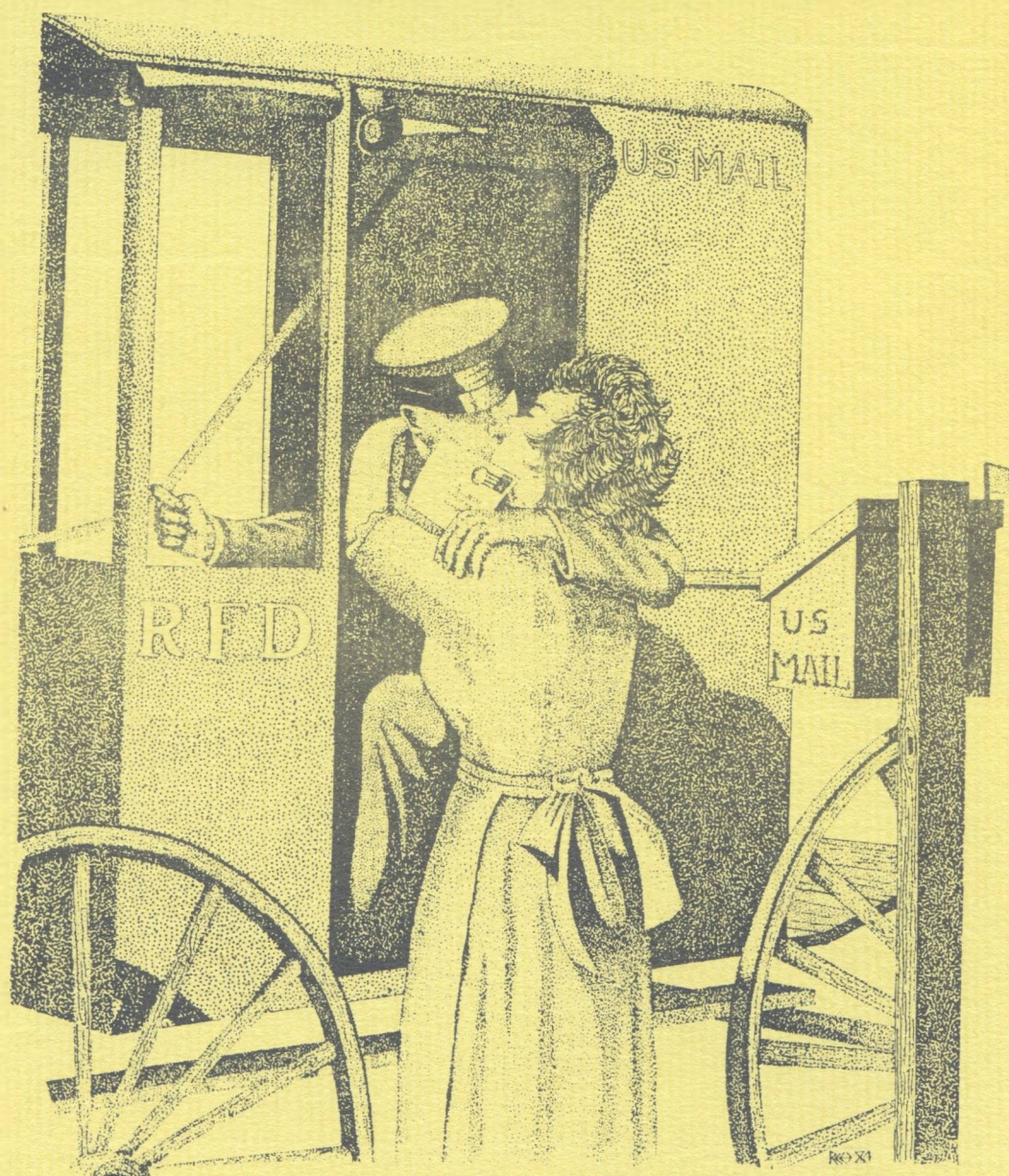


LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JUNE – JULY 1984



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

Publisher: Richard W. Helbock
Editor, The Midwest: Alan H. Patera
Editor, The West: Richard W. Helbock
Editor, The Second Section: Charles L. Towle
Advertising Manager: Cathy R. Clark

LA POSTA: A JOURNAL OF AMERICAN
 POSTAL HISTORY,
 P. O. Box 135,
 Lake Oswego, OR 97034
 Phone: (503) 657-5685

COVER: *A pen & ink stipple rendition of a classic G.W. Gage painting which originally appeared as the August 1918 cover of FARM AND HOME magazine. Lynn Langdon discovered this most appropriate illustration on a faded copy of the original, but it has been elegantly reproduced for us through the talent of a young artist — Richard Cook Helbock.*

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY is published bi-monthly with six numbers per volume by RAVEN PRESS, P.O. Box 135, Lake Oswego, OR 97034. Issues are mailed on the 15th of February, April, June, August, October, and December. The purpose of the journal is to improve opportunities for publishing research in postal history of the United States and Canada.

U.S. Subscription Rate \$10.00 per year.
 Foreign subscription, including Canada and Mexico, please add \$10.00 per year to cover additional postage and handling. Airmail subscriptions to overseas locations are also available; please write for particulars.

JUNE 1984
 VOLUME 15, NO. 3
 WHOLE NO. 87



THE WEST

- | | |
|--|----|
| RURAL FREE DELIVERY IN THE WEST
Part IV: Washington
By Randy Stehle and Richard W. Helbock | 5 |
| THE COST OF RURAL FREE DELIVERY:
A RETROSPECTIVE
By Richard W. Helbock | 13 |
| POST OFFICES OF UTAH
Part XVIII: Summit County
By Dan Meschter | 15 |
| MILITARY FORTS OF FRONTIER NEVADA
By James Gamett | 19 |
| NINETEENTH CENTURY OREGON POSTMARKS:
DOUGLAS COUNTY
By Charles A. Whittlesey | 27 |



THE MIDWEST

- | | |
|---|----|
| PRAIRIE POST OFFICES
By Candice Walti and LaVerne Steffen | 37 |
| EARLY MINNESOTA MAIL CONTRACTS
By A. B. Smeby | 43 |
| QUINCY, ILLINOIS: Postmasters and Post Office
Locations
By Carl Landrum | 45 |



THE SECOND SECTION

- | | |
|--|----|
| HOLD ON FRANK! HERE WE GO AGAIN!
By Charles L. Towle | 49 |
| THE CHITTENDEN CORRESPONDENCE
Western Postal History Museum Collection | 53 |
| POSTAL HISTORY SOCIETIES OF THE MIDWEST
OKLAHOMA PHILATELIC SOCIETY
By I. L. Pfalser | 58 |
| THE CATALOG SECTION (Additions to USTMC) | 59 |

COLUMNS & DEPARTMENTS

WESTERN EDITOR'S COMMENTS 3

THE MIDWESTERN EDITOR 35



SUSTAINING SUBSCRIBERS

LA POSTA expresses gratitude to the following for their extraordinary financial support:

Thomas J. Alexander
Burrell Allan
Velma Bailey
Charles I. Ball
Kendall Lee Ballard
Alexander Balogh
Joseph J. Balough
Bancroft Library
Dan Barber
Rex J. Bates
William H. Bauer
Bob Beall
W. R. Beith
Ian B. Bird
Kenneth Bridge
Anna Bushue
Richard H. Byne
Bobby Carpenter
George Cheren
Harold Chevrier
Robert C. Clark, Jr.
A. E. Clattenburg, Jr.
Giles R. Cokeler
Robert W. Collins
Dave Cooper
Rod Crossley
Wesley A. Crozier
Richard F. Curtin
Ora B. Dickerson
Sheldon H. Dike
Robert P. Doddridge
John R. Drew
Richard H. Duke
Robert M. Ebner
Raymond Eppler
Walt Findlay
Charles G. Finke
Kenton Forrest
Richard Frajola

Lewis Garrett
Don Grantham
Albert L. Greene
Bernard Griffin
Ted Gruber
Stephen W. Hackett
Herbert H. Harrington
George W. Hester
H. Stanton Hill
Arthur Hodgins
Wm. P. Hoffman
James R. Hopkins
Jay F. House
Jacque Houser
James H. Inverarity
James D. Jacobitz
David L. Jarrett
Phil Kay
Harry M. Kelsey
Roger Koerber, Inc.
Frank J. Kosik
Owen H. Kriege
Donald C. La Rue
Robert Y. T. Lee
Bennett N. Levinson
Richard Lis
Dennis J. Lutz
Howard A. Mader
G. W. Magladry
Frank Mandel
Chris Martin
Richard E. Martin
L. F. Masche
Leonard McCabe
Dennis McCorry
Wallace McDonald

Wm. T. McGreer
Carl J. McMurphy
W. N. Melhorn
Robert F. Miller
Thomas M. Mills
Warren Mitchell
Richard L. Morris
James M. Mundis
Charles F. Nettleship, Jr.
Ray L. Newburn, Jr.
Nicki J. Nielsen
William A. Nix
Frank B. Norris
James Ozment
Dennis Pack
Robert A. Paliafito
King Parker, Jr.
Richard H. Parker
Alan H. Patera
E. L. Patera
Murray R. Pearce
N. Leonard Petsson
Ernest S. Peyton
L. Gene Phillips
Kenneth A. Pitt
Willis Poole
Robert Potts
James H. Raley
David A. Ramstead
Harry J. Reck
Anson Reinhart
Robert H. Rhodehamel
Harold Richow
Irl Rickabaugh
Leroy L. Ross
Fred A. Scheuer
Steven Schmale

Neil C. Schroeder
Jack M. Schwartz
Jerome Schwimmer
Fred F. Seifert
Daniel R. Seigle
Howard J. Selzer
Michael Senta
Wade Shipley
Alton E. Smith
Donald T. Smith
A. Burns Speer
Randy Stehle
Joseph V. Stewart
Jack E. Stucky
Bob Summerell
Robert D. Swanson
Ted Teichgraber
Glenn F. Terry
Tony Thien
Thomas K. Todsen
Mort D. Turner
Gordon Twedt
Heinz A. von Hungen
Wally Wagner
J. M. Welch
Henry L. C. Wenk, III
Western Postal History Museum
Kenneth L. White
William H. White
Charles A. Whittlesey
Milton G. Wicker
Richard C. Wilkerson
John H. Willard
John H. Williams
L. R. Wilson
Kirk Wolford
Lane B. Woodard
John F. Worley
Kenneth R. Yarnell
Vern Youngman

AND MOST RECENTLY:

W. W. Bilyeu
Robert O. Boyer
William T. Crowe
Roland H. Ens
Peter Frusetta
Alex Gilbert
Frederick D. Knoche
Andrew C. Koval
Jack Rosenthal
Schmitt Investors Ltd.
Al Soth
Robert K. Waite, Sr.
Henry L. C. Wenk, III



WESTERN EDITOR'S COMMENTS

Several large postal history research projects are drawing close to completion, and should become available in published form during the summer or later this year. Included are new or revised listings of the post offices of Maryland & Delaware, Montana, and Washington State; a catalog of Oregon postmarks used up to 1900; and an introductory handbook of American postal history. Details concerning the availability of these and other studies will be announced in LA POSTA as they become available.

Our subscribers continue to increase in number -- we stand now at 649, an increase of 45 over the April figure. We are still a long way from our goal of 1,000 by the end of the year, and could really use your help in introducing the journal to friends and fellow collectors. A sample copy will be mailed to all names sent to us. We enclose a simple form describing LA POSTA and subscription blank listing you as the recommending person. If the candidate decides to subscribe, we extend your subscription by one number. We believe this word-of-mouth method to be the most effective means of increasing subscriptions, but for it to work we need your help. LA POSTA today is a quality journal at a bargain price. We can still make it better, AND keep it a bargain if subscriptions and advertising grow. Won't you give us a hand?

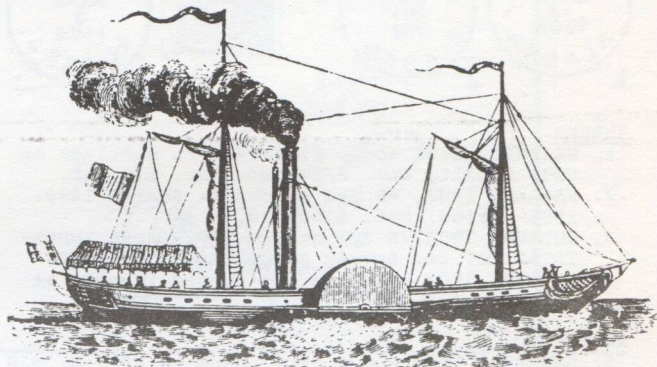
Quite a few subscribers wrote to request our AUCTION "HOW TO" KITS, but so far only Bob Collins has decided to join our small group of LA POSTA auctioneers. The Kits are still available free for 37 cents postage. Lets see a few more of you folks become LA POSTA auctioneers!

A cursory examination of our file of upcoming articles reveals a disquieting lack of material on hand. True, we have some continuing work by such stalwarts as Meschter,

Whittlesey, and Stehle, but we are in need of new stuff. Now is the time. The Western Section needs you!

Well, friends, enough for now. Have a blissful summer. We'll be back in the dog days.

Richard W. Helbock



LA POSTA BOOSTERS

The following subscribers have successfully attracted new subscribers to LA POSTA since the 1st of January, and have thus extended the length of their own subscriptions. To each of you, our sincere thanks.

Subscribers Recommended

David Bowers	2
Donald LaRue	2
Milt Wicker	2
Stanley Dierck	1
John S. Maye	1
Charles Whittlesey	1
Russ Ryle	1
Dick Long	1
Paul Andersen	1
Veryl Burton	1
Bob Beall	1
Fred Scheuer	1
Brad Arch	1
Barry Bender	1

Please join this distinguished list. Recommend LA POSTA to a friend, or send us names and addresses and we will send a sample copy in your name.

THOMAS M. MILLS MAIL BID SALE NO. 11

P. O. Box 549

Goshen, NY 10924

(914) 294-6266



ALASKA

1. ELLAMAR, 1905 about Fine tyl (EL partial) on USGS Penalty env. w/2¢ red. Est. \$75-100.
2. KARLUK, 1902, VF Tyl on cover. Scarce 1892-1906 period. Est. \$200-250.
3. SULZER, 1903 VF Tyl on cover w/ALASKA INDUS-TRIAL CO. cc. Lovely piece. Est. \$100-150.
4. SULZER, 1907 F Tyl on cvr opened roughly at rt. Est. \$75-100.

NEVADA

5. BAUVARD, 1909 about Fine Doane on PPC. E. \$20
6. BLAIR, 1907 F-VF 4-bar on PPC. (1906-16)E.\$30
7. BULLION, 1885 F cds on U163. Est. \$45.00
8. CHERRY CREEK, 1874, F+ cds on cvr. Est. \$75
9. COLUMBIA, 1907 VF 4-bar on cvr. Est. \$25.00
10. CORTEZ, 1915 F-VF 4-bar on UX20. Est. \$50.00
11. LAST FRONTIER VILLAGE, 1952 VF on LDC. E. \$8.
12. RUTH, 1910 about Fine as rec'd mk. on PPC mailed from WALLSBURG, UTAH. Est. \$8.00
13. SHEEPSHEAD, 1923 G-F 4-bar as fwd mk. PPC.E6
14. SILVER CITY/NEV.TY., 1863 discernable dcds on cover w/#65 tied by target. Est. \$125-150.
15. WHITE RIVER, 1901 partial cds on REGISTERED cover. (1889-1905). Est. \$100.00

OREGON

16. PORTLAND/EXPOSITION STATION, 1905, VF examp. of the scarce flag cancel on legal-sized cover. Est. \$75-100.

UTAH

17. SPANISH FORK/Jan 12 '66/U.T. in mss on neat cover w/pen cancelled #65. Est. \$250-300.

WASHINGTON

18. AVON, 1898 F-VF cds on U352. (83-06).Est.\$40
19. COWLITZ, 1889 VF fancy cds ties 2¢ brown on cover. Est. \$45.00
20. LADU, 1910 F-VF Doane on PPC. (95-13). E.\$15
21. LAKE VIEW/WASH.TER., 1883 F+ cds on U163.E\$45
22. STEILACOOM CITY, 1886 F octagon as fwd. mk. on cover. Est. \$35.00
23. WINLOCK, 1886 VF cds as fwd.mk. on cvr. E\$20

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

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

BIDS CLOSE: July 31, 1984 (6PM Pacific)

WE'RE MOVING EAST



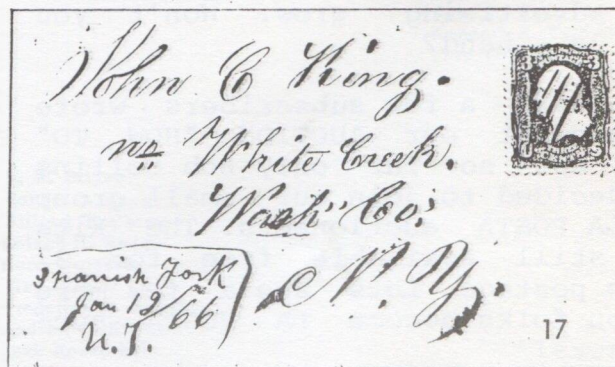
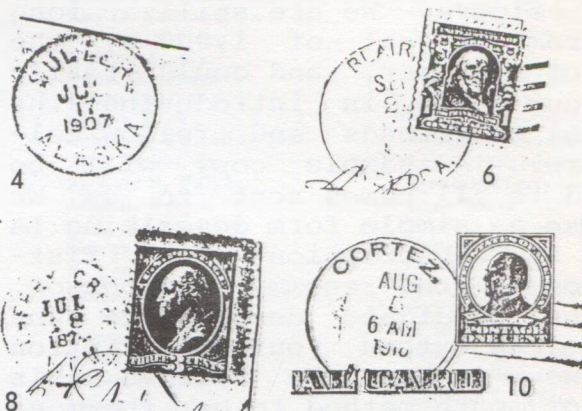
AS OF JUNE 15, 1984
THOMAS M. MILLS
of Portland, Oregon

will have a new address as follows:



MILLS PHILATELICS

P.O. Box 549, Goshen, NY 10924



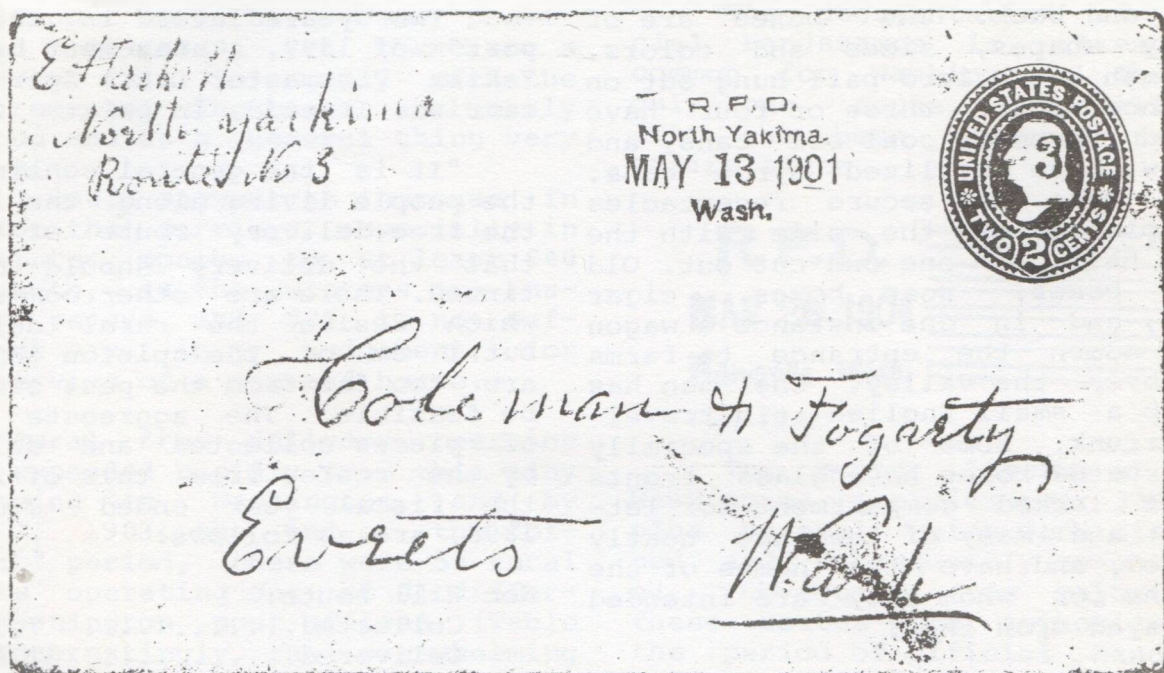


Figure 1. A cover bearing North Yakima, Route 3 official RFD cancel (Courtesy of Harold Richow)

RURAL FREE DELIVERY IN THE WEST

Part IV: Washington

By Randy Stehle and Richard Helbock

Although originally intended to be a four-part series, the extensive development of the RFD system in Washington State has caused the authors to treat that state separately instead of in combination with Oregon as earlier planned.

North yakima was chosen as one of the earliest communities in the West to experiment with rural free delivery. Headed only by Loveland, Colorado; Tempe, Arizona; and Campbell, California, North Yakima became the fourth site chosen for RFD when two routes were authorized there on April 1, 1897. The 1897 edition of the "Report of the Postmaster General" carried the following comments concerning the first few months of RFD service in North Yakima:

"North Yakima, Wash., where one of the latest experiemental services was established April,

1897, is a town of comparatively recent growth, which owes its origin to the development of the irrigation system in that State. The vicinity consists of clusters of settlements, the land being divided into small holdings of from 10 to 40 acres, and being devoted to the culture of fruit and hops. There are two routes in operation, each about 25 miles long, covering an area of about 10 square miles and serving 800 people.

A report received as to the service in this district gives a somewhat picturesque idea of the rural service generally. It says, in substance:

Nearly everybody within the district has his mail delivered. Some receptacle is fastened in a convenient place so that the carriers can drop their mail without getting out of their carts. Whenever a farmer has mail in his box which he wishes collected he displays a small white flag. This enables the carrier to drive on without stopping when there is no mail to leave or take, and as each carrier has with him a field glass he is thus often able to save himself a trip of a quarter mile up a

lane and back. The "boxes" are of sundry shapes, sizes and colors. One man has a lard pail hung out on a fence post; three or four have nailed up empty coal oil cans, and a few have utilized syrup cans. These make very secure receptacles when placed on the side with the upper half of one end cut out. Old apple boxes, soap boxes, cigar boxes, and in one instance a wagon box, adorn the entrance to farms all over the valley. One man has put up a small English tin traveling trunk. Some of the specially constructed boxes have glass fronts and a locked compartment for letters, and many of them are neatly painted, and have the names of the persons for whom they are intended displayed upon them.

Notwithstanding the fact that the community of North Yakima has suffered severely from hard times during the last two years, and that it has not hitherto been in the habit of sending or receiving much mail matter, the service there is recognized as a growing necessity."

Two years later in the "Report" of 1899, a statement by North Yakima Postmaster L.E. Sperry was carried. It said, in part:

"It is the general sentiment of the people living along the line of the free-delivery route or routes that the delivery should be continued. There are other communities which desire the rural delivery, but I am of the opinion that they are too far from the post office to be feasible. The aggregate number of pieces collected and delivered by the routes from this office for the fiscal year ended June 30, 1898, are as follows:

Nob Hill route:	
Collected.....	7,129
Delivered.....	37,654
Moxee route:	
Collected.....	6,708
Delivered.....	34,632

The circulation of newspapers has increased a great deal, but the carriers fail to get many, if any, parcels to carry.



Figure 2. Olympia Route 2 RFD cancel error dated 1936 for 1906.

(Richow)

Proper boxes have been provided in most cases, yet there are a few who fail to comply with the requirements. The boxes are mostly of wood and as a general thing very secure.

I would suggest an increase in pay for the carriers, especially in the winter months, to at least \$40 per month, as the winters are usually severe, and \$25 is not sufficient pay, in my judgement, for the service of a man and horse."

Rural free delivery service was expanded rapidly from this tiny beginning in Washington, and by July 1, 1903, the end of the "official" period, there were 53 rural routes operating out of 31 different Washington post offices (Table 7). Interestingly, the overwhelming majority of these early RFD routes were established in eastern Washington.

Thus far, examples of official handstamp markings have been reported from 31 different Washington RFD routes. That leaves a balance of 22 routes from which no official markings are known (Table 1).

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

Post Office	Route	Established	Type Expected
Camas*	1	1 Feb 1902	1
Cheney	2	1 Oct 1902	2b
Colfax	2	1 Oct 1901	1
Colfax	3	1 Oct 1901	1
Colfax	4	1 Oct 1902	2b
Dayton	1	1 Oct 1902	2b
Enumclaw*	1	1 Jul 1903	2f
Manila*	1	1 Oct 1902	2b
Mead*	1	1 Feb 1902	1
Oakesdale	2	1 Nov 1902	2b
Palouse	3	1 Feb 1902	1
Pullman	1	1 Oct 1901	1
Pullman	2	1 Nov 1902	2b
Puyallup*	1	1 Oct 1902	2b
Spokane	1	1 Jan 1902	1
Spokane	2	1 Jan 1902	1
Spokane	3	1 Jan 1902	1
Vancouver	2	1 Feb 1902	1
Walla Walla	1	1 Aug 1901	1
Walla Walla	3	1 Mar 1902	2b
Walla Walla	4	1 Mar 1902	2b
Whatcom*	1	1 Mar 1902	2b

NOTES: *No RFD markings reported from this P.O. at all.

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

The documentation of unofficial handstamps is extremely uncommon for Washington. Thus far, only one route, Marysville Type 1WAC, has been reported from the entire state.

R.F.D.
MAR 26 1904
Marysville Wash.

Type 1WAC

The master listing of RFDs in Washington includes over 330 routes plus several which were discontinued and subsequently re-established. Obviously, the majority of these routes were authorized after the period of official handstamps, and are likely therefore to be represented only by manuscript or unofficial handstamp markings. The number of manuscript RFD markings reported thus far from Washington is quite small, but, as more collectors become aware of the potential for building a Washington RFD collection, we expect the number of reports -- particularly for manuscript markings -- to increase.

LA POSTA ADVERTISING RATE SCHEDULE

Column inch (1 inch X 3 3/8 inches)..... \$5.00

Quarter page (4 1/8 X 3 3/8 inches)..... \$20.00

or
(2 X 7 1/4 inches)..... \$20.00

Half page (4 5/8 X 7 1/4 inches)..... \$45.00

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

Full page (9 1/4 X 7 1/4 inches)..... \$100.00

Above prices apply to camera ready copy only. Type setting is available at \$5 per column inch. A \$25 surcharge will be charged for typing Full page auctions; a \$15 surcharge for Half page. Please send auction copy neatly printed or in typed form.

For additional details, write or call: LA POSTA,
P.O. Box 135, Lake Oswego, OR 97034.
Phone (503) 246-5246.

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		Washington.				
Name.	Where born.	Whence appointed.			Where employed.	Compensation.
		State.	County.	Cong. dist.		
Washington.						
J. T. Poindexter	Oregon	Washington	Clarke		Camas	600.00
Mrs. Dorcas E. Poindexter	Nebraska	do	do		do	(1)
Levi T. Leath	Wisconsin	do	Klickitat		Centerville	300.00
John C. Kaidera	Michigan	do	do		do	(1)
Shirl H. Blalock	Washington	do	Spokane		Cherney	600.00
Garfield L. Methren	Minnesota	do	do		do	600.00
Thos. Methren	Ohio	do	do		do	(1)
Lester N. Boyd	Pennsylvania	do	Whitman		Colfax	600.00
James A. Carey	Illinois	do	do		do	600.00
David H. Shaw, Jr.	California	do	do		do	600.00
Wm. S. Ulmer	Tennessee	do	do		do	600.00
C. N. Boyd	Nebraska	do	do		do	(1)
Orden Carey	Missouri	do	do		do	(1)
Chas. Clark	New York	do	do		do	(1)
Melvin W. Burks	Iowa	do	Columbia		Dayton	600.00
Wm. E. Sayers	Nebraska	do	do		do	600.00
E. Burks	Indiana	do	do		do	(1)
John W. Sayres	do	do	do		do	(1)
Joseph E. Haines	New Jersey	do	Spokane		Deepcreek	600.00
Olonzo J. Whitman	Missouri	do	do		do	(1)
Edward R. Cleveland	Washington	do	do		East Spokane	600.00
James W. Barnett	Iowa	do	Kittitas		Ellensburg	600.00
Frank Fitterer	Minnesota	do	do		do	(1)
Adolph Tamm	Germany	Washington	King		Enumclaw	850.00
Otto Tamm	do	do	do		do	(1)
Theodore R. Kurz	Nebraska	do	Spokane		Fairfield	600.00
Oscar F. Snodgrass	Missouri	do	do		do	600.00
Hiram Eberle	Canada	do	do		do	(1)
Walter N. Snodgrass	Missouri	do	do		do	(1)
Jerse F. Jones	Washington	do	Whitman		Garfield	600.00
Eli C. Jones	do	do	do		do	(1)
Elmer Bly	do	do	Spokane		Manila	600.00
Eber Bly	do	do	do		do	(1)
James Bevrledge	England	do	do		Mead	600.00
Thos. H. Bevrledge	Ohio	do	do		do	(1)
Chas. Heublein	Illinois	do	do		Mica	600.00
Chas. W. Barnhart	Iowa	do	do		do	(1)
Harry I. Greene	do	do	do		Moab	600.00
Frank Greene	do	do	do		do	(1)
Ivan D. Phipps	Maine	do	Sagitt		Mount Vernon	600.00
John S. Harbert	Kansas	do	do		do	(1)
Frank Fry	Ohio	do	Yakima		North Yakima	600.00
Lee O. Hood	Iowa	do	do		do	600.00
Irvel C. Stewart	Oregon	do	do		do	600.00
Ross L. Topliff	Kansas	do	do		do	600.00
Annette Fry	Missouri	do	do		do	(1)
Robert Burrill	Oregon	do	do		do	(1)
Ida M. Hood	Iowa	do	do		do	(1)
Asa F. Peck	do	do	do		do	(1)
James C. Burns	Ohio	do	Whitman		Oakesdale	600.00
Levi T. Lindley	Oregon	do	do		do	600.00
James W. Burns	Illinois	do	do		do	(1)
Chas. R. Ellis	Tennessee	do	do		do	(1)
Claude C. Barnes	Nebraska	do	Thurston		Olympia	600.00
Chas. A. Whitney	New York	do	do		do	600.00
Frank W. Barnes	Nebraska	do	do		do	(1)
Lloyd S. Whitney	Iowa	do	do		do	(1)
John H. Keyes	Washington	do	Whitman		Palouse	600.00
Judson P. Lowry	New York	do	do		do	600.00
John S. Sonnek	Minnesota	do	do		do	600.00
Daisy E. Keyes	Washington	do	do		do	(1)
Chester H. Brewlink	Illinois	do	do		Pullman	600.00
Frank Smawley	Washington	do	do		do	600.00
Wm. C. Campbell	Ohio	do	do		do	600.00
Preston Brewlink	Illinois	do	do		do	(1)
Robt. Campbell	Ohio	do	do		do	(1)
John R. Moore	England	do	Pierce		Puyallup	600.00
Albert J. Moore	Wisconsin	do	do		do	(1)
Eugene E. Lair	Missouri	do	Lincoln		Reardan	600.00
Wm. S. Boyce	Wisconsin	do	do		do	(1)
Chas. M. Baskett	Missouri	do	Spokane		Rockford	600.00
Robert Williams	Pennsylvania	do	do		do	(1)
James E. Gragoo	Iowa	do	do		Spokane	600.00
Henry Gribbhorn	Germany	do	do		do	600.00
Edwin J. James	Nebraska	do	do		do	600.00
Richard B. Payne	Ohio	do	do		do	600.00
Henry D. Fink	Washington	do	do		do	(1)
O. F. James	New York	do	do		do	(1)
Henry Scott	Washington	do	do		do	(1)
Alton C. Payne	do	do	do		do	(1)
Chas. P. Fenton	Ohio	do	Pierce		Tacoma	600.00
Addison M. Button	Illinois	do	do		do	(1)
Lewis O. Willey	do	do	Whitman		Thornton	600.00
Cornelius H. Furman	do	do	Yakima		Toppenish	600.00
Harry A. Mykrantz	Kansas	do	do		do	(1)
Chas. F. Alben	Sweden	do	Clarke		Vancouver	600.00
Earl E. Carson	Kansas	do	do		do	600.00
Wm. A. Carson	do	do	do		do	(1)
August Liljgren	do	do	do		do	(1)
Frederick A. Callahan	Oregon	do	Walla Walla		Walla Walla	600.00
Alan B. A. Hughes	Minnesota	do	do		do	600.00
Edwin T. Langford	Kentucky	do	do		do	600.00
Archie L. McFarlane	Michigan	do	do		do	600.00
Geo. S. Young	Washington	do	do		do	(1)
Ray A. York	do	do	do		do	(1)
Frank Hermann	Germany	do	Whatcom.		Whitcom.	600.00

