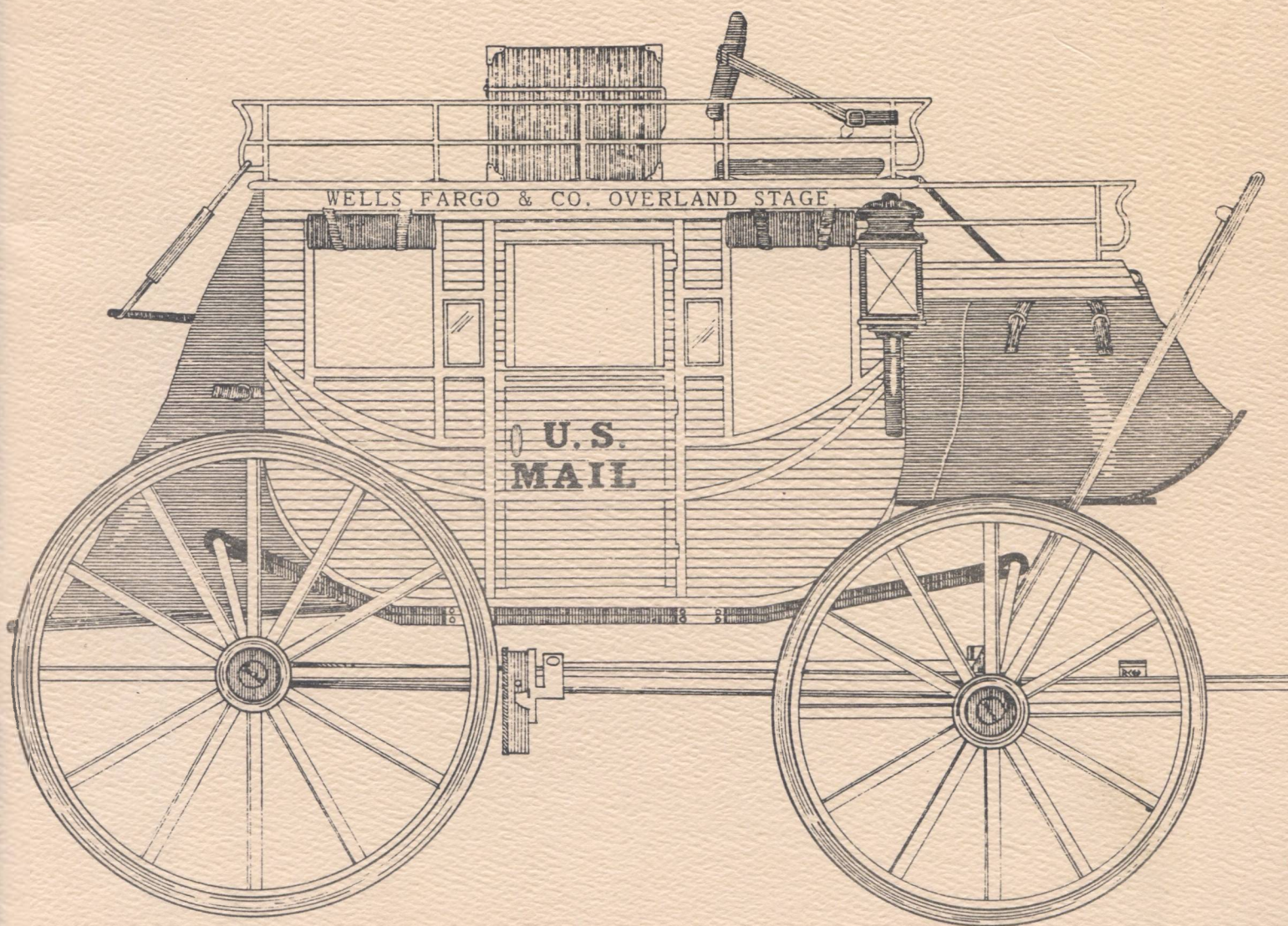


LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

DECEMBER 1984 — JANUARY 1985



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: *An original pen & ink drawing of the famous Concord coach by Richard Cook Helbock.*

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WESTERN EDITOR'S COMMENTS

Holiday greetings, fellow postal history enthusiasts! May your Christmas be bright and full of joy, and may the new year meet your fondest hopes.

In a small way I believe this issue of LA POSTA might contribute to your holiday cheer. We have a fine assortment of articles, and an abundance of auction material that should tempt a wide range of specialty interests. I have been absolutely delighted with the response thus far to our new SUBSCRIBERS' AUCTION. We received 230 lots for this first auction, and already have a few on hand for the February issue. I hope you will take the time to look over the many and various items, and that you will decide to participate as a bidder and/or a consignor for future auctions. An auction of this type would appear to fill a real need in the 'hobby, and you may rest assured that, when you are a successful bidder on a lot in the SUBSCRIBERS' AUCTION, that lot will be purchased for you in strict accordance to the stated auction rules. Furthermore, any proceeds from the auction beyond those paid to the consignors will be used to improve and maintain LA POSTA. So, in a sense, when you purchase a lot in a SUBSCRIBERS' AUCTION, you will benefit two ways: by the direct addition to your collection, and by helping to perpetuate our Journal of American Postal History.

Among our many fine articles in this issue is one by Rod Crossley, which illustrates particularly well LA POSTA's local approach to postal history. Rod's article treats the postal history of one small valley in southern California, and in it we can see the changes in postal service which became necessary as the valley evolved from a giant pastoral ranch to a agricultural mosaic of small farms and ranches, and, finally, to a residential extension of the Los Angeles metropolitan area. Not only does Rod present us with an historic framework through which we

can interpret the cold facts, i.e., Post Office A opened, Post Office B closed, etc., he also makes use of a resource too often overlooked in historic research -- a witness. We are all aware of the pitfalls in relying too heavily on oral tradition to recount past events. Memory does tend to distort exact dates and places, but to add depth and texture to a tale, a first-hand account can work wonders. The picture evoked in Rod's account of a young Angel Lopez standing outside the door of Mrs. Printz's Simi Post Office in the late 1920's, angry and frustrated because he arrived too late to pick up the family mail that day, is an American classic.

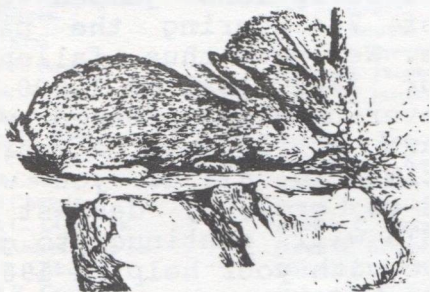
A tip of the editorial cap to Rod and his article. He has succeeded not only in telling the story, but in preserving rich images through his conversations with Angel Lopez, one who was there when it was happening.

