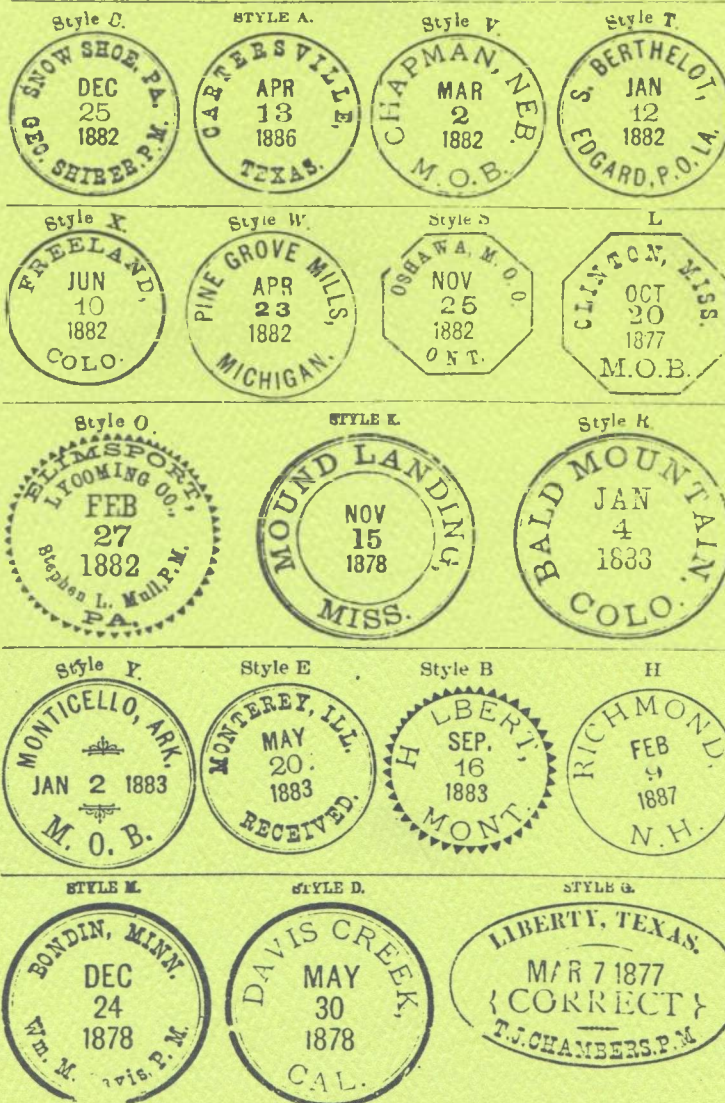


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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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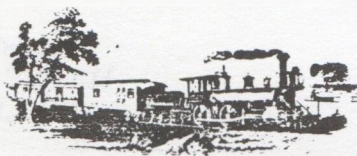
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THE MIDWESTERN EDITOR
Alan H. Patera
505 Lincoln Ave.
Takoma Park MD 20912

Those of you interested in the postal history of any of our Midwestern states may have wondered what background I have to entitle me to be the editor for this area. At the risk of being self-indulgent, a little bit of personal history might be appropriate here.

I was born and raised in Des Moines, Iowa. All of my aunts and uncles lived in or around Chicago, making Des Moines-Chicago a major axis of my youth. It was made into a triangle apexing in Vilas County, Wisconsin, for my grandfather owned a summer place on a lake in the North Woods.

The Midwest has not claimed me as a resident since I left for college in Arizona in 1961, but I have been a frequent visitor. My approaches were from the west while I was a student in Arizona and California, but after I accepted my present position as a geographer for the Bureau of the Census I have seen much more of the eastern part of the area. In 1971 I met my wife, the lovely Marge, who happens to hail from the Fox River Valley of Wisconsin and gives added impetus to travel in the area.

My interest in post offices goes back 20 years to when I started collecting cancels from offices I visited in California. By 1976 I had met John Gallagher, who had begun a collection of post office photographs. As of 1984 I have visited over 10,000 post offices, seeking out remote communities on back roads. Our combined collection of post office photographs numbers around 8,000.

Research of postal records has been a passion of mine since 1976, when I visited the National Archives to see what they had in the way of postal records. It took 4 years before it became clear that the only way to handle the massive amount of data was to computerize it. At the time of this writing we have on floppy disk

approximately 125,000 records of information pertaining to post offices.

It is this background -- the roots, criss-crossing the nation on back roads, the discoveries I have made in research methodology, and the data that has been compiled and organized -- that I bring with me to be your editor. I'm pledged to provide the best postal information available. In this issue is an article on the technical side of postal history, examining the way establishment dates have been reported as showing how researchers have missed some discontinuances and re-establishments. Admittedly this gets down to fine points that only a dedicated researcher could love, and doesn't begin to match the excitement of adding a new cancellation to a specialized collection, but nonetheless I think it is important to define the basic information as accurately as possible. I hope to provide other articles of such diversity that all may find something of interest.

This issue presents a detailed study of a single post office, Toboso, Ohio, and a generalized article dealing with post offices that operated at Indian agencies in South Dakota. With the next issue I hope to begin a series of articles on river towns, beginning with Quincy, Illinois. There will also be a feature article on Aurora County, South Dakota. Other articles are in the works, but we need more to maintain a continuing flow. Let us hear from you!



NEW PUBLICATION

The Wisconsin Postal History Society has recently released its Bulletin No.13, a reprint of the 1902 Wisconsin Alphabetical Postal Scheme, originally published by The Railway Mail in Chicago. Anyone interested in obtaining this Bulletin should write to the Society at 5401 Raymond Road, Madison, WI 53711.

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Burtonsville MD 20866

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 Galva (Henry), cover 3/20/99 E4
- 2 Havana (Mason), Fine cancel on sound cover, 3/28/94 on 2ct. Columbian E4
- 3 Marengo (McHenry), cover 10/2/1873, bit ragged right E6
- 4 Mattoon (Coles), Fine cancel on sound cover, 2ct. Columbian 3/13/94 E4
- 5 Morrison (Whiteside), Fine cancel on sound cover, 2ct. Columbian 4/2/94 E4
- 6 Tallula (Menard), cover 6/15/05 fine cancel, minor tear, "Tallula Record" corner E5
- 7 Tuscola (Douglas), faint cancel 4/2/94, 2ct. Columbian, business reply envelope, E3
- 8 Warsaw (Hancock), cover 2-5-1861, damaged #65 upper left E10-15

INDIANA

- 9 Hanover (Jefferson), VF strike on sm. cover 2/8/00 E5
- 10 Martinsville (Morgan), lt. strike on cover 4/8/1870's E5
- 11 Remington (Jasper), partially lt. strike on sm. cover, 9/22/1870's E5
- 12 Richmond (Wayne), small cover, cancel and stamp on left 10/5/1870's, Goodland recv. mark on back 10/6 E6
- 13 Tipton (Tipton), lt. strike on business reply envelope 3/1/94, 2 ct. Columbian E4

IOWA

- 14 133 different Iowa towns on business reply envelopes. All hand cancels with many excellent strikes (1970's) E20-25
- 15 Camanche (Clinton), small cover 12/14/1870's. top of cancel circle off cover E4
- 16 Marion (Linn), double circle magenta on UX5, 1/21/80. Also 1/22 receiving mark Moline Ill. E10
- 17 Morning Sun (Louisa), sound cover 5/30/94? E6
- 18 Newton (Jasper), fine cancel, target killer. Wm. Vaughn (hardware) corner. Enclosure 6/1/1868 announces baby. Small tear E10
- 19 Perry (Dallas), cover 6/21/06, recv. mark on reverse Brantwood WI Doane 3 E5
- 20 Woodburn (Clarke), VF cancel on sound cover 8/12/08 E6

KENTUCKY

- 21 10 different Kentucky DPO on 3x5 cards from early 1960's E5
- 22 Stephensport (Breckinridge), Manuscript cancel on folded sheet Sept 13 (1856). Faded #10. Nice appearance E20

MICHIGAN

- 23 Charlotte (Eaton), lt. cancel on cover 9/2/92 E4
- 24 Luther (Lake), lt. cancel on cover 9/2/00 "Ernest Nicholson, judge" corner E5
- 25 Milford (Oakland), business reply cover 3/8/94, 2ct. Columbian E5

MINNESOTA

- 26 Monticello (Wright), small cover 1/9/1871 opened ragged left E5
- 27 Waseca (Waseca), VF strike on business reply envelope, 2ct. Columbian, 3/26/94 E6
- 28 Waterville (LeSeuer), cover 1/31/04, corner "Greene Dry goods, Millinary", small stn. on left E6
- 29 Worthington (Nobles), cover 3/20/88 Final "n" unstruck, trimmed lower rt. still nice E8

MISSOURI

- 30 Center (Ralls), VF cancel on small cover 4/3/94, 2ct. Columbian E6
- 31 Rosendale (Andrew), VF cancel on sound cover 7/31/09 E5

NEBRASKA

- 32 Axtell (Kearney), sound cover 1/3/06 E4
- 33 Brock (Nemaha), cover trimmed left & bottom, c.1880's E4
- 34 Wayne (Wayne), cover 1/3/03 E3

NORTH DAKOTA

- 35 Jamestown (Stutsman), postal card 3/8/98 E3

OHIO

- 36 Bluffton (Allen), sm. cover 3/10/94. 2ct. Columbian E5
- 37 Delaware (Delaware), stampless 10 ct. rate 1/29/1842. Cancel in red only fair. Letter concerns court summons E10
- 38 Morral (Marion), lt. strike on small cover 12/29/97 E4
- 39 Pomeroy (Meigs), cover 2/16/95, nick in upr. rt. cnr., Chas. Peoples, attorney corner, original contents E5
- 40 Shreve (Wayne), excellent purple cancel 7/30/1873 on sound cover, very attractive E15

WISCONSIN

- 41 Belleville (Dane), excellent cancel 11/25 (1870's) ties #147, stain on front detracts some E8-10
- 42 Cadott (Chippewa), cover 6/9/98, bit ragged rt. E4
- 43 Mauston (Juneau), dbl. circle cancel on postal card 8/15/81, small defects E5
- 44 Milton (Rock), perfect dbl. outer circle 3/22/93, bit ragged rt. but still very nice E10
- 45 Wyocena (Columbia), cover 2-8-81 with pt of back missing, tattered; original contents with typed transcription E4

Minimum bid \$2.00.

Items will be sold at a slight advance over the second highest bid. Postage will be added. Bids close MAY 31, 1984

TOBOSO, LICKING COUNTY, OHIO: A POSTAL HISTORY STUDY

by Allison W. Cusick
Box 25944, Columbus, OH 43229

When the town of Toboso was laid out in 1852, the site was already old in recorded and prehistoric history. Here the Licking River flows east through four miles of steep-sided valley, its walls formed by sandstone cliffs crowned with oak and pine. Before 1800 the first explorers of central Ohio had followed the river from its mouth at the present Zanesville through the Licking Narrows to the broad plains of the west. The massive ledges looming over the river left an indelible impression upon the pioneers, for on a giant exposure was engraved the sign of a man's hand, its fingers outstretched to the west. This Indian petroglyph, its outlines turned black from centuries of weathering, gave a name to the valley and entire district, the Black Hand Gorge.

The vicinity of the Narrows and adjacent hills was not settled very quickly.

The country to the west was easier to cultivate and more fertile. The first Licking County post offices were established in 1809 in Granville and Newark, both in the western half of the county. The gorge was an avenue to be passed through, not a stopping place.

The Ohio-Erie Canal used the natural pathway of the gorge on its route from Lake Erie to the Ohio River. Construction continued here from 1830 to the fall of 1831 when the first canal boat passed through the Black Hand Gorge. The great rock bearing the Indian carving proved an obstacle to the canal builders. The Black Hand was



Figure 1. Undated photograph of Irwin's General Store which housed the Toboso post office.

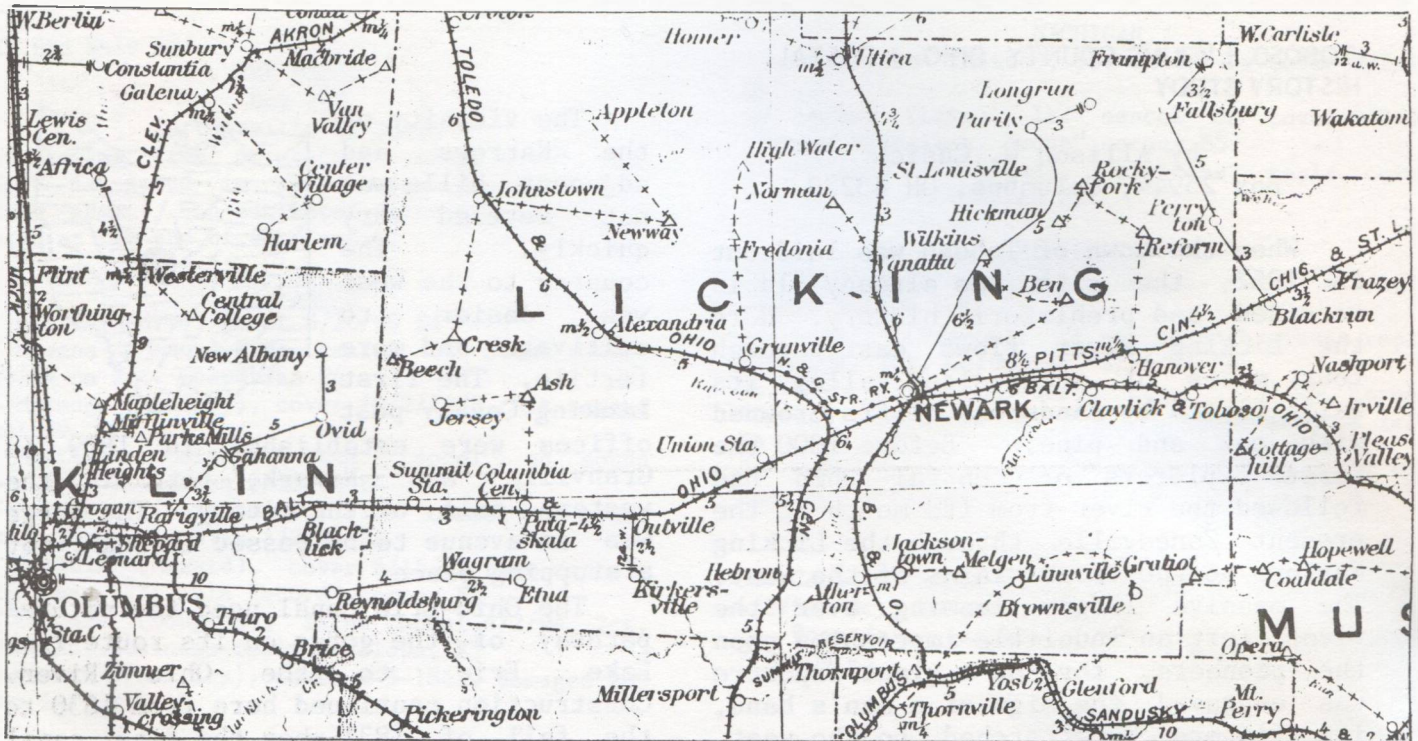


Figure 2. General setting of Toboso between Newark and Zanesville in central Ohio. (Post Route Map, 1902)

ruthlessly blasted away.

After 1850 rails were laid on the south side of the gorge for the newly-formed Central Ohio Railroad. This line was operative by 1854. The railroads drove the canal out of business within ten years. About 1862 the Central Ohio Railroad itself went bankrupt. After a series of changes in name and ownership, this line would become a part of the Baltimore and Ohio system.

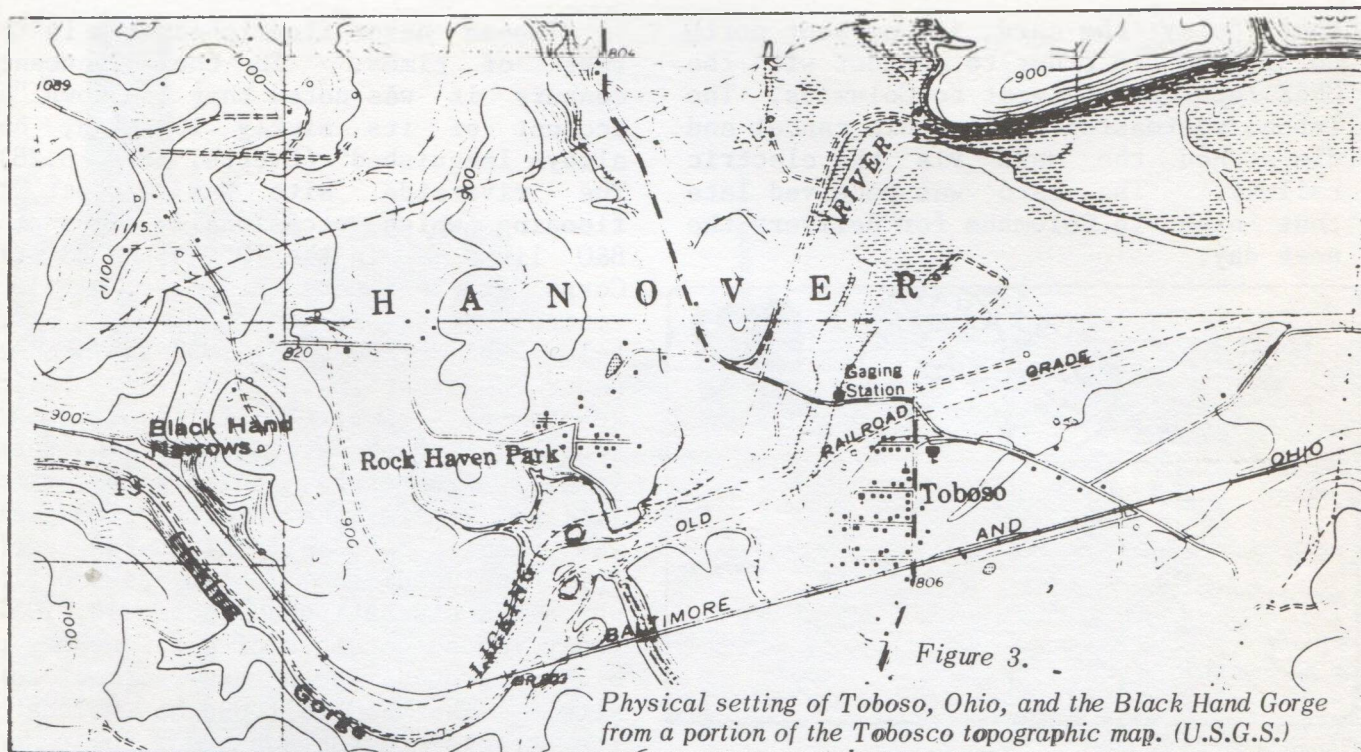
There had been no real settlement at Black Hand Gorge, only scattered farms. Would the canal and railroad combine to boost the local economy? William Stanberry of Newark evidently thought so. He was a politician and developer in central Ohio and owned a good deal of land at the lower end of the Narrows. Here in Hanover Township in 1852 Stanberry platted a town which he named Toboso. The origin of the name is unknown. Despite its appearance it is not an Indian name. The best guess is that it is a fanciful name of no particular significance. One street in Toboso was Quixote Street, so possibly the name was meant to have a Spanish flavor (Overman, 1958).

The Toboso post office was established September 29, 1854, with Jonah T.

Axline, postmaster. The office was discontinued within a year, April 24, 1855. The Toboso post office was re-established nearly three years later, May 25, 1858, John W. Roberts, postmaster. Stanberry's community evidently was having growing pains.

Toboso never became an important or sizeable town. It remained a minor railroad depot. The village is mentioned by local historians only in passing or in connection with the gorge and the celebrated Black Hand. The information given is not always correct. The standard county history (Hill, 1881) states: "after the completion of the railroad a post office was established and E. Hickey was the first postmaster. Mr. Hickey now keeps store there" (p.464). Virtually all subsequent county histories repeat this error. Edward Hickey was postmaster of Toboso at the time of Hill's writing. Hickey had been appointed May 26, 1865 and kept that office until January 23, 1883. But he was not the first postmaster as we have noted above. Indeed, three others preceded him.

The twentieth century saw a new form of transportation pass through the Black Hand Gorge. The Columbus, Newark, and Zanesville Railroad (CN&Z) was an



electric interurban line linking those three cities. In 1902-1903 the Newark to Zanesville section of the line was laid along the north side of the river. The former canal towpath and aqueducts served for much of the new railroad bed. A tunnel was blasted through a sandstone hillside, possibly the only such tunnel constructed specifically for an interurban line in the U.S. The first run for the CN&Z through the gorge was in April 1904. The "Red Devils", as the cars were dubbed, sped along at more than 60 miles per hour. The vicinity of the Tunnel Rock became a popular picnic area and tourists passed the hot summer days in the cool ravines above the river. The CN&Z was awarded a mail contract soon after its inauguration. Most postal items known from Toboso are post cards sent via this railroad. (See Figure 6).

As the automobile increased in popularity the ridership of the interurban declined. The National Road between Columbus and Zanesville, the present U.S. Route 40, became the chief route between those cities. The narrow gorge could not accommodate a highway in addition to the two rail lines. The CN&Z made its final run on February 15, 1929.

The Toboso postmaster at the beginning of the century was Robert T. Irwin, who served from July 23, 1897 to November 11, 1918. A rural directory of the period (Chilcote & Cochran, 1899, p.226) includes in its Toboso listing: "Irwin R T postmaster and gen mdse."

The illustrated post card (Fig.4) poses an interesting problem for the postal historian. The card is datelined Gratiot, a small town in Licking County about 10 miles directly south of Toboso, and is postmarked at that office Thursday, Sept.10, 1908. There is a second cancel from Toboso that same day. Both markings contain a "PM" time slug. On the face of the card is a machine postmark from Columbus, the card's destination, at 11 PM that same day. Gratiot is on the National Road about 40 miles east of Columbus. Why the Toboso marking? The card bears no "missent" notation. The card appears to have been conveyed north to Toboso, then, and thence to Columbus. Although this writer has no positive answer, the following theory may account for the routing of the card. The mails from Gratiot to Columbus over the National Road had departed when this card was mailed that Thursday afternoon. Rather

than delay the card, it was sent north to Toboso in order to connect with the CN&Z late day run west to Columbus. The Toboso postmaster applied his cancel and dispatched the mail via the electric railway. The card was received late that night in Columbus for delivery the next day.

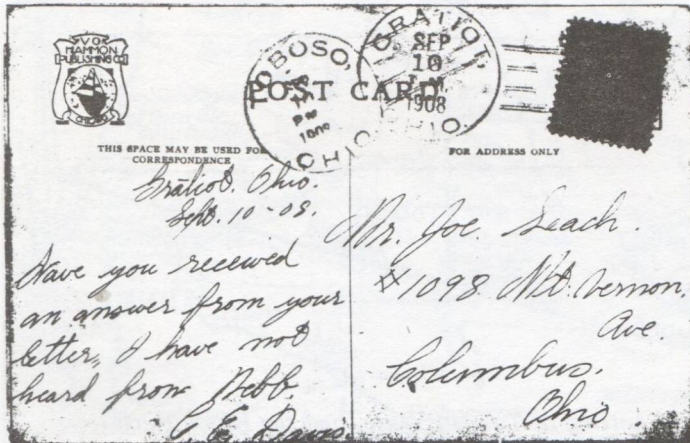


Figure 4.

Both the Gratiot and Toboso markings on the card are Type II Doane cancels with four hollow killer bars. The earliest known use of the Gratiot Doane cancel, with "1" in the killer, is June 1908. The Toboso Doane marking, with "3" in the killer, was first used February 1905 (Billings, 1982). This card bears the latest known use of both cancels. The Toboso Doane cancel was replaced at some time between 1908 and 1910 by a standard device with a four-bar killer. The earliest use of this cancel seen by this writer is 8 March 1910 (Fig 5).

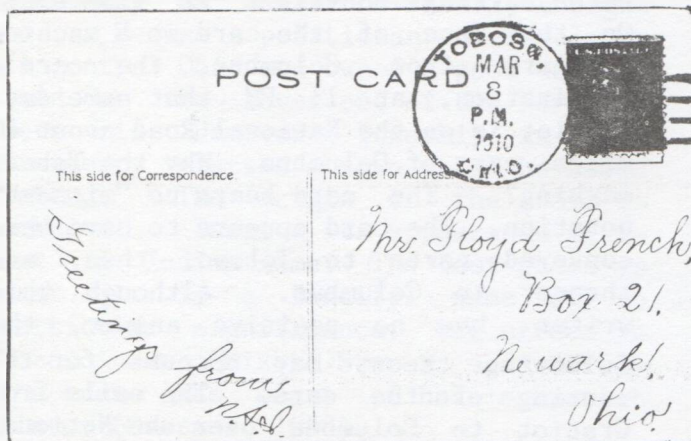


Figure 5.

Toboso never flourished even in the best of times. In the nineteenth century it was noted that the town "on account of its sickly location, has always languished" (Everts, 1875, p.28). The riverside site was subject to flooding which occasionally closed the B&O lines. In the 1950's the US Army Corps of Engineers proposed a flood control reservoir on the Licking River below the Narrows. By 1958 the dam was under construction. The new Dillon Reservoir, completed in 1961, could inundate Toboso at times of high water level. Therefore, that part of the village within the Licking floodplain was vacated and all structures razed. This included the Toboso post office which was discontinued October 18, 1957. Today Toboso consists of a few houses on higher ground above the former town site. The B&O railroad has relocated its tracks to the south and now passes through the gorge over a different route than in the past. In 1975 the state of Ohio dedicated much of the Narrows as the Black Hand Gorge Nature Preserve. A bikeway passes over the former roadbed of the B&O. Hikers, wildflower enthusiasts, and bird watchers walk along the old canal and through the electric railway tunnel. The Preserve parking lot occupies the land where stood the Toboso post office.

River, canal, rail -- the history of Toboso is a virtual microcosm of the history of transportation before the automotive age. The advent of that age signaled the end for this central Ohio village.

(The following sources were consulted on the history of Toboso and Licking County: Beers, 1866; Brister, 1909; Everts, 1875; Hill, 1881; Kingery, 1967; Smucker, 1876. Post office data was obtained from Gallagher and Patera, 1979, Pfund, 1970, and the USPS. Figures 3 and 4 are photographs in the files of the Ohio Department of Natural Resources, Division of Natural Areas and Preserves and are used with the permission of the Division.)

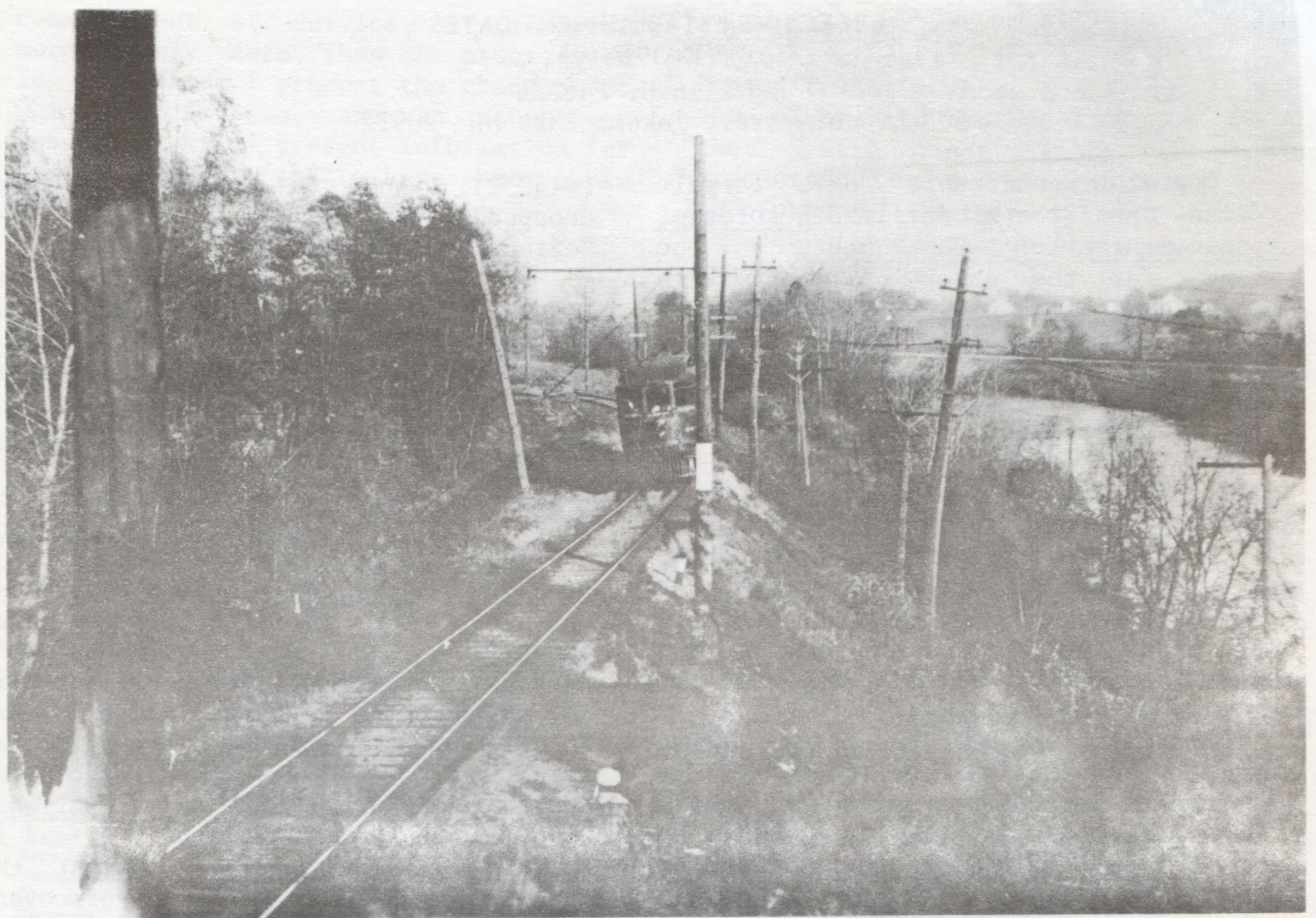


Figure 6. Photo of CN & Z car heading west into the gorge. Toboso is dimly visible above the river at right.

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EFFECTIVE ESTABLISHMENT DATES

1919-1926

by Alan H. Patera

505 Lincoln Ave., Takoma Park MD 20912

Postal researchers have largely relied upon the microfilmed Records of Appointments of Postmasters as the source for the dates of post office establishments and discontinuances. While this comprehensive source contains a wealth of information, in some instances it is not the best source for post office dates. No explicit guide exists to explain exactly what the different entries mean or how their meaning has shifted over the 182 years the records cover, but apparently during much of the time the date the first postmaster was appointed was the date the order of appointment was issued, rather than the actual date of the opening of the post office.

Starting in 1835 the Daily Journal of the Post Office Department recorded the orders issued on a day-by-day basis, thus corroborating the information in the Records of Appointments. Then in 1887 the Postal Bulletin appeared, presenting much of the information entered longhand in the Daily Journal in published form. By 1900 the Daily Journal was largely phased out as the emphasis shifted to the Postal Bulletin as the documentation of Post Office Department activities. The Postal Bulletin has undergone a number of format changes and its content has varied considerably, but it is still being issued today and is the only published source of post office closings.

Sometime in 1919 a decision was made to include information on the effective dates of post office establishments in the Postal Bulletin, and this change was effected on July 1, 1919 with Bulletin #11995. Thereafter each entry relating to a post office establishment states the effective date and gives a date in parentheses which corresponds to the date in the appointment registers, which was the order date. Establishments were reported in this way until April 7, 1926

(#14052), when the order date was dropped. By the end of 1926 the word "effective" was dropped.

By the time the word "effective" was dropped the timing of the appearance of the information in the Bulletin corresponded closely with the effective date, so that one can infer that the date of appearance in the Postal Bulletin was actually the effective date for the establishment of offices. The dates in the Appointment Registers continued to show only the order dates.

Even in the early 1920's there were a fair number of post offices being established in areas such as West Virginia and eastern Kentucky, but this had slowed by the late 1920's so that relatively few offices were affected after 1926. However, the entries under "Establishments" in the Postal Bulletin also include re-establishments, and in checking these entries against the Appointment Register a curious discovery was made. Not all of the offices being re-established were shown as having been discontinued! A perusal of discontinuances in the Postal Bulletin turned up discontinuance dates for some of these offices, and points out the fact that there are dates of interest to postal historians that were omitted from the prime source used by researchers.

Rather than conduct a comprehensive search through the Postal Bulletins for missing discontinuance dates, I turned to another source. The National Archives has a set of 3x5 cards that was maintained by the Post Office Department from 1900 to 1935. This proved to be a satisfactory source for locating the missing dates.

No published postal history books have included these dates, because until now no one has been aware that the effective dates were available and different from the order dates. While it is not certain that the effective date is the actual date of the

commencement of service, it is a far more likely date than the order date. In this issue I present the changes for Ohio and Indiana, and in subsequent issues I will present information for other states that have had books published.

In the lists that follow the information given under the "Order date" the date that appears in the

Appointments of Postmasters. The "Effective date" is derived from the Postal Bulletin whose number is shown in the right-hand column. Those offices that were not shown as being discontinued and re-established in the appointment registers will have a comment inserted to state the date of discontinuance.

If anyone possesses a cancel showing a date earlier than the "Effective date" this would be valuable documentation that I would like to know about.