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903(+)
<u>WASHINGTON</u>					
Addy	1	1 Jun 1911			
	2	2 Jan 1913			
Albion	1	15 Apr 1904			
Alfalpa	1	1 Oct 1904			
Almira	1	1 Feb 1908			
Almota	1	1 Apr 1912			
Anacortes	1	2 Jun 1913			
Arlington	1	1 Nov 1904			
	2	2 Dec 1907			
	3	16 Dec 1907			
	4	1 Jul 1913			
Auburn	1	1 Apr 1904			
	2	1 Nov 1904			
Battleground	1	16 Oct 1907			
	2	1 Jun 1911(21)			
Beilevue	1	1 Dec 1905			
Beillingham	1	16 May 1904			
	2	16 May 1904			
	3	16 Jan 1905	18 Feb 1907(7)		
	3	1 Jun 1911(22)			
Belma	1	15 Apr 1905	26 Mar 1907(8)		
Bickleton	1	15 Apr 1904			
	2	12 Oct 1906			
Blaine	1	15 Oct 1903			
	2	15 Oct 1904			
Bossburg	1	1 Feb 1912			
Botneil	1	2 May 1904			
Bow	1	16 May 1904			
	2	15 Apr 1905			
Brush Prairie	1	15 Apr 1905			
Buckeye	1	1 Feb 1904			
Buckley	1	1 Aug 1905			
Burlington	1	15 Apr 1905			
Burton	1	1 Oct 1912			
Camas	1	1 Feb 1902		20 25 450	
	2	15 Sep 1903			
Cape Horn	1	1 Jun 1911			
Carrollton	1	12 Oct 1906			
Cashmere	1	15 Aug 1905			
	2	8 Mar 1911			
Castlerock	1	10 Oct 1906			
	2	1 Apr 1912			
Centerville	1	1 Feb 1902		25 32 450	1
Centralia	1	2 Oct 1905			
Chehalis	1	15 Jul 1903			
	2	15 Jun 1905			
	3	1 May 1913			
Cheney	1	1 Oct 1902			2b
	2	1 Oct 1902			
	3	15 Jan 1904			
	4	2 Oct 1905			
Chesaw	1	1 May 1909			
Chewelah	1	1 Aug 1912			
Clarkston	1	1 Jul 1912			

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR.	MARKINGS KNOWN	
				LNG. A. POP.	1903(-)	1903(+)
Clayton	1	1 Apr 1912				
Clinton	1	15 Dec 1905				
Colbert	1	1 Nov 1905				
Colby	1	15 Nov 1904				
Colfax	1	1 Oct 1901		(1)68 100 1650	1	
	2	1 Oct 1901				
	3	1 Oct 1901				
	4	1 Oct 1902				
	5	9 Aug 1909				
Colton	1	16 Nov 1907				
	2	1 May 1909				
Colville	1	1 Aug 1903				
	2	1 Nov 1911				
Coupeville	1	15 Apr 1905				
Creston	1	16 Nov 1906				
	2	1 Nov 1911				
Custer	1	15 Jul 1903	7 Sep 1906(6)			
	2	15 Oct 1903				
Davenport	1	11 Oct 1906				
	2	1 Jun 1911				
Dayton	1	1 Oct 1902				
	2	1 Oct 1902			2b	
	3	1 Oct 1903				
Deepcreek	1	1 Feb 1902		28 45 500	2b,2f	
Deerpark	1	15 Jul 1904				
	2	16 Oct 1905				
Dungeness	1	1 Apr 1909				
East Spokane	1	1 Feb 1902	19 Jul 1907(10)24 31 600		1	
	2	1 Nov 1905	19 Jul 1907(10)			
Eastsound	1	1 May 1905				
Eatonville	1	1 May 1909				
Edmonds	1	2 Jan 1913				
Edwall	1	16 Dec 1907				
	2	16 Dec 1907				
Elberton	1	15 Feb 1904				
Ellensburg	1	1 Oct 1901		23 25 600	1	
	2	1 Sep 1903				
	3	1 Aug 1905				
	4	1 Nov 1912				
Elma	1	26 Mar 1907				
	2	2 Jun 1913				
Endicott	1	1 Feb 1907				
Enumclaw	1	1 Jul 1903				
	2	3 Sep 1907				
Everett	1	15 Apr 1904				
	2	1 Jun 1904				
Everson	1	2 May 1904				
	2	2 May 1904				
	3	1 Oct 1904				
Fairfield	1	1 Feb 1902		(1)42 54 950	1a	
	2	1 Feb 1902			1a	
	3	16 Nov 1903				
Farmington	1	16 Nov 1903				
	2	15 Feb 1904				
Ferndale	1	15 Sep 1903				
	2	7 Sep 1906(6)				
	3	7 Sep 1906				
Friday Harbor	1	1 Apr 1912				

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE.	DESCR.	LNG.	A.	POP.	MARKINGS KNOWN	
									1903(-)	1903(+)
Garfield	1	1 Feb 1902				22	28	600	1	
	2	1 Aug 1904								
	3	16 Apr 1907								
Georgetown	1	1 Apr 1907	1 Sep 1910							
Gig Harbor	1	1 Sep 1905								
Goldendale	1	15 Apr 1904								
	2	1 Sep 1904								
	3	1 May 1905								
Goshen	1	18 Feb 1907								
Govan	1	9 Oct 1906								
	2	9 Oct 1906								
Greenacres	1	29 Aug 1907(11)								
	2	1 Jun 1911	1 Aug 1912(24)							
Hartford	1	15 Nov 1904								
Hartline	1	16 May 1907								
	2	1 Feb 1908								
Hillyard	1	1 Jan 1904	11 Mar 1911(20)							
	2	1 Nov 1906	11 May 1911(20)							11e
Irby	1	1 Nov 1911								
Kennewick	1	1 Feb 1907								
	2	1 Nov 1911								
Kent	1	15 Sep 1903								
	2	15 Mar 1906								
	3	8 Mar 1911								
Kettle Falls	1	1 Nov 1911								
Kiesling	1	1 May 1910(17)								
Kirkland	1	15 Apr 1905								
	2	1 Jul 1913								
Krupp	1	2 Dec 1907								
La Center	1	17 Oct 1906								11a
	2	1 Jun 1911								
Lacrosse	1	10 Oct 1906								
Lake Bay	1	1 May 1909								
Lakeview	1	1 Jun 1909								
Lamont	1	1 Jan 1910(16)								
Langley	1	15 Jul 1904								
Lowden	1	1 Jun 1908								
Lynden	1	15 Sep 1903								
	2	15 Jun 1904								
Maston	1	1 Oct 1904								
	2	26 Mar 1907(8)								
Malaga	1	1 Jul 1913								
Manette	1	1 Apr 1912								
Manila	1	1 Oct 1902								
Manor	1	16 Oct 1907	1 Jun 1911(21)							
Mansfield	1	1 Jul 1908								
	2	1 Jun 1912								
Marysville	1	1 Aug 1903								1w
Mead	1	1 Feb 1902				22	30	500		
Medical Lake	1	1 Apr 1909								
Mica	1	1 Feb 1902				23	28	450	1	
Moab (5)	1	1 Nov 1902							2b	
Mondovi	1	16 Nov 1903								
Monroe	1	15 Nov 1905								
Mount Vernon	1	1 Feb 1902				20	22	800	1a	11f
	2	1 Mar 1904								
	3	1 Mar 1904								
	4	1 Mar 1904								
	5	15 Nov 1904								
	6	1 Mar 1912								

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR.			MARKINGS KNOWN	
				LNG.	A.	POP.	1903(-)	1903(+)
Moxee City	1	1 Mar 1913						
Naches	1	1 Nov 1911						
New Whatcom (29)	1	1 Mar 1902			26	35 800		
Newport	1	1 Mar 1913						
North Yakima	1	1 Apr 1897		(1)	50	10 1600	1c	
	2	1 Apr 1897					1b	
	3	16 Apr 1900			20	19 412	1b,2f	
	4	1 Nov 1901			27	30 700	1	
Charboneau R.S.	5	1 Jun 1905	31 Jul 1905					
Selan Rural Sta.	5	1 Aug 1905	11 May 1907(9)					
	6	1 May 1906	1907					
	6	8 Mar 1911						
	7	1 May 1913						
Oak Harbor	1	15 Apr 1905						
	2	8 Mar 1911						
Oakesdale	1	1 Oct 1901			22	42 600	1	
	2	1 Nov 1902						
Oakville	1	1 Apr 1909						
Odessa	1	1 Nov 1911						
	2	1 Nov 1911						
	3	1 Feb 1912						
	4	1 May 1913						
Okanogan	1	1 Jul 1908						
Olalla	1	15 Jul 1903						
Olympia	1	1 Apr 1903					2f	
	2	1 Apr 1903					1n	
	3	1 Apr 1912						
Opportunity	1	1 Aug 1912 (24)						
Orchards	1	1 May 1905						
Outlook	1	1 Jun 1911						
Palouse	1	1 Feb 1902		(1)	66	85 1425	1	
	2	1 Feb 1902					1	
	3	1 Feb 1902						
	4	1 Sep 1904						
Park	1	15 May 1906	1 Jun 1911(22)					
Pearson	1	17 Oct 1906						
Penawawa	1	1 Sep 1909						
Plaza	1	1 Jan 1904						
Pomeroy	1	1 Dec 1905						
	2	1909 (26)						
	3	1 Jul 1912						
Port Blakely	1	15 May 1905						
Port Orchard	1	2 Oct 1905						
Port Stanley	1	1 Dec 1911 (23)						
Port Williams	1	1 Apr 1909						
Portage	1	15 Jun 1905						
Poulsbo	1	2 Sep 1906						
	2	1 Feb 1908						
Prescott	1	1 Sep 1904						
Prosser	1	15 Apr 1904						
Pullman	1	1 Oct 1901			25	33 700		
	2	1 Nov 1902						
	3	1 Nov 1902					2b	
Puyallup	1	1 Oct 1902						
	2	1 May 1908						
	3	2 Jun 1913						
Rearden	1	1 Oct 1901			25	35 500	2b	

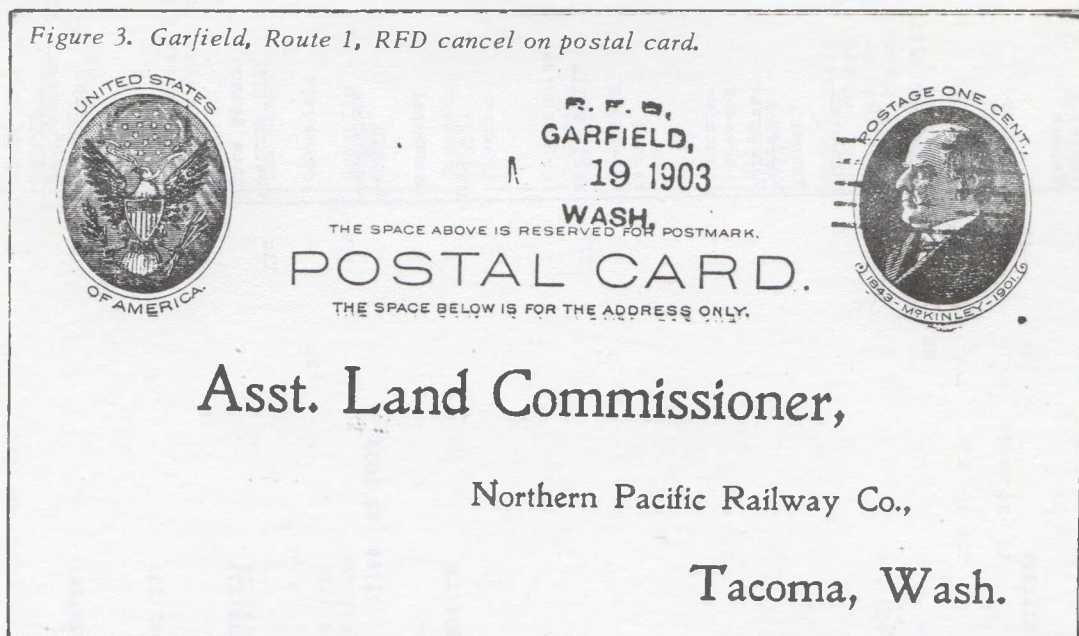
POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR. LNG. A. POP.	MARKINGS KNOWN 1903(-) 1903(+)
Redmond	1	9 Oct 1906		1907	
	1	1 May 1909			
Renton	1	15 Apr 1905			
Republic	1	15 Sep 1903			
Rice	1	1 Nov 1911			
Richardson	1	1 Oct 1904	1 Dec 1911(23)		11
Ridgefield	1	2 Oct 1905			
	2	2 Oct 1905			
Rochester	1	15 Jun 1905			
	2	26 Mar 1907			
Rockford	1	1 Oct 1902			2b
	2	17 Oct 1906			
Rocklyn	1	8 Mar 1911			
Rosalia	1	16 Nov 1903			
	2	16 Oct 1907			
	3	1 May 1908			
Roy	1	1 Feb 1906			
Saint Andrews	1	1 Apr 1908			
Saint John	1	16 Nov 1903			
	2	15 Aug 1904			
	3	15 Aug 1904			
Seattle					
Greenwood Sta.	1	1 Dec 1905			
Station B	2	1 Dec 1905			
Station 8	3	1 Nov 1908(13)			
Youngstown Sta.	4	7 Aug 1909(14)			
	5	1 Sep 1910			
	6	1 Nov 1911			
Selah	1	11 May 1907(9)			
Sequin	1	15 Nov 1905			
Shonomish	1	1 Jun 1904			
	2	1 Jun 1904			
	3	1 Jun 1904			
	4	1 Nov 1904			
Southpark (27)	1	1905	1 Nov 1908(13)		
Spanaway	1	1 Jun 1911			
Spangle	1	16 Nov 1903			
	2	1 Aug 1904			
Spokane	1	1 Jan 1902		(1)69 82 1600	
	2	1 Jan 1902			
	3	1 Jan 1902			
	4	1 Nov 1902			
	5	2 Nov 1903			2b
	6	15 Oct 1904			
	7				11c
Moran Sta.	8	15 Apr 1905	1 May 1910(17)		
	9	15 May 1906			
Station B (10)	10	19 Jul 1907			
	10	11 Mar 1911(20)			
Station B (10)	11	19 Jul 1907	29 Aug 1907(11)		
	11	1 Nov 1907			
	11	11 Mar 1911			
	12	1 Apr 1912			
Sprague	1	2 Oct 1905	1 Jan 1910(16)		
Stanwood	1	1 May 1905			
	2	1 May 1905			
	3	2 Mar 1908			
Sultan	1	1 May 1905			
Sumas	1	1 Dec 1905			

POST OFFICE	R#	ESTABLISHED	DISCONTINUED	RTE. DESCR.			MARKINGS KNOWN	
				LNG.	A.	POP.	1903(-)	1903(+)
Sumner	1	1 Nov 1904						
Sunnyside	1	15 Sep 1903						
Sunset	1	1 Nov 1907						
Tacoma	1	2 Dec 1901		22	24	600	1	
	2	15 Sep 1903						
	3	1 Apr 1904						
	4	1 Dec 1904						
Tekoa	1	1 Feb 1905						
Thornton	1	1 Oct 1901		25	32	500	1	
Tolt	1	1 Aug 1912						
Toppenish (25)	1	2 Sep 1901	31 Jul 1912	25	42	800	1	
	2	1 Dec 1905						
Touchet	1	16 Oct 1905						
	2	1 May 1909						
Tumwater	1	1 Jul 1904						
	2	1 Feb 1908						
Turner	1	1 Apr 1909						
Valley	1	1 Nov 1904						
Vancouver	1	1 Feb 1902		(1) 42	53	1300	1a	
	2	1 Feb 1902						
	3	1905 (27)						
	4	16 Oct 1907						
	5	1 Sep 1909						
	6	1 Sep 1909						
Vashon	1	1 Feb 1906						
Waitsburg	1	16 May 1904						
	2	1 May 1909						11f
Walla Walla	1	1 Aug 1901		24	30	750		
	2	1 Mar 1902		(1) 70	98	1425	2b	
	3	1 Mar 1902						
	4	1 Mar 1902						
	5	15 Sep 1903						
	6	16 May 1907						
Wapato	1	1907 (28)						
	2	1 Jul 1908						
Washougal	1	16 May 1904						
	2	1 Jun 1911						
Waukon	1	1 Feb 1904						
Wenatchee	1	15 Apr 1904						
	2	15 Apr 1905						
	3	12 Oct 1906						
	4	1 Nov 1911						
	5	1 Feb 1913						
Whatcom (29)	1	1 Mar 1902						
White Salmon	1	2 Jan 1913						
Wilbur	1	1 Aug 1904						
	2	1 Sep 1905						
Winlock	1	1 Feb 1906						
	2	1 Jun 1911						
Woodinville	1	2 Oct 1905						
Woodland	1	1 Apr 1911						
Yelm	1	1 May 1911						
Youngstown	1	16 May 1907	7 Aug 1909 (14)					
Zillah	1	1 Aug 1912 (25)						

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.
- (5) By way of Spokane Bridge.
- (6) Route No. 1 of Custer transferred to Ferndale Route No. 2.
- (7) Route No. 2 of Bellingham transferred to Gosnens Route No. 1, and Route No. 3 of Bellingham renumbered as Route No. 2.
- (8) Route No. 1 of Belma transferred to Mabton Route No. 2.
- (9) Route No. 5 of North Yakima (Selah Rural Sta.) transferred to Selah Route No. 1.
- (10) East Spokane Routes Nos. 1 & 2 transferred to Spokane Routes Nos. 10 & 11.
- (11) Route No. 11 of Spokane transferred to Greenacres Route No. 1.
- (13) Route No. 1 of Southpark transferred to Seattle Route No. 3 (Station 8).
- (14) Route No. 1 of Youngstown transferred to Seattle Route No. 4 (Youngstown Station).
- (16) Route No. 1 of Sprague transferred to Lamont Route No. 1.
- (17) Route No. 8 of Spokane transferred to Kiesling Route No. 1.
- (18) Route No. 1 of Georgetown transferred to Seattle Route No. 5.
- (20) Hillyard Route Nos. 1 and 2 transferred to Spokane Route Nos. 10 and 11.
- (21) Route No. 1 of Manor transferred to Battleground Route No. 2.
- (22) Route No. 1 of Park transferred to Bellingham Route No. 3.
- (23) Route No. 1 of Richardson transferred to Port Stanley Route No. 1.
- (24) Route No. 2 of Greenacres transferred to Opportunity Route No. 1.
- (25) Route No. 1 of Toppenish transferred to Zillah Route No. 1.
- (26) No entry of establishment found in POSTAL BULLETIN; first listed in the 1909 OFFICIAL REGISTER.
- (27) First listed in the 1905 OFFICIAL REGISTER.
- (28) First listed in the 1907 OFFICIAL REGISTER.
- (29) The name of the New Whatcom post office was changed to Whatcom 15 March 1901, but when the RFD route was authorized it was still listed as New Whatcom. This listing gives the name of that office in both forms, and since no example of an RFD marking has yet been reported, we may expect either a New Whatcom or Whatcom official type.

Figure 3. Garfield, Route 1, RFD cancel on postal card.



COVERS

U.S. TERRITORIALS
EARLY STATE & COUNTY
 ARIZONA, NEW MEXICO, ALASKA, CALIFORNIA,

U.S. NAVALS AND MILITARY
 PRE-1909, CLASSIC, AFTER 1930'S, INCLUDING SIBERIA

U.S., R.P.O.'S
 BRANCH LINES, CLASSICS, POST-1950'S

WORLD WIDE SEAPOST AND PAQUEBOTS
 ESPECIALLY GERMANY, JAPAN AND U.S.

BETTER FOREIGN
 INCLUDING CHINA, JAPAN, RUSSIA, GERMANY AND
 COLONIES, AND MUCH MORE, INCLUDING
 UNUSUAL FRANKINGS

WRITE US YOUR WANTS AND SPECIALITIES

**WE WILL BUY YOUR DUPLICATES AND
 EXTRAS IN THE ABOVE AREAS!**

The CANCEL COLLECTOR

FRED SCHEUER
 Post Office Box 2356 - Mesa, Arizona 85204
 Telephone 602 / 964-6739

THE COST OF RURAL FREE DELIVERY: A RETROSPECTIVE

By Richard W. Helbock

Many important changes in the lives of rural Americans may be traced to the decision of the Post Office Department in 1896 to begin a program of free delivery of mail to persons living in rural areas. As is the case with so many other innovations and technological changes which have occurred during the past century, we have quickly come to take rural free mail delivery for granted. Few of us would question the fairness of providing free delivery to rural America; after all, free city delivery of mail was begun in the nation's larger cities well before the idea of rural delivery came along. But the initiation of this service on such a wide-spread basis as occurred in the early years of this century, directly caused some significant changes in the nature of rural America, and this writer, at least, is not entirely certain that all these changes were for the better.

It is almost impossible for us, who live in a world of nearly instantaneous communication with the rest of the planet, to truly understand the relative individual and family isolation of the last century. As late as the 1890's most Americans were only able to communicate over distance through the mails. True, the telegraph was a speedier option, but the bulk of our population still lived in rural areas, and telegraph stations were generally found only in cities, towns and railroad stations. To send a telegraph, or a letter for that matter, it was necessary for most people to journey into town. The Post Office Department, acutely aware of our dispersed rural population, attempted to make their services readily available to the greatest number of Americans by establishing post offices in as many remote and isolated communities as could come up with the requisite number of signatures on a

petition. The number of post offices strewn across the United States peaked at over 100,000 in the early years of the twentieth century before the expansion of rural free delivery began to cut into that total.

Rural Americans made their way to the post office with considerable regularity in the 1890's. As a rule the post office was not too far from home, and was typically situated in a general store, or, in very low density areas, a neighbor's farmhouse or ranch. The trip to the post office was an important event. Not only did it afford a chance to communicate with the more distant world, it provided an opportunity to visit with friends and neighbors, exchange information on crops and weather and politics and so forth, and, most importantly, to reinforce the sense of community we all cherish.

For a great many Americans in the 1890's, the post office was the core of their community. It mattered little whether the post office was in its own building, a counter in a general store, or an unused bedroom at a neighbor's farmhouse. The point was that the act of going for the mail was a shared experience for virtually everyone in rural America, and, through the making of these regular pilgrimages, people who lived in dispersed locations were able to maintain their bonds of community.

Rural free delivery changed all that. Establishment of a rural route meant that one carrier could now provide curbside delivery to a hundred or more families living along a 30 or 40-mile route. The Post Office Department quickly saw that by laying out rural routes with a little foresight, many small post offices could be closed. That is exactly what happened.

Except for perhaps a few postmasters who lost their jobs, no one appears to have been very upset about the wholesale closure of post offices which took place around the nation beginning about 1904. In fact, some of the post-

masters probably became rural carriers and were thus paid a better salary than they have received as postmasters. Certainly rural residents had few complaints. No longer was it necessary to make a trip to collect the mail. It now came virtually to the doorstep, and, if one couldn't exchange the latest gossip "down at the store", it was always possible to chat a few minutes with the carrier, who plodded along from farm to farm in his horse and wagon.

How could such a service be anything but an improvement in the quality of rural life? What was the cost? In the early years there were probably few, if any, important negative changes caused by RFD to rural life. If the post office no longer served as the community gathering place, there was always the grange hall or church on Sunday, and besides the rural carriers could act as informal relayers of community information.

Gradually, however, some important changes became evident. Horse-drawn wagons were replaced with trucks and autos, and it wasn't quite so easy to chat a while with the carrier, who found his route extended to take better advantage of his increased mobility. The grange hall, and even the church, became less important, or at least less universal, meeting places for the exchange of informal community information. Telephones and radios replaced face-to-face communication, and answered the need of people to be in touch, but radio is a one-way communicator and telephones provide selective two-way channels. You may call a neighbor with whom you are acquainted, but may be hesitant to telephone a new neighbor. How do you learn his number?

No one seemed to mind these changes. What difference did it make if you no longer knew the names and faces of the people who lived along your road? Everyone still had plenty of friends, and, if all your neighbors were not numbered among your friends, what

harm could that bring? Besides, we had new friends like Amos n' Andy, and Fibber McGee and Jack Benny. These were bright and whitty friends who entertained us all right in the comfort of our own living rooms. With friends like these, we could afford to close our circle a little.

Perhaps rural America still enjoys a stronger sense of community than urban America. It would be nice to think this was true, for most of our cities and suburbs are woefully lacking when it comes to feelings of community or neighborliness. There is little doubt, however, that most of rural America has much weaker community bonds than it had in the 1890's.

Establishment of the rural free delivery system took away the core of the rural community. Curbside mail delivery eliminated the need of rural dwellers to make regular trips to their local post office, and, while this represented a saving in time and energy, it eliminated an important focus for the exchange of gossip and informal information. The loss of this common focus rendered some people, who did not participate in the more limited community functions, outside the community. No claim is made that the loss of a sense of community in rural America is wholly the result of rural free mail delivery, but the system did begin a process of disintegration which has been exacerbated by subsequent technological change.



POST OFFICES OF UTAH

By Dan Meschter

Part XVIII: Summit County

Summit County is long and narrow, wrapping itself around the corner of Wyoming. The east end lies between the summit of the Uintah Mountains to the south and the Wyoming border. It is a remote and sparsely settled land of cattle and sheep and oil wells. Few go there without good reason!

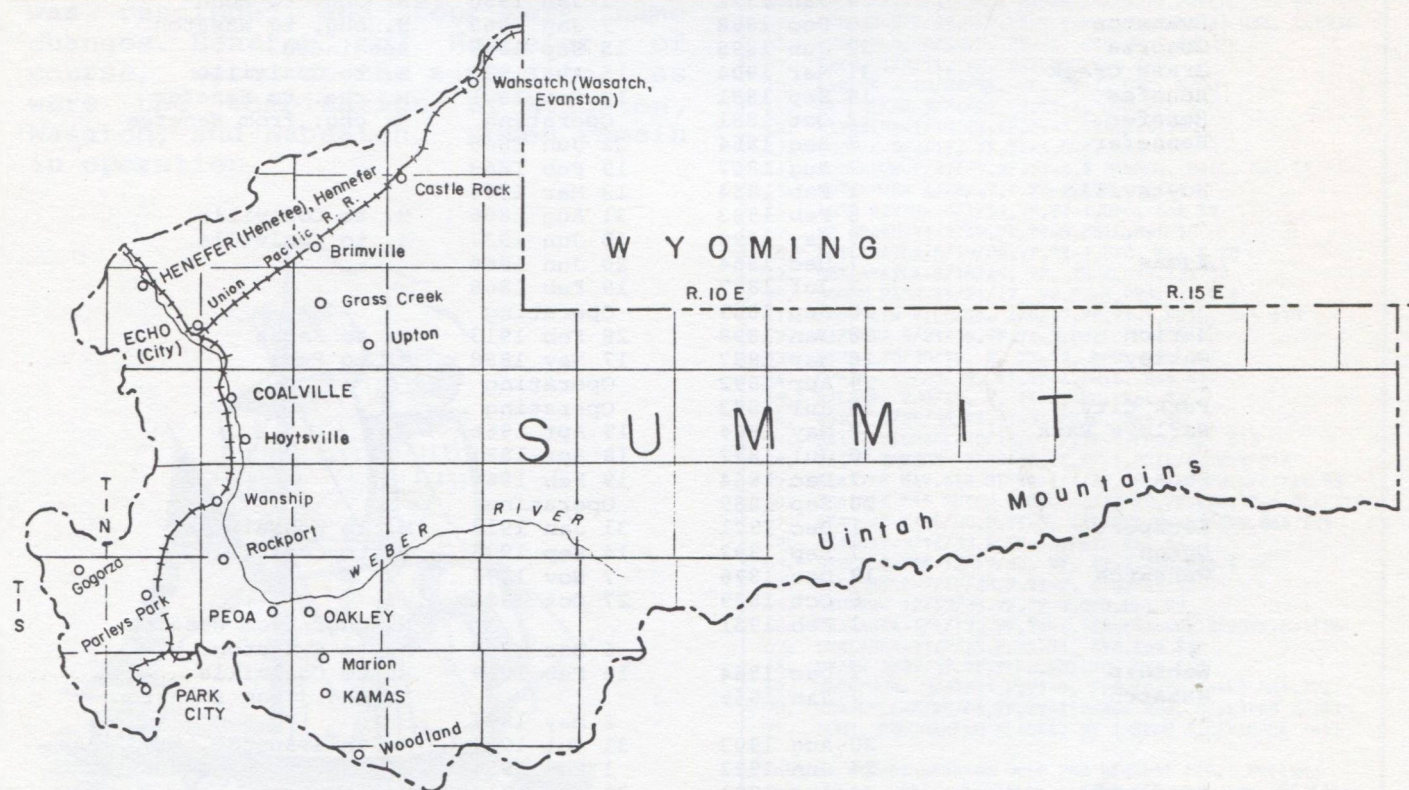
The west end embraces the drainage basin of the upper Weber River, including the strategic Echo Canyon along the north side of the county. The Mormon Emigration of 1847 followed the ill-fated Donner Party from Fort Bridger to Echo, and five miles down the Weber to Henefer, before turning up into the mountains and over to the head of Emigration Canyon that leads down to Salt Lake City. California emigrants followed this trail for the next two decades, and it is marked by Pony Express stations at Dixie Hollow, Bauchmann's, and Ephraim

Hanks. A well-monumented state highway along this route from Henefer to Salt Lake City is a rewarding excursion for historians.

Henefer is the oldest permanent settlement in the county. It was there emigrants could obtain supplies and repairs before the final pull over the mountains to Salt Lake City.

The transcontinental railroad later also found its way down Echo Canyon, and, today, motorists coming down the canyon on an interstate highway have a choice of routes at Echo Junction: down the Weber River to Ogden, or up the Weber to the rolling park lands on the Wasatch crest at Parley's Park and down Parley's Canyon to Salt Lake City.

Unlike many Utah counties, Summit has a diversified economy. Most of the county is at a high elevation with a short growing season that tends to limit agriculture to hay, grains, some hardy crops, and cattle; but the county has never had to depend entirely upon this staple of Utah economic activity.



The next settlement after Henefer appears to have been in 1853 at Parley's Park where Samuel Snider built sawmills and cut logs to furnish lumber for the building of Salt Lake City.

Thomas Rhoads (or Rhodes) located a settlement at Kamas, then known as Rhoads Valley, in 1857 for cattle grazing and made a bigger mark two years later when he uncovered workable coal beds near Coalville. Coalville was settled that same year by coal miners who began to supply the Salt Lake City and northern Utah markets by bull team. Not long after the completion of the Union Pacific Railway in 1869, the Summit County Railroad was built from Echo to Coalville to facilitate coal shipments. By this time, however, better and cheaper coal was available elsewhere, and this railroad was dismantled after

a few years; but this was neither the end of coal mining nor railroading in the county.

The discovery of metal mines at Park City about 1869, and especially of the great Ontario Mine in 1872 added still another dimension to the county's economy and history. Again, transportation facilities became essential. The Parley Canyon Railroad was designed up Parley's Canyon from Salt Lake City, but does not seem to have been completed. Rather, Utah investors aided by the owners of the Ontario Mine constructed the Utah Eastern to Park City about 1880. Not to be cut out of this market, and also to develop the coal on Grass Creek, the Union Pacific built the Echo and Park City line parallel to the Utah Eastern and then absorbed the Utah Eastern in 1883.

UTAH POST OFFICES
Summit County

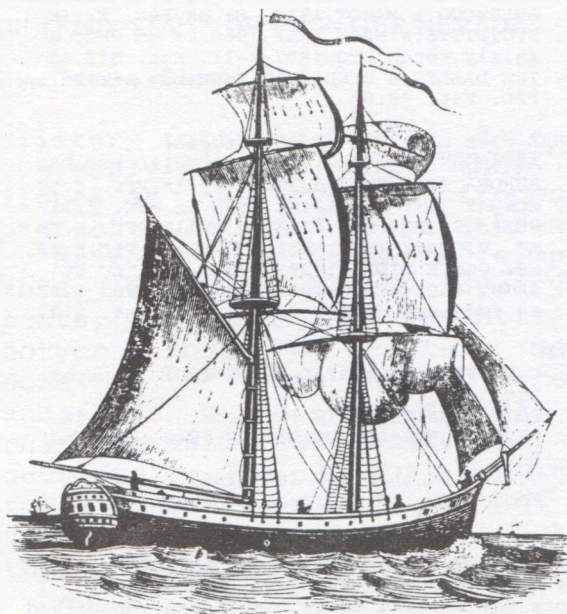
<u>Post Office</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Brimville	'4 Mar 1918	29 Sep 1923	M. to Echo City
Castle Rock	27 Aug 1901	14 Jul 1923	M. to Brimville
Coalville	12 Nov 1862	Operating	
Echo	1 Jan 1950	Operating	N. chg. from Echo City
Echo City	13 Dec 1867	7 Dec 1870	
	24 Jan 1871	1 Jan 1950	N. chg. to Echo
Evanston	16 Dec 1868	7 Jan 1869	N. chg. to Wasatch
Gogorza	22 Jun 1898	15 Sep 1898	Rescinded
Grass Creek	31 Mar 1904	15 Aug 1935	M. to Coalville
Henefee	14 Sep 1881	12 Oct 1881	N. chg. to Henefer
Henefer	12 Oct 1881	Operating	N. chg. from Henefee
Hennefer	7 Dec 1864	22 Jun 1866	
	7 Aug 1867	19 Feb 1868	
Hoytsville	1 Feb 1864	13 Mar 1866	
	8 Feb 1883	31 Aug 1886	M. to Coalville
	7 May 1890	30 Jun 1937	M. to Coalville
Kamas	7 Dec 1864	20 Jun 1866	
	3 Jul 1867	19 Feb 1868	
	20 Sep 1869	Operating	
Marion	28 Jan 1898	28 Feb 1913	M. to Kamas
Oakley	26 Mar 1887	17 May 1888	M. to Peoa
	29 Apr 1892	Operating	
Park City	28 Jul 1873	Operating	
Parleys Park	27 May 1864	19 Apr 1866	
	30 Jul 1872	18 Apr 1881	
Peoa	7 Dec 1864	19 Feb 1868	
	20 Sep 1869	Operating	
Rockport	1 Dec 1871	31 Jan 1913	M. to Wanship
Upton	7 Sep 1892	14 Sep 1935	M. to Coalville
Wahsatch	19 Dec 1876	7 Nov 1877	
	6 Oct 1879	27 Oct 1881	
	1 Feb 1951		N. chg. from Wasatch
		6 Dec 1963	M. to Evanston, WY
Wanship	7 Dec 1864	15 Feb 1939	M. to Coalville
Wasatch	7 Jan 1869		N. chg. from Evanston
		2 May 1871	
	20 Aug 1903	31 Jul 1921	M. to Evanston, WY
	24 Jun 1922	1 Feb 1951	N. chg. to Wahsatch
Woodland	24 Aug 1891	30 Sep 1914	M. to Kamas

The first post office in the county naturally was at Coalville, where the coal miners gradually were replaced by Mormon farmers and ranchers. Service was extended over the years to agricultural communities up the Weber and its tributaries from Coalville to Woodland. Wasatch, Castle Rock, Brimville, and Echo City all had post offices from time to time in connection with railway construction and operations. Grass Creek and Upton were at coal mines.