Subscriptions jumped to a total of 744 during the past two months. We have thus fallen short of our 1984 goal of 1,000, but we are never-the-less pleased with our increase of 203 over a year ago at this time. To all of you who have helped us grow, my deepest thanks. LA POSTA will continue to grow and improve with your help in 1985, and perhaps before the end of that year we will reach 1,000 subscribers.

A couple of readers have made comments of late to the effect that they preferred the journal as strictly a Western postal history publication. I take these comments most seriously, for, as I have said many times in this column, our expansion to national coverage could not come at the expense of our original objective. Obviously, LA POSTA is bigger today than it was two years ago -- we've published nearly 500 pages this volume, but the point is what has happened to Western postal history? In Volume 11, the most recent volume limited strictly to Western postal history which did not include a "special" issue, we ran 108 pages of Western articles, not including editorial

comments. In Volume 15, the current volume, we have published 160 pages of Western articles, not including editorial comments or advertising. So, to my fellow Western postal history buffs, let me say that I sympathize with you to the extent that it is now necessary to share LA POSTA with articles dealing with other parts of the country, but in terms of volume we have been able to publish some 50% more Western postal history formerly did. Furthermore, even though my personal collecting interests do not extend to Michigan, or South Carolina, or Rhode Island, I do very much enjoy reading articles by and about those who do collect these areas. I sincerely hope we do not loose any of our longtime Western postal history subscribers because we have expanded in scope. Believe me, friends, when I say it was quite literally a case of grow or perish.

Richard W. Helbock



KETCHIKAN, AK, REVISITED

On page 15 of the June 1983 issue of LA POSTA, a one-cent oval die envelope was pictured showing use as a penalty envelope after being de-valued. (Thorp Catalogue No. 3652, watermark 42; Scott Catalogue No. U532a).

Another envelope has been discovered with the same use (Thorp Catalogue No. 3643, watermark 42; Scott Catalogue No. U532).

Report by Leroy L. Ross, Box 91, Joplin, MO 64802-0091

THE COLORADO POSTAL MARKING PROJECT

Word is received from William H. Bauer of an ambitious project to collect, and eventually publish, information on existing postal markings from all Colorado towns and for all time periods. Bill has prepared a packet of information on the project, which provides details on how the project will proceed and offers suggestions to those who would like to help. To obtain this information, you may write Bill at P.O. Box 1449, Spring, TX 77383.

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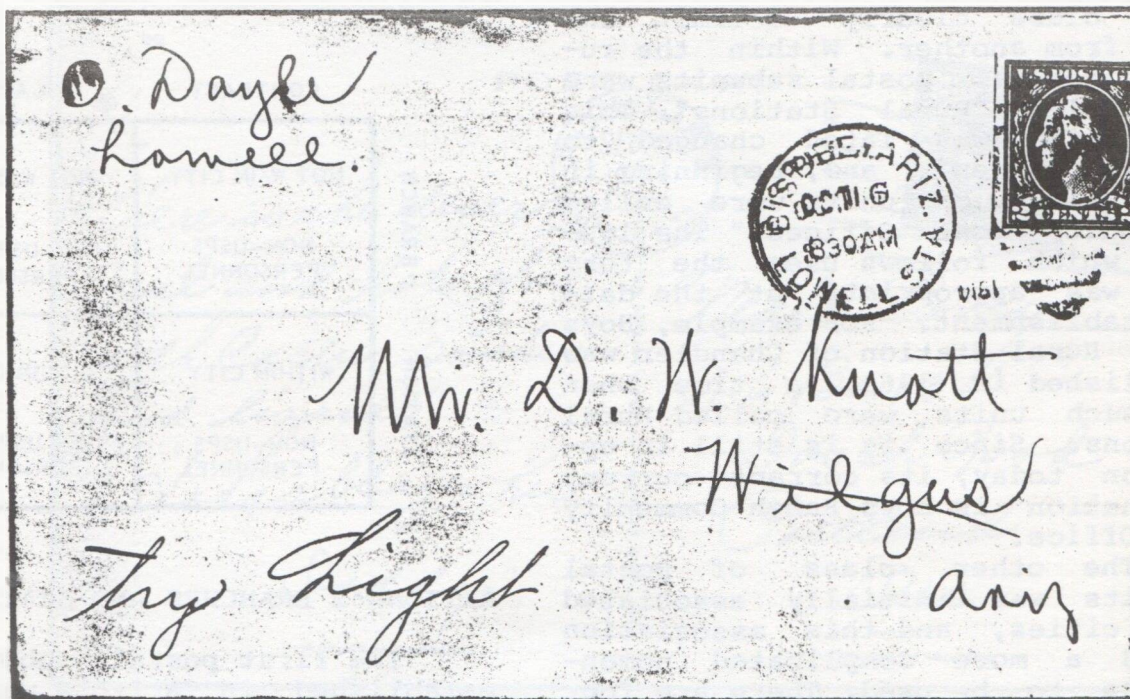
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Lowell Station of Bisbee was established in 1907. It is one of only two such units to have operated during the territorial era. This cover displays a Lowell Station postmark dated Oct. 16, 1914.

ARIZONA BRANCHES AND STATIONS

By Richard W. Helbock

When we think of postal history, there is a tendency to think only of the mails carried long ago, of stages and express riders and smoke-streaming trains, of rustic post offices tucked away in the corner of a general store. But postal history is a continuing story and its most dynamic themes today concern the establishment of branches and stations.

During the present century, particularly since the 1920's, the primary way in which the United States Postal Service has sought to make itself accessible to the maximum number of people is through branches and stations of its post offices. Prior to 1920 changes in population distribution or the settlement of new areas was almost always accompanied by the establishment of new post offices, but, as it became more expensive and less efficient to create new independent post offices, the USPS (Post Office Department prior to 1971) has resorted more and more to

the use of branches and stations to meet the demand for postal service in new areas of settlement. In Arizona, a state of dramatic recent population expansion, the result of this policy is that branches and stations make up a large proportion of all postal units. Indeed, the story of Arizona's growth during the last half-century is much more accurately reflected in the authorization of new branches and stations than it is in the opening of new post offices. The purpose of this article is to provide for the first time a complete listing of Arizona's postal branches and stations.