OHIO – EFFECTIVE ESTABLISHMENT DATES

POST OFFICE	ORDER	EFFECTIVE	BULLETIN
Beulah Beach	6 Feb 1925	19 Feb 1925	13708
Brady Lake	5 Feb 1924	19 Feb 1924	13400
Broughton	15 Nov 1919	2 Dec 1919	12124
Discontinued 15 October 1918, Mail to Paulding.			
Postmaster resigned with no candidate for replacement.			
Chandler	16 Apr 1921	2 May 1921	12550h
Chesterville	12 Dec 1922	22 Dec 1922	13051. 13053
Cooney	11 Sep 1924	22 Sep 1924	13580
Downington	26 Aug 1925	10 Sep 1925	13880. 13882
Duncanwood	8 May 1919	2 Jul 1919	11998
Glen Robins	6 Jul 1921	25 Jul 1921	12619
Glenkarn	15 Jul 1922	26 Jul 1922	12923
Harbor View	10 Mar 1923	23 Mar 1923	13124
Harris Station	22 Jul 1922	3 Aug 1922	12930
Hatch	22 Nov 1921	9 Dec 1921	12734
Discontinued 31 July 1920, Mail to Duke.			
Postmaster resigned with no candidate for replacement.			
Hillis	24 Nov 1920	13 Dec 1920	12436
Iberia	30 Dec 1921	12 Jan 1922	12696. 12760
Discontinued 31 January 1921, Mail to Galion.			
Noted as "not needed". A re-establishment on 12 October 1921 was rescinded.			
Independence	2 Feb 1922	13 Mar 1922	12811
Island View	(3 Jul 1925)	23 Jul 1925	14140
Jaybird	27 Aug 1919	10 Sep 1919	12055
Discontinued 31 October 1918, Mail to Peeble.			
Postmaster resigned with no candidate for replacement.			
Kerr	28 May 1921	14 Jun 1921	12586
Kipling	27 May 1920	3 Jul 1920	12301
Discontinued 31 July 1919, Mail to Lore City.			
No candidate for replacement.			
Masury	16 Oct 1920	27 Oct 1920	12397
Mayfield Heights	18 May 1925	10 Jun 1925	13803. 13808
Miamitown	13 Feb 1923	17 Mar 1923	13118
Nauvoo	(11 Jun 1925)	3 Jul 1925	14123
New Richland	10 Jun 1920	1 Jul 1920	12300. 12314
Platform	19 Sep 1925	3 Oct 1925	13905
Robins	28 Nov 1921	7 Dec 1921	12732
Sharline	27 Aug 1919	25 Sep 1919	12067
Silica	2 Dec 1922	9 Jan 1923	13067
South Perry	7 Apr 1922	21 Apr 1922	12844
Stow	(18 Apr 1925)	17 Jun 1925	14101
Summit Lakes	1 May 1923	10 May 1923	13168
Urbancrest	27 Jul 1924	25 Aug 1924	13565
Woodland Park	29 Aug 1919	25 Sep 1919	12067
	re:12 May 1924	21 May 1924	13479

INDIANA – EFFECTIVE ESTABLISHMENT DATES

POST OFFICE	ORDER	EFFECTIVE	BULLETIN
Bacon	29 Nov 1921	21 Dec 1921	12744
Bath	22 Jul 1923	9 Aug 1923	13543
Blackhawk	25 Jun 1919	1 Jul 1919	11997
Camp Roosevelt	30 Jun 1922	8 Jul 1922	12908
Canaan	4 Aug 1921	20 Aug 1921	12642
Creston	26 Jun 1919	9 Jul 1919	12002
Deuchars	13 Jul 1925	12 Aug 1925	13856
Foraker	8 Jul 1921	21 Jul 1921	12616
Ragsdale	9 Mar 1921	21 Jul 1921	12616
Sandford	23 Aug 1919	15 Oct 1919	12084
Discontinued 29 Jun 1918 Mail to West Terre Haute			
Shepardsville	24 Jan 1923	6 Feb 1923	13091
Speed	5 Jul 1922	9 Aug 1922	12942. 12951
Spelterville	26 May 1920	14 Jun 1920	12285
Vicksburg	27 May 1921	8 Jun 1921	12581
Discontinued 30 Sep 1920 Mail to Midland			
Wellsboro	13 Sep 1920	22 Sep 1920	12367
Discontinued 30 Sep 1918 Mail to Union Mills			



ROMEO AND JOLIET

The post office of Joliet in Will County Illinois was officially changed to Romeo between October 28, 1833 to February 27, 1834. The perpetrator of this official pun was apparently postmaster John Blackstone.

Richard W. Helbock Mail Auction No. 10

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

(503) 657-5685

ALASKA

1. HAINES, 1911 VF Ty2 on PPC. Est. \$15.00
2. MINTO, 1942, VF Ty1 on censored cvr. Est. \$6.00
3. LITTLE DIOMEDE RUR. BR. (NOME), 1968, EXC 4-bar on philatelic cvr. Tough rural. Est. \$8.00
4. WAINWRIGHT, 1944, VF Ty2 on Patriotic cvr. E. \$6
5. SEATTLE (N. AIR STA.) KODIAK, ALASKA BR., 1941, F+ Ty1 on Patriotic cover. Est. \$6.00
6. SEATTLE/NAV. AIR STA. SITKA ALASKA BR., VF Ty1 on VF early WWII cover (Jan '42). Also PROVISIONAL CENSOR MARK Ty 940-1. The red pink pearl. E\$25

CALIFORNIA

7. BETHANY, 1910, VF Doane on PPC. Est. \$5.00
8. BINGHAMTON, 1906, VF cds on PPC partially overstruck w/VF DENVERTON Doane. Est. \$12.00
9. CAHUENGA, Dec 31 1907, F-VF cds socked on 1¢ grn on PPC. Last Day! (LA 1904-07), Est. \$15.00
10. CAREAGA, 1907, about Fine Doane (top of "RE" is off card at top) on PPC. Tough PO. Est. \$8.00
11. DECLEZ, 1909, VF Doane on PPC. Est. \$15.00
12. DECOTO, 1916, F-VF 4-bar on cover. Est. \$5.00
13. GLENBROOK, 1910, about Fine 4-bar (part of "NBR" off at top) on PPC. Est. \$6.00
14. HOSPITAL RUR. STA. (SAN FERNANDO), 1934, VF 4-bar on cover. Est. \$4.00
15. PORT LOS ANGELES, 1902, about Fine cds (overstruck San Fran. machine) on Priv. Mail Cd. E\$8.
16. VANTRENT, 1911, F-VF Doane on PPC. Est. \$18.00
17. ZAYANTE, 1923, VF 4-bar on VF cvr. Est. \$20.00

IDAHO

18. BOLES, 1914, F-VF 4-bar on PPC. Est. \$5.00
19. LANE, 1917, Fine 4-bar on PPC w/crease. Est. \$5.
20. LARSON, 1909, Good 4-bar ("IDAHO" not struck) but in message. Real photo PPC of Snowstorm Mill. Scarce PO. Est. \$10.00
21. LINDEN, 1916, VF 4-bar on PPC. Est. \$12.00
22. MIDVALE, scribble cancel, poss. rural? E. \$5.
23. WESTMOND, 1909, F-VF 4-bar on PPC. Est. \$10.00

ILLINOIS DPOS

24. APPLETON, 1910, VF on PPC. Est. \$3.00
25. HOLLAND, 1910, F-VF cds on PPC. Est. \$3.00
26. LICKCREEK, 1908, F-VF 4-bar on PPC. Est. \$8.00
27. RICHARDSON, 1910, VF cds on PPC. Est. \$3.00
28. WEBSTER, 1907, F+ cds on PPC also fancy ovate FORT JONES (Calif) RECEIVED in red. Est. \$4.

MICHIGAN DPOS

29. ARNHEIM, 1909, F-VF 4-bar on PPC. Est. \$3.00
30. BUTTERNUT, 1909, F+ 4-bar on PPC. Est. \$3.00
31. ELO, 1910, F+ 4-bar on PPC. Est. \$8.00
32. YORKVILLE, 1912, F+ 4-bar on PPC. Est. \$3.00

MINNESOTA DPOS

33. BRIDGEMAN, 1909, F-VF cds on PPC. Est. \$8.00
34. CHENEY, 1909, F-VF 4-bar on PPC. Est. \$6.00
35. FARLEY, 1907, VF cds on PPC. (1902-15). Est. \$8.
36. MOONLIGHT, 1910, F-VF 4-bar on PPC. (1902-10) E\$8

MONTANA

37. BUCKEY, 1908, VF 4-bar on PPC. (1906-15). E. \$15
38. FULTON, 1907, VF Doane on PPC. ('88-'14). E. \$20
39. GLENDAL, 1886, VF double circle postmark on UX5. Nice territorial example. Est. \$12.00
40. similar to lot #39; a VF strike. Est. \$12.00
41. KNEVILLE, 1908, F-VF cds on PPC. ('98-'15) E\$15
42. MARIAS, F cds on PPC. (1911). Est. \$6.00

NEVADA

43. DEETH, 1908, VF 4-bar on PPC. Est. \$4.00
44. MILLETT, 1907, F+ Doane on PPC. Est. \$10.00
45. HAWTHORNE, 1910, VF blue 4-bar on PPC. Est. \$6

NEW MEXICO TERRITORY

46. BEULAH, 1908, VF Doane Ty2 on PPC. Partially overstruck EAST LAS VEGAS, but an UNLISTED TERRITORIAL PO. Est. \$75.00

NEW MEXICO TERRITORY (Cont.)

47. OSCURO, 1910, VF Ty2 on PPC. Est. \$12.00
48. WILLARD, 1907, F-VF Ty1 (Doane) on PPC. E\$16

NORTH DAKOTA & DAKOTA TERRITORY

49. FORTIER, 1907, Fine Doane on PPC. (1905-08) Est. \$30.00
50. NEWVILLE, 1907, Fine cds on PPC. Est. \$5.00
51. NUMEDAH, 1910, F-VF 4-bar on PPC. Est. \$10
52. ROLSON, 1911, F+ 4-bar on PPC. (1907-13). E\$20
53. WAHPETON, D.T./JNO. KOTSCHIEVAR, P.M., F-VF in fancy red oval on UX5. Est. \$30.00
54. WILTON RFD No. 3, Ty 11F on PPC. Est. \$8.00

OHIO DPOS

55. ANDERSON, 1910, VF 4-bar on PPC. Est. \$5.00
56. CEDAR POINT, 1907, F 4-bar on PPC. (1907-15) Early Erie Co. example. Est. \$8.00
57. HAMLET, 1909, Fine 4-bar on PPC. Est. \$4.00
58. MARSHALL, 1911, F+ 4-bar on PPC. Est. \$5.00
59. OLIVEGREEN, 1909, VF 4-bar on PPC. Est. \$6.
60. SAMANTHA, 1907, about Fine cds on PPC. E. \$8.
61. WEST CAIRO, 1911, F 4-bar on PPC. Est. \$5.00
62. WEST CARLISLE, 1914, VF 4-bar on PPC. E. \$4.00

OKLAHOMA DPOS

63. ALDEN, 1911 F-VF 4-bar on PPC. Est. \$4.00
64. CLINE, 1913, Fine 4-bar on cvr. ('94-1913) Est. \$10.00
65. COLUMBIA, 1908, F-VF 4-bar on PPC. Est. \$10.
66. DARROW, 1908, F+ Doane on PPC. (1905-18). E\$8
67. IRIS, 1908, VF Doane on PPC. (1904-08). E. \$20
68. KIBBY, 1909, F Doane on PPC. (1901-20). E. \$6
69. UNCHUKA, 1909, F+ 4-bar on PPC. (1907-10). E\$20

OREGON

70. CLINE FALLS, 1907, VF Doane on PPC. Est. \$20
71. DORA, 1908, VF Doane on PPC. Est. \$6.00
72. FLAVEL, 1913, F-VF 4-bar on PPC. Est. \$25.00
73. HOLLAND, 1908, VF Doane on PPC. Est. \$4.00
74. LEWISVILLE, 1898, VF cds on cover. Est. \$20.
75. THE DALLS, 1883, VF cds w/star-in-circle killer. This star has negative "W". On a cover to LA GRAND. Est. \$20.00
76. WOODSTOCK, 1911, VF Doane on PPC. Est. \$12.

TEXAS

77. ANDER, 1908, VF Doane on PPC. Est. \$10.00
78. CHEAPSIDE, 1907, F-VF Doane on PPC. Est. \$8.
79. GERONIMO, 1910, VF Doane on PPC. Est. \$6.00
80. LEESVILLE, 1894, VF cds on U349. Est. \$4.00
81. MAPFA, 1886, F+ fancy cds on U277 opened just into stamp. Est. \$8.00
82. SMITHSONS VALLEY, 1908, F-VF Doane on PPC. Short-lived PO. Est. \$15.00
83. TWIN SISTERS, 1907, VF Doane on PPC. Est. \$12.
84. "Strom/Baxter//2/7=1910" in mss. plus scribble cancel on PPC headed "Catfish, Texas" to Michigan. Possible RFD. Est. \$15.00

WISCONSIN DPOS

85. DORCHESTER, 1906, F-VF cds on PPC. Est. \$4.00
86. GREENWOOD, 1905, F-VF cds on PPC showing early view of ATHLETIC FIELD, ZION CITY, IL. E. \$6.00
87. ROCKTON, 1910, VF 4-bar on PPC. Est. \$4.00
88. SAWYER, 1908, F+ 4-bar on PPC. Est. \$4.00
89. UNITY, 1907, F-VF cds on PPC. Est. \$4.00

RAILWAY POST OFFICES

90. ALAMOSA & DURANGO, 1942, EXC on phil. cvr. E. \$8
91. ALBQ & WILLIAMS, 1908, VF as forwarding mark on PPC from CUMBERLAND, IND. to JULIETTA, IND. Rather odd routing. Scarce RPO. Est. \$20.00
92. BOUND LINE & ST. P., 1889, F-VF on UX9. Est. \$8.
93. DEN. & AMARILLO, 1914, F-VF on PPC. Est. \$5.00
94. DENV. & KREMMLING, 1908, VF on PPC, but overstruck fag. Est. \$10.00

RURAL FREE DELIVERY (Richow Types) (See #54 & #4)

95. BULVERDE, TX, 1907, Ty 11a on PPC. Est. \$12.00
96. JULIETTA, IN, 1909, Ty 11a on PPC. Est. \$10.00
97. MARNE, IOWA, 1910, Ty 11 on PPC. Est. \$10.00
98. SHICKLEY, NEBR., ca. 1908, Ty 11F on PPC. E. \$6.
99. COLBERT, WASH., ca. 1909, Ty 11F on PPC. E. \$10.
100. LANCASTER, NY, 1902, VF Ty1 on VF cvr. Est. \$15.

PHOTO COPIES AVAILABLE OF ANY LOT; SEND S.A.S.E. Lots sold at one advance over 2nd high bid. Buyers pay mailing costs. Improperly described lots returnable w/in 10 days. PHONE BIDS ACCEPTED.
BIDS CLOSE: May 31, 1984 (10 PM Pacific)

SOUTH DAKOTA TERRITORIAL INDIAN AGENCIES

By K.W. Stach

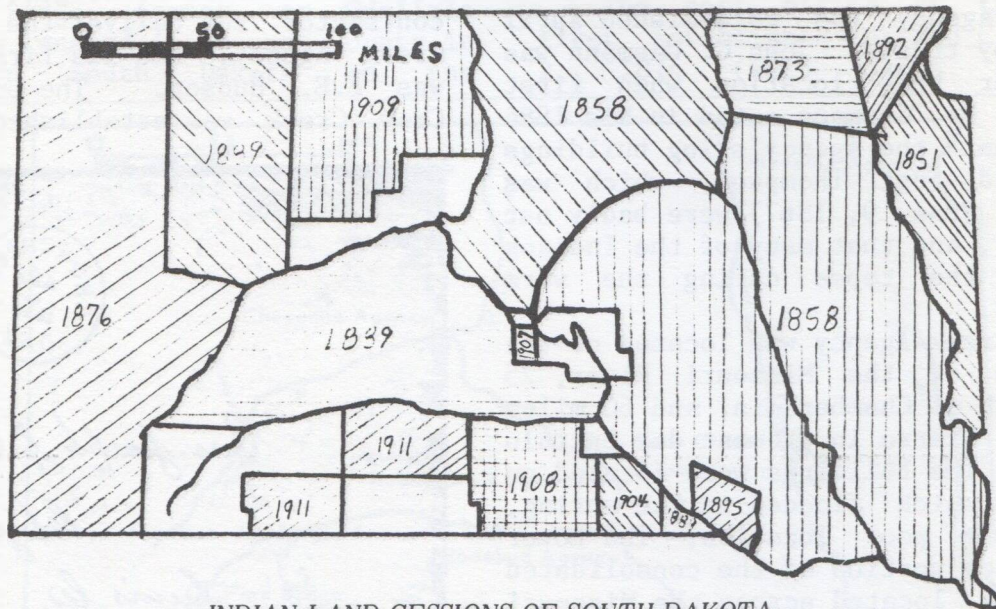
CHEYENNE RIVER AGENCY

All of the land that comprises present day South Dakota was obtained from the Indians through land cessions at one time or another during the white man's development of the area. Figure 1 shows the dates that the various cessions took place to eventually form the state (1). The blank areas were obviously ceded at one time or another, but no specific dates are available.

Government-operated Indian agencies and forts were established in and around these regions as the lands were ceded. Post offices at these outposts were among the very earliest in Dakota Territory. The South Dakota territorial forts were discussed in a previous issue of La Posta. This article will focus on the Indian agencies of territorial South Dakota. They are discussed individually in alphabetical order. Their locations are shown in Figure 2.

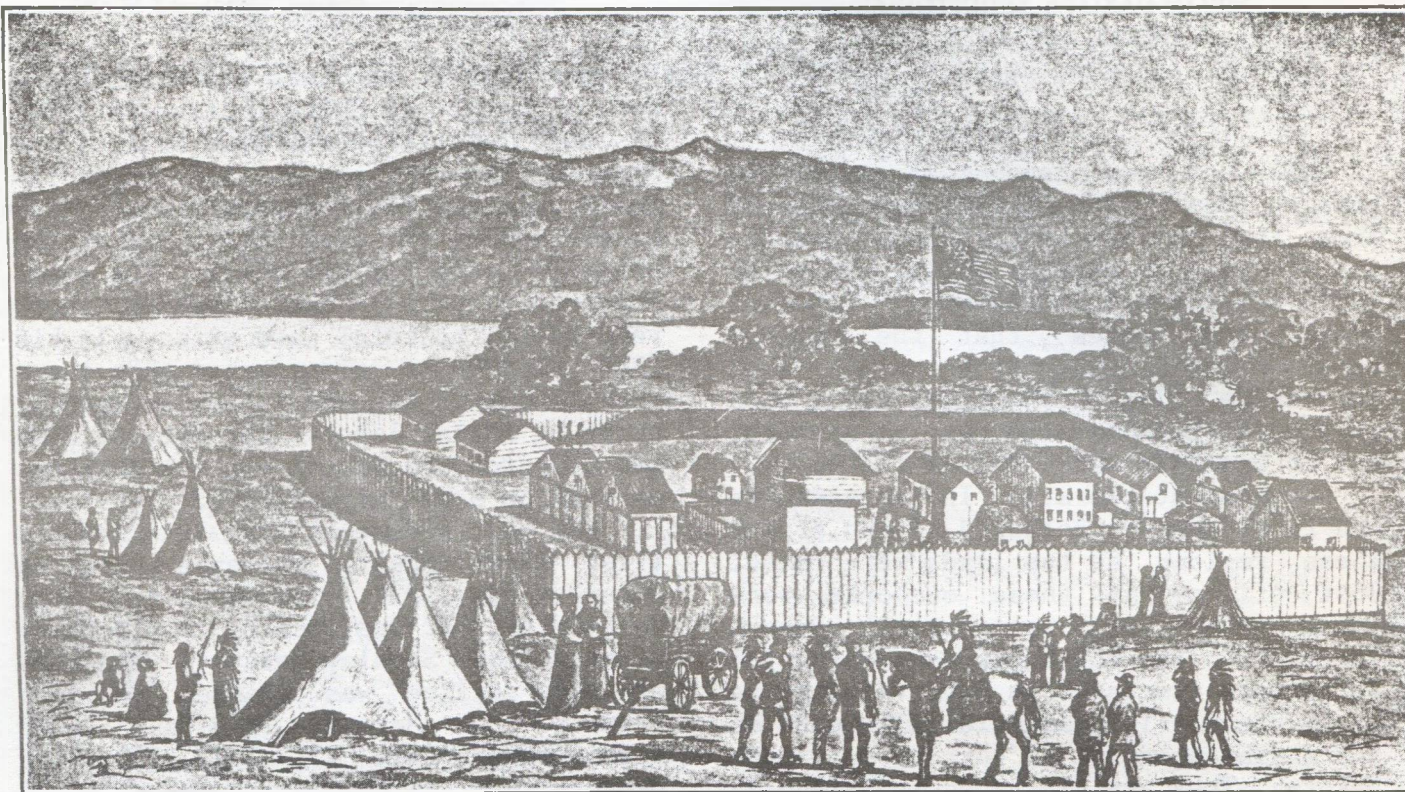
The agent at this place accounted for a total of 3,214 Indians in 1884. It was located on the west bank of the Missouri River, eight miles south of the mouth of the Big Cheyenne River, a few miles north of Fort Sully but on the opposite side of the river. The agent reported that the Indians were remarkably peaceful and quiet. In his 1884 report he also noted that there were about 75 log houses at the Agency, built by Indian labor. The outpost also had a church and school for the Indians, as well as a 150 acre farm (2).

The post office at this location was first established as Cheyenne Agency on December 2, 1872 with Charles H. Gage postmaster. It was located in old Dewey County (now Stanley County). The name of the office was changed to Fort Bennett on May 7, 1879 and later discontinued June 15, 1923 (3). Fort Bennett had a population of only 100 according to the 1890 census.



INDIAN LAND CESSIONS OF SOUTH DAKOTA

Figure 1



An artist's conception of Crow Creek Indian Agency, Dakota, on the grounds of Old Fort Thompson around 1870.

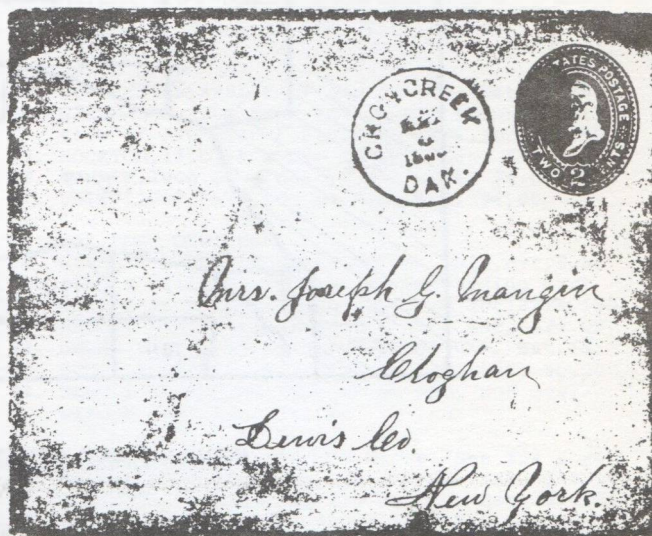
CROW CREEK and LOWER BRULE
CONSOLIDATED AGENCY

This agency was established April 29, 1868 by treaty. John G. Gasmann was agent for this location when first founded. Mr. Gasmann noted in his 1884 report that the Agency's log buildings (from Old Fort Thompson, which was abandoned June 9, 1867) were badly out of repair, and that many of the Indians lived in the tepee during the warm months (2).

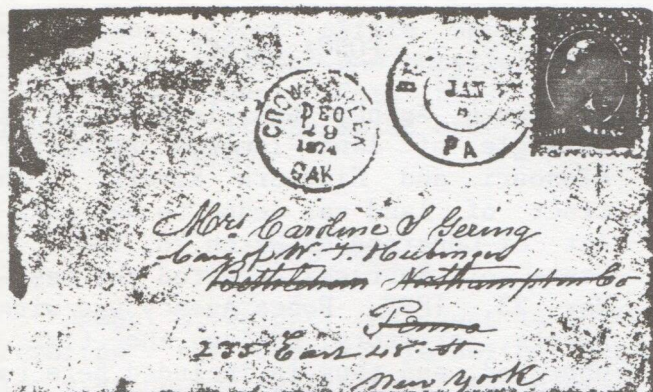
Crow Creek Agency was located on the east side of the Missouri River, 25 miles north of Chamberlain, and 60 miles south of Pierre in present day Buffalo County. The buildings were located on low land which flooded in the spring, providing a poor location. The Lower Brule Agency portion of the consolidated agency was located across the Missouri River from Crow Creek in Lyman County.

The post office at Crow Creek Agency was not established until February 14, 1870, and was discontinued September 20, 1880. In the early years of the office

mail was only delivered once a week on the route between Forts Randall and Sully. Charles E. Hedges was the first contractor to deliver the mail to Crow Creek Agency, and its first postmaster was E.E. Hudson. The post office of Crow Creek was established in the same



A cover postmarked CROW CREEK circa 1893.



A cover mailed from CROW CREEK AGENCY with a postmark of Dec 29, 1874. It was forwarded from Bethlehem, PA to New York.

location on October 16, 1880. Its name was changed to Fort Thompson August 23, 1916, long after the actual fort had been abandoned (3). The population of this "town" in the 1890 census was only 48.

The "Lower Brule Agency" post office was established September 24, 1878 with W.O. Greene as postmaster. Its name was changed to Fort Hale January 29, 1879 and later discontinued June 16, 1884 (3).

PINE RIDGE AGENCY

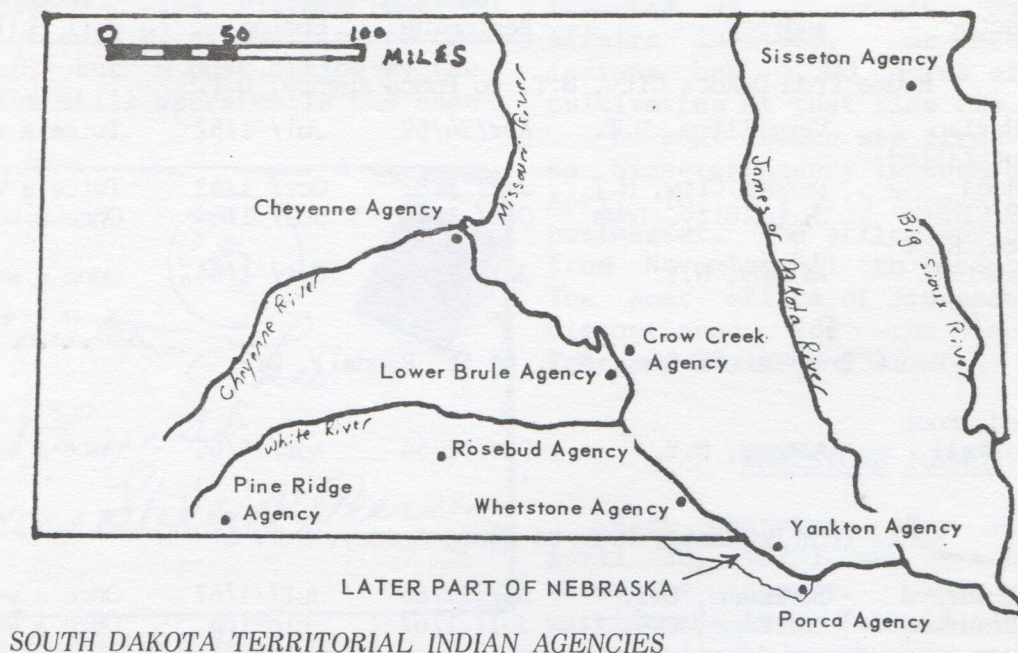
Pine Ridge Agency, or Ogallala Agency, was located in Shannon County in southwestern South Dakota on the

headwaters of the White River. The agency had a population of 8,000 in 1884 according to the agent, V.T. McGillycuddy. Of those, he reported that 7,800 were Ogallala Sioux, the remainder being North Cheyenne. He noted that the latter were "veritable Bedouins of the Desert", stating that they were almost unanimously opposed to settling down to a quiet life and agricultural pursuits. He said they were given to wandering and occasional raids on the Agency.

The agent also made note of the Ogallalas, stating that "The Pine Ridge Indians, as a body, show evidence of decided progress in the past year, rapidly abandoning their savage customs and adopting civilization, scattering their abodes more and more, so that frequent disputes arise relating to location and building sites. The creek bottoms from ten to twenty miles up, are now nearly all taken up, the more progressive Indians moving out of the villages and settling between. Dancing is diminishing rapidly and the attendance on church increasing" (2).

The agency had a population of only 140 in 1890, despite its early flourishing.

The post office at this site was first established as Red Cloud on July 2, 1874 (with James Roberts as



postmaster) then changed to Red Cloud Agency on August 1, 1875 (John W. Dear, postmaster). It was known as such until January 6, 1879, when it was changed to Pine Ridge Agency (with John W. Dear still postmaster) (3). The name was again changed April 6, 1893 to Pine Ridge and operates today.

PONCA AGENCY

Ponca Agency was located in the triangle of land located between the Missouri and Niobrara Rivers. This tract of land was ceded to Nebraska by Act of Congress on March 28, 1882. The State of Nebraska accepted the cession May 23, 1882. Ponca Agency was within Dakota Territory during the time in operated, and thus is included here (see Figure 2).

The post office at this site was established March 14, 1860, with J. Shaw Gregory the first postmaster. The office was actually in Nebraska Territory when first established, as Dakota Territory was not created until March 2, 1861. The name of the office was changed to Ponca Creek October 10, 1878, and discontinued December 13, 1878. Daniel L. Baker was postmaster during the time the office was known as Ponca Creek (3).

Ponca Agency received mail service on the route from Dakota City, Nebraska via other post offices in the area during the first few months of operation. Once Fort Randall was



MAY 5, 1887, PINE RIDGE AGENCY, DAKOTA
This particular handstamp was used at least from early 1884 to mid-1887.

EARLY DAKOTA POSTAL ROUTES

<u>Contractor</u>	<u>Address</u>	<u>Tenure on Route</u>		<u>Frequency of Mail Delivery</u>
		<u>Beginning</u>	<u>Ending</u>	
Route from Dakota City, N.T. to Ponca Agency, D.T.				
A.J. Harlan (agent failed)	Vermillion, D.T.	Apr/24/62	Jul/ 1/62	Twice a week
D.F. Ames	Dakota City, N.T.	Jul/ 1/62	Oct/ 1/62	Twice a week
R.W. McElhany	Sioux City, Iowa	Oct/ 1/62	Jul/ 1/64	Once a week
Halsted, Root & Haskell	Albany, N.Y.	Jul/ 1/64	Oct/ 1/64	Once a week
Route from Dakota City, N.T. to Ft. Randall, D.T.				
Halsted, Root & Haskell	Albany, N.Y.	Oct/ 1/64	Apr/21/66	Once a week
Route from BonHomme, D.T. to Ponca Agency, D.T.				
John Bradford	BonHomme, D.T.	Apr/21/66	Jul/ 1/67	Once a week
John Bradford	BonHomme, D.T.	Jul/ 1/67	closing	Once a week
(Ponca Agency moved 12 miles, reducing length of route)				

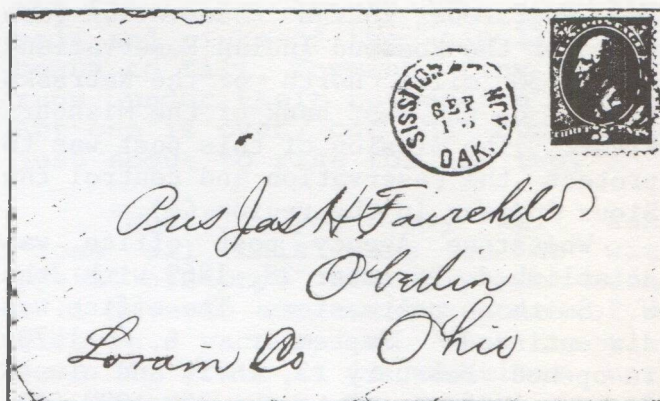
established (post office September 4, 1860), the office was supplied on the route from Dakota City N.T. to Fort Randall D.T. It was moved some 12 miles in January 1870.

ROSEBUD AGENCY

James G. Wright, the agent in 1884, reported "the country is neither good for grazing nor agricultural endeavors". He also reported there were a total of 450 "fairly comfortable" log houses on the reservation at that time (2). The census report shows that only 82 individuals were residents of "Rosebud Agency" in 1890.

A mission of the Protestant Episcopal Church was first established in June 1875. The agency and mission were moved to the permanent site in the fall of 1878.

The post office was first established as Spotted Tail July 30, 1872 then changed to Rosebud on December 6, 1878. Spotted tail was established with David R. Risley postmaster in what was old Turner County. The region had been re-organized by the time the name was changed to Rosebud, so that the agency was then located in old Meyer County, now Todd County. The first postmaster at Rosebud was William C. Curtis (3). The village had a population of only 82 at the time of the 1890 census, but a post office by the name Rosebud still operates in the same vicinity.



SISSETON Agency, Dakota, from circa 1878.



Sisseton Agency, Dakota, 1887 handstamp on penalty envelope.

SISSETON AGENCY

Charles Crissey, early agent for the Sisseton and Wahpeton Dakota Indians, reported an encouraging condition of affairs in 1883. He noted that the Indians had 5,500 acres of land under cultivation at that time (2).

A post office was first established as Sisseton Agency in Roberts County on April 10, 1871 with Thomas A. Robertson postmaster. The office was discontinued from November 11 to December 3, 1874. The post office of Sisseton Agency was discontinued for the last time on February 29, 1908 (3).

WHETSTONE AGENCY

Fort Whetstone (May 10, 1870 to April 30, 1872) was synonymous with Whetstone Agency. This "fort" was garrisoned from Fort Randall, some 30 miles to the south. It was located on



May 22, 1889, handstamp from Rosebud, Dakota.
Although from an Indian agency, this is a common postmark

the Whetstone Indian Reservation (now part of the Rosebud Indian Reservation) about 30 miles north of the Nebraska border on the west bank of the Missouri River. The mission of this post was to protect the reservation and control the Sioux Indians in the region (4).

Whetstone Agency post office was established December 28, 1869 with John W. Smith as postmaster. The office was discontinued September 6, 1870, re-opened February 13, 1871, and closed for the last time February 26, 1872 (3). It was located in what is now Gregory County.

WINNEBAGO AGENCY

Some of the early mail contractor records indicate that an Indian agency called Winnebago Agency was located within Dakota Territory in the 1860's. Dr. Phillips work does not reflect there being a post office called "Winnebago" or "Winnebago Agency" (3). The two mail contractor records that cite Winnebago Agency (one on a route from Mankato, Minnesota of 283 miles, and the other from Fort Randall, D.T. of 75 miles) were both "suspended". No contractor

was given the route. The author suspects that the post office designated "Winnebago" that the mail contractor's records show as being in Dakota Territory was actually within Dakota County, Nebraska (est. Jan 16, 1867).

YANKTON AGENCY

This reservation constituted about 430,000 acres in Charles Mix County, about three-fourths of which could conceivably be cultivated by early practices (although only a small fraction actually was). The agency buildings were located at the village of White Swan on the Missouri River. There were about 2,000 Indians on this reservation in 1884 according to agent William M. Ridpath (2). The population of White Swan in 1890 was a scant 28.

The post office known as White Swan was established on October 21, 1869 (William Bordius, postmaster), then discontinued August 10, 1875. It was re-established December 10, 1875 and again closed October 31, 1892. It was re-opened for the third and final time January 16, 1896 and discontinued December 31, 1905 (3). Mail for this office was then processed at Greenwood.

POST OFFICE CENTENNIALS

Below is a partial list of offices established in May and June of 1884. Offices designated with an asterisk (*) had a different name when established. Occasionally a town that is aware of its post office centennial will arrange for a special cancellation, and small towns have been known to have ceremonies to commemorate the event. Most of these towns, however, are unaware of the date of the establishment of their post offices.

MAY	1	Queen PA	JUNE	2	Avon MT, Napoleon* ND, Gold Hill O
	2	Smock PA, Anthony NM		5	Driscoll ND
	5	Courtenay* ND, Gates CPO NE		9	Augusta MT, Banner WY
	8	North Sebago CPO ME		10	Romance AR, Brewster* NE, Elwood*
	12	Elgin NE		12	Tupelo* AR, Walton OR
	14	Drewsey OR		16	Everly* IA, Edgeley* ND
	15	Gresham OR		17	Pratt KS
	19	New Castle* CO, Gastonville PA		20	Maize* KS, Owls Head ME
	20	Waltersburg PA		23	Crawford* NE, Wausa* NE
	21	Sewell NJ, Acme PA		24	Bellevue CO
	26	Ludden ND, Rogers OH, Ione OR		25	Penalosa* KS, Prociuous WV
	28	Crystal Springs ND, Phillips* NE		30	New Blaine* AR
	29	Swanton NE			



WESTERN EDITOR'S COMMENTS

Springtime in the Willamette Valley is glorious. Partly, of course, the glory stems from the fact that the nearly constant rains of winter begin to abate. Rain is a reasonable workmate for those of us who work indoors. But the memory of a blue sky existing above the 300-foot grey ceiling begins to fade after nearly twelve weeks of "rain changing to drizzle, with occasional periods of heavy showers."