Coal mining and logging now are mostly gone, and the mines at Park City are but a shadow of their former glory. Mining has been replaced by hunting and fishing in the headwaters of the Weber River. Park City has become a year-round resort with convention facilities, condominiums and recreational housing, destination ski resorts in winter and golf on championship courses in summer. It is the home of the U.S. Ski Team.

As for the vast east end of the county, well, nothing much ever happens there anyway.

A total of 24 post offices are listed in the county. One, Gogorza, was rescinded, and four were name changes. Henefer and Hennefer, of course, were on the same site, as were the combination of Evanston, Wasatch, and Wahsatch. Seven remain in operation.



ALASKA COVERS MAIL AUCTION

Robert Collins - 25407 Hall Dr. - Westlake, Ohio 44145
(216) 777-0543

CVR - Regular Size Cover PHIL - Philatelic Cover
GPC - Govt. Post Card PHIL/C - Philatelic Card
PPC - Picture Post Card

Condition: G - Good; F - Fine; VF - Very Fine

1. NORTHERN PACIFIC EXPRESS, pictured in "Postmarks Alaska" by Cavagnol, Page 36, Figure #73 Est. \$400
2. ALASKINDIA - 1/19/44, VF, TY-1, CVR, Est \$9
3. AKULURAK - 2/8/32, VF, TY-1, GPC, Est \$6 (Rec Mk.)
4. ANCHOR POINT-12/3/58, VF, TY-2, CVR, Est \$3 Over)
5. ANCHORAGE-1942-43 (5-CVRs) VF, TY-6, Est \$14
6. ANNETTE-3/25/49, VF, TY-2, CVR, Est \$6
7. BARROW - 8/10/34, VF, TY-7, USCG Cach. CVR, Est \$7
8. BARROW- 5/26/54, VF, TY-10, CVR, Est \$3
9. BETHEL- 1/7/37, VF, TY-1, CVR, (Year in Pen) Est \$9
10. BUCKLAND- 12/4/40, F, TY-1, (Reply Card) Est \$8
11. CANDLE- 2/15/55, VF, TY-6, CVR, (Trim Left 1A") Est \$3
12. CANTWELL- 5/19/41, TY-2, VF, CVR, Est \$8
13. CENTRAL- 10/25/38, VF, TY-2, CVR, Est \$8
14. CHICKEN- 9/25/36, VF, TY-2, CVR, (Fancy Chick) Est \$12
15. CIRCLE - 10/26/39, VF, TY-6, CVR, Est \$9
16. CIRCLE - 10/7/49, VF, TY-6, (Dog Team Cach) CVR Est \$6
17. CHENA - 7/20/07, F, TY-1, PPC, (Used as REC Mk.) Est \$16
18. CORDOVA - 8/26/33, VF, TY-6, CVR, Est \$7
19. COUNCIL - 11/4/-- (1911) VF, TY-5, PPC, Est \$55
20. CRAIG - 11/23/38, VF, TY-6, GPC, Est \$7
21. DEERING-11/19/43, F, TY-6, (Dog Team Cach) CVR, Est \$6
22. DILLINGHAM-1/12/46, VF, TY-2, CVR, Est \$6
23. DOUGLAS-8/11/01, G-F, TY-5, CVR, (01&ALASKA faint) Est \$18
24. EAGLE-11/14/49, VF, TY-6 & Wiseman, PHIL, Est \$4
25. EGEKIK-1/25/50, VF, TY-2, PHIL/C, Est \$3
26. FAIRBANKS-8/10/07, F, TY-2, PPC (nice view) Est \$16
27. FAIRBANKS-1/23/35, VF, TY-14a, CVR, Est \$6
28. FAIRBANKS-N. POLE RURAL STA. 7/21/54, VF, GPC, Est \$5
29. FORT LISCHUM-2/27/09, F, TY-3, PPC, Est \$20
30. FORT YUKON-7/23/46, VF, TY-4, CVR, Est \$8
31. FORTUNA LEDGE-9/26/55, VF, TY-5, CVR, Est \$3
32. FINDER-6/13/36, F, TY-3, PHIL/C, Est \$6
33. GOLOVIN-11/10/36, F, TY-4, PHIL/C, Est \$6
34. GULKANA-6/24/53, VF, TY-4, CVR, Est \$6
35. HOLY CROSS-12/1/36, VF, TY-3, PHIL, Est \$8
36. HOOD BAY-1/31/50, & Barre 2/1/50, VF, PHIL/C, Est \$5
37. JUNEAU-9/6/99, G-F, TY-8, (paper wrinkles) CVR, Est \$30
38. JUNEAU-6/20/42, F, TY-24, CVR, Est \$3
39. KAKE- 1/3/11, VF, TY-1, PPC, Est \$46
40. KARLUK - 10/22/90, VF, TY-1, CVR, \$200
41. KETCHIKAN-3/24/02, VF, TY-4, CVR, Est \$20
42. KIVALINA-1/10/47, VF, TY-1, CVR, Est \$20
43. KODIAK-8/2/19, VF, TY-4, CVR, Est \$18
44. KOTZEBUE-2/27/37, VF, TY-4, & BARROW, PHIL, Est \$8
45. KOTZEBUE- 4/28/47, F, TY-7, CVR, Est \$5
46. LOST RIVER- 8/1/51, VF, TY-1, GPC, Est \$8
47. MC GRATH-11/8/49, VF, TY-5, PHIL, Est \$6
48. METLAKATLA-6/19/08, VF, TY-1, PPC, Est \$40
49. METLAKATLA-5/16/45, VF, TY-4, CVR, Est \$8
50. MOOSE PASS-11/21/47, VF, TY-1, CVR, Est \$8
51. MOUNTAIN VILLAGE- 4/6/37, VF, TY-1, PHIL, Est \$10
52. NAKHEK- 5/21/35, VF, TY-3, PHIL, Est \$10
53. NOME- 10/30/11, F, TY-12, PPC, Est \$12
54. OPHIR- 10/23/39, VF, TY-4, PHIL, Est \$12
55. PALMER- 2/8/47, F, TY-2, CVR, Est \$4
56. RUBY- 9/26/38, VF, TY-3, PHIL, Est \$6
57. SAINT MICHAEL-10/15/07, F, TY-5, PPC, Est \$13
58. SAINT TERESA- 7/20/38, VF, TY-1, PHIL/C, Est \$14
59. SEATTLE NAV. AIR SITKA-1/1/42, VF, TY-1, PHIL/C, Est \$8
60. SEATTLE "" DUTCH HARBOR-4/13/42, VF, CVR, TY-1, Est \$10
61. SKAGWAY-2/26/00, F, TY-5, (ALASKA faint) CVR, Est \$25
62. SKAGWAY-3/14/33, F, TY-13, PHIL, Est \$4
63. STEEL CREEK-12/17/24, VF, TY-2, CVR, Est \$24
64. TALKKEETHA-7/17/48, F, TY-2, CVR, Est \$5
65. TYONEK- 12/12/38, VF, TY-2, GPC, Est \$9
66. UNALASKA-1/1/17, VF, TY-4, (Shortened L. 2") CVR, Est \$26
67. UNALASKA-11/7/45, F, TY-11, CVR, Est \$4
68. UYAK- 2/27/37, VF, TY-4, PHIL/C, Est \$10
69. WASHBURG- 3/31/11, F, TY-1, PPC (Date Weak) Est \$24
70. WRANGELL-8/25/05, VF, TY-1 (Under Rec. Mark) PPC Est \$15
71. BUCK, POSTMARKED ALASKA, BY JOSEPH J. CAVAGHOL Est \$7

Sold at slight advance over 2nd highest bid. Mailing cost extra. All returnable. SASE for photocopy of lots. BIDS CLOSE 7/27/84.

Richard W. Helbock Mail Auction No.11

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

(503) 657-5685

ALASKA

1. KILLISNOO, 1911 VF Ty3 (Doane) on PPC. Est. \$30
2. MILLER HOUSE, 1910 Light, readable 4-bar Tyl on PPC. Very scarce 1908-12 period. Est. \$45.00
3. PETERSBURG, 1912 VF Ty3 on PPC. Est. \$20.00
4. TREADWELL, 1909 VF cds (Tyl) on VF cover. E. \$35
5. UYAK, 1911 VF Ty2 on cvr w/LR cnr off. Est. \$30
6. U.S. COAST & GEODETIC SURVEY/MAR 1888/ALASKA COAST PILOT in purple double oval w/ms "O.B." (official business) on neat cover. Backstamped U.S.C.&G.S./HYD'C INSP'S OFF. Very rare. E. \$250
7. YUKON RIVER, ALASKA/R.P.O., 1911 F-VF purple Tyl on PPC headed "Ft. Gibbon". Scarce EAST direction. Est. \$125.00

CALIFORNIA

8. BALLARAT, 1908 VF Doane on cvr trimmed just in to 2¢ red. (Inyo 1897-1917). Est. \$12.00
9. EVERGREEN, 1912 VF 4-bar on PPC (70-13). E. \$6
10. LAKE CITY, (1877) F+ cds on cover. Est. \$10.00
11. NIPOMO, 1893 VF cds (4 mos. old) on VF cvr. E. \$9
12. PESCADERO, ca 1868 F blue cds on small cvr. E15
13. PINE HILLS, 1915 F-VF 4-bar on PPC. (13-31). E\$6.
14. POLLASKY, 1908, F 4-bar on PPC. (91-10). E. \$8.00
15. PRESIDIO, 1898, G-F cds on cvr nicked into 2¢ red (1888-1902). Est. \$5.00
16. STANFORD UNIVERSITY, 1899 VF cds on cvr. E. \$5,
17. SAN PEDRO/GIBSON BR., 1918 VF duplex on YMCA cvr w/Ft. McArthur r.a. (1918-20) Est. \$6.00
18. WATSONVILLE, ca. 1877 VF cds on cvr w/def. 3¢ banknote tied by cork. Est. \$8.00

COLORADO

19. FALCON, 1908 F+ Doane on PPC. (88-42). E. \$6.00
20. GOLD HILL, 1881 G-F cds on cvr w/stains. E. \$8.
21. HESPERUS, 1906 VF Doane on PPC. Est. \$4.00
22. RIVER PORTAL, 1908 F+ (RTAL on 1¢ green) on PPC (1906-10). Est. \$20.00
23. SILVERTON, 1877 VF cds on cvr (Possibly Terr) Chicago/Transit b/s. Est. \$15.00

NEBRASKA

24. ALTONA, 1910 G cds on PPC. Est. \$5.00
25. CORNELL, 1911 VF Doane on PPC. Est. \$12.00
26. OSBURN, 1899 F-VF cds on U311 cut short just touching stamp. Est. \$15.00
27. OUGH, 1908, G Doane (GH on 1¢ grn) on PPC. E. \$5

NEVADA

28. CONTACT, 1926 VF 4-bar on cvr w/Gn'l Merchant cc. Est. \$8.00
29. RIO TINTO, 1939 VF 4-bar on cvr. (36-48). E. \$15

NORTH DAKOTA

30. DESLACS, 1916 F-VF 4-bar on PPC. (00-48). E. \$5
31. NUMEDAH, 1911 F+ 4-bar on PPC. (98-26). E. \$8.00
32. TASKER, 1913 VF Doane as fwd. mk. on PPC (photo of G.N. Viaduct, Minot). (1904-17). Est. \$10.00
33. WADE, 1913, VF 4-bar on PPC. (98-20). E. \$8.00

OREGON

34. BANDON, 1901 F-VF cds on cover. Est. \$4.00
35. BROADMEAD, 1920, F+ 4-bar on cover. Est. \$6.00
36. BULLRUN, 1911, F-VF 4-bar on PPC. Est. \$8.00
37. CECIL, 1910 F-VF 4-bar on PPC. Est. \$3.00
38. CLOVERDALE, 1921 F-VF 4-bar on VF cvr. E. \$3.
39. DALE, 1908 F+ 4-bar on PPC. Est. \$6.00
40. EARL, 1910 F cds w/target on PPC. Est. \$8.00
41. FALL CREEK, 1924 VF 4-bar on cover. Est. \$4.00
42. FOSS, 1930 F 4-bar on cvr. Est. \$12.00
43. GLENADA, 1923 VF 4-bar on cover. Est. \$9.00
44. GOLDSON, 1917 G-F 4-bar on cvr. Est. \$8.00
45. GOOCH, 1911 F 4-bar on PPC. Est. \$8.00
46. HOME, 1913 F 4-bar on PPC. Est. \$8.00
47. HOT LAKE, 1914 EXC blue 4-bar on UX24. E. \$6.
48. HOULTON, 1909 F duplex on PPC. Est. \$3.00
49. HULLT, 1940 F 4-bar on cvr stains. E. \$4.00
50. KERBY, 1910 F-VF 4-bar on PPC. Est. \$3.00

OREGON (Continued)

51. LAKECREEK, 1912 F-VF 4-bar on card. Est. \$6.
52. LEE'S CAMP, 1950 VF 4-bar on ph. cvr. Est. \$4.
53. LEONA, 1907 VF Doane on PPC. Est. \$7.00
54. LINSLOW, 1923 F+ 4-bar on cvr. Est. \$6.00
55. MC COY, 1926 VF 4-bar on cvr w/Farm cc. E\$6.
56. MCKENZIE BRIDGE, 1927 VF 4-bar on cvr. E. \$6.
57. PERRY, 1908 F 4-bar on PPC. Est. \$8.00
58. PLACER, 1912 G-F 4-bar on card. Est. \$8.00
59. PLUSH, 1912 VF 4-bar on card. Est. \$4.00
60. PRATUM, 1915 VF 4-bar on cover. Est. \$8.00
61. REUBEN, 1903 G-F cds on cvr. Est. \$6.00
62. REX, 1909 F-VF 4-bar on PPC. Est. \$6.00
63. ROY, 1955 VF 4-bar on LDC card. Est. \$3.00
64. SHAW, 1915 VF red 4-bar on PPC. Est. \$6.00
65. STAR, 1909 F-VF 4-bar on PPC. Est. \$6.00
66. SUVER, 1908 VF Doane on PPC. Est. \$8.00
67. SVENSEN, 1906 F+ cds on PPC. Est. \$4.00
68. TIMBER, 1929 F 4-bar on cover. Est. \$4.00
69. TOKETEE FALLS, 1955 VF 4-bar on LDC cd. E. \$6
70. WESTFIR, 1925 VF 4-bar on cover. Est. \$4.
71. WONDER, 1918 F+ 4-bar on PPC. Est. \$4.00
72. YANKTON, 1909 F-VF 4-bar on PPC. Est. \$9.

UTAH

73. MOTOQUA, 1930 VF 4-bar on cvr. (25-49) E. \$6.
74. PEERLESS, 1931 F-VF 4-bar on VF cvr. (24-31) Est. \$15.00

WASHINGTON

75. FALLBRIDGE, 1913 F-VF 4-bar on real photo PPC of "Hotels at Fallbridge" (11-26). E\$12
76. GRASMERE, 1911 VF 4-bar on PPC. (10-21) E\$20
77. MARTINS BLUFF, 1908 F Doane on PPC. E. \$15
78. "Pataha 8-16-77" in mss. on U163. Scarce 7 year territorial marking. Est. \$80.00
79. PROBSTEL, 1904 VF Doane on VF cvr. E. \$18.
80. SHERLOCK, 1909 F+ Doane on PPC. Est. \$8.00
81. WINDOM, 1908 VF Doane on PPC (Battleship Maine) (1891-1909). Est. \$18.00

WYOMING

82. RED CANON, 1892 F red dcds (WYO lite) on cvr w/1/2-in. closed tear. (1887-95). Est. \$25

RAILWAY POST OFFICES

83. ALBANY & YACUINA, 1923 VF on PPC. Est. \$10.
84. AMARILLO & CARLSBAD, 1918 VF on cover. E. \$8
85. BAKER & PORTLAND, 1921 F on PPC. Est. \$8.
86. CHADRON & LANDER, 1908 F on PPC. E. \$6.00
87. DEADWOOD & CHAD., 1920 F on VF cvr. E. \$8.
88. EASTPORT (ID) & SPOKANE, 1909 F (unl. Ty) on PPC. Est. \$8.00
89. HOLD. & STERLING (CO), 1912 F+ on PPC. E. \$8.
90. JOSEPH & LA GRANDE, 1912 F on PPC w/stains & LL corner off. Est. \$4.00
91. ONTARIO & BURNS, 1936, VF on cvr. Est. \$15
92. RENO & GOLDFIELD, 1906, VF on PPC. Est. \$12
93. SHERWOOD & MINOT, 1914, F+ on PPC. E. \$6
94. SPG. PITTS. & NEOD. (KS), 1908 F+ on PPC. A fairly tough RPO (807-Y-1). Est. \$12.00
95. THE DALLES & BEND, 1915 readable strike on PPC. Est. \$8.00

RURAL FREE DELIVERY (Richow types)

96. ARKANSAS CITY (KS), ca. 1909, Tyllid PPC. E\$8
97. AURORA (OR) Rt4, ca. 1908, Tyllf PPC. E. \$8
98. CONWAY (KS) Rtl, 1910, Tyll on PPC. E. \$12
99. DELPHOS (KS) Rtl, ca. 1909 Tyllf PPC. E. \$8
100. MT. VICTORY (OH), Rtl, 1910 Tyll PPC. E. \$8
101. NEZ PERCE (ID), 1909? Tyllf PPC. E. \$8
102. SAINT PAUL WEST SIDE STA (MN), 1903 Ty2F as fwd mark on PPC from Spain. Est. \$12.

BOOKS

103. U.S. OFFICIAL POSTAL GUIDE, 1931 (paperbk) Est. \$12.00
104. POSTAL GUIDE, 1949 (hardbound). Est. \$8.
105. POSTAL LAWS & REGULATIONS, 1948 (hardbnd) Est. \$5
106. U.S. CANCELLATIONS 1845-1869, Skinner & Eno, 1980. (Hardbound). Est. \$15.00

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

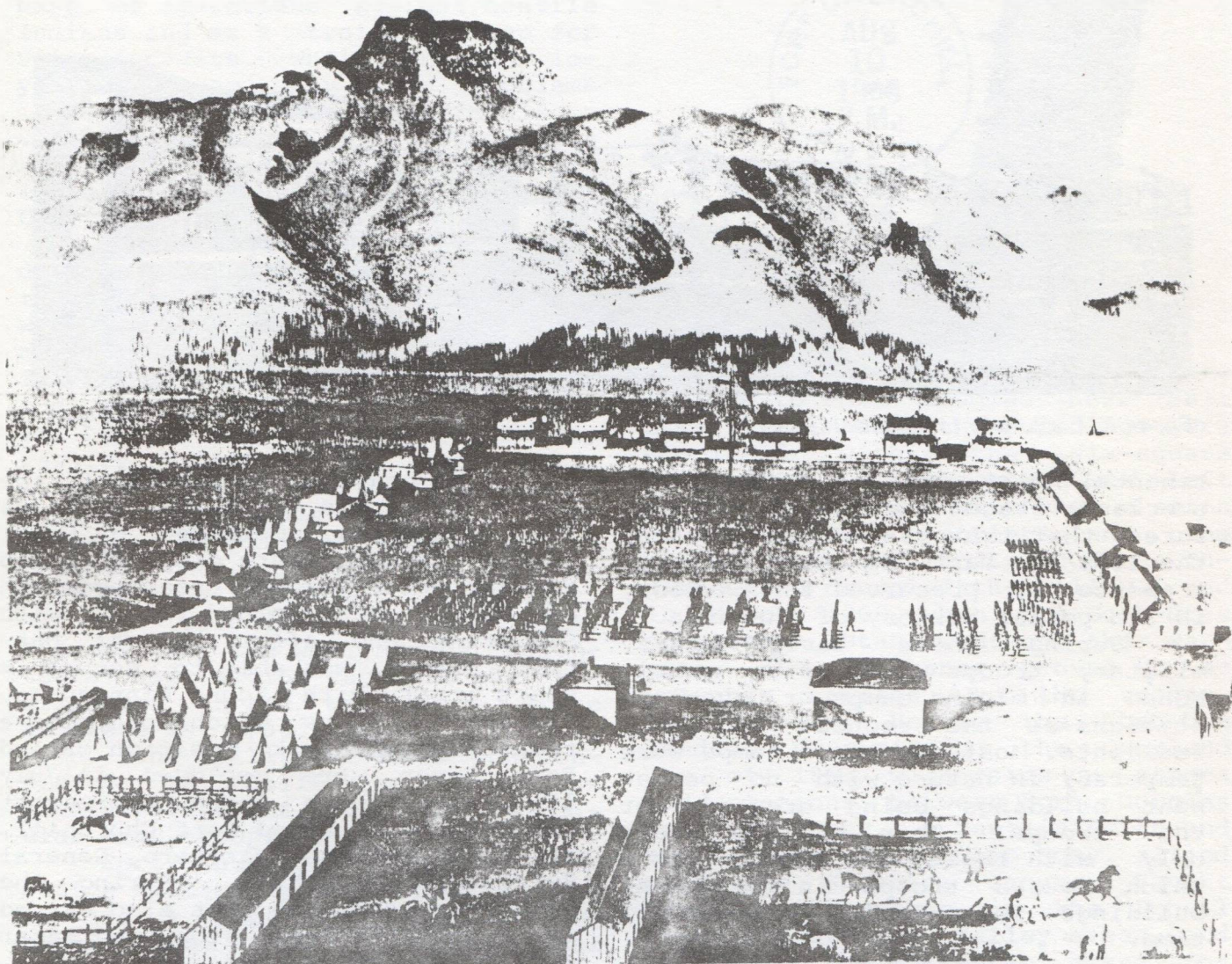


Figure 1. Fort Churchill, 1860.

(Courtesy of Stanley Paber).

MILITARY FORTS OF FRONTIER NEVADA

By James Gamett

Military forts in Nevada date from the early 1860's when they functioned as quarters for troops who protected mining camps threatened by anarchy and Southern sympathizers. They were bleak, dreary outposts, far from the romantic stereotype forts of Western movies. None of them had the log stockade and high guard towers that were characteristic of Hollywood productions. The largest permanent forts consisted of a group of cottages for officers and barracks for the troops, with some support

buildings such as hospitals, blacksmith and carpenter shops, etc. The early camp buildings were constructed of native stone or adobe (although later buildings were often wood framed) built around a central parade ground, with stables and corrals for cavalry mounts. The artist drawing of early Fort Churchill (Fig. 1) is typical of the camp layouts, although the buildings could be rather rustic and uncomfortable, as the picture of Camp Ruby illustrates (Fig. 2).

These frontier military forts played a vital role in the growth and development of Nevada and the nation in those early years providing protection for the transcon-

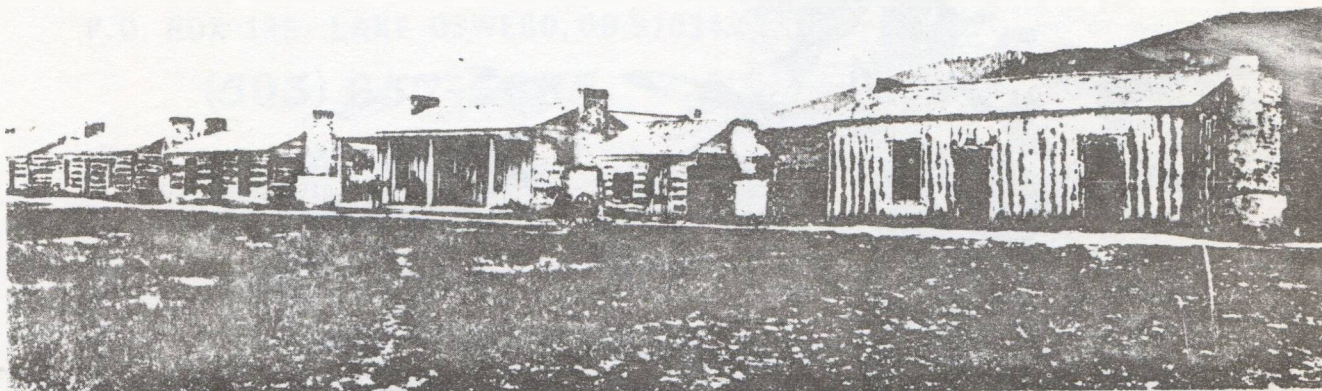


Figure 2. Camp Ruby in the late 1860's

(Paher)

tinental Pony Express, telegraph, overland stage and railroad ventures that traversed Nevada during the 1860's. Part of this military presence is preserved for us today in the postal history of the area.

During these early years, military troops were often garrisoned in mining camps or overland stations at the request of local residents. Most of these camps were temporary in nature with no permanent buildings being erected for the troops. This article deals only with those six major forts which housed troops in permanent buildings for extended periods of time.

FORT CHURCHILL

Soon after the silver strike at Virginia City in 1859 trouble erupted between the Piutes under Chief Numaga, or Young Winnemucca, and the settlers just east of Carson City. This trouble broke into open warfare in 1860 with the attack and subsequent murder of three whites at William's Station. Since Federal troops were stationed over the Sierras in California, a local militia from Virginia City, led by General Ormsby, attempted to punish the Indians. Numaga and other Indian chiefs attacked the ill-prepared militia, precipitating the so-called Pyramid Lake War. The battle left Ormsby dead, and the surviving whites rushed back to Virginia City in full retreat.

Upon hearing the news of the Indian trouble, Federal regulars from California, commanded by Capt. Joseph Stewart, were dispatched to Nevada. Other troops under command of Col. Lander joined forces with Stewart's, and after several battles Lander was able to secure a peace treaty with Young Winnemucca. Stewart's troops, which occupied a temporary earthwork position called Fort Haven, were deployed in July 1860 to build a large, permanent outpost to be named Fort Churchill, after the Mexican War hero, General Sylvester Churchill. During the next two years the fort also served as a Pony Express stop, and later as a telegraph station.

A post office was opened in October 1860, and because of continued Indian threats to the Pony Express and overland stage, troop strength was constantly increased until the fort garrisoned nearly 600 men by December 1861. A stampless cover from this period with a manuscript cancel is reported in the AMERICAN STAMPLESS COVER CATALOGUE, so some correspondence has apparently survived.

With the advent of the Civil War the regular troops at Fort Churchill were returned to the east, and California Volunteers took up the manning of the fort. Although the official post office was closed in December 1861, the fort was active throughout the Civil War, and as Union headquarters for Nevada, served both as a

base of operations against hostile Indians and as a training camp for Union recruits. While Southern loyalties caused only minor problems in Nevada, the troops were also a visual deterrent to secessionists and were dispatched to mining camps in Aurora, Austin, and Virginia City to maintain order.

Recruiting during the War was difficult in Nevada, mainly because there was no draft and the mines were paying better wages than the military could offer. However, officers were commissioned by exam and paid \$10 for each new recruit, and by May 1863 a company of Nevada Cavalry Volunteers had been raised. Later in 1863 two more companies formed in Virginia City and four companies of militia were raised to protect the overland route between Fort Churchill and Salt Lake City. Although recruiting dwindled after the end of the war, Nevada Volunteers saw action against the Indians bot in and out of the State as late as 1866. Generally, however, the military in Nevada consisted of California Volunteers joined after the Civil War by regular army troops.

Fort Churchill remained an active military post with a company of troops available until the completion of the transcontinental railroad brought an end to the need for protection of the overland routes. It was abandoned in September 1869, and the buildings were auctioned in 1870 to Samuel Buckland, who owned the adjacent ranch and stage station. Latter day post offices named Fort Churchill were not military at all but operated at the Buckland Ranch from 1878 to 1882 and later, between 1902 and 1924, at the Carson & Colorado railroad station. (Fig. 3)

CAMP RUBY

Early Indian raids against the Pony Express stations and overland stage stations in eastern Nevada resulted in the establishment of a permanent military post in Ruby Valley in 1862. Camp Ruby was built



Figure 3.

by California Volunteers who were enroute to Fort Douglas near Salt Lake City. After the buildings were completed within the six-square mile fort, a detachment was left behind as garrison with the mission of protecting settlers and the stage route. Friendly Shoshone Indians also occupied the valley, and in March 1863, when the Gosh-Utes of western Utah went on the war-path, the Shoshones proved to be valuable allies to the troops. Chief White Horse, the Gosh-Ute leader, precipitated the Overland War of 1863 with raids on stages and stations between Fort Douglas and Camp Ruby. A Captain Smith and his troops from Camp Ruby, allied with the Shoshone scouts, fought several skirmishes in the Schell Creek and Steptoe valley areas, and by October the Gosh-Utes asked for peace. Although occasional Indian raids punctured the peace, Indian troubles subsided and by the end of the decade Camp Ruby was abandoned. The troops were sent to Fort Halleck, to the north, which had been established in 1867 to protect the Central Pacific Railroad.

Troops stationed at Camp Ruby were served by the post office of Ruby Valley, which still serves the scattered farms in the area. Figure 4 illustrates a Ruby Valley postmark of the type in use during the

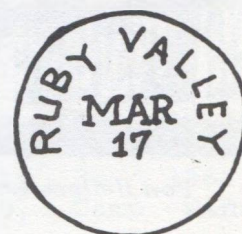


Figure 4.

Camp Ruby era. Prior to March, 1862, the post office was officially in Utah Territory, and this marking apparently represents the removal of the territory designation due to the transfer from Utah to Nevada.

FORT HALLECK

Fort Halleck, named for Major General Henry Halleck who ordered it built, was established north of Camp Ruby on July 26, 1867. The fort was built to provide protection for the Central Pacific Railroad, and as Nevada's largest military reservation, the 9-square mile camp housed two companies of U.S. Cavalry. Built at the base of the Ruby Mountains, Fort Halleck was well designed and constructed. It featured framed officers' quarters and barracks. However, the harsh winters, with temperatures dropping to -50 degrees F., coupled with the decline of hostile Indian activity, made duty at the fort uncomfortable as well as uneventful. The military finally ordered the fort relinquished on October 11, 1886.

The U.S. post office serving the troops was designated as Camp Halleck from October 21, 1868, until May 17, 1880, when the name was changed to Fort Halleck. Although the Army deserted the fort

in 1886, Fort Halleck post office continued to operate until May 15, 1907, serving area residents who numbered 58 in the 1900 U.S. Census. Today the railroad siding of Halleck, about 12 miles from the Fort, serves postal needs of the area.

No postal markings from this large camp have ever been reported, although it is hoped that covers from the area will turn up as interest in the postal history of Nevada grows. Figure 5 illustrates the main buildings of Fort Halleck as they appeared in 1871.

FORT McDERMITT

Troops were sent to Paradise Valley in 1863 and again in 1865 in response to Indian attacks on the settlements north of Unionville. During the spring and summer of 1865, Indians and settlers exchanged atrocities, as each attack by Indians was avenged by whites. Fortunately for the lives of those concerned the winter of 1865-66 was the most severe experienced during the decade and hostilities subsided accordingly.

Two permanent forts were built in Paradise Valley in response to the petition for protection from the settlers. In 1865 Lt. Col. Charles McDermit, the commander of

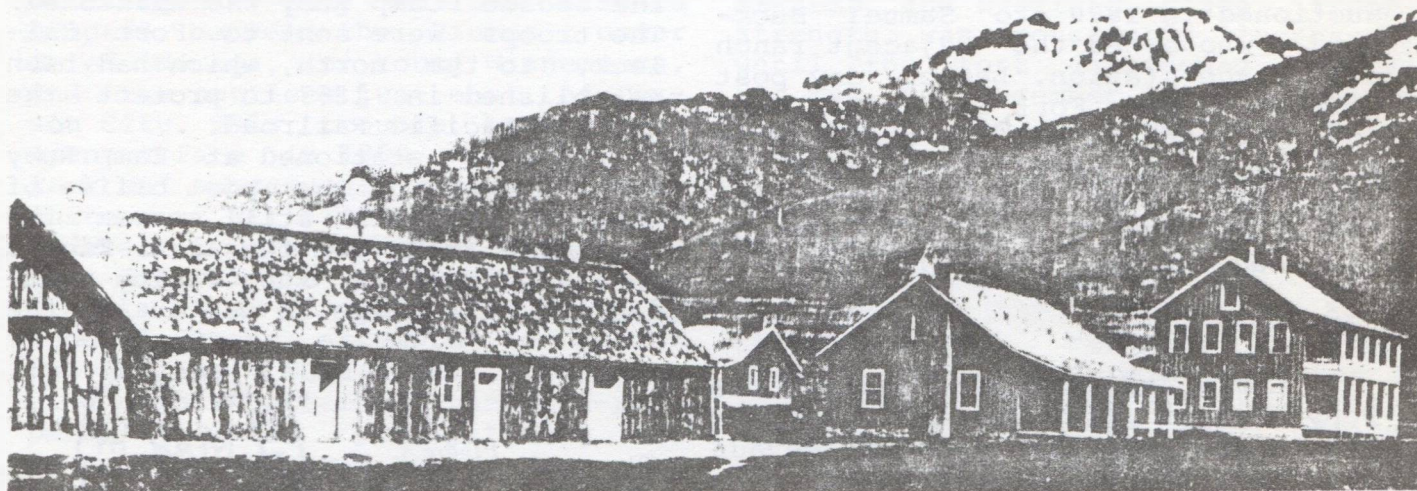


Figure 5. Fort Halleck buildings in 1871.

