discoveries at Yreka and other northern California camps in 1850 encouraged increasing freight traffic of Willamette Valley flour and other farm products south through the Rogue Valley and over the Siskiyou Mountains. On one such pack trip in January 1852 gold was discovered in Jackson Creek, a tributary of Bear Creek, itself a tributary of Rogue River. A camp

grew quickly around the site, and by the summer of 1852 Jacksonville had become a rather typical mining boom town consisting of "tents, sheds, shanties and frail houses of split lumber..." in the words of an eye-witness. The population was estimated at only about 150, but there were many more prospecting the nearby hills and gullies.

Jacksonville soon gained a measure of permanence by becoming a supply center, stopping point on the all weather trail to Yreka, and seat of local government. Its life was tied more to the commerce of mining than to actual mineral extraction, and, for this reason, the community enjoyed a long vitality.

Troubles with local Indian tribes plagued the expansion of settlement during much of the decade, but by the late 1850's the Bear Creek valley had attracted many farm families and a community had formed at Phoenix, originally called Gasburg. Further south, a lumber mill was built, and the addition of a flouring mill prompted



Main Street, Medford, Oregon, circa 1910

the community to choose the name Ashland Mills.

The Census of 1860 showed a total of 3,736 residing in Jackson County, of whom 892 lived in Jacksonville. County growth was slow during the 1860's, and the 1870 census found only 4,778 residents. The 1870's brought more rapid growth to the county with a population of 8,154 in 1880. This decade saw the beginning of a shift away from Jacksonville as the core of population, partially in anticipation of the completion of the railroad through from the Willamette Valley to California. Ashland, selected as the eventual division point by the railroad, experienced considerable growth during the 1870's, emerging with a population of 842 to Jacksonville's figure of 839.

1045 - SOUTHERN PACIFIC DEPOT, ASHLAND, OREGON.



Southern Pacific Depot, Ashland, ca. 1910

Traffic opened on the long awaited Oregon & California Railroad as far south as Phoenix in 1884, and the railroad town of Medford was developed five and a half miles east of Jacksonville as a transshipment point for the old mining town. None of this set well with the residents of Jacksonville, and in desperation the townsfolk even built their own railroad -- the Rogue River Valley Railway, or as it was more commonly called the Jacksonville Cannonball.

Jacksonville's heroic efforts could not change the tide, and the new realities of transportation through the Bear Creek Valley were reflected in the 1890 census figures. Ashland now had a population

of 1,784. It was followed distantly by Medford with 967, and then came Jacksonville with 743. The total population of the county stood at 11,455.

By 1910 Medford had emerged as the largest population center in the county, but Ashland remained an important town. Jacksonville continued to decline. These relationships continue to the present day, as we find Medford a small city of about 40,000, and Ashland a large town with about 15,000. Jacksonville has enjoyed a certain amount of new growth in recent years and has attained a reputation for being one of the state's better preserved pioneer towns. Its current population is about 2,000.

Our report catalogues postmarks from 27 different Jackson County offices before 1900. Not surprisingly, Jacksonville has the greatest number of different types reported with 11. It is followed by Ashland with 9 (plus three Ashland Mills types), Medford with six, Rock Point with five, and Gold Hill and Eagle Point with four each. Despite its long life, Phoenix is represented by only 3 postmark types. Surely, there are many more Jackson County postmark types to be discovered. The author would greatly appreciate receiving reports from readers aware of unlisted styles and date extensions for listed types.



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WESTMINSTER STAMP & COVERS

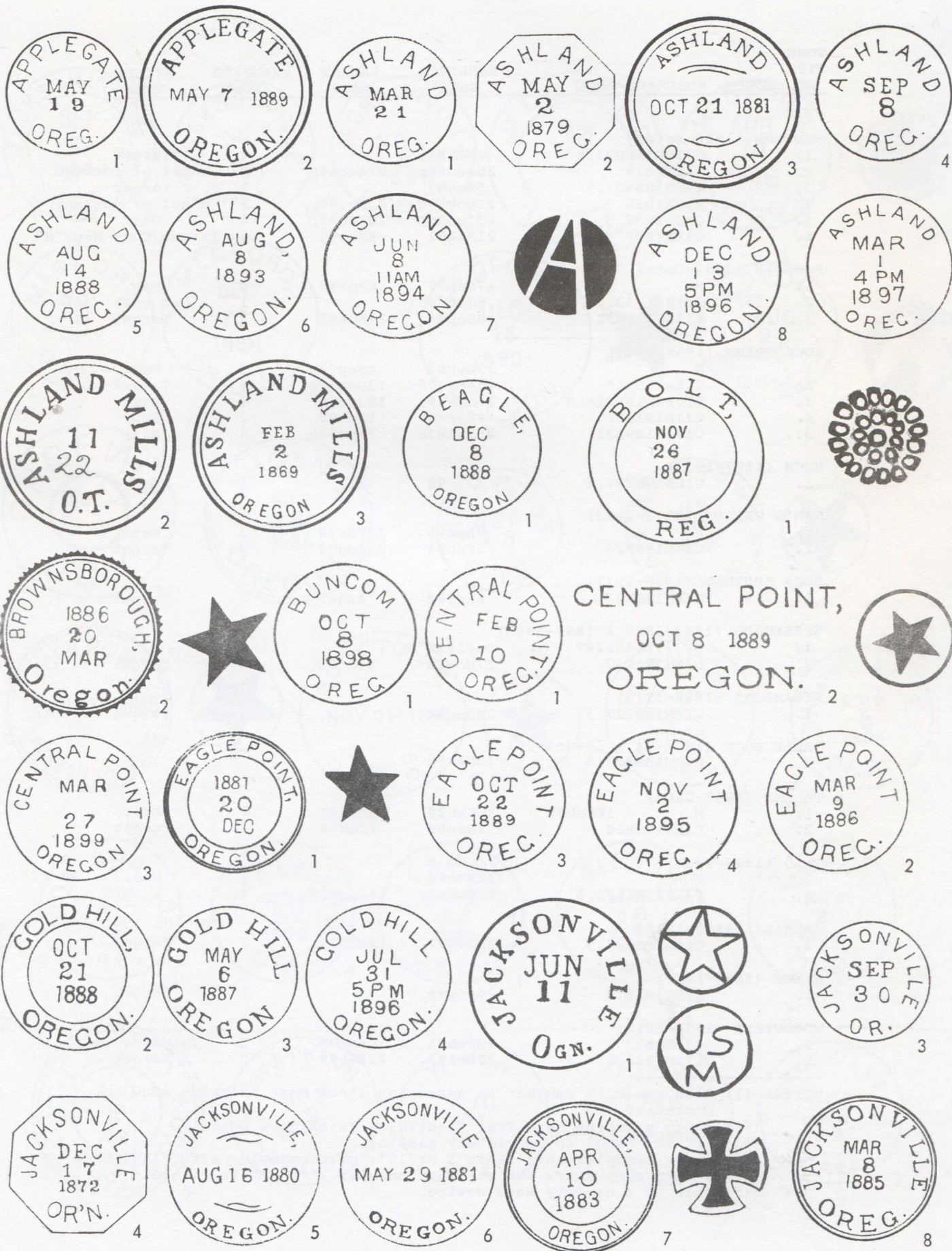
Box 1427

Bellflower, CA 90706

(213) 920-7561

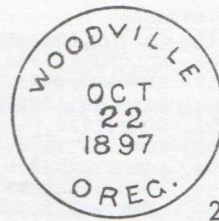
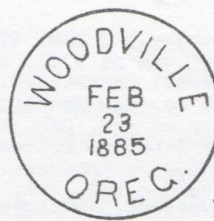
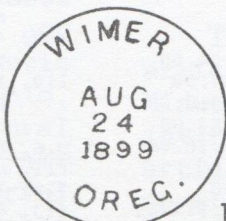
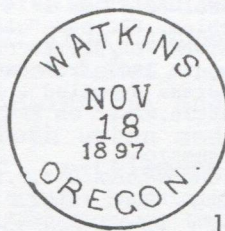
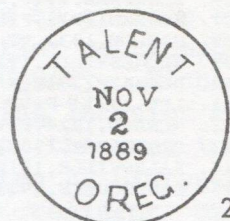
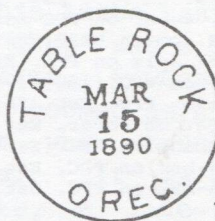
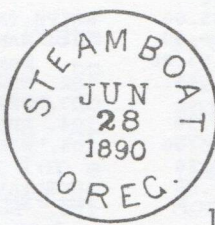
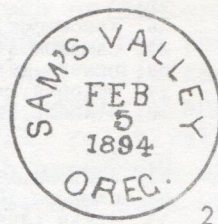
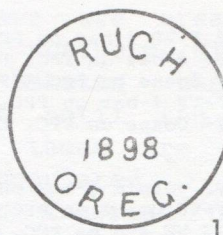
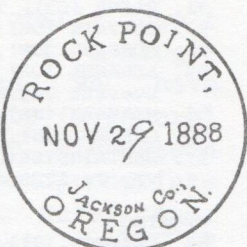
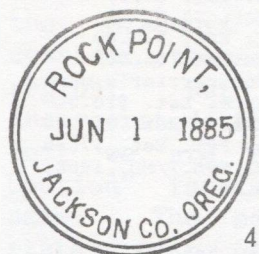
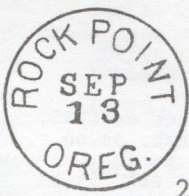
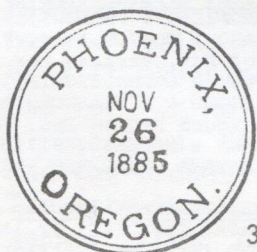
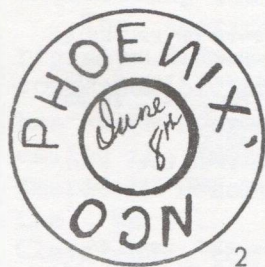
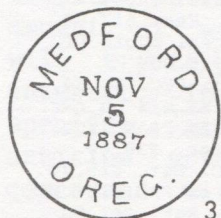
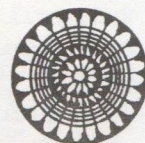
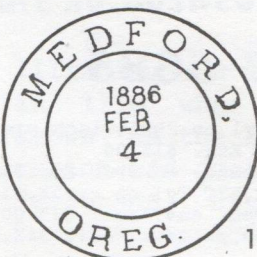
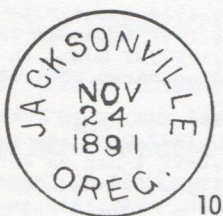
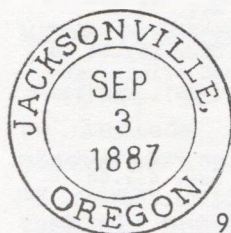
JACKSON COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
APPLEGATE (1858-1959)							
	1.		C1EAlBBR24	ca. 80		2	Target
	2.		C21JSlRRB32	7 May89v		1	Target
ASHLAND (1871-Date)							
	1.	(1)	C1EAlBBR24	21Mar(76)	13Sep(78)	11	Star-in-circle(2)
	2.		OC1EN1BBR25	21Apr79	2May79	2	Star-in-circle
	3.		C21J13SlRRB32	12Jul79r	12Dec81r	6	Target
	4.		C1EAlBBR26.5	ca. 82	12Jan(87)	4	Quartered cork
	5.		C1EN1B27	14Aug88	21Nov88	2	Cork
	6.		C1JN1B28	8Aug93		1	Cork
	7.		C1JT1B27.5	8Jun94	6 Nov94	3	Neg."A" cork
	8.		C1JT1B28.5	13Dec96		1	
	9.		C1ET1B28.5	1Mar97	3Apr98	2	
ASHLAND MILLS (1855-1871)							
	1.		M	Sep58		1	
	2.		C21HAlR34	22Nov??		1	
	3.		C21JN1RBR32.5	2Feb69	18Apr71	8	Target
BARRON (1875-1910)							
	1.		M	5Jun85	4Sep86	4	Mss.
BEAGLE (1885-1941)							
	1.		C1JN1B26	8Dec88		1	Target
BIG BUTTE (1878-1908)							
	1.		M	??		2	
BOLT (1885-1896)							
	1.	(3)	C31EN1RRB33	26Nov87		2	"Swiss cheese"
BROWNSBORO(UGH) (1873-1954)							
	1.		M	3Sep75	early80s	7	Mss.
	2.		C22JN1BB'B31	20Mar86		1	Star
BUNCOM (1896-1917)							
	1.		C1EN1B27	8Oct98		1	Target
CENTRAL POINT (1872-1957)							
	1.		C1EN1B26	10Feb88?		1	
	2.		SLBRB50x20	28Mar89p	8Oct89p	4	Star-in-circle
	3.		C1JT2B28	21Nov95	27Mar99	2	
DRAPER (1882-1912)							
	1.		M	3Mar88	10Jan91	5	Mss.
EAGLE POINT (1872-Date)							
	1.		C41JN1B27.5	20Dec81p	30Nov82p	2	Star
	2.		C1EN1B27	9Mar86		1	Target
	3.		C1EN1BBR27.5	22Oct89		1	Target
	4.		C1EN1B28	2Nov95		1	
GOLD HILL (1884-Date)							
	1.		M	19Mar85		1	Mss.
	2.		C31JN1B30	20Sep88p	21Oct88p	2	Wheel of fortune
	3.		C1JN1RRB26.5	18Apr87p	6May87p	2	Target
	4.		C1JT1B28	31Jul96		1	Smudge
JACKSONVILLE (1854-Date)							
	1.		C1BA1R32.5	19Mar53	24Jan65	50+	(4)
	2.		M	21Jan54		1	
	3.		C1CA1BBR23	30Sep(69)	18Feb(80)	18	Target/cork grid
	4.		OC1GN1BBR26.5	16Nov72	17Dec72	3	
	5.		C1J13SlBRB29	15Jan80	24Sep80p	5	Maltese cross
	6.		C1JS1BRB29	29May81	15Jul82	3	Target
	7.		C41JN1BBR29.5	10Apr83	15Jul83	5	Fancy c'ross
	8.		C21EN1RRB27.5	8Mar85p	11Jan86p	5	Target
	9.		C31JN1RRB29.5	20Apr86p	17Oct88b	9	Wheel of fortune
	10.		C1EN1B26.5	24Nov91		1	Smudge
	11.		C1JN1B27.5	5Dec94	1Apr97	5	Cork grids



TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
MEDFORD (1884-Date)							
	1.		C31EN1RRB33.5	4Feb86v		1	Target
	2.		C1JN1B29	25Jun86p	21Aug86p	5	Wheel of fortune
	3.		C1EN1BBR27.5	5Nov87		1	Target
	4.		C1JN1B30	25Nov87b	11Mar90p	9	Wheel of fortune
	5.		C1JN1B32.5	23Jun90p	16Feb91p	6	Star
	6.		C1EN1B27	21Aug91	9Nov91	2	Target/Cork Neg. "H"
PHOENIX (1857-Date)							
	1.		M	17Sep59	8Apr67	3	Mss.
	2.	(5)	C31BA1B33.5	8Jun(66)		1	Cut cork
	3.		C21JN1RRB32	30Sep84	26Nov85	3	Target
ROCK POINT (1859-1912)							
	1.		M	25Dec63	4Sep(70)	3	Mss.
	2.		C1EALBBR24	25Apr(75)	13Sep(78)	4	Target
	3.		C1J10N1RRB26.5	17Jan79r	10Jun79	4	Star
	4.		C21ELS1B32	8Apr82	1Jun85	2	Star
	5.		C1J1S1RRB32	25Jul87b	7Apr94b	8	Star
RUCH (1897-1939)							
	1.		C1EN1BB?27.5	98		1	Smudge
SAM'S VALLEY (1873-1953)							
	1.		M	9Apr75	29Mar78	3	Mss.
	2.		C1EN1BBR27	5Feb94	22Aug94	3	Target
SODA SPRINGS (1886-1911)							
	1.		C1EN1BBR27	6Apr88	Aug89	2	Target
SPIKENARD (1883-1895 & 1897-1903)							
	1.		OV ??? 44x27?	early80's		1	?
	2.		C1EN1BBR27	27Nov89	8Oct90	3	Target
STEAMBOAT (1888-1915)							
	1.		C1EN1BBR27.5	28Jun90		1	Target
TABLE ROCK (1872-74 & 1884-1906)							
	1.		C1EN1BBR27.5	15Mar90			
TALENT (1883-Date)							
	1.		M 16Feb88	16Feb88	22Mar88	2	Mss.
	2.		C1EN1BBR28	2Nov89	1Feb94	4	Target
TOLO (1886-1918)							
	1.		M	12Aug86		1	Mss.
	2.		C41J1'N1B32.5	26Mar88p	10Aug91p	4	Cork
WATKINS (1893-1920)							
	1.		C1EN1BBR28.5	23Aug97	18Nov97	2	Target
WIMER (1887-1909)							
	1.		C1EN1B28.5	24Aug99		1	Target
WOODVILLE (1876-1912)							
	1.		C1EN1B27	23Feb85	16Apr86	3	Target/cork
	2.		C1EN1B27.5	22Oct97	22Feb99	2	Target

- NOTES: (1) Date range is subject to expansion since most examples show no docketing.
(2) Early examples have Star-in-circle; later have cork.
(3) "O" in "OREG" is completely missing.
(4) Early examples have "PAID 3 or 10"; most examples after 1863 have a worn open star, but at least one has a "US/M" in circle.
(5) This is a crudely made device.



Richard W. Helbock Mail Auction No.9

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

(503) 657-5685

ALASKA

1. COPPER CENTER, 1902, G-F Tyl on 2½x1½-inch piece w/target tying 1¢ green. Est. \$15.00
2. KILLISNOO, 1912, VF Ty3 (Doane) on PPC. Est. \$30.
3. NEW KNOCK HOCK, 1950, PDC, EXC Tyl on cvr. E. \$12.
4. SUSITNA, 1934, VF Tyl on Pen. env. Est. \$15.00
5. WARDS COVE, 1953, VF Tyl on phl. cvr. Est. \$12.00

The following are all on pieces measuring about 1½-inch square. Tragic, but some very rare marks.

6. BETTLES, 1906, F-VF Tyl (only report). Est. \$10.00
7. CHOMLY, 1902, F Tyl. Est. \$6.00
8. COLDFOOT, 1907, EXC Tyl (earliest). Est. \$15.00
9. KOSREFSKY, 1901, EXC Ty2 (earliest). Est. \$15.00
10. KLAUOCK, 1911, VF purple Ty2. Est. \$10.00
11. UYAK, 1905, VF Tyl. Est. \$10.00

COLORADO

12. APISHAPA, 1908, F+ 4-bar on PPC w/stain. E. \$12.00
13. DEORA, 1921, F-VF 4-bar. Early. on PPC. Est. \$5.00
14. GRAYLIN, 1915, Fair 4-b as rec. mk. on PPC. E. \$5.
15. HAWTHORNE, 1913, F+ 4-bar on PPC. Est. \$6.00
16. HEZRON, 1910, F-VF purple 4-bar on PPC. Est. \$20.
17. KEYSOR, 1909, about F cds on PPC. Est. \$6.00
18. NORWOOD, 1909, only Fair 4-b on great real photo PPC of Wagon Road cut thru mts. Est. \$7.50
19. OHIO, 1909, F+ 4-b on photo PPC of Ohio Gen'l store w/bank in front. Est. \$10.00
20. OLNEY SPRINGS, 1909, VF 4-b (6 mos. after est) E\$5.
21. PINE, 1907, F-VF 4-b (1882-'18 pd.). Est. \$8.00
22. RIO BLANCO, 1907, VF cds on PPC. Est. \$6.00
23. STONEHAM, 1910, EXC 4-b on PPC. Early. Est. \$4.00
24. WALSEN, 1910?, F+ red Doane on PPC. Est. \$6.00
25. WOODMEN, 1920, F+ dplx on PPC. Est. \$5.00

IDAHO

26. ARROWROCK, 1912, F-VF 4-bar on PPC. Est. \$20.00
27. CAMERON, 1911, F+ 4-bar on PPC. Est. \$5.00
28. DENVER, 1910, VF Doane on PPC. (1902-14). E. \$25.
29. MEADOWS, 1910, F-VF 4-bar on PPC. Est. \$4.00
30. MINERAL, 1907, F+ Doane on PPC. Est. \$15.00

MONTANA

31. BUELOWS, 1912, VF purple 4-bar on PPC. Est. \$15.00
32. CAMERON, 1910, F-VF Doane on PPC. Est. \$3.00
33. CLEAR LAKE, 1912, VF 4-b on PPC. Est. \$20.00
34. COMANCHE, 1920, F-VF 4-bar on PPC. Est. \$6.00
35. FALLON, 1913, VF 4-bar on PPC. Est. \$3.00
36. FLOWEREE, 1910, F+ 4-bar on PPC. Est. \$6.00
37. FOWLER, 1912, Fine lt. 4-bar on PPC. Est. \$5.00
38. HARLEM, 1932, VF M.O.B. pm on UX27. Est. \$5.00
39. HEDGESVILLE, 1915, F-VF dplx on PPC. Est. \$5.00
40. HUBBART, 1912, F 4-bar on PPC. (1905-17). E. \$15.
41. LEE, 1921, F-VF 4-bar on PPC. Est. \$6.00
42. MENARD, 1924, F-VF 4-bar on cover. Est. \$7.50
43. PINECREEK, 1907, EXC Doane on PPC. Est. \$15.00
44. SALESVILLE, 1910, VF 4-bar on PPC. Est. \$7.50
45. SANDCOULEE, 1911, F+ 4-bar on PPC. Est. \$5.00

NEVADA

46. CURRANT, 1906, VF 4-bar on Reg. Rct. Est. \$6.00
47. SPARKS, 1907, F-VF Doane on PPC. Est. \$4.00

NEBRASKA

48. CANTON, 1911, VF 4-bar DPO. Est. \$7.50
49. COLUMBUS, 1886, F-VF cds on U331. Est. \$4.00
50. EMERALD, 1911, F+ 4-bar on PPC. DPO. E. \$4.00
51. GILMORE, 1878, mss. on cvr. w/encl. Est. \$18.00
52. GRAF, 1920, F+ 4-bar on PPC. DPO. Est. \$4.00
53. KOWANDA, 1910, F-VF 4-bar on PPC. DPO. E. \$8.00
54. LAMONT, 1908, VF 4-bar on PPC. Est. \$4.00
55. LEIGH, 1909, F+ 4-bar on PPC. Est. \$3.00
56. MARTINDALE, 1911, VF 4-bar on PPC. DPO. E. \$15.00
57. NEWCASTLE, 1889?, VF cds on cvr. Est. \$4.00
58. SURVEY, 1913, F+ 4-bar on PPC. Est. \$5.00
59. SWEDEBURG, 1911, EXC Doane ties 2¢ red to F+ cover. Very attractive. DPO. Est. \$7.50

NORTH DAKOTA

60. BADEN, 1909, F lt. cds on PPC. DPO. Est. \$8.00
61. BUFFALO SPRINGS, 1913, F-VF 4-b on PPC. E. \$6.00
62. BUTZVILLE, 1906, VF Doane Tyl on U387. E. \$7.50
63. HALEY, 1914, F-VF 4-bar on PPC. DPO. Est. \$4.00
64. MCKENZIE, 1909, VF 4-b on PPC. DPO. Est. \$3.00
65. STADY, 1911, F-VF 4-bar on PPC. Est. \$5.00
66. STILWELL, ca. 1918, about F 4-b on PPC. E. \$5.
67. WERNER, 1915, F-VF 4-bar on PPC. DPO. Est. \$4.00
68. WOGANSPORT, 1907, VF Doane on U385 w/interesting forwarding marks. DPO (1882-1915). Est. \$15

OREGON (See also RFD's)

69. DEER ISLAND, 1907, VF Doane Tyl on PPC. E. \$4.
70. DOLPH, 1911, F-VF 4-bar on PPC. Est. \$12.00
71. GLADSTONE, 1911, VF 4-bar on PPC. Est. \$3.00
72. HILLSDALE RUR. STA., 1945, about Fine 4-bar on cml. cover. Est. \$6.00
73. JEWELL, 1912, F+ 4-bar on PPC. Est. \$4.50
74. MARMOT, 1911, F-VF 4-bar on PPC. Est. \$12.00
75. ROWE, 1915, VF 4-bar on lovely real photo PPC of high mountain scene. Est. \$18.00
76. NORTH PLAINS, 1916, F-VF 4-bar on PPC. E. \$4.
77. RUSSELLVILLE, 1898, legible cds as b/s on cvr pm. MIL. STA. NO. 1 PHILIPPINES/SAN FRANCISCO. Oregon Spanish-Am. War item. Est. \$30.00
78. SPEAKER, 1908, F-VF Doane on PPC. Est. \$15.00
79. TELOCASET, 1911, about Fine 4-b on PPC. E. \$4.00
80. VESPER, 1915, F-VF 4-bar on PPC. Est. \$12.00
81. YANKTON, 1908, about Fine 4-bar on PPC. E. \$5.