The first tempting flirtation of spring beings in early February here. Not much, mind you, but a fleeting glimpse of sunshine on an otherwise normal rainy day, or a tiny bit of bright green where before there was nothing but last fall's decayed brown. By the end of the month it's obvious that changes are afoot, and not impossible to see several hours of uninterrupted sun, or even more remarkably, stars in the night sky.

By mid-March the landscape begins to show its appreciation of our break in the rain. Flowering trees, the plums, the cherries and the ornamentals, burst forth in a profusion of dazzling whites and pinks. Forsythia and daffodils add bright splashes of yellow along the roads and in the fields. In some parts of the Valley daffodils have been planted in such abundance that entire stretches of roadway are now flanked by the delicate yellow flowers.

The forests too are beginning to demonstrate signs of their appreciation of the additional sunlight. The bright new green first seen in February now spreads rapidly to touch the alders, the maples and the many tiny plants of the forest floor. Here and there a bashful trillium displays its large solitary white blossom amidst a trio of bright new leaves. And yet, the excitement is just beginning.

As I write this in late March the blossoms have been replaced by new leaves of green and purple on

the flowering trees. The startling reds and pinks of the camellia have begun to fall, forming tiny Persian rugs under their respective trees. Act one is over, but the curtain is just about to rise for act two.

"What", you may well ask, "does all this have to do with postal history?" Probably not much, I'll have to admit, but none of us live in a vacuum, and when one sits down to write it is sometimes hard to ignore what is going on all about. Although our hobby is a bit less subject to seasonality than many, we are all subject to the same distractions of spring and summer. If you should find it in your plans to visit Oregon this year, please give us a call (503) 657-5685. We would love to meet you, and show you where LA POSTA is produced.

Our current number of active subscribers now stands at 604, an increase of 38 over the February number. We still have a long way to go in order to reach the target of 1,000 by year's end. Your help will be very much appreciated in attaining this goal, and you can benefit yourself by spreading the word. Please see the LA POSTA BOOSTERS note elsewhere in this issue.

In order to expand opportunities for advertising in LA POSTA, we are initiating two new services. You may have noticed that most of the mail auctions seen here are conducted by folks from the Portland area. This has little to do with the superior postal history stock in Portland, and lots to do with the fact that we are readily available to answer questions about content for an auction, format and layout. Therefore, in order to make it easier for anyone to conduct a 1-page or half-page auction, we have put together a "HOW TO" kit, complete with sample layout page and helpful hints on how to conduct a mini-auction in LA POSTA. This kit will be sent to any subscriber

Continued on page 26.

THOMAS M. MILLS

Mail Bid sale no. 10

P. O. Box 25690,

Portland, OR 97225 (503)297-7456

ALASKA

1. BARROW (May 15 1928) VF purple Ty5 on FFC. AAMC#21 w/Noel Wien autogph. Scarce. Est. \$50.
2. BARROW, 1932, VF Ty7 on cach. cvr. (1st Dog sled mail anniv.) Est. \$10.00
3. BEAVER, 1943, Fine Ty1 on censored cvr. E. \$6.
4. CANDLE, 1947, VF r.vit. Ty5 on Dog Sled cvr. E\$5
5. CANDLE, 1947, VF Ty5 on Dog Sled cvr. Est. \$4.
6. CIRCLE SPRINGS, 1934, VF Ty1 on cml. cvr. E. \$10
7. CROOKED CREEK, 1952, F Ty2 on cml. cvr. E. \$5.00
8. DEERING, 1931, G-F Ty4 on cml. cvr. Est. \$5.00
9. DIAMOND, 1947, F-VF Ty1 on Dog Sled cvr. E. \$6
10. DOUGLAS, 1908, Good Ty7 on PPC. Est. \$5.00
11. EAGLE, 1947, VF Ty6 on Dog Team cvr. Est. \$5
12. FAIRBANKS, 1938, F+ Ty16 on FFC. Est. \$5.00
13. FLAT, 1924, VF Ty2 (latest) on cvr. front. E. \$8.
14. FORT YUKON, 1923, F-VF Ty3 on cml. cvr. E. \$15.
15. GALENA, 1944, F Ty1 on censored cvr. Est. \$6.00
16. GOLOVIN, 1951, VF Ty6 on FFC. Est. \$5.00
17. HAWK INLET, 1946, F+ Ty2 on cml. cvr. Est. \$6.00
18. HEALY FORK, 1943, F-VF Ty3 on cens. cvr. E. \$6.
19. HOGATZA, 1957, F-VF Ty1 on cover. Est. \$5.00
20. HOT SPRINGS, 1926, G-F Ty2 on cvr. cut down at left. Intra-Alaska useage. Est. \$15.00
21. KANAKANAK, 1943, F-VF Ty2 on cml. cens. cvr. E. \$12
22. KENNECOTT, 1923, G-F Ty1 on cml. cvr. Est. \$12
23. KIANA, 1942, VF Ty3 on cml. cens. cvr. Est. \$3
24. KING COVE, 1945, G Ty3 on cml. cens. cvr. E. \$6.
25. KLAUOCK, 1945, F+ Ty5 on cml. cvr. Est. \$5.00
26. LIVENGOD, 1934, F-VF Ty3 on cover. Est. \$8.00
27. MCKINLEY PARK, 1932, VF Ty2 on cover. Est. \$10.
28. MYERS CHUCK, 1944, G-F Ty1 on cml. cens. cvr. E\$8
29. NOME, 1919, F Ty14 (flag) on cover. Est. \$15.00
30. PETERSBURG, 1914, G Ty4 on cml. cvr. Est. \$5.00
31. RAMPART, 1939, F Ty6 on PPC folder. Also handstamp "Midnight sun..." cachet. Est. \$10.00
32. SELAWIK, 1943, F-VF Ty1 on Dog Team cvr. E. \$5.
33. SHISHMAREF, 1942, F-VF Ty3 on Patr. cvr. E. \$5.
34. SITKA, 1906, VF Ty15 on PPC (Native Berry Sellers, Sitka). Handcolored. Est. \$18.00
35. SITKA, 1916, F-VF Ty17 on PPC. Est. \$10.00
36. TANANA, 1943, F-VF Ty4 on cml. cens. cvr. E. \$5
37. TENAKEE SPRINGS, 1946, F Ty1 on PPC. Est. \$8.00
38. UGASHIK, 1949, F-VF Ty2 on cacheted cvr. E. \$6.
39. UNALASKA, 1932, F-VF Ty9 on cover. Est. \$12.00
40. VALDEZ, 1915, F+ Ty11 on PPC (real photo of Valdez waterfront). Est. \$12.00
41. WALES, 1909, pencil enhanced Ty2, on cvr. w/TIN CITY ret. add. & NOME/TRANSIT on rev. Est. \$12.
42. APO 939 (Fort Mears), 1942, w/Type A censor mark "4" in diamond. Est. \$10.00
43. APO 942 (Ft. Richardson), 1942, w/TyA "47" in diamond. Est. \$10.00

NEW MEXICO TERRITORY (Dike Nos.)

44. BARD CITY, 1911 (Ty1) F+ on cvr. Est. \$80.00
45. DAWSON, 1907 (Ty3) F-VF on PPC. Est. \$10.00
46. GUADALUPITA, 1891 (Ty3) VF on cvr. Est. \$20.00
47. KNOWLES, 1909 (Ty3) Fine on PPC (real photo: "Branding, Knowles, NM). Est. \$25.00
48. LAS VEGAS HOT SPRINGS, 1893, (Ty7), VF on cvr. Est. \$15.00
49. WATROUS, 1894 (Ty10) F-VF on cvr. Est. \$10.00

OREGON

50. APPLGATE, 1906, VF Doane on U385. Est. \$6.00
51. ARLETA, 1906, VF Doane on PPC. Est. \$5.00
52. AURORA MILLS, F-VF cds on U349. Est. \$25.00
53. BAYVIEW, 1907, F-VF cds on PPC. Est. \$5.00
54. BEECH CREEK, 1920, VF 4-bar on PPC. Est. \$6.00
55. BUNCOM, 1910, F+ Doane on PPC. Est. \$15.00
56. CLBONE, 1908, VF Doane on PPC. Est. \$8.00
57. COVE, 1909, VF 4-bar on VF cover. Est. \$6.00
58. EAST PORTLAND, ca. 1885, F-VF cds on cvr. E. \$20
59. ECHO, UMATILLA CO./W.E. BROWNELL, P.M., 1883, F+ fancy cds on U331 irreg. @ rt. Est. \$90.00
60. ECOLA, 1911, F-VF 4-bar on PPC. Est. \$12.00
61. EIGHTMILE, 1907, VF Doane on PPC. Est. \$15.00
62. FORT ROCK, 1931, G-F 4-bar on cvr. Est. \$5.00
63. FULTON, 1888, VF cds as backstamp on cvr from Oregon City. Est. \$8.00

OREGON (Continued)

64. GALESCREEK, 1911, F-VF Doane on PPC. Est. \$6.
65. HAINES, 1908, VF red Doane on cvr. Est. \$5.00
66. HAINES, 1911, VF example of the straight line w/bar killer marking on VF cvr. Est. \$30.00
67. HALFWAY, 1906, F+ duplex on cvr. Est. \$5.00
68. HILLSDALE, 1908, Fine lt. Doane on UX19. E. \$8.
69. IONE, 1933, F+ 4-bar on cvr. w/faulty back. E\$5
70. JORDAN VALLEY, 1883, F-VF triple cds on legal sized cvr shortened @ rt. Star in circle killer ties 10¢ banknote. Est. \$30.00
71. KENO, 1939, VF 4-bar on UX27. Est. \$4.00
72. LENA, 1887, F-VF cds on U277 w/encl. Scarce Morrow Co. Est. \$35.00
73. MILWAUKEE, 1894, F+ cds on U311 rough both left & right. Est. \$8.00
74. MURPHY, 1911, F+ 4-bar on Keystone Lub. Oil advertising PPC. Est. \$8.00
75. NEWBRIDGE, 1908, VF Doane on VF cvr. Est. \$8
76. OPAL CITY, 1914, VF 4-bar on VF cvr. Est. \$20
77. ROCK CREEK, 1904, just readable cds as back stamp on cvr. from very scarce PO. Est. \$10
78. ROCK POINT, ca. 1875, Fine cds on U165. E. \$18
79. ROGUE RIVER, 1914, F-VF 4-bar ties 2¢ Pan Pac to cover. Nice. Est. \$15.00
80. RUCH, 1897, VF cds on somewhat soiled cvr. opened @ both ends. Est. \$12.00
81. RUCH, 1910, F-VF 4-bar on PPC. Est. \$8.00
82. SELMA, 1916, F-VF 4-bar on illus. drug store adv. cover. Est. \$12.00
83. SHELburn, 1904, VF Doane Ty1 on legal-sized registered cover to Canada. Est. \$25.00
84. TAKILMA, 1916, VF 4-bar on comic illus. drug store adv. cvr. Est. \$15.00
85. TENMILE, 1899, F-VF cds on U311. Est. \$25.00
86. TIMBER, 1911, F-VF 4-bar on PPC. Est. \$5.00
87. TIMBERLINE, 1946, VF 4-bar on phil. UX27. E\$6.
88. WESTON, 1886, VF fancy cds w/interior scrolls & star in circle klr on U313 front. Est. \$15
89. WONDER, 1916, F+ 4-bar on drug store adv. cover. Est. \$8.00
90. ZUMWALT, 1909, VF Doane on PPC. Est. \$10.00
91. BIGGS & SHANIKO RPO, 1914, on PPC F+, E. \$5.
92. PORT & SAN FRANCISCO/SHORT RUN, 1892, F-VF on Reg. Pck. Rct. Est. \$15.00

WASHINGTON

93. ADNA, 1909, VF 4-bar on U406. Early. Est. \$6
94. BAKER, 1909, VF 4-bar on PPC. (1892-1910) E. \$15
95. BELLEVILLE, 1910, VF Doane on PPC. (1904-14). Scarce Skagit Co. PO. Est. \$20.00
96. BISSELL, 1907, VF Doane on cover. Est. \$12
97. BROWNSVILLE, 1893, VF cds on Reg. cvr. E. \$50
98. CAMP SEALTH, 1923, F (off @ top) 4-bar on UX27. (King 1922-33). Est. \$8.00
99. CHESAW, 1909, VF 4-bar on cvr. Est. \$12.00
100. CUSTER, 1906, VF Doane on cvr. opened rough at rt. just into stamp. Est. \$5.00
101. DELRIO, 1919, F+ 4-bar on cvr. Est. \$8.00
102. EVERSON, 1909, F-VF 4-bar on PPC. Est. \$4.00
103. FARRIS, 1910, F-VF 4-bar on PPC. Est. \$4.00
104. FULTON, 1897, F+ cds on Reg. cvr. franked w/ 2¢ & 8¢ Columbians. (1891-1903). Est. \$25.
105. HAMILTON, 1931, VF 4-bar on Ins. ad. cvr. E\$5
106. IRONDALE, 1910, F-VF blue 4-bar on PPC. E. \$8.
107. KNOWLTON, 1909, VF 4-bar on PPC. Est. \$8.00
108. LYNDEN, 1892, VF cds on cvr w/encl. promoting the Town of Lynden. Good item. Est. \$15.00
109. MALO, 1911, F Doane on PPC. Est. \$6.00
110. MC CORMICK, 1916, VF 4-bar on illus. adv. cvr of lumber co w/rail car. Minor closed tears at rt. Est. \$15.00
111. PEONE, 1904, EXC Doane on U385. Lovely! E. \$25
112. PERRY, 1907, F Doane on PPC. Est. \$12.00
113. ROBE, 1899, VF cds on Reg. cvr. Est. \$20.00
114. ROCHE HARBOR, 1896, F-VF cds on cvr. Est. \$12.
115. SATSOP, 1900, Fine cds on cvr. Est. \$8.00
116. SEATTLE/NAVAL AIR STA., 1946, VF duplx on UX27 also dbl. circle cancel. Phil. Est. \$5.00
117. SPOKANE/SUNSET FIELD, 1941, F-VF dbl. circ. on philatelic UX27. Est. \$5.00
118. SUNSET, 1908, F-VF Doane on PPC. Est. \$5.00

MINIMUM BID: \$2.00. Increments: \$2-25 (\$1); \$26-\$50 (\$2); and over \$50 (\$5).

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: May 21, 1984 (9 PM PDT)

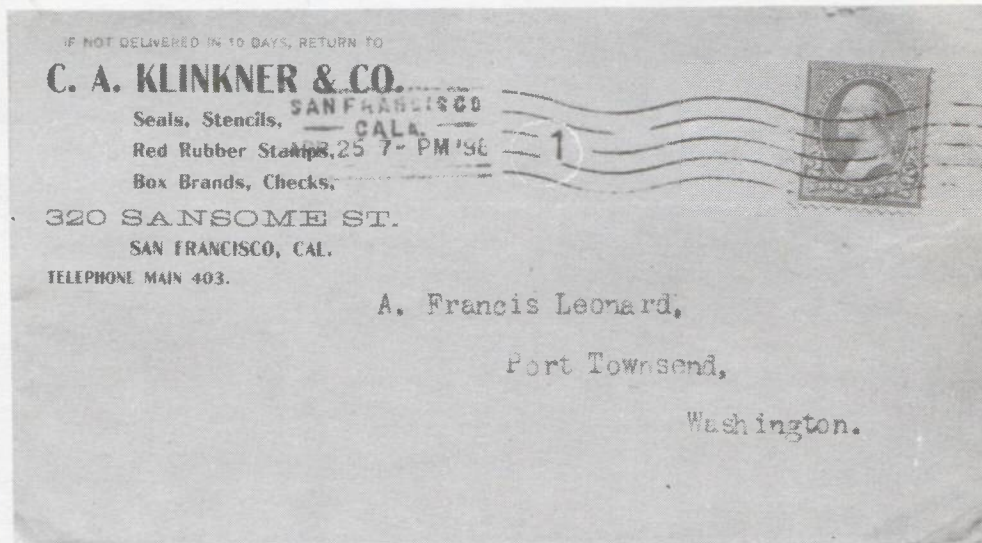


Figure 1. An advertising cover for C. A. Klinkner & Co., postmarked San Francisco, April 25, 1898.

THE CALIFORNIA MULES

By Henry C. Dierck

The corner card on the business envelope reads as follows:

C. A. KLINKNER & CO.
Seals, Stencils,
Red Rubber Stamps
Box Brand, Checks
320 Sansome St.
San Francisco, Cal.
Telephone Main 403

Klinkner paraded his wares on the streets of San Francisco often in mule-drawn carts. To attract attention, he sometimes painted the mules in different colors to match the occasion. On the Fourth of July he would paint the mule red, white and blue. On St. Patrick's Day the mule would be green. Was he a clever entrepreneur or an astute businessman? Maybe he was a little of both. Perhaps his methods were a little ahead of his time, and he was really not so far out at that, when comparisons are made with some of today's hucksters pushing their goods in modern T.V. advertising. All the various items that the Klinkner Co. manufactured were destroyed in the big earthquake and fire that hit San Francisco on the

18th of April 1906. Although the company was rebuilt some years later under the name of Moise Klinkner Co., Charles Klinkner would perhaps be long forgotten by now were it not for his creation of the Kicking Mule Cancellor.

When Klinkner first came up with the idea, he began advertising it by cancelling different covers locally using business envelopes, some of which he perhaps printed. The "post offices" had names like Shell Mound, Klinknerville and Alameda (Figure 2), and most were obvious phantoms, although Alameda is of questionable repute. Some of Klinkner's samples were franked with 3-cent greens, others were on 3-cent embossed envelopes, and all were tied with beautiful strikes of the mule.

Klinkner's advertising campaign evidently realized some success as three different California postmasters adopted the mule to cancel their mail. All the Mule Killers were of the same size as those used on the advertising samples. He perhaps used the same mold for all his products, with only the town postmark being made to order for a particular town. The cancelling device was made in one unit on the principle of the Norton Patent. The mule was in a fixed position,

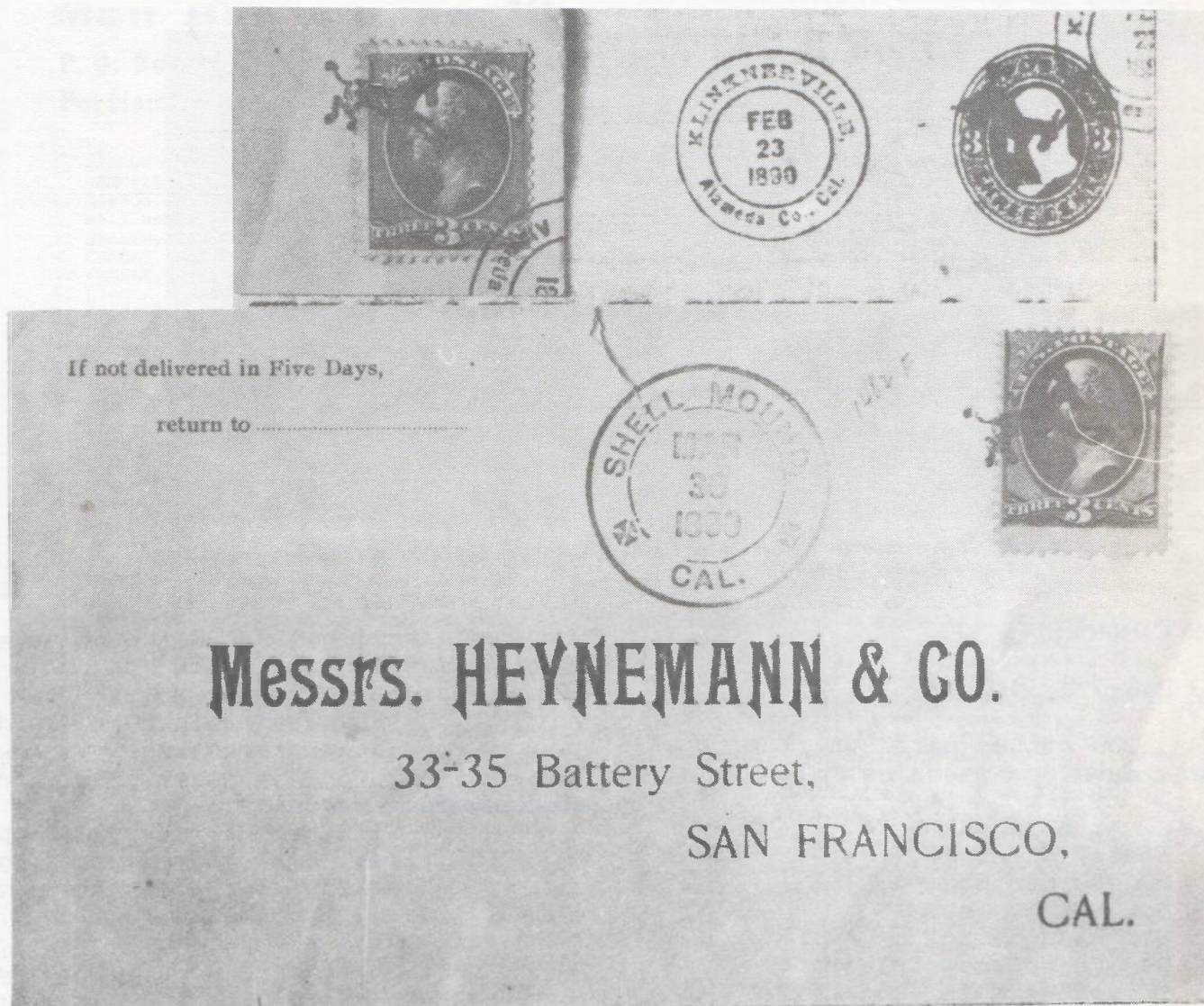


Figure 2. Examples of Klinkner's advertising samples used to promote his kicking mule cancel.

and the postmark dial was changeable for the month and date.

The Goleta Mule was in use for about a five-year period. Postmaster Frank Foster had his office in the town's general store. The store was destroyed by fire in 1886, and very likely the entire contents of the post office were lost. The latest known cover from this office bearing a mule is dated Feb. 10, 1885. It is a local drop letter with a brilliant magenta mule on a 1-cent banknote (Fig. 3). Earlier examples of the Goleta Mule are known struck in black and a brownish purple.

The Susanville Mule was used for a short duration. All known covers date from the 1881-1882 period (Fig. 4), and all cancels appear in black ink. James Brennen was the Susanville postmaster during this time, and his successor apparently chose not to use this cancel as no later year dates have been found.

Forbestown enjoyed the longest use of the mule killer. It was used by two different postmasters over almost a 10-year period. From 1882 and 1883 examples of the cancel appear in black. In 1884 the color changed to a dull violet or brown-

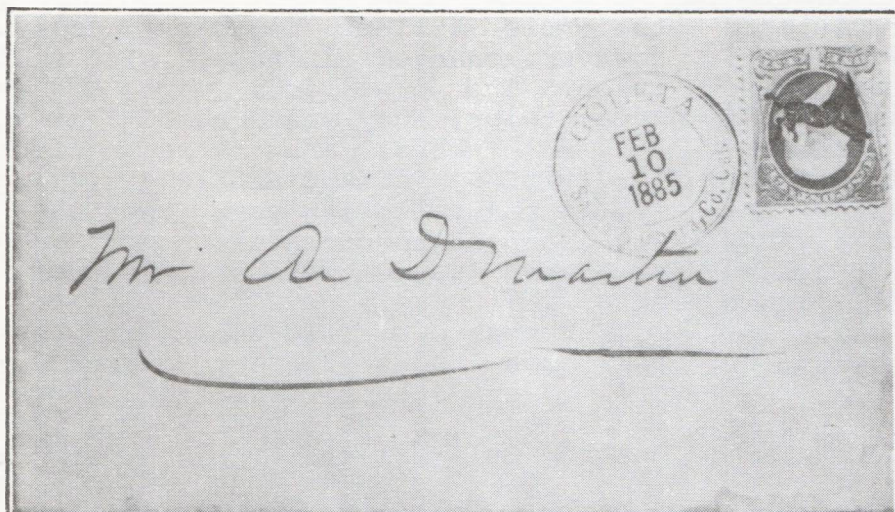


Figure 3. An example of the GOLETA mule on a 1-cent banknote franking a local drop letter.



Figure 4. This embossed envelope bears a SUSANVILLE mule.



Figure 5. A registered cover of 1889 displaying the FORBESTOWN mule.

Registered cover examples of the Forbestown Mule are uncommon, although quite a number of registry card examples have surfaced. The earliest cards date from 1888. They are blue in color, and are headed "REGISTRY BILL" (Fig. 6). These cards measure 2 15/16 x 5 1/8 inches in size. During their use J. K. Vail was postmaster.

the mule killer. Registry cards, however, changed in name, size and color. The new cards were of a cream color. They measured 3 7/16 x 5 7/8 inches, and were called "REGISTERED PACKAGE RECEIPT" (Fig. 7). In the following year the color was changed to oriental buff, and some were issued with rounded corners.

Forbestown Mule covers are the only ones known with 2-cent greens. Off cover stamps from Forbestown can easily be identified by the colored mule killer.

REGISTRY BILL.			<i>Sept 14, 1880.</i>
REGISTERED LETTERS, etc., from			TORRISTOWN, ILL.
To P. O. at			New York City, in Reg. P'kge No. 54
All Registered Letters or Parcels sent in this Package with this Bill must be described below.			
REG. NO.	CLASS.	ADDRESSED TO—	
<i>54</i>	<i>1</i>	<i>Malcolm H. Edwards Esq.</i> <i>Attorney at Law</i> <i>Charlotte St. N. Y. C.</i> <i>Edwards, Howard & Canale</i>	
SENT BY		RECEIVED BY—	
J. K. VAH		J. K. VAH	
<i>P. M.</i>		<i>P. M.</i>	

Figure 7. A FORBESTOWN mule on a REGISTERED PACKAGE RECEIPT of 1891.

Page _____ REGISTERED PACKAGE RECEIPT. A penalty of \$300 is fixed by law for using this Card for other than Official Business.

Post Office Department,
Official Business.

Post Office at _____


Receipt on other side and return this card by **NEXT MAIL**, without cover,


To _____

P. M. at _____

County of _____

State of _____

Stamp of Postmarking Office

and date of Dispatch

Stamp of Receiving Office

and date of Return

FORESTOWN, N. J.

CHESTER, N. J.

8-1890



View of Pioche, Nevada, from a contemporary post card from about 1910.

PIOCHE, NEVADA

By Paul Andersen

The town of Pioche, Nevada, is located in the southeastern corner of the state. It was founded in 1869 and named after F.L.A. Pioche of San Francisco, who had large investments in the mines at Pioche. The post office was established August 17, 1870.

In 1870 Wells Fargo & Company established an office in Pioche. Mail was received daily from the east by way of Milford, Utah -- the nearest railroad station, a distance of 115 miles from Pioche.

Fire destroyed the town in 1871, but it was quickly rebuilt by its 2,000 citizens. In 1872 another fire destroyed 12 buildings, but that same year the Western Union completed its line to Pioche.

Violent rainstorms struck in 1873 and 1874 causing flooding and damage. The population had climbed

to 6,000. A narrow-gage railroad was built to Bullionville, 12 miles to the south. Ore was transported from the Pioche mines to the Bullionville mills, and the trains also carried passengers.

In 1876 some 21 buildings were destroyed by fire, but a more serious blow was dealt to the town in that year by the closure of the mines. By 1880 the population had dipped to just 800.

A daily stage carried mail to and from Pioche during the 1880's. The route ran south to Bullionville, then to Panaca (2 miles), to Clover Valley (28 miles), then east to Milford, Utah, and connections with the Utah Southern Railroad.

The population of Pioche in 1890 was 269, and it appeared that the town was headed toward extinction when the Union Pacific began to talk of extending its rails from Milford to Pioche. Work on the grade was actually begun as we see

through the contents of the following letter:

Gregerman Camp July 19, 1891

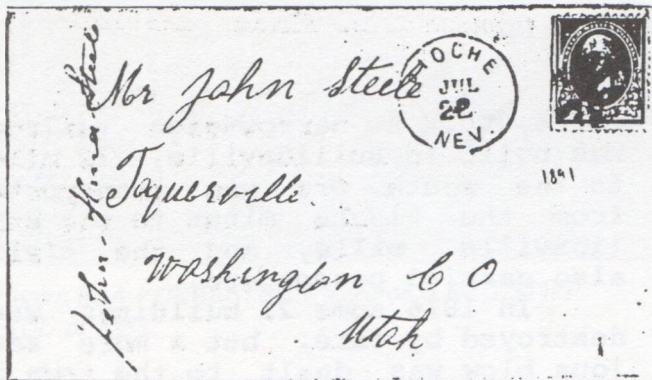
Dear father, As we are laying of to day i thout i would rite a few lines to you. i am blasting on the grade and have worked 18 days. wee will have one mile of road finished this month and will draw our pay on the 14 of August. wee are camped at the 15 mile house thers 12 teams heare and wee are looking for five more to day.

there is nothing much to rite about. Jim and John are well. i expect you are having warm wether. it is hot heare. Greg says wee will be thrau in two months.

i cant think of any thing more to rite about. direct your leters pioche Linking Co Nevada it car of A. f. Gregerman. well i will quit. i hope you are well.

from your son

/s/ J. A. Steele



The 1891 Pioche cover which encloses the Steele letter above.

Unfortunately the extension was never completed. In 1893 the Union Pacific fell into financial ruin and E. H. Harriman replaced Jay Gould as the boss. In addition, silver prices plumeted and the metal was demonetized. It was not until 1907 that a railroad finally reached Pioche, but somehow the community hung on and, when the rails finally arrived tying Pioche to Caliente, the little town entered a second boom period.

Eventually mining activity slackened around Pioche. The Depression of the 1930's closed the mines, but they reopened later in the decade and Pioche functioned as a major lead-zinc producer until the late 1950's. Today, Pioche continues life as a quite hamlet attracting its share of tourists to see rements of its busy past.



Continued from page 19.

upon request and a 37-cent stamp. Its really a lot of fun to run these little auctions, and a great way to turn duplicate or unwanted cards and covers into cash.

The second new advertising service is the establishment of a CLASSIFIED SECTION in LA POSTA. As our readership has expanded in the past year, we have acquired lots of new subscribers with many and varied interests. I'm convinced that if a group of 30 postal history people gathered in one room, there would be among them at least 50 different collecting interests, some of which would overlap and some which were unique. Hopefully, our new CLASSIFIED SECTION will provide an inexpensive way to make your wants known and sell or trade unwanted material. The rates will be maintained at a low cost per word, and this should prove to be an inexpensive way in which to send your message directly to over 600 other active postal history enthusiasts. See the announcement of this new CLASSIFIED SERVICE elsewhere in this issue for details.

We are always looking for ideas and suggestions to make this publication more responsive to the needs of our readers. I must admit to a considerable difficulty in personally answering each and all letters, but I do my best given the constraints of time. If you have a suggestion or an idea to improve LA POSTA, please share it. We could all benefit from your suggestion.

Richard W. Helbock

RURAL FREE DELIVERY IN THE WEST

Part III: Idaho, Montana and Wyoming

By Randy Stehle and Richard Helbock

In this, the third part of a four-part series on the development of the rural free delivery system in the western United States, we will examine the routes established and markings known therefrom for the northern Rocky Mountain states of Idaho, Montana and Wyoming. Rural settlement densities in these states rank even today among the lowest in the entire nation. Except for portions of the Snake River Valley of Idaho and a few other scattered pockets of well-watered agricultural land, farming is almost non-existent. The dominant rural land uses throughout the region are pastoral, and the widely dispersed sheep and cattle ranches were far less attractive markets for the extension of rural free delivery than the more thickly settled farm lands found elsewhere. As a result the RFD system was not well-developed in Idaho, Montana and Wyoming during our period of interest which extends only until mid-1913. While Idaho received the lion's share of routes established in the northern Rockies, many of these came late in the period, and examples of RFD markings from all three of the states are few and far between.

IDAHO

The first RFD routes in Idaho were established out of Boise and Moscow on May 14, 1900. During the next three years, referred to in this series as the "Official Period" ending July 1, 1903, Idaho was authorized 15 additional RFD routes. This total of 17 routes issued official handstamp markings operated out of 11 different towns and cities.

Richow records examples of official RFD handstamp markings from nine of Idaho's 17 possible routes

in his *ENCYCLOPEDIA OF R.F.D. CANCELS*. One route -- Boise #2 -- appears to have used both Type 1 (Figure 1) and Type 2f cancels, and

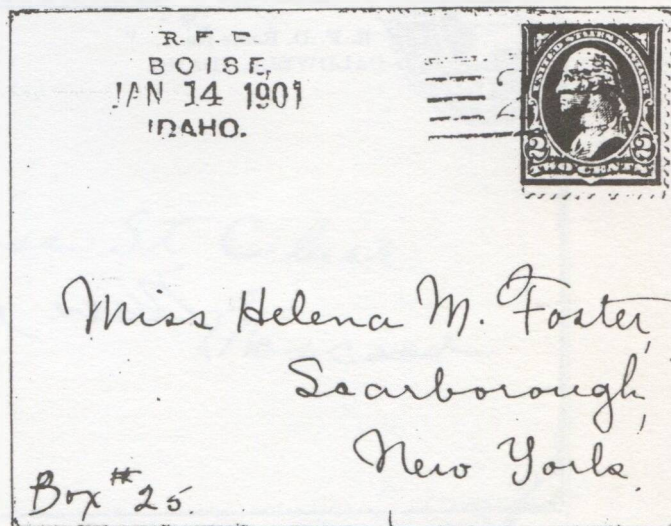


Figure 1. This covers displays an example of the BOISE, Route 2, Type 1 cancel.

(Courtesy of Harold Richow)

the lone known example from Nezperce unfortunately makes it impossible to determine whether it originated on Route 1 or Route 2. Remaining, therefore, are eight RFD routes from which no examples have yet been reported (Table 1).

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

Post Office	Route	Established	Type Expected
IDAHO			
Genesee	2	1 Jul 1903	2f
Meridian*	1	1 Jul 1903	2f
Mohler*	1	1 Jul 1903	2f
Moscow	1	14 May 1900	1
Moscow	4	1 Oct 1901	1
Nezperce(1)	1	1 Oct 1901	1
Nezperce(1)	2	1 Oct 1901	1
Troy	1	1 Jul 1903	2f
Weiser	1	15 Dec 1900	1
MONTANA			
None			
WYOMING			
Sheridan(1)	1	15 Oct 1900	1
Sheridan(1)	2	1903(2)	1
Wheatland*	1	15 Oct 1900	1

NOTES: *No RFD markings reported from this office at all; other offices have at least one marking reported from another route.

(1) The known marking reported from this office has an undecipherable route number.

(2) Established between 1 Jul 1901 and 1 Jul 1903.