BRANCHES VERSUS STATIONS

Before proceeding to a discussion of the specifics of this aspect of Arizona's postal history, it would appear worthwhile to give brief consideration to the meaning of the terms used to label these subordinant postal units. There are two broad classes of postal units: rural and all others. The lines of distinction between these classes are blurred, but the terms used in

each class clearly delimit one class from another. Within the rural class, all postal subunits were first called "Rural Stations". This designation was later changed to "Rural Branches", and, beginning in 1975, all such units were called "Community Post Offices." The listing which follows uses the term which was appropriate at the date of establishment. For example, Boys Ranch Rural Station of Chandler was established in 1961, a time when all such units were called Rural Stations. Since it is still in operation today, its correct current designation is Boys Ranch Community Post Office.

The other class of postal subunits was initially associated with cities, and this association caused a more complicated nomenclature to be used. There are four words which are used in combination to designate these subunits. They are: STATION, BRANCH, CLASSIFIED, and CONTRACT. A postal subunit may be correctly designated by either of the first two terms used in conjunction with either of the second two. To make matters worse, this designation can change and has in many cases for Arizona units. A unit within the corporate limits of the parent post office is a STATION. If the unit is outside the city limits, it is a BRANCH. But as we know, cities tend to grow through annexation, and a unit located outside the city one year may be within the city the next year, i.e., Northwest Branch of Phoenix became Northwest Station in 1958.

If the unit is operated by personnel of the USPS, it is a CLASSIFIED branch or station. If on the other hand the unit is operated under contract with USPS by other parties, it is a CONTRACT branch or station. These arrangements can and do also change over time, and so East Flagstaff Classified Station became East Flagstaff Contract Station in 1975 as the unit's operation changed to non-USPS personnel. These four designation possibilities are summarized in the figure below.

	CONTRACT	CLASSIFIED
BRANCH	NOT W/IN CITY NON-USPS PERSONNEL	NOT W/IN CITY USPS PERSONNEL
STATION	WITHIN CITY NON-USPS PERSONNEL	WITHIN CITY USPS PERSONNEL

ARIZONA'S BRANCHES AND STATIONS

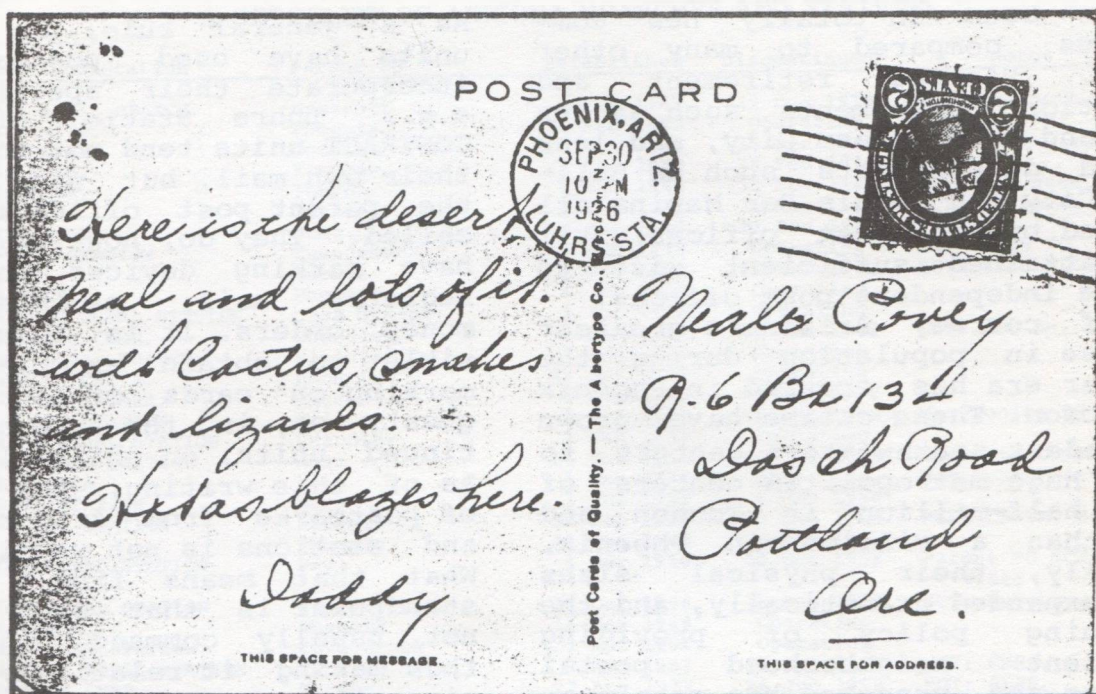
The first postal subunit to be established in Arizona was authorized in 1903 to operate at the U.S. Army post of Whipple Barracks near Prescott. Officially this unit was a Branch operated by non-POD personnel, in other words a Contract Branch, but as may be seen in the illustration below the postmark clearly reads "WHIPPLE STA." So



The first postmark known used from Whipple Branch. (Courtesy of Owen Kriege)

much for consistency. Eventually Prescott expanded to include the site of Whipple Barracks, and in 1957 the official designation of the unit was changed to Whipple Contract Station.

The only other subunit established in Arizona prior to statehood was Lowell Classified Station of Bisbee. Lowell was served by an independent post office from 1904, but annexation of the area by Bisbee in 1907 led to the creation of Lowell Station.



Luhrs Station was the only named Classified Station established in Phoenix prior to World War II. This card displays a postmark applied by the machine canceller used at Luhrs Station in 1926.

Prior to World War II the majority of branches and stations established in Arizona were sub-units of Phoenix and Tucson. Most of these were numbered stations serving various neighborhoods and located in business establishments scattered throughout these urban centers. The Tucson Post Office also had the honor of being the parent unit of Arizona's first rural station: Pastime Park, established in 1925. In addition to these urban-related stations and branches, the only other pre-war units were the military branches at Douglas and Bisbee associated with the troop buildup during the Mexican Revolution.

World War II brought the establishment of a spate of new postal units concerned with military activity. Branches were opened to serve personnel stationed at Army Air Bases adjacent to Douglas, Kingman, Tucson, Yuma, Chandler and Phoenix. Specialized centers such as the Gunnery Base at Ajo and the Flying School also received branches. Not to be outdone, the Navy

established branch postal units in Flagstaff and Litchfield Park. Arizona was not spared the ignominy suffered by so many Western states during the war, as it too was chosen to house concentration camps for Americans of Japanese ancestry. Such camps were located at Poston, Rivers, and near Coolidge, and postal branches were established to serve the internees.

It has been the post-war era in which the establishment of branches and stations has become truly prolific. Several reasons underly this profusion. First, many formerly independent post offices have been converted to rural stations (now CPOs). This was done primarily as a money-saving step, but also to make it simpler to discontinue postal operations entirely at those locations at some future date. Second, many communities which formerly had no local postal outlet were awarded rural stations. This was particularly true for communities on the Navajo and Hopi Indian Reservations. Third, Arizona has experienced a

genuine boom in totally new communities compared to many other states. Planned retirement and recreation developments such as Sun City and Lake Havasu City, and less planned developments such as Bullhead City and Temple Bar Marina all received branch post offices until they attained sufficient size to receive independent post offices.