RAILWAY POST OFFICES (RPO's)

82. BAKERSFIELD & FELLOWS, 1912, F-VF on PPC. E. \$18.
83. EL PASO & TUCSON, 1914, VF, fr. Machita, NM on PPC of Gnl. Carranza, Mex. bdr. war item. E. \$15
84. GD. JUNC & OGDEN, 1906, F+, on PPC. Est. \$8.00
85. HILLSBORO & TILLAMOOK, 1913, partial strike from tough RPO on PPC. Est. \$7.50
86. PLUMMER & MARENGO, 1917, VF, on PPC. Est. \$15.
87. THE PANAMA CANAL/RPO, 1925, on PPC. Est. \$8.

RURAL FREE DELIVERY (RFD's)

88. ARKANSAS CITY (KS), Ty 11D on PPC. Est. \$5
89. CIBOLO (TX), ms. Carrier's name on PPC. E. \$10.
90. DELPHOS (KS), Ty 11E on PPC. Est. \$5.00
91. ELIDA (OH), Ty 11 on PPC. Est. \$5.00
92. GERVAIS (OR), Ty 11E on PPC. Est. \$10.00
93. HUBBARD (OR), Ty 11F on PPC. Est. \$5.00
94. LEBANON (OR) ms. "Everett" for carrier's name Everett Ingram on Rt. 4. Scarce. Est. \$20.00
95. NIAGARA (ND), Ty 11D w/initials. Est. \$10.00
96. OXFORD (OH), Ty 11A in pen on PPC. Est. \$7.50
97. WESTMINSTER (UNION TOWN RURAL STA.)/MD., 1908, VF, Ty 10QB on PPC. Est. \$6.00

WYOMING

98. CLIFTON, 1911, F-VF cds on PPC. Est. \$7.50
99. KAYCEE, 1912, F-VF Doane on PPC. Est. \$4.00
100. PINEBLUFF, 1928, F-VF dplx on PPC. Est. \$4.00

SHIPS (All U.S.S.)

101. HANNIBAL, ca. 1918, VF w/SAILOR'S/MAIL btwn bars on PPC. Est. \$8.00
102. MINNESOTA, 1909, F+ 4-bar on PPC. Est. \$8.00
103. PITTSBURGH, 1923, F+ w/TOULON/FRANCE. Est. \$6.
104. RHODE ISLAND, 1911, F-VF on PPC. Est. \$8.00
105. WISCONSIN, 1909, F-VF 4-bar on PPC. Est. \$8.

AUXILIARY MARKINGS

106. "Not deliverable at address given, /Carrier No. 1", pm Seattle 1906 on PPC. Est. \$5.00
107. "Received without postmark, /Syracuse, N.Y." ties 1¢ Prexy to 1943 PPC. Est. \$7.50
108. "UNMAILABLE" on 1914 PPC pm Ogdenburg, NY, machine. PPC has "glitter". Est. \$5.00
109. "RETURN FOR/BETTER DIRECTION" on PPC w/DLO Toronto 1907 from Castroville. Est. \$5.00
110. "Address supplied & forwarded by/D.L.S./Seattle, Wash" on PPC pm St. Louis 1909. E\$5.

U.S. POSSESSIONS

111. BAYOMBONG/NVA VIZ, P.I., 1905, VF on PPC. E\$10
112. ILOILO/PANAY ISLD., P.I., 1906, VF on PPC. E\$8
113. MALAHI ISLAND/LAGUNA, P.I., 1903, VF on PPC, But overstruck NYC machine. Est. \$8.00

PHOTO COPIES AVAILABLE OF ANY LOT; SEND S.A.S.E.
Lots sold at one advance over 2nd high bid. Buyers pay mailing costs. Prices realized sent to successful bidders, and others for SASE. Improperly described lots returnable w/in 10 days. PHONE BIDS ACCEPTED UP TO CLOSING. BIDS CLOSE: March 31, 1984



Welcome To

THE MIDWESTERN SECTION

MIDWESTERN EDITOR'S COMMENTS

This is the first issue of La Posta to include coverage of the Midwestern states as a regular feature. It is also my first attempt at being an editor, a task I approach eagerly but with some trepidation as I become aware of the amount of work I am committed to. I will try to provide articles of general interest, in-depth articles devoted to specific areas, and will have some articles primarily oriented to those concerned with postal and historical research. In this issue I will begin by introducing the Midwest to you.

The American Midwest has never been rigidly defined, there being no real consensus of what area it comprises. It has been (or parts of it have been) called the American Heartland, the Great American Desert, and the Breadbasket of the World. The steelworker from Cleveland, the rancher from the sand hills of Nebraska, or the farmer from the Missouri Ozarks probably don't consider themselves part of a single region, but nonetheless we have incorporated them all into a general unit we are calling the "Midwestern Section" for lack of a more appropriate name. The section will cover those states west of Pennsylvania, north of the Confederacy, and east of the traditional La Posta coverage.

Unlike the states La Posta subscribers have been accustomed to reading about, the Midwestern states do not have high mountains, deserts, or ocean shores. But do not think for a moment that it is therefore devoid of interest! In addition to the expansive plains and the prime agricultural lands of our nation, it also encompasses extensive coal fields, iron, copper, and lead deposits, the Great Lakes, romantic riverboats on the Mississippi and Ohio, Indian battles, and both urban and rural pockets of ethnic settlement, all combining for a rich and colorful history. Through the pages of La Posta the reader will see how this translates into a full and varied postal history.

The states of Ohio, Indiana, Illinois, and Michigan were the frontier in 1790 when they were collectively known as the Northwest Territory. This region had just begun to be settled when Jefferson negotiated the Louisiana Purchase in 1803. This brought into the Nation a vast, unknown territory, which he promptly set out to explore by authorizing the Lewis and Clark Expedition.

By 1820 westward settlement had reached into Missouri; by 1830 Wisconsin had settlers and the village of Chicago was becoming established. In the 1840's wagon trains formed along the new frontier of the Missouri River to set off for the promised lands of Oregon, and in 1849 the lure of gold in California brought thousands into the area.

By the end of the 1880's settlement was complete, except for pockets of territory that had been bypassed because their economic potential was deemed low. Hence there are areas such as eastern Kentucky, northern Wisconsin, and the western Dakotas that had limited settlement until the 20th century, and many of these are still relatively lightly populated. Such areas are of particular interest to me, and some of them will be featured in future articles.

This issue contains an article on an area that was a frontier settlement of its time, Keweenaw County, Michigan, which boomed as a mining location after copper was struck in the area in the 1840's. It is written by Clarence J. Monette, a life-long resident of the area and the author of 20 different historical booklets on the region.

There will be a continuing need for articles on the postal history of the Midwestern states. You are cordially invited to submit articles or ideas for articles you would like help in developing for publication in La Posta. Send all correspondence to Alan H. Patera, 505 Lincoln ave., Takoma Park, Maryland 20912.

POSTAL HISTORY SOCIETIES OF THE MIDWEST

Introduction by Alan H. Patera

The following series of articles is presented with the co-operation of individuals prominent in postal history societies in the Midwestern states. Not all the states are represented. To my knowledge there are no state societies for Kansas, Kentucky, Missouri, Nebraska, or South Dakota.

In addition to the states for which articles appear in this issue, there are two states that have groups that are in some degree involved in postal history. Indiana has the Indiana Postal History Society which has issued several bulletins over the past four years. I have not seen any of these publications, and requests for information from Society officers have gone unanswered, so it would appear the group is going through a period of inactivity or reorganization. Michigan has a group called The Peninsular State Philatelic Society which puts out a quarterly publication entitled The Peninsular Philatelist which contains a variety of postal history information. Membership is only \$3.00 a year, payable to Secretary Edward A. Mack, 9 Southlawn, Saginaw, Michigan 48602.

Should more information become available on societies for any of the states not represented in this issue it will be published in a subsequent issue.

WISCONSIN POSTAL HISTORY SOCIETY by William B. Robinson

The Wisconsin Postal History Society is the oldest postal history group devoted to the study of a single state's postal past.

At the 1942 annual meeting of the Wisconsin Federation of Stamp Clubs, twelve collectors gathered at a breakfast meeting in the Plankinton Hotel, Milwaukee, and inaugurated what was then called the Wisconsin Federation of Stamp Clubs Postal History Project. Among the founders were Burleigh Jacobs, Paul Seignitz (who was elected the first president), and Ray Van Handel Sr., who became the first secretary-treasurer. In 1949 the name of the organization was changed to the Wisconsin Postal History Society and after incorporation became affiliated with the Wisconsin State Historical Society. In 1976, WPHS affiliated with the American Philatelic Society, becoming Unit 61.

A mimeographed bulletin, The Wisconsin Postal History Booster, was published at irregular intervals, usually about four times a year. It contained notices and considerable data

on early Wisconsin postal conditions unearthed by the members. A year book was issued at two-year intervals, listing the membership and collecting interests. In November, 1961, the Society replaced the Booster with the first issue of a new journal, Badger Postal History. This illustrated journal, with few exceptions, has been published quarterly ever since, and normally contains eight or more pages per issue. Typically included are both general and in-depth articles, reports of society-wide research projects, members' discoveries, reprints of original source material, and recent auction prices realized. Many of the back issues are still available to members.

The membership has risen from the original twelve to approximately 150, including collectors, dealers, and historians, many from outside Wisconsin and overseas. Membership dues are \$5.00 per year. Collectors from all branches of philately are welcomed, as are all those interested in Wisconsin local history.

The purpose of the WPHS is to collect and disseminate information on

the postal history of Wisconsin for educational and historical uses. Through the cooperation and pooling of information by members, the Society has published a series of bulletins, low in price, but packed full of vital information for the student. A sampling of topics includes: Straight Line Postmarks of Wisconsin; County and Postmaster Postmarks; The Territorial Post Offices of Wisconsin; Fancy Cancellations; Rural Branches; Railroad Post Offices of Wisconsin and Upper Michigan; and the Wisconsin Post Office Handbook, listing all post offices from the first in 1821.

Many original bulletins are in the process of being republished and new monographs on Doane cancellations, manuscript cancellations, and a Wisconsin postal history bibliography are in final pre-publication stages.

Membership information as well as orders for publications should be addressed to: Wisconsin Postal History Society, Frank Moertl, N95 W32259 County Line Road, Hartland WI 53029.

La Posta readers are heartily invited to join one of the friendliest and most active postal history groups!

IOWA POSTAL HISTORY SOCIETY

By Ruth Grissmann

The purpose of the Iowa Postal History Society, as printed on the masthead of its stationery, is: "To collect and preserve postal history information of Iowa and covers postmarked or sent to its past, present or future post offices; to share the knowledge of individual research; and to exchange covers on an equitable basis."

The Iowa Postal History Society had its origin in a letter written May 15, 1952 by the late Horace Poole of Dubuque proposing an Iowa Postal History Unit of the Federation of Iowa Stamp Clubs. Twenty-three collectors indicated an interest in the organization and dues of \$1.00 were collected. The latest roster shows 99 members and the dues are \$7.00.

The first mimeographed bulletin was published April 1954 with Woodrow Westholm as the editor. From 1954 through 1957 it was published on a monthly basis. Then for several years it was bi-monthly and now it is published quarterly. The September 1983 issue consisted of 32 pages of postal history material and 12 pages of Index.

The first big project was to print the maps of the 99 Iowa counties, in alphabetical order, locating the discontinued post offices and settlements in their respective townships, with a short history of each town. This project continued for several years and finished in Bulletin #77 (June 1965).

The Iowa Postal History Society published a complete list of Iowa towns with dates of establishment and discontinuance (or "in service") with the county location. Unfortunately this publication is now sold out.

An alphabetical topical index of the Iowa Postal History Society Bulletins #1 - 143 from 1954 through 1982 is now being compiled. Some of the main topics being covered are: Airmail, Cancellation (types of hand and machine), Coal towns, Counties, Discontinued Post Offices, "IOA's", Last Days, Pre-Cancels, Railroads, RFD's, Special Events, Stage Coach, Stampless Covers, Territorials, Towns, and Waterways. Parts of the Index are being sent to members with their quarterly bulletins and it should be completed in 1984. Several members assisted in indexing assigned issues and the total is being compiled by Ruth Grissmann of Des Moines.

The Iowa Postal History Society holds its annual meeting at the Federation of Iowa Stamp Clubs Convention. A mail and floor auction is conducted three or four times a year at various Iowa locations.

La Posta readers with Iowa interests are invited to join this fine organization. The Secretary-Treasurer of the Iowa Postal History Society is Norman Erickson. Application for membership may be sent to him at 1298 29th st. NE, Cedar Rapids, Iowa 52402.

THE OHIO POSTAL HISTORY SOCIETY
By Allison W. Cusick,
Box 29544, Columbus, OH 43229

The postal history of Ohio is filled with romance and complexity. Ohio became a state in 1803 after only 6 years as a part of the Northwest Territory. The land quickly was settled and the need for dependable communications became imperative. Important early mail routes passed over the Ohio River, Zane's Trace, the Moravian Trail, and eventually the National Road. The mails traveled on horseback or by stagecoach and on river and lake steamships. Railroads carried the mails, as did streetcars and interurban lines. Free house delivery began in Cleveland in 1861. RFD wagons brought the outside world to rural areas at the beginning of this century. The automotive age ushered in motor transport by truck and HPO. Airmail routes soon traversed the state from Lake Erie to the Ohio River. The optical character readers used experimentally in Columbus have played a significant role in modern postal history.

The Ohio Postal History Society was founded March 5, 1976 in Cleveland. Its aim is to illuminate the colorful history and to share postal knowledge of the past and present. The first officers of the OPHS included Charles I. Ball, James K. Gibson, Jerry B. Devol, and Richard H. Parker. The current president is Martin Richardson.

The establishment of a journal was the first priority of the new society. Vol.1, No.1 of The Ohio Postal History Journal appeared in the spring of 1976. Robert H. Frederick was the editor and Walter Evans, Jr. was the publisher. The OPHJ was published quarterly until Vol.5, No.3, Summer 1980. A financial crisis then forced its temporary discontinuance. During this hiatus an irregular series of newsletters was issued from November 1980 to December 1981.

The OPHJ was revived in January 1982, Whole Number 19, and has appeared quarterly from that date. The editor is Bart Billings of Tuscarawas, Ohio. The

publisher is the Freeport Press, Freeport, Ohio. Billings also edits the bulletin of the Flag Cancel Society and is a noted authority on machine cancels.

The OPHJ contains a wide range of articles on Ohio postal history both early and modern. One or two Ohio counties are spotlighted in each number. A brief history accompanies a chart of the PO's in that county. Changes of post office name and county boundaries, dates of operation and the location of the facility, and the names of the first postmaster are listed in a tabular format. Interesting covers from the county are illustrated and discussed. When completed, these charts will be a part of a Society handbook on Ohio post offices.

A limited number of complete runs of the Ohio Postal History Journal is still available. Interested libraries or individuals may obtain details by writing the address given at the close of this article.

The first OPHS publication was A History of Postmarking Machines Used in Ohio by Bart Billings. This book details the use of rapid canceling machines in Ohio from 1879 to 1920 and illustrates over 100 examples of these markings. Copies may be ordered for \$6.50 postpaid. In 1984 the OPHS will publish a monograph on the post offices of the Toledo Strip, that territory disputed by Ohio and Michigan and over which the two states nearly came to battle. Other projects of the Society include checklists of county and postmaster cancels, octagonal cancels, RFD cancels, Doane cancels, and manuscript town markings.

In addition to the OPHJ, services to OPHS members include show participation, a circulating library, and commission auctions.

The Ohio Postal History Society invites all readers to share in its activities. Membership dues, including a subscription to the OPHJ, are \$10 per calendar year. Dues and requests for publications or other information should be sent to: Richard H. Parker, Treasurer, 1526 Marview Dr., Westlake, OH 44145.

ILLINOIS POSTAL HISTORY SOCIETY

By Jack Hilbing

The Illinois Postal History Society was founded almost 30 years ago. With a number of other state postal history organizations, it has had its ups and downs over the years. Today, the organization is probably the healthiest it has ever been. As Affiliate 112 of the American Philatelic Society, it has almost 200 individual and club members.

The purpose of the Illinois Postal History Society (IPHS) is to encourage and advance all branches of Illinois postal history through a number of activities. One method of doing this is a very active publication program. In addition, the Society sponsors general and regional meetings with talks on various aspects of the postal history of the Prairie State. The organization provides awards of recognition for Illinois postal history exhibits in philatelic shows. It also holds occasional mail auctions which feature Illinois material.

The roots of the Society go back to 1955. In March of that year, the Illinois Federation of Stamp Clubs accepted the Illinois Postal History Society into the Federation as a member club. But in one sense, this was not a new group. A number of the original members were also part of the postal history study group of the Illinois Federation of Stamp Clubs. This study group was discontinued when IPHS was founded.

During the period 1955-1962 the Society provided major contributions to the knowledge of the postal history of Illinois; But in 1963 the organization became inactive for about 10 years until interest again became great enough to reactivate the Society.

Although the organization was active during the 1970's, there was a general rejuvenation of the group in the latter part of 1979. This included a merger of the Illinois Federation of Stamp Clubs into the Illinois Postal History Society. This resulted in a new Constitution approved at a General

Meeting May 24, 1980, with significant amendments ratified in October, 1982. While the Society has long been chartered as a not-for-profit corporation, in 1983 the Internal Revenue Service recognized the organization as exempt from Federal income tax.

Publications have been an important aspect of the Illinois Postal History Society. During the first six years, the Society published a monthly bulletin. Then during the next year or two the publications were bimonthly. During this 1955-62 period, IPHS published over 900 pages of Illinois postal history information which had not been collected in any other source.

As part of these early bulletins, there were at least three major compilations of detailed postal history data. One was a list by county of all past and present post offices in the state with dates of establishment and discontinuance. Another compilation was a list of Illinois fancy cancels assembled by member Richard Russell. A third grouping was a study of Illinois Railway Postal Markings 1861-1900 by Charles L. Towle.

These compilations provided information which is still useful today. In 1983 IPHS updated and reprinted the 177 page List of Illinois Post Offices by County and this reference is now available for purchase from the Society. The Russell compilation of fancy cancels is scheduled to be reprinted in early 1984. The Society is also considering the update and publication of the Towle railway work.

During the 1972-79 period the publications of the Society were more modest. They consisted of four to six pages, generally issued quarterly. Eventually the publication became known as the Illinois Postal Historian. With the new injection of energy in 1979, plans were made for an expanded and more polished publication. In February 1980 the first issue of the revised Illinois Postal Historian was sent to members. There have now been 15 issues of this journal.

The revised Illinois Postal Historian is in a 6" by 9" format, consisting of a minimum of 32 pages per issue. During the last four years there has been series on such subjects as Illinois usage of the 1847 stamps, a bibliography for the study of Illinois postal history, the independent post offices that became part of the Chicago post office, review of pertinent publications related to the postal history of the state, early Chicago postal markings, and the Chicago pneumatic post. Other topics included RFDs, Doane cancels, machine cancels, and streetcar RPOs, as well as numerous articles on specific aspects of county and town postal history.

In addition to the journal, IPHS has provided other publications useful to the student of Illinois postal history. These included reprints of two 1855 maps of Illinois and Chicago, the 1899 RMS Sixth Division Schedule of Mail Trains, and the previously mentioned list of

Illinois post offices. Other publications and reprints are expected in the future.

After two terms of office, Dr. Harvey Karlen has recently handed over the president's gavel to Charles M. Teeman. Other officers elected for 1984-85 are Raymond A. Fleming (1st Vice President), Aubrey Berman (2nd Vice President), Marilyn C. Bardonner (Secretary), and John W. Johnson (Treasurer). This author serves as the editor of the Illinois Postal Historian.

IPHS would like an opportunity to introduce La Posta readers to our organization. Therefore, we will provide a sample copy of the Illinois Postal Historian and an index to the last four volumes of this journal to those readers who submit \$.54 in stamps. Please send all inquiries about the Society and its publications to Illinois Postal History Society, P.O. Box 1513, Des Plaines, Illinois 60018.

MINNESOTA POSTAL HISTORY SOCIETY

by Henry L. Lieske

55 Idaho Ave. No.

Golden Valley MN 55427

The Minnesota Postal History Society was founded in 1976. It is the successor to an organization which had existed for a good many years before that under the name of the "Minnesota Stamp Club". Postal history of Minnesota is only one facet of the group's interest. The members are interested in a wide range of postal history collecting, including any one of the United States, other countries, periods and topics of worldwide collecting, and even collateral paper collectables.

This wide range of postal history interests shows up in the nature of the meetings and of the programs for the group. We make use of program materials made available by the APS; many members have given illustrated talks showing covers, cards, and other related materials from their collections. The quality of the presentations reveals the depth of philatelic knowledge and the

discerning collecting patterns of a good many of the members, while at the same time making beginning collectors feel right at home.

The group sponsors several of the larger stamp shows held in the Twin Cities. Dealers from the area, and a good many from distant places offer material eagerly perused by our postal history buffs.

At one time, realizing that a reliable book on the post offices of a given state is a sine qua non for intelligent postal history collecting, the Society appointed a committee to do the basic research for such a book. Various sub-committees were at work assembling the data and had pretty well completed the background work for about 20 of the 87 counties of Minnesota when we became aware that Alan Patera and John Gallagher in the Washington D.C. area had completed such work for all 87 counties and were about ready to go to press. It was no use "inventing the wheel again", so the group used its energies to make known and distribute the book which emerged, The Post Offices of Minnesota. The book, hard cover, 280 pages, lists all the 3,944 Minnesota

post offices that ever existed, from territorial days to the present time, listing them alphabetically for the state and also alphabetically under each county. Today there are about 902. Some counties which had 40-50 post offices now have 5 or 6. Talk about "ghost towns" and postal history possibilities! Saint Louis County, westward and northward of Duluth, had a total of 179 post offices, many of them short-lived lumber camps. That very large county now has less than 50. I dare anyone to come up with an item for each post office! Many of them are vastly scarcer than a Civil War patriotic of a Zepplin on cover.