The master listing of Idaho RFD routes shows 118 routes established after July 1, 1903, and in

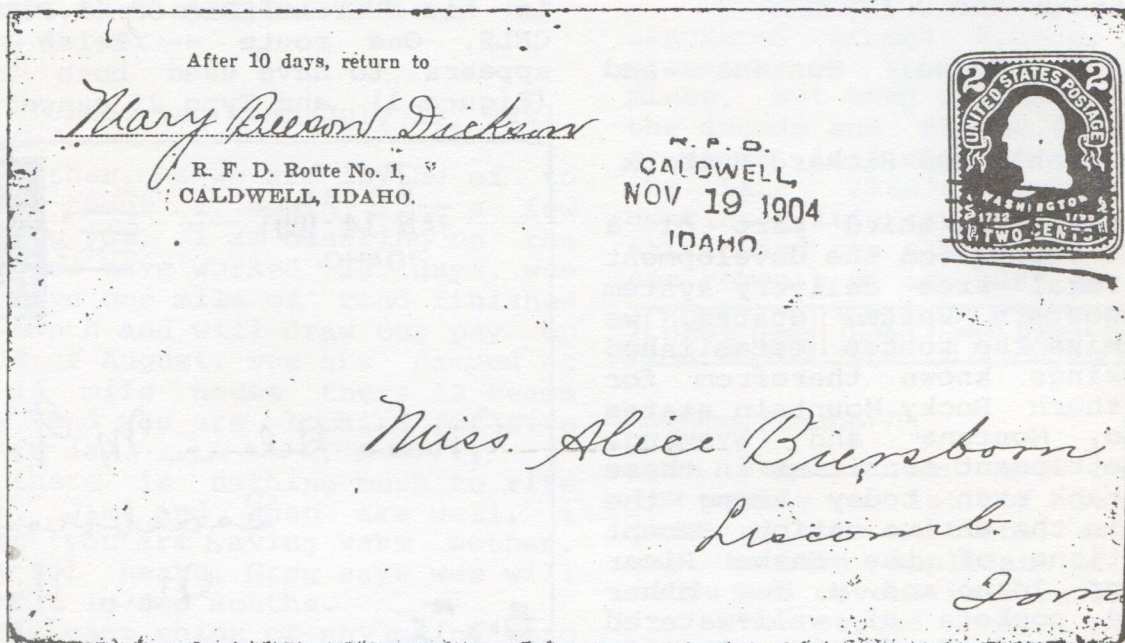


Figure 2. A cover with printed RFD information in the return address bearing an example of the CALDWELL, Route 1, Type 1. cancel. (Courtesy of Harold Richow).

operation prior to July 1, 1913. Thus far, no unofficial handstamp markings have been reported for any Idaho RFD routes. Manuscript markings are known from only two Idaho RFDs -- Deary and Lorenzo -- but many more are to be expected, as the long list of possible routes indicates.

MONTANA

Montana has the distinction of being the only Western state with all its official period RFD handstamp markings reported. This statement may be attributed to the fact that Montana had but one RFD route established prior to July 1, 1903 -- Billings Route 1. This route was established on February 1, 1902, and it was to be over a year and a half before the second route was established in Montana. Interestingly enough, Montana's second route, Columbia Falls Route 1, is the only other route from the state with a handstamp marking reported. This marking is, of course, an unofficial style, and has been designated Type 2xa. Columbia Falls Route 1 was established on September 15, 1903.

Three other routes were begun in 1903 -- routes one of Hamilton, Kalispell and Stevensville -- all on the 1st of October. Markings are unknown from any of these routes.

During the period covered by this article, a total of 63 rural routes were established in Montana. Five of these offered only tri-weekly service, and one route -- Philipsburg Route one -- had service four times a week.

Only eight Montana post offices were discontinued due to the establishment of rural free delivery. This is a very low number in relation to the number of routes established.

TABLE 2
UNREPORTED TYPES*

Post Office	Route	Established	Type Expected
WYOMING Knight	1	1902 (1)	1

*The following route has no report of the initial handstamp type issued, but has been documented as using a subsequent type.

(1) Established between 1 Jul 1901 and 15 Oct 1902. A type 2b has been reported for this route, an indication that the route was established on or before 15 Oct 1902. If Type 2b was the original handstamp, then the route could not have been established before 1 Mar 1902. If the route was established prior to this, then a Type 1 handstamp could have been issued to its carrier.

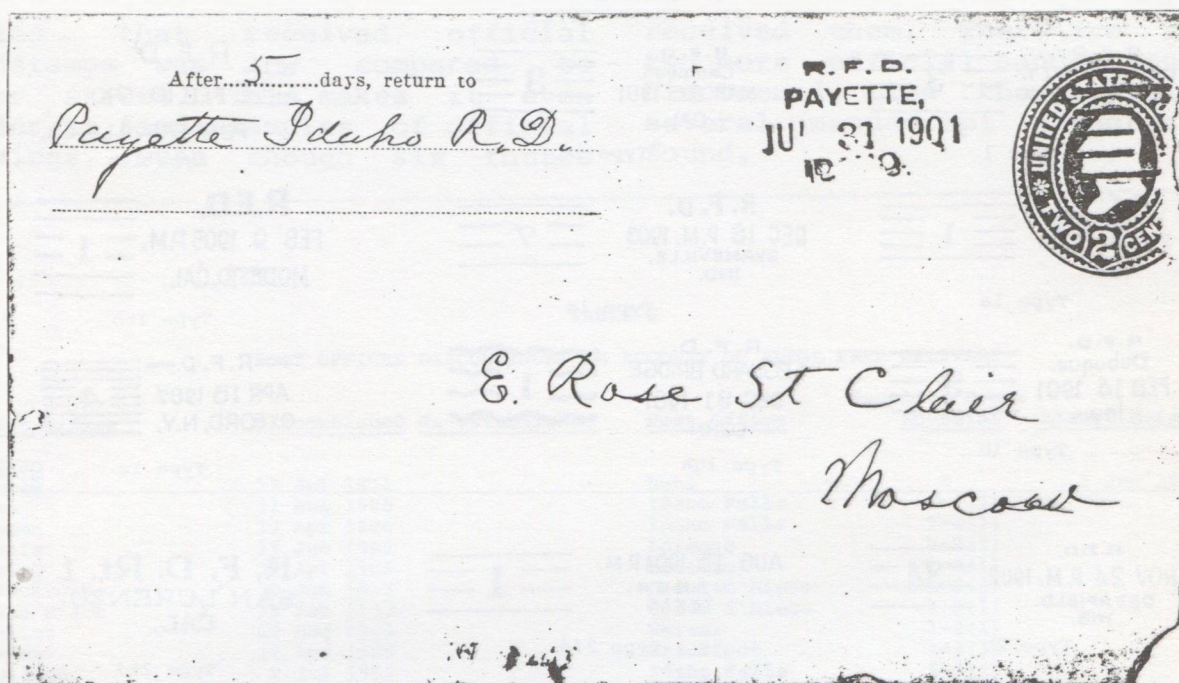


Figure 3. An example of the PAYETTE, Route 1, Type 1 cancel.

(Courtesy of Harold Richow)

Collecting RFD markings from Montana presents a serious challenge. Examples of the two handstamps are quite scarce. Hopefully, with so many routes established during the unofficial (post July 1, 1903) period, some manuscript markings should be discovered.

WYOMING

Wyoming had very few rural free delivery routes, but some of them were established earlier than in surrounding states. On October 15, 1900, three routes were begun at three different post offices: Hilliard, Sheridan and Wheatland. Of these a handstamp marking is known from Hilliard Route one, while Sheridan Route one may have one reported, and Wheatland Route one definitely does not have a marking reported.

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

Office	Route	Established	Types
MONTANA			
Columbia Falls	1	15 Sep 1903	2xa

Three additional routes were established in Wyoming during the official period. Handstamp markings are known from two, while the third, Sheridan Route two, may have been seen. The problem with the Sheridan routes is that a marking has been reported, but the known example makes it impossible to determine the route number. It could be either route, and that is why both are listed in Table 1.

After the first six routes were established in the official period, almost four years would pass before the next route -- Wheatland Route two -- was established. All together, ten routes were begun from 1907 to 1912, but no markings have been reported from Wyoming routes established after July 1, 1903.

There were only three post offices closed on account of the extension of rural free delivery. One of these, Alta, was closed due to the establishment of a route in Idaho out of Driggs.

Collecting Wyoming markings is difficult. Population distribution in the rural areas was so sparse that very few routes were established. The population served by

TABLE 5
RFD MARKING TYPES*

R. F. D.
CHUCKEY CITY,
SEP 20 1902
TENN.

Type 1

R. F. D.
Campbell,
MAR 26 1901
CAL.

Type 1c

R. F. D.
FEB 10 1910
PORTERSVILLE, CA.
Type 1se

R. F. D.
LITTLEFALLS,
SEP 9 1903
N. Y.

Type 1a

R. F. D.
DEC 18 P.M. 1903
EVANSVILLE,
IND.

Type 1n

R. F. D.
FEB 9 1905 P.M.
MODESTO, CAL.

Type 1tb

R. F. D.
Dubuque,
FEB 14 1901
Iowa

Type 1b

R. F. D.
LEONARD BRIDGE
DEC 31 1901
CONN

Type 1qa

R. F. D.
APR 18 1907
OXFORD, N. Y.

Type 1v

R. F. D.
NOV 24 P.M. 1902
DEERFIELD,
WIS.

Type 2b

AUG 18 1904 P.M.
MANOR,
TEXAS

Type 2fd

R. F. D. Rt. 1
SAN LORENZO,
CAL.

Type 2td

R. F. D.
FEB 23 1903 P.M.
BARTLETT,
TEXAS

Type 2f

R. F. D.
NOV 21 1912
WILD ROSE, WIS.

Type 2ga

Rt. 2/
Columbia Falls, Mont.
DEC 15 1903

Type 2xa

R. F. D.
JAN 2 1906 A.
FREELAND
MD.

Type 2fa

Sonoma, Cal.
19 1911
R. F. D.

Type 2hc

SANTA BARBARA,
R. F. D. No. 1 CAL.

Type 3ek

BAKERSFIELD
R. F. D. No. 1

Type 3ga

FORWARDED
LOS ANGELES
R. F. D. No. 3

Type 3ka

R. F. D.
PALMS
MAR 5 1908
CALIF

Type 6e

9/21/15-
apptitan Tu
R.F.D. #1
Type 11
Churrun out
7-14-58

Type 11a

1-31-13
RD #2

Type 11c

Oct 30-17

Type 11e

#

Type 11f

*As catalogued in the ENCYCLOPEDIA OF R. F. D. CANCELS by Harold C. Richow

routes that received official handstamps was low compared to other states. This makes it even harder to find examples of official markings, even though six routes

received them. There are at least two more official handstamps to be discovered, plus the possibility of several manuscript markings to be found.

TABLE 6

POST OFFICES DISCONTINUED ON ACCOUNT OF RURAL FREE DELIVERY

<u>Post Office</u>	<u>Discontinued</u>	<u>Re-established</u>	<u>Post Office</u>	<u>Supplied From: Route(s)</u>	<u>Rte(s) Established</u>
<u>IDAHO</u>					
Abbey	15 Jul 1911		Buhl	1	1 Jun 1911
Ako	31 Aug 1905		Idaho Falls	1-3(1)	
Ammon	30 Apr 1906		Idaho Falls	1-4(1)	
Annis	15 Jun 1906		Lorenzo	1-2(1)	
Beach	30 Apr 1906		Lorenzo	1-2(1)	
Blackrock	30 Jun 1913		Coeur d'Alene	1-2(1)	
Blue Creek	28 Feb 1913		Coeur d'Alene	1-2(1)	
Bourne	15 Aug 1905		Weiser	1-2(1)	
Bryan	14 Apr 1906		Blackfoot	1-3(1)	
Coltman	2 Jul 1906		Idaho Falls	1-4(1)	
Deep Creek	31 Jan 1913		Buhl	1-3(1)	
Edmunds	30 Nov 1905		Rexburg	1-3(1)	
Firth	14 May 1907		Shelley	1-2(1)	
Freese	15 Mar 1907		Palouse, WA	7	
Goshen	31 Dec 1905		Shelley	1	1 Nov 1906
Grant	2 Jul 1906		Idaho Falls	1-4(1)	
Hauser	15 May 1907		Post Falls	1	1 Sep 1905
Hanna	29 Feb 1912		Emmett	1-2(1)	
Harriman	31 Jan 1912		Gooding	1-2	1 Nov 1912
Hibbard	30 Nov 1905		Rexburg	1-2(1)	
Independence	31 Jul 1905		Rexburg	1	15 Apr 1905
Labelle	1906		Lorenzo	1-2(1)	
Lodi	1907		Marysville	1	16 Nov 1907
Lost River	1911		Moore	1	2 Dec 1912
Mapleton	15 Mar 1907		Preston	1	1 Feb 1907
Nera	1906		Troy	1-3(1)	
Plano	30 Nov 1905		Rexburg	1-3(1)	
Pleasantview	3 Oct 1907		Malad City	1	12 Aug 1907
Porters	1906		Lexiston	1	16 Oct 1905
Presto	28 Feb 1907		Shelley	1-2(1)	
Prospect	30 Nov 1906		Rigby	1-2(1)	
Riverside	15 Feb 1908		Blackfoot	1-3(1)	
Rudy	30 Apr 1906		Lorenzo	1-2(1)	
Taney	28 Feb 1907		Kendrick	1-2(1)	
Taylor	31 Dec 1905		Shelley	1	1 Dec 1905
Thomas	15 Jul 1905		Blackfoot	1-3(1)	
Union	28 Feb 1907		Rexburg	1-3(1)	
Wapello	30 Jul 1906		Blackfoot	1-3(1)	
Wilford	15 Jun 1908		Saint Anthony	1	1 Feb 1908
Woodville	30 Nov 1905		Idaho Falls	1-4(1)	
<u>MONTANA</u>					
Centralpark	10 Oct 1909		Belgrade	1&2(1)	
Chestnut	15 Sep 1906	9 Feb 1907	Bozeman	1-4(1)	
Desmet	15 Jun 1907		Missoula	1-3(1)	
Greenwood	15 Feb 1905		Bozeman	1-2(1)	
Lasalle	31 Jul 1905		Kalispell	1-4(1)	
Montford	30 Jun 1910		Creston	2	1 Jun 1910
Sexton	30 Jul 1904		Belgrade	2	1 Aug 1904(2)
Springhill	30 Jul 1904		Belgrade	2	1 Aug 1904(2)
<u>WYOMING</u>					
Alta	15 Nov 1910		Driggs, ID	1	1 Mar 1911
Beckton	20 Nov 1900		Sheridan	1	15 Oct 1900
Hilliard	31 Dec 1902		Knight	1	1903(3)

- NOTES: (1) More than one route was established before the post office was discontinued. These routes were established on more than one date.
 (2) The rural route was established concurrently with the discontinuance of the post office.
 (3) Established between 1 Jul 1901 and 15 Oct 1902.

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903(+)
<u>IDAHO</u>					
Acequia	1	1 May 1909			
American Falls	1	1 May 1913			
Ashton	1	1 Jun 1911			
Avon	1	1 Apr 1909			
Blackfoot	1	15 Apr 1905			
	2	1905(2)			
	3	1905(2)			
	4	1 Apr 1906			
Blake	1	1911(2)			
Boise	1	14 May 1900		25 27 918	1
	2	15 Oct 1900		26 40 520	1,2f
	3	1 Aug 1905	31 Jul 1908(19)		
	4	1 Jun 1906			
Buhl	1	1 Jun 1911			
	2				
	3	1 Feb 1913			
	4	1 Feb 1913			
Caldwell	1	1 Nov 1900		26 35 520	1
	2	1 Jun 1904			
	3	1 Dec 1905	31 Mar 1910(21)		
	4	1 Aug 1912			
Cambridge	1	1 May 1909			
Coeur d'Alene	1	1 Nov 1904			
	2	1 Aug 1912			
Cottonwood	1	1 Jun 1911			
Culdesac	1	1 Apr 1909			
Deary	1	1 Mar 1911			11F
Downey	1	1 Jun 1912			
Driggs	1	1 Mar 1911			
Eagle	1	1909(2)			
Emmett	1	15 Dec 1903			
	2	1 Apr 1912			
Filer	1	1911(2)			
	2	1911(2)			
Genesee	1	2 Dec 1901		24 35 600	1
	2	1 Jul 1903			
	3	1 Feb 1913			
Geneva	1	1911(2)			
Gifford	1	1 Apr 1909			
	2	1 May 1912			
Gooding	1	1 Nov 1912			
	2	1 Nov 1912			
Grangeville	1	16 Oct 1905			
	2	16 Oct 1905			
	3	1 Jul 1912			
Greenleaf	1	1 Jun 1911			
Grouse	1	1911(2)			
Hanson	1	1 Jul 1913			
Heyburn	1	2 Nov 1908			
	2	1 Dec 1908			

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR.	LNG.	A.	POP.	MARKINGS KNOWN
								1903(-) 1903(+)
IDAHO (Cont.)								
Idaho Falls	1	1 Jul 1903						2f
	2	15 Apr 1905						
	3	1905(2)						
	4	1 Dec 1905						
	5	16 Jul 1906						
Ilo	1	1 Jun 1912						
	2	1 Jun 1912						
Jerome	1	1 May 1912						
	2	1 May 1912						
Juliaetta	1	1 Dec 1905						
	2	1907(2)						
Kendrick	1	15 Sep 1903						
	2	9 Oct 1906						
Kimberly	1	1 Apr 1909						
Kooskia	(5)1	1 Feb 1912						
Kuna	1	1 Apr 1912						
Lake	1	1911(2)						
Lenore	1	1 Sep 1905						
Lewiston	1	16 Oct 1905						
	2	1 Aug 1913						
Lorenzo	1	1 Dec 1905						
	2	16 Apr 1906						11f
Malad City	1	12 Aug 1907						
	2	1 Apr 1909						
Marysville	1	16 Nov 1907						
Meridian	1	1 Jul 1903						
	2	15 Dec 1903						
Middleton	1	15 Dec 1903						
Mohler	1	1 Jul 1903						
Moore	(5)1	2 Dec 1912						
Moscow	1	14 May 1900						
	2	1 Nov 1900						
	3	1 Nov 1900						
	4	1 Oct 1901						
	5	1 Nov 1905						
Nampa	1	15 Feb 1905						
	2	15 Feb 1905						
	3	1 Jul 1907						
	4	1 Jun 1911						
New Plymouth	1	1 Jun 1904						
	2	1 Apr 1912						
Nezperce	1	1 Oct 1901						
	2	1 Oct 1901						
	3	2 Nov 1903						
Notus	1	1 Apr 1910(22)						
Oakley	1	2 Aug 1909						
Parma	1	1 May 1909						
	2	1 May 1909						
	3	1 Feb 1912						
Payette	1	15 Jan 1901						
	2	1 Dec 1903						
	3	2 Jun 1913						

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903(+)
<u>IDAHO (Cont.)</u>					
Post Falls	1	1 Sep 1905			
Potlatch	1	16 Oct 1907			
Preston	1	1 Feb 1907			
	2	1 May 1909			
	3	7 Aug 1909			
Rathdrum	1	15 Dec 1903			
Rexburg	1	15 Apr 1905			
	2	1 Dec 1905			
	3	1 Dec 1905			
Rigby	1	1905 (2)			
	2	7 Sep 1906			
Rupert	1	2 Nov 1908			
	2	2 Nov 1908			
Saint Anthony	1	1 Feb 1908			
	2	1909 (2)			
	3	1909 (2)			
Shelley	1	1 Dec 1905			
	2	1 Nov 1906			
Snow	1	1911 (2)			
Southwick	1	1 Apr 1912			
Sugar	1	15 Sep 1905			
Troy	1	1 Jul 1903			
	2	15 Aug 1904			
	3	1 Nov 1905			
Twin Falls	1	1 Dec 1908			
	2	1 Apr 1909			
	3	1 Feb 1913			
Viola	1	1 Apr 1912			
Vollmer	1	1909 (23)			
Weiser	1	15 Dec 1900		23 25 500	
	2	15 Apr 1905			
Weston	1	1 Jun 1912			
Wildhorse	1	1911 (2)			

MONTANA

Absarokee	1	15 Sep 1905			
Ballantine	1	28 Oct 1911 (3)			
Belgrade	1	15 Jan 1904			
	2	1 Aug 1904			
Billings	1	1 Feb 1902		26 40 560	1
	2	16 Apr 1906			
	3	1 Jun 1909			
Bloomfield	(5) 1	1 Jul 1912			
Bozeman	1	15 Jan 1904			
	2	1 Dec 1904			
	3	1 Mar 1905			
	4	1 Nov 1905			
Broadview	1	1912 (6)			
	2	2 Dec 1912			

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS 1903(-) 1903(+)
<u>MONTANA (Cont.)</u>					
Butte	1	1 Jul	1909(7)		
Cascade	1	1 Dec	1904		
Columbia Falls	1	15 Sep	1903		
Corvallis	1	1 Nov	1905		
Creston	1	15 Dec	1905		
	(8) 2	1 Jun	1910		
Dillon	1		1911(2)		
	2		1911(2)		
Eureka	1	10 Oct	1906(4)		
Fairview	1	1 Jul	1912		
Farmington	1	28 Oct	1911(9)		
Florence	1	1 Sep	1908		
Froid	(5) 1	1 May	1912	(10)	
	(5) 2	1 May	1912		
Hamilton	1	1 Oct	1903		
	2	1 May	1905		
Hobson	1	1 Oct	1912		
Homestead	(5) 1	1 May	1912		
Huntley	1	1 Feb	1912		
Jardine	1		1911(2)		
Joliet	1	1 May	1905		
Kalispell	1	1 Oct	1903		
	2		1905(2)		
	3		1905(2)		
	4		1905(2)		
Laurel	1	28 Oct	1911(3)		
Livingston	1		1911(2)		
	2		1911(2)		
	3		1911(3)		
Manhattan	1	15 Jul	1904		
Medicine Lake	1	1 Jun	1912		
Missoula	1		1905(2)		
	2	2 Oct	1905		
	3	15 Nov	1905		
Montford	1	1 May	1905	(11)	
re-estab.	1	1 Feb	1910	1 Jun 1910(12)	
Orville	1		1911(2)		
Philipsburg	(13) 1	4 Jan	1906		
Polson	(5) 1	2 Jan	1913		
Polytechnic	1		1911(2)		
Raynesford	1	23 Feb	1911(3)	(14)	
Roberts	1	15 Sep	1905		
Stevensville	1	1 Oct	1903		
	2	15 Jul	1904		
	3	1 Nov	1905		
Victor	1		1905(2)		
	2	1 May	1909		
Whitehall	(15) 1	1 Sep	1909		
Worden	1	2 Jan	1913		

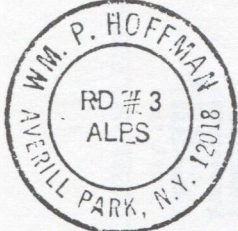
WYOMING					
Buffalo	1	1 Mar	1909		
Cody	1	8 Mar	1911(3)		
Frederick	1		1911(2)		

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR.			MARKINGS KNOWN	
				LNG.	A.	POP.	1903(-)	1903(+)
WYOMING (Cont.)								
Hilliard	1	15 Oct 1900	31 Dec 1902(16)	23	42	400	1	
Junction	1		1911(2)					
Knight	1		1902(18)				2b	
Laramie	(5)1	1 Nov 1900			55	121 400	1	
Little Medicine	1		1911(2)					
Powell	1	1 Nov 1912						
	2	1 Nov 1912						
Sheridan	1	15 Oct 1900			26	40 415	1(17)	
	2		1903(2)					
	3		1911(2)					
Wheatland	1	15 Oct 1900			28	43 390		
	2	16 Feb 1907						
	3	1 Nov 1912						

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

FOOTNOTES:

- (1) When more than one route was established on the same date, the Postal Bulletin gave the route information for all routes taken as a whole.
- (2) No date of establishment given in the Postal Bulletin. The year given is the year of the OFFICIAL REGISTER in which the route is first listed. In that the OFFICIAL REGISTER was published only in odd-numbered years, and covered a fiscal year ending June 30th, a date of 1905, for example, means that the route was established between 1 July 1903 and 1 July 1905.
- (3) No establishment date is listed in the PB. Date used is that on which the PB listing the route was published. Actual date of establishment probably earlier.
- (4) Establishment date in PB given as "Effective at once." Date used is the PB publication date. Actual establishment was probably earlier.
- (5) Tri-weekly service.
- (6) Established between 1 Jul 1911 and 2 Dec 1912.
- (7) Listed in the 1905 OFFICIAL REGISTER (indicating the route was in service as of 1 July 1905). Either this was an error, or the route was discontinued after 1 July 1905 and then re-established on 1 July 1909.
- (8) Was Montford Route 1. The PB also lists this route as being transferred from Montford on 10 Mar 1911, but considering the fact that the Montford P.O. closed on 30 Jun 1910, the 1911 date would appear incorrect.
- (9) Listed in the 1911 OFFICIAL REGISTER (indicating the route was in service on 1 Jul 1911). The PB was in one of its "delinquent" periods in mid-1911 in which it went for months between RFD listings. The establishment date of 28 Oct 1911 is the date of the PB which contained the listing.
- (10) The post office at Enterprise was supplied by one of these two routes effective 1 May 1912. Route One operated Monday, Wednesday & Friday, while Route Two operated Tuesday, Thursday & Saturday.
- (11) No discontinuance date given in the Postal Bulletin.
- (12) Transferred to Creston Route 2. See FN #8.
- (13) Service four days a week.
- (14) Not listed in the 1911 OFFICIAL REGISTER.
- (15) The post office at Piedmont was supplied by this route starting 2 May 1910.
- (16) Post office discontinued on 31 Dec 1902.
- (17) The route number is not known for this marking. It could be either 1 or 2.
- (18) Established between 1 Jul 1901 and 15 Oct 1902.
- (19) Route 3 transferred to Star Route and designated as No. 1.
- (20) Route 3 loop transferred to Route 1 on 1 Apr 1909.
- (21) Caldwell Route 3 transferred to Notus Route 1 on this date.
- (22) Formerly Caldwell Route 3.
- (23) Only listed in the 1909 OFFICIAL REGISTER.



POSTAL HISTORY

United States &

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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 - Idaho

Name.	Where born.	Whence appointed.			Where employed.	Compensation.
		State.	County.	Cong. dist.		
Idaho.						
George Peninger	Illinois	Idaho	Ada		Boise	600.00
Harley D. Wadsworth	New York	do	do		do	600.00
Jessie M. Peninger	Idaho	do	do		do	(1)
Edith Wadsworth	Illinois	do	do		do	(1)
Charles E. Govey	Iowa	do	Canyon		Calwell	600.00
Mary S. Govey	Ohio	do	do		do	(1)
George N. Hollister	Connecticut	do	Latah		Genesee	600.00
Thomas Keane	Wisconsin	do	do		do	600.00
John W. Kane	New York	do	do		do	(1)
Charles A. Smith	Nebraska	do	Bingham		Idaho Falls	600.00
George Price	Utah	do	do		do	(1)
James C. McIntosh	Iowa	do	Ada		Meridian	600.00
Rhoda C. McIntosh	do	do	do		do	(1)
Bert Anderson	Kansas	do	Nez Perces		Mohler	600.00
Archibald Furnish	Idaho	do	do		do	(1)
John Dunbar	Illinois	do	Latah		Moscow	600.00
Fred A. Geil	Michigan	do	do		do	600.00
Jesse Richcreek	Ohio	do	do		do	600.00
Albert J. Casey	Iowa	do	do		do	600.00
Claude Dunbar	California	do	do		do	(1)
Charles E. Pyle	Iowa	do	do		do	(1)
Robert Kirkpatrick	Missouri	Idaho	Latah		Moscow	(1)
Henry L. Land	do	do	Nez Perces		do	\$600.00
Frank Williams	Illinois	do	do		do	600.00
Carl A. Olsen	Idaho	do	do		do	(1)
Frank M. Hartley	Illinois	do	do		do	(1)
Henry Carstens	Germany	do	Canyon		Fayette	600.00
James A. Arnot	Maryland	do	Latah		Troy	600.00
Alfred Christie	Minnesota	do	do		do	(1)
Harvey E. Harris	South Dakota	do	Washington		Weiser	600.00
Lawrence Bertram Harris	do	do	do		do	(1)
Montana.						
Samuel J. Hoppie	Pennsylvania	Montana	Yellowstone		Billings	800.00
Harvey S. Hoppie	Montana	do	do		do	(1)
Wyoming.						
Robert Whittaker	England	Wyoming	Uinta		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. Strong	Ohio	do	do		do	(1)

¹Substitute.

COVERS

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FRED SCHEUER

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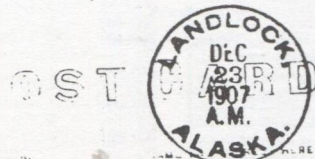
Unique Estate Appraisals

MAIL AUCTION NUMBER 1

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

ALASKA

1. LANDLOCK very scarce (only 2-3 known)
Dec. 23, 1907 XF ppc of winter in Valdez.
Est. \$200-\$300



2. DOUGLAS star cancel Sept. 9, 1893 hard to find before 1898 Beautiful strike. Est. \$200-\$250



3. DYEA This cover was sent from Canada to Dyea and has a Dyea rec. backstamp July 12, 1898 F then went on to Ohio. Est. \$50-\$75
4. EAGLE 1905 F-VF ppc. (Sm. Tear in card but does not effect the cancel.) Est. \$75-\$100
5. PETERSBURG Aug. 20, 1909 F-VF ppc. (also sm. tear in top of card with picture of Taku glacier) Est. \$40-\$50
6. WALES Dec. 15, 1906 on cover with backstamp of TELLER. Wales in VF & Teller F Est. \$50-\$100
7. WINDHAM Nov. 7, 1916 this date is about 7 years ahead of the listing in Helbock. Est. \$25-\$35

OREGON

8. HOT LAKE 1911 VF ppc. Est. \$6-\$10
9. VICTOR 1907 VG-F ppc. Est. \$15-\$20

OREGON RPO

10. COQUILLE & BANDON (Boat) a very scarce Oregon cancel and always a poor or part missing strike. The last of this material was auctioned about two years ago and brought between \$150-\$200 Est. \$80-\$125

All lots sold at a slight advance over the second high bid. Buyers pay cost of mailing lots and all lots are mailed insured. A photo copy may be sent of any lot for a SASE or may be inspected in our shop from 11am to 5:30pm, Mon. & Wed.-Sat.. Lots improperly described are returnable for a full refund within 10 days of receipt. Phone bids are accepted. MC & VISA

BIDS CLOSE May 14, 1984 at 10PM (Pacific)

WE BUY COVERS

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

Postal History - Scripophily



Ernest S. Peyton
Beverly G. Peyton

P.O. Box 24816 Tempe, Ariz. 85282 (602)820-4322

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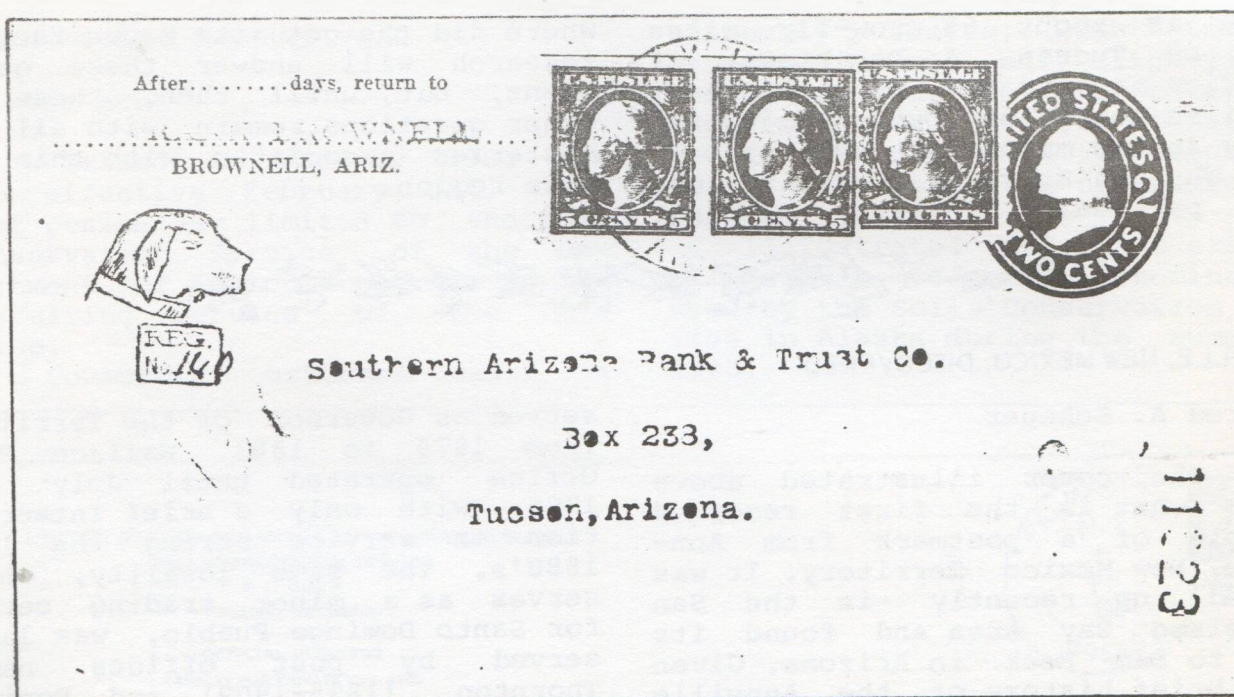


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Registered cover displaying the Brownell, Arizona, dog's head.

ARIZONA TERRITORY'S FANCIEST MARKING

By N. Leonard Persson

Many collectors regard unusually fancy cancels or postmarks as adding to the desirability of a cover to the same degree as they regard rarity. Arizona Territory had its share of stars, crosses, wheels of fortune, monograms and letters, etc., for killer cancels, and, I suppose, there are a half dozen postmarks which could be nominated as unusual and eye-catching.

From the little post office of Brownell, Arizona, Postmaster Frank Brownell in 1910 sent a registered letter to the Southern Arizona Bank and Trust Co. in Tucson. Instead of the usual box-style or straight line registered handstamp, he used, of all things, the impression of a dog's head (see illustration). A small tag is hanging from the dog's collar in much the same fashion as those little kegs we see hanging from the neck of a St. Bernard on his way to rescue someone lost in the Alps. The tag serves as the "REG. No." box.

The use of such an imaginative device, particularly from a post office which operated just a little over eight years, seems so improbable one wonders if, indeed, the marking is genuine. The purplish-magenta ink of the registered marking matches the ink Frank Brownell used when he stamped his name thus completing the required return address for registry of the government imprinted 2-cent embossed envelope. Everything else also seems to ring true with the cover. The postmark is a lightly struck "BROWNELL/ARIZ." four-bar dated Mar 7, 1910. A magenta double circle handstamp with "TUCSON, ARIZ./REGISTERED" between circles was struck on March 13 on the reverse.

Brownell was a Civil War veteran who came west and began mining in the Quijotoa Range in the early 1900's. The town received its post office in April of 1903, and operated until late 1911. The mine, the town, and a nearby mountain peak were all named after Frank Brownell.