Of course, Arizona's greatest increase in population during the post-war era has occurred in Phoenix and Tucson. These cities have grown from modest southwestern centers to become huge metropolitan centers of over a half-million in Tucson and more than a million in Phoenix. Naturally, their physical sizes have expanded dramatically, and the continuing policy of providing convenient neighborhood postal stations and branches has meant an impressive increase in the number of such units in and around both cities. In addition, such former small towns as Flagstaff, Tempe, Scottsdale, and Mesa have grown to the point where they too have sub-units.

Collecting examples of postmarks from Arizona's stations and branches can be a real challenge.

As a general rule, the CLASSIFIED units have used postmarks which incorporate their specific name, e.g., Luhrs Station of Phoenix. CONTRACT units tend not to postmark their own mail, but send it on to the parent post office to be cancelled. They do, however, generally have marking devices for use on registry mail, parcels, and/or money orders. It is sometimes possible to obtain examples of these marking on cards or covers by request, or, in the case of discontinued units, on philatelic covers. As of this writing, the collecting of postmarks from Arizona branches and stations is not widely pursued. What that means from a practical standpoint is that such items do not usually command high prices, thus making it relatively inexpensive to purchase examples from closed branches and stations. This is not to suggest that these postmarks are plentiful, in fact many are likely to be quite scarce, but it does mean that if you find one at your local bourse it is not likely to be a major purchase. In this, as in other postal history specialties, the thrill is in the hunt. Good hunting!



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A CHECKLIST OF ARIZONA BRANCHES AND STATIONS

Name of Branch/Station	Parent PO	Established	Discontinued	Notes
AGUA FRIA RURAL BRANCH	Prescott	1 Feb 1969	29 Dec 1979	NCT: Prescott Valley
AHWAUKEE CNSTA.	Phoenix	26 Feb 1983	Operating	
AIR BASE CNBR.	Douglas	16 Oct 1942	15 Dec 1945	
AIR BASE CNBR.	Kingman	23 Dec 1942	28 Feb 1946	
AIR BASE CNBR.	Tucson	1 Aug 1941	30 Nov 1942	NCT: Air Base CLBR.
AIR BASE CLBR.	Tucson	1 Dec 1942	31 Mar 1955	NCT: Davis-Monathan
AIR FIELD CNBR.	Yuma	2 Jan 1943	22 Dec 1945	
AMADO RURAL STATION	Tumacacori	8 Mar 1958	Operating	Was Amado PO
ANNEX CLSTA.	Tucson	1 Nov 1952	31 Mar 1970	NCT: Kino CLSTA.
ARCADIA CLSTA.	Phoenix	9 Jan 1967	Operating	
ARIZONA CITY RURAL STATION	Casa Grande	1 Apr 1962	Operating	
ARMY AIR BASE CNBR.	Chandler	16 Feb 1942	25 Jan 1948	NCT: MOU No. 1
BELLEMONT RURAL BRANCH	Flagstaff	1 Aug 1957	Operating	
BEN FRANKLIN CNSTA.	Phoenix	21 Apr 1982	Operating	
BENSON HIGHWAY CNBR.	Tucson	1 Aug 1959	1 Jul 1980	
BONITA RURAL STATION	Willcox	1 Oct 1955	31 Dec 1958	Was Bonita PO
BOYS RANCH RURAL STATION	Chandler	1 Jan 1961	Operating	
BUCKHORN RURAL STATION	Mesa	26 Nov 1956	28 Feb 1974	Conv. to CNSTA.
BUCKHORN CNSTA.	Mesa	1 Mar 1974	Operating	Was Rural Station
BUSH RURAL STATION	Mesa	1 Jul 1956	9 Nov 1956	
CACTUS RURAL STATION	Phoenix	28 Sep 1963	30 Sep 1964	NCT: CNSTA. No. 24
CACTUS CLSTA.	Phoenix	21 Jun 1975	Operating	
CAMPSTONE RURAL STATION	Fry	1 Mar 1956	20 Oct 1956	Parent PO NCT: Sierra Vista
CAMPSTONE RURAL STATION	Sierra Vista	21 Oct 1956	16 Feb 1959	NCT: Huachuca City
CAPITOL CLSTA.	Phoenix	16 May 1949	Operating	
CAREFREE RURAL STATION	Cave Creek	1 Apr 1962	Operating	
CASAS ADOBES RURAL STATION	Tucson	1 Mar 1957	21 Apr 1977	NCT: CNBR.
CASAS ADOBES CNBR.	Tucson	22 Apr 1977	26 Jun 1979	NCT: CLBR.
CASAS ADOBES CLBR.	Tucson	27 Jun 1979	Operating	
CATALINA RURAL BRANCH	Tucson	31 May 1971	Operating	
CIBECUE RURAL STATION	Show Low	1 Mar 1960	Operating	Was Cibecue PO
CIRCLE CITY RURAL STATION	Morristown	16 Feb 1962	30 Jun 1967	
COLLEGE CNSTA.	Tucson	16 Oct 1961	1 Jul 1980	
COMMERCE CLSTA.	Phoenix	16 Feb 1951	Operating	Was Jefferson Street
COPPER QUEEN CLSTA.	Bisbee	1 Oct 1968	Operating	
CORONADO CLSTA.	Tucson	24 Feb 1970	Operating	Was East Broadway
CRAYCROFT RURAL STATION	Tucson	16 Apr 1950	31 Oct 1956	
CROWN KING RURAL BRANCH	Mayer	1 Jan 1964	Operating	Was Crown King PO
DAVIS-MONATHAN AFB CLBR.	Tucson	1 Apr 1955	Operating	Was Air Base CNBR.
DEER VALLEY CLSTA.	Phoenix	27 Apr 1977	Operating	
DENNEOTSO CPO	Teecnospos	18 Apr 1977	Operating	
DESERT CLSTA.	Mesa	29 Jul 1980	Operating	
DESERT HILLS CNSTA.	Lake Havasu City	23 Sep 1978	Operating	
DESERT SAGE CNBR.	Mesa	1 Oct 1962	30 Jun 1975	NCT: Twin Knolls
DINOSAUR CITY RURAL STATION	Peach Springs	16 Jun 1963	1973	
DOLAN SPRINGS RURAL STATION	Kingman	16 Nov 1965	Operating	
DOMO RURAL STATION	Yuma	8 Dec 1962	7 Jul 1964	Was Dome PO
DOS CABEZAS RURAL STATION	Willcox	1 Feb 1960	23 Aug 1963	Was Dos Cabezas PO
DOWNTOWN CLSTA.	Kingman	15 May 1978	Operating	
DOWNTOWN CLSTA.	Phoenix	1 Jun 1968	Operating	
DOWNTOWN CLSTA.	Tempe	1 Aug 1969	Operating	
DUGANTOWN RURAL STATION	Peach Springs	16 Jun 1963	16 Oct 1965	
EAST BROADWAY CLBR.	Tucson	19 Apr 1958	24 Feb 1970	NCT: Coronado CLSTA.
EAST FLAGSTAFF CNBR.	Flagstaff	2 Jun 1958	1 Aug 1959	NCT: STA. NO. 1
EAST FLAGSTAFF CLSTA.	Flagstaff	1 Mar 1973	30 Jun 1975	NCT: CNSTA.
EAST FLAGSTAFF CNSTA.	Flagstaff	1 Jul 1975	Operating	
EAST FORK RURAL BRANCH	Whiteriver	16 Nov 1968	Operating	
ELEVEN MILE CORNER RUR. STA.	Casa Grande	16 Oct 1952	Operating	
EMERY PARK CLSTA.	Tucson	1 Oct 1952	Operating	
EMPIRE LANDING RURAL BRANCH	Parker	3 Mar 1973	Operating	
FLAGSTAFF STA. NO. 1	Flagstaff	1 Aug 1959	Operating	Was East Flagstaff
FLORENCE JUNCTION RURAL BR.	Apache Junction	17 Jun 1966	28 Feb 1970	Was Florence Jct. PO
FLYING SCHOOL CNBR.	Tucson	Aug 1942	31 Jan 1948	
FOREST LAKES CNBR.	Heber	19 May 1982	Operating	
FORT GRANT RURAL STATION	Willcox	1 Sep 1955	Operating	Was Fort Grant PO
FORT HUACHUCA CLSTA.	Sierra Vista	5 Jan 1974	Operating	Was Fort Huachuca PO
FORT LOWELL CNBR.	Tucson	1 Dec 1947	1 Feb 1956	
FORT LOWELL CLSTA.	Tucson	19 Oct 1981	Operating	
FOUNTAIN HILLS RURAL BRANCH	Scottsdale	1 Aug 1972	Operating	
FRANKLIN RURAL STATION	Duncan	8 Mar 1958	Operating	Was Franklin PO
GRAND CANYON CAVERN RUR. BR.	Peach Springs	1968?	29 Mar 1974	
GRAY MOUNTAIN RURAL STATION	Flagstaff	1 Nov 1961	12 Jan 1982	
GREASEWOOD RURAL STATION	Ganado	1 Oct 1960	Operating	
GREENWAY RURAL STATION	Tucson	1 Dec 1929	15 Feb 1955	NCT: Greenway CNBR.
GREENWAY CNBR.	Tucson	16 Feb 1955	1973	
GUADALUPE RURAL STATION	Tempe	15 Oct 1952	Operating	
GUNNERY BASE CNBR.	Ajo	15 Jan 1943	30 Sep 1947	
HACKBERRY RURAL STATION	Kingman	7 Jul 1962	Operating	Was Hackberry PO
HAPPY JACK RURAL BRANCH	Flagstaff	2 Dec 1966	Operating	Was Happy Jack PO
HAWLEY LAKE RURAL STATION	McNary	1 Jul 1965	5 Jun 1973	SPO (5/15-10/15)
HAWLEY LAKE CPO	McNary	6 Sep 1977	Operating	
HOPI CLSTA.	Scottsdale	1 Oct 1976	Operating	