The Society meets the 4th Tuesday of each month (except Dec.), at the YWCA, 12th and Nicollet in Minneapolis. The meeting itself starts at about 8:00 p.m. The room is available from 7:00 p.m. on, and quite a few members come during the pre-meeting period and bring their trading stock or items they have for sale. Visitors are always welcome, and after attending a meeting or two often become members. For further information write to the president of the Society, Roy Spiller, or to the writer of this article.

NORTH DAKOTA POSTAL HISTORY SOCIETY By Gordon Twedt

In late November 1982, 6 people gathered at Devils Lake North Dakota for the purpose of starting the North Dakota Postal History Society.

They organized and elected the following: Don Schiele (Grand Forks), President; Murray Pearce (Bismarck), Vice President; Gordon Twedt (Maddock), Secretary Treasurer. Also present were James Schiele of Webster, Glen Jorde of Devils Lake, and Dave Holwegner of Bismarck.

Their purpose in the initial phase was to create a renewed interest in the postal history of North Dakota and to aid and assist any of the many

committees in the state who are planning centennials of their community in the next few years.

They were also hoping their efforts would make the public aware of the need to preserve this type of history and that maybe someone would look in that old trunk or attic and unearth that postal marking of the small post office that existed in the claim shack, roadside hotel, home, or general store. Most of these have fallen under the wheels of progress and have been destroyed.

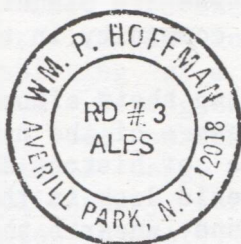
At the organizational meeting the following categories were established:

1. Territorial (to 1889)
2. Early statehood (1889-1920)
3. Late statehood (pre ZIP)
4. ZIP Code era

This was intended only as a guide, as any collector should collect as his interests lead him. Other areas are RPO's, machine and flag cancels, Doane cancels, R.F.D.'s, airmail and first flights, or the various cachets of the stamps that had their 1st day in North Dakota.

Quarterly Bulletins were intended and have been published. Bulletin #1 contained contents of an 1885 letter from Fargo D.T. and the beginning of a listing of Doane cancels of N.D. showing type, number, and early and late dates; also a listing of members showing their collecting interests. Bulletin #2 contained an update on Doane cancels, new members and their interests, contents of a letter from Jamestown D.T. of 1883, and the start of a listing of North and South Dakota territorial covers that have been noted in auction of the past 30 years. Bulletin #3 continued all these projects. Vol.II #1 will have a study of Adams County with examples of all but about 6 of the 23 post offices that have operated in that county.

At the present time there are 55 members. Dues are \$10.00 for regular members and \$15.00 for a sustaining member. Anyone who desires membership application blanks or informaton should contact Gordon Twedt, Box 280, Maddock, N.D. 58348.



NET PRICE SALE

ILLINOIS

ATHENSVILLE 1910 close space 4 bar ppc dpo	\$3.00
DAYSVILLE blue cds on pair #94 dpo	15.00
PARKVILLE 1899 cds #279B dpo	5.00
MEDORA 1892-1902 cds 2¢ reds (3)	5.00
MORTON PARK 1908 cds on ppc dno	4.00
STERLING ms/10 on SFL d.l. 1848	15.00
STERLING cds #219 printed adv. for ag. implts.	10.00

INDIANA

AKRON cds on #65	6.00
SHELBYVILLE ms RFD on ppc	8.00

IOGA

CALLANAN 1880 violet cds on 3¢ B.N. (1878-1881)	25.00
CLARION-WRIGHT CO. blue co. tcds on UX5	10.00
PORT DOUGIE 1897 cds on adv. cc 2¢ red	4.00
MARBLE ROCK blue cds on 3¢ B.N.	3.50
EARLVILLE 1859 ms on #26	10.00
IDA GROVE 1897 cds UX12	2.00
GREELEY 1889 cds #213	3.00
HAMPTON cds on 3¢ B.N.	3.00
LONDON cds on #114	10.00
NEWELL 1893 cds U311	2.00
RED OAK 1889 cds UX9	2.50
DIAGONAL 1899 cds U362	2.50
BEDFORD weak 188_ cds #206 ill. adv. Loan Co.	10.00

MICHIGAN

GOODHART 1909 Doane #1 Ty 2 on 2¢ entire	3.00
WHEATLAND ms w/#11(def) on stained env.	12.50
NORTH BRANCH 1909 cds on #319	2.00
GRAND RAPIDS part. cds 2¢ Col. G.R. Cycle Co.	12.00
CHELSEA cds w/#26 with encl. d1 1859	10.00
GREENVILLE 36mm cds w/ms on #26(x2) env. worn	15.00
HOLLAND 1914 mach. Holland Shoe Co. adv. cc.	4.00
NILES cds on U59 with encl. d1 1869	5.00

MINNESOTA

ARTHYDE 1951 four bar on 3¢ Prexie dpo	3.00
BEAR RIVER 1951 four bar 3¢ Comm. dpo	3.00
BISCAY 1947 four bar pair 1¢ Prexies dpo	3.00
ELWORE 1865 ms on #65 (office est. 1863 and 1867 Off. Rptls. was only \$12.23!)	25.00
PORT SHELLING 1917 cds Uncle Sam ppc dpo	4.00
LINCOLN 1868 ms on #65 (1st office)	10.00
NEW MUNICH 1886 ms on UX5 (1st office)	6.00
SUNRISE 1953 four bar Sammill cc.	3.00

MISSOURI

BLAND 1905 cds ties #307 for Registry	10.00
STONE HILL 1950 four bar/1936 SEVENTY-SIX (pair)	4.00
DOE RUN 1899 cds on #282C for Registry	15.00
SO. ST. LOUIS STATION cds U163 front only	5.00
VERNON 1899 cds #272/279B for Registry (1894-96/1898-1902) short time off.	40.00
WALLACE 1949 four bar 3¢ Comm. dpo	2.50

OHIO

DRESDEN cds w/grid on U35	5.00
ERIESIDE 1949 four bar 3¢ Prexie (1941-1950)	5.00
FREDERICKSTOWN 1894 cds 1¢ Col. for drop rate	3.00
GIRARD 1894 cds on 2¢ Col. (pair)	4.00
KENTON cds on pair #207 for double weight	3.00
NEW CARLISLE 34mm blue cds #65 nice embossed cc	15.00
NEWVILLE ms on U9 dpo	10.00
ZANESVILLE 31mm cds #65 nice strong strike	5.00

WISCONSIN

JAMESVILLE Feb. 14 cds #114 on ladies env.	10.00
ODANAH 1883 ms on UX7 (2nd office)	8.00
MILWAUKEE 1896 mach. 1¢ Bureau ill. adv. for screens and blinds.	8.00

PLEASE READ: This is a NET PRICE SALE, NOT an Auction. Terms are payment with order unless you are known to me, in which case 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.

You may reserve any item by calling (518) 674-5613 7PM-11PM Eastern Standard Time

BOOK REVIEW

Ohio County, Indiana Postal History, 1815-1983 by Russell G. Ryle. Published by the author, 1983. 118 pages.

This fine new book comprehensively deals with the postal history of Indiana's smallest county in four sections: "Rising Sun, Indiana on Cover and Card", "Service to Rural Post Offices", "Ohio County Rural Free Delivery", and "Ohio County Counter Top Post Offices". The amount of work that went into the research for this book is impressive, as one can readily believe the author's statement that it is the result of 20 years' labor. Examples of every known type of postal marking used in the county is illustrated, from manuscript Rising Sun markings to precancels in use today.

Complete postal history information is presented for Rising Sun, the only office currently operating in Ohio County. Historical information is also presented for 17 other offices that are now discontinued. Postal routes, a feature not usually found in local postal histories, are well documented, including contracts, compensation, time schedules, and the stops along the route.

The major shortcoming of the book is that the maps included are rudimentary and somewhat confusing, but the overall impression is one of great effort come to fruition.

Reviewed by Alan H. Patera for La Posta.

OHIO COUNTY, INDIANA POSTAL HISTORY, 1815 - 1983

The development of postal services from territorial to modern times.

\$10 + \$1 postage.

Russ Ryle, P.O. Box 2466, Bloomington, Indiana 47402

MICHIGAN'S COPPER COUNTRY – KEWEENAW COUNTY

By Clarence J. Monette

Near the western end of the Upper Peninsula of Michigan the Keweenaw Peninsula juts northward into Lake Superior. This isolated land was a rugged frontier when copper ore was discovered there in the 1840's causing a small mining rush. A number of mining communities developed throughout the region, which was eventually divided into the counties of Houghton, Ontonagon, Baraga, and Keweenaw, which together make up an area known as the Copper Country. This article discusses some of the communities that developed in Keweenaw County.

Further north than the city of Montreal, this north-most region of Michigan was truly remote, and postal officials often found it difficult to get mail in and out of the area, especially during the long and hard winter months. It is well known that in Keweenaw County, the smallest and furthest north county, the mail-carrier did not always use a direct route. It seems that in the county's earliest days



mail was brought in winter by dog trains once a fortnight through a trackless wilderness over three hundred miles from Green Bay, Wisconsin, and this afforded the only information of what was transpiring in the outer world.

These mails were eagerly looked for, but they were uncertain and often



*One of the Copper Country's first mail carriers, M. Le Duc, an Ojibway Indian.
(Courtesy of the State Archives, Lansing, Michigan.)*

disappointing. The mail-carrier, if he found his dogs overloaded on route, had a way of easing them. He simply had to hang a bag or bags of mail upon a tree and leave them, in most cases, for the rest of the winter. Unfortunate indeed, was the person whose letters happened to be in the suspended mail bags. The neighbor who did receive mail shared their news with the other villagers, however. Keweenaw County residents did not build post office buildings in the early days. Appointed post masters were usually general store owners or copper mining company employees, and the postmaster selected an area in his establishment to serve as a post office. When the postmaster was changed, so was the location of the post office.

During a period of seven months, one writer in the community of Copper Harbor did not draw one prize in the mail lottery, but during the month of June he received at least half a bushel of letters.

Complaints were sometimes made to the local postmasters that the mail matter arrived in a wet condition. This happened once when the Indian mail-carrier broke through the ice near Green Bay, and was hauled through the water at the end of a rope, with the mail on his back. The Ojibway Indian mail-carrier usually camped on the trail, rising before the sun and traveling all day. At noon he would stop to feed his dogs and eat his mid-day lunch. He would first build a fire with a bundle of sticks and twigs brought along for this purpose. He then cut a hole through the ice to obtain water, then would warm the "mush," which was a breaded corn meal for his dogs. He would also brew some tea for himself and thaw out his frozen bread and meat. The meal was soon ready, and the dogs ravenously devoured theirs.

COPPER HARBOR

The postmaster of Copper Harbor has the distinction of being the farthest north mail handler in Michigan, losing this distinction only when post offices

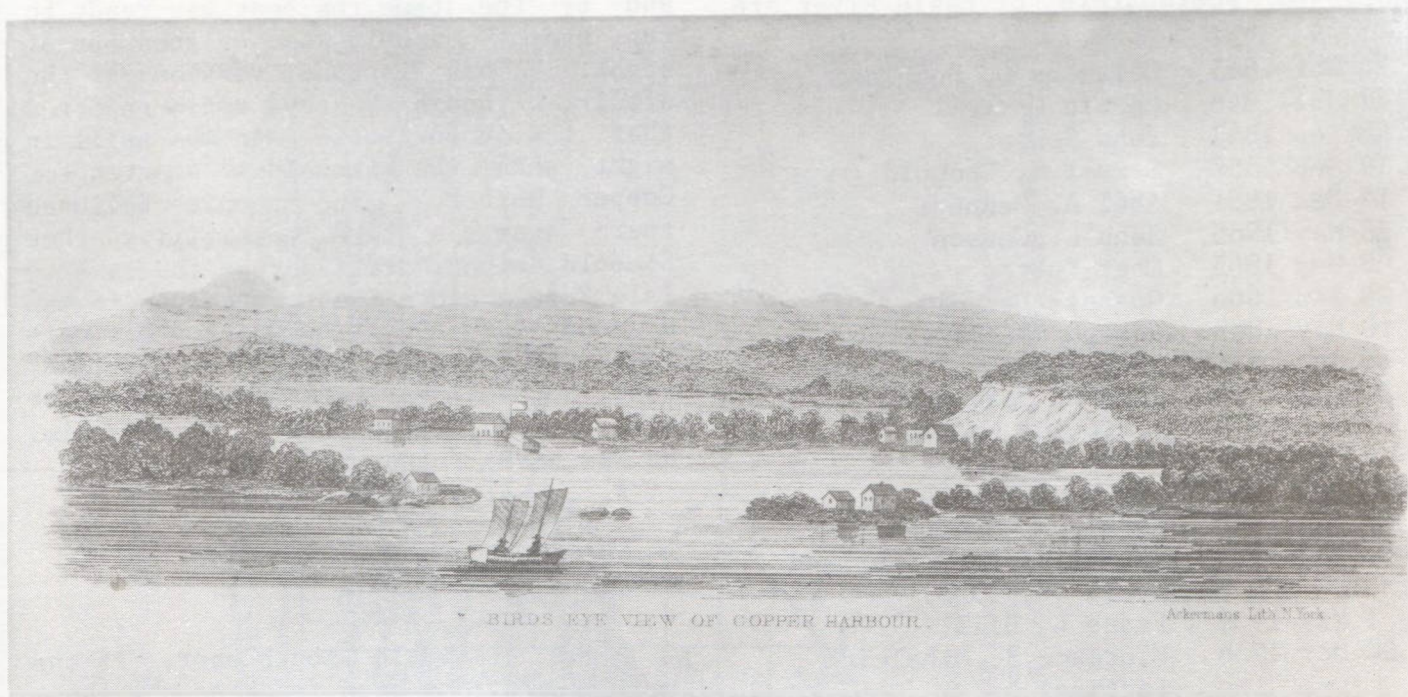
were operating on Isle Royale. The current postmaster is H. James Wescoat, who obtained his position in 1967. He was preceded by his mother, Mrs. C.H. Wescoat, who was postmaster from 1940 to 1967.

A post office had been established at Fort Wilkins at this site as early as 1847, with the name changing to Copper Harbor in 1860. This early office was discontinued in 1890. The present office of Copper Harbor was established in May 1938, with Mrs. J. Mathews as postmaster until Mrs. Wescoat took over in 1940. The post office was a fourth class office until 1952 or 1953 when it became third class, which it is today.

Jim Wescoat will tell the average inquirer that his office is somewhat different than most others in Michigan, because it has only one direction from which mail comes, and the mail goes out the same way it comes in. This is true because Copper Harbor has no roads north, east, or south; all mail comes in from the west and goes out that way. The largest volume patron is the Department of Natural Resources office. This office is in charge of Fort Wilkins and has quite a staff of persons responsible for maintaining the historical fort. Other big mail recipients are the Copper Harbor Improvement Association and the Isle Royale Queen Ferry Service which travels to Isle Royale each day during the summer months. During the summer the bulk of the mail is post cards sent by persons visiting the harbor informing their friends that they have come so far north.

The postmasters of Fort Wilkins are as follows:

	Marquette County
4 Jun 1845	Charles R. Brush
18 Jun 1847	Daniel D. Brockway
	Houghton County
	Discontinued 19 Mar 1850
30 Jul 1851	Daniel D. Brockway
23 Jun 1852	Seth Rees
12 Oct 1859	Walter A. Northrup



BIRD'S EYE VIEW OF COPPER HARBOUR.

(Courtesy, Archives Section, Michigan Technological Univ., Library, Houghton, MI)

On May 4, 1860 the name of the post office was changed to Copper Harbor. The present community of Copper Harbor is located a little west of Fort Wilkins.

The postmasters of Copper Harbor follow:

4 May 1860	Walter A. Northrup
	Keweenaw County
3 Nov 1863	Edward Guilbault
17 Jan 1866	Daniel D. Brockway
4 Dec 1868	George W. Sumner
10 Apr 1869	Edward Guilbault
14 Feb 1870	George W. Sumner
17 Sep 1878	John Twohy Jr.
18 Dec 1878	John Twohy Sr.
22 Nov 1880	Emil Paquet
15 Aug 1881	John F. Bennett
27 Sep 1881	Leon Lauvaux
26 Jun 1883	Charles Corgan
2 Jun 1884	Edward S. Walters
6 Sep 1886	Henry Corgan
12 Oct 1889	William Smith
	Discontinued March 10, 1890
28 Apr 1938	Mrs. Elizabeth M. Matthews
29 Oct 1940	Serene D. Wescott
28 Jul 1967	Harold J. Wescott

EAGLE HARBOR

Just a few miles west, one finds Eagle Harbor, which had its own post office for over 100 years. Hiram Joy became its first postmaster on May 11, 1847. The office operated until July 31, 1959, with Miss Mary Clare Smith being the last postmaster, serving in that capacity for twenty-eight years. After 1944 the office operated summers only, and subsequent mail service has been provided by the Mohawk post office.

EAGLE RIVER

Further west, and a little south, the next town that still maintains a post office is Eagle River. Eagle River was established on October 24, 1845, a few months after Fort Wilkins and the first non-military post office on the peninsula. In these early days the only means of travel to this town was by boat or by a trail which led through the woods from Fort Wilkins.

At the time the post office was established the Keweenaw Peninsula was administered by Marquette County. The area was transferred to Houghton County on July 21, 1846, and when Keweenaw County was established on March 11, 1861 it became the county seat.

The postmasters of Eagle River are as follows:

24 Oct 1845	Columbus C. Douglass
21 Jul 1846	Martin Coryell
28 Sep 1847	John Senter
19 Sep 1857	Samuel F. Leopold
17 Dec 1861	Abel A. Bennett
26 May 1865	John C. Causon
6 Sep 1865	Chet Kutter
20 Sep 1866	Gustave Deimel
18 May 1869	Joseph Retallack
17 Jun 1878	John Franks
25 Aug 1884	John W. Seighman
1 Jul 1896	J. Louise Gatiss
8 May 1899	Julia L. Decker
25 Jul 1900	Ida M. Bennetts
13 Jul 1905	Rebecca Bennetts
30 Aug 1923	Katherine Long (retired April 30, 1958)
1 May 1958	Frans L. Hill
20 Oct 1958	Florence R. Mihelcich (acting)
20 Feb 1959	Florence R. Mihelcich (regular appointment)

The current post office is located on Third Street, in a white wooden structure which is a combination office and home.

One of the past postal workers is said to have lost his life while in the village's postal service. It was reported that on Friday, November 11, 1864, Mr. Von Siebold had a sad accident. Mr. Siebold was a young man about 28 years of age who had been in business several years at Eagle River as a jeweler, becoming acting postmaster upon the resignation of Abel A. Bennett. He had been to the boat Ironsides in his yawl with the mail and had returned again to the boat with a box of jewelry. The wind was blowing pretty strong at the time, and on his return trip he was blown off from the land in spite of all his efforts to get back ashore. The officers of the Ironsides, observing him drifting out into Lake Superior, dispatched one of their boats after him, but after a short time rowing the men became alarmed and endeavored to return to the vessel, as they too commenced drifting out.

The steamer then started after the two boats and had just reached them when an accident occurred to her machinery,

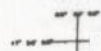
and by the time the boat was ready to run again, Siebold had drifted out of sight. This is one version of the affair, although the news media reported that the unfortunate man was still in sight when the Ironsides started for Copper Harbor. The people believed there was a bare possibility that Siebold might drift across the lake to Isle Royale since the boat he was in was a good one, and if he managed his oars right he might get across safely. They sent a sailing vessel over to look for him, but had little hope of finding him. He was never found.

MANDAN

Just a little south-east, if one looks hard, he can find the now ghost town of Mandan. Once the proud town of several copper mines, this community had a very active post office. When Mr. Petermann opened his general store in February 1908 a petition, completed by the copper miners, their families, and the copper mining company, was sent to Washington seeking the establishment of a post office in this community to be housed in the new store building. It took several weeks before the favorable official word came back to the petitioners. The post office was established on February 29, 1908.

Arthur H. Sawyer serviced as its first postmaster; Samuel Jenkin took over on February 21, 1912; Adam J. Bessolo on October 30, 1913; Millie S. Kumpula on August 17, 1918; and Mary Bradshaw on December 29, 1920. The post office was discontinued on July 8, 1931, after which the mail was sent to Eagle Harbor.