(Paher)

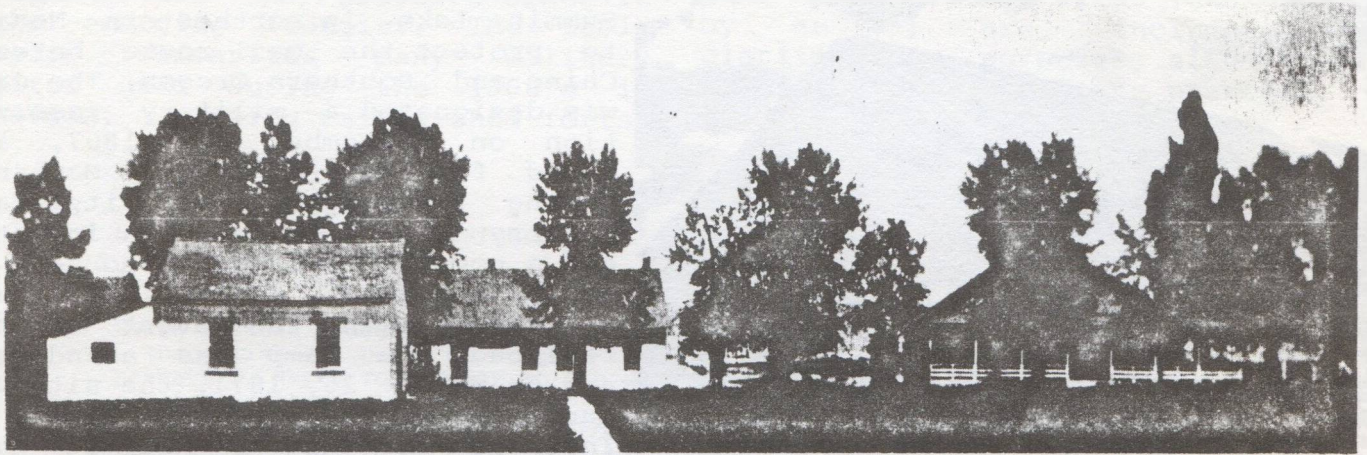


Figure 6. Fort McDermitt buildings used as Indian reservation.

(Paber)

Fort Churchill, dispatched a contingent of California Volunteers to establish Quinn River Camp No. 33. Adobe buildings, later replaced by framed housing (Fig. 6), were erected, and in 1866 the camp was renamed in honor of Col. McDermitt, who had been killed in an Indian ambush the previous year. Many battles were fought with Indians during the next few years, but by the end of the 1860's only a few incidents marred the relative peace in the area. The fort, which was Nevada's last cavalry outpost, was not abandoned by the Army until 1889, when the buildings were turned over to the Fort McDermitt Indian Reservation.

Postal needs at the camp were served by the Camp McDermitt post office, established on October 24, 1866. The variation in spelling of McDermitt probably resulted from a mixup in postal records, and over the years the double 't' has become the preferred use. The post office name changed to Fort McDermitt on May 7, 1879, and the office was finally closed on March 14, 1891, at which time it was moved to the town of McDermitt, 12 miles away. Two types of postmarks (Figs. 7 & 8) represent the two names of this post office.

CAMP WINFIELD SCOTT

Construction of the second fort in Paradise Valley began in

Figure 7.

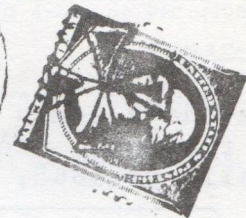
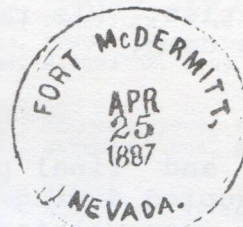


Figure 8.

April 1866, two miles north of the town of Paradise Valley. Captain Davis and Company A of the 8th U.S. Cavalry garrisoned the camp, which was named for the famous American General Winfield Scott. Officially established as a U.S. fort on December 12, 1866, the camp was occupied for five years, during which time troops and settlers fought several battles with hostile Indians resulting in casualties on both sides. Peace was essentially established in 1869, and the camp was abandoned in 1871, the troops being transferred to Fort McDermitt. A few adobe brick buildings remain in the area (Fig. 9).

From February 3, 1868, to November 19, 1869, Camp Winfield

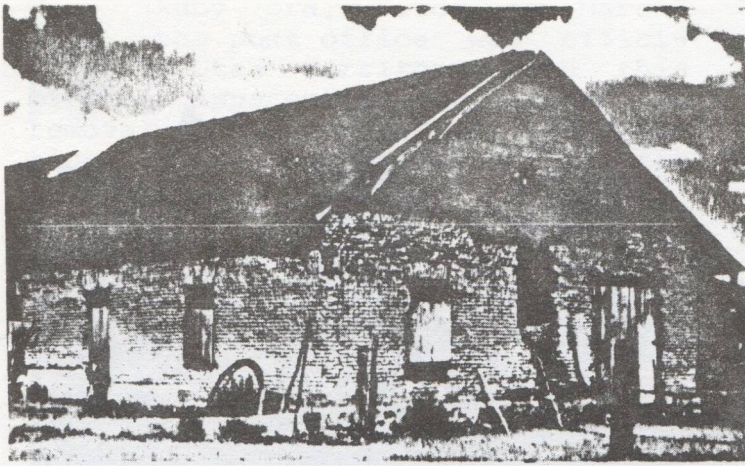


Figure 9. Remains of enlisted men's barracks from Camp Scott.
(Paber)

Scott was served by the Scottville post office, which was located in Paradise Valley township. Figure 10 illustrates a cover mailed to Scottville during this period. The addressee was a member of the citizen militia that aided the troops in the Indian battles. His ranch was located near the camp.

CAMP MCGARRY

Nevada's sixth and final permanent fort was occupied during the late fall of 1865, when California

Volunteers set up a field camp at Summit Lake in northeastern Nevada to protect the mail route between Chino and southern Oregon. The camp was designated a military reservation on September 19, 1867, and named for General Edward McGarry. During the height of activity, Camp McGarry had a company of infantry and a company of cavalry, housed in stone barracks. As overland travel decreased with the advent of the railroad, the camp was abandoned, and on March 25, 1871, the site was turned over to the Department of Interior for use by Summit Lake Indian Reservation. No official post office ever served this isolated camp, and even today the site is situated in one of Nevada's most remote areas.

CONCLUSION

In all there were on six permanent forts in Nevada, three of which had U.S. post offices. However, because of the isolation of the country and the hostility of the nomadic Indians, troops were often dispatched to trouble spots. These detachments were quartered in temporary encampments, often in remote areas of the State, as the military attempted to contain In-

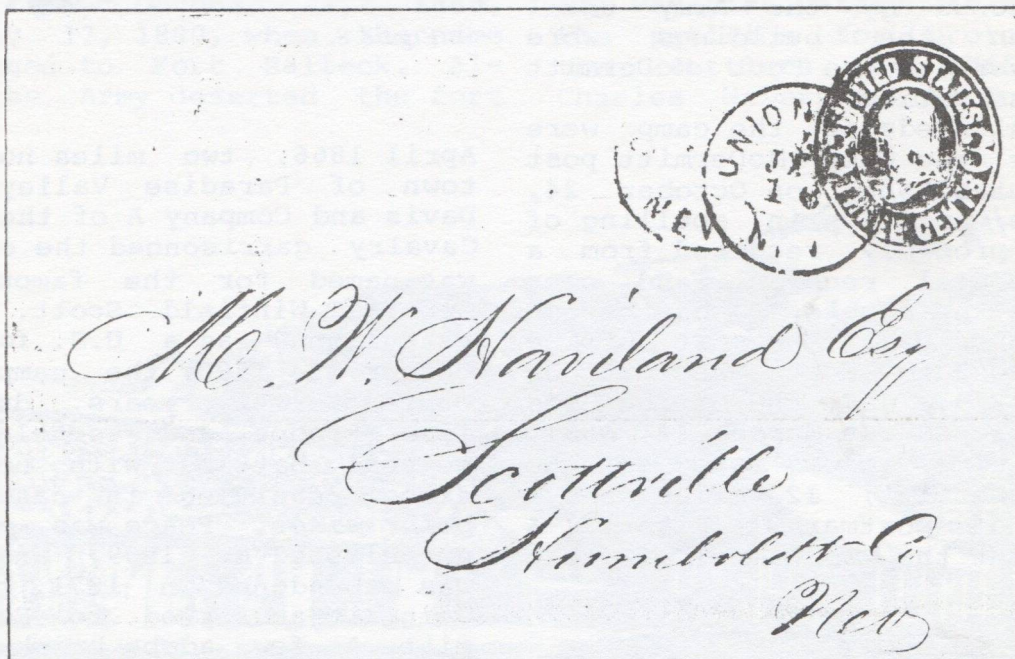


Figure 10. A cover mailed in January 1869 to the Scottville post office. The addressee lived next to Camp Scott and served in the citizen militia during the Paradise Valley Indian wars.

dian warfare and preserve order in the emerging frontier. The table below summarizes many military sites used during the 1860's in Nevada, including established forts.

Some non-military sites (designated by an *) are included for clarification purposes, since their names suggest a military presence.

BIBLIOGRAPHY

- Hubert Howe Bancroft. HISTORY OF NEVADA, 1540-1888. The History Company. San Francisco, Cal. 1890.
Helen S. Carlson. NEVADA PLACE NAMES. University of Nevada Press, Reno, Nev. 1974.
Edwin Stanton Dodson. A HISTORY OF NEVADA DURING THE CIVIL WAR. Master thesis (unpublished), Univ. of Oregon, 1947.
Herbert M. Hart. TOUR GUIDE TO OLD WESTERN FORTS. Pruett Pub. Co., Boulder, Colorado, 1980.
James Gamett & Stanley Paher. NEVADA POST OFFICES, AN ILLUSTRATED HISTORY. Nevada Publications, Las Vegas, Nev. 1983.
J. Well Kelly. FIRST DIRECTORY OF NEVADA TERRITORY. (Reprint). The Talisman Press, Los Gatos, Cal. 1962.
Stanley W. Paher. CALLVILLE, HEAD OF NAVIGATION--ARIZONA TERRITORY. Nevada Publications, Las Vegas, Nev. 1981.
----- NEVADA GHOST TOWN AND MINING CAMPS. Howell-North Books, Berkeley, Cal. 1970.
Helen J. Poulton. INDEX TO HISTORY OF NEVADA--1881 THOMPSON & WEST. Nevada Publications, Las Vegas, Nev. 1981.
Thompson & West. HISTORY OF NEVADA. Thompson & West, Oakland, Cal. 1881.

RANDY STEHLE MAIL AUCTION NO. 3

1115 Village Dr., No. 4, Belmont, CA 94002

Phone: (415) 595-3657

ALASKA

1. NINILCHIK, 1940, F Ty2 on cover. Est. \$10
2. NOME, 1912 F Ty12 (flag) on PPC. Est. \$10
3. SITKA, 1910 F Ty17 on PPC. Est. \$8.00

CALIFORNIA

4. CAHUENGA, 1907 F 4-bar rec'd on PPC. (04-07)E\$10
5. EAST WILMINGTON, 1917 G 4-bar on PPC (12-21) E\$8
6. INGLENOOK, 1910, VG target on PPC. (80-19).E.\$6
7. INSKIP, 1907, VF Doane on PPC (62-15). E. \$6.00
8. LANCHA PLANA, 1909 VF 4-bar on PPC. (59-19)E.\$5
9. LAUGHLIN, 1910 F Doane on PPC. (03-11). E. \$8.
10. NORTHSPUR, 1912 F 4-bar on PPC. (10-22). E. \$8.
11. ORIENTAL, 1911 VG 4-bar on PPC. ('88-17). E. \$5.
12. RUST, 1911 F 4-bar on PPC. (1909-16). E. \$10.
13. STELLA, 1908 F Doane on PPC (85-09). E. \$8.
14. VISTA GRANDE, 1911 F 4-bar on PPC. (1908-13)E\$10
15. WALDO, 1912 F 4-bar on PPC. (1898-15) E. \$8.00

COLORADO

16. ALICE, 1908 F 4-bar on PPC. (1900-25). E. \$6.00
17. GEM, 1911 VG 4-bar on PPC. (1907-13).E. \$20.00
18. IRONTON, 1910 VG 4-bar on PPC. (83-20). E. \$12.
19. LONGS PEAK, 1917, VG lite 4-bar on PPC (09-36)E\$6
20. TENNESSEE PASS, Mar '13 (9th month), F on PPC. E\$6
21. WALDORF, Jul 9 '08 (4th day!) VF 4-bar PPC. E. \$10

IDAHO

22. CASTLEFORD, F 1910 4-bar on PPC. No stamp. E\$4
23. CHATCOLET, F 1910 4-bar on PPC. (1909-57).E\$5.
24. CHOKE CHERRY, VG 1929 4-bar on PPC. (20-40)E\$5.
25. LINDEN, VG 1910 4-bar on PPC. (90-29). Est. \$4
26. MACE, 1914 F 4-bar on PPC. (99-22). E. \$5.00
27. ROSSFORK, 1909 VG 4-bar on PPC. (70-11). E. \$8.

MONTANA

28. BANNACK, 1911 F 4-bar on PPC. (98-38).Est. \$4
29. DEWEY, 1910 F 4-bar on PPC. (94-13). Est. \$10.
30. DUNKIRK, 1910 F 4-bar on PPC. (10-58). Est. \$5.

31. FISHTRAP, 1910 F 4-bar on PPC. (1901-40).E.\$4
32. PAGEVILLE, 1910 F 4-bar on PPC. (92-13).E.\$8.
33. RENOVA, 1910 G Doane on PPC. (06-23). E. \$5.00
34. RIVERSIDE, 1909 G 4-bar on PPC. (1908-09).E\$10

NEVADA

35. COLUMBIA, 1908, F 4-bar on PPC. (1904-19).E.\$6.
36. WATERLOO, 1909, F 4-bar rec'd on PPC (07-11)E\$20

NEW MEXICO

37. HOPE, 1909 VF Ty4 on PPC. Est. \$15.00
38. MCINTOSH, 1910 F Ty1 on PPC. Est. \$12.00

NORTH DAKOTA

39. BRUMBAUGH, 1909 F Doane on PPC. (1905-12).E.\$12
40. CARL, 1910 VG 4-bar on PPC. (07-22). Est. \$6.
41. DEEP, 1928 VG 4-bar on cover. (05-36). E. \$4.
42. GRISWOLD, 1907 VG target on PPC. (86-09).E.\$8
43. HAMPTON, 1902 G cds on PPC, stains (88-06)E\$6
44. HELMNA, 1908 F 4-bar rec'd on PPC (82-12)E\$4

OREGON

45. CARPENTERVILLE, 1940 F 4-bar on PPC. (32-44)E\$4
46. CLEONE, 1907 F Doane on PPC (83-14). Est. \$4.
47. DERBY, 1909 VG 4-bar on PPC (1892-19).E.\$6.00
48. ELKHORN, 1910 F Doane on PPC (92-17). E. \$6
49. FORT STEVENS, 1908 F cds on PPC (99-49).E.\$5
50. GREENVILLE, 1905 G cds rec'd on PPC, stain.E\$4
51. LONDON, 1909 F 4-bar on PPC (1902-19).E.\$8
52. PARKER, 1916 F 4-bar on PPC (1914-27). E. \$6.
53. POWWATKA, 1910 G 4-bar on PPC. (1900-20).E.\$4.
54. SPRINGWATER, 1908 F 4-bar on PPC. (74-14).E \$6
55. THOMAS, 1909 F 4-bar on PPC (98-21). Est. \$4
56. VANORA, 1911 VF 4-bar rec'd on PPC (11-20)E\$12
57. WILHOIT, 1910 VF 4-bar on PPC (82-28). E. \$4.

RFDs (Richow types)

58. FAIR OAKS, CA Rt 2, Ty 11F ca. 1910. Est. \$8
59. BEAVERTON, OR Rt 1, Ty 11F, 1909. Est. \$8.00
60. SELAH, WA Rt 2, Ty 11E, 1909. Est. \$12.00

Minimum Bid \$2.00 please. Standard auction rules apply. Phone bids accepted. (415) 595-3657.

AUCTION CLOSES: July 31, 1984

1115 Village Dr., #4, Belmont, CA 94002

MILITARY SITES & NON-MILITARY PLACES WITH MILITARY NAMES IN NEVADA

Site	Dates	Status and Location	Postal Markings Known
Antelope Station Detachment	1863-4	Temporary; troops to guard stage station in Eastern Nevada	-- --
Camp Aurora	1862	Troops from Ft. Churchill sent to quell Indian trouble.	Esmeralda, Cal. mss.
Camp Austin	1865	Same as above...	Austin cds
Fort Baker* (Mormon Fort)	1861-2	A non-existing fort at Las Vegas, used on records to confuse Confederates	-- --
Big Antelope Creek Detachment	1865	State sta. in Humboldt Co. where troops housed during Indian troubles.	-- --
Camp Black	1865	Temporary outpost in Paradise Valley before est. of Camp McDermitt	-- --
Fort Call (Fort Callville)	1867-8	Troops from El Dorado temporarily housed on Colorado River	Callville, A.T.
Fort Churchill	1860-9	Permanent fort	Ft. Churchill mss.
Deep Creek Station Detachment	1864	Temp. camp for troops protecting stage route through Eastern Nevada	-- --
Deep Hole Station Camp	1865	Nevada Cav. outpost in Western Nevada	-- --
Camp Dun Glen	1863-6	Cal. Vol. sent to mining town in Paradise Valley because of Indian trouble.	Dun Glen cds
Camp Eldorado	1865-7	Temp. post on Colorado River occupied by troops from Ft. Mojave to promote steamboat venture and protect from Indians	El Dorado, A.T.
Camp Fish Lake (Fish Lake Valley Military Station)	1866-7	Temp. outpost in mining area west of Silver Peak manned by troops from Fort Independence, California.	-- --
Fort Genoa*	1850-7	1st settlement in Nevada. Not a military fort but a stockade for Indian protection.	Carson Valley, U.T. cds
Fort Halleck (Camp Halleck)	1867-86	Permanent fort	None known
Fort Haven	1860	Temp. earthwork manned for 40 days by Cal. troops during Pyramid Lake War	-- --
Camp Hayes	1860	Rendezvous at Reed's Station for Nevada militia during Pyramid Lake War	-- --
Camp Lyon	?	Temp. military camp north of Battle Mountain.	-- --
Fort McDermitt (Quinn River Camp #33; Quinn Riv. Sta)	1865-89	Permanent fort.	Camp McDermitt/Fort McDermitt; both cds
Fort McGarry	1865-8	Permanent fort	-- --
Mormon Fort*	1855-8	Stockade built by Mormons at Las Vegas. Abandoned ruins later called Fort Baker.	Bringhurst's, N.Mex.T.
Camp McKee	1865-6	Camp at Granite Creek Station on Susanville-Humboldt River Road.	-- --
Camp Nye	1862-5	Civil War field camp 5 mi. N. of Carson City	Carson City cds
Camp Ormsby	1860	Temp. camp on Truckee R. during Pyramid Lake War.	-- --
Camp Overend	1865	Temp. camp of Cal. Vol. south of Golconda.	-- --
Camp Pollock	1864	Temp. camp of Nev. Vol. near Smoke Creek Valley Camp.	-- --
Fort Riley*	1860	Quarters for women & children during 1st month of Pyramid Lake War.	Virginia City cds
Camp Ruby	1862-9	Permanent fort.	Ruby Valley cds
Camp Sadler	1862-5	Civil War mustering in camp near Carson City	Carson City cds
Fort Sage	1870	Temp. field camp west of Pyramid Lake.	-- --
Fort Schellbourne	1860-5	Pony Express station manned by troops guarding overland road.	-- --
Fort Smith*	1860	Stockade built at Smith's Ranch near Steamboat Springs during Pyramid Lake War	-- --
Camp Smoke Creek	1862-5	Temp. quarters for troops from Ft. Crook, Cal. & Nev. Vol. guarding Honey Lake stage rd.	-- --
Camp Soldiers Meadows	1862	Temp. troop quarters in NW Nevada near Ft. McGarry	-- --
Fort Storey	1860	Earthworks on Truckee River for Nevada Vol. during Pyramid Lake War.	-- --
Fort Trinity (Eight-mile Sta.)	1863-4	Field camp for protection of overland road in Eastern Nevada	-- --
Camp Winfield Scott	1866-71	Permanent fort	Scottville



Jackson Street, Roseburg, Oregon, circa 1910.

NINETEENTH CENTURY OREGON POSTMARKS: DOUGLAS COUNTY

By Charles Whittlesey

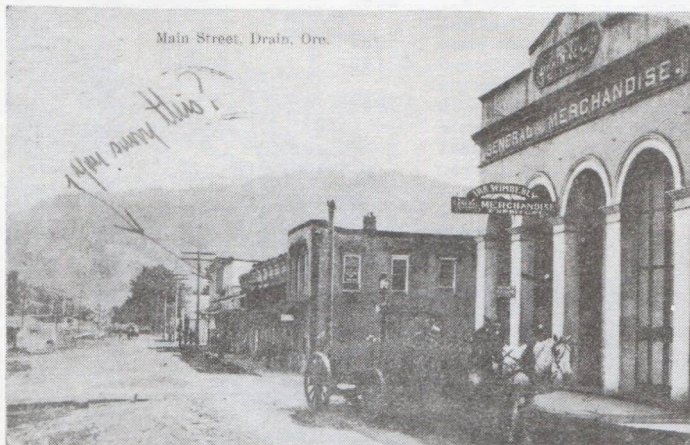
Douglas County was erected by the Territorial Legislature on January 7, 1852, from lands which had formerly been part of the eastern part of Umpqua County. The name of the county honored Senator Stephen A. Douglas of Illinois, a vocal supporter of Oregon in Congress. In 1862 the area of the county was greatly enhanced by the dissolution of Umpqua County and the addition of that county's territory to Douglas. Douglas County has an area of 5,062 square miles, and is Oregon's largest county lying west of the Cascades. Although none of its communities has grown into major metropolitan centers, there are a large number of sizeable towns of which the largest is Roseburg.

The heart of Douglas County is the Umpqua River Valley, and the

county borders encompass the drainage basin of the river from its mouth at Reedsport on the Pacific to its sources in the high Cascades. Navigable by small craft only as far as Scottsburg, the importance of the river is tied to its use for irrigation, fishing and recreation. The Valley, however, represents the only extensive level land in what is otherwise rugged hill country, and has been from the earliest days of settlement the focus of overland transportation.

The Census of 1860 listed populations of 3,167 and 1,242 for Douglas and Umpqua counties respectively. Roseburg, with 833 residents, was already the largest settlement in either county. Other communities with as many as 300 residents were Winchester (409), Oakland (344) and Canyonville (317). In 1870 the population of Douglas County was listed at 5,926, a modest increase considering the two counties were then combined,

but building of the Oregon and California Railroad in the late 1870's and early 1880's swelled the Douglas County total to 9,596 in 1880 and 11,864 in 1890. Roseburg had an 1890 population of 1,472. The only other town with as many as 300 residents was Oakland with 368.



Main Street, Drain, Oregon, ca. 1908.

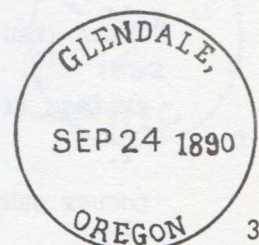
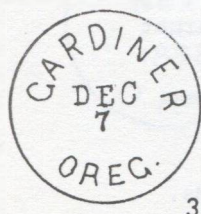
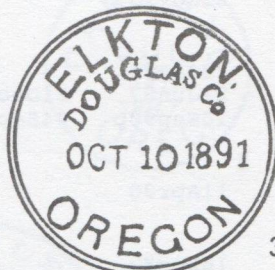
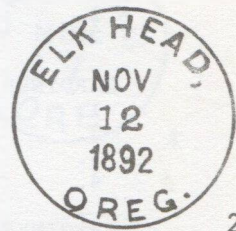
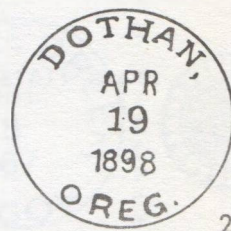
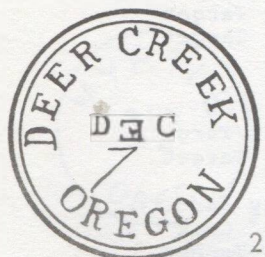
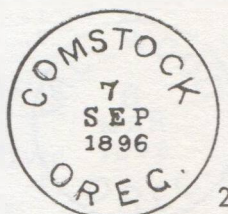
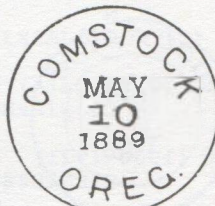
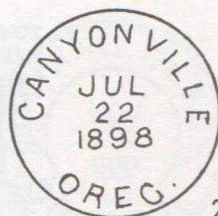
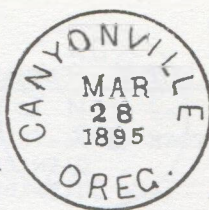
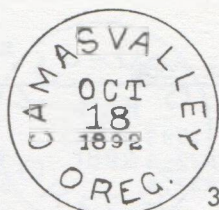
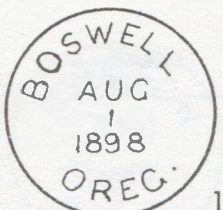
Today, Douglas County is the home of some 93,000 people. Roseburg has a population of better than 16,000, and it is followed in

size by Reedsport (5,000), the modern counterpart of Umpqua City at the mouth of the river; Sutherlin (4,600); Winston (3,400) and Myrtle Creek (3,300). Other places with over a thousand residents include Drain, Riddle, and Canyonville. Oakland, which has made an effort to preserve its historic flavor, has a current population of about 900.

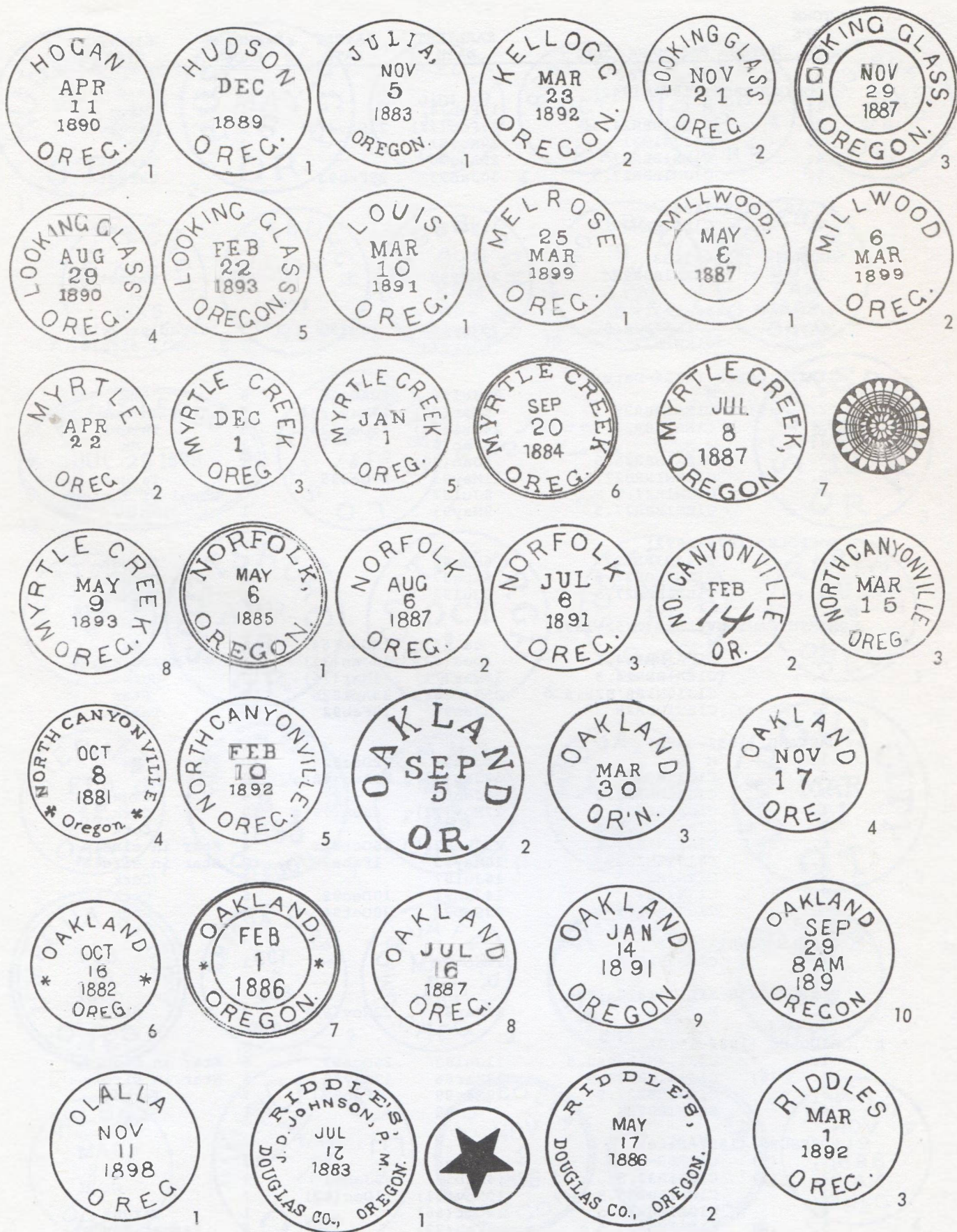
An unusually large number of post offices operated in Douglas County during the 19th century. Examples of 19th century postmarks have thus far been recorded from 47 different offices. Roseburg leads the list with 12 different types, and it is followed by Oakland with 10, Drain with 9, Myrtle Creek with 8 and Scottsburg with 7. The discovery of additional postmarks from these offices is anticipated, as well as the documentation of postmarks from other 19th century Douglas County offices. Readers aware of such unlisted postmarks, or extensions of dates of use for listed postmarks, are urged to contact the author through LA POSTA.

DOUGLAS COUNTY NINETEENTH CENTURY POSTMARKS

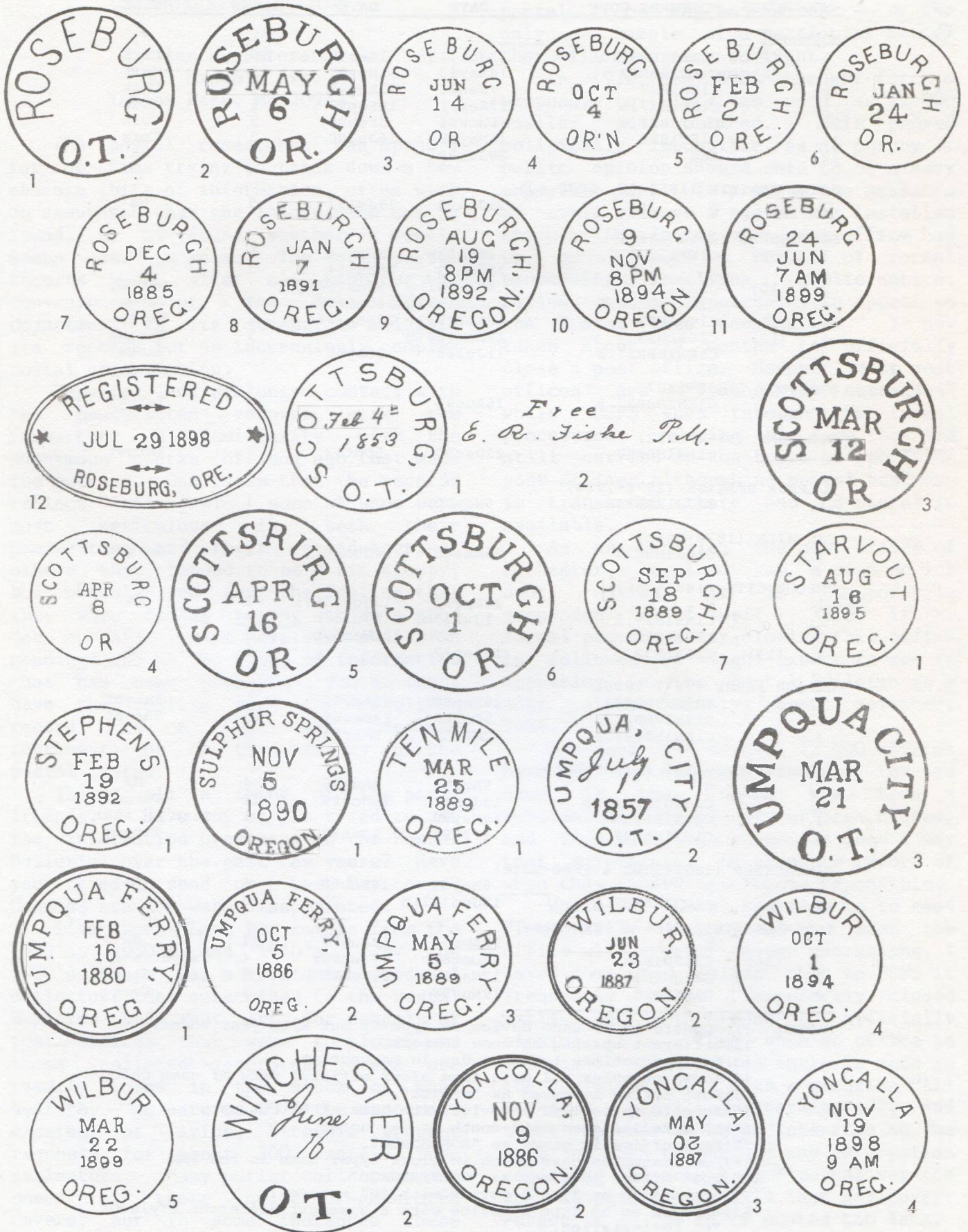
TOWN TYPE	NO	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
BINGER (1894-1902)	1.		C1EN1B27.5	21Mar96	25Jul96	2	Target
BOSWELL (1895-1909)	1.		C1EN1B28	1Aug98		1	Target
CAMAS VALLEY (1870-Date)	1.		M	16Oct(71)		1	Ms
	2.		C1EN1B27	11Mar84		1	Target
	3.		C1EN1BBR27	13Oct92		1	Target
	4.		C1EN1B28	27Nov99		1	Target
CANYONVILLE (1892-Date)	1.		C1EN1BBR27	28Mar95		1	Cork
	2.		C1EN1B27.5	22Jul98	20Aug99	3	Target
CARLL (1893-1894)	1.		C21JN1RRB31	15Mar94p		1	Target
CLEVELAND (1874-1923)	1.		C1EA1B27.5	11Feb(89)	16Dec(89)	2	Target
	2.	(1)	C1EN1B27.5	5Oct95		1	Target
COLES VALLEY (1860-62, 1874-79 & 1887-1916)	1.		C31JN1BBR24	20Nov(75)	5Jan(77)	2	Cork



TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
COMSTOCK (1876-78 & 1883-1924)							
	1.		CLEN1BBR27.5	31Mar89	10May89	2	
	2.	(2)	CLEN1BBR27.5	29Feb96	7Sep96	2	Target
DEER CREEK (1852-1857)							
	1.		M	13Oct54		1	
	2.	(3)	C21JA1R33	17Aug56		4	
DILLARD (1884-Date)							
	1.		CLJN1RRB29	14Feb87r		1	Target
DIVIDE (1900-1921)							
	1.		CLEN1B28	4Nov00		1	Target
DOTHAN (1896-1942)							
	1.		CLEN1B27.5	Sep96		1	Target
	2.		CLEN1RBB29	19Apr98b		1	Target
DRAIN (1872-72 & 1873-Date)							
	1.		M	25Oct77		1	Ms
	2.		C0JS1RBB28	14Oct81	6Mar82	2	Cork/Target
	3.		CLJN1RRB27.5	14Apr84	30Dec86	6	Target
	4.		C41JN1RRB29.5	11Apr87		1	
	5.		C2EN1RRB24	8Jul87		1	Fancy target
	6.		C22J13S1RR'B32	27Oct88b		1	Cork
	7.		CLEN1BBR27.5	6Jan89	21Oct89	2	Target
	8.		CLEN1BBR27	13Jun90	5Jan91	2	Target
	9.		CLEN1B27.5	11Jan94		1	Cork
ELK HEAD (1877-1926)							
	1.		M	28Mar85	5Mar92	5	Ms.
	2.		CLEN1B29	12Nov92		1	?
ELKTON (1851-Date)							
	1.		C31J17N1RRB25.5	4Sep80r	6Jun87r	3	Star-in-circle
	2.		CLEN1BBR27	4Feb89		1	
	3.		C21J3'S1B35.5	10Oct91		1	
GALESVILLE (1854-1916)							
	1.		C31JN1B26.5	1May83		1	Target
	2.		M	5May83	20Sep90	2	Ms.
GARDINER (1864-Date)							
	1.		M	30Dec68		1	Ms.
	2.		C1EA1B24	26Mar(74)		1	
	3.		C1EA1BBR26	7Dec(75)	17Oct(84)	3	Target
	4.		CLEN1BBR27	10Feb90	5Feb95	3	Target
GARDINERS CITY (1851-1858)							
	1.		M	25Nov(55)		1	Ms.
GLENDALE (1883-Date)							
	1.		CLEN1BBR26.5	20Jan86		1	Target
	2.		C21JN1RRB30.5	21Jun87	21Dec88	2	Target
	3.		CLJS1RRB32	10Sep90p	24Sep90p	3	Target
HOGAN (1887-1890)							
	1.		CLEN1BBR27.5	11Apr90		1	
HUDSON (1889-1890)							
	1.		CLEN1BBR27	16Dec89		1	Target
JULIA (Feb-Aug 1883)							
	1.	(4)	CLJN1RRB28	17Sep83	5Nov83	4	Target
KELLOGG (1879-1921)							
	1.		M	21Dec88	20Jan91	6	Ms.
	2.		CLJN1BBR27.5	23Mar92	8Dec92	4	
LOCUST GROVE (1858-1863)							
	1.		M	31Dec61	6?	2	Ms.



TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
LOOKINGGLASS (1871-1942)							
	1.		M	13Feb74		1	Ms.
	2.		C1EALBBR24.5	27Feb(77)	21Nov(78)	2	Target
	3.		C41JN1B31	29Nov87		1	?
	4.		C1EN1BBR27	29Aug90		1	Target
	5.		C1JN1BBR27.5	30Jan93	22Feb93	3	Target
LOUIS (1888-1896)							
	1.		C1EN1BBR27	10Mar91		1	Target
MELROSE (1890-1933)							
	1.		C1EN1BBR27	25Mar99		1	Target
MILLWOOD (1886-1931)							
	1.		C31EN1B26.5	3May37	4Jul90	3	Circular grid
	2.		C1EN1B27	6Mar99		1	Small circle
MYRTLE CREEK (1854-Date)							
	1.		M	24Jul56	10Aug76	6	Ms
	2.	(5)	C1EALBBR25	5Mar(71)	19May(73)	5	Target
	3.		C1EALBBR24.5	24Jul(73)	5Dec(74)	3	Target
	4.	(5)	M	8Feb76		1	Ms
	5.		C1EALBBR25.5	1Jan(80)r		1	
	6.		C21EN1RRB27.5	21May83	29Dec95	5	Target
	7.		C1JN1B27.5	9Jul87			Wheel of fortune
	8.		C1EN1BBR27.5	9May93		1	
NORFOLK (1878-1892)							
	1.		C21JN1RRB27	6May85		1	Target
	2.		C1EN1BBR27.5	6Aug87		1	Target
	3.		C1EN1BBR27.5	6Jul91		1	Target
NORTH CANYONVILLE (1852-1892)							
	1.		M	ca 55	15Dec(64)	4	Ms
	2.		C1CALBBR24.5	4Dec(62)	16Jan(71)	24	Ms/corks
	3.		C1EALBBR24.5	15Mar(71)	1Mar(76)	12	Corks
	4.		C1J10N1RR'B25.5	25Mar78r	23Apr82b	18	Star
	5.		C1EN1BBR28	5Jan90	10Feb92	2	Target
OAKLAND (1852-Date)							
	1.		M	31Jan59	22Dec62	10	Ms
	2.		C1CALR32	13Jan(61)g	22Aug(62)g	20	
	3.		C1GALBBR25.5	29Jun69	?	4	Target
	4.		C1DALBBR25.5	17Nov(72)g	4Jun(76)g	10	Cork
	5.		C1EALBBR25.5	7?g		1	Cork
	6.		C1E15N1B24.5	23Jun82r	16Oct82r	4	Star in circle
	7.		C41J15N1B29	16May85	1Feb87	2	Star in circle
	8.		C1EN1B27	16Jul87		1	Cork
	9.		C1JN1B27	14Jan91	10Dec92	6	Cork
	10.		C1JT1B27.5	23Sep9?	30Oct94	2	Cork
OLALLA (1881-1922)							
	1.		C1EN1B28	11Nov98		1	
PATTERSON'S MILL (1878-1886)							
	1.		M	21Mar83	22Nov(8?)	3	Ms
RIDDLES (1882-1910)							
	1.		C1J1,9N1RRB30.5	21Jul83	26Oct83	6	Star in circle
	2.	(6)	C1J1N1RRB30.5	23Mar86	17May86	5	Star in circle
	3.		C1EN1BBR27.5	19Mar89	6Feb95	7	Target
	4.		C1EN1BB?27	98		1	
ROSEBURG (1857-Date)							
	1.	(7)	C1H-BR-32.5	58	58	10	
	2.	(8)	C1CALR32.5	4Feb59	3Jan61	9	
	3.		C1CALBBR25.5	10Nov(61)	11Dec(62)	7	
	4.		C1GALBBR25.5	4Oct(66)		1	Target
	5.	(8)	C1DALBBR25.5	2Feb(73)	(7?)	2	Target/smudge



TOWN TYPE	NO.	NOTES	POSTMARK CODE	EARLIEST DATE	LATEST DATE	EXAMPLES KNOWN	KILLER TYPE
ROSEBURG							
	6.	(8)	ClCALBBR26.5	27Jul(75)	1Sep(82)	10	Cork
	7.	(8)	ClENlBBR27	14May83	11Nov88	12	Cork
	8.		ClENlB27	7Jan91	31Aug93	2	Cork
	9.		ClJTB27.5	27Sep91	10Sep92	2	Cork
	10.		ClJTB27.5	6Nov94	5Feb95	2	Cork
	11.		ClETlB28	14May98	16Jul00	3	Cork
	12.		REG	29Jul98		1	Ms
ROUND PRAIRIE (1853-62, 1877-83)							
	1.		M	31Jan59	19Jul77	5	Ms
SCOTTSBURG (1851-Date)							
	1.	(9)	ClHML30	4Feb53b	2Mar54	5	Ms
	2.		M	28Oct53	30Jun54	3	
	3.	(10)	ClCALR33	9Mar(61)g	5Feb(64)g	7	Target
	4.		ClCALBBR25.5	25Feb(69)g	26Dec(77)	8	Target
	5.	(11)	ClCALR33	16Apr(75)	25Sep(86)	2	Target
	6.	(12)	ClCALR33	12Dec(84)b		1	Target
	7.		ClENlBBR27.5	11Jul88	18Sep89	2	Target
STARVOUT (1888-1907)							
	1.		ClENlBBR27.5	16Aug95		1	Target
STEPHENS (1890-1912)							
	1.		ClENlBBR27	22Dec90	5Oct92	7	Target
SULPHUR SPRINGS (1878-1920)							
	1.		ClJNlRRB30	5Nov90		1	
TEN MILE (1870-Date)							
	1.		ClENlBBR27	25Mar89	14Jun90	2	Target
UMPQUA CITY (1851-1869)							
	1.		M	28Apr52	12Nov(56?)	3	Ms
	2.		ClHNLB29.5	1Jul57b	8Jul57b	2	
	3.		ClHALR37	5?b	21Mar59b	3	
	4.	(13)	ClAALR37	10Sep??		1	Ms
UMPQUA FERRY (1877-1906)							
	1.		C2lENlRRB33	16Feb80r	23Apr86	7	Target
	2.		ClENlRRB27	5Oct86	24Dec88	10	Target
	3.		ClENlBBR27.5	22Mar89	5May89	2	
WILBUR (1860-1865 & 1870-Date)							
	1.		M	5Aug74	7Aug76	4	Ms
	2.		C2lJNlRRB27.5	13Jan85	26Nov89	12	Target
	3.		ClJNlRRB30	29May90		1	Star in star
	4.		ClENlBBR27	1???94	9Jan98	2	Target
WINCHESTER (1851-1860 & 1890-Date)							
	1.		M	8May53	16Feb60	6	Ms
	2.		ClHMLBRM37.5	16Jun(57)b	??	3	
YONCALLA (1851-1866 & 1869-Date)							
	1.		M	12Apr51	12Jun77	11	Ms
	2.	(14)	C2lJNlB30	7Oct82r	7Jul88r	4	Target/Star
	3.		C2lJNlB30	17May87r	26Feb88	5	Star
	4.		ClETlB28	19Nov98		1	Cork

- NOTES: (1)Appears to be same device as Type 1, but with year added.
(2)Different spacing between letters.
(3)Month sometimes typeset; day in manuscript.
(4)Known examples all date from after official date of name change.
(5)Post office is given as "MYRTLE".
(6)Appears to be Type 1 device with name of PM cut out.
(7)No examples seen with month or day noted.
(8)Post office is given as "ROSEBURGH".
(9)Some examples have month in block type; some in red ink.
(10)Post office is given as "SCOTTSBURGH".
(11)Appears to be Type 2 device with "H" removed.
(12)Appears to be Type 2 device with a somewhat different style of "H" re-installed.
(13)Type 2 device with "T" cut out.
(14)Post office is given as "YONCOLLA".

THE MIDWESTERN EDITOR

Alan H. Patera
505 Lincoln Ave.
Takoma Park, MD 20912

The postal researcher can spend a lot of time trying to track down a few obscure bits of information, often with no assurance that the information can be found, or if found whether it really means what it seems. The early postal records were, after all, kept for the convenience of the Post Office Department in its attempt to maintain its records for an increasingly complex postal organization.

Repeated and prolonged contact with the handwritten records give the researcher a familiarity with the anonymous clerks of long ago that made the entries. One feels that the records reflect individuals, some of whom were most meticulous in both their handwriting and their record-keeping, others that tended to be a bit sloppy; but overall you get the feeling that they were really trying to do a good job. While there have been shifts in meanings and in the types of information that has been presented, you at least have the feeling that the resulting record is a fair and complete representation of the history of the postal system.

That's all a thing of the past, friends. Have any of you tried to use the information presented in the Postal Bulletin over the past few years? Have you tried to send for a Last Day cover? Chances are you were disappointed.

I've seen Last Day covers from the 1920's, 1930's and 1940's. By the 1950's there was a substantial body of collectors that subscribed to the Postal Bulletin and sent off for cancels of post offices that were to close, and these collector-generated items are readily found in the stock of many dealers. As late as 1975 the announced closing of Aylor, Virginia brought requests for about 300 cancels from collectors. Many purist collectors may sneer at these collector-generated covers, but in some instances these

postal items may be the best -- or the only -- sample of a particular cancel that will ever come to light.

In 1976 the USPS brought forth a proposal to close as many as 12,000 smaller post offices. This proved politically impossible, as an outcry of public opinion showed this to be a very unpopular idea. To prevent the massacre of small offices a system was installed whereby the closing of a post office had to go through a series of formal proceedings involving public notice, review, and an opportunity to appeal to the Postal Rate Commission. It now takes about 19 months to officially close a post office. However, most post offices are "Temporarily suspended" while USPS goes through the formal procedures. During this time they are still carried on the books as operating post offices although no postal business is transacted there and no cancel is available.

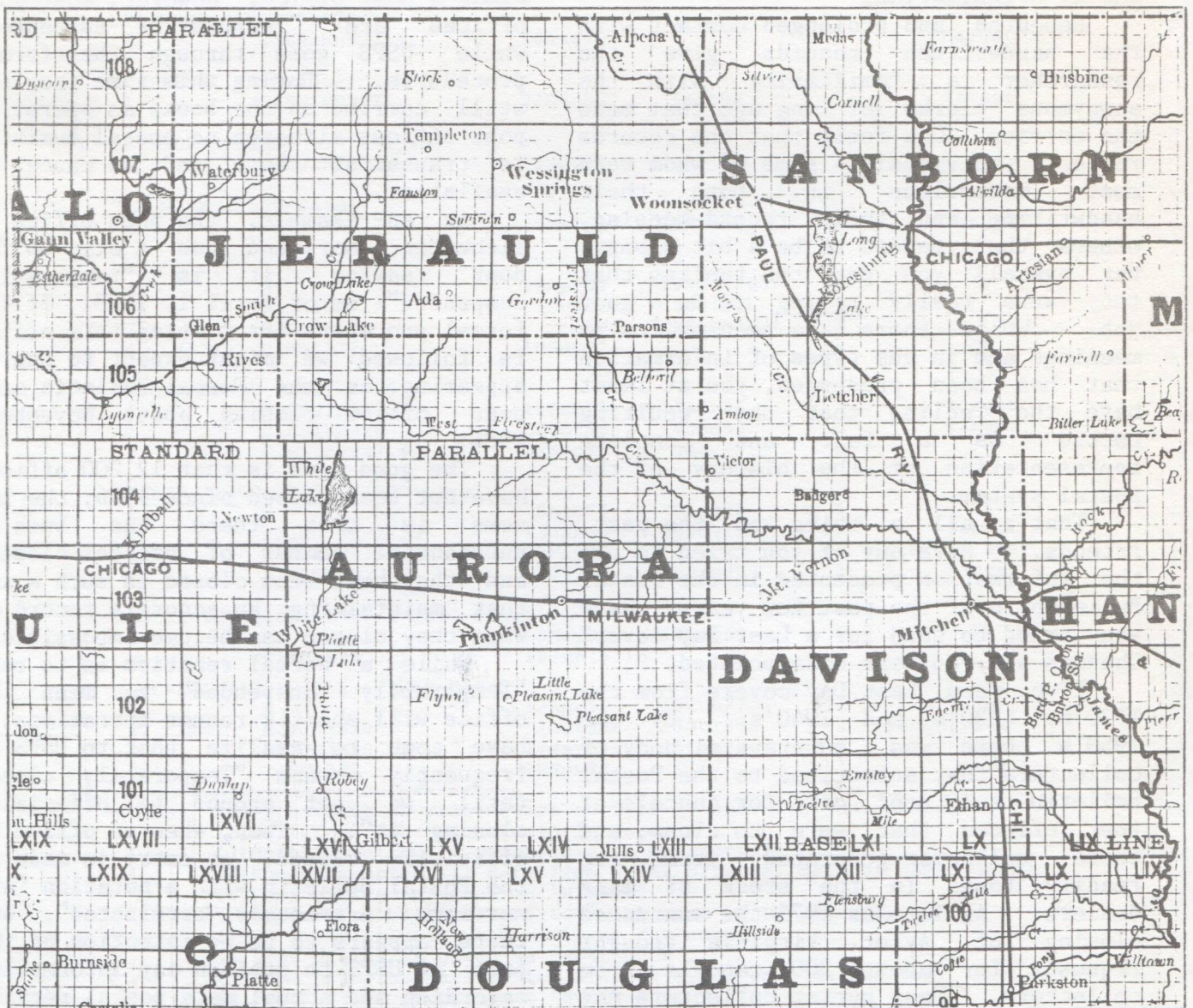
As an example, the post office of Ilchester, Maryland has a sign on its door saying it is "temporarily suspended" as of April 1, 1983. If the formal procedure for closing this office is followed we might expect to see it appearing in the Postal Bulletin as a post office closing about November, 1984.

The good news is that 12,000 offices have not been closed since 1976; the bad news is that there has been a substantial number of offices closed, and they have been closed in such a way that maintaining an accurate record of when they closed has become impossible.

While a normal reaction is to read "Temporarily Suspended" to mean the office will shortly resume operations, I have come to realize that to USPS it frequently means "Temporarily closed until we get around to officially closing it". Then, when an office is officially closed, an entry is made in the Postal Bulletin with a notation "All services previously terminated", and there appears to be no intention on the part of USPS to publish any information regarding the actual date postal service was suspended. Want a last day cover? Forget it -- you're 19 months too late.

Since 1976 about 700 post offices have been discontinued, not including those that are currently "Temporarily suspended", and for postal history

In this issue of La Posta the states of Illinois, Kansas, and Minnesota debut, along with a second article on South Dakota. In the next issue there will be articles on Plum Grove, Kansas, another article on the Upper Peninsula of Michigan, and more.



36

PRAIRIE POST OFFICES

Their Role in the Settling of Aurora County, South Dakota

by Candice Walti and LaVerne Steffen

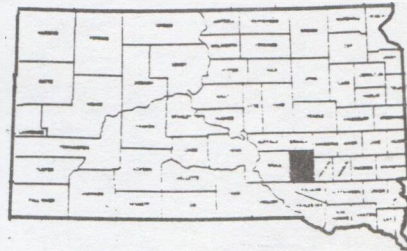
As late as the 1870's the Great Treeless Plain of the Dakotas was a raw, new land of harsh climate inhabited only by wandering Indian tribes. It wasn't until the railroad began its drive to connect the east and west coasts of the United States that people began to look with interest at this endless land of waving grass.

When the Homestead Act offered land to people just for living on it for a few months, the push was on. This article looks at the story of the importance of the post office in the land settlement in one small rural area of South Dakota.

Aurora County, South Dakota, located in the south central part of the state, was settled as the railroad snaked its way across the prairies of Dakota Territory. As the Milwaukee Road moved across the land it established stopping points at intervals of certain numbers of miles, calling these points "sidings". The sidings were supply points for the railroad, drop off places for lumber, ties, steel track, and other materials the crews needed for the railroad's construction.

Because depots were usually constructed to house the supplies, horses and wagons, and the crew men, many of these sidings developed into towns. The railroads were seen as lifelines to the rest of the world. They would be the means of selling and receiving goods, of getting the necessities of life, and the means by which other settlers would arrive.

A town could hardly be organized without a post office. It was usually the first function to be established in the fledgling towns. Legal business had to be transacted by mail, supplies were ordered, and the lonely settlers got word to and from their families back east via the mail.



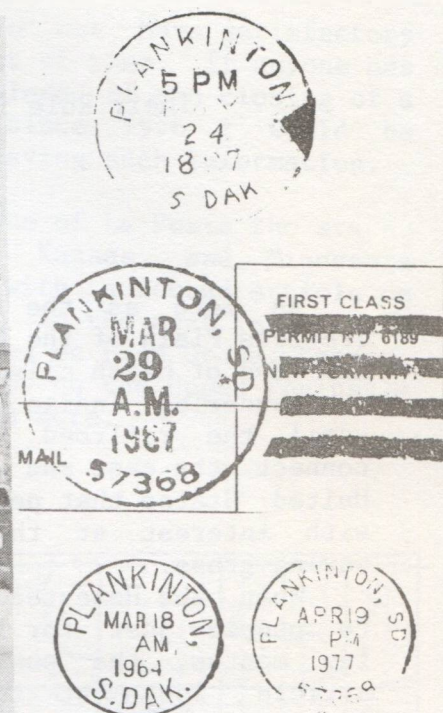
Two towns grew from railroad sidings in Aurora County, one on the eastern side of the county, one on the west. The first town was Plankinton, begun as soon as the railroad arrived in 1880.

Plankinton began with a claim shanty built by an adventurer by the name of Ira Woden. Having picked a spot on the map as a likely homestead site, he arrived at the future location of Plankinton in the spring of 1880, built a claim shack, and stayed until he proved up on his claim in August. Records do not indicate whether there was a depot at the time of Mr. Woden's arrival.

The town was named Merrill on May 4, 1880. A post office was established and John D. Miracle was named postmaster. A month later, on June 10, 1880, the name was changed to Plankinton after a wealthy Milwaukee meat packer. John D. Miracle was retained as postmaster.

On the very day that Mr. Woden proved up on his claim, General Lawler of the Chicago, Milwaukee and St. Paul Railway Company arrived, made a deal for his homestead and purchased what would become Plankinton for \$1000. General Lawler soon sold the property he had purchased from Mr. Woden, and thereafter it passed through several hands.

At the same time, buildings were going up, the first being a one story frame building about 12 feet by 20 feet in size, erected in August of 1880 by a



Plankinton, South Dakota, 1977.

Mr. T.J. Ball. It was used as a saloon. The next month he sold it to C.J. Anderson who put in a stock of groceries under the proprietorship of his brother. The post office was then located in this store. Mr. Miracle stayed on as postmaster until April 18, 1882 when Adelmer M. Andrews took over.

It was during Mr. Andrews' tenureship that the town's name was again changed on December 19, 1883, this time to Plankinton, dropping the "G" from Plankinton.

Postmasters came and went with some frequency during the early years of most pioneer towns. The lure to "go West, young man" enticed many to move on. Some couldn't see a future in the tough, untamed prairies of South Dakota and returned east. Most early postmasters stayed two or three years before being replaced. Some who served particularly long appointments at the Plankinton post office were Glenn H. Auld (1922-1934), Mrs. Mabel M. Fitzgerald (1934-1962), and John H. Schroeder (1965-present).

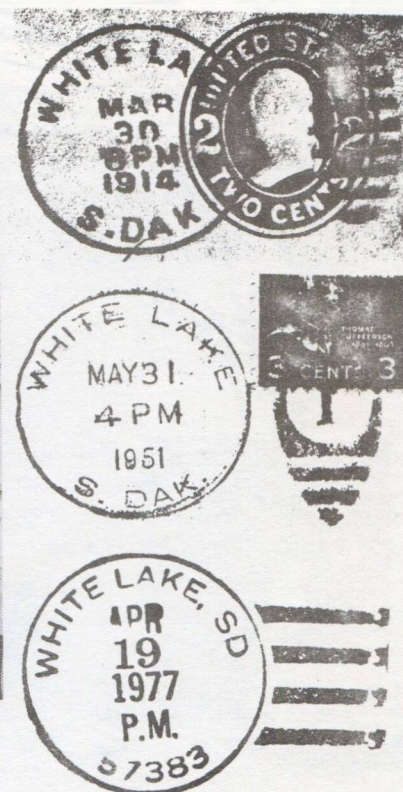
At the same time Plankinton was developing, White Lake was taking shape

on the western side of the county. Twelve miles west of Plankinton was Siding 36, so named because it was located 36 miles west of Mitchell, S.D., which by this time was a major city along the rail line.

No sooner was Siding 36 so designated in early 1881 than the town was established under the name of Windsor. The post office was established on October 31, 1881 with W.H. Hooper as postmaster. The next spring, on May 8, 1882, the town's name and post office were changed to Yorktown, the reason for which cannot be found. Mr. Hooper was retained as postmaster.

The town was being platted at this time, largely through the efforts of a pioneer named John Hanten. Many of Mr. Hanten's descendants still live in White Lake.

As work on the town progressed during that year of 1882 it was seen that much confusion was occurring between the towns of Yorktown and Yankton, a thriving city located in the extreme southeast corner of the Territory. Legal matters were



White Lake, South Dakota, 1977.

incorrectly recorded, supplies were delivered to the wrong towns, and mail was routed incorrectly. It was decided again to change the town's name.

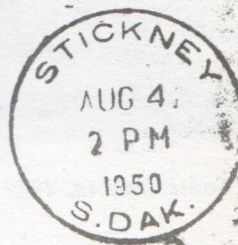
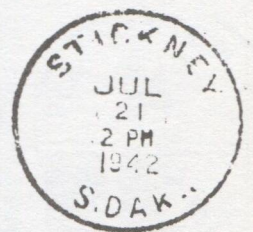
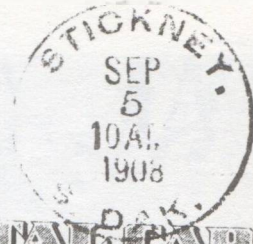
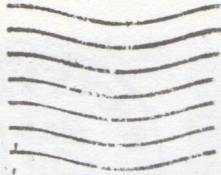
As Mr. Hanten had platted the town there was some movement to name the town Hantenville. However, he was a modest man and suggest the name White Lake for a big lake north of town with that name. The lake had been so named, according to present-day old timers, because during the early years of settlement the lake was brimful and from town the reflection of the sun caused it to glisten and appear white. A great growth of grass in the lakebed may have had something to do with it also.

Had the town been called for the original name of the lake, it would have been known by the Dakota Indian equivalent of "foot race around". According to a story told in 1924 by Sam Big Eagle of the Crow Creek Indian Reservation to Roy L. Herrick, the editor of the town's newspaper, a number of young Indians in a party camped on the shore of the lake a hundred years or so before and ran foot races around the lake all day. This gave the lake its Indian name.

After due consideration by the townspeople, Mr. Hanten's suggestion was taken and the name and post office officially changed to White Lake on November 1, 1882, with W.H. Hooper again retained as postmaster. The White Lake Times reported that the first packet of mail was delivered to the White Lake post office in January 1883.

As in other pioneer towns, postmasters as a general rule served for short durations during the early years. Notably longer terms were served by Rose B. Flahart (1919-1934), Helen L. Kieffer (1934-1946), Edward S. Gillen (1948-1966), and Constance A. Gillen (1966-1980). Two White Lake postmasters received presidential appointments. Albert H.J. George was appointed by President Theodore Roosevelt in 1905, and Wenzel G. Huebl by President Harry S. Truman in 1946. White Lake's present postmaster is LaVerne Miller, appointed in July, 1981.

As the towns of Plankinton and White Lake grew, groups of settlers clustered together in their homesteads out on the prairie. Many of these settlers who lived far from town joined together to found their own rural communities. Some



Stickney, South Dakota, 1977.

of them organized into towns with their own post offices, and in some cases with their own schools and stores. Nearly all of these rural communities lasted a short time, some as long as 20 years, some just a few months. During the period 1880 to 1905 eighteen post offices operated in Aurora County; since 1907 it has had three.

As transportation methods improved and post offices grew to include rural delivery with mail carriers as Rural Free Delivery, the rural post offices were discontinued and service was supplied from the office in the nearest town.

It is an inspiration to consider the trials and victories of the early mail carriers who braved the severe South Dakota weather to deliver the mail. Bitter blizzards, drenching rains, or sudden fierce thunderstorms were all in a day's work for the rural carriers, who were mounted first on horseback, later with horse-drawn wagons, and then with the early automobiles which more often than not balked and quit out on the prairies.

Roy Tracy, an early-day Plankinton carrier, wrote about being snowbound at a gas station with the owner who had only eggs to eat. The two of them ate four dozen eggs before being rescued.

In 1905 the Star Route was established for postal delivery three times a week to rural homes. What a service this was for country people and their children, who no longer had to walk miles to the nearest post office for the mail!

The Star mail carrier could haul freight to accomodate people. There were no rates for anything heavier than eight ounces, so if the carrier picked up anything weighing more he delivered it free. Some of the carriers even hauled cream to the creamery. The farmers fixed up a little shade at the mailbox and set the cream there for the mail carrier.

The Star Route gave way in 1909 to the Rural Route, which meant mail six days a week and the privilege of buying money orders direct from the mail carrier. This led to the advent of the mail-order catalog, a never-to-be-

forgotten link between farm people and the rest of the world.

In 1905 the railroad built a spur line east of Plankinton. Six miles south along this spur grew the third town in Aurora County, Stickney.

The original plat for Stickney was filed on August 17, 1905. However, back in 1885 the land which is now Stickney was sold to David G. Glenn by T.S. Siniser. After passing through several hands it was bought by C.E. Floete, representing the Milwaukee Land Company, who turned the land over to the city on June 14, 1905. The town was named for John B. Stickney of Mazomanie, Wisconsin, who, in 1907, was the oldest railroad agent in the United States. He was a descendant of the historic family that founded the town of Stickney in Great Britain at the time of the Norman Conquest.

Building was begun immediately, and the post office was established in Sprick's store on November 17, 1905 with William A. Sprick as postmaster. His

store soon became known as "The Post Office Store".

Unlike other pioneer towns, Stickney's postmasters served longer terms. The shortest term was six years served by Norman E. Gruenzner, who died in office. Longer appointments were served by Albert P. Monell (1914-1932), William P. Smith (1934-1942), and LaVern Hughes (1956-1983). The present postmaster is Joan Currier, who accepted the position in 1983.

The last years have seen centennial celebrations in nearly every town along the Milwaukee Line through South Dakota. One hundred years has seen a multitude of changes in these towns, yet some things always remain the same. The importance of the post office and the role it played in the development of these towns can never be minimized. It can safely be said that the post offices were as important as the railroad in settling the prairie, and hold promise of being more important in the future.

Candice Walti and LaVerne Steffen are both residents of White Lake SD. Mrs. Walti is a correspondent for the Mitchell Daily Republic, and Mrs. Steffen is an employee of the White Lake post office.

AURORA COUNTY SOUTH DAKOTA

POST OFFICE	ESTABLISHED	DISCONTINUED	MAIL TO
BELFORD	2 MAY 1883	25 MAY 1903	STORLA
CANTY	31 JUL 1883	31 JAN 1889	FLYNN
DUDLEY	18 OCT 1883	17 DEC 1883	PLANKINTON
FIRESTEEL	2 MAY 1882	31 AUG 1887	PLANKINTON
FLYNN	14 JUN 1883	15 FEB 1907	WHITE LAKE
GILBERT	15 DEC 1884	28 FEB 1899	ROBEY
RE: 3 OCT 1901		14 JUN 1902	ROBEY
LIBERTY	30 OCT 1882	10 APR 1883	ELMER
MERRILL	4 MAY 1880	9 JUN 1880	C TO PLANKINTON
PLANKINTON	10 JUN 1880	18 DEC 1882	C TO PLANKINTON
FORMERLY MERRILL			
PLANKINTON	19 DEC 1882	OP	
FORMERLY PLANKINTON; MERRILL			
PROTECTION	24 APR 1883	17 DEC 1883	-
ROBEY	28 NOV 1882	31 MAR 1907	WHITE LAKE
ROLLINS	6 AUG 1883	20 SEP 1887	PLANKINTON
STICKNEY	17 NOV 1905	OP	
STORLA	2 FEB 1901	31 MAY 1905	LETCHER
WHITE LAKE	1 NOV 1882	OP	
FORMERLY YORKTOWN; WINDSOR			
WINDSOR	31 OCT 1881	7 MAY 1882	C TO YORKTOWN
WYATT	6 NOV 1883	31 JUL 1890	PLAINFIELD
RE: 3 DEC 1900		31 OCT 1902	WHITE LAKE
YORKTOWN	8 MAY 1882	31 OCT 1882	C TO WHITE LAKE
FORMERLY WINDSOR			

Mail bid
Sale #3

THE DEPOT
Box 202
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.

CALIFORNIA

ANGEL ISLAND (Marin) 1875-1945. 4-bar on Cover 6/4/18 YMCA corner, ragged left E4.
BLACKS STATION (Yolo) 1876-1915. 4-bar on grtg.card 4/16/11. E5.
COYOTE (Santa Clara) 1882-1975. Average 4-bar on grtg.card 11/15/13? E3
HELENA (Trinity) 1891-1964. 4-bar on cover 12/2/47 E3
IOWA HILL (El Dorado) 1901-59. Fine 4-bar on grtg.card 2/7/10 E5
MERLE (San Diego) 1888-1909. Fine cancel (Doane?) on dog-eared postal card E8.
RED BLUFF (Shasta) circular cancel 4/11/(1862) on worn cover. To Elias Anderson at American Ranch. Nice despite wear E20
SCHILLING (Shasta) 1918-52. 4-bar 10/31/21 on grtg.card. E3
STANISLAUS (Tuolumne) 1911-62. Fine 4-bar on grtg.card 3/6/15. E5.
WALDO (Yuba) 1898-1915. 4-bar on grtg.card 12/30/13. E8.
WESTPORT (Mendocino) 1879-1973. Clear strike on grtg.card 1/10/08 E5.