Barnes in ARIZONA PLACE NAMES locates the town of Brownell about six miles north of Quijotoa (covered wells) near State Highway 86,

which is about 65 crow-fly miles west of Tucson. A Department of Interior map locates Brownell about 30 miles north of Quijotoa, apparently in the middle of nowhere.

Why did Brownell choose to use this particular registry marking?

Where did he get it? Maybe further research will answer these questions, but, until then, these and other questions remain with all the mysteries associated with this remote region.



ANNVILLE, NEW MEXICO, DISCOVERED

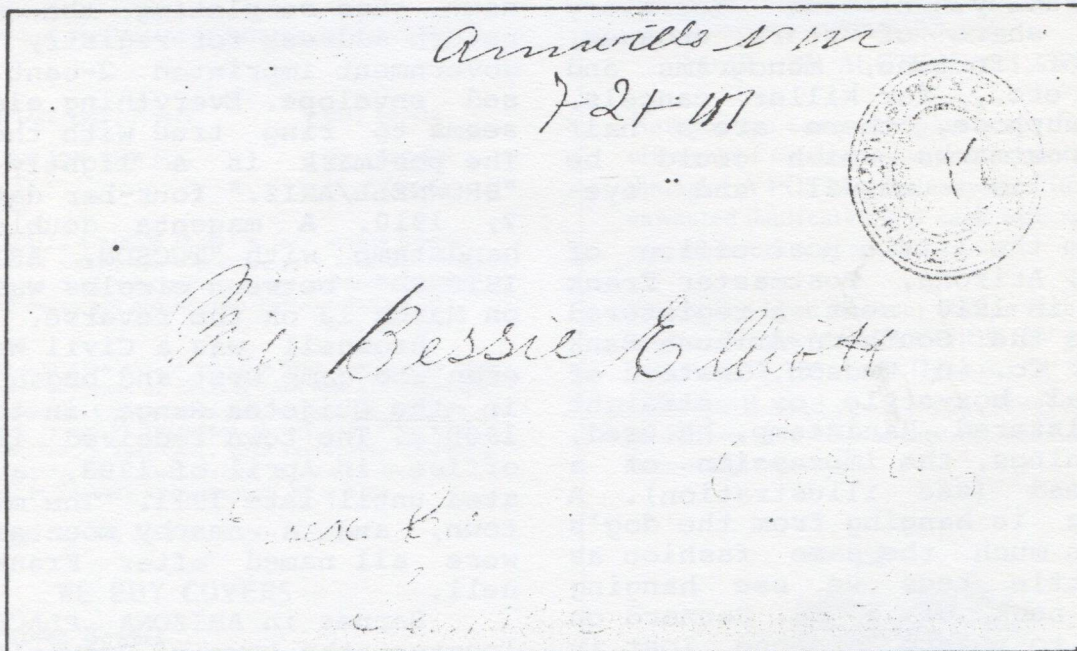
By Fred A. Scheuer

The cover illustrated above bears what is the first recorded example of a postmark from Annaville, New Mexico Territory. It was turned up recently in the San Francisco Bay area and found its way to Sam Beck in Arizona. Given the brief history of the Annaville Post Office, it is a surprising discovery.

Annaville was established May 23, 1881. The office was located on or near the newly built Atchison, Topeka & Santa Fe Railway line from La Junta, Colorado, to Albuquerque, some 37 rail miles northeast of Albuquerque. For unknown reasons the name of the post office was changed on May 9, 1882, to Wallace, in honor of General Lew Wallace who

served as Governor of the Territory from 1878 to 1881. Wallace Post Office operated until July 20, 1895, with only a brief interruption in service during the late 1880's. The same locality, which serves as a minor trading center for Santo Domingo Pueblo, was later served by post offices named Thornton (1895-1909) and Domingo (1909-1942).

The Annaville manuscript is a significant addition to the list of known New Mexico Territory postal markings. It is the only example recorded thus far from the post office, and, while Wallace postmarks are known, from as early as December 1882, it documents the fact that the short-lived earlier name was actually used on mail from the community.



Discovery example of the manuscript ANNVILLE, New Mexico Territory.

1983 OFFICIALS - THE FIRST YEAR

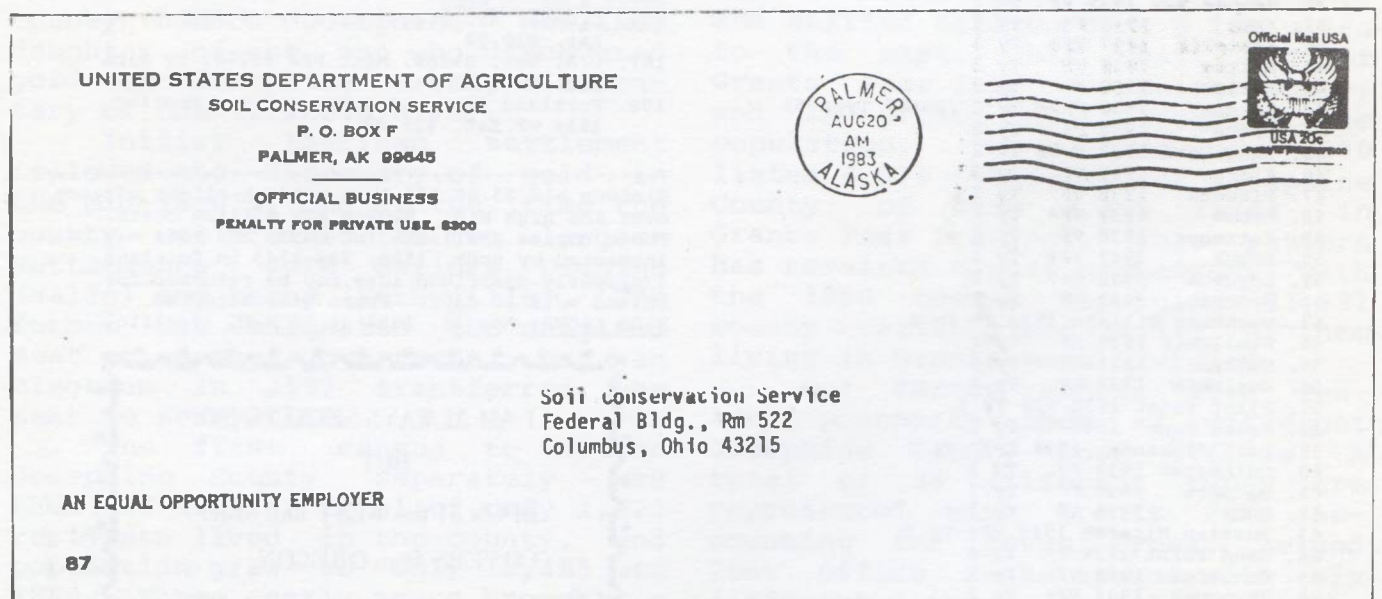
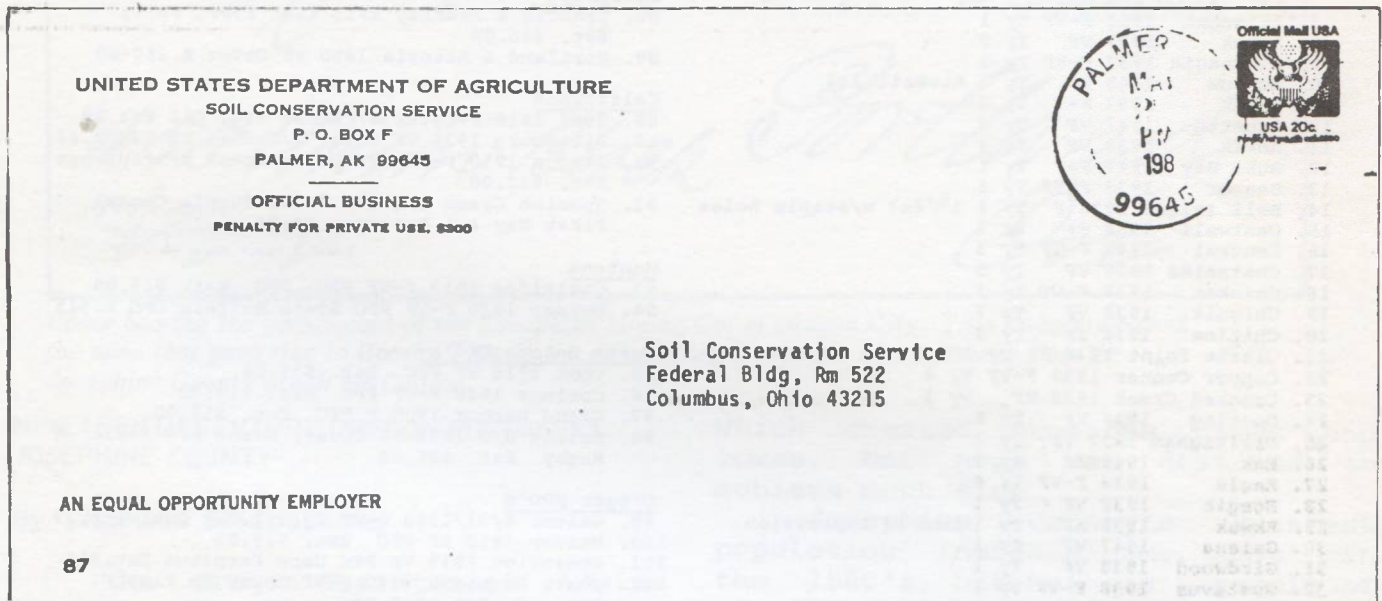
By Brad Arch

Issued in January 1983 for use effective February 1st, the test period use limited to the Soil Conservation Service of the Department of Agriculture, and to the Recruiting Service of the Air Force.

Commercial external usage is

extremely scarce, with internal inter-office use only slightly more available, due to the policy of many individual offices of not allowing the discarded envelopes to reach the commercial or philatelic market.

Illustrated below are examples of single 20-cent denominations used by the Soil Conservation Service in Alaska during the summer of 1983.



Charles Gillespie Mail Auction No. 13

P.O. BOX 13145, PORTLAND, OR 97213
(503) 288-2743

ALASKA

1. Barrow 1927, VF, Ty 5, Cover, w/#644 Purple Cancel Est. \$20.00
2. Nome 1949, VF, Ty 17, Cover, Cancel Gold Rush Jubilee Est. \$5.00
3. Saint Michael 1904, F+, Ty 4, PPCW/Alaskan Belle Est. \$20.00
4. Valdez 1909, F-VF, Ty 4, PPC w/Dog Team & Town Est. \$30.00

The Following are 2"x4" Most Govt. Postal Cards Est. \$5.00 and up:

5. Akiachak 1950 F-VF Ty 1
6. Akiak 1937 VF Ty 2
7. Aleknagik 1937 F-VF Ty 1
8. Angoon 1948 F Ty 3 Airmail 2x4
9. Aniak 1933 F+ Ty 2
10. Annette 1947 VF Ty 2
11. Anvik 1938 VF Ty 4
12. Auke Bay 1947 F+ Ty 1
13. Beaver 1933 F-VF Ty 1
14. Bell Island 1938 F Ty 1 15/8x3 w/staple holes
15. Cantwell 1938 F+ Ty 4
16. Central 1945 F-VF Ty 3
17. Chatanika 1936 VF Ty 5
18. Chicken 1938 F-VF Ty 3
19. Chignik 1938 VF Ty 7
20. Chitina 1938 VF Ty 4
21. Clarks Point 1938 VF Ty 1
22. Copper Center 1939 F-VF Ty 4
23. Crooked Creek 1938 VF Ty 1
24. Deering 1938 VF Ty 6
25. Dillingham 1937 VF Ty 2
26. Eak 1949 F Ty 1
27. Eagle 1938 F-VF Ty 6
28. Egegik 1938 VF Ty 1
29. Ekwak 1939 AF Ty 1 Double Impression
30. Galena 1947 VF Ty 1
31. Girdwood 1938 VF Ty 1
32. Gustavus 1938 F-VF Ty 1
33. Hawk Inlet 1938 F+ Ty 1
34. Healy Fork 1942 F Ty 3
35. Holikachuk 1942 VF+ Ty 1
36. Holy Cross 1938 F-VF Ty 3
37. Hoonah 1941 VF Ty 5
38. Hooper Bay 1939 VF Ty 1
39. Kake 1938 F+ Ty 6
40. Kaktovik 1957 VF+ Ty 1
41. Kaltag 1938 VF Ty 3
42. Karluk 1938 F Ty 4
43. Kasaan 1938 F-VF Ty 5 (Early Type 5)
44. Kiana 1938 F+ Ty 2
45. King Cove 1938 F-VF Ty 2
46. Kiana 1947 VF Ty 3
47. Klawock 1938 VF Ty 5
48. Kobuk 1938 VF+ Ty 1
49. Kotzebue 1938 VF Ty 6
50. Koyuk 1947 VF+ Ty 1
51. Koyukuk 1938 F+ Ty 2
52. McGrath 1947 VF Ty 5
53. Mountain Village 1938 VF Ty 1
54. Niiilchik 1938 AF Ty 1
55. Nulato 1938 F+ Ty 4
56. Ouzinkie 1938 VF Ty 3
57. Pilot Point 1938 VF+ Ty 1
58. Point Hope 1940 VF Ty 1
59. Port Alexander 1938 F-VF Ty 2
60. Quinhagak 1938 F+ Ty 3
61. Rampart 1939 F Ty 7
62. Ruby 1938 VF Ty 3
63. Russian Mission 1947 VF+ Ty 3
64. Sand Point 1938 F+ Ty 4
65. Savoonga 1938 VF Ty 1
66. Shungnak 1947 VF+ Ty 2
67. Sleetmute 1938 F+ Ty 2
68. Sterling 1954 VF Ty 1
69. Stevens Village 1936 VF Ty 1
70. Stony River 1938 F Ty 1

71. Takotna 1938 VF Ty 2
72. Takotna 1947 VF Ty 3
73. Tanacross 1938 VF+ Ty 1
74. Teller 1938 VF Ty 5
75. Tenakee Springs 1938 F-VF Ty 1
76. Tetlin 1938 F+ Ty 2
77. Tununak 1942 VF Ty 1
78. Tyonek 1944 VF+ Ty 3
79. Unalakleet 1938 F-VF Ty 3
80. Wales 1938 F-VF Ty 3
81. Wasilla 1938 VF Ty 2

RPO

82. Seattle & Seward 1916 F, Cover, Rough Open Right Side Est. \$35.00
83. Eugene & Powers 1925 F+PPC Est. \$15.00
84. Glacier & Bellingham 1907 VF #IV PPC Scene Bellingham Est. \$40.00
85. Spokane & Coulee City 1908 VF #III PPC E. \$20
86. Wymore & Concordia 1914 F-VF #II PPC E. \$10

Steamboat

87. Seattle & NeahBay 1913 East F+PPC Falls Est. \$40.00
88. Portland & Astoria 1880 VF Cover E. \$50-60

California

89. Surf 1919 F+Cover w/Cachet Std. Oil Est. \$8
90. Pittsburg 1936 VF Cover w/Cachet FD Can.E.\$8
91. Skaggs 1910 F-VF PPC Doane Scene Hot Springs Est. \$12.00
92. Spanish Creek 1942 VF Cover Purple Cancel First Day & L.Day Est. \$7.00

Montana

93. Coalridge 1913 F-VF PPC DPO Est. \$15.00
94. Dorsey 1910 F-VF PPC Scene Buffalo DPO E. \$15

North Dakota DPO's

95. Cook 1910 VF PPC Est. \$35.00
96. Cumings 1910 F-VF PPC Est. \$10.00
97. Grand Harbor 1909 F PPC Est. \$15.00
98. Saline B/S 1906 VF Cover, Doane RPO Antler & Rugby Est. \$25.00

Oregon DPO's

99. Galena 8/31/1943 F-VF Card, L.Day Cancel E. \$7
100. Meadow 1912 AF PPC Est. \$25.00
101. OceanView 1915 VF PPC Cape Perpetua Est. \$15
102. Quarz Mountain 1940 F-VF Cover No Flap, Creased Est. \$12.00
103. Round Prairie 1910 VF PPC Est. \$20.00
104. Rye Valley 1910 VF PPC Sacajawea Est. \$8.00
105. Service Creek 1953 VF PPC Scene Est. \$4.00

Lewis & Clark Expo

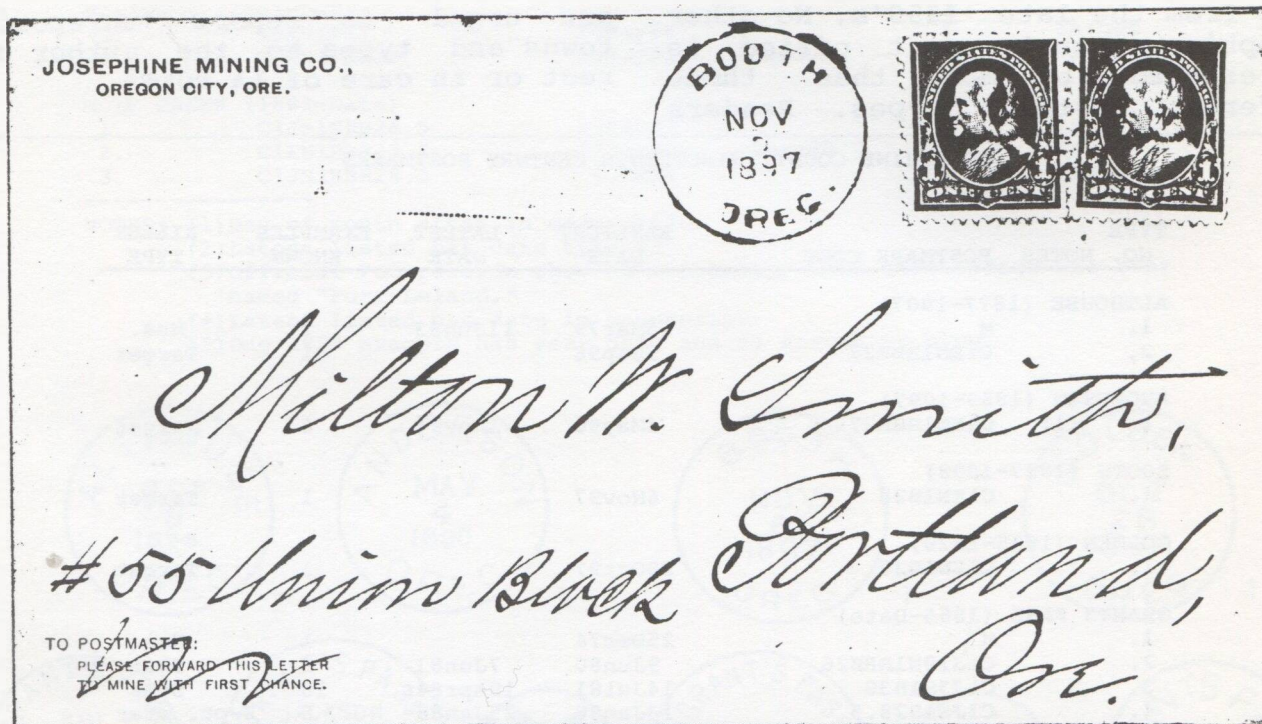
106. Liberal Art Bldgs. Mint PPC #12599 by Rich Est. \$10.00
107. U.S. Gov. Bldgs. Mint PPC #12603 by Rich Est. \$10.00
108. Portland Street Car Map and New Routing 1914 VF Est. \$25.00

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: May 31, 1984 at 10 P.M. (Pacific)

I AM ALWAYS SEEKING TO
BUY

DPOs of the WEST and older
COVERS from OREGON.

Charles Gillespie



Cover bearing the corner card of the Josephine Mining Co. of Oregon City. This company owned the mine that gave rise to Booth. This is the only reported example of a postmark from the Josephine County Booth post office.

NINETEENTH CENTURY OREGON POSTMARKS: JOSEPHINE COUNTY

By Charles Whittlesey

The Oregon Territorial Legislature erected Josephine County January 22, 1856, from lands which were formerly the western part of Jackson County. The name of the county honors Josephine Rollins, daughter of the man who discovered gold on Josephine Creek, a tributary of the Illinois River.

Initial American settlement followed the discovery of gold in the mid-1850's, and at the time the county was created the two largest settlements were Sailors Diggins (Waldo) and Kerby (Kerbyville). The former was designated the original seat of county government, but an election in 1857 transferred the seat to Kerbyville.

The first census to return Josephine County separately was that of 1860. A total of only 1,623 residents lived in the county, and population grew to only 2,485 in 1880. These early years brought a series of mining booms and busts

which created numerous camps and towns, but none was destined to achieve much size.

Josephine County's greatest population increase came about in the 1880's, but not as a result of an internal economic development. The Legislature determined that the border between Jackson and Josephine counties required realignment, and shifted said border a few miles to the east. This shift brought Grants Pass into Josephine County, and in effect nearly doubled the population. The Census of 1890 listed 4,878 residents of Josephine County of whom 2,108 lived in Grants Pass Precinct. This pattern has remained almost unchanged, with the 1980 census reporting 52,937 county residents and 34,945 of them living in Grants Pass Division.

Our survey records 19th century postmarks from 17 different Josephine County post offices. A total of 38 different types are represented with Grants Pass accounting for seven types. Leland Post Office ranks second with six different types, including the controversial "Fort Leland" post-

mark from the late 1850's. No other are urged to report unreported Josephine County post office is towns and types to the author di- represented by more than three rect or in care of LA POSTA. different postmark types. Readers

JOSEPHINE COUNTY NINETEENTH CENTURY POSTMARKS

TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
ALTHOUSE (1877-1907)							
1.		M		15Mar79	11Jun83	2	Mss.
2.			ClEN1BBR27	5Sep98		1	Target
ANDERSON (1889-1897)							
1.	(1)		ClEN1BBR27	4May90	1Nov94	6	Target
BOOTH (1897-1898)							
1.			ClEN1B28	6Nov97		1	Target
GOLDEN (1895-1920)							
1.			ClEN1B27	28Oct97		1	Target
GRANTS PASS (1865-Date)							
1.		M		25Dec74		1	Mss.
2.			ClJ10N1RRB26	9Jun80	7Jun81	5	Star
3.			ClJ3S1B30	14Jul81	19Apr84r	10	Star
4.			ClJS1B28.5	13Jan86	25Jan88	5	8-pt. star
5.			ClEN1B26	18Nov87		1	Cork
6.			ClJ12S1B31.5	29Oct90r		1	
7.	(2)		ClJT1B27.5	11Oct92	15Jan94	6	Cork
KERBY (1856-1965)							
1.		M		late50's	1Sep85	7	Mss.
2.			ClJS1RRB29.5	6Jan91p		1	Target
3			ClET1B27	1Nov97		1	Cork
LELAND (1855-1943)							
1.	(3)		C21JA1R34	late50's		2	
2.		M		late50's	86	4	Mss.
3.	(4)		ClEA1BBR25	21May79	20Sep82v	4	Mss.
4.			ClJN1BBR27	17Feb91	10Mar91	2	
5.			ClEN1B28	4Jul97	20Jan99	2	Target
6.			ClJS1B32	18Jun98p		1	Target
LUCKY QUEEN (1876-1896)							
1.		M		9Jun77		1	Mss.
McALLISTER (1885-1891)							
1.			ClEN1BBR27.5	2Nov88	19Jan91	5	Target
MERLIN (1891-Date)							
1.			ClEN1BBR27.5	Jan94		1	Target
MURPHY (1875-Date)							
1.		M		11Oct81		1	Mss.
2.			ClEN1BBR27	1Apr93?		1	Target
SELMA (1897-Date)							
1.			ClEN1B28	1Aug98		1	Target
SLATE CREEK (1858-1878)							
1.		M		early70's		5	Mss.
WALDO (1856-1928)							
1.		M		late50's			
2.			ClCA1BBR25	11Aug(62)	11May(64)	2	Mss.
3.	(5)		ClEA1R25	early80's	late80's	8	Various
WILDERVILLE (1878-1964)							
1.			C31J3,10N1RRB33	15Nov81r		6	Propeller
2.			ClEN1B27.5	20Jan98		1	Target

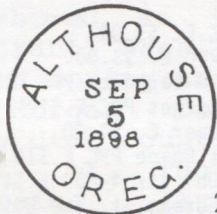
WILLIAMS (1881-Date)

1.	CL1EN1B27	10May86	1	Target
2.	CL1EN1BBR27	13May93	2	Target

WOLF CREEK (1882-Date)

1.	CL1JN1RRB28.5	23Feb83	1	Maltese cross
2.	CL1EN1BBR27.5	17Jan90	2	Target
3.	CL1JN1BBR28.5	5Jan94	1	Target

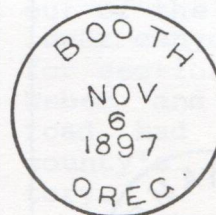
NOTES: (1) Day of month often in manuscript.
 (2) Latest listed has date type T3.
 (3) Official POD records show no indication that this office was ever named "Fort Leland."
 (4) Latest listed has date in manuscript.
 (5) One 1880 example has year date and is struck in blue.



2



1



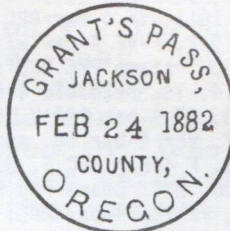
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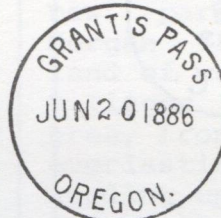
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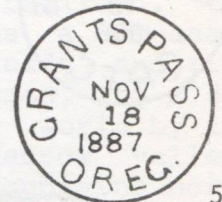
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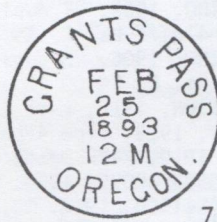
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5



6



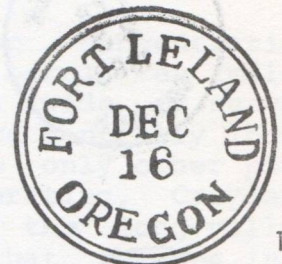
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3



1



3



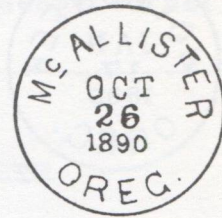
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5



6



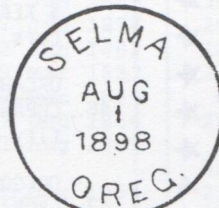
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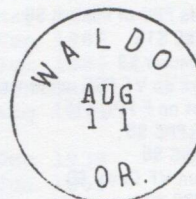
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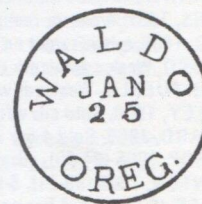
2



1



2



3



THREE CABINS STAMP CO.

PO BOX 689 EUREKA, CA 95501

MAIL BID SALE #1

CALIFORNIA

1. ADAMS, 1924, fine 4-bar on PPC DPO E. \$3.00
2. ALTON, 1907, fine Doane on PPC DPO E. \$3.00
3. ANGEL ISLA(ND), 1917, VF 4-bar on PPC picture of CAMP POINT BLUNT, E. \$5.00
4. BAYLES, 1906, EXC., Doane on PPC DPO E. \$5.00
5. BRIDGEVILLE, May 4, 1977, pict. HC for P.O. Centennial cachet E. \$2.00
6. BULWINKLE, 1910, VF 5-bar PPC(1909-22)E.\$12
7. CALWA CITY, 1914, fine light 4-bar PPC E.\$5.00
8. CAMP CURRY, 1915, fine slightly smudged 4-bar on PPC E. \$5.00
9. CARMEL, 1910, VF Doane PPC E. \$3.00
10. COVELO, 1918, EXC. 4-bar PPC E. \$3.00
11. CUDEBACK, 1913, F-VF red 4-bar flty PPC E.\$6
12. DEADWOOD, 1908, fine cds target PPC E.\$12
13. DENNY, 1911, EXC. 4-bar cover E. \$4.00
14. ECHO MOUNTAIN, 1906, light Doane PPC E.\$10
15. ELIZABETH LAKE, 1918, F, Dbl str 4-bar E.\$6.00
16. EUREKA, 1905, F dupx PPC Eureka St. sce E.\$5.
17. EUREKA, 1931, VF-S Dbl. circle Sta.#1 cvr E.\$3
18. FIELDBROOK, 1911, VF 4-bar PPC E. \$5.00
19. FREESTONE, 1912, F-VF 4-bar w/lt. 4-bar SEA VIEW, Recv. stamp PPC DPO's E. \$15.00
20. GRAFTON, 1914, lt. readable 4-bar PPC E.\$5.00
21. HARRIS, 1908, VF 4-bar PPC E. \$3.00
22. HOLMES, 1957, VF+ 4-bar Sm. xmas cvr. E.\$3.00
23. JERSEY, 1913, F 4-bar PPC E. \$3.00
24. KENNETT, 1906, EXC. Doane PPC E. \$5.00
25. KUNTZ, 1910, VF lt. 4-bar PPC('06-'13)E.\$20
26. LAUREL DELL, 1911, F-VF 4-bar PPC E. \$10
27. LEMOORE, 1912, VF duplex PPC E. \$3.00
28. LINCOLN, 1910, VF duplex PPC E. \$3.00
29. MENDOCINO, 1905, VF duplex cvr reduced left soiled 4-diff bs. E. \$5.00
30. MENDOCINO, 1906, VF duplex on reduced left cvr 3-diff bs. E. \$4.00
31. PLANTATION, 1912, F-VF 4-bar PPC E. \$8.00
32. RETREAT, 1919, fine 4-bar PPC ('03-'31)E. \$10
33. REQUA, 1910, F-VF Doane PPC E. \$4.00
34. RICHARDSON GROVE, 1954, F-VF 4-bar PPC E. \$3.00
35. SAN FRANCISCO, 1918, mc. VF ad. cvr for trunks/suitcases E. \$6.00
36. SAWYERS BAR, 1912, EXC. 4-bar aged cvr E. \$4.00
37. STRAWBERRY VALLEY, 1907, VF cds target PPC E.\$3
38. TAHOE, 1912, fine 4-bar PPC E. \$3.00
39. TEHAMA, 1911, VF red 4-bar PPC E. \$3.00
40. TRINIDAD, 1911, EXC. Doane PPC E. \$4.00
41. WARMSPRINGS, 1928, VF 4-bar cvr E. \$5.00
42. WHISPERING PINES, 1936, VF 4-bar cvr E. \$3.00
43. COALINGA, 1908, fine duplex PPC E. \$3.00

IDAHO

44. DRIGGS, 1909, VF 4-bar PPC ('94-'05) E. \$8.00

NEBRASKA

45. CRETE, NEBRASKA CITY, FREMONT, HUBBELL, ASHLAND, & KEARNEY (6) diff 1879-84 on Gpc's FVF cds cork & target killers E. \$10.00

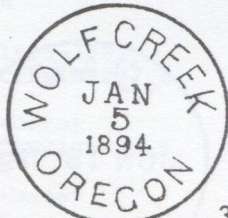
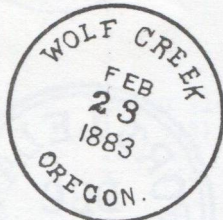
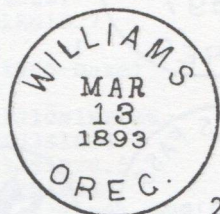
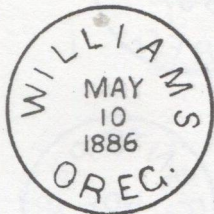
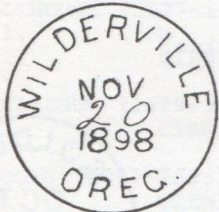
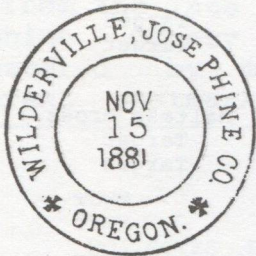
OKLAHOMA

46. COPAN IND. T., Oct. 12, 1907, lt. cds PPC flty stp. scarce used 3 yrs. E. \$25.00

OREGON

47. LEONA, 1914, VF cds PPC E. \$5.00
48. PHILOMATH, 190_, F cds PPC E. \$4.00

Minimum bid \$2.00, postage extra, usual auction rules, closing MAY 30, 1984.



- ☆ U. S. DPO's NET PRICE SALE ☆
- ☆ Ca, BROCKWAY, Purple cds, ms 8-7-14 on VF Cover \$8
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 - ☆ Co, ARGO, 1896, cds w/target on F PSC \$15
 - ☆ Co, EL MORO, Weak cds w/cork on F cover \$9
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POST OFFICES OF UTAH

By Dan Meschter

Part XVII: Morgan County

Morgan County was organized out of Davis County during a general realignment of counties by the Legislature in 1862. It was named for Jedediah Morgan Grant, pioneer, legislator, and churchman, who died prematurely in 1856. He is best remembered as the father of Heber J. Grant, President of the Mormon Church during the 1930's.

Morgan County is a jewel among Utah counties, nestled in the heart of the majestic Wasatch Mountains. Its central fertile valley along the Weber River is accessible only through narrow canyons at the east and west boundaries of the county. It was during an attempt to detour Devils Slide in the upper canyon in 1846 that the ill-fated Donner Party entered the south end of the county, but turned away from the Weber River for some reason and spent 15 precious days groping its way through uncharted mountains and down Emigration Canyon to the Salt Lake Valley -- days that made the difference between life and death in the high Sierras three months later.

With wagon roads laboriously built along the river banks up through the lower canyon near Ogden, the valley was opened for settlement under the leadership of

Grant and others in 1855. The village of Milton was settled in 1856, and Morgan and Enterprise followed in 1862. Typical of remote settlements in Utah at that time, the mails were carried privately until five post offices were established, all on December 7, 1864, to serve the slowly growing, scattered farming settlements.

The Weber River became a thoroughfare when the line of the Union Pacific Railway was carved out of the cliffs in the upper and lower canyons in 1868; but, except for section houses at Enterprise, Weber and Devils Slide, the railroad had little impact on the county's social or economic history.