Only once during the lifetime of this post office did its patrons have a mail problem. It seems that the Keweenaw Central Railroad ceased operations on Monday, December 1, 1913, and the postal authorities had made no arrangements for the mail to be moved from Mohawk to Phoenix and then to the towns further out the peninsula, so the people were without mail delivery for a few days. The postmaster at Mohawk



S U P E R

Eagle Harbor

Copper Falls Mine

Central Mine

Eagle River

Phoenix

Clifton
(North American Mine)

Ojibway

Mohegan

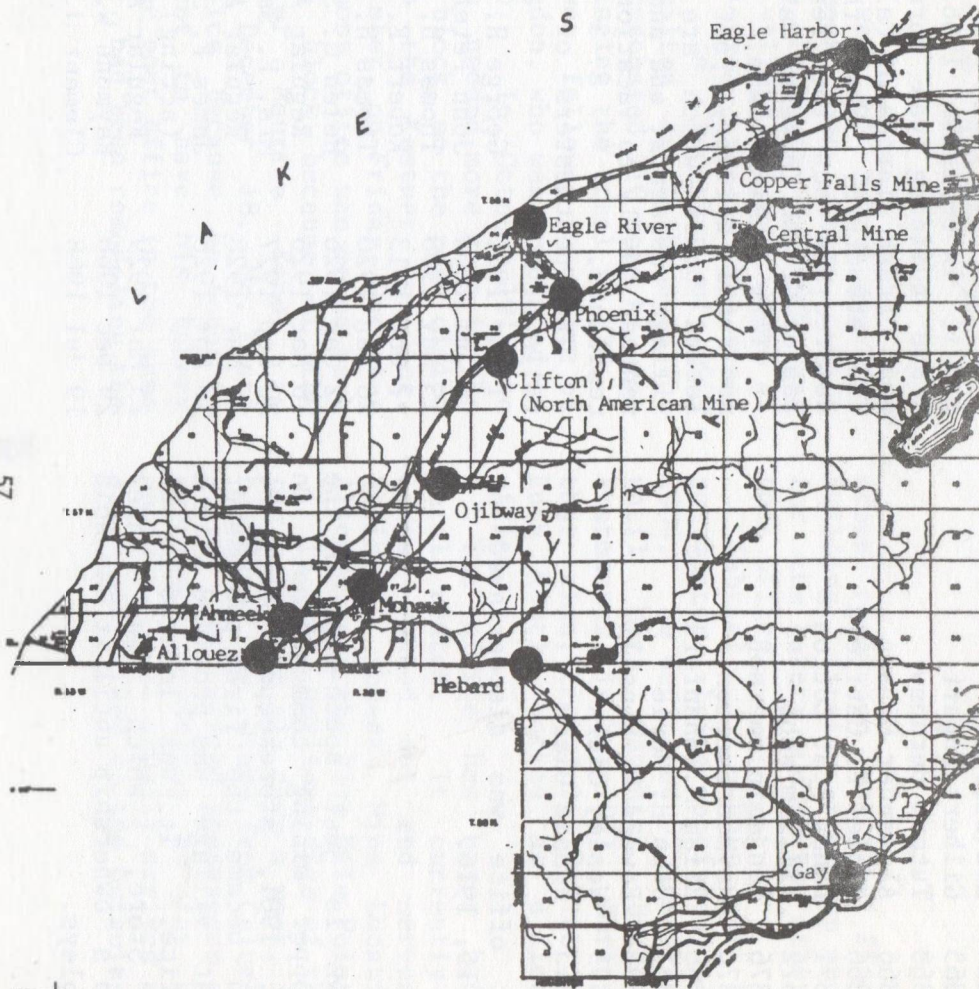
Ammeek

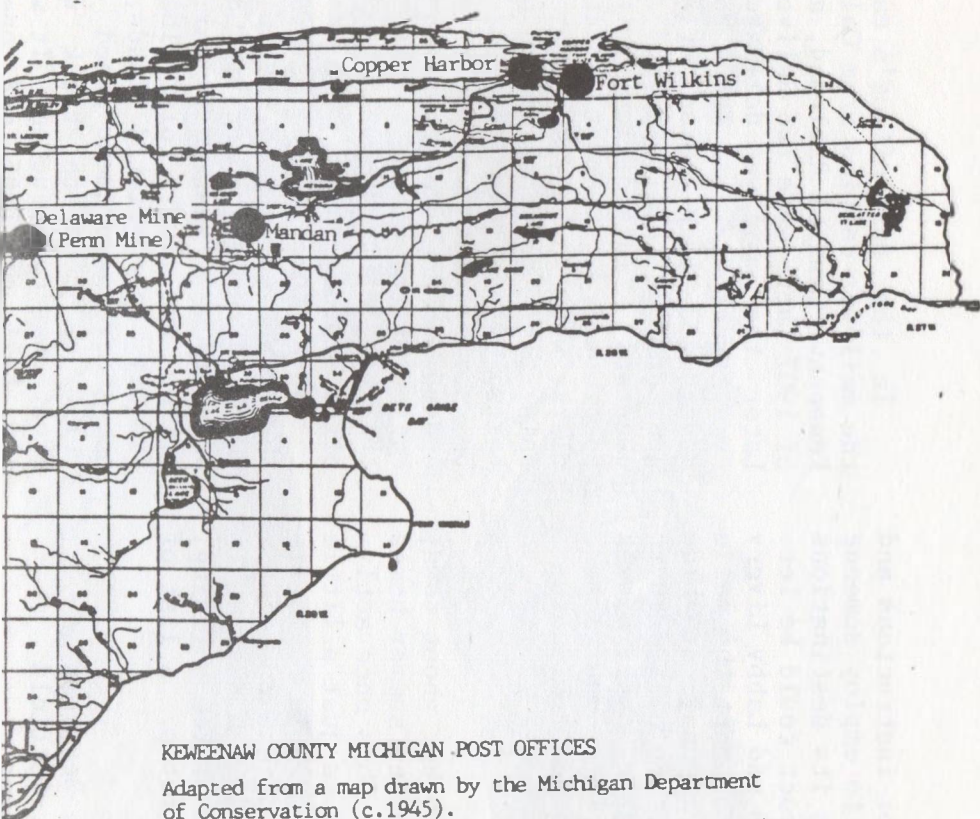
Allouez

Hebard

Gay

57





KEWEENAW COUNTY MICHIGAN POST OFFICES

Adapted from a map drawn by the Michigan Department of Conservation (c.1945).

Post offices that operated on Isle Royale are not shown.

wired to Washington for instructions and was quickly directed to employ someone to take the mail to its destinations until another contract could be let. He engaged the Parks and Labby Livery Stables of Mohawk to transport the mails every morning except Sunday at nine o'clock. The mail was then delivered to Mandan via Eagle Harbor twice a week until the Mandan post office was closed. Mandan now has no permanent residents.

COPPER FALLS MINE

Copper Falls is another ghost town, although there are a few summer homes and hunting cabins. This once active copper mining community is just a little south of Eagle Harbor. To reach its post office the patron had to climb a long flight of stairs each day, as it was located in the mine office building, which was built on a hilltop. A list of postmasters follows:

10 Sep 1860	Samuel G. Benjamin
23 Aug 1861	Samuel J. Ratfield
22 Sep 1864	Lee Streeter
13 Apr 1865	Gilbert Bogart
26 Jan 1866	Tuthus Burnhaw
22 Jun 1866	Alexander Gibson
19 Dec 1866	Daniel F. Catfield
10 Nov 1871	Kenny R.S. Cotton
31 May 1872	William Webb
22 Mar 1876	Benjamin Emerson
22 May 1876	Raymon Emerson
9 Nov 1886	Eliam M. Shanford
19 Dec 1887	John H. Moyle
2 Nov 1893	Edward W. Ronsall
18 May 1895	Wesley Clark
4 Oct 1913	Jessie Clark

The post office was discontinued on February 15, 1916.

MOHAWK

Mohawk is just south-west of the other copper mining communities. On March 1, 1901, storekeeper George H. Petermann became the first postmaster when that village was provided with a post office. It was located in the Mohawk Store, which was under Petermann's ownership until it was sold to the Foleys.

In the post office's earliest days the mail was carried from Calumet by the Keweenaw Central Railroad, and by March of 1907 there were two deliveries a day. Later the mail was delivered to Mohawk by streetcar. The post office advertised lock boxes at 35 cents per quarter and call boxes and 20 cents per quarter. In addition to its appointed postmaster, this post office also had a clerk who worked six hours a day. At this time the post office had 300 call boxes, which meant that the mail had to be sorted out and put into the boxes, and then handed to the patrons when they called at the office for it. Frequently children stopped for the family mail after school.

When the general store was closed there was no heat in the building, so a small area was partitioned off and a propane gas heater installed, but the office was always cold. The government finally appropriated funds, and a new one-story government-owned post office built of concrete block with a brick front was constructed. It was begun in the fall of 1965 and opened to the public in September 1966. The old wood frame building was torn down in 1966 when Frank Tercha of Calumet purchased the structure. Where the building was located is now the residence of the pastor of the Keweenaw Catholic Mission.

This third-class, non-city and non-rural delivery post office has 419 locked boxes which are rented to the village residents, and another 118 boxes rented mostly to vacationers and summer residents.

The postmasters of Mohawk are as follows:

1 Mar 1901	George H. Petermann
6 Jul 1904	John Petermann
15 May 1908	Thomas H. Berryman
7 Oct 1913	Robert E. Foley
26 Jan 1920	Thomas H. Berryman
2 Jan 1926	Helen G. Smith (acting)
16 Mar 1926	Regular Appointment
30 Sep 1927	Mrs. E. Smith (acting)
21 Mar 1928	Regular Appointment
30 Nov 1928	James F. Jackson
	(acting)
25 Mar 1929	Regular Appointment
29 Dec 1966	Raymond W. Keikkinen
19 Jul 1968	Clement J. Cassette



*Cliff mine.
oldest mine in Lake Superior*

Location of the Clifton post office.

AHMEEK

A little west of Mohawk one will find the Ahmeek post office, which established on February 5, 1909 and located in the village proper. James A. Hamilton, a lawyer, became the first postmaster. In December of 1909 postmaster Hamilton found the need for more room and purchased 110 more keyless lock boxes, bringing the total to 328.

Hamilton was followed in office by Hilma A. Sangdon, who was appointed on March 1, 1915. In October 1915 the Glass Brothers needed more room in the Kenel building block, so the post office was moved to the Kestner building. Three months later, on Friday, December 31, 1915, the post office was moved back to the Kenel block because of the appointment of Maurice Kenel as postmaster on December 18. Mr. Kenel moved the office because he found it more convenient to have his bakery business in the post office in the same building. He had been remodeling the

store rooms on the first floor of the building, fitting them up on one side for the bakery and on the other for the post office.

Gabriel J. Chopp was the next postmaster, being appointed on July 12, 1934. He dedicated 37 years to the job until Mary Gauthier became acting Postmaster in May 1971. During most of that time, from July 1941 to June 1972, Ruth Kestle worked as a clerk in the office.

The office has never had city or rural routes. It currently has 238 boxes rented out and serves Ahmeek Village, Ahmeek Mine Location, New Allouez, and the Five Mile Point area.

In the earliest days of the office the mail came six days a week, including holidays, by stage from Calumet. This stage also carried passengers and light express, traveling as far north as Phoenix. It usually arrived around 10 a.m. and picked up the outgoing mail on

its return trip. Later John Frish carried the north-bound mail to the local post offices by horse and buggy, or cutter in the winter months. After 1908 mail came from Calumet by streetcar, the Houghton County Traction Company. When this line discontinued service the mail was delivered by truck under government contract, which is the way all mail is serviced today.

ALLOUEZ

The village of Allouez was founded near the Keweenaw County line by the Allouez Mining Company when they opened a copper mine nearby in 1859. The name comes from an early French missionary, Claude Jean Allouez, who labored among the villagers at the time of the founding of the village. The Hancock and Calumet Railroad established a station which served the mine as well as the post office, which was established on October 16, 1873.

The postmasters of Allouez are as follows:

16 Oct 1873	Alex P. Thomas
26 Jun 1874	William Wells
7 Jan 1888	James Wilson
13 Jan 1903	Hilda C. Johnson
9 Oct 1913	Jacob Effinger
28 Feb 1923	Edwin F. Niva
23 Feb 1929	Lillian Mairreo (acting)
18 Mar 1929	Regular Appointment
3 Oct 1929	John C. Harju
30 Jul 1941	Viola Pictila
8 Apr 1943	Martha Deslongchamp
13 Mar 1952	Jean A. Nelson
12 Jul 1957	Clarence R. Dolkey

Throughout the first 50 years of operation the post office was located in the general store. Postmaster Wilson also operated a meat market and served as a carpenter foreman.

When the mail came to Allouez by stage it arrived punctually at 10 a.m., with stage drivers such as Jerry Cronin and later McCormack. All mail to

Allouez Mine, Seneca (now Ahmeek), and Fulton came first to Allouez. Mail destined for towns other than Allouez was then picked up by individuals coming in to town for necessities.

The Allouez post office today, with Clarence Dolkey serving as postmaster, is the sort of community center where anyone is welcome. It is a focal point, the hub of activity in a tiny community. It is a center of social commentary, where news of what the neighbors are doing are discussed, and how the citizens feel about the world's problems are aired, much the way the small post offices of the Keweenaw Peninsula have functioned for the past 140 years.

Anyone wishing to learn more of this interesting area may acquire a pricelist of the booklets from Mr. Monette, 942 Ninth St., Lake Linden, Michigan 49945.

The following page is a list of post offices that have operated in Keweenaw County, researched by Alan H. Patera from the Postmaster Appointment Registers and added to from numerous other sources.

An Experimental Census

I would like to conduct a census of Keweenaw County cancels. If those of you that collect Michigan would check your holdings for cancels from this cover, your editor will compile the results and make them available free for a self-addressed stamped envelope. Should this be a successful undertaking it will be repeated for other counties. Send information or requests for the compilation to Alan H. Patera, 505 Lincoln Ave., Takoma Park, Maryland 20912.

KEWEENAW COUNTY MICHIGAN

POST OFFICE	ESTABLISHED	DISCONTINUED	MAIL TO
AHMEEK	5 FEB 1909	OP	
ALLOUEZ	6 OCT 1873	OP	
BELLE HARBOR	28 MAY 1918	30 JUN 1939	DULUTH (MINN.)
CENTRAL MINE	8 DEC 1871	29 JUN 1894	C TO CENTRALMINE
CENTRALMINE	30 JUN 1894	15 SEP 1906	PHOENIX
CLIFTON	1 MAR 1853	8 JUL 1870	PHOENIX
FORMERLY NORTH AMERICAN MINE. CHANGED WHILE IN HOUGHTON COUNTY.			
	RE: 27 MAY 1872	3 DEC 1884	PHOENIX
CONGLOMERATE BAY	12 JUL 1878	22 AUG 1878	ISLAND MINE
ESTABLISHED AND DISCONTINUED IN ISLE ROYALE COUNTY			
COPPER FALLS MINE	10 SEP 1860	15 FEB 1916	EAGLE RIVER
ESTABLISHED IN HOUGHTON COUNTY			
COPPER HARBOR	4 MAY 1860	10 MAR 1890	DELAWARE MINE
FORMERLY FORT WILKINS. CHANGED WHILE IN HOUGHTON COUNTY.			
	RE: 13 APR 1938	OP	
DELAWARE MINE	19 APR 1876	31 AUG 1912	EMIGRANT GAP
FORMERLY PENN MINE			
EAGLE HARBOR	11 MAY 1847	31 JUL 1959	MOHAWK
ESTABLISHED IN HOUGHTON COUNTY. CHANGED TO SUMMER OFFICE 1944.			
EAGLE RIVER	24 OCT 1845	OP	
ESTABLISHED IN MARQUETTE COUNTY			
FORT WILKINS	4 JUN 1845	19 MAR 1850	
	RE: 20 JUL 1851	3 MAY 1860	C TO COPPER HARBOR
ESTABLISHED IN MARQUETTE COUNTY. CHANGED WHILE IN HOUGHTON COUNTY.			
GAY	11 AUG 1904	OP	
HEBARD	3 JUN 1903	30 NOV 1908	MOHAWK
ISLAND MINE	3 DEC 1874	7 OCT 1878	MINONG
TRANSFERRED TO AND DISCONTINUED IN ISLE ROYALE COUNTY.			
ISLE ROYALE			
NATIONAL PARK	15 JUN 1959	2 JUN 1967	C TO RB OF GRAND PORTAGE MN
FORMERLY ROCK HARBOR. OPERATED SUMMERS ONLY			
ISLE ROYALE			
NATIONAL PARK RB	3 JUN 1967	1977	GRAND PORTAGE MN
JOHNS	5 APR 1902	15 DEC 1909	DULUTH (MINN.)
MANDAN	29 FEB 1908	8 JUL 1931	EAGLE HARBOR
MINONG	16 AUG 1876	7 JUN 1880	HOUGHTON
	RE: 8 NOV 1880	28 JUN 1881	HOUGHTON
ESTABLISHED AND DISCONTINUED IN ISLE ROYALE COUNTY.			
MOHAWK	1 MAR 1901	OP	
NORTH AMERICAN MINE	21 OCT 1852	28 FEB 1853	C TO CLIFTON
OJIBWAY	15 FEB 1908	31 JUL 1913	MOHAWK
PENN MINE	19 NOV 1862	18 APR 1876	C TO DELAWARE MINE
PHOENIX	1 SEP 1865	30 JUN 1954	MOHAWK
ROCK HARBOR	12 JUL 1923	14 JUN 1959	C TO ISLE ROYAL NATIONAL PARK
ROCKHARBOR	2 MAR 1911	31 JAN 1917	TOBINS HARBOR
SINGERVILLE	19 JUL 1913	15 JUL 1916	DULUTH (MINN.)
TOBINS HARBOR	13 MAY 1911	13 AUG 1938	ROCK HARBOR
OPERATED SUMMERS ONLY			

MORE ANACHRONISMS: Reports by Tom Todsen, Harold Richow, Randy Stehle,
Bill Hoffman and John Williams



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All strikes fine or better unless noted. The county is noted in parentheses after the post office name. An estimated fair market price is placed at the end of each entry.

ILLINOIS

- 1 Aledo, (Mercer), cover 4-15-96 cds E6
- 2 Alpha, (Henry), cover 10-29-09 6-bar E6
- 3 Baileville, (Stephenson), ppc 11-17-10 E4 (office is now in Ogle County)
- 4 Bluffs, (Scott), ppc 2-14-08 5-bar E5
- 5 Chana, (Ogle), sm. cover 9-30-1878 perfect magenta cds w/faint killer. Nice E20
- 6 Creston, (Ogle), ppc 1-25-10 4-bar E4
- 7 Dana, (LaSalle), pc 8-22-95 cds; rbr band stain E6
- 8 Glenwood, (Cook), cover 7-16-06 cds sound&fine E8
- 9 Godfrey, (Madison), sm. cover 9-30-91 cds E6
- 10 GreatLakes(B), (Lake), pc 10-27-33 "NavyDay" E4
- 11 Harvel, (Christian), ppc 6-30-11 cds E3
- 12 Heyworth, (McLean), ppc 2-20-07 cds E3
- 13 Lostant, (LaSalle), pc 4-10-95 cds E5
- 14 Maywood, (Cook), pc 6-11-83 double circle E10
- 15 Norma, (Jolaviness), pc 2-26-92 cds E5
- 16 Pana, (Christian), pc 2-17-92 cds, E.S. Davis feeds reply card E6
- 17 Polo, (Ogle), view cd 4-21-05 cds E5
- 18 Princeton, (Bureau), cover 9-7-91 bit ragged, cancel only fair E4
- 19 Sandoval, (Marion), photo pc 5-11-09 7pin 4-bar E6
- 20 Tiskilwa, (Bureau), sound cover 4-1-01 cds, W.C. Hoblit cnr; cancel only fair E6
- 21 Wapella, (DeWitt), sound cover 1-2-99 cds E8
- 22 Washburn, (Woodford), cover 6-13-96 cds "ash" spotty E6
- 23 Williamsfield, (Knox), cover 2-12-91? cds. ragged rt affects stamp; Spangler Furniture cnr. E5
- 24 Winchester, (Scott), cover 8-4-93 cds beautiful E10

KENTUCKY

- 25 Mackoy (1888-1925), (Greenup), ppc 1-26-11 4-bar E5

MICHIGAN

- 26 BERRIEN COUNTY mini-collection - 10 clear 20th century cancels on cover and cards (w/views), most 1910-34 E10
- 27 Englishville (1856-1926), (Kent), ppc 10-19-14, 4-bar E5
- 28 Rosebush, (Isabella), 11-16-08 5-bar on photo card "Mt. Pleasant Indian School" fine E6
- 29 Saline, (Washtenaw), 6-2-08 on photo card "Evangelical Lutheran Church" E3

OHIO

- 30 Attica, (Seneca), 2-13-06 cover with original contents; bit tattered but nice E7
- 31 Crooksville, (Perry) 5-17-09 on Faster cd E3
- 32 Cynthia, (Pike), 2-22-87 cover ragged rt.; fine cancel, 3 backstamps E10
- 33 McClure, (Henry), ppc 1-11-10 perfect 4-bar E4
- 34 Milbury, (Wood), bold Doane 3 8-30-05 on cover ragged rt; original contents E6
- 35 Newton Falls, (Trumbull), 8-5-1878 pc E5
- 36 Plankton(1891-1922), (Crawford), ppc 11-11-14 lt 4-bar E5
- 37 Reinersville, (Morgan), fine cds 8-24-92 E10
- 38 Wren, (VanWert), fine 4-bar on greeting card 12-19-11 E4

OKLAHOMA

- 39 Barden (1906-12), (Texas), ppc 3-26-10 4-bar F15
- 40 Big Cabin, (Craig), 9-19-64 cvr cacheted "100th Anniversary second battle of Cabin Creek" E3
- 41 Delaney (1909-12), (Mayes), ppc 7-8-10 bold 4-bar E20
- 42 Konawa, (Seminole), 1914 machine cancel, cnr "First National Bank"(Konawa) E4

BOOKS

- 43 Kelly, Clyde. UNITED STATES POSTAL POLICY, 1932 hardbound F20
- 44 U.S. OFFICIAL POSTAL GUIDE 1934. Hardbound E15
- 45 DIRECTORY OF POST OFFICES - 1961. Paperback E10

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CLASSICS (Pre-Civil War)

- 201. BOSTON & ALBANY, 1849, (53-B-1), Lgb., sfl. Est. \$15
- 202. EASTERN/R.R., 1854, (4-A-2), G-F, U9, Est. \$20.00
- 203. N.Y. & BOSTON STMB. & R.R., (73-C-1), ca. 58, Lgb. on
cvr. tying #11. Est. \$20.00
- 204. NEW YORK & PHILA., (240-A-1), 1852, F, cvr. Est. \$25
- 205. PHILADA RAILROAD, 1847, (240-D-1), Lgb., sfl. E. \$15.
- 206. U.S. EXPRESS MAIL, 1843, (114-O-1), VF, sfl. E. \$30.
- 207. U.S. EXPRESS MAIL/N.Y., 1855, (73-B-1), VF, cvr. E\$25
- 208. U.S. EXPRESS MAIL/Mass., 1852, (73-A-1), F, cvr. E\$20

19TH CENTURY AGENT (AGT.) MARKINGS

- 209. COL. & TROY, 1880, (402-B-1), F, UX5, (GA-AL). E. \$15.
- 210. DENISON & HEARNE, ca. '78, (470-A-1), G, U163(TX) E20
- 211. L.H. & TYRONE, ca. '85, (201-A-1), VF, cvr (PA). E. \$15.
- 212. NEWP. & SPRINGF, 1880, (35-K-1), G-F, UX5 w/bold
negative "S" killer. Est. \$12.00
- 213. ST. ALB. & OGDEN, ca. '78, (101-I-1), VF, U163(VT) E\$10

19TH CENTURY (Post Civil War)

- 214. CLAREMONT & BOSTON, 1889, (26-J-1), F-VF on cvr w/
FRANCONIA IRON CO. cc. Est. \$12.00
- 215. CLAREMONT & LOWELL, 1897, (26-N-1), F+, U311. E. \$8.
- 216. COLUMBUS & POMEROY, 1894, (588-D-1), VF, cvr w/
fancy agr. impl. mfg. cc. Very nice. Est. \$15.00
- 217. DES M. VALLEY/R.R., 1877, (757-B-1), VF on cover w/
small open tear & encl. Est. \$20.00
- 218. ESSEX JUNC. & BOS./AGT., 1880, (41-J-1), F, UX5. E\$8
- 219. FREEPORT & CENT., ca. '75, (709-C-2), F-VF on cvr.
w/target tying 3¢ banknote. Est. \$12.00
- 220. JACK. & MIAMI, 1898, (392-I-3), F+, U311. Est. \$15.00
- 221. K.C. & WELLINGTON, 1898, (909-E-2), VF, U312. Est. \$10
- 222. R. TO ROUSE'S POINT, 1869, (24-E-1), G-F, U58. E. \$25
- 223. S. & W.R. JUNC./R.R., 1880, (35-J-1), F+ on cover;
bold negative "S" ties 3¢ bnknote. Est. \$15.00
- 224. ST. L. LOU. & K. CITY, 1898, (unl.), G-F, cvr. E. \$12.
- 225. THE FAST MAIL/N.Y. & CHIC. RPO, 1880, G-F, (114-J-2)
on U163 w/enclosure. Est. \$15.00