Name of Branch/Station	Parent PO	Established	Discontinued	Notes
HUACHUCA CITY RURAL STATION	Sierra Vista	16 Feb 1959	26 Dec 1962	Converted to PO
HUALAPAI RURAL BRANCH	Kingman	7 Sep 1967	Operating	
INDIAN SCHOOL CLSTA.	Phoenix	1 Jul 1949	Operating	
INDIAN WELLS RURAL STATION	Holbrook	7 May 1965	Operating	Was Indian Wells PO
INTERMENT CAMP CNBR.	Coolidge	6 Jul 1942	15 Mar 1947	
IRON SPRINGS RURAL BRANCH	Prescott	30 Apr 1966	Operating	SPO (6/30-9/30)
JACOB LAKE RURAL STATION	Fredonia	1 Jul 1955	1 Aug 1981	Was Jacob Lake PO
JEFFERSON STREET CLSTA.	Phoenix	30 Apr 1947	15 Feb 1951	NCT: Commerce CLSTA.
JONES CLBR.	Douglas	1 Jun 1921	30 Jun 1923	Was Military CLBR.
KAIBITO RURAL BRANCH	Tonalea	1 Oct 1966	Operating	
KATHERINE CNSTA.	Bullhead City	1 Dec 1974	Operating	
KELVIN RURAL BRANCH	Kearny	1 May 1967	28 Feb 1968	NCT: Riverside Stage Station RB.
KINO CLSTA.	Tucson	1 Apr 1970	Operating	Was Annex CLSTA.
KLONDYKE RURAL STATION	Willcox	1 Sep 1955	Operating	Was Klondyke PO
KOFA CLSTA.	Yuma	1 Sep 1965	Operating	
KOHL'S RANCH RURAL BRANCH	Payson	5 May 1967	1974	Was Kohls Ranch PO
LAKE HAVASU CITY RURAL STA.	Kingman	15 Oct 1964	31 Mar 1966	Converted to PO
LAKE MONTEZUMA RURAL BRANCH	Sedona	1 Jan 1965	31 Aug 1972	Parent PO to Rimrock
LAKE MONTEZUMA RURAL BRANCH	Rimrock	1 Sep 1972	Operating	
LINDEN RURAL STATION	Show Low	28 Jun 1958	30 Jun 1965	Was Linden PO
LOWELL CLSTA.	Bisbee	1 Jul 1907	31 Jul 1974	
LUHRS CLSTA.	Phoenix	16 Feb 1924	19 Apr 1947	
LUKE FIELD CNBR.	Phoenix	16 Jul 1941	31 Jan 1947	
LUKE AFB CNSTA.	Glendale	1 Dec 1952	31 Mar 1955	NCT: Luke Air Force Base CNSTA.
LUKE AIR FORCE BASE CNSTA.	Glendale	1 Apr 1955		
LUPTON RURAL BRANCH	Houck	6 May 1966	Operating	Was Lupton PO
MANY FARMS RURAL BRANCH	Chinle	1 Oct 1966	Operating	
MARANA AIR BASE CNBR.	Tucson	1 Nov 1952	30 Jun 1957	
MARBLE CANYON RURAL STATION	Page	12 Mar 1965	Operating	
MARINE CORPS AUXILIARY AIR STATION CNBR.	Yuma	1 Aug 1959	23 Jul 1962	Was Vincent AFB
MARINE CORPS AIR STATION CLBR	Yuma	24 Jul 1962	Operating	Was Marine Cps. A.A.S.
MARTINEZ LAKE RURAL STATION	Yuma	1 Oct 1962	Operating	
MARYVALE CLSTA.	Phoenix	1 Nov 1960	Operating	
MCDOWELL CLSTA.	Phoenix	1 May 1949	Operating	
MEADVIEW CPO	Kingman	23 Sep 1978	Operating	
MESA				
STATION A CLSTA.	Mesa	1 Jun 1952	30 Jun 1960	
STATION NO. 1	Mesa	15 Feb 1955	Operating	
STATION NO. 2	Mesa	16 Aug 1956	Operating	
STATION NO. 3	Mesa	1 Jul 1963	Operating	
METRO CENTER CNSTA.	Phoenix	30 Dec 1979	Operating	
MILITARY CLBR.	Bisbee	31 Aug 1916	15 Dec 1916	
MILITARY CLBR.	Douglas	5 Apr 1915	31 May 1921	NCT: Jones CLBR.
MILLER VALLEY RURAL STATION	Prescott	2 Mar 1953	Operating	
MIRACLE VALLEY RURAL STATION	Sierra Vista	1 Sep 1960	31 Oct 1975	
MOCCASIN RURAL BRANCH	Fredonia	16 May 1964	27 Apr 1972	
MOHAVE VALLEY RURAL STATION	Bullhead City	1 Jul 1965	5 Sep 1977	Parent PO transfer
MOHAVE VALLEY CPO	Riviera	6 Sep 1977	Operating	
MORMON LAKE RURAL BRANCH	Flagstaff	5 May 1967	Operating	Was Mormon Lake PO
MOUNTAINAIRE RURAL STATION	Flagstaff	1 Jun 1962	1973	
MUNDS PARK RURAL STATION	Flagstaff	16 Jul 1962	Operating	
N. A. U. CNSTA.	Flagstaff	16 Jun 1967	Operating	
NAVY 10255 CNBR.	Flagstaff	1 Dec 1943	30 Jun 1945	V-12 Unit @ A.S.T.C.
NAVY 10292 CNBR.	Litchfield Park	1 Apr 1944	1 Feb 1946	Naval Air Facility
NORTHEAST CLSTA.	Phoenix	28 Jul 1956	Operating	
NORTH RIM RURAL STATION	Fredonia	1 Sep 1955	Operating	
NORTHWEST CLBR.	Phoenix	15 Aug 1956	14 Apr 1958	NCT: Northwest CLSTA.
NORTHWEST CLSTA.	Phoenix	15 Apr 1958	Operating	
OLD PUEBLO CLSTA.	Tucson	15 Jun 1942	30 Nov 1942	NCT: Old Pueblo Annex
OLD PUEBLO ANNEX CLSTA.	Tucson	1 Dec 1942	30 Apr 1948	NCT: Old Pueblo
OLD PUEBLO CLSTA.	Tucson	1 May 1948	11 Feb 1956	
OLD TUCSON RURAL STATION	Tucson	1 May 1940	30 Jun 1940	
		8 Nov 1940	16 Nov 1940	
OLD TUCSON RURAL BRANCH	Tucson	2 Dec 1968	4 Dec 1971	
OSBORN CLSTA.	Phoenix	27 Apr 1977	Operating	
PAPAGO CLSTA.	Scottsdale	17 Feb 1962	Operating	
PARADISE VALLEY CNBR.	Scottsdale	1 Aug 1964	Operating	
PARKS RURAL BRANCH	Flagstaff	1 Jun 1957	Operating	
PASTIME PARK RURAL STATION	Tucson	16 Feb 1925	30 Nov 1929	
PAUL SPUR RURAL STATION	Douglas	1 Jun 1958	31 Aug 1960	Was Paul Spur PO
PETRIFIED FOREST NATIONAL PARK RURAL BRANCH	Holbrook	16 Sep 1966	Operating	