ILLINOIS

Last Days

ADEN (Hamilton) 1943-53. E3.
ATHENSVILLE (Greene) 1838-1952. E3.
AVENA (Fayette) 1874-1955. E3.
CARTTER (Marion) 1895-1959. E3.
DOUGLAS (Knox) 1878-1954. E3.
EATON (Crawford) 1852-1960. E3.
FANDON (McDonough) 1871-1963. E3.
HOLLIDAY (Fayette) 1872-1952. E3
HOOKDALE (Bond) 1887-1958. E3.
IRWIN (Kankakee) 1878-1954 E3.
MELROSE (Clark) 1835-1932 E6.
MERIDEN (La Salle) 1863-1959. E3.
OILFIELD (Clark) 1896-1932. E6.
RANDOLPH (McLean) 1862-1963 E3.
SAINT JAMES (Fayette) 1886-1952. E3.
TIOGA (Hancock) 1873-1959. E3.
WILSON (Lake) 1918-1959. E3.
WING (Livingston) 1881-1953 E3.

IOWA

BLOOMFIELD (Davis) Fine strike 9/8/(1870's) on postal card E6.
IOWA FALLS (Hardin) Ioa. Cover with nice strike with cork killer 7/31/86. E6.
KESWICK (Keokuk) Fancy cancel (star in lined oval) on embossed envelope 9/12/87. Very nice. E15.
LE MARS (Plymouth) Ioa. Light but clear cancel on postal card 7/24/85 E6.
MILLERSBURG (Iowa) Fine double circle cancel not tied to stamp on upper left on small cover 1/24/78. Fresh & nice. E12.
NEWBURG (Jasper) 1894-1954. Clear strike on embossed envelope 10/18/21. E5.
OSKALOOSA (Mahaska) Ioa. Small cover with 114a. 11/4/1869 E6.
ROSE HILL (Mahaska). Average strike on embossed envelope 9/23/01. E3.

MINNESOTA

BROWERVILLE (Todd). Embossed envelope 11/6/99. Corner "Bank of Browerville" E8.
CHATFIELD (Fillmore). Cover 10/29/03 with bold cancel. E5.
CHOKIO (Stevens). Embossed envelope 12/2/99. Cancel only fair. E5

Last Days

ALMA CITY (Waseca) 1870-1957. E3.
ARAGO (Hubbard) 1897-1955. E3.
BEAULIEU (Mahnommen) 1891-1960. E3.
COLLIS (Traverse) 1885-1954. E3.
CONSTANCE (Anoka) 1897-1955. E3.
GLEN LAKE (Hennepin) 1922-1963 E3.
GRONINGEN (Pine) 1896-1954. E3.
OAK TERRACE (Hennepin) 1921-1963. E3.
REDTOP (Aitkin) 1909-1954. E3.
ROSEWOOD (Marshall) 1912-1954. E3.
THOMSON (Carlton) 1870-1955. E3.
TOBIQUE (Cass) 1912-1954. E3.
VASA (Goodhue) 1868-1955. E3.
WILKINSON (Cass) 1910-1954. E3.
WITHROW (Washington) 1890-1963. E3.

OHIO

LEMERT (Crawford) 1881-1953. Perfect 4-bar on ppc 3/8/13.
OSTRANDER (Delaware). Very nice - Circle centered on envelope and stamp killed with pen. 8/21/1861 E10.

Last Days

BANGS (Knox) 1874-1955. E3.
BARRS MILLS (Tuscarawas) 1873-1956. E3.
BAYBRIDGE (Erie) 1896-1963. E3.
BERWICK (Seneca) 1848-1955. E3.
BYER (Jackson) 1882-1957 E3.
CAMPBELLSTOWN (Preble) 1854-1954. E3.
CARTHAGENA (Mercer) 1852-1962. E3.
CENTER BELPRE (Washington) 1893-1959. E3.
CONGO (Perry) 1892-1959. E3.
COOPERDALE (Coshocton) 1888-1955. E3.
COVE (Jackson) 1878-1960. E3.
DOWNINGTON (Meigs) 1830/1957. E3.
ELIDA (Summit) 1880-1953. E3.
FINCASTLE (Brown) 1836-1959. E3.
GARFIELD (Mahoning) 1869-1958. E3.
GEAUGA LAKE (Portage) 1879-1960. E3.
INGOMAR (Preble) 1889-1958. E3.
IRA (Summit) 1883-1953. E3.
LATCHIE (Wood) 1873-1953. E3.
LEXINGTON (Richland) 1813-1959. E3.
MERCER (Mercer) 1837-1957. E3.
MERCERVILLE (Gallia) 1842-1952. E3.
NEW SALEM (Fairfield) 1832-1960. E3.
OLMSTED FALLS (Cuyahoga) 1889-1959. E3.
SIGNAL (Columbiana) 1880-1959. E3.
SOUTH PARK (Cuyahoga) 1891-1957. E3.
SOUTH ZANESVILLE (Muskingum) 1891-1960. E3.
SPARGURSVILLE (Ross) 1901-1955. E3.
TOBOSO (Licking) 1854-1957. E3.
TULIP (Adams) 1899-1954. E3.
VANATTA (Licking) 1857-1955. E3.
WEILERSVILLE (Wayne) 1882-1955. E3.

WISCONSIN

CATO (Manitowoc). Fine 6-bar cancel on greeting card E3.
HELENVILLE (Jefferson). Perfect Doane 3 on cover, 6/5/06. Choice item E8.
JUDA (Green) cds 4/14/90 on left of envelope, 3 concentric circles killer on rt. E5.
KINGSTON (Green Lake). 4-bar 9/12/32 on beautiful advertising cover for "The Variety Store, furs, hides, dry goods", etc. E6.
NASHOTA (Waukesha) cancel 7/15/11 on beautiful real-photo postcard view of cottages at North Lake. E6.
PATCH GROVE (Grant) CDS not tied; 3 concentric circles killer on cover 3/14/96? E5.
REEDSBURG (Sauk). Perfect double circle fancy cancel (star in circle), purple on cover, 1/13/1882. Nice E15-20.

Minimum bid \$2.00.

Items will be sold at a slight advance over the second highest bid. Buyer will pay postage.
Bids close July 31, 1984.

EARLY MINNESOTA MAIL CONTRACTS

By A.B. Smeby

The Honorable Henry Hastings Sibley was prominent in early Minnesota postal history. Among the Sibley papers at the Minnesota State Historical Society is a document indicating that the American Fur Company's Western outfit at Mendota had taken on the contract for carrying the mail between Prairie du Chien (now Wisconsin) and the River St. Peters (Fort Snelling).

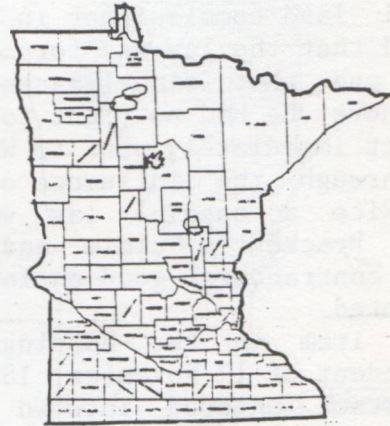
This document, drawn up by Sibley, was a contract with a prospective mail carrier name Louis Massey, and the United States government represented by Army officials at Fort Snelling.

The contract was signed at "St. Peters" June 23, 1837, some 12 years before Minnesota Territory was established. At the time the area involved was included in Iowa Territory.

Apparently at that time mail was being carried from Prairie du Chien to a postal transfer point located at the home of Augustin Rock below Lake Pepin. The contract called for Massey to transport mail between Fort Snelling and the residence of Augustin Rock at least once in two weeks, and a similar carrying of mail from the Lake Pepin postal transfer point to Fort Snelling on the same schedule, all at his own expense.

The agreement was to remain in force for one year. In consideration of the faithful discharge of the contract on the part of Louis Massey, H.H. Sibley, agent of the American Fur Company, obligated himself to pay Louis Massey the sum of two hundred and seventy-five dollars in full of all demands. "It is understood," said the contract, "that Sibley shall assist Massey in crossing the river of St. Peters (the Minnesota River) opposite Fort Snelling with the mail".

The last paragraph of the agreement read as follows: "in witness whereof said parties have here unto set their hands at St. Peters aforesaid with the exception of said Louis Massey who not knowing how to read or write has affixed



his mark (X) after having had said contract duly read and explained."

Sibley went on to become a Representative to Congress from Minnesota Territory and later governor of the state. Early in his career he continued to recognize that among the most pressing needs of the new territory were facilities of communication. Consequently, shortly after his return to the Thirty-first Congress, he presented to the House on December 31, 1849 the need for certain mail routes and additional mail facilities in the recently established Territory of Minnesota. Sibley was also interested in improving roads, urging that Congress authorize the sum of \$5000 for a road from Wabasha to Mendota and \$5000 toward a survey and laying out of a military road from Mendota to the mouth of the Big Sioux River.

For a time in the 1850's a law known as the mail contractor's law was in effect, affording mail contractors the right to claim 640 acres of land for every 20 miles on the route. One of those who profited from this legislation was J.J. Brackett, Lakeville pioneer, who contracted with the government to carry the mail from St. Paul to Faribault, stopping overnight each way at his home at Lakeville on the two-day trip. He used a lumber box wagon drawn by two horses. He also contracted for another route from Red Wing to Shakopee.

Under the law, Brackett claimed five sections of land in different parts of the state. He had also claimed additional acreage. About that time the general land commissioner in Washington decided that the law was for long routes only, and that since Brackett's route was short he had no right to the land. Brackett immediately went to Washington, and through the influence of delegate H.M. Rice a special law was passed making Brackett's claim and those of other contractors good on land already pre-empted.

An item in the Hastings (Minn.) Independent of 12 November, 1857 told of a contract entered into in that month between the government and a Chicago

firm for conveyance of mail from Prairie du Chien by way of La Crosse, Winona, Red Wing, and Hastings to St. Paul. The contract called for transportation of the mail during the suspension of navigation, from approximately 15 November 1857 to 15 April 1858 in four-horse stages six times a week each way, a distance of 274 miles. During the season of navigation the mails were carried by steam packets on the river.

In another order at that time, the Postmaster General perfected connections in order to form a continuous line of railroad transportation from Chicago to Prairie du Chien, thus expediting the mails from Washington and other eastern points by thirty-six hours.

The above article is adapted from material appearing in Over the Years, the quarterly publication of the Dakota County (Minn.) Historical Society, in Vol.19 no.1, Jan.1979 and is used here with the permission of the Society. Mr. Smeby passed away in February 1982.



ZULENDALE, NORTH DAKOTA?



This square-cut cancel indisputably reads "Zulendale, N.Dak, Apr. 8, 1899". Your editor has been unable to find any reference to this office in any source, official or unofficial. Does anyone have any light to shed on this mystery?

POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in July and August of 1884. Offices designated with an asterisk (*) had a different name when established.

JULY 3 Burkettville ME
 10 Lisbon Center ME, Condon OR, Wisdom MT, Great Falls MT, Sand Coulee MT, Concord TX
 15 La Jara CO, Bay AR
 23 Meade* KS
 24 Sultan* WA
 25 Hendicks MN, Marble Falls TX, Bailey* TX
 28 Chiquapin NC
 31 Lincoln* AR, Tuba City* AZ, Wallace* SD

AUGUST 6 Aspers PA
 15 Isleford ME
 18 Dawson MN
 19 Riverton* VT
 20 Tracyton* WA
 21 Ashley* ND
 22 Dwight NE, Walford* IA
 25 Mayhill* NM
 26 Rangely* CO
 27 Protection KS

QUINCY, ILLINOIS

Postmasters and Post Office Locations by Carl Landrum



The history of the postal system in Quincy, Illinois dates back almost to the beginning of this city on the banks of the Mississippi River. The first settler of Quincy was John Wood, who later became the 12th governor of the State of Illinois. Wood was born December 20, 1798 in Moravia, Cayuga County, New York, the son of a Revolutionary War surgeon.

In the fall of 1818 Wood, then a youth of twenty years, left his home for the West, and after spending the winter in Cincinnati, moved on to Shawneetown, Illinois. In 1820, in the company of Willard Keys, he settled in Pike County Illinois, twenty miles downriver from the site of Quincy. He stayed there two years. He first visited the site of Quincy in the fall of 1821, and soon after purchased a section of land and erected a log cabin on the banks of the river, at what later became the corner of Front and Delaware. It has been said that the first mail was kept in John Wood's cabin in a trunk by the first postmaster, Henry H. Snow, who was appointed to that position March 15, 1826.

The next location of the post office was in the Tillson-Holmes general store on the northwest corner of Fourth and Maine after Robert Tillson became postmaster on May 10, 1831. He was succeeded by Benjamin Clifford Jr. on April 29 1843. Nothing else is known of Mr. Clifford.

Next came Samuel W. Rodgers, whose family made the first carriage wagons in Quincy, becoming postmaster on January 28, 1845. Abraham Jonas, a friend of Abraham Lincoln, was appointed to the office on April 23, 1849. On September 3, 1850, the post office was moved, according to city histories, to the brick Luce Building at Fourth and Maine.

On March 29, 1853 Austin Brooks, a local newspaper publisher, was appointed postmaster. He was replaced on July 20,

1858 by John C. Riley, of whom nothing else is known. Riley may not have filled the office, for he in turn was succeeded on August 17, 1858 by William H. Carlin, a relative of Illinois Governor Thomas Carlin.

Abraham Jonas resumed the office April 29, 1861, shortly after the commencement of the Civil War. After his death President Lincoln named his widow to fill the office. Mrs. Louise Jonas was appointed on June 28, 1864.

When Harrison Dills became postmaster on March 11, 1865 the office was moved to the Harrison Dills Building on the north side of Maine Street between Fifth and Sixth, now the site of the ten-story Western Catholic Union office building.

Michael Piggott became postmaster on April 16, 1869. He was succeeded by James H. Richardson on June 18, 1885. The Dills Building and several others in the block had been destroyed in a fire in 1874 and the post office had to be moved to the Rogers block on the southeast corner of Sixth and Hampshire, a new building at the time. There it would stay until the new Federal building was erected on the northeast corner of Eighth and Hampshire streets.

As a result of the work of General James W. Singleton, a representative from Quincy in the U.S. Congress, a new three-story Federal building was erected. On September 15, 1887 the main floor was occupied by the Quincy post office, with a Federal courtroom and other offices above. There were two

entrances, one on Eighth Street and one on Hampshire. The latter was later closed off.

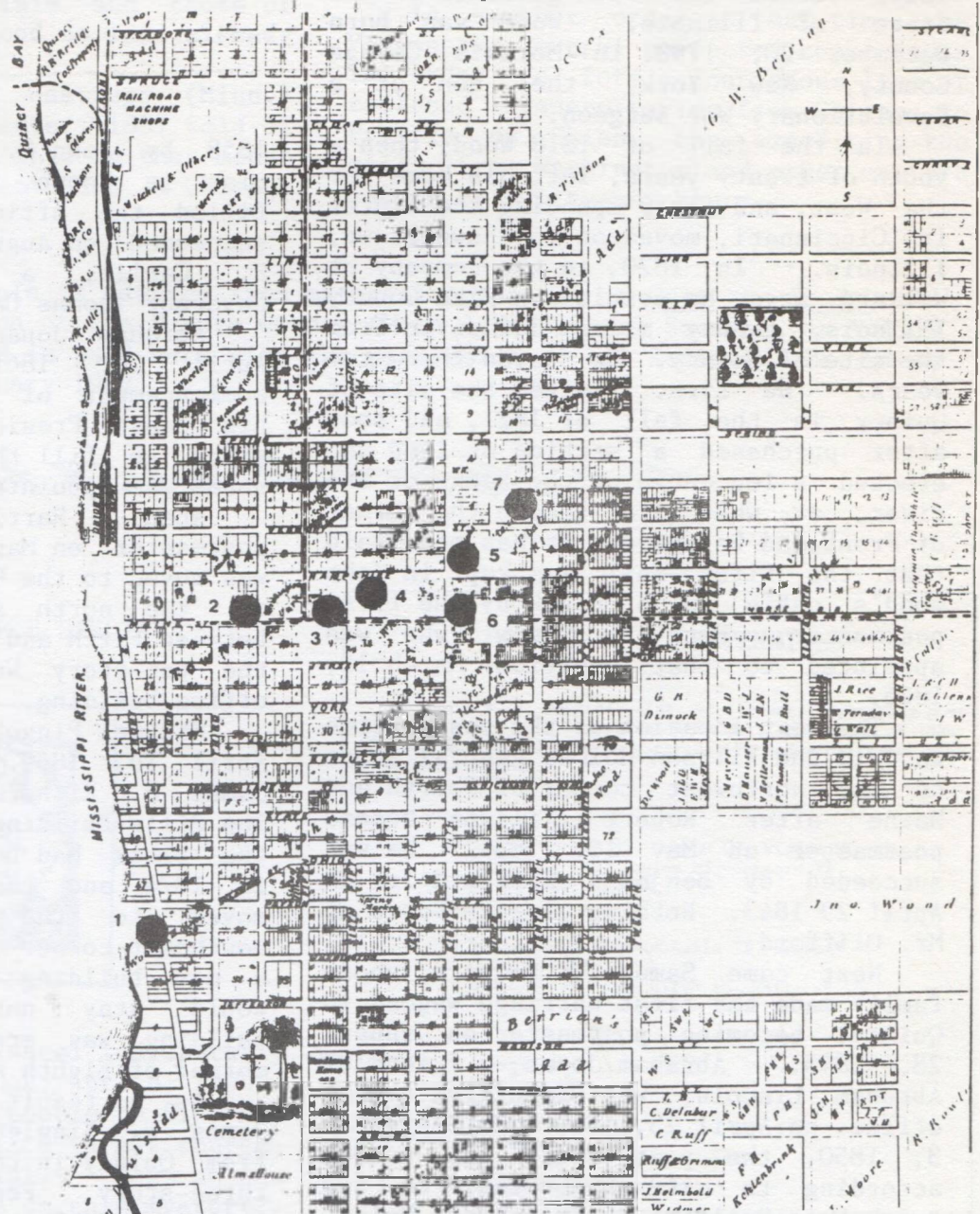
As early as 1870 the Secretary of the Treasury had recommended to Congress that ten public buildings be erected in this country to become Federal office buildings, but it wasn't until February of 1872 that a bill was introduced in the House of Representatives to erect a building in Quincy suitable for

Government offices, including a post office and a Custom House. This bill passed and a **special** commission was appointed which selected the site on land already owned by the U.S. Government.

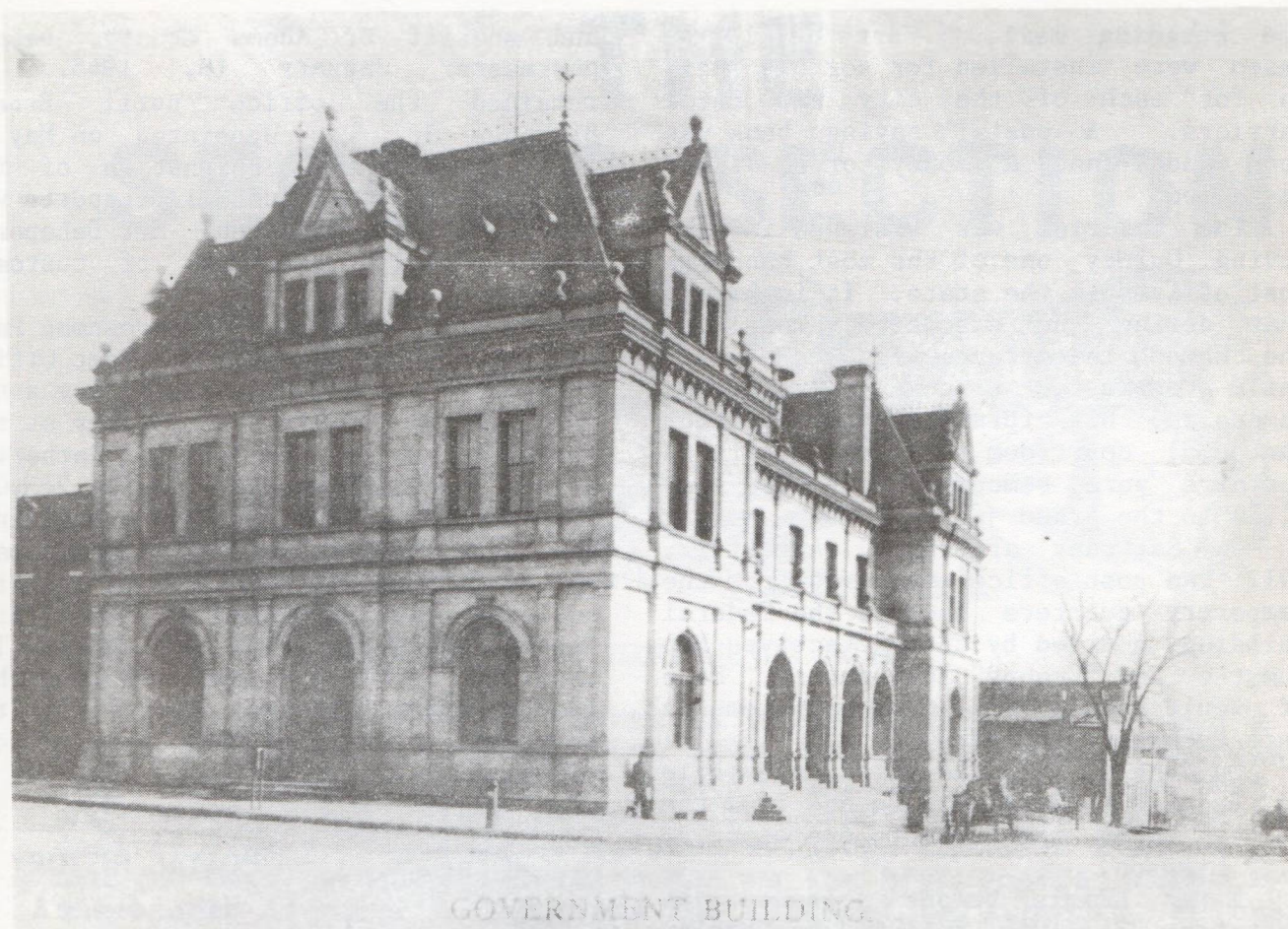
Additional land was purchased for \$15,500 from Mrs. Elizabeth Bushnell, the widow of Nehemiah Bushnell and a close friend of the Hon. O.H. Browning, and a parcel was purchased from Alfred

QUINCY POST OFFICE LOCATIONS

1. 1826-1831
2. 1831-1865
3. 1865-1874
4. 1874-1887
5. 1887-1977
6. 1911-1913
7. 1936-1937



Quincy, Illinois — Post Office Locations 1826-1977. Since 1977 the post office has been at a location off this map. (From the 1872 Atlas Map of Adams County Illinois, Andreas, Lyter & Co. Courtesy of the Library of Congress.)



Quincy, Illinois, Government Building and Post Office, 8th and Hampshire, about 1887.

Patton for \$15,600. The original building erected in 1886-87 cost \$175,000. At the time there were eighteen carriers and twelve clerks in the office. Chester A Wilcox was then appointed postmaster on March 29, 1889.

Wilcox was followed by Joseph C. Thompson on April 14, 1893, and James P. Montgomery on October 20 of the same year. Wilcox returned on October 22, 1897, and was succeeded by his brother David Wilcox on September 22, 1899.

The first addition to the post office building was constructed in 1911 on ground to the north of the original building at a cost of \$175,000. On April 4, 1909 architect Max Forster came from Washington to look over possible sites for a temporary building while this addition was being made to the post office. The addition was 36 feet on Eighth Street, two stories high, and running back the depth of the building. On April 16 contractors Buerkin and Kaempfen announced they would erect a

temporary brick building on the northeast corner of Eighth and Maine at an estimated cost of \$25,000. On June 16, 1909 Postmaster David F. Wilcox returned from Washington to say that the post office department had accepted the bid of \$7,800 for one year's rent on this building, which would now be erected.

On October 16, 1909 the move to the temporary building was made by Postmaster Wilcox and assistant postmaster Louis Schaefer, aided by three uniformed policemen and two detectives. In spite of their being of temporary nature, the new quarters were far less cramped than those in the regular building.

A new vault was added to the Federal building, and general delivery mail windows were placed on the north side of the building, with carrier windows facing south. The new addition on the north contained the mailing room and a covered loading platform for incoming

and outgoing mail. Forty new letter cases were installed for sorting mail, on for each of the city and rural carriers. A postal savings bank was soon added and a money order window installed.

The interior was finished in oak, giving Quincy one of the most handsome post offices in the state. It is likely that during the extensive remodelling the Hampshire entrance was blocked off. While Postmaster Wilcox's room was not remodeled, his furniture was replaced. The U.S. courtroom and Federal offices upstairs were remodeled and more room given to the grand jury.

On Saturday afternoon, August 12, 1911 the post office was moved from the temporary quarters back to the Federal building, guarded by city detectives Bob Bumster and "Scoopy" Scharnhorst. Here it would remain until more improvements were necessary in 1928-29.

On June 9, 1913 the first automobile to be used to haul mail to and from the Quincy depot was put into operation by S.D. Simpson.

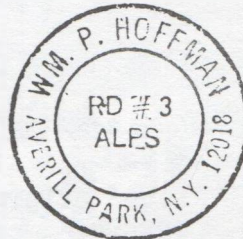
Elmer Lummis became postmaster on February 23, 1916, followed by Charles B. Cottrell on June 6, 1924. After the untimely death of Mr. Cottrell Mrs. Anna Cottrell was appointed on January 21, 1933 to complete that term of office.

Some improvements in the Federal building were completed by October 22, 1929. In August 1933 additional land was purchased to the north of the post office from the Vermont Street M.E. Church for \$350,000 and from the Women's Christian Temperance Union for \$12,000. A third addition to the bulding was added, providing for a two-story addition of 30 feet by 120 feet, adjoining the structure on the north side for an estimated cost of \$175,000. During this construction work the post office moved to a brick building on the southwest corner of 10th and Broadway, owned by Henry Giese and used previously as a Buick garage and show room. This move was made on August 15, 1936 and lasted into 1937 when the post office returned to the Federal building.

Kenneth A. Elmore, an Army Captain in World War I and former police chief

and sheriff of Adams County, became postmaster January 18, 1945. He retained the office until Ernest Bickhaus Jr. was appointed on May 1, 1965. Upon the resignation of Mr. Bickhaus in 1983 Russell DeLaporte was named to the position. Mr. DeLaporte was formerly in charge of customer relations.

On July 8, 1970 Congressman Paul Findley announced that the Post Office Department had selected a site for a new post office facility for Quincy at the northwest corner of 36th and Katherine Road. The building was to cover 245,000 square feet in a one-story building. The move to this new building was made on March 10, 1977. The old post office building was purchased in 1982 by Niel Albers of Quincy for \$75,000. The General Services Administration has leased space in the building for the Downtown branch of the Quincy post office.



POSTAL HISTORY

United States &
British North America

COVERS

and a bit of P.O. PAPER

WRITE WITH YOUR LIST OF WANTS

THE DEPOT offers the CHECKLIST SERIES

Arkansas	\$6.50
IDAHO	\$5.00
North Dakota	\$5.00
Wyoming	\$4.50

Concise information for
recording your collection

THE SECOND SECTION



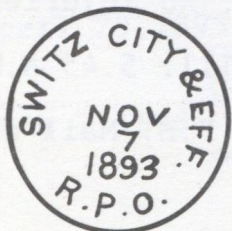
HOLD ON FRANK! HERE WE GO AGAIN!

Railway Post Office clerks of the 1890- 1910 period had a really difficult and adventurous life. Train speeds were increasing, track conditions had not greatly improved, hours were long and rolling stock, often of wooden construction, left much to be desired from a viewpoint of safety. Although the main line runs had the more serious casualties due to the high speeds, some of the branch lines were notorious for frequent derailments. In the 1890- 1895 period, probably the Switz City, Ind. and Effingham, Ill. R.P.O. was the worst of all.

Regular R.P.O. clerk Frank A. Reese worked 12 hours plus, six days per week for an annual pay of \$800 and never knew when he would return safely from his 182 mile round trip run. Probably, the only fact that preserved his life and limb was that his regular runs on train 2, Effingham to Switz City, and train 1, Switz City to Effingham, rattled away at an average speed of 15.8 miles per hour, when on the track. Derailments at this speed throw one about a bit, but do not usually result in overturning, destruction of the cars or serious fires. Sorting mail on the rough track of the former narrow gauge line must have been very difficult and probably was one with one arm holding on at all times.

This line started its existence as two railroads, one in Illinois and one in Indiana. The Springfield, Effingham & Southeastern Railway was chartered in Illinois March 10, 1869 and a 3 foot gauge line opened 56 miles from Effingham to the Wabash River in the period between 1878 and 1880. In Indiana, the obscure line was known as the Bloomfield R.R. Co. and began life in the late 1870's, with a 35 mile 3 foot gauge line from Switz City west to the Wabash River. In 1886 the Wabash River was bridged and the two lines merged May 12, 1886 to form the Indiana and Illinois Southern R.R. The 91 mile railroad was converted to standard gauge during the year 1887 and around July 1887 the Switz City & Effingham R.P.O. commenced its operations.

The line was obviously built to haul Indiana coal from the Linton area to the main line of the



INDIANA & ILLINOIS SOUTHERN R.R.

Train No.2 1893			Train No.1		
Daily exp.Sun			Daily Exp.Sun		
LV		MP		Continued from left column	
6.00	A.M.Effingham	0	6.00	PM	
6.17	Eversman	5	5.43	9.55	Merom 60 1.52
6.36	Dietrich	11	5.25	10.08	New Lebanon 64 1.33
6.48	Wheeler	15	5.12	10.25	Sullivan 69 1.22
7.00	Fort List	19	5.00	10.27	E.& T.H.Jct.70 1.18
7.23	Newton	23	4.37	10.42	Farnsworth 74 1.08
7.26	P.D.& E.Jct.24	4.32	10.50	Lyonton	77 1.01
8.01	Willow Hill	32	3.58	10.57	Dugger 79 12.55
8.24	Oblong	38	3.35	11.18	Linton 85 12.35
8.38	McLanes	42	3.20	11.45	Switz City 91 12.05
9.00	Robinson	48	3.00	A.M.	P.M.
9.14	Gordons	51	2.45	Train	Train
9.34	Palestine	55	2.30	No.2	No.1
9.47	Riverdale	58	2.00	Daily	Daily
9.55	AM Merom	60	1.52	PM	Exp.Sun. Exp.Sun.
* * * * *					

Illinois Central at Effingham as it had 100 coal cars, as compared with one coach and one combination mail-baggage-express. It only had 4 locomotives in 1891, which must have made operations a bit difficult with all the derailments

Since it was rebuilt from narrow gauge in 1887 many of the original rails and ties must have been left in track at the time of our chronicle. It only had 10 miles of steel rail in track, with some 80 miles of the old iron rails still in use. Rail weights are listed at 35 Lbs., 40 lbs, 60 lbs, and 65 lbs. per yard. Only the two heavier sections would have been suitable for the coal traffic, and even then marginal.

With this preface we will give a chronicle of the events in the life of clerk Reese of sufficient import to have been reported to Railway Mail Service headquarters. His mail compartment was only 7 feet 7 inches wide and seventeen feet long which probably was fortunate in minimizing the knocking about he withstood!

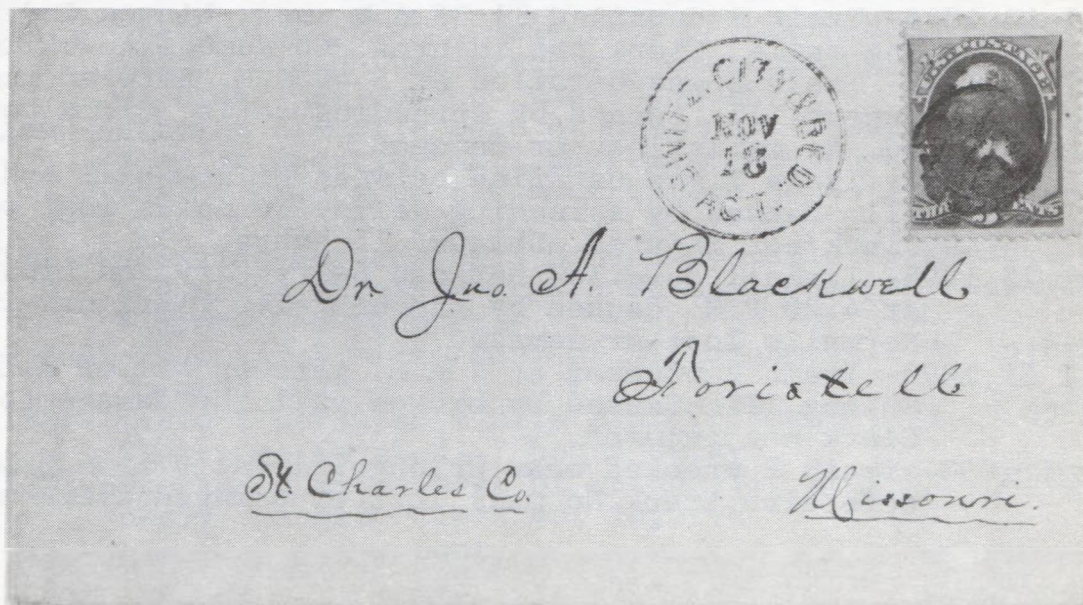
- Jan.8,1890 - Wrecked at point 1 mile east of Effingham, throwing entire train from track and overturning post office car on side. Mail saved. Clerk unhurt.
- Jan.13,1890- Wrecked 3/4 mile east of Effingham caused by breaking down of trestle. Mail apartment went down with trestle but no injury to clerk or damage to mail .
- Feb.20,1891- Derailed Gordons,Ill. Caused by rails spreading. Clerk A.D.Gogin sprained arm. Some mail damaged. Delayed 9 hours, 40 minutes.
- March 30,1891- Wrecked 4 miles east of Effingham,Ill. No injuries or mail lost.
- Sept.2,1891- Train 2 derailed 1 mile east of Newton,Ill. 5.45 A.M. Clerk not injured. 7 hours delay.
- Nov.23,1891- Wrecked 2 miles east of Oblong,Ill.at 2 P.M. Mail car badly damaged. Clerk not injured.
- cont.