20TH CENTURY

- 226. ALBQ. & WILLIAMS, 1906 (964-K-1), G-F (overstruck w/
flag cancel) on PPC. (AZ & NM TERR). Est. \$20.
- 227. ASHFORK & PHOENIX, 1908, (967-A-1), F+, PPC. E. \$30.
- 228. BOS. NASHUA & KEENE, 1908, (29-E-1), VF, cvr. E. \$10
- 229. CAMERON & K. CITY, 1907, (810-J-1), VF, PPC. E. \$6.00
- 230. CENTRALIA & HOQUIAM, 1941, (901.4-A-1), F-VF, cvr.
Est. \$8.00
- 231. FREEPT. & FT. DODGE, 1908, (759-W-1), VF, cvr. E. \$8.
- 232. GOLDS & GREENS, 1919, (322-I-1), F+ on cvr w/#E8 &
2¢ red. Most attractive. Est. \$15.00
- 233. JACK. & ST. PETE, 1937, (393-II-1), F-VF on cvr. E\$5.
- 234. JAMISON CITY & BLOOMS., 1908, (166.1-A-2), Good
strike on cvr. Est. \$10.00
- 235. LIVERMORE & SANFRAN., 1910, (979-D-1), VF, PPC. E\$12
- 236. MILW. & ROCK ISLAND, 1909, (835-N-1), VF on U418 to
Germany. Est. \$15.00
- 237. NO. FAIRHAVEN & SAYRE, 1910, (134-F-2), VF, PPC. E\$10
- 238. OKLAHOMA & FT. WORTH, 1921, (924-J-1), F+, cvr. E. \$5
- 239. PAC. JUN. & DENVER, 1906, (933-R-2), EXC, on cvr w/
killer tying #E6 + 2¢ red. Very nice. Est. \$15.
- 240. FT. HUR. MARINE CY. & DET., 1929, (649.7-A-1), VF on
Reg. Pk. Rct. Est. \$10.00
- 241. PORT & DUNSMUIR, 1935, (894-K-1), F, cvr. Est. \$10
- 242. RED BLUFF & SACRA., 1913, (982-M-1), VF, UX24. E. \$8
- 243. RENO & MINDEN, 1950, (978-D-3), VF, phil. Est. \$5.00
- 244. ST. P. & SPOK. lstdiv., 1901, (874-AN-1), F, ties pr.
of 1¢ PanAms to cvr. w/cc. of Fargo Philatelist
and overall Patent Medicine ad on back. Est. \$25
- 245. SALIDA & OURAY, 1906, (957-M-2), F-VF, on cover
opened roughly @ rt. just into stamp. Est. \$15.
- 246. SAN FRAN. & BARSTOW, 1914, (933.3-B-1), F+, UX24. E\$8
- 247. S.F. & PORTERSVILLE, 1906, (963-AC-1), F+, UX18. E\$15
- 248. SANFRAN. & VISALIA, 1911, (963-AD-1), F+, PPC. E. \$10
- 249. SANTAROSA & VAL. JCT., 1909, (984.1-A-1), F, PPC. E\$8
- 250. SPOK. PASCO & SEAT., 1915, (892-O-1), G-F, U412. E. \$8
- 251. TRUCKEE & LK. TAHOE, 1940, (977.4-B-2), VF, cd. E. \$8
- 252. TUOLUMNE & STOCK., 1909, (989-G-1), VF, UX19. E. \$12
- 253. WALLA WALLA & PASCO, 1902, (901.5-B-1), F+, UX8. E\$8
- 254. WILLITS & SAN FRAN, 1914, (985-U-1), F, PPC. E. \$12
- 255. YORK BEACH & PORTS., 1905, (15-C-1), F+, PPC plus
3 photos of the electric car. Est. \$18.00

STREET CAR RPO's

BALTIMORE:

- 256. ARL. & SO. BALTO., 1906 (BA-1-b), VF, PPC. E. \$15.00
- 257. ARL. & SO. BALTO., 1906 (BA-1-c), F, PPC. Est. \$10.
- 258. BALTO. & ARLINGTON, 1910? (BA-2-c), F, PPC. E\$5.00
- 259. ROLAND PARK & ST. HELENA, 1900 (BA-3-e), F+, cvr
Est. \$15.00
- 260. ROL. PK. & ST. HEL., 1906 (BA-3-g), VF on illus.
ad cvr w/anvil. Very attractive. Est. \$15.
- 261. ROL. PK. & ST. HEL., 1908 (BA-3-k), F+ on cvr. E\$10
- 262. ROL. P'K & HIGHLAND, 1910 (BA-4-k), VF, cvr. E\$8
- 263. ROL. PARK & ... (flag), 1915 (BA-4-oa), F+, PPC.
Est. \$8.00

- 264. as above, but (BA-4-ob) on UX27, VF, Est. \$10
- 265. TOWSON & CATONSVILLE, 1901 (BA-5-fb), VF. E\$12
- 266. TOW. & CATONS, 1909 (BA-5-g), VF, PPC. E. \$6.00
- 267. TOWSON & CATONS, 1908 (BA-5-i), F+, PPC. E. \$10.
- 268. TOWSON & C... (flag) (BA-5-ob), 1915, F+, PPC. E\$

BOSTON:

- 269. BOSTON & BRIGHTON (flag), 1904, (BO-1-b), F+
on U385. Est. \$40.00
- 270. BOSTON CIRCUIT (in dial), 1897 (BO-10-b), VF on
cover. Est. \$12.00
- 271. BOSTON CIRCUIT, 1898, (BO-10-c), VF, U311. E. \$5
- 272. BOSTON CIRCUIT, 1904 (BO-10-d), VF, cvr. Est. \$6

BROOKLYN:

- 273. BROOKLYN, N.Y. CIRCUIT, 1905, (BR-5-f) as tran-
sit mk. on PPC, VF. Est. \$12.00
- 274. BROOKLYN SO. SHORE, 1904 (BR-6-b) as transit
mark on PPC, F-VF. Est. \$20.00

CHICAGO:

- 275. CHI. & N. CLARK ST./1, 1905 (CH-1-a), F, cvr opened
just into 2¢ red. Est. \$8.00
- 276. CHI. & N. CLARK ST./2, 1903 (CH-1-b), F+, cvr. E. \$8
- 277. CHI. & N. CLARK ST./3, 1903 (CH-1-c), F+, cvr. E. \$8
- 278. CHI. COTTAGE GROVE AVE, 1900 (CH-3-c), G, cvr. E\$5
- 279. CHICAGO, COTT. GRO. AV., 1903 (CH-3-d), F, cvr. E. \$8
- 280. CHI. ILL. COTT. GRO. AV., 1907 (CH-3-e), F+, UX19. E\$8
- 281. CHI. & MILLARD AVE., 1906 (CH-5-b), F+, PPC. E. \$6
- 282. CHI. & MIL. AVE., 1907 (CH-6-b), G-F, PPC. E. \$5
- 283. CHI. & WENT. AVE., 1901 (CH-7-b), F+, cvr. E. \$8

CLEVELAND:

- 284. CLEVELAND CIRCUIT, 1909 (CL-1-a), F+, cvr. E. \$12
- 285. CLEVELAND CIR... (flag), 1910 (CL-1-c), VF, PPC.
Est. \$5.00

PHILADELPHIA:

- 286. PHILA. & DARBY, 1907 (PH-7-e), G-F, PPC. Est. \$12

PITTSBURGH:

- 287. PITTSBURG ST., 1900 (PI-2-b), EXC, on cvr w/cc
of PARK STEEL CO., sm. repaired tr. LR. Est. \$30
- 288. PITTSBURG, PA. ST., 1908 (PI-3-a), F+, PPC. E. \$12
- 289. STREET CAR (flag), 1909 (PI-7-a), VF, cvr. E. \$10
- 290. STREET CAR (flag), 1912 (PI-8-7), VF, cvr. (as
Ty 8-a w/"H" in Pittsburgh, but no "2". E. \$12

ROCHESTER:

- 291. EAST = / = SIDE (flag), 1897 (RO-1-c), F, cvr. E. \$20.
- 292. ROCHESTER, N.Y. CAR COLL. SERVICE/C, 1905 (RO-3-a)
G-F, PPC. Est. \$12.00
- 293. as above, 1901 (RO-3-b), F+, UX14. Est. \$18.00
- 294. ROCHESTER, N.Y. /CAR. COLL. SERVICE C, 1906, EXC
strike on cover. Est. \$20.00
- 295. ROCHESTER, N.Y. CAR COLL. SERVICE/B, 1899, F-VF,
on U311. Est. \$18.00

WATER-BORNE R.P.O.'s

- 296. ASQUAM LAKE, 1919 (C-18-a), G-F, cvr w/minor
tears at top. Est. \$15.00
- 297. JACK. & ENT./FAST M., ca. '85, (1-9-c), F+, cvr
w/MAGNOLIA HOTEL cc. Great item. Est. \$35.00
- 298. INLET & OLD FORGE, 1911 (F-12-a), F, PPC. E. \$12.
- 299. NENANA & EAGLE, 1940 (X-46-b), VF, phil. cd. A
scarce Yukon River, Alaska RPO. Est. \$45.00

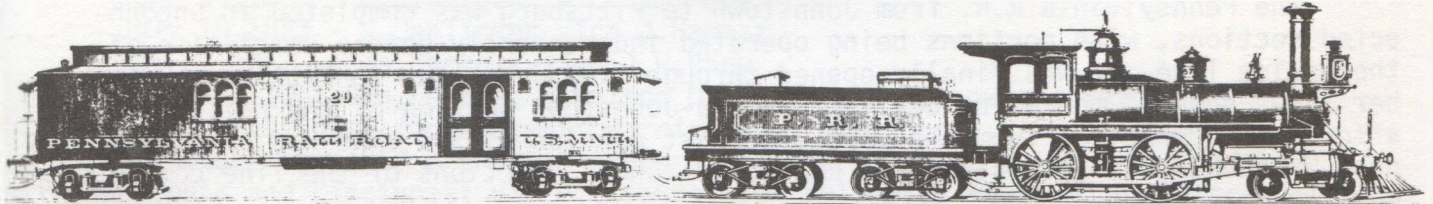
MINIMUM BID: \$2.00. Increments same as on pg. 21.

All lots shipped at buyers expense (insured), &
sold at slight advance over second highest bid.
Improperly described lots returnable within ten
days of receipt.

BIDS CLOSE: March 31, 1984 (9 PM PST)

THE SECOND SECTION

TRAIN NO. 6



U. S. POSTAL CAR, PENNSYLVANIA RAILROAD.

LOCOMOTIVE AND TENDER, PENNSYLVANIA RAILROAD.

THE PENNSYLVANIA R.R. AND ITS SUBSIDIARIES (#1) MAIN LINE - HARRISBURG - PITTSBURGH, PA., 1849 - 1860

The Pennsylvania Railroad Co. was incorporated under a special act of the legislature of State of Pennsylvania, April 13, 1846, which organized the construction of a railroad from Harrisburg to Pittsburgh. The company was organized at Philadelphia, Pa. March 31, 1847 and one of the country's most able engineers, John Edgar Thomson, was selected as Chief Engineer effective April 9, 1847.

The contracts for construction of track for the first 20 miles were let July 30, 1847. A serious obstacle was immediately encountered with the necessity to cross the broad Susquehanna River at Rockville. This took a 3680 foot long single track bridge, greatly slowing initial progress of the railroad.

Construction thereafter was well organized and proceeded rapidly along the Juniata River route. Since letters are found with route agent markings from the construction period of the railroad, we will list completion dates in detail:

Harrisburg - Lewistown	-----60 miles-----	Sept. 1, 1849
Lewistown - McVeytown	-----12 miles-----	Dec. 24, 1849
McVeytown - Mount Union	-----13 miles-----	April 1, 1850
Mount Union - Huntingdon	-----12 miles-----	June 10, 1850
Huntingdon - Hollidaysburg	-----40 miles-----	Sept. 16, 1850
Connection with Portage R.R., Hollidaysburg	-----	October 1850

Little did the builders of this single track line with 56 Lb. iron T rail realize that in less than a century this would be the Middle Division of the "Standard Railroad of the World", carrying 70 high-speed passenger trains and 40 to 50 heavy freight trains per day over a four track highly-maintained railroad, with 152# steel rails, over a greatly improved alignment.

At Hollidaysburg the Pennsylvania came up against the main range of the formidable Allegheny Mountains, and although many surveys for a practical alignment for tracks across the mountain were under way, the engineers were temporarily forced to resort to a unique method of transportation to cross the mountain.

The Allegheny Portage Railroad, 36.7 miles long, from Hollidaysburg to Johnstown, was constructed by the State of Pennsylvania 1831-1834 as a public work to connect the State's 176 mile Columbia-Hollidaysburg canal with the State's 104 mile Western Division canal from Johnstown to Pittsburgh. Opening March 18, 1834 the Portage Railroad was operated by the State as a public highway. The route

had ten inclined planes, five on each side of the summit, connected by eleven level portions of track ranging from 0.15 miles to 13.06 miles in length. At this later period of the Portage R.R., steam locomotives were employed to move a varied assortment of cars over the level portions of the route. From the east there was an ascent of 1339 feet to the summit and then a 1171 foot drop in elevation to Johnstown. There were many sharp curves and a 900 foot tunnel on the route. Originally single track, the line was double tracked by May 10, 1835. This unique line was operated by the State of Pennsylvania until Aug. 1, 1857, when it was sold to the Pennsylvania Railroad.

After the opening Feb. 15, 1854 of a through continuous rail line from Altoona to Big Viaduct, 31.1 miles, with its double track 3570 foot tunnel at Gallitzin, and westbound 1.8% grade (1.0 % Eastbound), there was little use for the Portage Railroad and it was abandoned by the Pennsylvania R.R. in 1858.

The Pennsylvania R.R. from Johnstown to Pittsburg was completed in unconnected sections, with portions being operated independently before completion of the entire line. It was finally opened through from Johnstown to Pittsburg December 1852, some 14 months before the Altoona-Johnstown portion of the railroad afforded a connection from the East. The last portion of the line was completed near Greensburg and contained the Radebaugh tunnel. Sections of the line completed were as follows:

Big Viaduct - Johnstown	-----8 miles-----	April 1852
Johnstown - Lockport	-----21 miles-----	Aug. 21, 1851
Lockport - Beattys	-----20 miles-----	Dec. 10, 1851
Beattys - Radebaugh	-----10 miles-----	December 1852
Radebaugh - Brinton	-----17 miles-----	July 1852
Brinton - Pittsburg	-----12 miles-----	Dec. 10, 1851

From 1851 to 1854 the Pittsburg station was temporarily at Liberty and O'Hara (12th) Streets. During 1854 a new station was opened at the southwest corner of Liberty and Grant Streets. Incidentally, during this period the spelling of Pittsburgh with or without the 'h' was most capricious. However, nearly all timetables of the period used Pittsburg.

Railway Mail Service began on the new line promptly and was in operation when the railroad was completed to Lewistown Sept. 1849. Agent service was advanced to McVeytown Dec. 24, 1849 and to Huntingdon June 6 (?), 1850. Route agent trips closely followed completion of the line and in the Fall of 1850 the agents were running to Hollidaysburg. Although exact records have not been located, the first route agent apparently employed in the Fall of 1849 was a J. Randolph.

Through the courtesy of Mr. John Kay, who has labored hard and long in the National Archives, we are able to list many of the route agents employed in the 1850-1860 period on the Pennsylvania Railroad main line.

Route Agent Appointments - Eastern Portion of Pennsylvania R.R. Main Line

Feb. 20, 1850 - D.J. Unger (Harrisburg-McVeytown)

April 12, 1850 - Wm. Ross (Harrisburg - Hollidaysburg)

Jan. 5, 1852 - E. Unger vice D.J. Unger (\$600)

April 16, 1852 - John S. Darragh vice J. Randolph

August 21, 1852 - J. Hammer (\$550)

June 24, 1853 - J. Kacy vice E. Unger

November 30, 1853 - Notice -Release Route Agents J. Kacy and G.F. Sargent from the duty of accompanying mails from the railroad to the post office at Hollidaysburg on condition that they report to the postmaster regularly by note of their passing at the depot.

October 15, 1860 - Jas. F. Sargent vice G.F. Sargent (Harrisburg-Altoona)

April 9, 1861 - Geo. C. Ferree vice J.F. Sargent (Harrisburg-Altoona)

Route Agent Appointments - Western Portion of Pennsylvania R.R. Main Line

Feb. 7, 1852 - J. Piper (\$550) , Hollidaysburg - Pittsburg
 Feb. 26, 1852 - J.M. Morehead , Hollidaysburg - Pittsburg
 April 16, 1852 - J.L. Slentz vice J.M. Morehead , Hollidaysburg - Pittsburg
 July 17, 1852 - D. McClure vice J. Piper , Hollidaysburg - Pittsburg
 Sept. 1, 1852 - J. Hammer vice D. McClure , Hollidaysburg - Pittsburg
 July 9, 1860 - J.N. Wunderlich vice Jas. Denlinger (Pittsburg - Altoona)
 Feb. 9, 1861 - Jas. Onslow vice J. Carroll (Pittsburg - Altoona)
 March 29, 1861 - E. Wilson Dumm and Thomas Morrow vice J.F. Wunderlich and J. Onslow (Pittsburg - Altoona)

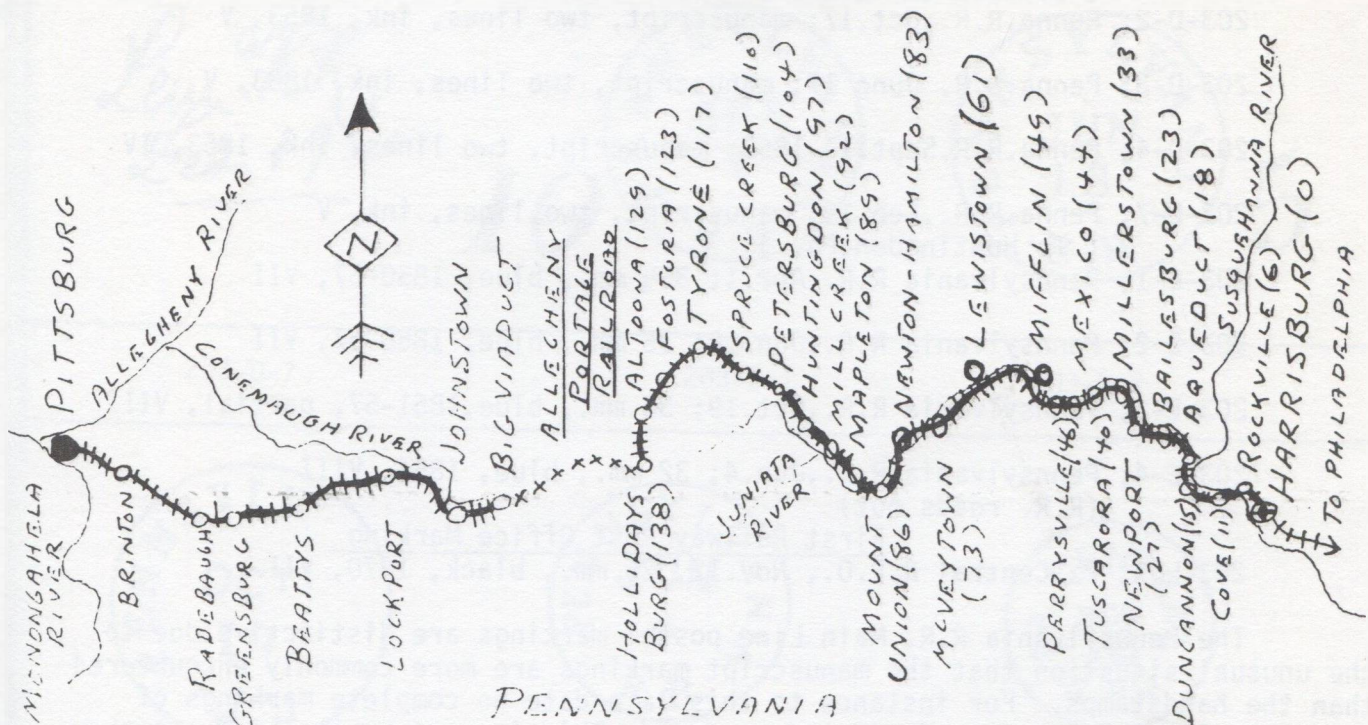
Route Agent Appointments - Through Harrisburg - Pittsburg, Pa. Main Line

April 1, 1853 - E. Unger, Wm. Ross, J.L. Slentz, J. Hammer (\$900 pay each)
 June 11, 1853 - J.W. Rhey vice J.L. Slentz
 June 24, 1853 - C.F. Sargent vice Wm. Ross
 July 19, 1853 - W. Denlinger vice J. Hammer
 May 20, 1857 - Jas. Carroll vice J.W. Rhey

As of Sept. 30, 1961 Geo. Ferree, E. Wilson Dunn. Thomas Morrow and Solomon Books were working as local route agents Harrisburg - Pittsburg.

On October 29, 1857 a through express mail service was established between Philadelphia and Cincinnati via Pittsburg with following route agents; Geo. W. Fox, Lorenzo Dow, John Zeigler, Jas. R. Pennington, Jos. Latshaw, John Wynne and Ambrose Huff. On Sept. 11, 1858 John Fullerton replaced Geo. Fox and Jas. Rhey replace H. Latshaw.

Since there was no direct line from Pittsburg to Steubenville, Ohio until 1865, the Pittsburg-Cincinnati mail possibly moved via the Ohio & Pennsylvania R.R. to Crestline, Ohio; the Cleveland, Columbus & Cincinnati R.R. to Columbus, Ohio and the Columbus & Xenia-Little Miami Railroads to Cincinnati. With this route the westbound mail would leave Pittsburg 8 A.M. and arrive Cincinnati 1.20 A.M., while eastbound mail would leave Cincinnati 6 A.M. and arrive Pittsburg 8.15 P.M.



ORIGINAL LINE OF PENNSYLVANIA RAILROAD
 HARRISBURG - PITTSBURG, PA,

Apparently Sept.30,1859 the Philadelphia-Cincinnati through express mail was discontinued and changed to Philadelphia-Chicago through express mail utilizing the same personnel. Undoubtedly this was the result of the opening by the Pittsburg,Ft.Wayne and Chicago R.R.of the last 84 mile link (Plymouth-Chicago) between Pittsburg and Chicago at the very late date of Jan.1,1859. With the Baltimore-Cincinnati through express mail still in operation such a change would be logical. The whole subject of through express mails in late 1850's and markings employed on such routes needs intensive study and reporting.

At various dates such as Oct.24,1859; April 1,1860 and Sept.28,1860 the through Philadelphia-Pittsburg -Chicago mails were phased out and the mail was placed under the jurisdiction of train baggage masters, railroad employees. With a wage of \$10 per month these men certainly did nothing but handle pouched mail. This no doubt accounts for scarcity of markings in the 1860-1865 period just prior to and during Civil War. Again the subject of mail handling on trains during the Civil War is a subject requiring extensive research, to solve the problem of a startling decrease in railway postmarks,along with an increase in so-called station markings.

Railway Post Office service from Philadelphia to Altoona, and from Altoona to Pittsburg commenced July 14,1865. On March 20,1867 it was changed to through Philadelphia-Pittsburg Railway Post Office Service.

Route Agent Markings of Pennsylvania R.R.1849 - 1860
(PLATE I)

203-D-1; Penn.R.R. Dec.13; manuscript, two lines, ink, 50's, IV

203-D-5; P.R.Road, July 27,1852; manuscript, two lines, ink, V
(To Columbia,Pa.)

203-D-6; Penna.R.R.,Oct.29,1852; manuscript, two lines, ink, V
(3¢ 1851 to Columbia,Pa.)