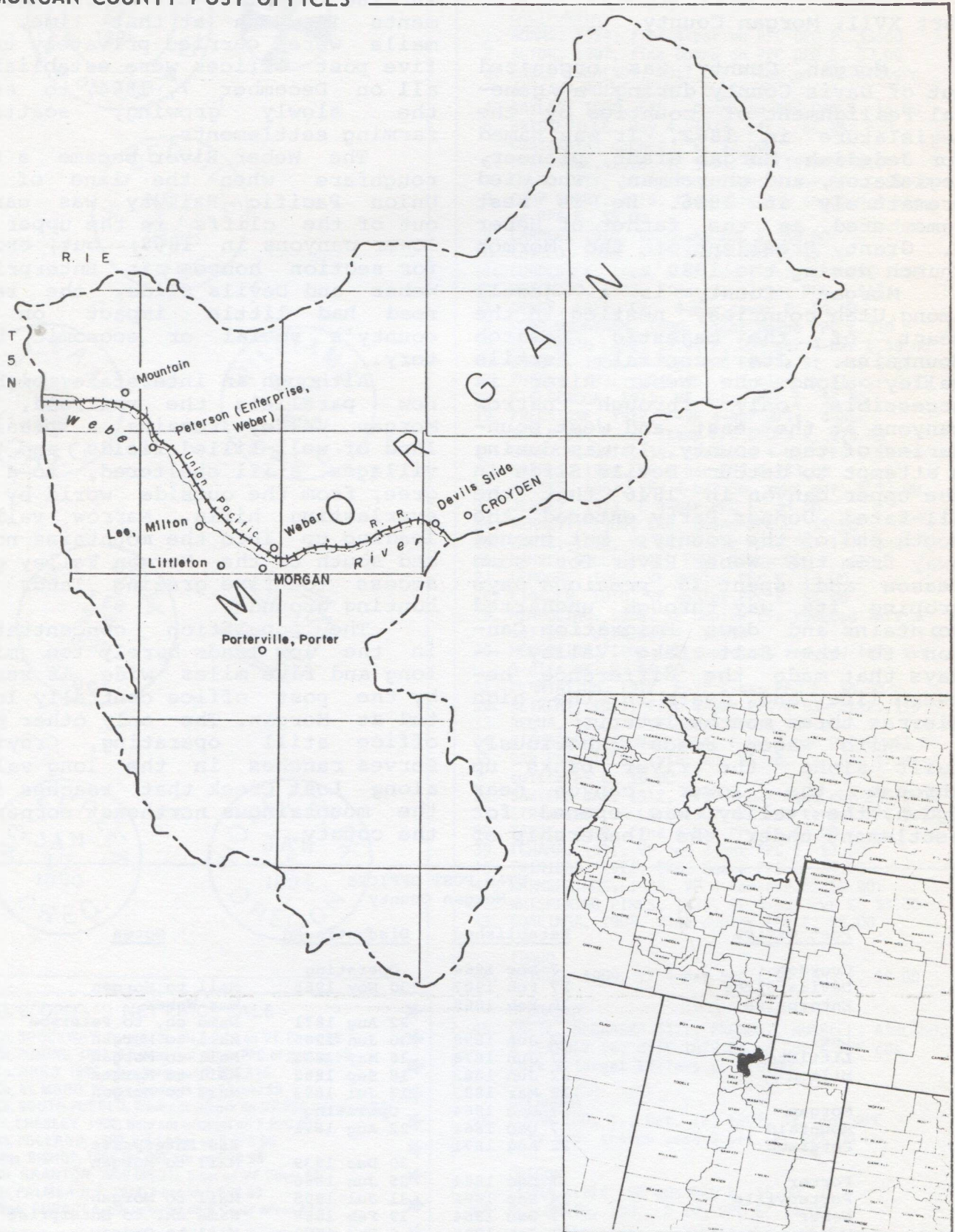
Although an interstate highway now parallels the railroad, the Morgan Valley remains a pleasant land of well-tilled fields and tidy villages still sheltered, to a degree, from the outside world by the everlasting hills. Narrow valleys leading up into the mountains north and south of the Morgan Valley give access to fine grazing lands and hunting grounds.

The population concentration in the low lands barely ten miles long and five miles wide is served by the post office centrally located at Morgan. The only other post office still operating, Croyden, serves ranches in the long valley along Lost Creek that reaches into the mountainous northeast corner of the county.

UTAH POST OFFICES Morgan County

<u>Post Office</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Croyden	7 Dec 1864	Operating	
Devils Slide	27 Feb 1907	30 Nov 1965	Mail to Morgan
Enterprise	19 Feb 1868		Was Weber
Lee	22 Jun 1898	22 Aug 1871	Name ch. to Peterson
Littleton	17 Jun 1878	30 Jun 1905	Mail to Morgan
Milton	22 Jun 1882	26 May 1883	Mail to Morgan
	29 Mar 1883	18 Sep 1882	Mail to Morgan
Morgan	7 Dec 1864	12 Jul 1883	Mail to Morgan
Mountain	7 Dec 1864	Operating	
Peterson	22 Aug 1871	22 Aug 1871	
		30 Dec 1939	Was Enterprise
Porter	7 Dec 1864	25 Jun 1866	Mail to Morgan
Porterville	14 Sep 1894	31 Jul 1905	
Weber	7 Dec 1864	19 Feb 1868	Mail to Morgan
Weber	11 Jan 1888	6 Dec 1902	Name ch. to Enterprise
-----			Mail to Ogden

MORGAN COUNTY POST OFFICES



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

Town	Type	Route	Date	Value
<u>OHIO</u> (Continued from 15/1)				
Mowrystown	11A	1	1910	II
New Comerstown	11E	2	1909	I
Ohio City	11F			I
Painesville	3CK	5	1927	V
Pataskala	11E	2	1910	I
Pemberton	11C	1	1911	I
Rayland	11A	1	1910	II
Rockbridge	11F		1908	I
Rockford	11A	6	1910	II
Spencer	11F			I
Sugar Creek	8HA	2		V
Vanlue	11E	12	1910	I
Vinton	11A	3	1909	II
Washington C.H.	11F			I
West Farmington	11F	2	1909	I
Wooster	11A	2	1909	II
Xenia	11F	6	1909	I
<u>OKLAHOMA</u>				
Cleveland	11E		1909	IV
Copan	11F		1914	IV
Morris	11F			IV
Seward	11		1912	V
<u>OREGON</u>				
Albany	11E		1908	III
Grants Pass	1GB	1	1907	VI
Grass Valley	5H	1		VII
McMinnville	11E	1	1911	III
Rickreall	11E	1	1909	III
Summerville	2F*	1	1910	V
<u>PENNSYLVANIA</u>				
Allenwood	11C	1	1910	I
Athens	11F	3		I
Bath	11E	1	1910	I
Boothwyn	11F	1		I
	2B	3	1902	III
Buffalo Mills	11F		1908	I
Burgettstown	1A	48	1904	III
Cabot	11F	15		I
Carlisle	11A	3	1908	II
Catawissa	11F	4		I
Claysburg	11B	1		I
Crooked Creek	11E	2	1912	I
Cumberland Valley	2F	1	1910	III
Doylestown	11F			I
Duncannon	11	2	1908	II
Duncansville	11F	2		I
East Berlin	11E		1909	I
Elizabethtown	11E	2	1914	I
Emanuel	11F	4	1914	I
Enola	11D	2		I
Everett	11	1	1909	II
Fairfield	11E	1	1907	I
	11A	3	1908, 11	I
	2FD	3	1910	III
Fairhope	11A		1911	I
Fairmount Springs	11F	1		I
Gap	11F	1		I
Gettysburg	11E	12	1907	I
Greencastle	11C	3	1911	I
Greensburg	11F	1	1909	I
Greenville	11E	44	1910	I
Halifax	2F	1	1909	III
Harmony	11	38	1913	II
Hellertown	11F	2		I
Hepburnville	11A	1	1908	II
Herrick Centre	3JA		1906	V
Howard	11C	2	1909	I
Imbertown	11F	1	1907	I
Independence	2B	57	1902	III
Jamison City	11E		1912	I
Kerrmoor	2F	1	1903	III
Kerrsville	11F	1		I
Kirkwood	11F	1		I
Knox	11F	3		I
Kutztown	11E	1	1910	I
Lampeter	1	4	1902	III
Landenburg	1	2	1903	III
Lechburg	11F	1		I

Town	Type	Route	Date	Value
<u>PENNSYLVANIA</u> (Cont.)				
Lewisburg	11F	3		I
Livermore	11E		1909	I
McAlisterville	11A	2	1912, 16	I
Manns Choice	11F	1	1912	I
Mercersburg	11E	1	1909	I
Millersburg	11F	1		I
	11E	2	1911	I
Millersville	11E	1	1909-10	I
Murrysville	11E			I
New Alexandria	11F			I
New Bethlehem	11C	3	1910	I
New Columbia	11F			I
New Galilee	11F	2		I
New Holland	11F	1		I
New Oxford	11	3	1908	II
Newville	11F	2		I
Oakdale	2F		1903	III
Osceola Mills	11F	1		I
Ottsville	11	1	1912	II
Parke	11B	1		I
Paxinos	11E	2	1908	I
Piketown	11C		1907	I
Pillow	11D	1		I
Quakertown	11A	2	1908	II
Rheems	2F	1	1902	III
Ryot	11	1	1910	II
Salina	11A		1910	I
Shanksville	11E	2	1908	I
Shickshinny	2B	3	1902	III
Siefrieds	11A	1	1916	II
Sinking Springs	11F	2		I
Speers	2FA	1	1907	III
Thompson	11F	1	1909	I
Tyrone	11E	1	1908	I
Utahville	11A		1914	I
Virginia Mills	11E	1		I
Warriors Mark	11E		1910	I
Waterford	11E		1909	I
Westgrove	1	1	1903	III
York Springs	11F	1		I
	1	4	1907	III
Zion Grove	11E		1907	I
<u>RHODE ISLAND</u>				
Narragansett Pier	2TF	1		V
Washington	11A	1	1918	III
<u>SOUTH CAROLINA</u>				
Hopkins	3E	1	1908	V
Old Point	11F			II
<u>SOUTH DAKOTA</u>				
Alpena	11F	2		II
Clark	11E	1	1911	III
Fairfax	11F			II
Farmer	2F	1	1904	V
Garretson	11F			II
Lennox	11F	4		II
Madison	2F		1905	V
Pukwana	1N		1905	V
Sherman	2FD*	2	1904	V
Sioux Falls	11	3		III
Tyndall	11F			II
White Lake	11F	1		II
<u>TENNESSEE</u>				
Arcadia	11E		1909	II
Bullsgap	11E	2	1916	II
Johnson City	11	2	1917	III
	11F	2		II
Maynardville	11F	3		II
Nashville	11F			II
<u>TEXAS</u>				
Carmine	2GC	2	1909	VI
Cat Spring	11	1	1915	IV
Forney	2F	3	1904	VI
Lagrange	11	4	1907	IV
Lockhart	2F	3	1903	VI
Stone Point	11A	1	1908	IV

Town	Type	Route	Date	Value
<u>UTAH</u>				
Riverton	1		1906	VI
Sandy	LXH	3	1901	VIII
<u>VERMONT</u>				
Arlington	11F	2		I
Brandon	2B	1	1904	III
Earlsville	11	1	1908	II
East Fairfield	11E	2	1913	I
East Georgia	11F	1		I
East Thetford	3FC			IV
Endsburg Falls	11A	4	1910	II
Johnson	11A	3		I
	11F	3		I
Montpelier	1*	1	1901	III
Moretown	11E		1908	I
North Clarendon	11	2	1907	II
Orleans	11F	2		I
Pawlet	11	1		II
Randolph Center	11E	2	1916	I
Richford	11F	1		I
Rutland	2F	2	1903	III
Sandgate	11F	1		I
Stowe	11F			I
Vergennes	11D	1		I
	11E	1	1910,26	I
	11F	2		I
West Burke	1TAA	2	1914	V
West Glover	11C	2	1911	II
Windsor	11F		1913	I
<u>VIRGINIA</u>				
Blacksburg	6DB	1	1911	X
Earlsville	11	1	1908	III
Fort Defiance	2F	1	1906	IV
Lovettsville	11C	3	1917	II
Mount Sidney	11	2	1911	III
New Market	11E	1	1919	II
Nokesville	11E	2	1913	II
<u>WASHINGTON</u>				
Lacenter	11A		1907	V
Marysville			1904	
Moab	1W		1904	VI
Mt. Vernon	11F	1		IV
Reardon	2B	1		VI
Spokane	11C	6	1912	V
<u>WEST VIRGINIA</u>				
Elm Grove	2F	1	1903	V
Martinsburg	11F	6		II
Miletus	11F	1		II
Ravensye	11A		1909	II
Shepherdstown	11C	2	1911	II
<u>WISCONSIN</u>				
Allenville	11C	18	1910	II
Amery	11F	2		I
Barnveld	1	1	1902	III
Berlin	11F	1		I
Blanchardville	11F	2		I
Bristol	2FD	2	1904	III
Brussels	11F	1		I
Campbellsport	1C	1	1903	III
Chippewa Falls	11F	6		I
Clarno	11F	1		I
Cream	11F			I
Dale	2FA		1905	III
Deer Park	11F			I
DeLavan	2B	1	1903	III
Eau Claire	11F	1		I
	11F	3		I
Elkhart	11C	32		I
Forestville	2F	1	1903	III
Franksville	2B	2	1903	III
Juneau	11F	1		I
	11F	4		I
Kansasville	11F			I
Lyons	11F			I
Mauston	1	3	1901	III
	1	6	1903	III

Town	Type	Route	Date	Value
<u>WISCONSIN (Cont.)</u>				
Milwaukee				
Station A	3EN	5	1905	V
Monroe	2F	3	1904	III
Oconomowoc	11E	1	1922	I
Racine	11F	3		I
Ripon	11F	15		I
Sawyer	11B	2		I
Spencer	11F	2		I
Springbrook	1XI		1962	V
Sturgeon Bay	1N	2	1903	IV
Sullivan	11D	2		I
Wautoma	11C	1		I
	11F	1		I
Wilmot	11F	1		I
Woodford	1WAB	1	1907	V
<u>WYOMING</u>				
Valley	11F		1915	V

This concludes our first supplement. Readers are respectfully requested to forward all reports of unlisted RFD markings to:

Harold C. Richow
P. O. Box 184
Placentia, CA 92670

LA POSTA BOOSTERS

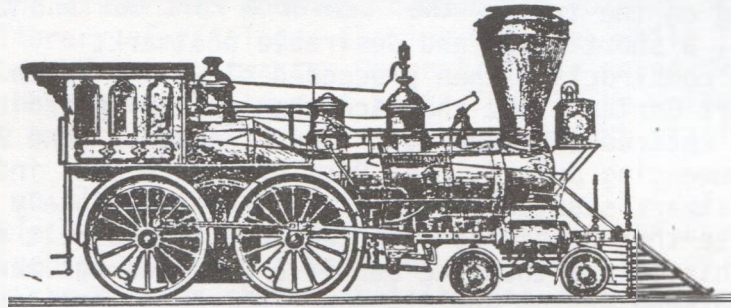
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THE SECOND SECTION



THE ELUSIVE POSTAL MARKINGS OF THE RIO GRANDE'S SANTA FE EXTENSION by James L. Ozment

(Editor's Note - Frequently the most difficult task of the railway postal historian is attempting to reconcile, for a given route, the POD contract listings, POD reports of route agent runs, and the actual postal markings as applied by the route agent in the field. The Santa Fe Extension is an extreme example of an unsolved case of this nature. We welcome Mr.Ozment's account).

One of the most difficult and confusing areas of railway postal marking collecting is that of the narrow gauge lines of the Denver & Rio Grande R.R. which were built as a result of General William Jackson Palmer's dream of a railroad linking Denver and Mexico City. Although his ambition was thwarted at every turn, it produced a series of route agent and R.P.O. clerk markings much in demand by Colorado collectors- and a trail of missing route agent postmarks long sought after, but never located to this late date.

Building south from Denver at the beginning of the 1870 decade, this 3 foot gauge railroad reached Colorado Springs, 77 miles, on Jan.1,1872 and on Aug.1,1872 was completed to South Pueblo, 120 miles. At this point it is probable that route agent service commenced operating on the little trains from Denver south. After a pause construction resumed rapidly southward due to the competitive threat of the Atchison,Topeka & Santa Fe R.R. building west towards Trinidad. Construction passed Cucharas Feb.22,1876, 169 miles from Denver, and on April 22,1876 the Mexico City extension reached the coal mining town of El Moro, 206 miles south of Denver. Here the General lost his first challenge as the Santa Fe construction forces,utilizing far more ambition, had surveyed and started construction over the Raton Pass on the New Mexico Territory line- gateway to the most desirable route to the City of Santa Fe. The El Moro line was not abandoned but continued for many years with a single passenger train running each way daily. The first postmark employed by route agents on this line was probably the uncataloged type D. & RIO G.R.R., of which only one example is reported.This was followed closely by the postmark D.&R.G.R.R.(953-G-1), still rare,but obtainable. It was shortly after replaced by the DENVER & EL MORO AGT. postmark - the first of the unlocated postal route markings of the Palmer era.

The Raton fiasco no doubt irked the General, but he knew the country in New Mexico from considerable survey experience for the military and realized that the real prize was the Rio Grande del Norte river route south to El Paso-gateway to Mexico. From his surveys he knew that another pass was available just south of the Sangre

de Christo mountains over to the upper Rio Grande Valley. Starting at Cucharas on the El Moro line, the General began building a new 3 foot gauge line west through Walsenburg, climbing the heavy grade west to the town of La Veta and the Veta Pass into the San Luis Valley country. 21½ miles of this line were completed into La Veta July 1, 1876. A year later the narrow gauge line had been extended through the pass and down to Garland City (or Trinchera), 50 miles from Cucharas. Garland City was a railroad construction camp 6½ miles east of Fort Garland. A post office was operated at Garland City from July 24, 1877 until June 27, 1878. About this time a new route agent was established on the trains- the Denver & Fort Garland Agent (two types 955-A-1 and 955-A-2), a short-lived and desirable postmark.

For some reason construction then proceeded slowly to reach and pass the military post town of Fort Garland, but the pace then picked up and the line crossed the Rio Grande river and entered the important town of Alamosa June 27, 1878, with regular train service commencing July 6, 1878. Post Office records indicate that a Denver and Alamosa Agent postmark started about this time, but strangely this is the second marking for this route that never has been located. It was felt for a long time by postal and railroad historians that the Denver & San Juan Agt. marking was used on the 250 mile route between Denver and Alamosa. There was some circumstantial evidence to support this theory. Alamosa was the point of origin for the so-called San Juan extension via Antonito, Chama, N.M.T. and on to Durango. In fact the wye tracks just west of Alamosa were known at one time as "San Juan Junction". As will be seen, some postal historians, including the writer, failed to take into consideration that the Post Office Dept. at this time did not make a practice of establishing route agencies between terminals which did not have operating post offices. This was unlike many Railway Post Office lines of a much later period which might begin or terminate at some railroad junction not served by a local post office.

The construction forces of the Denver & Rio Grande did not pause long at Alamosa but continued building southward towards Santa Fe. General Palmer now had two objectives- to reach the Rio Grande valley gateway to El Paso, Texas and to protect the greatly increasing mining traffic originating from the San Juan mountains to the west, by building an extension into the valley of the Rio de Las Animas before the Santa Fe could build into the area by a branch extension from Albuquerque west. It is most interesting to note that 100 years later the Santa Fe still talks of building into this area - this time for coal.

On April 10, 1880 the track reached Antonito, 280 miles from Denver. Antonito is located a few miles south and east of the county seat of Conejos, Col.- an old Spanish settlement with a post office dating from Feb. 24, 1862. As was often typical of the Rio Grande (and other Western railroads), the establishment of a new town with property controlled by the railroad was done on the theory that the older town would be forced to move to the railroad and buy up lots, thus creating a profit for the railroad. As it turned out in this case, Conejos survived, as did the new town of Antonito, which ultimately became a junction point of the line to Durango. The Post Office Dept., following its normal practice of the time, used the existing post office and established the D. Pueb. & Conejos Agt. (Denver, Pueblo and Conejos- also a short-lived and treasured postmark (955-D-1). The post office of San Antonio, Col. was not established until Nov. 26, 1880, changing its name to Antonito on Jan. 24, 1881.

During the remainder of the year 1880, Rio Grande construction crews built steadily southward into New Mexico Territory over the rolling hills south of Antonito and down the severe grade of Barranca Hill into the main drainage of the Rio Grande river. As the track construction then followed the water level route along the west side of the river, small attention was paid to the fact that all the old Spanish-Indian settlements and pueblos were located on the east side of the river. In this case the river proved a serious barrier and the railroad built and paid for wagon bridges across the Rio Grande at Embudo, Chamita and Espanola. However, the old post office towns were at San Juan (opened Feb. 25, 1870) across the river from Chamita station and at Santa Cruz (opened Sept. 5, 1878) across from Espanola.

Track construction was in the vicinity of San Juan Pueblo Dec.25,1880 and reached a new town site called Espanola, several miles south of San Juan, on Dec.30,1880.

Espanola did not have a post office opened until March 10,1881, while Chamita was opened Jan.27,1881. Since no marking reading Denver & Espanola Agt. had ever been seen, postal historians were led to believe that perhaps the Denver, Pueblo & Conejos postmark was used during the period the route agent operated to Espanola.

A full century later the mystery was finally solved. On a rainy day in Tucson in Jan.1982, the writer was pouring through the volumes of historical lore in the extensive library of cataloger Charles L.Towle, while Towle was reading from an early report of the Postmaster General. Towle asked "Where on the Rio Grande R.R. would have been the town of Santa Cruz"? The writer replied "Probably on the Santa Fe branch, but I don't remember any such station on the Rio Grande".

Hauling out an old New Mexico Territory map, Santa Cruz was located on the east side of the Rio Grande about opposite the location of Espanola. A few miles north, San Juan (Pueblo) was also located on the east side of the river opposite Chamita. A look at the records showed that the San Juan post office closed Jan. 27,1881, the same day that Chamita post office opened. Also Santa Cruz post office closed May 31,1882- about 14 months after the opening of Espanola post office on March 10,1881. Evidently the location of the railroad had again moved the commercial business away from the older Spanish-Indian settlements, but the Post Office Department had again followed its standing rule. Finally the route of the previously recorded Denv. & San Juan Agt. (955-E-1) was established. The 365 mile route agency must have been in operation less than a year as Post Office records indicate two never-located route agent markings should exist from 1881 -the Denver & Santa Cruz Agt. and the Pueblo & Santa Cruz Agt., both operated, no doubt, to what must have been the station of Espanola. These should be a great find for the railway marking collector !

When the Santa Fe discovered that the Rio Grande was grading far into its jealously guarded New Mexico Territory, another serious railroad war broke out. In retaliation the Santa Fe started building west from Pueblo towards the Royal Gorge of the Arkansas River - a narrow canyon with but room for one railroad. By exercising their might and guile the Santa Fe actually established a dominant position in the Gorge, thus blocking another dream of General Palmer's to build west to Salt Lake City. After physical violence and numerous court actions the two railroads finally reached the agreement of March 27,1880 that neither would invade the others natural territory. It will be interesting to see what happens to this agreement in 1984 when the Rio Grande falls into the position of a connecting link in the merger of the Southern Pacific and Santa Fe systems.

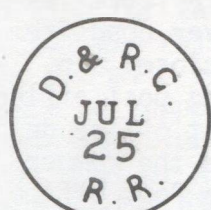
Having another railroad available only 34 miles away did not please the business interests of Santa Fe City and private interests formed the Texas,Santa Fe & Northern R.R. Although financing was a problem, the 3 foot gauge line finally was built to a connection with the Denver & Rio Grande at Espanola Jan.8,1887. In 1889 the name of the little railroad was changed to the most confusing "Santa Fe-Southern Railway", and in 1895 it became a Rio Grande affiliate in spite of the 1880 agreement.

On July 27,1881 the Denver & Rio Grande completed its 124 mile narrow gauge line from Antonito into Durango,Col. townsite (again a new town established just below Animas City on the Animas River) and shortly thereafter the Post Office Dept. established the Pueblo & Durango Agt. (955-B-1), followed May 8,1883 by the Pueblo & Silverton R.P.O. (955-C-1). With the establishment of through train and mail service from Denver and Pueblo to Durango and Silverton, that portion of the Rio Grande south of Antonito to Espanola became a closed pouch mail operation with the pouches being handled by the train baggagemen.

With the opening of the Santa Fe-Espanola line, the so-called "Chili Line" gained some local importance and the long-lived Antonito & Santa Fe R.P.O. (961-A-1) commenced service, continuing until Aug.30,1941 when the interesting branch line was shut down, and tracks removed in 1941-1942, south of the New Mexico line. Railway Post Office service between Alamosa and Durango continued for another decade, finally ending on January 31,1951.

Today, only the long abandoned grade of the Santa Fe Extension winds across the dry but dramatically scenic region of the upper Rio Grande river drainage basin as a lasting remnant of General Palmer's great effort to connect the mountain capital of Denver with the Mexican capital of Mexico City. Thereafter the Rio Grande Railroad's fortune would be found in the mining districts of Colorado and Utah, and as an important link for east-west freight traffic.

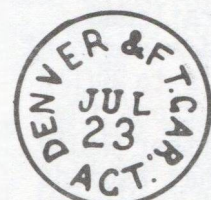
However, the scarce and short-lived route agent postmarks continue to exist as souvenirs of these exciting days of the past, and the constant search for the missing markings of this fascinating narrow gauge line keeps postal historians alert and interested.



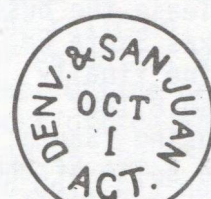
953-G-1



955-A-1



955-A-2



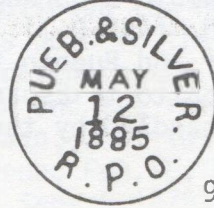
955-E-1



955-D-1



955-B-1



955-C-1



961-A-1

U.S. POSTAL OPERATIONS AND THE BEGINNING OF THE CIVIL WAR

By JOHN L. KAY

The shadow of the coming Civil War was visible in early 1861. South Carolina voted for secession on Dec. 20, 1860, and this had been preceded by the citizens of Charleston refusing to allow the movement of military stores in that city to Fort Sumter or Fort Moultrie.

On February 10, 1861, Florida voted for secession, followed on the next day by Alabama. Fort Pickens, guarding the entrance to the harbor of Pensacola, was empty of defenders. Florida made ready to seize all Federal property. This moved Lt. Adam J. Slemmer, who was quartered on the mainland, to move his troops out to Fort Pickens, where they were joined by some sailors from the Pensacola Navy Yard. On February 12, the fort was ordered to surrender to the Florida government, which had seized the Navy Yard, Fort Barrancas and Fort McRee. They refused to allow the Federal government to have any communication with Fort Pickens.

On February 21, Horatio King, Acting Postmaster General, issued the following order: "Whereas an armed body of men from the State of Alabama, acting under the authority of its government and upon the invitation of the government of Florida, has taken possession of the Navy Yard and a part of the Forts of the harbor of Pensacola in the State of Florida, and still retain them in defiance of the rights of the government of the United States; and whereas the Officers and troops constituting the garrison of Fort Pickens in said harbor, and who are citizens of the United States and in the service of the government, are by said armed body of men prevented from communicating with the shore and with the post office of Pensacola; and whereas this Department has reliable information that all attempts on the part of said garrison to correspond with their government in Washington have been defeated by the intervention of said armed men and by their lawless power over said post office, whereby its freedom and integrity have been destroyed: - and whereas it is neither just nor proper that a post office or postal service supported by the government of the United States, from the use of which its own citizens and those in its employment, and obeying its commands, are excluded by the usurpations of the local government or by any other cause whatever, wherefore it is ordered that said post office at Pensacola, in the State of Florida be, and the same is hereby abolished". (Horatio never used one word where six would do)

In April as troops from the north began to travel toward Washington, they faced the hostility of southern sympathizers in Baltimore, resulting on April 19 in riots in which some troops and some rioters were killed, the first casualties of the war. The Post Office Department at the same time was having trouble with the shipment of mail over the tracks of the Philadelphia, Wilmington & Baltimore Railroad. This is shown by two orders issued at later dates - "May 17, 1861, Route No. 3201 Md., Balt. to Phila., P.W. & B. RR Co. - Ordered, recognize the service of Adams Express Co. in conveying the mail in wagons between Baltimore and Havre de Grace (under special arrangement, Railroad having been interrupted) from 24 April to 6 May, 1861, inclusive, 13 trips at \$75 a trip, and one trip between Baltimore and Washington, on 26 April, 1861 at \$75, making in all \$1,050 and refer to the auditor to pay", and "August 30, 1861, Route No. 3201, Md., Baltimore and Philadelphia. Ordered - "Recognize the service of Charles N. Dean and Charles M. Evans of Baltimore, Maryland in conveying two wagonloads of mail matter from Havre de Grace to Baltimore on 25 April, 1861 at \$100 and refer to the auditor to pay". This problem ended when the Army gave the railroad protection.

The first trouble in the West came along the Mississippi River. "May 14, 1861, Route No. 10, 696 Mo., St. Louis to Memphis, Daniel Able - Ordered, the disturbed condition of the country interfering with the proper performance of the service, discontinue route, annul Mr. Able's contract and allow him a months extra pay thereupon". On May 21, 1861 the Postmaster General ordered that the

Department should write to the Route Agents, to discontinue their service on the New Orleans to Vicksburgh, Memphis to Napoleon, Napoleon to Richland and St. Louis to Memphis river steamboat routes.

The Confederate States, having been organized, a Postmaster General was appointed and on 13 May 1861, he issued the following proclamation:

"Whereas, By the provisions of an act, approved March 15th, 1861, and amended by the first section of an act approved May 9th, 1861, the Postmaster-General of the Confederate States is authorized, on and after a day to be named by him for that purpose, to take the entire charge and direction of the postal service in the Confederate States, and all conveyance of mails within their limits, from and after such day, except by authority of the Postmaster General thereof, is thereby prohibited:

Now, therefore, I, John H. Reagan, Postmaster General of the Confederate States of America, do issue this my proclamation, notifying all Postmasters, Contractors, and Special and Route Agents, in the service of the Post-Office Department, and engaged in the transmission and delivery of the mails, or otherwise in any manner connected with the service within the limits of the Confederate States of America, that on and after the 1st day of June next, I shall assume entire control and direction of the postal service therein: And I hereby direct all Postmasters, Route Agents and Special Agents, within these States, and now acting under the authority of the Post-Master General of the United States, to continue in the discharge of their respective duties under the authority vested in me by the Congress of the Confederate States, in strict conformity with such existing laws and regulations as are not inconsistent with the laws and constitution of the Confederate States of America, and such further instructions as may hereafter be issued by my direction: And the said Post-Masters, Route Agents and Special Agents are also required to forward to this Department, without delay, their names, with the names of the offices of which they are Post-Masters, (giving the State and County,) to be directed to the 'Chief of the Appointment Bureau, Post-Office Department, Montgomery, Alabama', in order that new commissions may be issued under the authority of this government; And all Post-Masters are hereby, required to render to the Post-Office Department at Washington, D.C. their final accounts and their vouchers for postal receipts and expenditures, up to the 31st day of this month, taking care to forward with said accounts all postage stamps and stamped envelopes, remaining on hand, belonging to the Post-Office Department of the United States, in order that they may receive the proper credits therefor in the adjustment of accounts; and they are further required to retain in their possession, to meet the orders of the Post-Master General of the United States, for the payment of mail service within the Confederate States, all revenue which shall have accrued from the postal service prior to the said 1st day of June next.

'All Contractors, Mail Messengers, and Special Contractors for conveying the mails within the Confederate States, under the existing contracts with the Government of the United States, are hereby authorized to continue such service under my direction, from and after the day last named above, subject to such modifications and changes as may be found necessary under the powers vested in the Post-Master General by the terms of said contracts and provisions of the second section of an act approved May 9th, 1861, conformable thereto: And the said Contractors, Special Contractors and Mail Messengers, are required to forward without delay, the number of their route or routes, the nature of the service thereon, the schedules of arrivals and departures, the names of the offices supplied, and the amount of annual compensation for the present service, together with their address, directed to the 'Chief of the Contract Bureau, Post-Office Department, Montgomery, Alabama'.

'Until a postal treaty shall be made with the Government of the United States for the exchange of mails between that Government and the Government of the this Confederacy, Post-Masters will not be authorized to collect United

States postage on mail matter sent to or received from those States; and until supplies of postage stamps and stamped envelopes are procured for the pre-payment of postage within the Confederate States, all postage must be paid in money, under the provisions of the first section of an act approved March 1st, 1861'.

Given under my hand and seal of the Post-Office Department of the Confederate States of America, at Montgomery, Alabama, the 13th day of May, in the year 1861.

John H. Reagan
Post-Master General

As the 1st of June approached, Montgomery Blair, Postmaster General of the United States, issued his order in response on May 27, 1861, which read, "All postal service in the States of Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas and Texas, will be suspended from and after the 31st instant. Letters for offices temporarily closed by this order will be forwarded to the Dead Letter Office, except those for Western Virginia, which will be sent to Wheeling".

The listing for Virginia was soon changed to read, "and in Virginia, except the western portion thereof, and Alexandria, in which mails are still transported safely". (See Note 1)

During the next four years, service was discontinued and reinstated throughout the south and west with the fortunes of war. It was only a few days after Postmaster General Blair issued his first order, which listed the area under the ban, when he was forced to issue an order reading, "June 6, 1861 - The postoffice at Memphis, Tenn. is Discontinued - The Postmaster General orders all postmasters to forward to the Dead Letter Office at Washington, all mail matter which is directed to this office".

Note 1 - The West Virginia situation was in confusion throughout the period of the war. The original instructions were to send mails to Wheeling, Va. for distribution, via Harrisburg and Pittsburgh for following counties, which had indicated some amount of loyalty to the Union -

Barbour	Jackson	Randolph
Berkeley	Kanawha	Ritchie
Braxton	Lewis	Roane
Brooke	Marion	Taylor
Cabell	Marshall	Tyler
Calhoun	Mason	Upsher
Clay	Monongalia	Wayne
Doddridge	Ohio	Webster
Gilmer	Pleasants	Wetzel
Hancock	Preston	Wirt
Harrison	Putnam	Wood

Unfortunately for the Post Office Department all counties seceding from the Union, or having leanings in that direction, were not contiguous and adjacent to what is now the State of Virginia. Jefferson, Morgan and Hampshire Counties, which did not decide against the Confederacy until well on into the war, contained sections of the east-west Baltimore & Ohio R.R. main line, a most important connecting link for the Union. Hardy and Pendleton Counties were hotbeds of secessionists and the base for many destructive raids against the Baltimore & Ohio R.R. tracks and facilities in nearby Maryland and northern Virginia. Serving the loyal northern tier of counties in the new West Virginia required considerable ingenuity on the part of Post Office Dept. mail movement planners. This area, period and situation would make a fascinating postal history project for a potential student.