- Feb.3,1892- Derailed two miles west of Switz City due to broken rail at 11.15 A.M. Clerk uninjured.15 hours delay.
- Feb.5,1892- Wrecked 1 mile east of Dugger,Ind. at 12.25 P.M.due to broken rail. No injury. Delay 16 hours.
- April 25,1892- Train No.1 derailed 3 miles east of Linton,Ind.at 11.30 A.M. Mail car slightly damaged. No injuries. Delay 8 hours.
- June 24,1892- Derailed train No.2 due to defective track between Linton and Switz City 10.40 A.M. Mail car damaged. No injuries.
- July 20,1892- Derailed 2 miles west of Newton,Ill.at 5.46 A.M. Clerk uninjured. No mail damage.
- Oct.10,1892- Eastbound derailed near Robinson,Ill. at 7.35 A.M. No mail lost or damaged. Clerk uninjured. Train abandoned and no service performed Palestine- Switz City.
- Oct.25,1892- Derailed at Summit, 10.40 A.M. due to defective track. Clerk uninjured and no damage to mails.
- Nov.28,1892- Derailed 6.15 A.M. between Newton and Willow Hill,Ill. Caused by broken wheel. Derailed again 9.15 A.M.at Story, Ill. caused by spreading track and again between 10 and 11 P.M. between Story and Robinson,Ill. caused by defective condition of trucks of mail car. Clerk injured. No mails damaged.
- Dec.2,1892- Train 1 derailed between Switz City and Linton,Ind. at 11.50 A.M.caused by spreading rails. No mails lost and clerk not injured. Delayed 8 hours and no service performed between Palestine and Effingham.
- Jan.16,1893- Train 2 wrecked near Oblong,Ill. at 7 A.M. by broken rail. No mails lost. Clerk not injured.
- Feb.18,1893- Train 1 derailed between Robinson and Story,Ill. at 2.10 P.M. caused by spreading rails. No injury to mails or clerk.
- March 22,1893- Train 1 derailed 4.05 P.M. near Newton,Ill. by broken rail. At 8.25 P.M. same day train was again derailed 1 mile south of first mishap caused by spreading rails. No mails damaged or injuries.
- April 15,1893- Train 1 derailed 11.35 A.M. near Linton,Ind.by spreading rails. Clerk not injured. No damage to mails.
- April 20,1893- Train 2 was derailed at 5.45 A.M. between List and Newton,Ill. Caused by spreading rails. Clerk not injured. No mails lost or damaged.
- April 24,1893- Train 2 was derailed between Willow Hill and Oblong, Ill. Caused by spreading rails. No mails lost or damaged. Clerk not injured. Delayed 15 hours.
- April 25,1893- Train 1 derailed between Switz City and Linton,Ind. at 4.20 P.M. caused by broken rail. Clerk not injured. No mails lost or damaged.
- April 29,1893- Train 2 wrecked at 7 A.M. between Willow Hill and Oblong,Ill. Caused by broken rail. No damage to mails. Clerk not injured.
- June 1,1893- Train 2 wrecked near Oblong,Ill. at 9.15 A.M.Caused by defective track.No mail lost or damaged.Clerk uninjured.

- Sept. 22, 1893- Train 2 derailed at 11.15 A.M. between Sullivan and Switz City. The mail apartment was thrown from the track causing a delay of 5 hours. No damage to mails and clerk not injured.
- Oct. 6, 1893- Train 2 was derailed near Dietrich, Ill. at 5.25 P.M. Mail car thrown from track and landed on its side in the ditch. No mail lost or damaged. Clerk George Kelly slightly injured.
- Oct. 30, 1893- Train 2 derailed near Oblong, Ill. at 8.45 A.M. No mails lost or damaged. Clerk not injured.
- Nov. 30, 1893- Train 2 was derailed at Newton, Ill. 7.17 A.M. The mail apartment car was thrown onto its side in ditch and badly wrecked. No mails lost or damaged. Clerk uninjured.
- Jan. 5, 1894- Train 2 derailed near Switz City, Ind. caused by defective switch. No mails lost or damaged. Clerk uninjured.
- Jan. 18, 1894- Train 2 derailed 2 miles east of Effingham 5.40 A.M. caused by spreading rails. Delayed 1 hour 20 min. No damage to mails or clerk.
- Feb. 8, 1894- Train 1 derailed 3 miles west of Switz City caused by defective track and roadbed. Delayed 8 hours. No mails lost or damaged.
- May 5, 1894- Train 1 derailed 3 miles east of Linton at 1 P.M. Delayed 8 hours. No mails lost. Clerk uninjured.
- May 7, 1894- Train 1 derailed at 1.15 P.M. 2 miles east of Linton, Ind. Delay 2 hours. No mails damaged. Clerk uninjured.

It seems amazing that no mail was ever lost or damaged but actually mails carried on this route were very light. The poor old Indiana & Illinois Southern R.R. kept going from bad to worse until 1903 when it fortunately went into receivership, and was acquired by the Illinois Central R.R. The I.C. wasted no time rebuilding the line and extending it from Switz City to Indianapolis

The Switz City & Effingham R.P.O. kept plugging along until 1907, when it was converted into the Indianapolis & Effingham R.P.O. - a route of considerably more importance which kept operating up until 1945.



THE CHITTENDEN CORRESPONDENCEWESTERN POSTAL HISTORY MUSEUM COLLECTIONLetter No. 12

Union Pacific R.R. and Wells Fargo
June 2

Camp on Bear River, May 22
Friday PM

Dear Mother,

We camped here tonight- having been four days going thirty miles. The roads are so bad, we had to work an hour digging one of our wagons out of a snow drift and the mud all the way, exceeds anything ever heard of in Connecticut. One of our wagons with only 3500 lbs. of corn on it was stuck twice today, so that twelve mules could not start it, we have twelve miles more to go, and shall probably get thru some time. We leave the stage road sometime tomorrow, or next day, and Mr. Lawrence does not know how far from it the line runs, and we may be for two or three weeks out of reach of the mail - if you do not get any more letters for a while do not be worried, I will write the first chance. We are in the land of perpetual snow. The peaks all around here are white all summer, and it lies in many of the ravines all summer. We are out of the alkali country, and there is considerable grass about- two very decided improvements. I am too awful tired to write any more now, having been all day prying wagons out of the mud and snow. I hope you are better and will be careful to keep so.

Love to All,

Sam

Send my mail to Ft. Sanders as formerly- I wrote two from Ft. Bridger that I suppose you have got.

Sam

Letter No. 13

Fort Bridger, Utah May 26

Camp on Yellow Creek
May 24, 1868

Dear Mother,

You see I never lose an opportunity of writing and as Mr. Lawrence proposes sending an express package and we can send letters for 3 cts., it makes a chance that cannot be passed by, we reached here yesterday and will commence work tomorrow. We are in a much better country than Bitter Creek, Good grass, water, and plenty of trout in the creek, but the line runs over some awful hills and we shall probably be a month or so on eighteen miles, we run 78 on Bitter Creek in the same time.

We are in Mormondom and within 80 miles of the City. All the people at the ranches are Mormons and it does not do to say anything against the Mormons here. It seems abominable to have to look out what you say traveling through this country, but it is true and the government uphold them on it.

We are living on milk, eggs and potatoes and appreciate them too, we bought or rather I did buy fifty dozen eggs from a train going after emigrants for fifty cents a dozen and everybody thinks them very cheap. Butter is worth \$1.00 a pound and is very nice.

We have not had any mail for nearly two weeks. It is on the way somewhere but this stage company have a huge monopoly and do just as they please with the mail and passengers. They only run their best coaches and stock from each principle place 50 miles each way and then change them for old ones and then change back again when within fifty miles of Salt Lake. They use mail sacks for bumpers to the coaches and if they get into the mud throw sacks of papers in to make a road to get out on. We have found three sacks and supplied ourselves with read-

ing matter. Their day will soon be gone though, the cars are running two miles this side of Sanders and will be at Green River by Fall and it is only two hundred miles from there to Salt Lake City.

We have not been paid off since leaving Omaha but shall be at Salt Lake we suppose. I will send you a hundred dollars for George, when we are. I suppose he is through school now, if he gets all he can and wants something to kill time he can go to work on Silliman's Physics. He will find a copy somewhere.

I cant tell how far we shall be from the stage road but probably can send letters every week. If so, I shall certainly write. I expect quite a package of letters when we get our mail.

Love to All

Sam

APPENDIX C

Wells, Fargo and Company Overland Stage Route

On Nov.1,1866 Wells Fargo purchased Holladay's entire stage coach empire, which had been named Holladay Overland Mail and Express Co. Holladay received \$1,500,000 in cash and \$300,000 in Wells Fargo stock. The combined companies were renamed Wells, Fargo and Company.

Listed below are stage stations in use on the Denver to Salt Lake City portion of the stage line. As the Union Pacific Railroad and the Central Pacific Railroad inched towards each other,Wells Fargo stage line operations were changed to run between the termini of the two railroads. Commencing with Sidney, Nebraska to Reno,Nevada, the stage line interval grew shorter and shorter as terminals of the railroad lines neared -, until on May 10,1869 there was no longer any need for the stage connection.

Great Overland Route Stage Stations

(Denver)	Big Pond
Latham	Black Buttes
La Porte	Rock Point
Boner	Salt Wells
Cherokee	Rock Spring
Virginiadale	Green River
Willow Springs	Lone Tree
Big Laramie	Hams Fork
Little Laramie	Church Buttes
Cooper Creek	Millersville
Rock Creek	Fort Bridger
Medicine Bow	Muddy
Elk Mountain	Quaking Asp Spring
Pass Creek	Bear River
North Platte	Needle Rock
Sage Creek	Echo Canyon
Pine Grove	Hanging Rock
Bridgers Pass	Weber
Sulphur Springs	Daniels
Washakie	Kimballs
Duck Lake	Mountain Dell
Dug Springs	GREAT SALT LAKE CITY
Laclede	

cont.

Letter No.14

East River, Conn. June 10
Forwarded to New York

Sunday May 31, 1868
Camp at Echo Canyon

My Dear Mother,

I wrote you I should slack up the fire of letters a little but seem to be doing the other way. I am writing now for a medicine in case you may be sick again, we have not had any mail since leaving Green River and I am getting quite uneasy about it for I am afraid it has been lost somewhere on the miserable stage companies line. We are not near enough to a telegraph office to find out where it is. We shall most probably get it soon. I can comfort myself that it will be a good big one when it does come. We are camped at the mouth of Echo Canyon about sixty miles from Salt Lake City and nearer the Pacific than the Missouri River and that is getting pretty well out west. We are in a great deal better country than on Bitter Creek, but we have some awful country to run a line over. Echo Canyon is a great deal lower than the table lands on this side although it is a pass through the Wasach Mts. and the trouble is to get low enough to pass beyond these mountains and high ones they are. The whole range looks like a range of icebergs, if this canon were not here a line anywhere (near) a straight line would be out of the question.

Col. Seymour, consulting engineer of the road is here and we are working under his directions. He is a regular old "granny" and we may be switching around here some time yet, the rainy season seems to be over and I am in no hurry to leave. I waded through a snow drift on the line yesterday that was at least twenty five (feet) deep..., something uncommon in Conn. at this time of year, yet it is quite warm and the grass is as green as ever and there are a good many pretty flowers here. The ground in many places is covered with a wild larkspur that is as pretty as the tame ones.

All the people here are Mormons and some of the ranches here have two or three wives apiece, it is astonishing how they keep up the thing. We see every day numbers of them working their way back to the States and all of them bled of all their property. I saw a family of nine on foot working their way back carting their grub on their back and with only two blankets to sleep in. Three of the children were no larger than Uncle John's. They said they carried about two thousand dollars when they joined the Mormons and now they leave in this style.

I suppose George is counting the time till commencement and will count it for several years to come. I hope he will make a rush on mathematics, if he does it he is all right, you must be sure to look out for a boarding place before commencement or have trouble in finding one. I will send him my box of drawing instruments before he wants them and have some paper in my trunk that will last him some time. I don't want anybody overhauling my trunk. I can tell what he will want and where he can find them.

I hope you have got your flower beds made up and will get plants enough to fill them up. They are one of the principal attractions of the place. I hope to get home some time and see you all once more. Everything goes on as usual in Connecticut, the news does not get out as far as here. If there is any they are making a strong effort to have papers sent over the plains the same as anywhere else. The company gets enough to afford it. They acknowledged that the mail pays them for running the line and all they get for passengers is clear profit.

My woolen drawers have lasted just long enough. They are completely worn out and I have just put on the cotton ones. I have enough of them to last all summer. My stockings hold out bravely. I have not one with a sign of a hole in it, and my shirts are in the same condition.

cont.

I dont know but you will have to pay extra postage for this half sheet and it certainly is not worth it but I commenced a sentence and could not finish it up on the whole sheet. I will write again before leaving here and very likely before. Give my Love to All and keep a double portion for yourself.

Good Bye,

Sam

Letter No.15 - 1

Fort Bridger, Uta. Jun. 10

My Dear Ma,

Sunday Jun 7, 1868
Camp in Echo Canyon

Since I wrote home last I have received two letters from you, one dated the 9th and one the 18th. I had had no mail for two weeks and was getting impatient. I think the reason you have had no letters is that while I was in Bitter Creek there was nearly a month that I sent no letters because I could get no envelopes, but since the 1st of May I have written every week and occasionally besides.

I am glad you still (are) comfortably well but can not tell exactly how you are by your letters but know you must be comfortable by being down at Neck to take care of Aunt Badger. I am very sorry to hear she is sick and I hope she will soon get well again and I think she will when it gets hot enough. You know she was always wrapped up in a shawl when I was streaming with perspiration.

I am writing now with my coat and vest off and in a perspiration too but in a couple of hours we shall have a fire and shivering besides it. It freezes every night ice of considerable thickness, when the sun is clouded in it is cold and hot when it shines. We have about two weeks more work to do here and then nobody knows where we go. The impeachment business has occupied Congress so that there is considerable doubt whether they make any appropriation for the Oregon road and if they do not pass the Bill the survey will probably be abandoned for the present and we shall be transferred to the construction department.

They have got our party all ready to go on to Oregon. Got us new wagons, mules, etc. I hope we shall get to go because we shall have a great deal pleasanter time. The pay in the two departments is about the same, rather more in the construction. They work very moderately and do not drive as we do on location.

You seem to have had quite an excitement suppressing Bartlett's grog shop. I suppose the good Templars must have struck round about it. No one in the East can imagine the amount of whiskey that is drank in this county. Every ranch and farm house along the road always have a keg of whiskey and all the natives think it necessary to take four or five drinks a day of the vile stuff. They have a curious way of advertising what they have for sale in these ranches. They all have dirt floors and they stick sticks up on top of the house with samples on top. There is a ranch half a mile from camp and they have a potatoe, an apple and an ox bone, showing that they have beef for sale. We are supplied with milk and butter from this ranch. Milk at two bits (25 cts) a quart and butter a dollar a pound. They never sell anything for any less than two bits.

I had a letter from Geo. Badger at the same mail that I got your last. I was very glad to hear from him. He sent me a photograph that shows him to have grown fat.

You say you have written me half a dozen letters that Mrs. Bushnell has offered to bring anything you wanted to send me and I have certainly written as many times not to send anything, as I can buy anything I need cheaper than to pay a dollar a pound express charges from Fort Sanders here, they will only come to the end of the track, and we are three hundred miles beyond that. We expect Brigham Young up here on Tuesday. I have quite a curiosity to see the man and shall

have a chance as he stays several days as he has a contract for the road from here to the City and the Company have ordered a thousand men to be put on it at once.

Letter No. 15-2

Haven't you got my letters about George going to the SSS (Sheffield Scientific School) ? I have written two or three with that for the subject. I think he can go without any questions, if I should lose this place I think I can get another without any difficulty. I know how to go to work better.

The Second Asst. here, Mr. Bigelow of Boston, was on the Coast Survey four years and says any Senator has the appointment of any number of men on that and thinks it is a very good place with about the same pay and the privilege of staying as long as you please.

Aunt Libbie and Mr. Harvey expect great things I suppose from Uncle Harvey and I should think they would certainly get a pretty good haul. He was worth considerable property I suppose.

Where is Tim now? The last you wrote he was in Philadelphia. Is he working at the "dumper" yet, I think this is just the (job) for him. Out here he could make a pile here just as easy as not. This summer and fall this is just the country for men like him to make money in. I know I could make money by getting out ties. The Company are driving as fast as possible and do not stop for the prices, hiring mules to the contractors is another way to make stamps, etc., etc.

The Engineer in charge of our party is Major Lawrence. He was a Major in the Rebel Army and then put for Mexico. He is one of the best engineers and we have located the most difficult part of the road between Sanders and Salt Lake. But he is a tremendous whiskey drinker and gets drunk every week or so and then everything goes helter-skelter. There are a great many Southern men on the road. Frank Blair of Missouri is one of the Government Commissioners and has a great deal of influence with Genl. Dodge and gets them appointed.

I guess I have written about enough and may as well stop short off here as anywhere else. Please write often. I shall. Good-Bye.

Sam

APPENDIX D
FORT BRIDGER

The location of Fort Bridger was first settled by the famous mountain man, James Bridger, in 1842. From 1843 it was a trading post for overland travelers conducted by Bridger and Louis Vasquez.

In 1853 it was purchased by a Mormon named Lewis Robinson, quartermaster of the Utah Militia, and probably acting as agent for Brigham Young. In 1857 the Mormons, fleeing the advance of Col. Albert Johnston's U.S. Army forces, burned all the houses and buildings at the location.

In the Fall of 1857 it became a military base for the U.S. Army and was rebuilt as a standard frontier fort of the period. During 1867-1868 Fort Bridger housed 5 companies of regulars to protect the surveyors and construction crews of the Union Pacific R.R.

Fort Bridger was an important stop and servicing station for the Overland Stage line. It became a telegraph office with opening of the telegraph line to Salt Lake City Oct. 24, 1861. During 1868 a peace treaty was signed with Bannock and Shoshone tribes at Fort Bridger. It was also site of the first oil well that was drilled in Wyoming in the 1860's.

Before the arrival of the railroad crews Ft. Bridger consisted of two log huts with dirt roofs. It was at an altitude of 7,000 feet, nestled in the mountains in the center of green pastures and was well watered. Black's Fork, a large clear running stream and a principal tributary of the Green River flows near the location. Located 478 miles northwest of Denver and 124 miles northeast of Salt Lake City.

POSTAL HISTORY SOCIETIES OF THE MIDWEST

OKLAHOMA PHILATELIC SOCIETY

By I. L. Pfalser

The Oklahoma Philatelic Society was organized in 1932 at Tulsa, Oklahoma. Its purpose was to provide a central organization for the various stamp clubs and stamp collectors of Oklahoma and the bordering counties of surrounding states. In recent years, this limitation on charter stamp clubs has been revised and any club in the bordering states can become associated.

Individual membership was not limited to any geographical boundaries. The "Oklahoma Philatelist" started out as a mimeographed monthly bulletin. Over the years, its publication has been irregular, at best, but has averaged about four issues per year.

Its contents mainly pertain to club news and Oklahoma philately-related events. Occasionally, a short item related to Oklahoma philatelic history has been included. Its main objective was to be a service to the membership, rather than a research publication.

Today, Society membership is about 225, which is about half of what it was during the 1950-1970 period. The present active charter clubs are as follows:

- Coffeyville (Kansas) Stamp Club
- Enid Stamp Club
- Lawton-Fort Sill Stamp Club
- Muskogee Stamp Club
- Norman Stamp Club
- Oklahoma City Stamp Club
- Ponca City Stamp Club
- Stillwater Philatelic Society
- Tulsa Stamp Club
- Washington County Philatelic Society
- Joplin (Missouri) Stamp Club

An annual convention has been held each year since its founding. Originally, the conventions were sponsored by one of the chartered

clubs, but in recent years it has been held in conjunction with OKPEX, the Oklahoma City Stamp Club Spring Show, held on the last weekend in April.

The Society takes pride in the fact that the 1939 Convention held in Tulsa was the First Annual World Wide Exhibition, which featured the largest number of exhibits of any show ever held in the U.S. Mexico and Nicaragua issued special commemorative stamps for the show. The second World Wide Exhibition was held in St. Louis the next year. World War II brought an end to these shows after 1942.

In addition to the annual convention, there are five regional stamp shows held throughout the state, and sponsored by the various charter clubs.

At the 182 convention, considerable interest was expressed by the attending membership for an update of the now out-of-date post office listings of Oklahoma, and the wealth of Oklahoma-related philatelic history items in the collections of various members. Based on this interest, the board of directors have set in motion a resolution to collect research data and solicit philatelic articles related to Oklahoma. It is anticipated that within the next year, the first of a series of "Oklahoma Philatelic History Journals" will be published. The objective is to compile and publish a new listing of the status of all the post offices which have been part of Oklahoma. Current plans call for this listing to be published in 1987, the 80th Anniversary of Statehood.

Anyone interested in further information on the Society should write to any of the following persons:

President Earle Plyler, Box 550,
Edmond, OK 73034
Vice President Ivan Pfalser, RR 1,

Caney, KS 67333
Secretary Peggy Clifton, 11524 Bel
Aire Place, Oklahoma City, OK
73120

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

Ashland, Wis.-Chicago, Ill., 452 miles, Chicago & North Western Railway

851-L-2; Ashland & Chicago R.P.O., 30, T.N., 1904, I

Ashland, Wis.-Minneapolis, Minn., 193 miles, Chicago & North Western Railway

853-C-2; Ashland & Minneapolis R.P.O., 29½, T.N., 1919, I

Ashland, Wis.-St. Paul, Minn., 183 miles, Chicago, St. Paul, Minneapolis & Omaha (C. & N.W.) Ry.

853-H-1; Ashland & St. P. R.P.O., 30, 1902, II

Beardstown-Shawneetown, Ill., 229 miles, Baltimore & Ohio Railroad

718-K-1; Beards. & Shawneetown R.P.O., 27½, T.N., 1906, III, 'HACKNEY' killer.

718-L-1; Beardstown & Shawnee R.P.O., 29½, T.N., 1920, II

718-G-2; Beards. & Shaw. R.P.O., 30½, T.N., 1945, I

Note - 'Hackney' was railway post office clerk.
Benton Harbor, Mich.-Louisville, Ky., 302 miles, Cleve., Cincinnati, Chicago & St. Louis-Balt. & Ohio R.R.'s

669-N-1; B. Harbor & Lou. R.P.O., 30, T.N., 1922, I

669-O-1; Benton H. & Louis. R.P.O., 30½, T.N., 1923, I

Bloomington, Ill.-Kansas City, Mo., 362 miles, Gulf, Mobile & Ohio R.R.

706-E-2; Bloom. & K.C. R.P.O., 30½, T.N., 1960, I /RR
Buda-Rushville, Ill., 110 miles, Chicago, Burl. & Quincy

699-H-2; Buda & Rushville R.P.O., 29½, T.N., partial, 1911, II

699-N-1; Buda & Rush. R.P.O., 29½, T.N., 1932, I

Caledonia-Spring Valley, Ill., 86 miles, Chicago & North Western Rwy. / II

744-C-1; Caledonia & Sp. Valley R.P.O., 29½, T.N., 1908, Champaign-Havana, Ill., 101 miles, Illinois Central R.R.

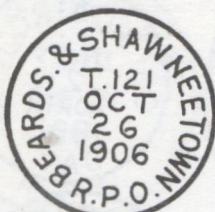
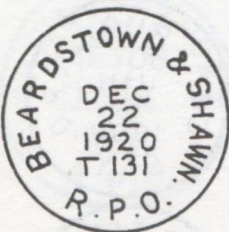
715-E-1; Champaign & Hav. R.P.O., 30, T.N., 1902, II

Champion, Mich.-Milwaukee, Wis., 262 miles, Chicago, Milwaukee, St. Paul & Pacific Rwy.

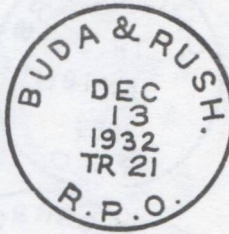
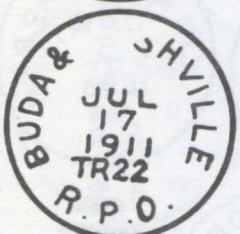
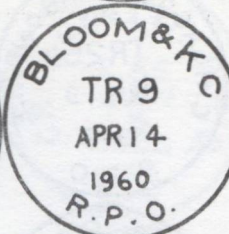
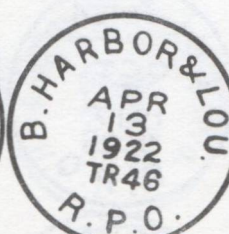
648-K-1; Champ. & Milw. R.P.O., 29½, T.N., 1908, II

648-K-2; Champ. & Milw. R.P.O., 28½, T.N., 1955, I (Adv.)

Note-U.S. TRANSIT MARKINGS CATALOG, VOLS. I, II & III in looseleaf form may be obtained for \$22.00 each postpaid from Mobile Post Office Society, RFD #1, Box 91, Contoocook, N.H., 03229. Membership discount available. Supply of some volumes very limited.



HACKNEY

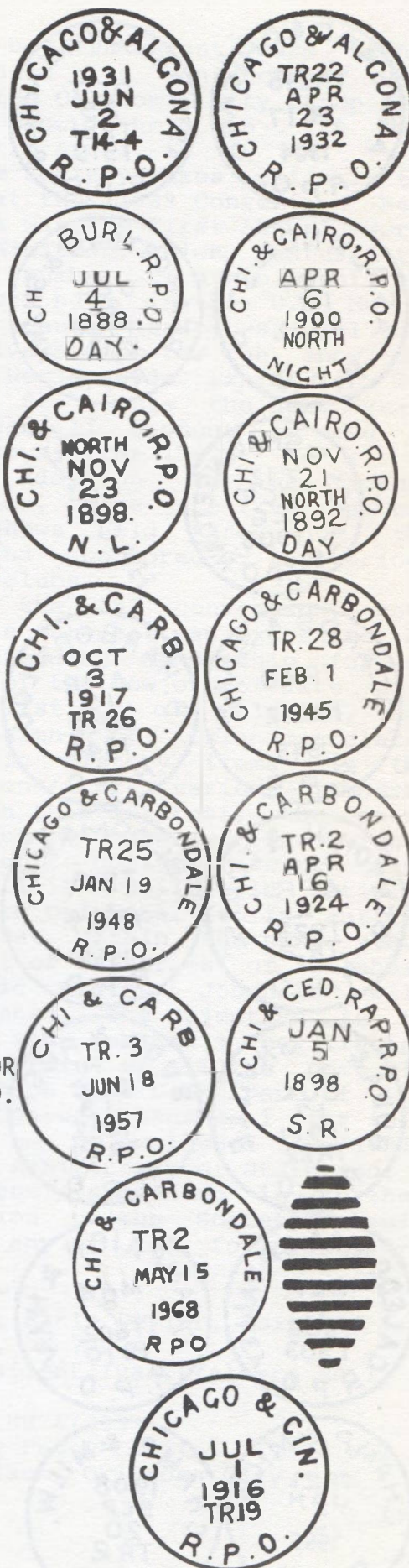


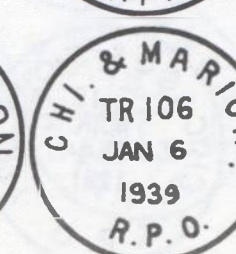
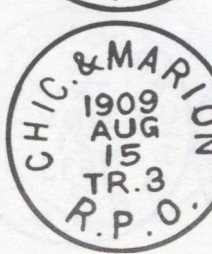
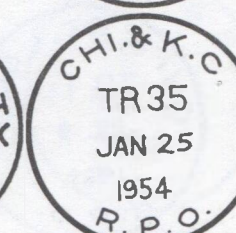
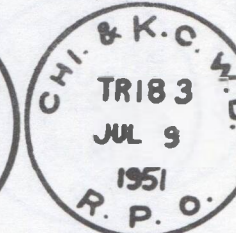
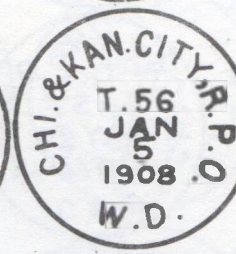
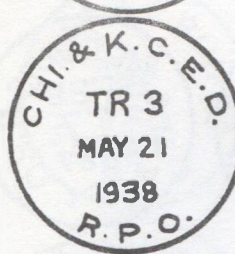
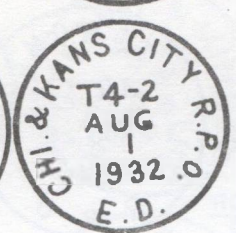
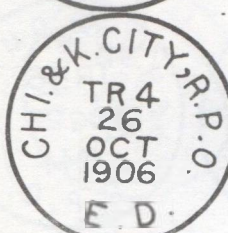
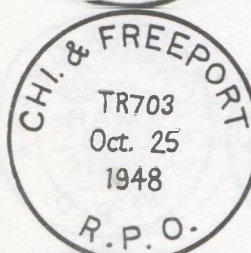
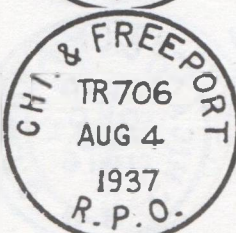
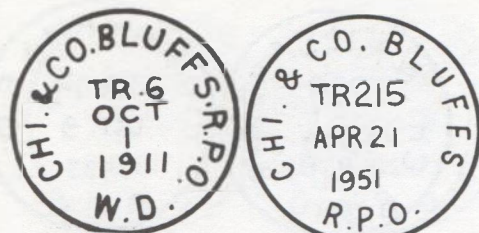
THE SECOND SECTION - PAGE 60

Chicago, Ill.-Algona, Ia., 407 miles, Chicago, Milwaukee, St. Paul & Pacific R.R.
 753-L-2; Chicago & Algona R.P.O., 29, 1931, T.N., I
 753-L-3; Chicago & Algona R.P.O., 30½, 1934, T.N., I
 Chicago, Ill.-Burlington, Ia., 208 miles, Chicago, Burlington & Quincy R.R. (Day Line)
 694-H-2; Chi. & Burl. R.P.O. Day, 26½, 1888, partial, II
 Chicago-Cairo, Ill., 366 miles, Illinois Central R.R.
 708-L-2; Chi. & Cairo R.P.O. Night, 27½, 1900, Dir., I
 708-L-3; Chi. & Cairo R.P.O. N.L., 28½, 1898, Dir., I (Night Line)
 708-U-1; Chi. & Cairo R.P.O. Day, 26½, 1892, Dir., I
 Chicago-Carbondale, Ill., 253 miles, Illinois Central
 708-V-1; Chi. & Carb. R.P.O., 29½, 1917, T.N., I /R.R.
 708-W-1; Chicago & Carbondale R.P.O., 30½, 1945, T.N., I
 708-W-2; Chicago & Carbondale R.P.O., 30½, 1948, T.N., I
 708-P-2; Chi. & Carbondale R.P.O., 29½, 1924, T.N., I
 708-V-2; Chi. & Carb. R.P.O., 30, 1957, T.N., I
 708-P-3; Chi. & Carbondale R.P.O., 30½, 1968, T.N., I (Oval killer)
 Chicago, Ill.-Cedar Rapids, Ia., 220 miles, Chicago & North Western Rwy.
 691-AD-1; Chi. & Ced. Rap. R.P.O. S.R., 28½, 1898, II (Short Run -Chicago-Sterling, Ill. 110.6 miles)
 Chicago, Ill.-Cincinnati, Ohio, 307 miles, Cleveland, Cincinnati, Chicago & St. Louis (NYC) R.R.
 653-I-3; Chicago & Cin. R.P.O., 30½, T.N., 1916, I

(Adv.) SUPPORT AMERIPEX 1986
 INTERNATIONAL PHILATELIC EXHIBITION
 MAY 22 - JUNE 1, 1986
 4200 FRAMES OF EXHIBITS - 300 DEALERS FROM ALL OVER
 THE WORLD - 350,000 S.F. OF EXHIBIT SPACE ON ONE FLOOR
 COURT OF HONOR WITH RARITIES OF THE PHILATELIC WORLD.

For details on how you can support this first
 U.S. International Show in ten years contact
 Bud Hennig, AMERIPEX '86
 5944 West Montrose Ave.
 Chicago, Ill. 60634





(Chicago & Council Bluffs), Western Division, Burlington-Council Bluffs, Ia., 286 miles, Chicago, Burlington & Quincy R.R.

694-X-2; Chi. & Co. Bluffs R.P.O. W.D., 29½, T.N., 1911, I
Chicago, Ill.-Council Bluffs, Ia., 492 miles, Chicago, Burlington & Quincy R.R.

694-AB-5; Chi. & Co. Bluffs R.P.O., 30½, 1951, T.N., I
694-AB-6; Chi. & Co. Bluffs R.P.O., 31, 1961, T.N., I
Chicago-Freeport, Ill., 121 miles, Chicago & North

Western Railway

690-J-2; Chi. & Freeport R.P.O., 30½, 1937, T.N., I
690-J-3; Chi. & Freeport R.P.O., 33½, 1948, T.N., I
(690-J-3 is of philatelic origin)

(Chicago & Kansas City) Eastern Division, Chicago-Quincy, Ill., 264 miles, Chicago, Burl. & Quincy R.R.