203-D-2; Penna.R.R.,Oct.17; manuscript, two lines, ink, 1853, V

203-D-3; Penna.R.R. June 17; manuscript, two lines, ink, 1853, V

203-D-4; Penna.R.R.Sept.14,1853; manuscript, two lines, ink, 1853, IV

203-D-7; Penna.R.R.,Feb.19; manuscript, two lines, ink, V
(To Huntingdon,Pa.)

203-E-1; Pennsylvania R.R.,Apr.1; 33½ mm., blue, 1850-57, VII

203-E-2; Pennsylvania R.R.,Jun.18; 35 mm., blue, 1850-57, VII

203-E-3; Pennsylvania R.R.,Oct.19; 36 mm., blue,1851-57, partial, VIII

203-E-4; Pennsylvania R.R.,Jun.4; 32 mm., blue, 1854, VIII
(R.R. reads out)

First Railway Post Office Marking

203-L-1; Pa.Central R.P.O., Nov.12, 26 mm., black, 1870, VII

The Pennsylvania R.R. Main Line postal markings are distinctive due to the unusual situation that the manuscript markings are more commonly encountered than the handstamps. For instance to this late date no complete markings of handstamp 203-E-3 has been found and recorded. This is most unusual for a rather heavy traffic mail route.

ROUTE AGENT MARKINGS OF PENNSYLVANIA RAILROAD 1849 - 1860
(With first Railway Post Office Marking Recorded-1870)

Penn RR
Dec 13

P.R. Road
July 27 1852

Penn RR
Oct 29 1852

203-D-1

203-D-5

203-D-6

Penn RR
Oct 17

Penn RR
June 17

Penn RR
Sept 14 1853

203-D-2

203-D-3

203-D-4

Penn RR
Feb 19



203-D-7

203-E-1

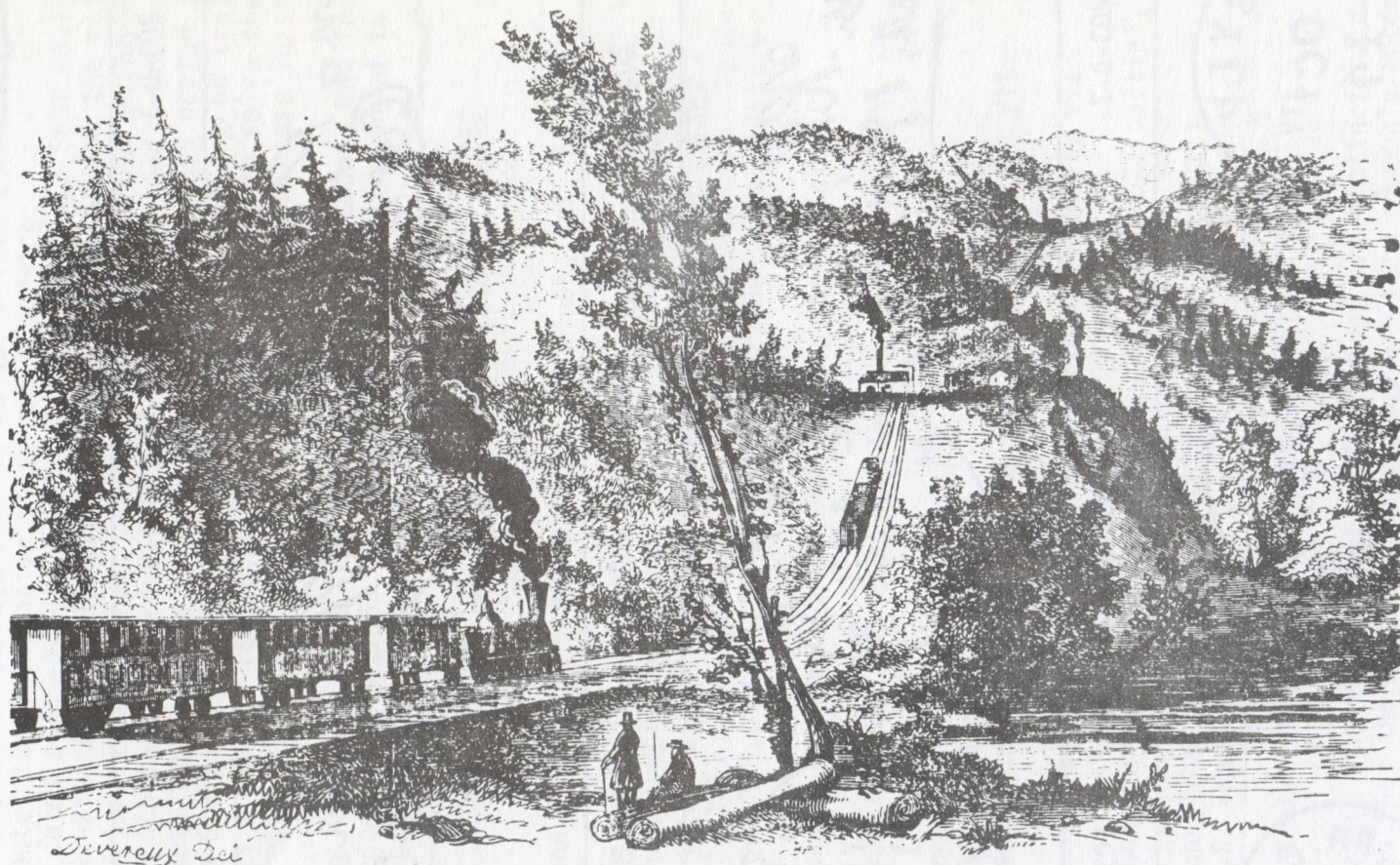
203-E-2



203-E-3

203-E-4

203-L-1



CROSSING OF THE ALLEGHENY, PENNSYLVANIA RAILROAD.

From date of its completion to Hollidaysburg, Pa. in October 1850, until opening of the through Altoona - Johnstown rail line, Feb. 15, 1854, The Pennsylvania R.R. used the former state-owned Allegheny Portage R.R. with its ten inclined planes to cross the main Allegheny Mountain range and reach the western portion of the railroad from Johnstown to Pittsburgh, finally completed in December 1852.

THE CHITTENDEN CORRESPONDENCE
WESTERN POSTAL HISTORY MUSEUM COLLECTION
LETTER NO. 7

Ft.Sanders,Dakota
March 27

Ft.Sanders,D.T.,March 23,1868

Dear Mother,

I received yours of the 15th this A.M.and am answering it straightaway although there is no chance of your getting it for a long time as the roads will be blocked up with snow for a while certainly. It commenced snowing this morning and has kept it up ever since and now, 1 P.M.,the drifts are quite deep and the storm is increasing all the time. Your letters come through on time now. I get them in eight days pretty regularly.

I found in my pocket yesterday a letter I wrote a week ago or so and forgot to mail, and thus have taken the liberty of opening it, the only thing of any consequence was an explanation of a map I sent you a few days before. Ft.Sanders is not on that map but you will find Bitter Creek and Green River and Ft.Sanders is just off the east edge of the map.

I have written two or three times telling when we should leave here but there is no chance of our leaving yet for a while for certain now, the passes in the mountains were impassable on account of the snow before the storm commenced, and this will of course make matters worse, I don't want to leave here till the weather is more settled.

All accounts seem to agree that we shall go on the Oregon track when the road is located at Green River and that will only take about six weeks of good weather. I hope we shall for the road runs through the Snake River valley, a splendid country. It will take some two years to run the preliminary, and we should go home by way of Panama, it will not be decided until General Dodge is out here in May.

Wednesday A.M.

I commenced this letter day before yesterday but did not mail it as there was no possible chance for the mail going out nor is there much chance today. I never saw it snow so fast as it did Monday and there are some big drifts here. There was one Tuesday morning against the door of our tent six feet high and we had to wait till we were dug out. We are fixed perfectly comfortable here and I don't care what the weather is. We shall be here for some time yet,this letter may not go for a week yet and probably won't. Still I will mail it so as to have it ready to go the first chance. I will write again when the roads are open.

It will be a good plan for you to get some stamped envelopes to send my letters in as we shall be a good share of the time on the stage line and the company forwards letters by them that are in stamped envelopes.

They are not allowed to affix their stamp to any other envelope. It won't make any difference generally as we shall get our mail only occasionally by then but sometimes it will.

With love "Ad infinitum"
Sam

Fort Sanders,D.T.
Sunday, March 29

My Dear Mother,

Here we are still and every probability for remaining here some time yet. No mails have been received since Monday but we have the promise of one tomorrow. It is getting to be pretty stupid loafing here so long, just a month yesterday. There is absolutely nothing of any interest here. I wish I could be at home for a few days now but can't get there very well as I can see. We have got our first antelope, and have splendid living now. It is splendid meat and with canned vegetables we get along nicely. We draw bacon from the company and then swap it for game. Bacon is worth 30 cts. and antelope 10 cts per lb.

Last night we had quite a scare. Some men on the way to the mines camped out on the plain a few miles from here and the sentry discovered them about eleven o'clock and was scared. Fired off his gun and aroused the whole garrison. The news broke and caused a general conference. The sentry thought they were stock runners since men run off with a herd of cattle belonging to the U.S. and got off with 87 head worth \$100 a head.

I have nothing to write about and am going to stop short off. I wrote you a few days ago but do not think you will get it more than a day before you do this as the trains have been running again after the snow but a day or two.

This is an awful place for the sun to shine in the middle of the day. Nobody goes out without green goggles while the snow is on the ground. I have burnt my face till it is as red as Henry Evarts. I hope I shall have some letters tomorrow morning, will write again if I do

Good Bye
Sam

Letter No. 8

Ft. Sanders, Dakota April 9

My Dear Ma,

Coopers Creek
April 6, 1868

Here I am clear beyond the borders of civilization or at least beyond the mails. We started Saturday from Ft. Sanders. Camped Sat. night at Little Laramie and today came on this place and we have been here now about an hour, we are in the midst of the Indian country. They burnt the stage station 20 miles from here day before yesterday and run off the stock. I don't think we are in the least danger personally. The Indians don't care to kill us if we don't hinder them from taking off the stock and we have an escort to keep them from doing that. We shall be some two or three weeks getting to Green River. We don't see anything remarkable except Antelope and they are so thick they are an old story. We are on the Overland Stage line and I shall have plenty of chances to send letters but few to get any. I will write every day or so till we get to Bitter Creek when we leave the road. Each letter costs ten cents but I am going to write as a luxury. It makes me seem to be at home to write and I shall get your letters about once a week. I got yours mailed the 28th yesterday and expect one the day after tomorrow again by some fellows that staid behind.

I have no time to write any more now.

Good Bye my
Dear Mother
Sam

Letter No. 9-(1)

Union Pacific R.R.
Wells Fargo Ap. 18

North Platte. April 11th

My Dear Mother,

We arrived here last night and pitched our camp. We are to stay here till Monday

morning and then start on again. We are a hundred miles from Sanders and in a miserable rough country. There is no grass within 25 miles of here - nothing but sage bushes, hills, mountains and sand. We have seen some splendid mountain scenery for the last two days. Night before last we camped at Medicine Bow at the foot of Elk Mountain, the largest mountain we have seen, some 12,000 feet above the sea. The snow lies at the summit all the year and there is no vegetation above 9000 feet high. Just a peak of snow in the clouds. There was a thick black cloud on it all day but we could see the peak above the clouds.

The Indians were very bad in this country last summer and stole the stock from most of the stage stations, and a good many men were killed, we passed a place yesterday where a ranch had been burnt, all the ruins were just as they had been left and right by the place where the door was, three wooden crosses where the three men are buried who kept the ranch but were killed by the Indians. We saw in a valley in another place the graves of teamsters on a wagon train who were killed defending their stock.

I am pretty well tired of riding so much but am perfectly well and like things very well so far. We get up at daylight, strike the tents, pack our traps on the wagons and start, getting into camp about 3 P.M. and have to pitch the tents, wait for supper and go to bed to sleep till daylight the next day. It is a very uncomfortable country to ride in, the wind blows hurricanes all the time, we go through an alkaline country but get through our work there before the water gets bad. The dust is much more troublesome than the water.

I wrote you from Coopers Creek and sent it by a man who was going to Sanders. I don't know whether you got it or not. No letters can be sent with any certainty except by Wells Fargo and Co. and I have not got any envelopes and they are out of them at the station. We shall have a mail before we leave here I presume and I shall here from you when it does come. Please write often. We shall get a mail about once a week and have chance to write as often as we please and I will keep up the fire.

Love to All, Good Bye

Sam

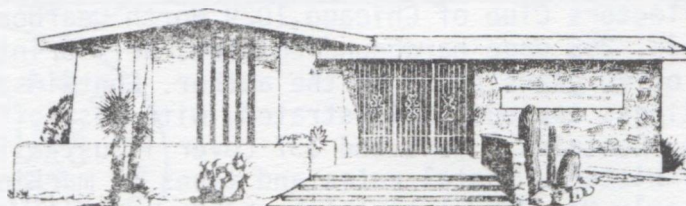
(continued)

WESTERN POSTAL HISTORY MUSEUM

A NONPROFIT ORGANIZATION

The Western Postal History Museum, P.O. Box 40725, Tucson, Ariz. 85717, has just released a colorful new illustrated brochure outlining and explaining the various functions of this active philatelic organization. Among the operations featured by this 24 year old organization are the philatelic library, the research collections and facilities, the sales department, the youth education program, the various postal history exhibits and special event promotions, including literature publication.

These museum activities are sponsored and supported by the well-known Arizona Philatelic Rangers, composed of about 200 distinguished philatelists throughout the world, who donate contributions, philatelic material and services to the Western Postal History Museum. Collectors and postal historians interested in learning more about the activities of the museum and its supporting organization, the Arizona Philatelic Rangers, should write to the museum at the address above and request a copy of this free attractive new brochure.



DEDICATED TO PHILATELIC RESEARCH
AND YOUTH EDUCATION

POSTAL HISTORY NOTES

Since our last issue several postal history publications worthy of review have come to our attention and reviews of these will be furnished for the information of our readers.

(1) The Street Railway Post Offices of Washington, D.C. (MPOS Street Car Monograph Series). This 44 page monograph is the work of distinguished Washington, D.C. postal historians, Thomas G. Stanton and Robert A. Truax. The seventh of the Mobile Post Office Society street car R.P.O. series, it gives the history, schedules and route maps of the three Washington D.C. street car R.P.O.'s - Pennsylvania Ave., in existence 5/7/1896 to 3/13/1913 with 125 known covers listed; 9th Street R.P.O. in existence 12/29/1897 to 5/10/1901 with 12 examples known and the F Street R.P.O. in existence 11/3/1897 to 9/13/1901 with 33 covers known and listed.

In addition the monograph offers an introduction, listing of stations on the various routes, listing of postal clerks on the cars, discussion of mail volume handled and distribution of markings by trip numbers. The catalog section lists and illustrates 6 Pennsylvania Ave. markings, 2 F Street markings and the one known 9th Street marking. Included in the publication are 12 photographs of R.P.O. cars and Washington street scenes, along with 11 illustrations of covers with R.P.O. markings.

The work is concluded with a bibliography. A worthy, well-researched addition to this useful series. Monograph is priced at \$8.00 postpaid and may be obtained from MPOS, RFD #1, Box 91, Contoocook, N.H., 03229.

(2) Nevada Post Offices, An Illustrated History - by James Gamett and S.W. Paher, Hardbound. \$30.00 from Nevada Publications, Box 15444, Las Vegas, Nev. 89114

This recently issued 176 page book commences with an introduction featuring the history of Nevada and the development of the through and local mail routes serving the state. This is followed by an 80 page listing of recorded Nevada post offices with county location, dates of establishment and discontinuance and a rarity rating of postal markings for each post office. Since the various markings are not listed the rarity factor is somewhat of a puzzle to the average postal historian. Tracings of Nevada postal markings are needed similar to catalogs which have been published for Arizona, New Mexico, Alaska, Colorado, etc., but this work only shows those markings occurring on the 76 covers illustrated. Unfortunately, in an inordinate number of the cover illustrations, the postal marking is faint or missing. It is suggested that in future editions a skilled philatelic photographer be employed who can bring out the postal markings by filters, dodging or both. When such methods are not used, tracings should be furnished of postal marking illustration.

To the credit side this volume contains 4 attractive and useful maps and a good list of appendices. These include Nevada Railroad Postal Routes (strangely omitting through routes such as Ogden & San Francisco, which carried the bulk of mail originating or terminating in Nevada); Nevada geographic and political changes; Nevada Territorial post offices; Wells Fargo & Co. stations; Nevada mail expresses; Killers and cancellation devices; early air mail service and cachets; Nevada cachet covers; Nevada precancels and Nevada Zip Code system. "Nevada Post Offices" contains valuable reference material for the Nevada postmark collector and will be of great use when the definitive Nevada postal marking catalog is developed in the future.

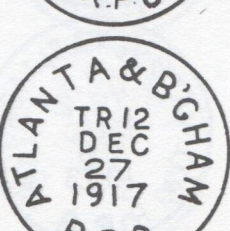
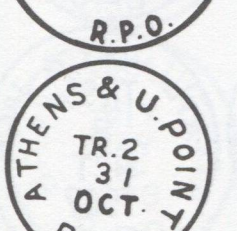
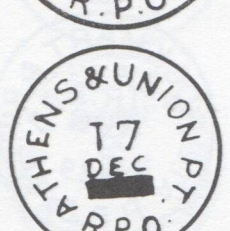
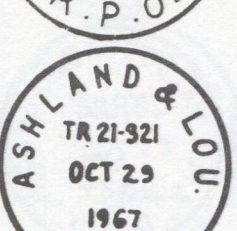
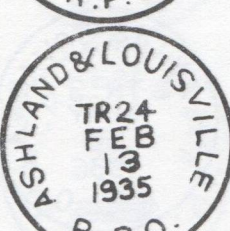
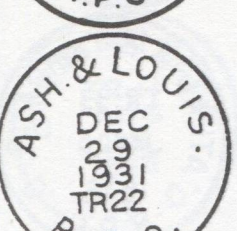
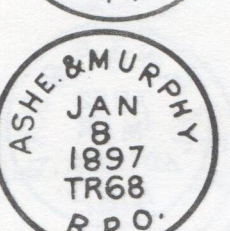
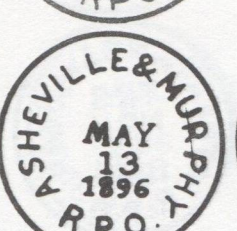
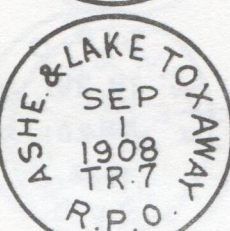
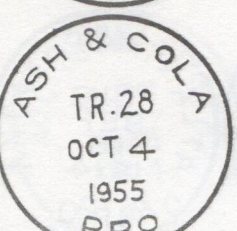
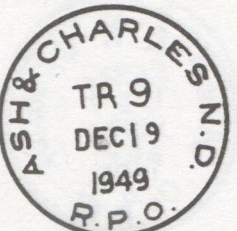
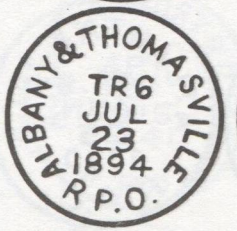
(3) The Postal Markings of New Jersey Stampless Covers by William C. Coles. Published by The Collectors Club of Chicago, 1029 North Dearborn St., Chicago, Ill. 60610. \$35.00 postpaid. 295 page hardbound edition. Well printed and bound, this fine work is the product of 40 years study by the author. Contains a 150 page catalog section of town markings, copiously illustrated, with post office and marking chronological information. Contains 4 maps and 157 cover illustrations. Worthwhile information on New Jersey history, postal rates and types of markings. Recommended as a definitive work on early New Jersey postal markings and history by a distinguished student of postal history.

This listing is devoted solely to newly reported type varieties of the Southeastern states 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.

Abbeville-Ocilla, Ga., 31 miles, Seaboard Air Line Ry.
373-B-1; Abbev. & Ocilla R.P.O., 30½, 1908, III
Aberdeen-Durant, Miss., 108 miles, Illinois Central RR
426-A-4; Aberdeen & Durant R.P.O., 29½, 1947, II
Albany-Thomasville, Ga., 58 miles, Atlantic Coast Line
365-F-1; Albany & Thomasville R.P.O., 28½, 1894, III
Asheville, N.C.-Charleston, S.C., 293 miles, Southern Rwy.
339-U-1; Asheville & Charl. R.P.O., 30, 1917, II
(Asheville, N.C. & Charleston, S.C.N.D.) Asheville, N.C.-
Columbia, S.C., 164 miles, Southern Railway
339-W-1; Ash. & Charles. N.D. R.P.O., 30, 1949, I
Asheville, N.C.-Columbia, S.C., 164 miles, Southern Rwy.
339-I-2; Asheville & Columbia R.P.O., 29½, 1924, II
339-V-1; Ash. & Cola. R.P.O., 30½, 1955, I
Asheville-Lake Toxaway, N.C., 64 miles, Southern Rwy.
339-P-2; Ashe. & Lake Toxaway R.P.O., 30½, 1918, III
Asheville-Murphy, N.C., 115 miles, Southern Railway
334-B-3; Asheville & Murphy R.P.O., 29½, 1896, III
334-E-1; Ashe. & Murphy R.P.O., 28½, 1897, III
Ashland-Louisville, Ky., 208 miles, Chesapeake & Ohio Ry.
530-C-3; Ash. & Louis. R.P.O., 30½, 1931, I
530-D-1; Ashland & Louisville R.P.O., 30, 1935, I
530-B-3; Ashland & Lou. R.P.O., 30, 1967, I
Athens-Union Point, Ga., 39 miles, Georgia Railroad
356-B-2; Athens & Union Pt. R.P.O., 27½, 1888, III
356-E-1; Athens & U. Point R.P.O., 26½, 1890's, II
Atlanta, Ga.-Birmingham, Ala., 167 miles, Southern Rwy.
366-J-1; Atlanta & B'gham R.P.O., 30½, 1917, II

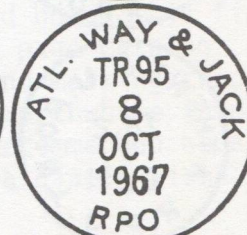
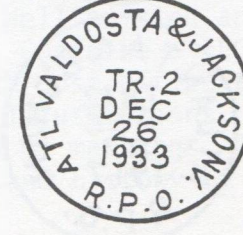
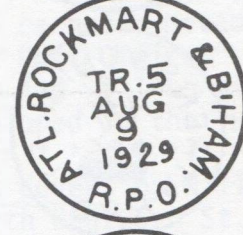
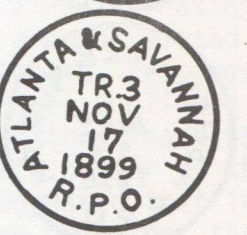
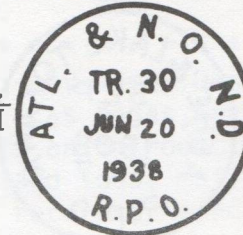
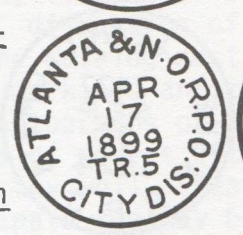
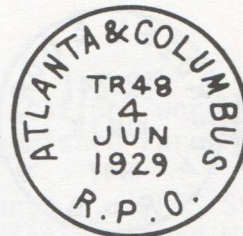
Note

U.S. TRANSIT MARKINGS CATALOG, VOLS. I, II and III in looseleaf form may be obtained for \$22.00 each, postpaid, from Mobile Post Office Society, RFD 1, Box 91, Contoocook, N.H. 03229. Membership discount available.