JACK M SMITH SR
5217 EDMONTON
EL PASO TX 79924

AUCTION #2
CLOSING DATE: 18 MAY 1984

ALASKA

1. FOX, 1934, TY4, (DPO), G/F, COV EST: 25-35
2. SITKA, 1912, TY17, F, PC EST: 15-25

ARIZONA

3. GRAND CANY (DN), 1906, G, PC EST: 5-8
4. LIBERTY, ARIZ, 1936, F, PC (DPO) EST: 4-8

CALIFORNIA

5. MILLS COLLEGE, 1882, AVG, COV (DPO) EST: 15-20
6. LORDSBURG, 1906, G/F, PC (DPO) EST: 5-8
7. NORDHOFF, (1891), F, COV (DPO) EST: 15-20
8. SAN BUENAVENTURA, (1860'S), AVG/G, COV (DPO) EST: 25-30
9. ECHO MOUNTAIN, 1910, BOLD, PC (DPO) EST: 8-10
10. SOLDIERS HOME, (CAL), 1909, AVG, REG-COV (TORN @ BOT/L)
(3 LINE REG HANDSTAMP) (DPO) EST: 15-18
11. JUSTIN CITY, (1870'S), AVG, COV EST: 10-15
12. TERMINAL, 1911, F, COV (DPO) EST: 15-18
13. TRIBO, 1925, F, COV (MARKED ALL OVER)
(RAT @ TOP LEFT) (DPO) EST: 10-15
14. IOWA HILL, 1906, VF, PC (DPO) EST: 8-10
15. MEYERS, CAL, 1920, F, GPC (DPO) EST: 10-15
16. PATCH (1) N, CAL, 1916, AVG/G EST: 5-10
17. MANZANITA LA (K) E, CALIF, 1941, PC EST: 4-8
18. GLORYETTA, CAL, 1916, F, PC (DPO) EST: 8-15

COLORADO

19. SUNBEAM, 1917, VG, PC (DPO) EST: 15-25
20. ARROW, 1908, F, PC (DPO) EST: 12-15
21. HAWTHORNE, 1908, F, PC (DPO) EST: 10-15
22. TENNESSEE PASS, 1939, F, PC (DPO) EST: 5-8
23. BUNCH, 1901, G/F, COV (MARKED ON), (DPO) EST: 15-20
24. BRISTOL (W), 1897, AVG, COV (DPO) EST: 15-20
25. ROSSVILLE, IOWA, 1899, AVG, COV (TORN INTO CAN) (DPO) EST: 3-5
26. DURHAM, IOWA, 1889, AVG, COV (DPO) EST: 5-8
27. FLAGLERS, IOWA, (1889), G, COV (DPO) EST: 5-8
28. STEAMBOAT (ROCK) / HARDIN CO., IOWA, 1885, AVG, GPC EST: 10-20

KANSAS

29. JEWELL CITY, (1890), G/F, COV (DPO) EST: 10-20
30. DELPHOS, 1882, F (DOUBLE CIR), GPC EST: 5-8
31. LOGAN, (DOC-1879), F (W/STAR KILLER), GPC EST: 4-6
32. CAMKER CITY, 1887, F (COGG WHEEL), COV EST: 10-15
33. FREDONIA, KAS, 1891, BOLD, COV EST: 5-10
34. COFFEYVILLE, KAS, 1891, F, COV EST: 5-8
35. ANTHONY, KAS, 1888, F, COV EST: 5-8
36. HUMBOLDT, KAS, 1889, VF, COV EST: 5-8
37. EUREKA, (KAS), (1889), AVG, COV EST: 2-4

MONTANA

38. AUSTIN, 1917, AVG, PC (DPO) EST: 8-10
39. BROADUS, 1919, F, PC (DPO) EST: 8-10
40. DILLON, MONT, 1890, G, COV EST: 5-8

NEBRASKA

41. DAVID CITY, 1877, MS-CANCEL, VF, COV (RAT COV)
(OPENED ON 3 SIDES) EST: 15-20
42. SMITHFIELD, NEBR, 1912, G/F, PC, (DPO) EST: 5-8
43. WANN, NEBR, 1909, F, PC (DPO) EST: 8-10

NEW MEXICO

44. ANAPRA, 1911, F, TY1, PPC EST: 70-80
45. DEMING/CODY BRANCH, 1918, (DPO), VF, COV EST: 12-15
46. SILVER CITY, 1889, AVG, COV EST: 4-6
47. SAN AUGUSTINE, 1883, G/F, REG REC CARD EST: 60-70
48. HACHITA, 1886, TY1, AVG/G, COV EST: 30-40
49. VICTORIA, 1888, TY1, AVG/G, COV EST: 30-40
50. EAST LAS VEGAS, 1888, TY5, F, COV EST: 5-8
51. SANTA FE, 1889, TY35, VF, COV EST: 4-6
52. DEMING, 1889, TY6, F, COV EST: 4-6

53. ARTESIA, 1907, TY1, G, PC EST: 4-5

54. LANARK, 1910, TY1, F, PC, TIED TO
STAMP & CHRISTMAS SEAL EST: 50-60

55. CEDAR HILL, N. MEX, 1915, G, PC (DPO) EST: 5-8

OKLAHOMA

56. TALOGA, 1897, BLURRED, COV (W/CONTENTS) EST: 10-15
57. GAMET, OKLA, 1909, G/F, PC (DPO) EST: 5-8
58. SAND CREEK, OKLA, 1913, F, PC (DPO) EST: 8-10
59. PRESTON, OK, 1910, MS-CANCEL, BOLD, PC EST: 5-8
60. VASSAR, OKLA, 1911, F, PC (DPO) EST: 8-10

TEXAS

61. FORT DAVIS, (1870'S), AVG, COV (RED @ LEFT) EST: 20-30
62. WESER, 1907, G & ARNECKEVILLE, G, BOTH ON SAME PC
BOTH ARE DPO'S EST: 8-10
63. ARNECKEVILLE, 1908, G, PC (DPO) EST: 5-8
64. TARPON, 1905, F (SOMEWHAT WEAK), PC (DPO) EST: 6-8
65. ANDER, 1908, AVG/G (WEAK), PC (DPO) EST: 5-8
66. COLORADO, 1891, AVG/G, COV (DPO) EST: 8-10
67. BELEN, 1916, F, PC, (DPO) EST: 25-35
68. FORT HANCOCK, TEX, 1947, F, GOV PENALTY COV EST: 2-5
69. KENT, TEX, 1896, VF, COV (V-SCARCE EARLY DATE) EST: 50-60
70. PECOS, TEX, 1893, F, COV EST: 10-15

DPO'S

71. SALIDA & DUNAY, 1908, G, PC, EST: 10-15
72. COLD SPGS & C. CREEK, 1910, AVG, PC EST: 15-18
73. ALAMOS (A & B) DURANGO, 1910, AVG, PC EST: 10-15
74. DEN & STEAMBOAT SPGS, 1912, BOLD, PC EST: 15-20
75. DENVER & ALAMOSA, 1938, F, COV EST: 5-8
76. ALBQ & LOS ANGELES, 1890, F, COV EST: 30-40
77. LA JUNTA & ALBUR, 1892, G, COV EST: 15-25
78. (D) ANVILLE & THEBES (RPO), (1930-40'S), AVG, COV EST: 5-8
79. CHI & MINN/FAST (MAIL), RPO, 1891, AVG, GPC EST: 5-8
80. LYNCH & PAIS RPO, (1880'S), AVG, COV EST: 8-10
81. (SIAM) F. & OGDEN RPO, (DOC-1877), AVG, COV
(ROUGH OPENED @ R) EST: 2-4
82. TEMPLE & SAN ANGELO RPO, 1930, BOLD, COV EST: 10-15
83. GLOBE & BOWIE RPO, 1946, G, COV EST: 2-4
84. TUCSON & NOGALES RPO, 1946, BOLD, COV EST: 3-5
85. BLAINE & SEATTLE RPO, 1910, G/F, PC EST: 10-15
86. NO. CON & BOSTON AGT, (1889), F, REG REC CARD EST: 15-20
87. EUREKA & S.F. RPO, 1944, F, PC EST: 10-15

RPO'S

88. BROOKFIELD CENTER, CONN, 1906, WEAK, PC EST: 8-10
89. EAST BETHANY, NY, 1902, F, COV (W/CONT) EST: 12-18
90. DARIEN, NY, 1903, VF, COV (W/CONT) (DPO) EST: 15-25

MORE

91. TWIN LAKES, CONN, 1910, G/F, PC (DPO) EST: 6-10
92. SOUNDVIEW, CONN, 1908, F, PC (DPO) EST: 8-10
93. BIRMINGHAM (AM), CONN, 1902, AVG/G, COV (DPO) EST: 8-10
94. SOUTH MANCHESTER, CONN, 1902, F, COV (DPO) EST: 10-15
95. (S) COFIELD, (UTAH), 1904, POOR, COV (DPO) EST: 2-4
96. LAWSON, NY, (1880'S), MS-CANCEL, F, COV (DPO) EST: 5-8
97. WINDOM, S. DAK, 1905, AVG, COV (DPO) EST: 5-8
98. (K) RUPP, WASH, 1906, POOR, PC (DPO) EST: 2
99. FORT STEVENS, OREG, 1918, F, COV (DPO) EST: 15-25
100. AGRICULTURAL COLL (EGG), 1908, S. DAK, AVG, PC (DPO) EST: 5-8
101. ARLIN, N. DAK, 1912, F, PC (DPO) EST: 8-12
102. MICHIGAN CITY, (MICH), (1860'S), AVG, COV (DPO) EST: 25-30

PC: PICTURE POSTCARDS, GREETING CARDS, ETC

GPC: GOVERNMENT POSTCARDS

BUYERS WILL PAY POSTAGE & INSURANCE

IMPROPERLY DESCRIBED LOTS RETURNABLE WITHIN 10 DAYS

THE CHITTENDEN CORRESPONDENCEWESTERN POSTAL HISTORY MUSEUM COLLECTION
LETTER NO. 9-(2)

My Dear Ma

Pine Bluffs
April 13, 1868

I received two letters from you and one from George this morning just as we were starting from North Platte where we camped over Sunday. We are now 130 miles from Ft. Sanders and six miles from Bridger Pass, the summit of the Rocky Mts and we expect to pass over from the Atlantic to the Pacific slope. We came 25 miles today the longest march we have made. I am pretty well tired of course but well as a fish and enjoying myself, this is a miserable country - no grass here nothing but sand bluffs and snowy peaks. There is no rain here to make anything grow.

I am glad you have got the dining room grained in good shape. It was always an eyesore to me as it was, should not have any objection to see how it looks for a day or so. Is Aunt Badger well as usual. I wrote to Uncle Badger from Omaha but have never heard from him. I suppose he never got it. The mails in this country are very uncertain. Wells and Fargo have everything their own way and only take letters in their envelopes which sell for ten cents apiece. I have not been able to get any yet so our letters are sent by express to Ft. Sanders and mailed there. I shall get some envelopes at La Clede (Wells Fargo Stage Station) so I can write at any time as we are close to the road and shall have about two mails per week. We get another mail Thursday when we get to La Clede. I shall expect to get some more letters then.

Please keep writing- you have been first-rate so far. I will write a special letter to George when I am not so tired. We are going to start at six o'clock to get to Sulphur Springs 20 miles from here. We shall probably be troubled by the snow in Bridgers Pass as the coaches have been running on runners till about a week since. We can probably get through by putting twelve mules on a wagon and twelve mules will make a wagon with 2500 on go right through quite a drift. I am too tired to write much tonight except to thank you for the letters.

Good Bye
Sam

Letter No. 10-1

Union Pacific R.R. Handstamp
Union Pacific R.R. Corner CardBitter Creek
May 5th, 1868

My Dear Mother,

I expect you are worried at not hearing from me for so long. I wrote a letter a week or so since and left it to be sent in an Express Package but it was dropped out and so I missed my chance to send (and) for you to get a letter. We are nearly through on Bitter Creek. We shall get through to Green River this week if we have good luck as we have so far and I shall be glad when we do as the country grows worse as we get into it. The water is abominable. The creek water is strong alkali and the springs along the road are impregnated with all kinds of minerals. There is a sulphur spring close to our camp here that we drink generally, where the gas, sulphurated hydrogen, bubbles up all the time and makes it look like boiling, it tastes like the quintessence of rotten eggs. I am not at all sick of the business though for I have a good chance to learn and see a curious country as I wrote in some letter which I don't know whether I sent or not, that I have gone on as a bookkeeper and a good thing for me I think as I have a chance to learn and in the office I didn't.

I suppose that we shall go on to Oregon when we get through to Green River but we await orders when we get there. I should have written before but I have no express envelopes and cannot send letters without them here. I sent to

Omaha for some and shall get them at Green River and then can write at any time, I expect to send this tomorrow by somebody that goes on to the telegraph office. I shall get a mail at the River. We have not had any for two weeks. I hope for a lot of them when things do come. I shall write again in a few days.

Good Bye
Sam
Green River, May 9th
Sat P.M.

This epistle has not gone yet but will now for certain as I have got some envelopes and can send them from anywhere on the road. We arrived here yesterday and found orders to report to Mr. Blickendefer, Engineer of the Salt Lake Division when we get through here, and we are to go from here to Echo Canyon and work about a month in the mountains east of Salt Lake and then go to Salt Lake and equip for Oregon, an arrangement that suits me exactly. I got 15 letters yesterday, five from you, one from Aunt Washburn. The last from you was mailed the 20th, you can bet that I was glad to get them. I don't think of anything I want sent by Mr. Bushnell. They will not come within four or five hundred miles of where we are. You must not think I am sick because you don't get letters from me. They may miscarry in going so far and there are plenty of things to keep me from writing but I will with every chance you may depend.

I have discovered by some hints in your letters that you are sick and have lost your voice. You must not do so much work and be careful of yourself for I want to find you well and no older than you was when I left.

With lots of Love to All
Sam

Sunday AM - May 10

I have quite an epistle in the envelope now but am going to send all the Law allows and so write a little more, we have just got to our first grass. There is a strip along the river of good grass and there is no more for a hundred miles west of here. Green River is a stream of considerable size, the largest we have crossed since the Missouri. It is crossed by a rope ferry and they only ask \$5.00 a wagon and \$1.00 a man for passage across. The company have to pay \$40.00 for our transportation 300 ft.

You would hardly guess what we miss most in our grub arrangements, and that is potatoes. We shall get some soon I presume as Mr. Lawrence is going to send a wagon to Salt Lake City after some. We shall have a good deal better place to work after we go on west from here. The ground is awful rough and we shall have to get along slow but have good water all the time and no alkali dust, two great advantages. I shall write again when we get to Ft. Bridger in about a week probably and we shall get another mail there. I am writing on a book in my lap and I fear it will puzzle you to read it, but they are using the table and I have no other way.

Good Bye
Sam

I wish you would send me in your next letter a piece of court plaster. I have not got any and want it sometimes.

Camp on Green River
May 12th, 1868

Dear Mother,

I sent you a letter a few days since and you will be looking for it I presume and as I have nothing else to do I am writing again. I am still well and getting along as well as could be expected. We shall stay here until Thursday and then move on to Ft. Bridger and camp there several days to get our supplies and have our traps fixed up for another campaign of about a month, there is considerable snow on the mountains where we are going yet, and will be in places all summer, about the first of July we shall probably be at Salt Lake City. I have a

great desire to see the city for from all accounts that the men who have been there give of it, it must be quite a remarkable place and a good deal to be seen there, a train of 100 wagons and six hundred oxen passed here yesterday on the way to the end of track to bring up emigrants who are expected up in great numbers this Spring.

Lest I forget it send my letters for the present to "Fort Bridger, Utah Territory". I will write when to send them to Salt Lake. Do not put Engineer's Office on them for Bridger but put it on when you write to Salt Lake.

George I suppose is fitting away as fast as he can for the S.S.S. (Sheffield Scientific School). I think he can certainly go next Fall. He wants to get ready for the July Examinations as that is the best one for if he gets conditional on anything he can make it up before Fall. He wants to make an application for the state scholarship when he is examined, if you will find out from the Catalog who is the Secretary of the Appointing Board I will write him a letter of introduction to him. I will also send him a letter to one of my classmates who is a tutor there and a first rate fellow and will give him any information that he wants, and be a first rate hand to find him a good boarding place. I don't suppose Uncle Georges can take him until Carl Renssalaer leaves, but perhaps they can. I am going to pay his board, books, etc., myself, and can do it easily. I think I have a good many of the most expensive books he will want.

Amasa's famous boots that were to "last a year chasing wild sows over the Rocky Mtns" are used up already. The sewing has all ripped out of the sole of one of them and I have had to sew it up again myself but cannot get it tight. I shall get me some more at Ft. Bridger. The principal expense of a man here is for boots. It is just sundown and the band - two drums and two fifes are playing and the men are out for dress parade. The guard goes on now and no one can pass the lines till the reveille beats in the morning, without being identified by the corporal. I have used up my sheet and as I have not much to write about will stop.

Good Bye

Sam

Fort Bridger

May 19, 1868

(#11) Ft. Bridger, Utah May 19

Dear Mother

I am availing myself of the last opportunity to send a letter for a three cent stamp although nothing has transpired since I wrote a day or so since, we have not got our mail yet, it has been delayed somewhere, and will be forwarded to us by the stages as we are leaving several days sooner than was expected. I have the reputation of having more letters than anyone in the party. I hope I shall sustain my reputation.

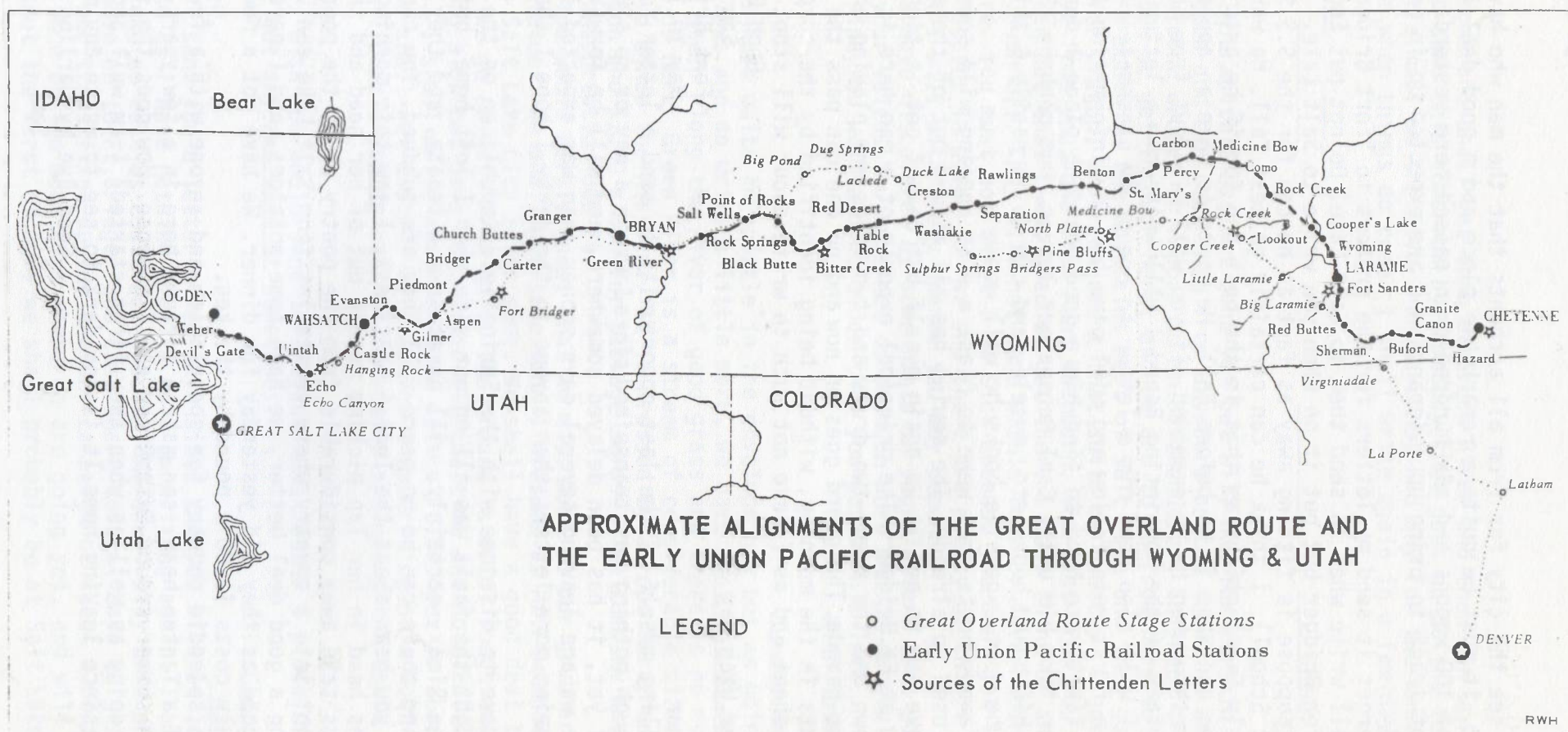
I shall have to disagree with the Springfield Republican on the Indian question. I thought the fault was all on our side when I left home, but do not think so now. The Sioux, certainly, will never make a treaty, and they are the most numerous, and there can be no peace till they are subdued. You can believe all the stories you hear about the Indian nastiness. I saw this morning one squaw with another ones head in her lap picking vermin out of her head and then eating them. These things take away considerable from the poetry about the poor red man.

We have got into a country where vegetables from Salt Lake can be obtained, and we are living a good deal better, we have some potatoes, and I never had anything taste as good as they did yesterday for dinner. We have got a new supply of butter, which only costs \$1.00 a pound by the keg.

This is a splendid country for speculation and anyone with a few hundred dollars and half a Yankee head, can make a fortune here in a few years- everything looks like summer around East River now I suppose. How does the store progress, are they doing as well as when they first started? I am well and have not been sick a day since leaving home. It is too dark to see to write any more now so-

Good Bye My Darling Mother

Sam



This listing is devoted solely to newly reported type varieties for Ohio, Michigan and Indiana 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 legend.

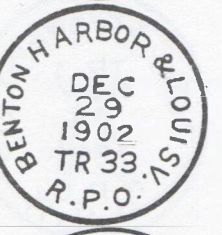
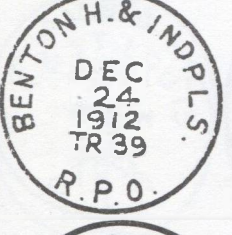
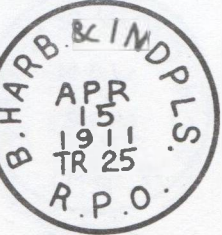
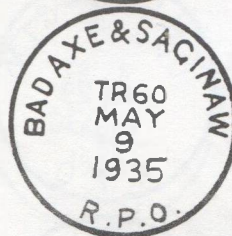
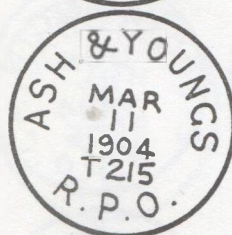
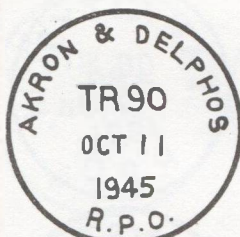
Akron-Delphos, Ohio, 162 miles, Akron, Canton & Youngstown Railroad

597-A-2; Akron & Delphos R.P.O., 30½, T.N., 1945, II
 Alpena-Bay City, Mich., 124 miles, Detroit & Mackinac
 643-C-2; Alpena & Bay City R.P.O., 28½, T.N., 1902, III
 Ashley-Muskegon, Mich., 96 miles, Grand Trunk Western
 634-A-2; Ashley & Muskegon R.P.O., 29½, T.N., 1919, III
 Ashtabula, O.-New Castle, Pa., 83 miles, Pennsylvania RR
 551-G-2; Ash. & New Castle R.P.O., 28½, T.N., 1894, III
 Ashtabula-Youngstown, O., 62 miles, Pennsylvania R.R.
 552-B-2; Ash. & Youngs. R.P.O., 29½, T.N., 1904, III
 Bad Axe-Port Huron, Mich., 72 miles, Chesapeake & Ohio
 639-D-2; Bad Axe & Pt. Huron R.P.O., 29½, T.N., 1939, II
 Bad Axe-Saginaw, Mich., 66 miles, Chesapeake & Ohio Ry.
 639-E-2; Bad Axe & Saginaw R.P.O., 29½, T.N., 1935, II
 Bayview-Grand Rapids, Mich., 226 miles, Pere Marquette
 632-G-1; Bayview & Gd. Rap. R.P.O., 31, T.N., 1908, II /RR
 Bellaire-Zanesville, Ohio, 113 miles, Ohio River and
 Western (PRR) R.R.-N.G.

593-A-2; Bell. & Zanes. R.P.O., 27½, 1892, III
 593-A-3; Bell. & Zanes. R.P.O., 28½, T.N., 1904, III
 593-F-1; Bellaire & Zanes. R.P.O., 28, T.N., 1895, III
 Benton Harbor, Mich.-Indianapolis, Ind., 200 miles,
 Cleve., Cinn., Chicago & St. Louis R.R.
 669-J-1; B. Harb. & Indpls. R.P.O., 30½, T.N., 1911, II
 669-K-1; Benton H. & Indpls. R.P.O., 29, T.N., 1912, II
 Benton Harbor, Mich.-Louisville, Ky., 302 miles, Cleve.,
 Cinn., Chic. & St. L. R.R.-Baltimore & Ohio R.R.
 669-L-1; Benton Harbor & Louisv. R.P.O., 28½, T.N., 1902,
 II
 669-M-1; B. Harbor & Louis. R.P.O., 30½, T.N., 1911, I
 Big Rapids, Howard City, Detroit, Mich., 222 miles, Pere
 Marquette R.R.
 622-V-1; Big Rap. Howard City & Det. R.P.O., 29½, T.N.,
 1912, II

Note

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THE SECOND SECTION - PAGE 62

Buffalo, N.Y.-Toledo, Ohio, 296 miles, Lake Shore and Michigan Southern Rwy.

115-K-2; Buff. & Toledo R.P.O., 25, Banknote, II
Cambridge City, Ind.-Cincinnati, Ohio, 82 miles, White Water R.R.-Cleve., Cin., Chic. & St. Louis R.R.

661-B-1; Cam. City & Cin. R.P.O., 28½, 1891, IV
Caseville-Pontiac, Mich., 100 miles, Grand Trunk Western R.R.

644-B-2; Case. & Pontiac R.P.O., 29½, T.N., 1909, III
Cheboygan-Bay City, Mich., 197 miles, Detroit & Mackinac

643-G-3; Cheb. & Bay City R.P.O., 29½, T.N., 1939, I /R.R.
Chicago, Ill.-Cincinnati, Ohio, 307 miles, Cleveland, Cincinnati, Chicago & St. Louis R.R.

653-I-2; Chicago & Cin. R.P.O., 29½, T.N., 1923, I

653-H-2; Chic. & Cin. R.P.O., 28½, T.N., 1906, II

653-J-2; Chi. & Cin. R.P.O., 30½, T.N., 1907, II

653-J-3; Chi. & Cin. R.P.O., 29½, 1941, I

653-J-4; Chi. & Cin. R.P.O., 29½, T.N., 1947, I

653-J-5; Chi. & Cin. R.P.O., 30, T.N., 1954, I

Chicago, Ill.-Evansville, Ind., 288 miles, Chicago and Eastern Illinois R.R.

663-M-1; Chicago & Evans. R.P.O., 29½, T.N., 1912, I

663-N-1; Chi. & Evansv. R.P.O., 29, T.N., 1910, I

663-O-1; Chic. & Evansville R.P.O., 30, T.N., 1924, I

663-I-2; Chi. & Evansville R.P.O., 30, T.N., 1921, I

663-I-3; Chi. & Evansville R.P.O., 29½, T.N., 1927, I

663-J-2; Chi. & Evans. R.P.O., 30½, T.N., 1944, I

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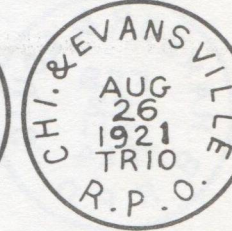
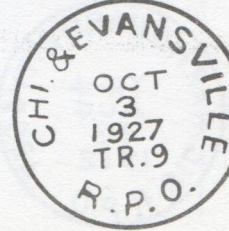
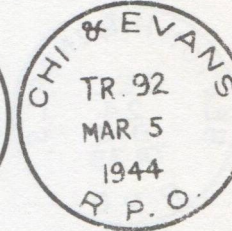
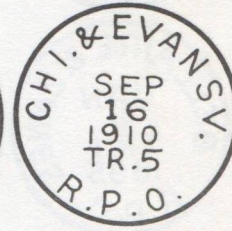
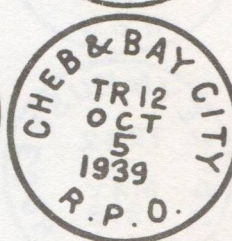
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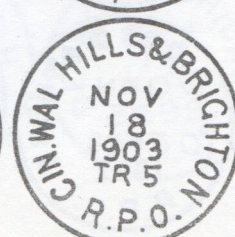
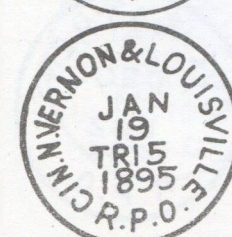
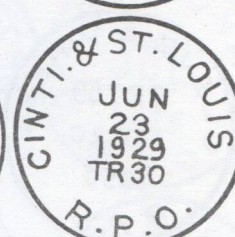
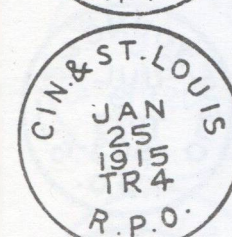
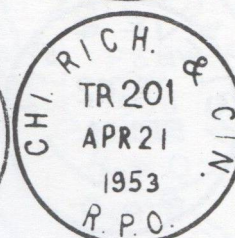
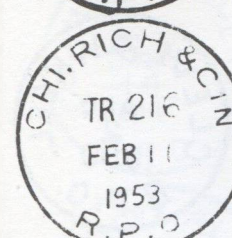
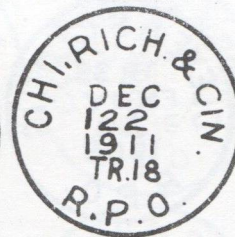
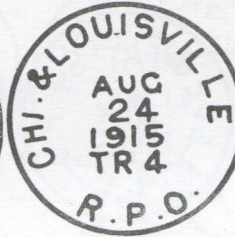
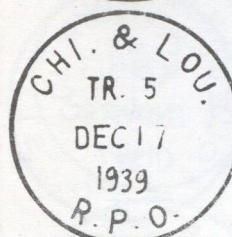
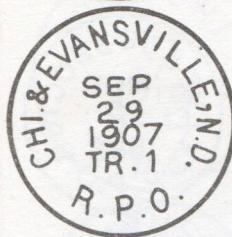
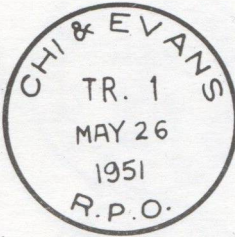
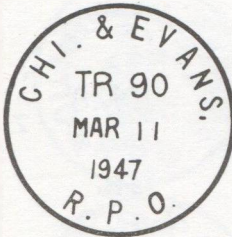
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John Kay, Secretary

329 Milne St., Philadelphia,

Pa. 19144





Chicago, Ill.-Evansville, Ind., 288 miles, Chicago and Eastern Illinois Rwy.

663-J-3; Chi. & Evans R.P.O., 30½, T.N., 1947, I
663-J-4; Chi. & Evans R.P.O., 30½, T.N., 1951, I
663-L-1; Chi. & Evansville N.D.R.P.O., 29½, T.N., 1907, II

Northern Division of Chicago & Evansville R.P.O. was Chicago, Ill.-Terre Haute, Ind.-178½ miles.

Chicago, Ill.-Louisville, Ky., 324 miles, Chicago, Indianapolis & Louisville Ry.

655-I-2; Chicago & Louis R.P.O., 28, 1890, TN, II
655-I-3; Chicago & Louis R.P.O., 30, 1929, TN, I
655-R-1; Chic. & Lou R.P.O., 29½, 1930's, TN, I
655-K-2; Chi. & Lou R.P.O., 30½, 1939, T.N., I
655-T-1; Chi. & Louisville R.P.O., 30½, 1915, T.N., I
Chicago, Ill., Monon, Ind., Cincinnati, O., 308 miles, Chicago, Indian. & Louis. RR; Cin. Hamilton & Dayton R.R.
655-M-2; Chic. Monon & Cin R.P.O., 29½, 1934, T.N., I
Chicago, Ill., Richmond, Ind., Cincinnati, O., 300 miles, P.C.C. & St.L. (Pennsylvania) R.R.

651-F-4; Chi. Rich. & Cin R.P.O., 29½, 1911, T.N., I
651-F-5; Chi. Rich. & Cin R.P.O., 30½, 1953, T.N., I
651-F-6; Chi. Rich. & Cin R.P.O., 30½, 1953, T.N., I
Cincinnati, Ohio-St. Louis, Mo., 343 miles, Balt. & Ohio R.R.

650-B-10; Cin. & St. Louis R.P.O., 29½, 1915, T.N., I
650-N-1; Cinti. & St. Louis R.P.O., 30½, 1929, T.N., I
Cincinnati, O.-North Vernon, Ind.-Louisville, Ky., 132 miles, Baltimore & Ohio R.R.

650-O-1; Cin. N. Vernon & Louisville R.P.O., 28½, 1895, T.N., II

Cincinnati, Walnut Hills & Brighton R.P.O.-Street Car R.P.O. route-Information needed on route

CI-3-b; Cin. Wal. Hills & Brighton R.P.O., 29½, 1903, Trip No., VII

Note-As of June 30, 1901, a total of 50.99 miles of electric car route (Railway Post Office AND closed pouch service) was operated in Cincinnati. Cars were 15'6" long and operated by the Cincinnati Traction Company.

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Cleveland, O.-Chicago, Ill., 340 miles, New York, Chicago & St. Louis R.R.

596-B-2; Cleve. & Chi. R.P.O., 30½, T.N., 1956, I
Cleveland-Cincinnati, O., 264 miles, New York Central

555-H-4; Cleve. & Cin. R.P.O., 29½, T.N., 1946, I /RR

555-H-5; Cleve. & Cin. R.P.O., 30½, T.N., 1962, I

Cleveland-Coshocton, Ohio, 114 miles, Cleveland, Canton & Southern R.R.

592-D-3; Cleve. & Coshocton R.P.O., 26, 1888, III

Cleveland-Marietta, Ohio, 181 miles, Valley R.R.; Cleveland & Marietta (PRR) Ry.

579-H-1; Cleve. & Marietta R.P.O., 28, T.N., 1892, III

579-D-2; Cleveland & Marietta R.P.O., 28½, T.N., 1927, II

Cleveland, O.-Pittsburgh, Pa., 150 miles, Pennsylvania RR

554-I-2; Cleve. & Pitts. R.P.O. N.L., 27½, 1891, II

554-K-1; Cleveland & Pitts. R.P.O., 30½, T.N., 1937, I

Cleveland, O.-St. Louis, Mo., 548 miles, Cleve., Cin., Chicago & St. Louis (New York Central) R.R.

556-K-3; Cleve. & St. Louis R.P.O., 29½, T.N., 1906, I

556-K-4; Cleve. & St. Louis R.P.O., 30½, T.N., 1948, I

556-M-3; Cleve. & St. L. R.P.O., 30½, T.N., 1962, I

Cleveland, O.-Wheeling, W.V., 222 miles, Wheeling & Lake Erie R.R.

592-F-2; Cleve. & Wheel. R.P.O., 28, 1890, II

592-F-3; Cleve. & Wheel. R.P.O., 30½, T.N., 1950, I

Cleveland, Youngstown, O., Pittsburgh, Pa., 136 miles, New York, Lake Erie & Western-Pittsburgh & Lake Erie Railroads

558-K-1; Cleve. Young. & Pitts. R.P.O., 27½, T.N., 1903, II

Columbus-Athens, Ohio, 76 miles, Hocking Valley R.R.