Name of Branch/Station	Parent PO	Established	Discontinued	Notes
PHOENIX				
STATION NO. 1	Phoenix	16 Apr 1912	Operating	(1)
STATION NO. 2	Phoenix	16 Jan 1913	Operating	(2)
STATION NO. 3	Phoenix	1 Feb 1914	31 Jan 1917	(3)
		15 Mar 1917	Operating	(4)
STATION NO. 4	Phoenix	16 Apr 1915	Operating	(5)
STATION NO. 5	Phoenix	16 Sep 1915	31 May 1954	(6)
		22 Nov 1954	Operating	
STATION NO. 6	Phoenix	1922?	1922?	
		1 Sep 1944	Operating	
STATION NO. 7	Phoenix	1922?	1922?	
		1 Aug 1946	31 Dec 1956	
STATION NO. 8	Phoenix	1922?	15 Feb 1935	
		1 Dec 1946	Operating	
STATION NO. 9	Phoenix	16 Oct 1930	15 Feb 1935	
		1 Jan 1947	Operating	
STATION NO. 10	Phoenix	1 Dec 1930	15 Feb 1935	
		1 Mar 1947	Operating	
STATION NO. 11	Phoenix	16 Mar 1947	Operating	
STATION NO. 12	Phoenix	1 Dec 1947	Operating	
STATION NO. 13	Phoenix	1 Jan 1949	23 Jan 1957	
		1 Jul 1958	Operating	
STATION NO. 14	Phoenix	1 Jan 1949	Operating	
STATION NO. 15	Phoenix	16 Jan 1949	Operating	
STATION NO. 16	Phoenix	16 Jan 1949	Operating	
STATION NO. 17	Phoenix	1 Oct 1951	Operating	
STATION NO. 18	Phoenix	1 May 1954	Operating	
STATION NO. 19	Phoenix	1 Oct 1955	Operating	
STATION NO. 20	Phoenix	1 Jul 1955	30 Jun 1959	
		1 Nov 1959	Operating	
STATION NO. 21	Phoenix	1 Mar 1956	Operating	
STATION NO. 22	Phoenix	1 Apr 1958	28 Feb 1961	
		16 Nov 1961	Operating	
STATION NO. 23	Phoenix	16 Nov 1961	Operating	
STATION NO. 24	Phoenix	1 Oct 1964	Operating	
STATION NO. 25	Phoenix	16 Jan 1965	Operating	
PINNACLE PEAK VILLAGE CNBR.	Scottsdale	1 Jul 1975	Operating	
PISINEMO RURAL BRANCH	Sells	1 Feb 1967	Operating	
PLAZA CNSTA.	Flagstaff	28 Oct 1975	26 Jun 1979	
PORTAL RURAL STATION	San Simon	11 Sep 1964	Operating	
POSTON CLBR.	Phoenix	13 Apr 1942	15 Dec 1945	Japanese Relocation Camp in Yuma County Was Poston PO
POSTON RURAL STATION	Parker	1 Nov 1960	31 May 1966	
		16 Aug 1968	Operating	
PRESCOTT				
STATION NO. 1	Prescott	16 Dec 1932	31 Dec 1941	@ 109 So. Cortez St.
PRESCOTT VALLEY CPO	Prescott	29 Dec 1979	Operating	Was Agua Fria RB
QUEEN VALLEY RURAL BRANCH	Apache Junction	21 Mar 1970	Operating	
RAY RURAL BRANCH	Superior	2 Dec 1966	30 Nov 1967	Was Ray PO
RED VALLEY CPO	Teecnospos	1977	13 Jun 1981	
RINCON RURAL STATION	Tucson	16 Mar 1950	11 Feb 1956	
RINCON CLSTA.	Tucson	1 Dec 1963	Operating	
RIO SALADO CNSTA.	Phoenix	1 Jan 1983	Operating	
RIO VERDE CNBR.	Scottsdale	9 Nov 1974	Operating	
RIVERS CLBR.	Phoenix	1 Jul 1942	15 Dec 1945	Japanese Relocation Camp
RIVERSIDE STAGE STATION RB.	Kearny	1 Mar 1968	Operating	Was Kelvin RS
RIVIERA RURAL STATION	Bullhead City	1 Dec 1965	3 Jan 1976	Converted to PO
ROUGH ROCK RURAL BRANCH	Chinle	1 Mar 1968	15 Dec 1969	
SAN JOSE CNBR.	Bisbee	16 Aug 1955	31 Oct 1968	
SAWMILL RURAL STATION	Fort Defiance	22 May 1964	Operating	Was Sawmill PO
SCOTTSDALE				
STATION NO. 1	Scottsdale	16 Mar 1963	Operating	
STATION NO. 2	Scottsdale	1 Dec 1963	Operating	
STATION NO. 3	Scottsdale	1 Dec 1964	Operating	
SHERWOOD CLSTA.	Mesa	21 Feb 1966	Operating	
SHONTO RURAL BRANCH	Tonalea	1 Oct 1966	Operating	
SOUTH CENTRAL CLSTA.	Phoenix	1 Jun 1954	Operating	
SOUTH TUCSON CLBR.	Tucson	1 Nov 1949	Operating	
SOUTHEAST CLBR.	Phoenix	28 Sep 1957	27 Apr 1959	NCT: Southeast CLSTA.
SOUTHEAST CLSTA.	Phoenix	28 Apr 1959	31 May 1968	
SPEEDWAY CLBR.	Tucson	16 Jul 1949	14 Feb 1956	NCT: Speedway CLSTA.
SPEEDWAY CLSTA.	Tucson	15 Feb 1956	2 Jun 1978	Consolidated with University Station
SPEEDWAY-UNIVERSITY CLSTA.	Tucson	3 Jun 1978	30 Sep 1978	NCT: Sun CLSTA.
STUDENT UNION CNSTA.	Tucson	19 Sep 1966	1 Jul 1980	
SUN CLSTA.	Tucson	1 Oct 1978	Operating	Was Univ.-Speedway
SUN CITY RURAL STATION	Phoenix	16 Mar 1960	30 Jun 1962	Later made a PO
SUN LAKES CNBR.	Chandler	1 Nov 1979	Operating	
SUN VALLEY RURAL BRANCH	Holbrook	16 Oct 1965	Operating	
SUNIZONA RURAL BRANCH	Pearce	1 Nov 1966	10 Nov 1966	Rescinded Name
SUNNYSLOPE CLBR.	Phoenix	16 Aug 1951	27 Apr 1959	NCT: Sunnyslope CLSTA.
SUNNYSLOPE CLSTA.	Phoenix	28 Apr 1959	Operating	
SURPRISE RURAL STATION	Peoria	30 Mar 1963	Operating	