695-L-1; Chi. & Kans. City R.P.O. E.D., 27½, T.N., 1898, I
695-M-1; Chi. & K. City R.P.O. E.D., 30, T.N., 1906, I
695-L-2; Chi. & Kans. City R.P.O. E.D., 27½, T.N., 1932, I
695-N-1; Chi. & K.C. E.D. R.P.O., 30½, T.N., 1938, I

(Chicago & Kansas City) Western Division, Quincy, Ill.-Kansas City, Mo., 225 miles, Chicago, Burl. & Quincy

810-N-3; Chi. & Kan. City R.P.O. W.D., 30½, 1908, T.N., I
810-O-1; Chi. & K.C. W.D. R.P.O., 30½, 1947, T.N., I
810-O-2; Chi. & K.C. R.P.O., 30½, 1951, T.N., I
Chicago, Ill.-Kansas City, Mo., 489 miles, Chicago, Burlington & Quincy R.R.

695-F-2; Chi. & Kans. City R.P.O., 29½, 1935, T.N., I
695-G-2; Chi. & K.C. R.P.O., 30½, T.N., 1954, I
Chicago, Ill.-Marion, Ia., 228 miles, Chicago, Milwaukee, St. Paul and Pacific (C.M. & St.P.) Ry.

724-L-1; Chic. & Marion R.P.O., 29½, 1909, T.N., II
724-M-1; Chi. & Marion R.P.O., 30½, 1939, T.N., I

(Adv.)

Patronize NORTH DAKOTA POSTAL HISTORY SOCIETY
Annual membership \$15.00. Inquiries to
Gordon Twedt, Maddock, North Dakota 58348
(438-2280)

Mr. Twedt wants to purchase Covers or Cards mailed from Dakota Territory or from discontinued Post Offices of North Dakota. Also picture postcards of the same area with farm or street scenes, hotels, or other North Dakota points of interest.

Chicago, Ill. Millard Ave. R.P.O. Street Car Service
(Clinton & Washington Sts.-Millard Ave. Sub-
station, 7½ miles)

CH-5-e; Chi. & Millard Ave. R.P.O., 30, 1913, Trip No., IV
(Chicago, Ill.-Omaha, Neb.) Eastern Division- Chicago,
Ill.-Cedar Rapids, Ia., 219 miles, Chicago &
North Western Rwy.

691-AE-1; Chi. & Omaha E.D.R.P.O., 30½, T.N., 1933, I
(Chicago, Ill.-Omaha, Neb.) Western Division-Cedar
Rapids, Ia.-Omaha, Neb., 272 miles, Chicago &
North Western Rwy.

691-AF-1; Chicago & Omaha R.P.O.W.D., 29½, 1916, TN, I
691-AG-1; Chi. & Omaha R.P.O.W.D., 30½, 1926, T.N., I
Chicago, Ill.-Omaha, Neb., 491 miles, Chicago & North
Western Railway

691-Z-3; Chi. & Omaha R.P.O., 29½, T.N., 1913, I
691-W-2; Chicago & Omaha R.P.O., 29, T.N., 1931, I
691-W-3; Chicago & Omaha R.P.O., 30½, T.N., 1944, I
691-Z-4; Chi. & Omaha R.P.O., 30½, T.N., 1944, I
Chicago, Ill.-Omaha, Neb., 496 miles, Chicago, Burling-
ton & Quincy R.R.

694-AC-2; Chicago & Omaha R.P.O., 29½, T.N., Dir., 1974,
I - (694-AC-2 is of philatelic origin)

Chicago, Ill.-St. Louis, Mo., 285 miles, Chicago & Alton

705-H-2; Chi. & St. Louis R.P.O. Day, 28, 1887, II, / R.R.

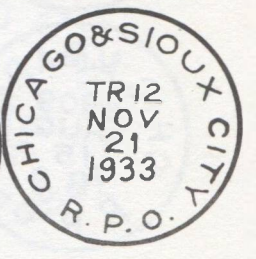
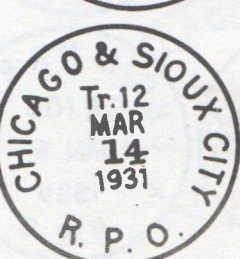
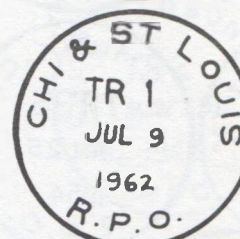
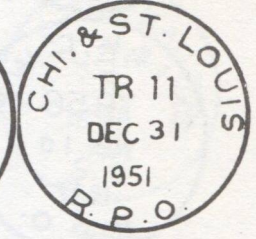
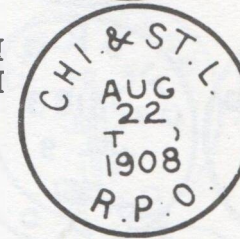
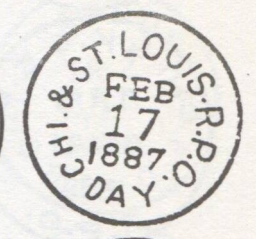
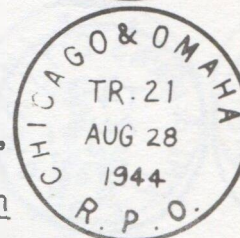
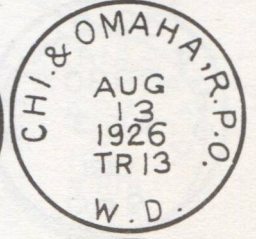
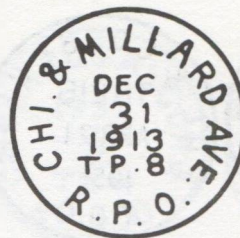
705-M-2; Chi. & St. L. R.P.O., 30, 1908, T.N., I
Chicago, Ill.-St. Louis, Mo., 285 miles, Gulf, Mobile &
Ohio R.R.

705-F-3; Chi. & St. Louis R.P.O., 30, 1951, T.N., I
705-F-4; Chi. & St. Louis R.P.O., 30½, 1967, T.N., I
Chicago, Ill.-Sioux City, Ia., 509 miles, Illinois
Central R.R.

723-C-2; Chi. & Sioux City R.P.O., 29½, T.N., 1915, I
723-D-2; Chicago & Sioux City R.P.O., 31, T.N., 1931, I
723-D-3; Chicago & Sioux City R.P.O., 30½, T.N., 1933, I

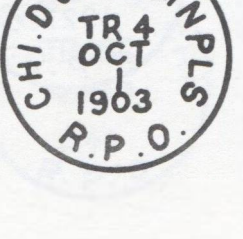
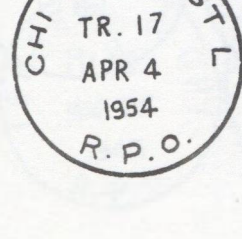
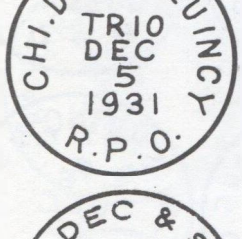
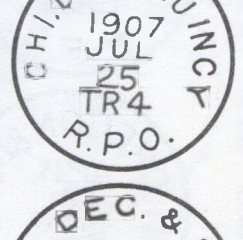
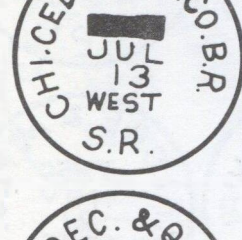
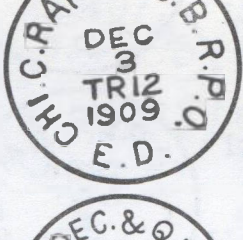
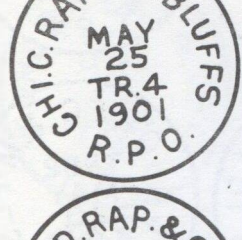
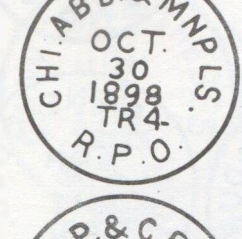
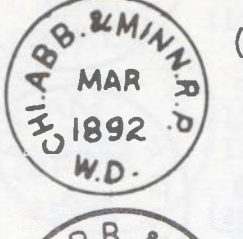
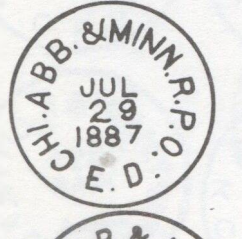
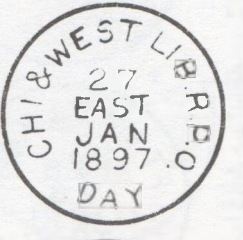
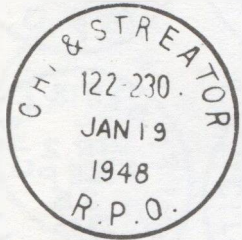
(Adv.) Join the POSTAL HISTORY SOCIETY
of CONNECTICUT

Membership \$4.00 per annum, including 3 issues of
The Journal . Contact Vin Vaicekauskas, Secretary-
Treasurer, P.O.Box 276,
Bloomfield, Conn. 06002.





THE SECOND SECTION - PAGE 63



Chicago, Ill.-Sioux City, Ia., 509 miles, Illinois Central R.R.

723-G-1; Chi. & Sx.Cy.R.P.O., 30½, 1937, T.N., I

723-D-4; Chicago & Sioux City R.P.O., 30½, 1950, I

Chicago-Streator, Ill., 98 miles, Chicago, Burlington & Quincy R.R.

700-C-2; Chi. & Streator R.P.O., 30½, 1948, T.N., I

Chicago, Ill.-West Liberty, Ia., 223 miles, Chicago, Rock Island & Pacific R.R. (Day Line)

702-P-3; Chi. & West Lib.R.P.O.Day, 28½, Dir, 1897, I (Chicago, Abbottsford & Minneapolis), Eastern Division-
Chicago, Ill.-Neenah, Wis., 188 miles, Minneapolis, St.Paul & Sault Ste.Marie Ry. (Soo)

844-AA-1; Chi.Abb. & Minn.R.P.O.E.D., 26½, 1887, II (Chicago, Abbottsford & Minneapolis), Western Division, Neenah, Wis.-Minneapolis, Minn., 286 miles, Minneapolis, St.Paul & Sault Ste.Marie Ry. (Soo)

844-H-2; Chi.Abb. & Minn.R.P.O.W.D., 26½, 1892, II
Chicago, Ill., Abbottsford, Wis., Minneapolis, Minn., 474 miles, Minneapolis, St.Paul & Sault Ste.Marie R.R.

844-Y-1; Chi.Abb. & Mnpls.R.P.O., 28½, 1898, T.N., II

844-Z-1; Chi.Abb. & Minn.R.P.O., 28½, 1901, T.N., II
Chicago, Ill., Cedar Rapids, Council Bluffs, Ia., 490

miles, Chicago & North Western Rwy.
691-AC-2; Chi.C.Rap. & C.Bluffs R.P.O., 29½, 1901, T.N., I (Chicago, Cedar Rapids & Council Bluffs), Eastern Division, Chicago, Ill.-Cedar Rapids, Ia., 219 miles, Chicago & North Western Rwy.

691-AH-1; Chi.C.Rap. & Co.B.R.P.O.E.D., 30½, 1909, T.N., I (Chicago, Cedar Rapids & Council Bluffs), Short Run, Chicago-Sterling, Ill., 110 miles, Chicago & North Western Rwy.

691-AI-1; Chi.Ced.Rap. & Co.B.R.P.O.S.R., 29½, 1908, Dir., partial, II

Chicago, Decatur, Quincy, Ill., 332 miles, Wabash R.R.
711-D-3; Chi.Dec. & Quincy R.P.O., 28½, 1907, T.N., II
711-D-4; Chi.Dec. & Quincy R.P.O., 29½, 1931, T.N., I
Chicago, Decatur, Ill., St.Louis, Mo., 287 miles, Wabash RR

711-E-2; Chi.Dec. & St.L.R.P.O., 30½, 1937, T.N., I
711-E-3; Chi.Dec. & St.L.R.P.O., 30½, 1954, T.N., I
Chicago, Ill., Dubuque, Ia., Minneapolis, Minn., 430 miles, Chicago Great Western R.R.

731-W-1; Chi.Dub. & Mnpls.R.P.O., 29½, 1903, T.N., II

(Adv.)

Boost the NORTH CAROLINA POSTAL HISTORY SOCIETY
President - Harvey Tilles

P.O.Box 5466, High Point, N.C., 27262

Editor - Tony Crumbley

P.O.Box 578, Matthews, N.C., 28106

1984 Annual Meet - CHARPEX '84 -12 Noon, July 28, 1984
Charlotte Merchandise Mart, Independence Boulevard

- Chicago, Ill., Fort Madison, Ia., Kansas City, Mo., 458 miles, Atchison, Topeka & Santa Fe Ry.
- 722-E-2; Chi. Ft. Mad. & K. City R.P.O., 30½, 1906, TN, II
- 722-F-2; Chi. Ft. Mad. & K.C.R.P.O., 29, 1906, T.N., II
- 722-J-1; Chi. Ft. Mad. & Kan. City R.P.O., 30½, 1911, TN, I
- 722-J-2; Chi. Ft. Mad. & Kan. City R.P.O., 29½, 1935, TN, I
- 722-F-3; Chi. Ft. Mad. & K.C.R.P.O., 30½, 1948, T.N., I
- (Chicago, Ft. Madison & Kansas City) Northern Division-
Chicago, Ill.-Fort Madison, Ia., 237 miles, Atchison, Topeka & Santa Fe Ry.
- 722-K-1; Chi. Ft. Mad. & K. City R.P.O.N.D., 28½, 1896, II
- Chicago, Irene, Ill., Dubuque, Ia., 185 miles, Illinois Central R.R.
- 723-H-1; Chi. Irene & Dub. R.P.O., 29½, 1910, T.N., II
- 723-H-2; Chi. Irene & Dub. R.P.O., 29½, 1912, T.N., II
- Chicago, Ill.-Madison St. Street Car R.P.O. Line
(State & Madison Sts.-Garfield Park, 5.3 miles)
(Illustrations at bottom of page)
- CH-4-f; Chi. Ill. Madison St. R.P.O., 28½, 1904, Tp. No., IV
(Car 3 killer)
- CH-4-g2; Chi. Ill. Madison St. R.P.O., 28½, 1895, Tp. No., V
- Chicago, Oregon, Ill., Minneapolis, Minn., 442 miles,
Chicago, Burlington & Quincy R.R.
- 730-M-1; Chi. Oreg. & Mpls. R.P.O., 30½, 1906, T.N., II
- 730-N-1; Chi. Oreg. & M'pls. R.P.O., 29½, 1911, T.N., I
- 730-G-2; Chi. Oregon & M'pls. R.P.O., 30½, 1906, T.N., II
- 730-O-1; Chi. Ore. & M'pls. R.P.O., 29½, 1905, T.N., II
- Chicago, Ill., St. Louis, Kansas City, Mo., 564 miles,
Chicago & Alton R.R.
- 705-N-2; Chi. St. L. & Kans. Cy. R.P.O., 29½, 1927, T.N., I
- Chicago, Springfield, Ill., St. Louis, Mo., 284 miles,
Chicago & Alton R.R.
- 705-Q-1; Chi. Spring. & St. L. R.P.O., 30, 1911, T.N., II

(Adv.)

WESTERN POSTAL HISTORY MUSEUM

P.O. Box 40725

Tucson, Arizona 85717

Offers for sale a limited quantity of

LA POSTA, Volume XII Nos. 2/3 (April 1981)

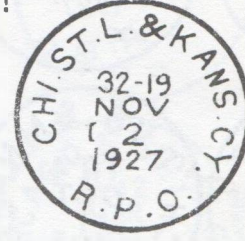
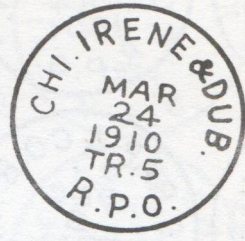
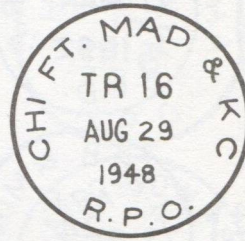
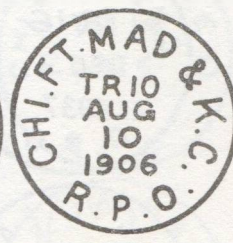
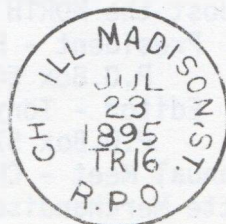
'The Catalog of New Mexico Railway Postal Markings'
by Charles L. Towle

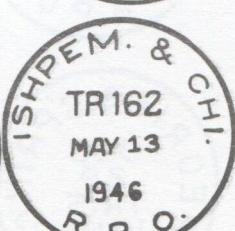
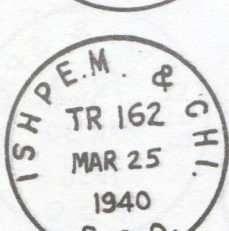
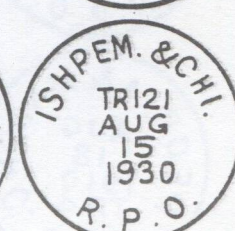
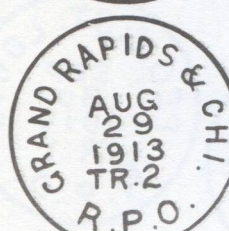
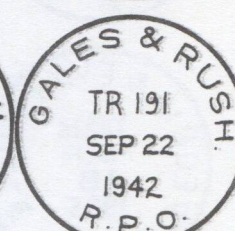
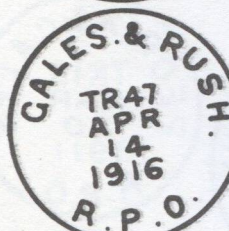
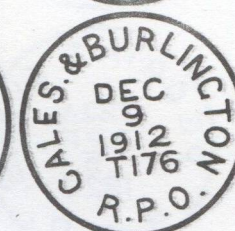
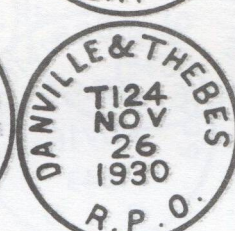
Now out-of-print!

Last small stock on hand!

\$9.00

Postpaid





Chicago, Springfield, Ill., St. Louis, Mo., 284 miles,
Chicago & Alton R.R.

705-P-2; Chi. Spgf. & St. L. R.P.O., 29½, 1936, T.N., I
Chicago, Ill., West Liberty, Council Bluffs, Ia., 501
miles, Chicago, Rock Island & Pacific Rwy.

702-AF-1; Chi. W. L. & Co. Bluffs R.P.O., 30½, 1907, TN, II
Chicago, Ill., West Liberty, Ia., Omaha, Neb., 503 miles
Chicago, Rock Island & Pacific Rwy.

702-AG-1; Chi. W. Lib. & Omaha R.P.O., 29½, 1914, T.N., I
Cleveland, O.-St. Louis, Mo., 548 miles, Cleveland, Cin-
cinnati, Chicago & St. Louis (NYC) R.R.

556-K-5; Cleve. & St. Louis R.P.O., 30½, 1912, T.N., I
Danville-Cairo, Ill., 259 miles, Cleveland, Cincinnati,
Chicago & St. Louis R.R.

667-J-2; Danv. & Cairo (R.P.O.), 26½, 1887, partial, II
(Danville & Cairo) Short Run-Danville, Ill.-Vincennes,
Ind., 122 miles, Cleve., Cinn., Chicago & St. L. R.R.

667-O-1; Danville & Cairo R.P.O. S.R., 29½, 1932, T.N., I
Danville-Thebes, Ill., 275 miles, Chicago & Eastern
Illinois R.R.

689-C-2; Danville & Thebes R.P.O., 30½, 1913, T.N., II
689-C-3; Danville & Thebes R.P.O., 28½, 1930, T.N., I

Fond du Lac, Wis.-Chicago, Ill., 148 miles, Chicago &
North Western Rwy.

850-C-2; Fond du Lac & Chi. R.P.O., 30½, 1914, T.N., II
Galesburg, Ill.-Burlington, Ia., 104 miles, Chicago,
Burlington & Quincy R.R.

698-I-1; Gales. & Burlington R.P.O., 29, 1912, T.N., II
Galesburg-Rushville, Ill., 86 miles, Chicago, Burlington
& Quincy R.R.

699-O-1; Gales. & Rush. R.P.O., 30½, 1916, T.N., II

699-O-2; Gales. & Rush. R.P.O., 30, 1942, T.N., I
Grand Rapids, Mich.-Chicago, Ill., 177 miles, Pere
Marquette Rwy.

623-L-2; Grand Rapids & Chi. R.P.O., 30, 1913, T.N., I
Ishpeming, Mich.-Chicago, Ill., 393 miles, Chicago &
North Western Rwy.

630-I-2; Ishpem. & Chi. R.P.O., 28½, 1930, T.N., I

630-I-3; Ishpem. & Chi. R.P.O., 29½, 1940, T.N., I

630-I-4; Ishpem. & Chi. R.P.O., 30½, 1946, T.N., I

(Adv)

U.S. TRANSIT MARKINGS CATALOG, VOL. IV lists local
mail agents, transfer clerks and transfer offices
along with their postmarks, 1870-1971. It is avail-
able 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.

Ishpeming, Mich.-Chicago, Ill., 393 miles, Chicago & North Western Rwy.

630-I-5; Ishpem. & Chi. R.P.O., 30½, 1953, T.N., I
630-M-1; Ishp. & Chicago R.P.O., 30½, 1915, T.N., I
630-N-1; Ish. & Chi. R.P.O., 30½, 1960, T.N., I
Lafayette, Ind.-Quincy, Ill., 271 miles, Wabash, St. Louis & Pacific R.R.

577-M-1; La Fay & Q. R.P.O., 25½, black, Banknote, III
Madison, Wis.-Freeport, Ill., 63 miles, Illinois Central R.R.

739.3-E-3; Mad. & Freeport R.P.O., 27½, 1894, Dir., II
Peoria-Alton, Ill., 175 miles, Peoria & St. Louis R.R.
720-I-2; Peoria & Alton R.P.O., 28½, 1922, T.N., II
Peoria, Ill.-Des Moines, Ia., 263 miles, Chicago, Burlington & Quincy R.R.

697-F-3; Peoria & Des Moines R.P.O., 30½, 1943, TN, I
697-J-1; Peo. & Des Moines R.P.O., 30½, 1948, T.N., I
Peoria, Ill.-Evansville, Ind., 248 miles, Illinois Central R.R.

712-D-8; Peoria & Evans. R.P.O., 30, 1922, T.N., I
712-D-9; Peoria & Evans. R.P.O., 29, 1923, T.N., I
712-E-3; Peoria & Evansville R.P.O., 30, 1935, TN, I
Peoria-Galesburg, Ill., 52 miles, Chicago, Burlington & Quincy R.R.

697-G-2; Peoria & Gales. R.P.O., 29½, 1910, T.N., II
Peoria, Ill.-Mason City, Ia., 333 miles, Minneapolis & St. Louis R.R.

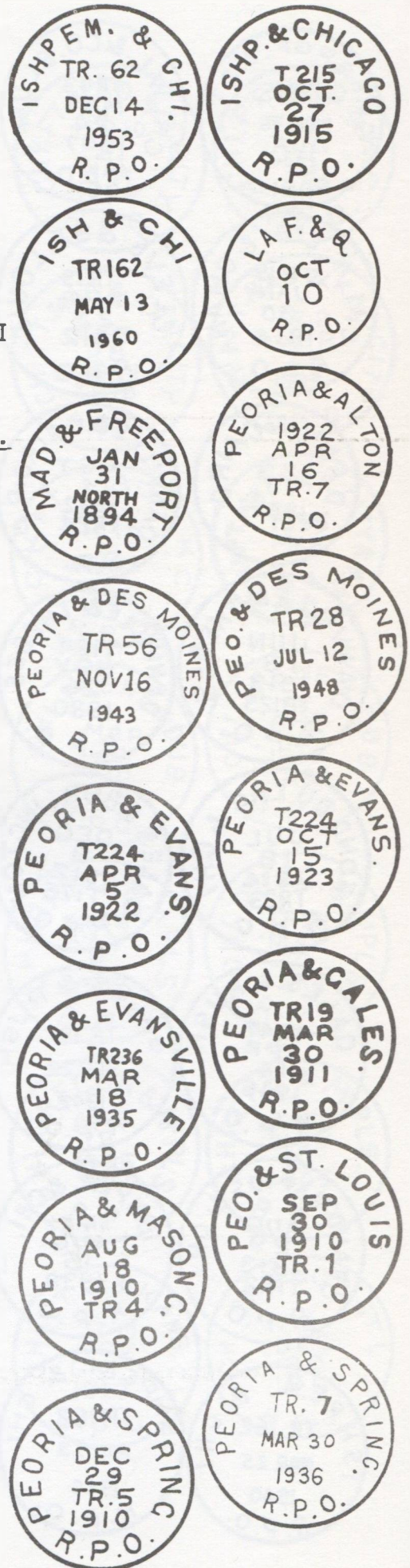
751-L-1; Peoria & Mason C.R.P.O., 29½, 1910, T.N., II
Peoria, Ill.-St. Louis, Mo., 188 miles, Jacksonville & Southeastern R.R.

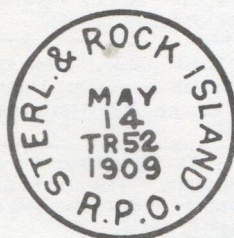
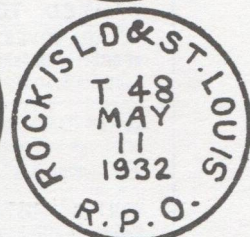
720-R-1; Peo. & St. Louis R.P.O., 30½, 1910, T.N., II
Peoria-Springfield, Ill., 88 miles, Chicago, Peoria & St. Louis R.R.

720-L-2; Peoria & Spring. R.P.O., 29½, 1910, T.N., II
720-L-3; Peoria & Spring. R.P.O., 30½, 1936, T.N., I

Notes - Abbreviations used in listings

N.D. = Northern Division	E.D. = Eastern Division
S.D. = Southern Division	W.D. = Western Division
N.G. = Narrow Gauge railroad	
N.L. = Night Line	D.L. = Day Line
R.P.O. = Railway Post Office	
T.N. or TN - Train Number	
TR. = Train (or trip)	Tp. = Trip
S.R. = Short Run	
Dir. = Shows direction of operation of train in center slug.	
Banknote - Used in 1870 - 1882 period.	





Rock Island-Peoria, Ill., 92 miles, Rock Island & Peoria R.R.

704-C-2; Rock Isl. & Peoria R.P.O., 27½, 1905, T.N., II
Rock Island, Ill.-St. Louis, Mo., 249 miles, Chicago, Burlington & Quincy R.R.

693-V-1; Rock Isl. & St. L. R.P.O., 29, 1908, T.N., II
 693-O-3; Rock Isl. & St. Louis R.P.O., 29½, 1924, T.N., I
 693-W-1; Rock Isl. & St. Louis R.P.O., 30½, 1932, T.N., I
Sterling-Rock Island, Ill., 52 miles, Chicago, Burlington & Quincy R.R.

693-X-1; Sterl. & Rock Island R.P.O., 29½, 1909, T.N., II
Streator-Pekin, Ill., 65 miles, Atchison, Topeka & Santa Fe R.R.

722-I-3; Streator & Pekin R.P.O., 30½, 1940, T.N., II

LEGEND

(Information on R.P.O. markings listed in catalog)

- (a) All markings are in black unless otherwise stated.
- (b) All R.P.O. markings are circle 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 routes 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.

CLASSIFIED

Advertising Information

Only 5¢ Per Word—Reach More Readers - Pay Less

CLASSIFIED HEADINGS AVAILABLE

ANNOUNCEMENTS
EXHIBITIONS
AUCTIONS
DPOs
DOANES
FANCY CANCELS
FLIGHT COVERS
MILITARY COVERS
NAVAL COVERS
RAILWAY POST OFFICES
RURAL FREE DELIVERY

RURAL STATIONS
SHIPS
TOWNS
POSTCARDS
POSTAL STATIONERY
STAMPS
FOREIGN COVERS
ACCESSORIES
COLLECTIONS
LITERATURE
MISCELLANEOUS

Rates

Total for Consecutive Issues

NUMBER of WORDS	1 Issue	2 Issues	3 Issues	6 Issues
1-25	1.25	2.18	3.12	5.94
26-30	1.50	2.62	3.75	7.14
31-35	1.75	3.04	4.35	8.28
36-40	2.00	3.48	4.98	9.48
41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
96-100	5.00	8.70	12.45	23.70
101-110	5.50	9.58	13.71	26.10
111-120	6.00	10.44	14.94	28.44
121-130	6.50	11.32	16.20	30.84
131-140	7.00	12.18	17.43	33.18
141-150	7.50	13.06	18.69	35.58

5¢ Per Word Over 150 Words

\$1.25 Minimum Charge Any Ad

How To Order

Please print and punctuate. Not responsible for errors due to long-hand or illegible copy. Abbreviations count 1 word each, hyphenated words count as 2 words. Zip Code free

AUCTIONS

SEND FOR FREE copy of our next mail bid auction featuring Western Postal History, DPOs, U.S. possessions, Covers, Stamps, Etc. Three Cabins Stamp Co Box 689, Eureka, CA 95501

WANTED: COLLECTIONS

BUYING LARGE and/or old collections cut postmarks Any size: round, square, 2x4, larger. U.S. or foreign. Mounted or loose. Quote price or describe for top offer. Lyman, 122A, 4545 Chestnut Ridge, Williamsville, NY 14221

WANTED: FOREIGN COVERS

PITCAIRN ISLANDS covers and postal history wanted. Send xerox copy or full description and asking price. D. Ordell Calkins, 8941 Edenoaks Ave. Orangevale, CA 95662

WANTED: DPOs

NEVADA AND UTAH town cancels, DPOs and RPOs wanted by collector. Territorial or statehood, covers or cards. High prices paid for needed items. Please send for want list. Ted Gruber, Box 13408 Las Vegas NV 89112

SAN BENITO County California Cancels Wanted: Cinabar, Picacho, Beckett, New Idria, Platea, Navy no. 10286, Emmet, Bitter Water, Peter Frusetta, PO Box 246, Tres Pinos, CA 95075

WANTED: NAVAL COVERS

U.S.S. CONSTITUTION want following dated covers: 11/6/31, 2/12/32, 1/10/33, 5/4/33, 8/1/33, 8/30/33 3/22/34, 4/7/34 and 4/8/34, send with price, Richard Frajola, Moody Lane, Danbury, CT 06810

WANTED: POSTCARDS

WANTED STAMPLESS covers Euclid Ohio postcards Spanish American war Cuba postcards Germany 1933 1945 postcards Annapolis Maryland postcards airships in U.S. before 1914 write Allan Bergman 28100 Coolidge Dr. Euclid, Ohio 44132

WANTED: RFDs

RFD HANDSTAMP and manuscript cancels wanted also carrier Xmas cards, postcards showing carriers and wagons. All states. Postage paid. Ricks Box 184 Placentia, CA 92670

WANTED: RPOs

MICHIGAN RAILROAD and Steamboat markings pre-1900 wanted. Send description or photocopies to Cary Johnson, College of Pharmacy, University of Michigan Ann Arbor, MI 48109

WANTED: TOWNS

NEVADA COVERS, cards wanted. Send photo copies of either with asking price. G. Nelson, Box 10063 Southern Station, Hattiesburg, MS 39406

NORTH CAROLINA doanes, stampless, flags, DPOs, rural free delivery and RPOs wanted. Milton G. Wicke 508 Lindley Road, Greensburg, NC 27410

WANTED: POSTCARDS and covers with Humboldt County, Calif. postmarks. Also 19th century postmarks from Eureka, Calif. Send list with asking price. Burton box 689 Eureka, CA 95501

DAKOTA TERRITORIAL and South Dakota statehood cards and covers wanted by collector. Top prices paid. Write with list. Ken Stach, 1124 Cinderella, Pampa, TX 79065

ALLEGHENY COUNTY, Pennsylvania wanted. Seeking cards and covers. Please send for list of post offices wanted. Michael Zolno, 1445 W. Greenleaf, Chicago, IL 60626

IDAHO - 19th century Idaho covers wanted. Especially need nicer Idaho territorials. Mark Metkin 1495 29th Avenue, San Francisco, CA 94122. (415) 664-9370 evenings.

WANTED: MISCELLANEOUS

ALASKA WANTED: covers and postcards cancelled before 1930 from scarcer towns; also 1950 to 1959 Alaska towns and types needed. Sims, 1769 Wickersham, Anchorage, AK 99507

FLORIDA COVERS wanted. Territorial, Confederate, unusual postmarks, franking. Buy or trade. Herb McNeal, 520 Lakemont Ave., South, Winter Park, FL 32792. Phone: (305) 644-4012

NORTH CAROLINA Doanes, D.P.O.'s, stampless, manuscript, and Confederates wanted. Please quote. Harvey Tilles, POB 5466, Highpoint, NC 27622.

ANTIQUÉ BONDS and stock certificates, also old checks. We issue frequent lists. The Peytons, P.O. Box 24816, Tempe, AZ 85282. Phone: (602) 820-4322

WANTED POSTMARKERS, cancelling machines, pre-1900 'U. S. Mail' padlocks, keys, state schemes, RMS schedules, & other postally-used artifacts. Scheer, 18 East Rosemont Avenue, Alexandria, VA 22301-2325

FOR SALE: COLLECTIONS

CALIFORNIA, MONTEREY CO. comprehensive selection of specialist's duplicates offered as a unit. Some semi-keys. \$350.00 post paid. SASE brings details. R. C. Wilkerson, Box 1338, Carmel Valley, CA 93924

COLLECTOR SELLING US stamp collection. I will send stamps on approval for your offer. Write for my list. Ken Stach, 1124 Cinderella, Pampa, TX 79065

FOR SALE: TOWNS

ALASKA FOR SALE, send want list or send stamp for extensive list of Alaska towns and types. Steve Sims, 1769 Wickersham Drive, Anchorage, AK 99507

FOR SALE: MISCELLANEOUS

RPOs, RFDs, DPOs all states offered. Large lists issued frequently. Also buy. The Peytons, P.O. Box 24816, Tempe, AZ 85282. Phone: (602) 820-4322.