Atlanta-Columbus, Ga., 125 miles, Southern Railway
 370-E-1; Atlanta & Columbus R.P.O., 30½, 1929, II
 Atlanta-Fort Valley, Ga., 105 miles, Southern Railway
 372-C-1; Atlanta & Fort Valley R.P.O., 29½, 1909, II
 372-C-2; Atlanta & Fort Valley R.P.O., 30½, 1921, II
 Atlanta, Ga.-Jacksonville, Fla., 349 miles, Southern Rwy.
 361-D-3; Atlanta & Jack. R.P.O., 30, 1930, I
 Atlanta, Ga. New Orleans, La., 495 miles, Atlanta & West
 Point Ry.; Western Railway of Alabama; Louisville
 & Nashville R.R.-City Distribution Clerk
 354-T-1; Atlanta & N.O.R.P.O. City Dis., 27, 1899,
 III, Note A.
 (Atlanta, Ga. & New Orleans, La. N.D.) Atlanta, Ga.-Mont-
 gomery, Ala. 175 miles, Atlanta & West Point Ry.-
 Western Railway of Alabama
 354-M-2; Atl. & N.O.N.D.R.P.O., 30½, 1936, I
 354-M-3; Atl. & N.O.N.D.R.P.O., 30½, 1938, I
 Atlanta, Ga.-Palatka, Fla., 373 miles, Georgia, Southern
 and Florida Rwy.
 377-A-2; Atlanta & Palatka R.P.O., 29½, 1914, II
 Atlanta-Savannah, Ga., 296 miles, Central of Georgia
 353-G-3; Atlanta & Sav. R.P.O., 26½, 1890's, II Rwy.
 353-H-2; Atlanta & Savannah R.P.O., 28½, 1899, II
 353-H-3; Atlanta & Savannah R.P.O., 29, 1936, I
 (Atlanta & Tampa, S.D.) Thomasville, Ga.-Tampa, Fla.,
 257 miles, Atlantic Coast Line R.R.
 352-M-1*; Atlanta & Tampa S.D.R.P.O., 30½, 1936, II
 Atlanta, Rockmart & Birmingham, Ala., 166 miles, Sea-
 board Air Line Railway
 378-E-1; Atl. Rockmart & B'ham R.P.O., 29½, 1929, II
 Atlanta, Valdosta, Ga., Jacksonville, Fla., 349 miles,
 Southern Railway
 377-I-1; Atl. Valdosta & Jacksonv. R.P.O., 29½, 1933,
 II
 377-J-1; Atla., Valdosta & Jacksonv. R.P.O., 29½,
 1934, II
 Atlanta, Waycross, Ga., Jacksonville, Fla., 355 miles,
 Atlantic Coast Line R.R.
 379-A-2; Atl. Way. & Jack. R.P.O., 31½, 1967, I

Note A - City Distribution Clerk probably boarded
 Railway Post Office car at Montgomery and per-
 formed distribution of mail for New Orleans into
 carrier route and principal business bundles.





Augusta-Atlanta, Ga., 171 miles, Georgia Railroad

355-G-2; Aug. & Atla. R.P.O., 27½, 1888, III

355-E-4; Augusta & Atlanta R.P.O., 29½, 1943, I

Augusta, Ga.-Port Royal, S.C., 112 miles, Charleston & Western Carolina Rwy.

335-I-1; Augusta & Port Royal R.P.O., 29½, 1915, II

Augusta-Tennille, Ga., 83 miles, Georgia & Florida R.R. (Augusta Southern R.R.)

349-D-2; Augusta & Tennille R.P.O., 30½, 1903, III

349-D-3; Augusta & Tennille R.P.O., 31, 1906, III

349-D-4; Augusta & Tennille R.P.O., 30½, 1910, III

Augusta-Valdosta, Ga., 223 miles, Georgia & Florida RR

349-H-1; Aug. & Valdosta R.P.O., 30½, 1929, II

Belton-Walhalla, S.C., 44 miles, Blue Ridge (Car. & NW) R.R.

337-M-2; Belton & Walhalla R.P.O. 29½, 1916, II

Birmingham, Ala.-Greenville, Miss., 293 miles, Richmond & Danville (Southern Rwy.) R.R.

366-I-1; Birmingham & Greenville R.P.O., 27½, 1898, III

366-H-2; Birm. & Green. R.P.O., 31, 1939, I

366-H-3; Birm. & Green. R.P.O., 29½, 1948, I

Bowling Green, Ky.-Memphis, Tenn., 264 miles, Louisville and Nashville R.R.

526-O-1; Bow.Green & Memp.R.P.O., 30½, 1910's, II

526-L-2; Bowl.Green & Memp.R.P.O., 1944, I

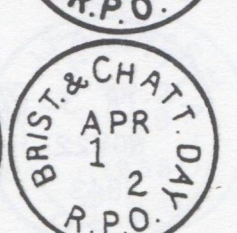
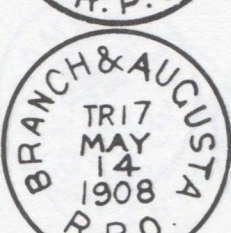
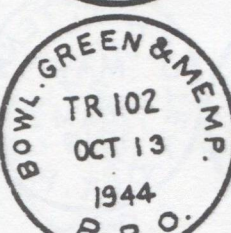
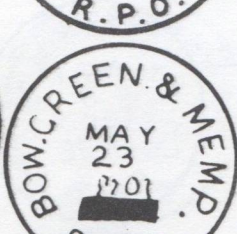
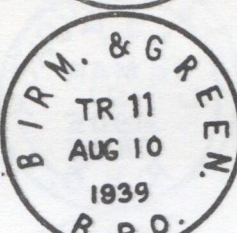
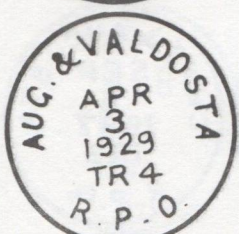
526-K-2; Bow.Green & Memphis R.P.O., 27½, 1890's, III

Branchville, S.C.-Augusta, Ga., 75 miles, Southern Rwy.

336-AC-1; Branch. & Augusta R.P.O., 30, 1908, II

Bristol-Chatanooga, Tenn., 242 miles, East Tennessee, Virginia & Georgia R.R.

500-D-1; Brist. & Chatt.Day R.P.O., 27, 1889, II

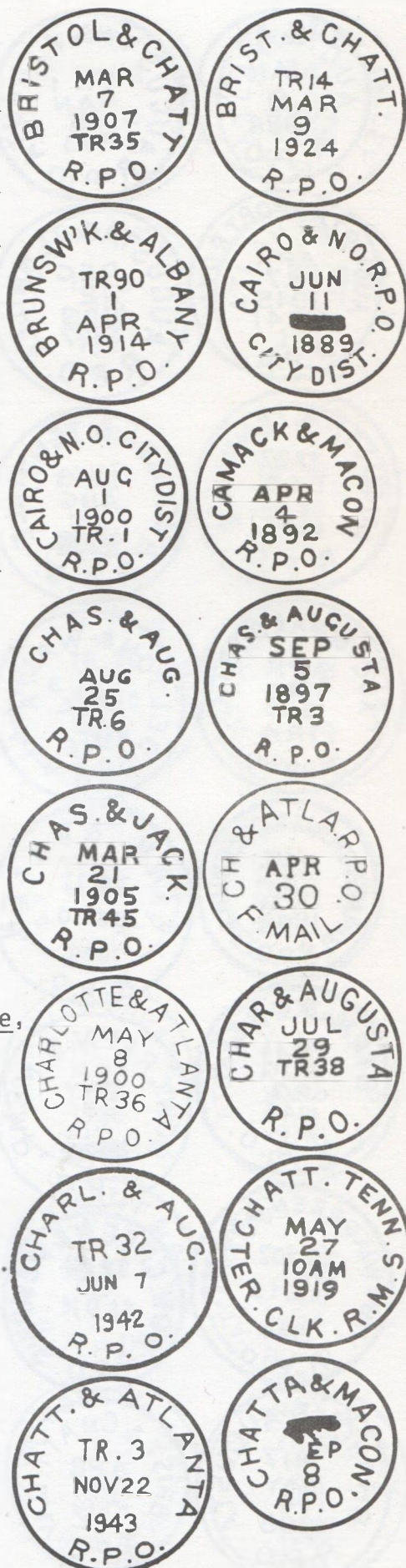


THE SECOND SECTION - PAGE 78

Bristol-Chattanooga, Tenn., 242 miles, Southern Railway
 500-L-4; Bristol & Chatt. R.P.O., 29, 1907, II
 500-N-1; Brist. & Chatt. R.P.O., 30½, 1924, I
Brunswick-Albany, Ga., 170 miles, Atlantic Coast Line
 364-F-1; Brunsw'k. & Albany R.P.O., 31, 1914, II
Cairo, Ill.-New Orleans, La., 553 miles, Illinois Central
 421-AB-1; Cairo & N.O. R.P.O. City Dist., 28½, 1889, II, Note B
 421-AC-1; Cairo & N.O. City Dist. R.P.O., 26½, 1900, II, Note B
Camak-Macon, Ga., 79 miles, Georgia Railroad
 363-C-1; Camack & Macon R.P.O., 27½, 1892, Misspelling, III
Charleston, S.C.-Augusta, Ga., 139 miles, South Carolina Railroad
 336-AA-1; Chas. & Aug. R.P.O., 28½, 1895, II
 336-AB-1; Chas. & Augusta R.P.O., 28½, 1897, II
Charleston, S.C.-Jacksonville, Fla., 287 miles, Atlantic Coast Line R.R.
 350-T-1; Chas. & Jack. R.P.O., 28½, 1905, I
Charlotte, N.C.-Atlanta, Ga., 268 miles, Richmond and Danville R.R.
 320-K-1; Ch. & Atla. R.P.O. F. Mail, 27½, 1890's, II
 320-L-1; Charlotte & Atlanta R.P.O., 28½, 1900, I
Charlotte, N.C.-Augusta, Ga., 193 miles, Richmond and Danville (Southern) R.R.
 338-J-1; Char. & Augusta R.P.O., 28½, 1894, II
 338-H-2; Charl. & Aug. R.P.O., 31, 1942, I
Chattanooga, Tenn. Terminal Clerk-Railway Mail Service
 515-A-5; Chatt. Tenn. Ter. Clk. R.M.S., 29½, 1919, II Note C
Chattanooga, Tenn.-Atlanta, Ga., 137 miles, Nashville, Chattanooga & St. Louis R.R.
 357-I-3; Chatt. & Atlanta R.P.O., 30½, 1943, I
Chattanooga, Tenn.-Macon, Ga., 240 miles, East Tennessee, Virginia & Georgia Railway
 361-L-1*; Chatta. & Macon R.P.O., 26½, Purple, 1888, IV

Note B - Cairo & New Orleans R.P.O. City Distribution clerk probably boarded Railway Post Office car at Jakson, Miss. and sorted New Orleans mail into packages for carrier delivery and major business delivery.

Note C - U.S. TRANSIT MARKINGS CATALOG, Vol. IV lists local mail agent, transfer clerk and transfer office markings., 1870-1971. It is available in looseleaf form from Mobile Post Office Society, RFD 1, Box 91, Contoocook, N.H. 03229 for \$5.50 postpaid. Membership discount available.



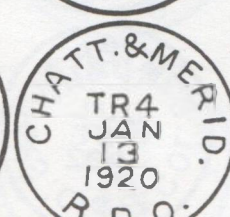


Chattanooga-Memphis, Tenn., 311 miles, Southern (M. & C.) Railway

502-G-3; Chatt. & Memphis R.P.O., 28½, 1898, II

502-H-1; Chatt. & Mem. R.P.O., 29½, 1912, II

502-I-1; Chat. & Mem. R.P.O., 31, 1955, I



Chattanooga, Tenn.-Meridian, Miss., 296 miles, Alabama Great Southern R.R.

400-N-1; Chatt. & Merid. R.P.O., 28½, 1920, II

400-D-4; Chatt. & Meridian R.P.O., 29½, 1933, I

Chattanooga, Tenn., Rome & Atlanta, Ga., 153 miles, East Tennessee, Virginia & Georgia Ry.

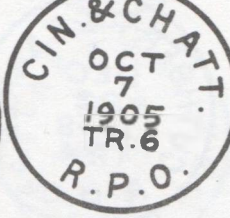


361-C-2; Chatt. Rome & Atl. R.P.O., 27, 1895, III (Cincinnati & Atlanta S.D.) Knoxville, Tenn.-Atlanta, Ga.

197 miles, Louisville & Nashville R.R.

522-P-1*; Cin. & Atl. S.D. R.P.O., 30½, 1941, I

Cincinnati, Ohio-Chattanooga, Tenn., 340 miles, Cincinnati, New Orleans & Texas Pacific (Southern) Rwy.



528-F-3; Cin. & Chatt. R.P.O., 30, 1905, II

528-F-4; Cin. & Chatt. R.P.O., 30, 1906, II

528-F-5; Cin. & Chatt. R.P.O., 29½, 1934, I

528-F-6; Cin. & Chatt. R.P.O., 30, 1942, I

528-I-1; Cin. & Chatta. R.P.O., 30½, 1926, I

Cincinnati, O.-Knoxville, Tenn., 291 miles, Louisville & Nashville R.R.



522-Q-1; Cin. & Knoxville R.P.O., 30, 1917, II

522-F-3; Cin. & Knox. R.P.O., 29½, 1931, I

Cincinnati, O.-Nashville, Tenn., 300 miles, Louisville & Nashville R.R.



525-E-3; Cin. & Nash. R.P.O. Night, 27½, 1887, II

525-G-4; Cin. & Nash. R.P.O., 29½, 1938, I



Clarksdale-Yazoo City, Miss., 107 miles, Yazoo & Mississippi Valley R.R.

431-B-2; Clarks. & Yazoo City R.P.O., 30, 1905, II
Columbia, Tenn.-Tuscumbia, Ala., 88 miles, Nashville, Florence & Sheffield Ry.

517-C-1; Columbia & Tuscumbia R.P.O., 28½, 1891, III (Complete tracing)
Columbia, Sumter, Charleston, S.C., 138 miles, Atlantic Coast Line R.R.

342-C-1; Col. Sumter & Chas. R.P.O., 27½, 1892, III
Columbus, Ga.-Andalusia, Ala., 138 miles, Central of Georgia Railway

402-E-1; Col. & Andalusia R.P.O., 29, 1909, III
 402-E-2; Col. & Andalusia R.P.O., 28½, 1924, II
Covington-Macon, Ga., 102 miles, Central R.R. of Georgia

362-C-2; Covington & Macon R.P.O., 30½, 1907, III
Cuthbert, Ga.-Carrabelle, Fla., 156 miles, Seaboard Air Line Railway

391-E-1; Cuthbert & Carreb. R.P.O., 30½, 1908, Misspelling, III

391-E-2; Cuthbert & Carreb. R.P.O., 30½, 1928, Misspelling, II

Danville-Stuart, Va., 76 miles, Danville & New River RR
 308-C-2; Dan. & Stuart. R.P.O., 30½, 1911, IV

Ehrhardt-Green Pond, S.C., 37 miles, Atlantic Coast Line
 348.1-B-1; Ehrhardt & Green Pond R.P.O., 30, 1904, III

Elrod-Myrtle Beach, S.C., 86 miles, Atlantic Coast Line

345-E-1; Elrod & Myrtle Bch. R.P.O., 29½, 1929, III
Fayetteville, N.C.-Bennettsville, S.C., 58 miles, Cape Fear & Yadkin Valley Railway

324-C-2; Fayette & Bennetts R.P.O., 30½, 1909, II
Fernandina-Tampa, Fla., 241 miles, Florida Central & Peninsular R.R.

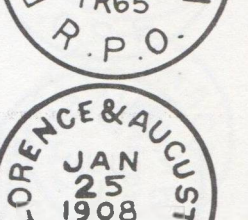
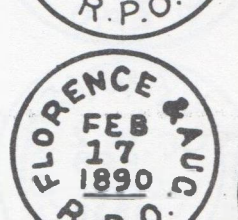
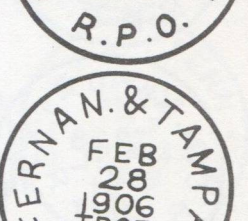
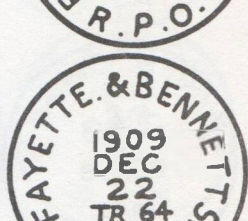
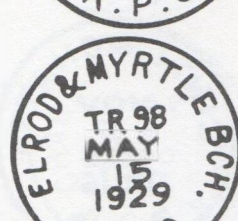
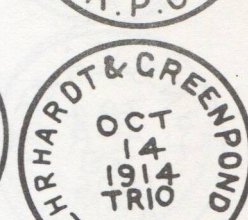
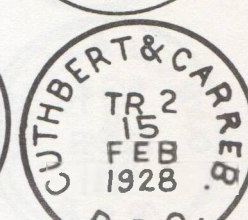
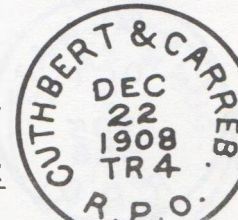
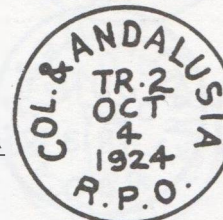
380-L-1; Fernandina & Tampa R.P.O., 29, 1898, III

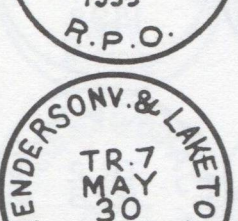
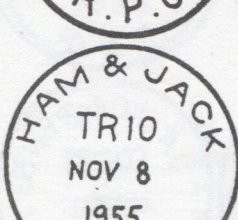
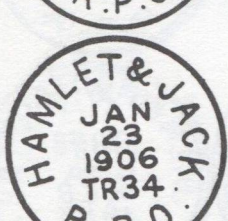
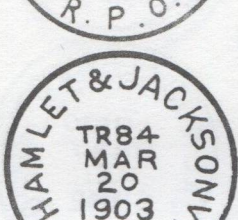
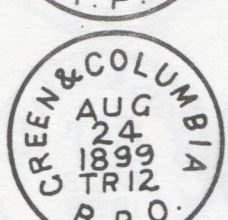
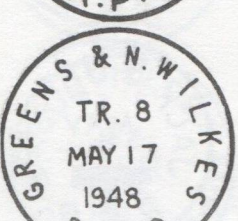
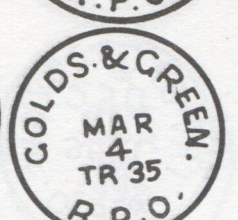
380-M-1; Fernan. & Tampa R.P.O., 30, 1906, II

Florence, S.C.-Augusta, Ga., 168 miles, Atlantic Coast Line R.R.

340-AH-1; Florence & Aug. R.P.O., 26½, 1890, III

340-Q-2; Florence & Augusta R.P.O., 28½, 1908, II





Florence, S.C.-Jacksonville, Fla., 364 miles, Atlantic Coast Line R.R.

340-R-2; Florence & Jack. R.P.O., 30, 1933, I
Fulton, Ky.-Birmingham, Ala., 283 miles, Illinois Central

514-B-2; Fulton & Birm. R.P.O., 30½, 1941, I R.R.

Fulton, Ky.-Grenada, Miss., 212 miles, Illinois Central

421-Q-2; Fulton & Grenada R.P.O., 28½, 1900, II R.R.

421-Q-3; Fulton & Grenada R.P.O., 30½, 1915, II

421-AB-1; Fulton & Granada R.P.O., 28½, 1903,

Mis-spelling, III

Goldsboro-Greensboro, N.C., 129 miles, Southern Rwy.

322-L-1; Golds. & Green. R.P.O., 27½, 1890's, II

322-I-3; Golds. & Greens. R.P.O., 29½, 1900, I

Greensboro-North Wilkesboro, N.C., 103 miles, Southern

325-D-2; Greens. & N. Wilkes R.P.O., 30½, 1948, I Rwy.

Greenville-Columbia, S.C., 145 miles, Southern Railway

337-Q-2; Green. & Columbia R.P.O., 28½, 1899, II

Hamlet, N.C.-Jacksonville, Fla., 386 miles, Seaboard

Air Line Rwy.

328-K-1; Hamlet & Jacksonv. R.P.O., 29½, 1903, II

328-H-2; Hamlet & Jack. R.P.O., 28½, 1906, II

328-H-3; Hamlet & Jack. R.P.O., 29½, 1908, II

328-I-2; Ham. & Jack. R.P.O., 30½, 1955, I

Havana-Pinar del Rio, Cuba, 111 miles, Western Railway

of Havana Ltd.

398-1A *; Havana & Pinar del Rio R.P.O., 29, 1904, V

Hendersonville-Lake Toxaway, N.C., 42 miles, Southern

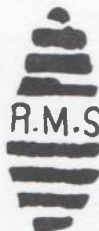
Railway

327.3-B-1; Hendersonv. & Lake Tox., 30½, 1918, III

High Point-Aberdeen, N.C., 85 miles, Southern Railway-

Aberdeen & Asheboro Railway

333-E-2; High Pt. & Aberdeen R.P.O., 30, 1914, III



High Point-Asheboro,N.C., 28 miles, Richmond & Danville R.R.

333-F-2; High Pt.& Ashboro R.P.O., 30½, 1916, Misspelling, II

Hinton,W.V.-Cincinnati,Ohio,309 miles,Chesapeake & Ohio R.R.

303-AO-1; Hinton & Cincinnati R.P.O.,28½,1899, II

303-P-3; Hinton & Cin.R.P.O.,30,1909, I

303-P-4; Hinton & Cin.R.P.O., 30½,1914, I

Irvington-Fordsville,Ky.,41 miles,Louisville & Nashville Railroad

544-E-1; Irv.& Fordsville R.P.O.,27½,1896,III

Jackson,Tenn.-Mobile,Ala.,387 miles,Mobile & Ohio R.R.

420-M-4; Jackson & Mobile R.P.O., 29½, 1929, I

Jackson-Natchez,Miss., 99 miles,Louisville,New Orleans & Texas RR;(Yazoo & Mississippi River R.R)

422-B-2; Jack. & Natchez R.P.O.,27½, 1889, III

422-B-3; Jack. & Natchez R.P.O.,28½,1932, I

Jacksonville-Key West,Fla.,522 miles,Florida East Coast Railway

392-E-2; Jack. & Key West R.P.O.,29½,1942,II

Jacksonville-Miami,Fla.,366 miles,Florida East Coast

392-I-3; Jack.& Miami R.P.O.,29,1898, III Rwy.

392-M-1; Jacksonv. & Miami R.P.O.,30½,1911, II

Jacksonville,Fla.-Montgomery,Ala.,390 miles, Atlantic Coast Line R.R.

351-G-2; Jack.& Montgomery R.P.O.,29½,1917, III

351-P-1; Jack. & Montg.R.P.O., 30, 1931, I

Jacksonville-Pensacola,Fla., 369 miles, Florida Central & Peninsular R.R.(Seaboard Air Line)- Louisville & Nashville R.R.