Name of Branch/Station	Parent PO	Established	Discontinued	Notes
TEMPE				
STATION NO. 1	Tempe	1 Jun 1954	Operating	
STATION NO. 2	Tempe	1 Oct 1957	Operating	
STATION NO. 3	Tempe	1 Jan 1964	Operating	
TEMPLE BAR MARINA RURAL BR.	Kingman	1 Jul 1966	Operating	
THREE POINTS RURAL STATION	Tucson	1 Aug 1963	1 Aug 1965	
TOLTEC CITY RURAL STATION	Eloy	1 Dec 1963	4 Nov 1966	
TORTILLA FLAT CPO	Apache Junction	25 Sep 1981	Operating	Was Tortilla Flat PO
TOYEI CPO	Ganado	2 Apr 1979	18 May 1979	
TSAILE CPO	Chinle	1 Sep 1978	Operating	
TUBAC RURAL STATION	Tucson	3 Mar 1959	3 Mar 1959	Special 1 day only
TUBAC RURAL STATION	Tumacacori	1 Jul 1961	Operating	
TUCSON				
STATION NO. 1	Tucson	1 Sep 1917	1 Apr 1919	
		1 Jul 1940	Operating	
STATION NO. 2	Tucson	1 Sep 1917	1 Oct 1938	
		25 Sep 1963	Operating	
STATION NO. 3	Tucson	1 Sep 1917	1925	
		5 May 1941	Operating	
STATION NO. 4	Tucson	16 Mar 1948	Operating	
STATION NO. 5	Tucson	16 Mar 1948	Operating	
STATION NO. 6	Tucson	16 Dec 1949	Operating	
STATION NO. 7	Tucson	16 Oct 1948	1 Oct 1962	
STATION NO. 8	Tucson	1 Jan 1949	Operating	
STATION NO. 9	Tucson	16 Apr 1949	Operating	
STATION NO. 10	Tucson	16 Jul 1949	Operating	
STATION NO. 11	Tucson	16 Jul 1949	Operating	
STATION NO. 12	Tucson	16 Aug 1949	Operating	
STATION NO. 13	Tucson	16 Apr 1950	Operating	
STATION NO. 14	Tucson	1 May 1950	Operating	
STATION NO. 15	Tucson	1 Dec 1950	Operating	
STATION NO. 16	Tucson	1951	?	
STATION NO. 17	Tucson	1 Oct 1951	Operating	
STATION NO. 18	Tucson	1 Oct 1956	Operating	
STATION NO. 19	Tucson	15 Nov 1956	Operating	
STATION NO. 20	Tucson	1 Feb 1957	Operating	
TWIN KNOLLS CNBR.	Mesa	1 Jul 1975	31 Dec 1982	NCT: Twin Knolls CNSTA
TWIN KNOLLS CNSTA.	Mesa	1 Jan 1983	Operating	
TWO GUN TOWN RURAL BRANCH	Flagstaff	1 Aug 1967	1973	
UNIVERSITY CLSTA.	Tucson	1 Feb 1921	2 Jun 1978	Consolidated with Speedway CLSTA.
VALENTINE CPO	Kingman	11 Oct 1975	Operating	Was Valentine PO
VINCENT AIR FORCE BASE CNBR.	Yuma	1 Jul 1957	31 Jul 1959	NCT: Marine Corps Auxiliary Air Station
WARREN CLSTA.	Bisbee	30 Sep 1968	Operating	
WASHINGTON CLSTA.	Phoenix	27 Apr 1977	Operating	
WEST SEDONA RURAL BRANCH	Sedona	15 Feb 1971	Operating	
WESTRIDGE CNSTA.	Phoenix	7 Feb 1983	Operating	
WHIPPLE CNBR.	Prescott	1 Oct 1903	15 Mar 1914	At Whipple Barracks
		1 Mar 1919	29 Feb 1948	NCT: Whipple CLBR.
WHIPPLE CLBR.	Prescott	1 Mar 1948	30 Jun 1957	NCT: Whipple CNSTA.
WHIPPLE CNSTA.	Prescott	1 Jul 1957	Operating	
WHITE MOUNTAIN LAKE RURAL BR.	Show Low	1 Jul 1969	Operating	
WHY RURAL BRANCH	Ajo	1 Sep 1966	Operating	
WIDE RUINS RURAL STATION	Chambers	1 Jul 1962	Operating	
WILLIAMS AFB CNBR.	Chandler	1 Mar 1953	31 Mar 1955	NCT: Williams Air Force Base CNBR.
WILLIAMS AIR FORCE BASE CNBR.	Chandler	1 Apr 1955	Operating	Was Williams AFB
YOUNGTOWN CLBR.	Phoenix	15 Oct 1960	30 Sep 1961	Converted to PO
YUMA				
STATION NO. 1	Yuma	1 Oct 1953	Operating	
STATION NO. 2	Yuma	1 Apr 1962	Operating	
YUMA PROVING GROUND CNBR.	Yuma	16 Mar 1966	Operating	