575-C-2; Columbus & Athens R.P.O., 28½, T.N., 1892, III

575-D-1; Col. & Athens R.P.O., 30½, T.N., 1912, II

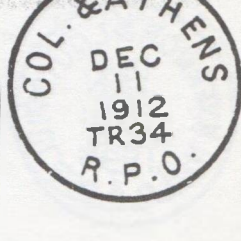
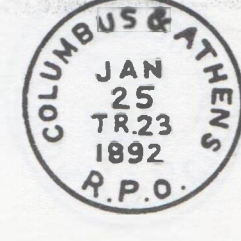
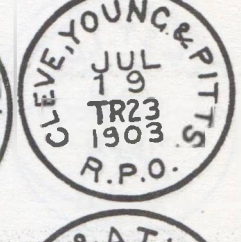
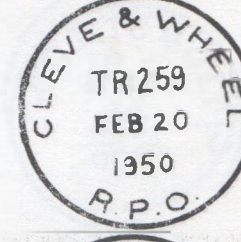
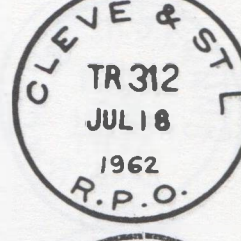
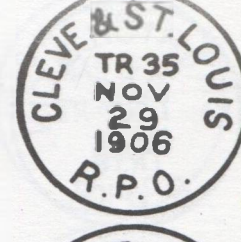
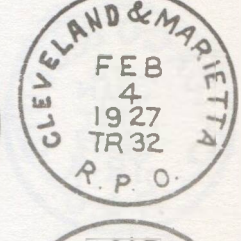
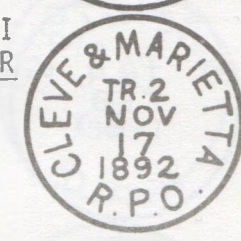
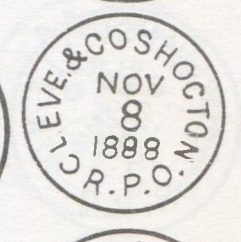
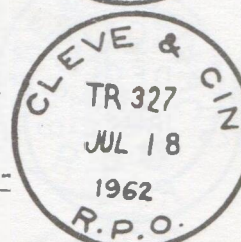
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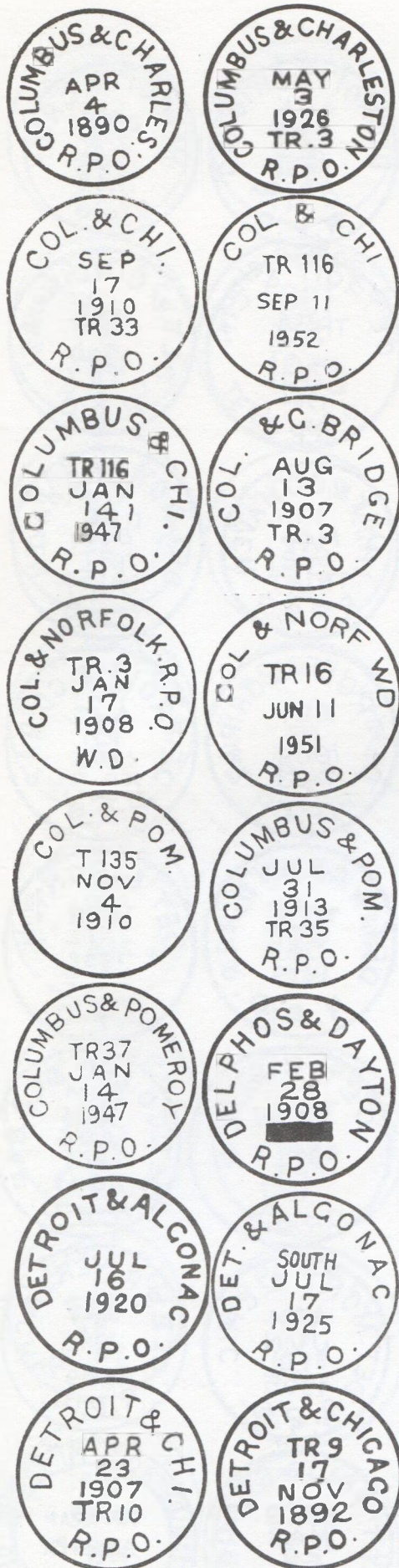
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Columbus, Ohio-Charleston, W.V., 197 miles, Toledo & Ohio Central Ry.-Kanawha & Michigan Ry.

590-J-1; Columbus & Charles R.P.O., 27½, 1890, III
590-A-2; Columbus & Charleston R.P.O., 29½, T.N., 1926, II
Columbus, Ohio-Chicago, Ill., 315 miles, Pennsylvania RR

659-F-1; Col. & Chi. R.P.O., 30, T.N., 1910, II
659-F-2; Col. & Chi. R.P.O., 30½, T.N., 1952, I
659-C-2; Columbus & Chi. R.P.O., 30, T.N., 1947, I
Columbus, O.-Gauley Bridge, W.V., 228 miles, New York Central Lines

590-C-2; Col. & G. Bridge R.P.O., 30½, T.N., 1907, II
Columbus, O.-Norfolk, Va. Western Division-Columbus, Ohio-Bluefield, W.V., 344 miles, Norfolk & Western Ry.

574-F-3; Col. & Norfolk R.P.O. W.D., 29½, T.N., 1908, II
574-H-1; Col. & Norf. W.D. R.P.O., 30½, T.N., 1951, I
Columbus-Pomeroy, Ohio, 133 miles, Columbus, Hocking Valley & Toledo (C.&O.) Ry. / II

588-H-1; Col. & Pom. (R.P.O.), 29, T.N., Partial, 1910,
588-I-1; Columbus & Pom. R.P.O., 28½, T.N., 1913, II
588-D-2; Columbus & Pomeroy R.P.O., 28½, T.N., 1947, I
Delphos-Dayton, Ohio, 96 miles, Dayton, Ft. Wayne & Chicago

581-A-2; Delphos & Dayton R.P.O., 29½, 1908, III / R.R.
Detroit-Algonac, Mich., 36 miles, White Star Line Steamboats (Lake St. Clair)

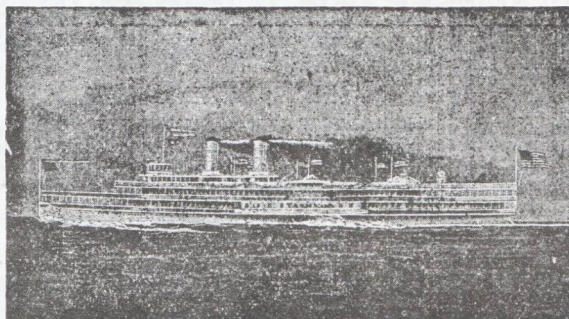
Q-3-c; Detroit & Algonac R.P.O., 30½, 1920, IV
Q-3-b; Det. & Algonac R.P.O., 29, Direction, 1925, / IV

Detroit, Mich.-Chicago, Ill., 284 miles, Michigan Central
610-C-3; Detroit & Chi. R.P.O., 29½, T.N., 1907, I / R.R.
610-M-2; Detroit & Chicago R.P.O., 28½, T.N., 1892, I

WHITE STAR LINE

A. A. PARKER, President. JOHN PRIDGEON, JR., Treasurer.
L. C. WALDO, Vice-President. C. F. BIELMAN,
B. W. PARKER, General Manager. Secretary and Traffic Manager.

General Offices—Foot of Griswold Street, Detroit, Mich.



NEW STEEL STEAMER, "TASHMOO," CAPACITY, 4000 PEOPLE, THE SPEEDIEST AND MOST ELEGANTLY EQUIPPED DAY BOAT IN THE WORLD.

Operating the only Fast and Modern Line of Steamers making Daily Trips between

Toledo and Detroit

and Double Daily Trips between

Detroit and Port Huron.

Steamers run on the following schedule during the Summer season:

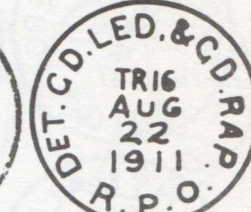
Leave Toledo for Detroit 9 15 a.m. daily. Leave Detroit 4 30 p.m. daily, arrive Toledo 8 30 p.m. Leave Detroit for Port Huron and way ports 8 30 a.m. and 2 30 p.m. daily. Leave Port Huron 6 30 a.m., 3 45 p.m. daily, arriving at Detroit 11 00 a.m., 8 30 p.m. April, 1932.

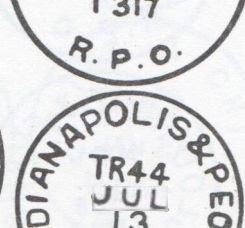
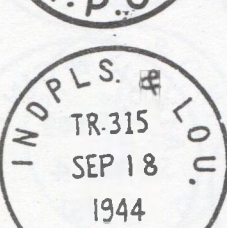
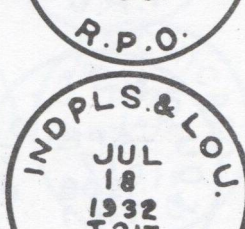
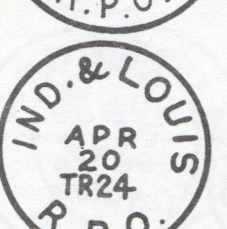
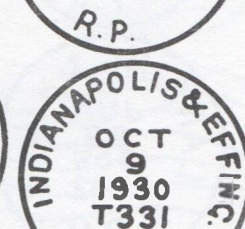
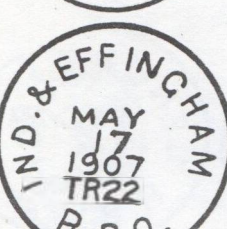
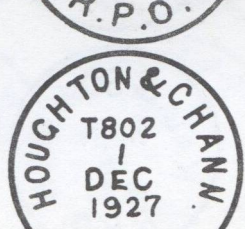
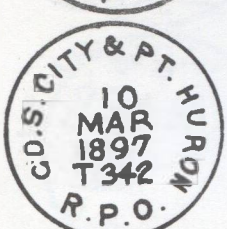
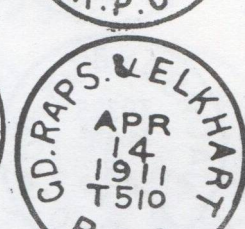
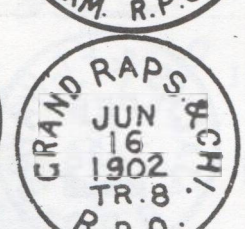
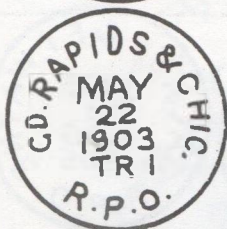
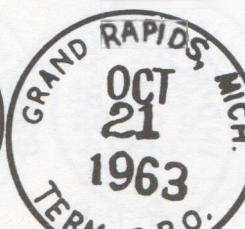
Detroit, Mich.-Chicago, Ill., 287 miles, Michigan Central (New York Central) R.R.
 610-M-3; Detroit & Chicago R.P.O., 29½, T.N., 1916, I
 610-N-2; Detroit & Chic.R.P.O., 27½, T.N., 1907, I
 Detroit, Mich.-Cincinnati, Ohio, 267 miles, New York Central R.R.-Baltimore & Ohio R.R.
 616-B-2; Detroit & Cin.R.P.O., 30½, T.N., 1962, I
 616-I-1; Det. & Cincinnati R.P.O., 29½, T.N., 1900, I
 Detroit-Grand Haven, Mich., 189 miles, Detroit, Grand Haven & Milwaukee R.R.
 611-J-1; Det. & Gd.Haven R.P.O., 27½, T.N., 1898, II
 611-K-1; Det. & Grand Haven R.P.O., 30, T.N., 1915, II
 Detroit-Grand Rapids, Mich., 171 miles, Michigan Central R.R.
 619-J-1; Detroit & Gr.Rap.R.P.O., 29½, T.N., 1908, I
 619-K-1; Detroit & Gd.Rap.R.P.O., 30½, T.N., 1906, I
 Detroit-Grand Rapids, Mich., 152 miles, Chesapeake & Ohio Railway
 622-U-1; Det. & Grand Rap.R.P.O., 29½, T.N., 1939, I
 Detroit, Mich.-Ironton, Ohio, 366 miles, Detroit, Toledo & Ironton R.R.
 642-H-1; Det. & Ironton R.P.O., 30½, T.N., 1932, II
 Detroit, Mich.-St.Louis, Mo., 488 miles, Wabash R.R.
 629-L-1; Det. & St.L.R.P.O., 31, T.N., 1967, I
 Detroit, Grand Ledge, Grand Rapids, Mich., 153 miles, Detroit, Lansing & Northern R.R.
 622-T-1; Det.Gd.Led. & Gd.Rap.R.P.O., 29½, TN, 1911, II
 Detroit, Mich., Montpelier, Ohio, Chicago, Ill., 277 miles, Wabash Railroad
 629-J-1; Det.Mont. & Chic.R.P.O., 28½, T.N., 1905, III
 Detroit, Three Rivers, Mich., Chicago, Ill., 275 miles, Michigan Central R.R.
 610-R-1; Det.3 Rivers & Chi.R.P.O., 29½, T.N., 1899, II
 Detroit, Mich., Toledo, Ohio, St.Louis, Mo., 555 miles, Lake Shore & Mich.Southern -Cleve., Cin., Chi. & St.Louis Railroads
 615-D-2; Det.Tol. & St.Louis R.P.O., 29½, T.N., 1922, II
 Detroit, Michigan Transfer Office, Post Office Dept.
 645-A-10; Detroit, Mi.Union Sta.Trans.Off., 32½-25½, D.C., magenta, 1966, I

(Adv)

U.S.TRANSIT MARKINGS CATALOG, VOL.IV lists local mail agents, transfer clerks, transfer offices with their markings 1870-1971.

It is available in loose leaf form from Mobile Post Office Society, RFD #1, Box 91, Contoocook, N.H. 03229 for \$5.50 postpaid. Membership discount is available.





Dresden-Morrow, Ohio, 186 miles, Pittsburgh, Cincinnati & St. Louis R.R.

570-C-2; Dresden & Morrow R.P.O., 29, T.N., 1893, III Grafton, W.V.-Chicago, Ill., 558 miles, Balt. & Ohio R.R.

567-F-2; Grafton & Chi. R.P.O., 29, T.N., 1926, I Grafton, W.V.-Cincinnati, Ohio, 299 miles, Baltimore and Ohio Railroad

571-D-8; Grafton & Cin. R.P.O., 29, T.N., 1934, I Grand Rapids, Mich. Terminal Railway Post Office

645-B-5; Grand Rapids, Mich. Term. R.P.O., 32½, 1963, I Grand Rapids, Mich.-Chicago, Ill., 177 miles, Pere Marquette (Chesa. & Ohio) Ry.

623-V-1; Gd. Rapids & Chic. R.P.O., 29, T.N., 1903, II

623-W-1; Grand Raps. & Chi. R.P.O., 29, T.N., 1902, II

623-M-2; Grand Rap. & Chi. R.P.O., 29½, T.N., 1938, I

Grand Rapids, Mich.-Elkhart, Ind., 115 miles, Lake Shore & Michigan Southern Ry.

625-G-2; Gd. Raps. & Elkhart R.P.O., 30, T.N., 1911, II Grindstone City-Port Huron, Mich., 92 miles, Pere Marquette Ry.

639-M-1; G'ds City & Pt. Huron R.P.O., 28½, T.N., 1897, III Houghton-Channing, Mich., 108 miles, Copper Range R.R.-

Chicago, Milwaukee & St. Paul R.R.

649.1-C-1; Houghton & Chann. R.P.O., 30½, TN, Partial, 1927, II

Indianapolis, Ind.-Effingham, Ill., 178 miles, Pennsylvania (Vandalia) R.R.

677-D-1; Ind. & Effingham R.P.O., 30½, T.N., 1907, II

677-E-1; Indianapolis & Effing. R.P.O., 30, TN, 1930, I

Indianapolis, Ind.-Louisville, Ky., 111 miles, Pennsylvania (P.C.C. & St. L.) R.R.

654-M-2; Ind. & Louis. R.P.O., 27½, 1900's, II

654-N-2; Indpls. & Lou. R.P.O., 31, T.N., 1932, I

654-N-3; Indpls. & Lou. R.P.O., 30½, T.N., 1944, I

Indianapolis, Ind.-Peoria, Ill., 212 miles, Peoria and Eastern R.R.

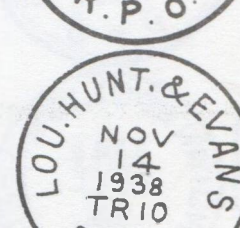
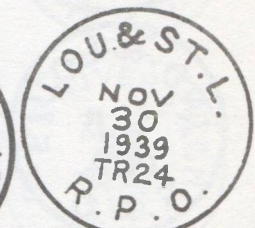
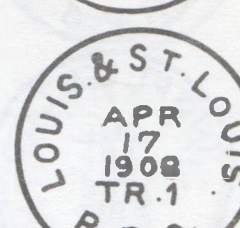
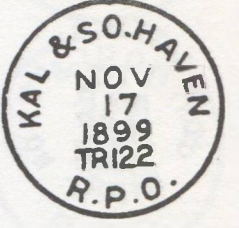
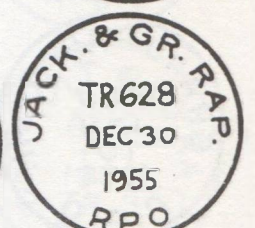
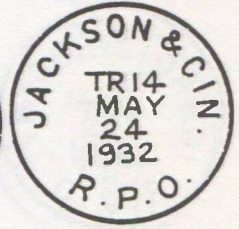
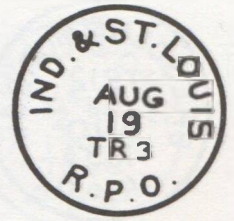
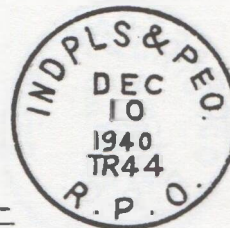
714-J-1; Indianapolis & Peoria R.P.O., 29½, T.N., 1939, I

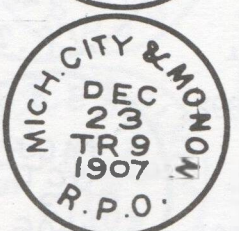
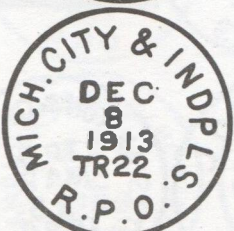
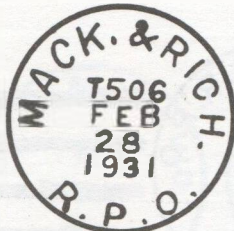
CINDERS (Jottings on things that have caught your Editor's eyes lately)

Frustration -Going through a State Postal History Society Newsletter or Journal to find the annual subscription rate, calendar year and the party one writes about joining--- and finding NOTHING .

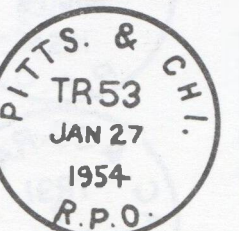
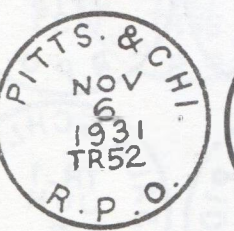
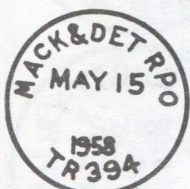
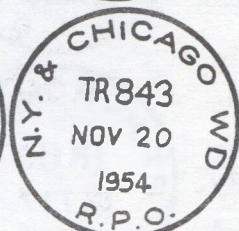
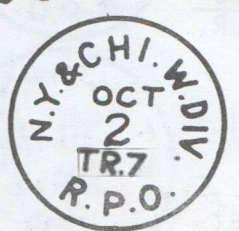
One occurrence would (or is it should) be unusual, but THREE in less than two months!!!!

Indianapolis, Ind.-Peoria, Ill., 212 miles, Peoria & Eastern Ry.
 714-I-2; Indpls. & Peo.R.P.O., 29, T.N., 1940, I
Indianapolis, Ind.-St.Louis, Mo., 265 miles, Cleve., Cin-Chicago & St.Louis Ry.
 556-F-3; Ind. & St.Louis R.P.O., 27½, T.N., 1893, II
Indianapolis-Vincennes, Ind., 118 miles, Pennsylvania
 662-C-1; Ind'pls. & Vincennes R.P.O., 30½, T.N., 1924, II
Jackson, Mich.-Cincinnati, Ohio, 245 miles, Cincinnati Northern R.R.
 647-D-2; Jackson & Cin.R.P.O., 28½, T.N., 1932, II
Jackson, Mich.-Ft.Wayne, Ind., 99 miles, Lake Shore & Michigan Southern Rwy.
 621-G-1; Jacks. & Ft.Wayne R.P.O., 29½, TN, 1900, s, II
 621-G-2; Jacks. & Ft.Wayne R.P.O., 29½, TN, 1905, II
Jackson-Grand Rapids, Mich., 95 miles, New York Central
 619-H-1; Jackson & Gr.Rap.R.P.O., 29½, T.N., 1950, I /RR
 619-I-1; Jack. & Gr.Rap.R.P.O., 29½, T.N., 1955, I
Kalamazoo-South Haven, Mich., 40 miles, Michigan Central R.R.
 636-C-2; Kal. & So.Haven R.P.O., 27½, 1891, III
 636-C-3; Kal. & So.Haven R.P.O., 28½, T.N., 1899, III
Lansing-Hillsdale, Mich., 66 miles, Lake Shore & Michigan Southern Ry.
 631-E-1; Lansing & Hills.R.P.O., 30½, T.N., 1906, II
Lenox-Jackson, Mich., 106 miles, Grand Trunk Ry.
 644-E-1; Lenox & Jack. R.P.O., 28, T.N., 1893, III
Louisville, Ky.-St.Louis, Mo., 274 miles, Southern (Louis.Evans. & St.L.) R.R.
 673-C-3; Louis. & St.Louis R.P.O., 31, T.N., 1908, I
 673-E-2; Lou. & St.L.R.P.O., 30, T.N., 1939, I
Louisville, Ky., Huntingburg, Evansville, Ind., 122 miles, Southern Railway
 673-J-2; Lou.Hunt. & Evans.R.P.O., 30½, T.N., 1938, I
Mackinaw (City)-Cincinnati, O.Northern Division - Mackinaw City-Grand Rapids, Mich., 226 miles, Pennsylvania Railroad
 620-Q-1; Mack. & Cin.N.D.R.P.O., 31, TN, 1951, I
 (Complete strike of example listed in Vol.III-USTMC)





*may 26
My & Ch
Train 2
285*



Mackinaw(City)-Detroit,Mich.,307 miles,New York Central R.R.

617-N-3; Mack. & Det.R.P.O.,24,T.N.,Machine,1958,59, II
(A second type of machine cancellation used on this route with heavy mail volume during the summer season)

Mackinaw (City),Mich.-Richmond,Ind.,460 miles, Pennsylvania (Grand Rapids & Indiana) R.R.

620-T-3; Mack. & Rich.R.P.O.,29½, T.N.,1931,II

620-U-2; Mackinaw & Richmond R.P.O.,30½,TN,1924,II

Michigan City-Indianapolis,Ind.,159 miles,Lake Erie & Western R.R.

657-F-1; Mich.City & Indpls.R.P.O.,29½,T.N.,1913, II

Michigan City-Monon,Ind.,60 miles,Chicago,Indianapolis and Louisville Ry.

655-Q-1; Mich.City & Monon R.P.O.,28½,T.N.,1907, III
Momence,Ill.-Brazil,Ind.,130 miles,Chicago & Eastern Illinois R.R.

686.2-A-2; Momence & Brazil R.P.O.,29,T.N.,1913,III
New York,N.Y.-Chicago,Ill.Western Division-Cleveland, Ohio-Chicago,Ill.,342 miles,Lake Shore & Michigan Southern Rwy. (New York Central) R.R.

559-Y-1;N.Y. & Chi.,Train 2,WD-4 line mscpt.,1870's,III

559-I-5; N.Y. & Chi.W.Div.R.P.O.,28½,T.N.,1890's, I

559-H-15;N.Y. & Chi. W.D.R.P.O.,30½, T.N.,1959, I

559-R-5; N.Y. & Chicago W.D.R.P.O.,29½,T.N.,1954, I
North Judson,Ind.-Streator,Ill.,110 miles,Indiana, Illinois & Iowa R.R.

682-C-1; No.Jud. & Streator R.P.O.,27½, 1886, IV, *
Pittsburgh,Pa.-Chicago,Ill.,468 miles,Pennsylvania R.R.

560-U-6; Pitts. & Chicago R.P.O.,28½,TN,1911, I

560-W-10; Pitts. & Chi.R.P.O.28½, T.N.,1931, I

560-W-11; Pitts. & Chi. R.P.O.,30½,T.N.,1954, I

Pittsburgh,Pa.-St.Louis,Mo.,612 miles,Pennsylvania RR

561-L-8; Pitts. & St.Louis.R.P.O.,30,T.N.,1947, I

CINDERS

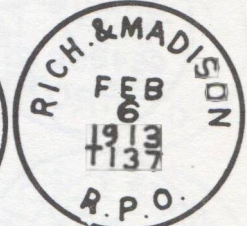
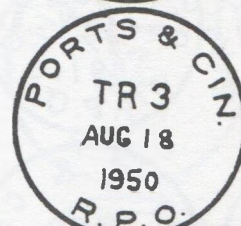
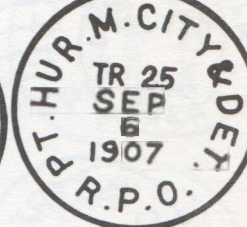
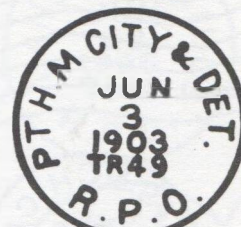
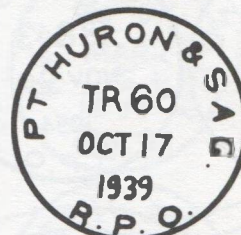
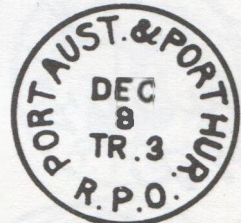
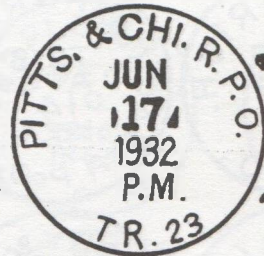
Honorable Mention should go to RICHARD FRAJOLA for creating a postal history collectible with an auction catalog. His Jan. 28th,1984 U.S.Postal History Auction Catalog not only contains much fine material,but it offers much original research on the local express companies and their adhesive labels. With prices realized,a nice research library item!

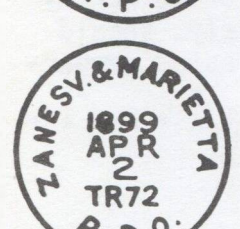
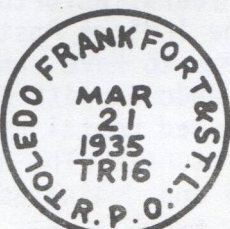
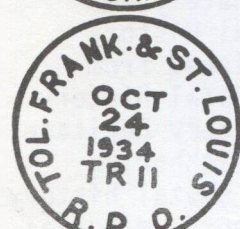
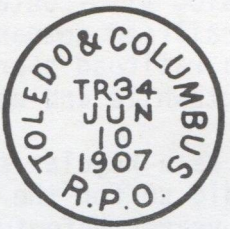
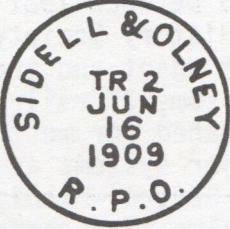
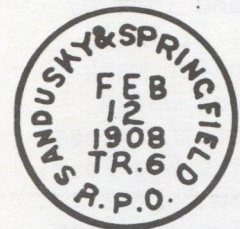


Pittsburgh, Pa.-Chicago, Ill., 469 miles, Pennsylvania RR
 560-W-12; Pitts. & Chi. R.P.O. TR. 23, 32½, TN, Time, 1932, I
 Pittsburgh, Pa.-Toledo, Ohio, 261 miles, Pennsylvania Co.
 560-R-2; Pitts. & Tol. R.P.O., 30½, T.N., 1906, II
 Pittsburgh, Pa., Akron, Chicago Jct., Ohio, 207 miles,
 Baltimore & Ohio R.R.
 557-D-1; Pitts., Akron & Chic. Junct. R.P.O., 29, TN, 1892,
 III
 Port Austin-Port Huron, Mich., 89 miles, Pere Mar-
 quette Ry.
 639-L-1; Port Aust. & Port. Hur. R.P.O., 29½, T.N., 1920's
 II
 Port Huron, Mich.-Chicago, Ill., 334 miles, Grand Trunk
 Western R.R.
 624-J-4; Pt. Huron & Chi. R.P.O., 29, T.N., 1905, II
 624-J-5; Pt. Huron & Chi. R.P.O., 30½, T.N., 1940, I
 Port Huron-Detroit, Mich., 57 miles, Grand Trunk Wstrn.
 613-B-2; Pt. Huron & Det. R.P.O., 29½, T.N., 1950, I
 Port Huron-Saginaw, Mich., 90 miles, Chesapeake & Ohio
 635-C-1; Pt. Huron & Sag. R.P.O., 30, TN, 1939, II /R.R.
 635-C-2; Pt. Huron & Sag. R.P.O., 29½, T.N., 1939, II
 Port Huron, Marine City & Detroit, Mich., 74 miles,
 Rapid Rwy. Division, Detroit United Rwy. (Electric)
 649.7-B-1; Pt. H.M. City & Det. R.P.O., 29½, TN, 1903, IV
 649.7-C-1; Pt. Hur. M. City & Det. R.P.O., 31, T.N., 1907, IV
 Portsmouth-Cincinnati, Ohio, 107 miles, Norfolk & West-
 ern Railway
 564-C-4; Ports. & Cin. R.P.O., 29½, T.N., 1950, I
 Richmond-Madison, Ind., 125 miles, Pennsylvania R.R.
 654-Q-2; Rich. & Madison R.P.O., 29½, T.N., 1913, III
 Saginaw-Grand Rapids, Mich., 132 miles, Pere Marquette
 633-H-1; Sag. & Gd. Rapids R.P.O., 30½, TN, 1911, III /Ry.
 Salamanca, N.Y.-Chicago, Ill. R.P.O. Western Division,
 Marion, Ohio-Chicago, Ill., 269 miles, Erie R.R.
 550-P-3; Sala. & Chi. R.P.O. W.D., 28½, T.N., 1947, I

Notes - Abbreviations used in listings

N.D. -Northern Division
 N.G. -Narrow Gauge Track
 N.L. -Night Line
 R.P.O.-Railway Post Office
 T.N. or TN - Train Number
 TR. - Train or Trip
 W.D. -Western Division





Salamanca, N.Y.-Chicago, Ill. Western Division- Marion, O.
-Chicago, Ill., 269 miles, Erie Railroad

550-P-4; Sala. & Chi. W.D. R.P.O., 30, T.N., 1956, I
Sandusky-Springfield, Ohio, 131 miles, Cleveland, Cincinnati, Chicago & St. Louis R.R.

565-H-1; Sandusky & Springfield R.P.O., 28½, 1894, III
 565-H-2; Sandusky & Springfield R.P.O., 29, T.N., 1908, /III

Sidell-Olney, Ill., 86 miles, Chicago & Ohio River R.R.

729-B-2; Sidell & Olney R.P.O., 29½, T.N., 1909, III

Terre Haute, Indiana Transfer Office, Union Station

680-P-6; Terre Haute, Ind. T.O. Un. Sta., 29½, Tour, 1953, I

Toledo-Columbus, Ohio, 125 miles, Hocking Valley R.R.

580-B-2; Toledo & Columbus R.P.O., 28½, T.N., 1907, II

Toledo, O.-Frankfort, Ind., St. Louis, Mo., 455 miles,

Toledo, St. Louis & Western R.R.

585-F-1; Tol. Frank. & St. Louis R.P.O., 29½, TN, 1934, II

585-G-1; Toledo, Frankfort & St. L. R.P.O., 29½, TN, 1935, II

Wheeling, W.V.-Cincinnati, O., 257 miles, Baltimore &

Ohio Railroad

567-P-3; Wheeling & Cin. R.P.O., 29½, T.N., 1951, I

Wheeling, W.V.-Columbus, O., 142 miles, Baltimore & Ohio

567-W-1; Wheel. & Col. (R.P.O.), 26½, partial, 1890's, IV

Tentative - Route not confirmed to date.

Zanesville-Marietta, Ohio, 74 miles, Toledo & Ohio Cen-

tral - Zanesville & Western Railroads

600.7-E-1; Zanesv. & Marietta R.P.O., 28, TN, 1899, III

600.7-E-2; Zanesv. & Marietta R.P.O., 28½, TN, 1900, III

Zanesville, O.-Parkersburg, W.V., 88 miles, Baltimore &

Ohio Railroad

600.7-F-1; Zanesv. & Parkersburg R.P.O., 29½, TN, 1927, II

LEGEND

- (Information on R.P.O. markings listed in catalog)
- (a) All markings are in black unless otherwise stated.
- (b) All R.P.O. markings are circles unless otherwise indicated. Circle diameters are listed in millimeters.
- (c) Miscellaneous information listed at bottom of the 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-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 and up. The values are average for complete strikes on complete sound covers or cards.

A Review - INDIANA POSTAL HISTORY

Your Editor has just completed placing final revision sheets in his advance copy of the 268 page looseleaf manual entitled "RAILROAD POSTAL MARKINGS OF THE STATE OF INDIANA" - a compilation of Postal Routes - by John M. Prendergrast Jr., 5930 East 56th Street, Indianapolis, Ind. 46226.

This impressive postal history work was prepared between 1981 and 1984 by Mr. Prendergrast as a project for the Indiana Postal History Society. It lists all recorded route agent, railway post office, ticket agent and transfer markings for the state. Detailed histories are given for some 37 railroads which served Indiana at one time or another. Maps are furnished for most of the lines and detailed route breakdowns are listed for such major systems as the Big Four, the Baltimore & Ohio, The Nickel Plate, the New York Central-Michigan Central, and the extensive Pennsylvania System lines. The catalog also contains an interesting section on paper money issued by the various railroad companies in the state. The work closes with a bibliography of Indiana railroad source material. Considering the circumstances this work is a most worthwhile and commendable effort.

The work was started as an assignment to appear as a regular section in the Indiana Postal History Journal and, it is believed, did so for the few issues that this organization has published in the last few years. Unfortunately, as pointed out by Editor Patera in the last LA POSTA, the Indiana Postal History Society has not functioned on a regular basis and seems to have vanished from the field in the past few years. For a state so well endowed with postal history students and writers, and possessing such a distinguished postal history heritage from Henry Meyer and J. David Baker, this is most unfortunate. The neighboring states of Ohio and Illinois have developed interested and dedicated postal history groups with fine regular publications. Indiana has as much, if not more, material for investigation, research and write-up and it is hoped some enterprising philatelists will gather together and restore the impetus that formerly existed. Works such as Prendergrast's should be published and marketed by an active state postal history group.

In the meantime it is hoped that railway marking collectors will contact John Prendergrast and request that his most comprehensive catalog be reproduced in sufficient quantity and made available as a standard reference. For so worthy a purpose, the national specialty group, the Mobile Post Office Society, should obtain rights to reprint this work and make it available to an interested membership of railway marking collectors.



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