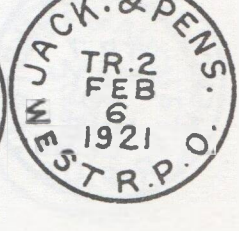
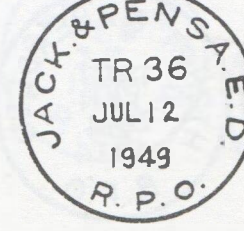
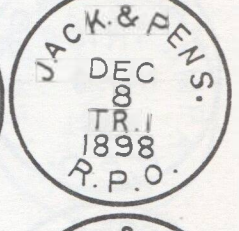
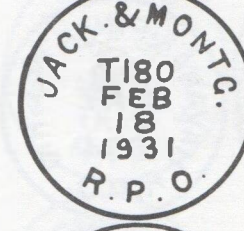
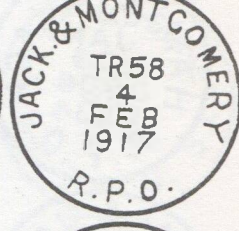
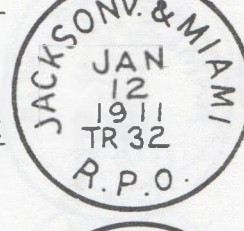
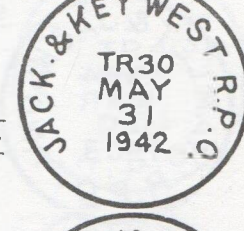
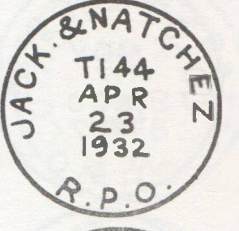
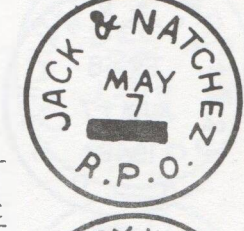
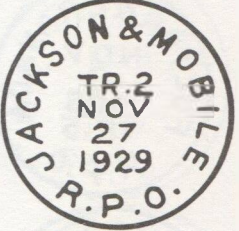
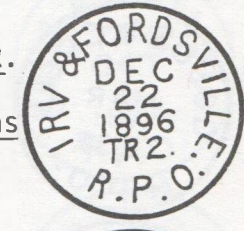
381-G-3; Jack. & Pens.R.R., 28½, 1898, III

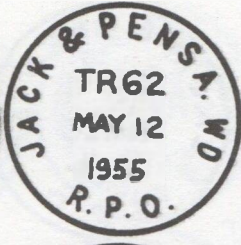
(Jacksonville & Pensacola E.D.),Jacksonville - River Junction,Fla.,208 miles,Seaboard Air Line Rwy.

381-L-2; Jack.& Pensa.E.D.R.P.O.,30½,1949, I

(Jacksonville & Pensacola W.D.),River Junction- Pensacola,Fla., 161 miles, Louisville & Nashville RR

381-M-2; Jack.& Pens.West R.P.O., 29,1921, II





(Jacksonville & Pensacola, W.D.), River Junction-Pensacola, Fla., 161 miles, Louisville & Nashville R.R.

381-O-3; Jack. & Pensa. W.D.R.P.O., 30½, 1955, I

381-O-4; Jack. & Pensa. W.D.R.P.O., 30, 1955, I

Jacksonville-Port Tamps, Fla., 250 miles, Atlantic Coast Line R.R.



384-B-3; Jack. & Port Tampa R.P.O., 29½, 1909, II
Jacksonville-St. Petersburg, Fla., 274 miles, Atlantic Coast Line R.R.

393-H-2; Jack. & St. Pete R.P.O., 30½, 1958, I
Jacksonville-Tampa, Fla., 238 miles, Atlantic Coast

Line R.R.

384-E-2; Jack. & Tampa R.P.O., 27½, 1890, II

384-E-3; Jack. & Tampa R.P.O., 29½, 1932, I

384-E-4; Jack. & Tampa R.P.O., 29, 1943, I

384-D-2; Jacksonville & Tampa R.P.O., 29½, 1943, I

Jacksonville, Ocala & St. Petersburg, Fla., 265 miles, Seaboard Air Line Rwy.

383-F-1; Jack. & Ocala & St. P.R.P.O., 29½, 1934, II

383-A-2; Jack, Ocala & St. P.R.P.O., 30½, 1955, I

Jacksonville, Ocala & Tampa, Fla., 212 miles, Seaboard Air Line Rwy.

383-H-1; Jack. & Tampa R.P.O., 29, 1923, II

383-G-1; Jacksonville, Ocala & Tampa R.P.O., 30½, 1927, II

Keysville, Va.-Durham, N.C., 88 miles, Southern Railway

310-E-3; Keys. & Durham R.P.O., 30½, 1939, II

Knoxville, Tenn., Cartersville, Atlanta, Ga., 196 miles, Louisville & Nashville R.R.

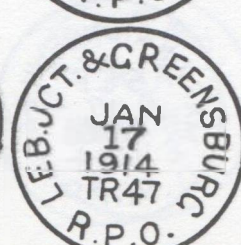
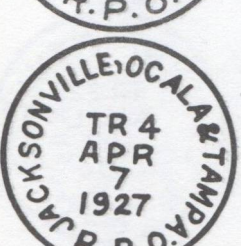
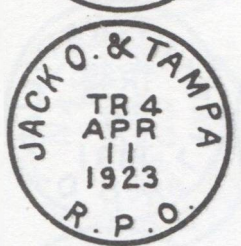
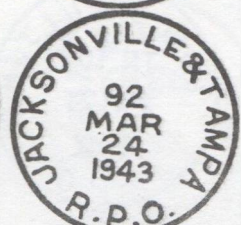
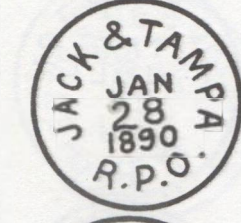
521.2-A-2; Knox. Cart. & Atla. R.P.O., 30½, 1916, II

Lakeland-So. Boca Grande, Fla., 114 miles, Atlantic Coast Line RR-Charlotte Harbor & Northern R.R.

388-E-1; Lakeland & So. Boca Grande R.P.O., 29½, 1916, III, (Complete Tracing)

Lebanon Jct.-Greensburg, Ky., 68 miles, Louisville & Nashville Railroad

532-G-2; Leb. Jct. & Greensburg R.P.O., 30, 1914, II



Lenoir, N.C.-Chester, S.C., 110 miles, Carolina & North-Western Ry.
 344-E-2; Lenoir & Chester R.P.O., 30½, 1939, II

Lenoir, N.C.-Lancaster, S.C., 139 miles, Chester & Lenoir Ry.-Chester & Cheraw R.R.
 344-G-1; Lenoir & Lancaster R.P.O., 28½, 1895, III

Lexington-Louisville, Ky., 98 miles, Louisville & Nashville R.R.
 524-E-1; Lex. & Louis. R.P.O., 27½, 1887, II
 524-E-2; Lex. & Louis. R.P.O., 29, 1908, II
 524-F-1; Lex. & Louisville R.P.O., 27½, 1896, II

Louisville-Fulton, Ky., 271 miles, Illinois Central R.R.
 533-G-2; Lou. & Fulton R.P.O., 29½, 1941, I
 533-G-3; Lou. & Fulton R.P.O., 29½, 1942, I

Louisville, Ky.-Knoxville, Tenn., 268 miles, Louisville & Nashville R.R.; East Tennessee, Virginia & Georgia
 532-I-1; Louis. & Knox. R.P.O. N.L., 27, 1894, III (Night Line)

Louisville, Ky.-Norton, Va., 290 miles, Louisville & Nashville R.R.
 527-I-2; Louisville & Norton R.P.O., 30½, 1939, I

Louisville, Owensboro, Ky., Evansville, Ind., 156 miles, Louisville & Nashville R.R.
 541-C-2; Lou. Owens. & Evans. R.P.O., 30½, 1932, I

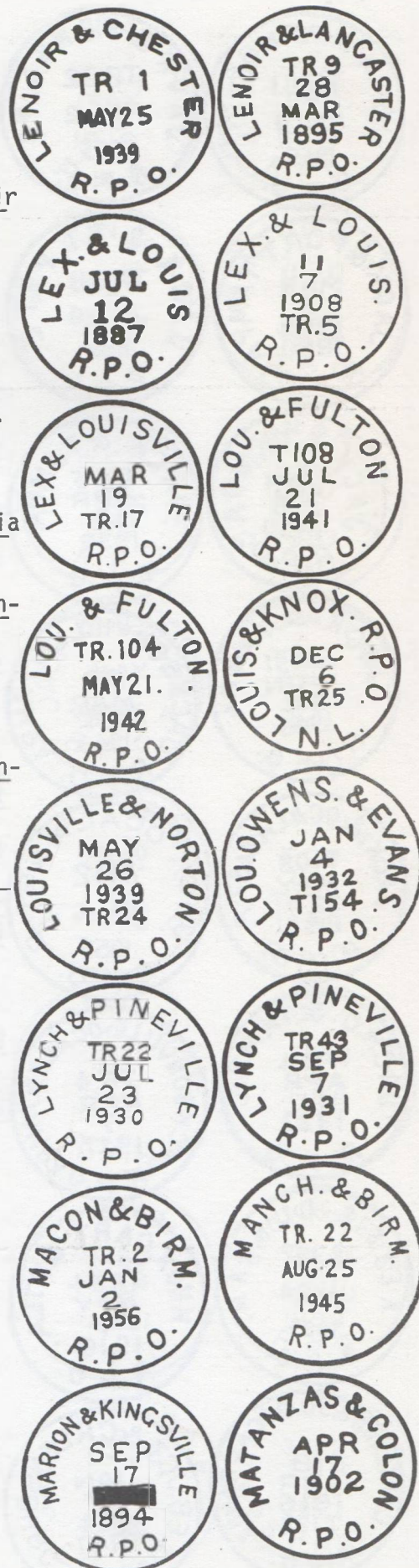
Lynch Mines-Pineville, Ky., 63 miles, Louisville & Nashville R.R.
 527-J-2; Lynch. & Pineville R.P.O., 30½, 1930, I
 527-J-3; Lynch. & Pineville R.P.O., 29, 1931, I

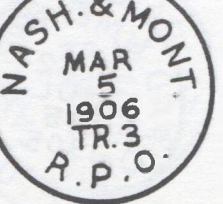
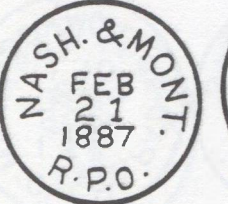
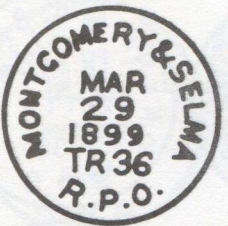
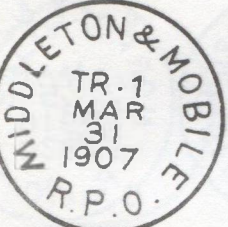
Macon, Ga.-Birmingham, Ala., 257 miles, Central of Georgia Railway
 360-Y-2; Macon & Birm. R.P.O., 29½, 1956, I

Manchester, Ga.-Birmingham, Ala., 198 miles, Atlanta, Birmingham & Coast Rwy.
 379-F-1; Manch. & Birm. R.P.O., 30½, 1945, II

Marion, N.C.-Kingville, S.C., 209 miles, Southern Rwy.
 327.5-B-2; Marion & Kingsville R.P.O., 29½, 1894, Mis-spelling, III

Matanzas-Colon, Cuba., 55 miles, United Railways of Havana
 398-2A; Matanzas & Colon R.P.O., 29, 1902, IV





Maysville-Stanford, Ky., 123 miles, Louisville & Nashville Railroad
 534-D-2; Maysville & Stanford R.P.O., 29½, 1907, III
 (Memphis & New Orleans N.D.), Memphis, Tenn.-Vicksburg, Miss., 221 miles, Yazoo & Mississippi Valley R.R.
 429-N-1; Memphis & New Orleans R.P.O. N.D., 28½, 1894, III
 Memphis, Tenn., Grenada, Miss., New Orleans, La., 394 miles, Illinois Central R.R.
 421-V-2; Mem. Grenada & N.O. R.P.O., 29½, 1911, I
 421-V-3; Mem. Grenada & N.O. R.P.O., 29½, 1916, I
 Meridian, Miss.-New Orleans, La., 202 miles, Southern Rwy.
 400-M-1; Merid. & New Orleans R.P.O., 29½, 1926, II
 Meridian, Miss.-Shreveport, La., 312 miles, Yazoo & Mississippi Valley R.R.
 424-D-3; Merid. & Shreve. R.P.O., 30, 1947, II
 Middleton, Tenn.-Mobile, Ala., 369 miles, New Orleans, Mobile & Chicago R.R.
 427-G-2; Middleton & Mobile R.P.O., 30½, 1907, III
 Montgomery, Ala.-New Orleans, La., 322 miles, Mobile & Montgomery R.R.-New Orleans, Mobile & Texas R.R.
 404-K-1; Mont. & N.O. R.P.O. Night, 27½, 1887, II
 Montgomery-Selma, Ala., 50 miles, Western Ry. of Alabama
 405-B-1; Montgomery & Selma R.P.O., 28½, 1899, II
 Nashville, Tenn.-Atlanta, Ga., 289 miles, Nashville, Chattanooga & St. Louis Rwy.
 510-H-2; Nashville & Atlanta R.P.O., 28½, 1909, II
 510-H-3; Nashville & Atlanta R.P.O., 30½, 1929, I
 Nashville, Tenn.-Hickman, Ky., 170 miles, Nashville, Chattanooga & St. Louis Rwy.
 516-C-2; Nashville & Hickman R.P.O., 29, 1896, III
 516-P-1; Nash. & Hick. R.P.O., 29½, 1908, II
 Nashville-Memphis, Tenn., 238 miles, Nashville, Chattanooga & St. Louis Rwy.
 516-D-3; Nash. & Memphis R.P.O., 30½, 1955, I
 Nashville, Tenn.-Montgomery, Ala., 306 miles, Louisville & Nashville R.R.
 509-M-2; Nash. & Mont. R.P.O., 26½, 1887, II
 509-M-3; Nash. & Mont. R.P.O., 29½, 1906, I

Nashville, Tenn.-Montgomery, Ala., 306 miles, Louisville & Nashville R.R.

509-K-4; Nashville & Montg.R.P.O., 28½, 1897, II

Nashville, Tenn.-St.Louis, Mo., 317 miles, Louisville & Nashville R.R.

537-E-4; Nash. & St.Louis R.P.O., 30½, 1907, I

537-E-5; Nash. & St.Louis R.P.O., 30, 1919, I

537-E-6; Nash. & St.Louis R.P.O., 28½, 1934, I

537-F-3; Nashville & St.Louis R.P.O., 29½, 1923, I

Newbern-Wilmington, N.C., 87 miles, Atlantic Coast Line

327.6-A-2; New Bern. & Wilm.R.P.O., 30½, 1917, III

New Smyrna-Okeechobee, Fla., 139 miles, Florida East Coast Railway

395.2-A-2; New Smyrna & Okeechobee R.P.O., 30½, 1932, II

Norfolk, Va.-Hamlet, N.C., 271 miles, Seaboard Air Line

309-J-3; Norfolk & Hamlet R.P.O., 31, 1910, II

Orlando-Wildwood, Fla., 57 miles, Seaboard Air Line Rwy.

385-B-1; Orlando & Wildwood R.P.O., 29½, 1917, II

Owensboro-Horse Branch, Ky., 42 miles, Illinois Central

533-I-2; Owens. & H.Branch R.P.O., 29½, 1938, II RR

533-I-3; Owens. & H.Branch R.P.O., 30, 1946, II

Paducah-Hickman, Ky., 163 miles, Nashville, Chattanooga & St.Louis R.R.

516-I-2; Pad. & Hick.R.P.O., 30½, 1936, I

Paducah, Ky.-Memphis, Tenn., 231 miles, Nashville, Chattanooga & St.Louis R.R.

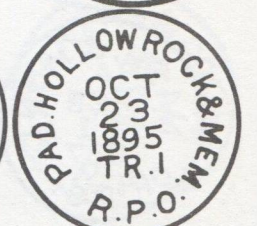
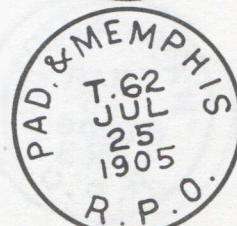
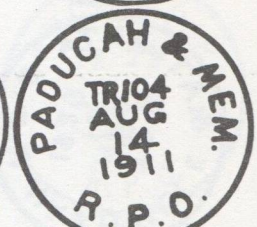
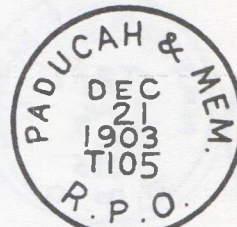
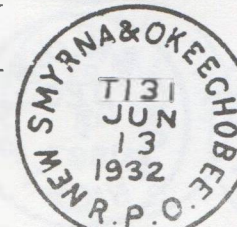
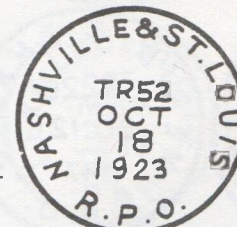
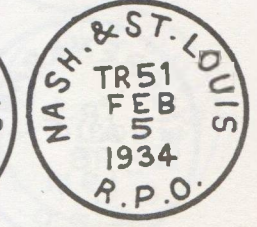
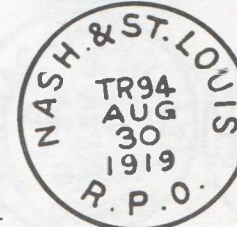
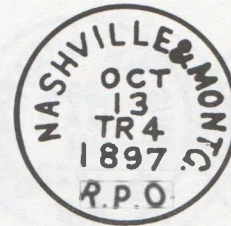
516-M-1; Paducah & Mem.R.P.O., 29½, 1903, II

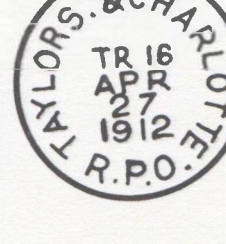
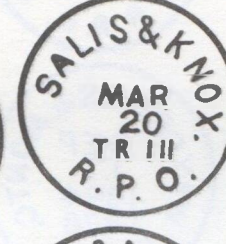
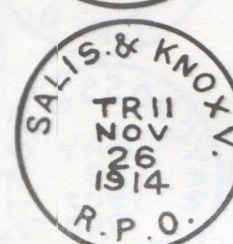
516-M-2; Paducah & Mem. R.P.O., 30½, 1911, II

516-O-1; Pad. & Memphis R.P.O., 29½, 1905, II

Paducah, Ky., Hollow Rock, Memphis, Tenn., 229 miles, Nashville, Chattanooga & St.Louis Ry.

516-N-1; Pad.Hollow Rock & Mem.R.P.O., 29, 1895, III





Paducah, Ky., Hollow Rock, Memphis, Tenn., 229 miles, Nashville, Chattanooga & St. Louis Rwy.

516-N-2; Pad. Hollow Rock & Mem. R.P.O., 29, 1896, III Raleigh-Charlotte, N.C., 157 miles, Norfolk Southern R.R.

312-K-1; Raleigh & Charlotte R.P.O., 29½, 1929, II Raleigh, N.C.-Jacksonville, Fla., 482 miles, Seaboard Air Line Rwy.

328-J-2; Raleigh & Jacksonville R.P.O., 31, 1968, I Reform-Mobile, Ala., 219 miles, Alabama, Tennessee & Northern R.R.

418.1-C-2; Reform & Mobile R.P.O., 29½, 1923, II Rome, Ga.-Attalla, Ala., 64 miles, Southern Railway

414.1-A-2; Rome & Attalla R.P.O., 30½, 1917, II Rome, Ga.-Meridian, Miss., 300 miles, Southern Railway

401-L-3; Rome & Merid. R.P.O., 29, 1899, III Salisbury, N.C.-Knoxville, Tenn., 274 miles, Southern Rwy.

329-L-3; Salis. & Knoxv. R.P.O., 30, 1914, II

329-K-6; Salis. & Knox. R.P.O., 28½, 1900's, II

329-K-7; Salis. & Knox. R.P.O., 30½, 1947, I

Salisbury, N.C.-Morristown, Tenn., 228 miles, Southern Railway

329-O-2; Salis. & Morris. R.P.O., 30, 1918, II

Sanford-Trilby, Fla., 75 miles, Atlantic Coast Line RR

387-K-2; Sanford & Trilby R.P.O., 30, 1912, III Savannah, Ga.-Montgomery, Ala., 414 miles, Central Railway of Georgia

353-R-1; Savannah & Montgomery R.P.O., 29½, 1924, I Selma, Ala.-Pensacola, Fla., 156 miles, Louisville & Nashville R.R.

407-D-3; Selma & Pensacola R.P.O., 30½, 1926, II Smithville, Ga.-Montgomery, Ala., 141 miles, Central

Railway of Georgia

360-AH-1; Smithville & Montg. R.P.O., 28½, 1890, partial, III

Tampa-Venice, Fla., 104 miles, Seaboard Air Line Rwy.

395.5-C-2; Tampa & Venice R.P.O., 30, 1916, II

Taylorsville-Charlotte, N.C., 66 miles, Southern Rwy.

330-F-2; Taylors. & Charlotte R.P.O., 30, 1912, II

Tennille-Hawkinsville, Ga., 77 miles, Wrightsville & Tennille Railroad
 369.8-B-2; Tenn. & Hawkinsv. R.P.O., 30, 1917, III
Wadesboro, N.C.-Florence, S.C., 66 miles, Atlantic Coast Line R.R.
 341-C-2; Wades. & Florence R.P.O., 30½, 1909, Partial III
Waycross-Albany, Ga., 112 miles, Atlantic Coast Line R.R.
 351-L-2; Waycross & Albany R.P.O., 30½, 1948, II
Waycross-Bainbridge, Ga., 141 miles, Savannah, Florida & Western Rwy.
 351-O-1*; Waycross & Bainbridge R.P.O., 28½, 1892, III
Waycross, Ga.-Lakeland, Fla., 270 miles, Atlantic Coast Line R.R.
 371-H-1; Waycross & Lakeland R.P.O., 29, 1898, III
 371-G-1; Waycross & Lake. R.P.O., 29½, 1928, II
Waycross, Ga.-Montgomery, Ala., 316 miles, Atlantic Coast Line R.R.
 351-M-2; Waycross & Montg. R.P.O., 29½, 1894, III
 351-M-3; Waycross & Montg. R.P.O., 29½, 1907, II
Wildwood-Miami, Fla., 279 miles, Seaboard Air Line Rwy.
 383-E-2; Wildwood & Miami R.P.O., 28½, 1954, I
 383-E-3; Wildwood & Miami R.P.O., 30, 1956, I
Wilmington-Bostic, N.C., 261 miles, Seaboard Air Line
 331-T-1; Wilm. & Bostic R.P.O., 30½, 1909, III

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 listed at bottom of listing 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 in U.S. TRANSIT MARKINGS CATALOG VOLS. I to IV.
- (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, X- \$250 to \$500.
 Values are for good complete strikes on sound covers or cards.