NOTES: (1) Originally located at 120 East Washington Street
(2) Originally located at 701 West Van Buren Street
(3) Located on Indian School Road at 3rd Street
(4) Located initially at 7th and Van Buren streets
(5) Originally located at Central Avenue and Adams Street
(6) Originally located at 1st and Washington streets

ABBREVIATIONS: CLBR. - Classified Branch; CLSTA. - Classified Station; CPO - Community Post Office
CNBR. - Contract Branch; CNSTA. - Contract Station; RB - Rural Branch; RS - Rural
Station; PO - Post Office; NCT - Name changed to



*A view of the Rogue River Bridge looking north, near the mouth of the river.
Patterson photograph, circa 1930.*

THE MOUTH OF THE ROGUE

By Frederick A. Valentine

The settlement at the mouth of the Rogue River has had several name changes. The first post office, Ellensburgh, was established on March 3, 1863, and changed to Ellensburg on March 20, 1877. On March 28, 1890, the current name of Gold Beach was adopted. The nearby town of Wedderburn, on the north bank of the river, was established on September 23, 1895, postally, so that it should not be confused with these earlier sites. However, it would be of interest to know where the 1863 post office was located. No doubt the local history buffs in Gold Beach could tell us. There is a reference to the name "Sebastopol" for this area, however, I know nothing about it.

The letter transcribed below was written by a business man who was serving the mines. Written on Oct. 20, 1853, there were then two coastal routes available for letters sent to the East Coast, such as this one sent to Fair Haven,

Conn. Letters could be carried by hand north to Port Orford, or south to Crescent City. Since Port Orford did not have a post office until March 27, 1855, and since the Crescent City P.O. was established Oct. 12, 1853, the latter would seem to be the better choice. The author, Joseph H. Rogers, says in his letter that it would be forwarded either at Crescent City or at San Francisco. The postmark clearly shows that it was first posted at San Francisco. What fascinating contents!

Rogue River, Oct. 20, 1854.

My Wife,

Most Lovely and Dearly Beloved,
Yours of Sept. 2d was received at Port Orford when I was on the way hither.

The pain with which you are frequently afflicted gives me much more uneasiness than the miserable condition of business here; though the latter has caused many anxious hours. Mercantile enterprises in the mines require much caution on the part of those who conduct them;

Rogue River, Oct. 20, 1854.

My Wife,
Most Lovely and Dear, Beloved,

Your of Sept. 2d. was received at Port Orford when I was on the way hither.

The pain with which you are frequently afflicted



The cover bears a San Francisco postmark of Nov. 16 (1852), suggesting that the letter took over two weeks to travel down the coast.

as it is almost impossible to avoid some losses in bad debts; not withstanding the exercise of mature judgement. Several mercantile houses of my acquaintance at different points on this coast, and employing pretty large capital, have, during the last year, rather retrograded than advanced in property. But your life and health cannot be estimated in dollars; and, as I have told you before, poverty would be far more tolerable than to remain on earth without you. Do not fail to state your case to Prof. Beers; and inform him that you have done it in accordance with my special request. I fear that the care of our house is ruining your

health. If so, it must be sold. I am unprepared to return, but I will do so, if I can alleviate your burden. Your worth never seemed to me greater; or your presence more desirable; or this barbarous, vagabond life which I am leading, more disagreeable. My acquaintance along the coast of Oregon is so extensive, that should I be unable to write, you would soon be apprised of my circumstances; hence you need not be anxious if my letters do not come to hand so regularly.

Inquiries relative to mining are my errand here. The mouth of this river (the spot where I now am) is about thirty miles southerly from Port Orford. A considerable

number of miners are operating here, mostly preparing for washing during the rainy season, as there is a general deficiency of water at present. Whether I shall arrange to remain here several months, or otherwise, is very uncertain.

You may perhaps infer that I have become less tenacious of local attachments than formerly; but I assure you that traveling in this mountainous country cannot be very pleasant; unless rather severe exercise is desired.

A gentleman is about to leave for Crescent City, Cal., about sixty miles distant from this

place, and I must close, and forward by him, to the post office at that place, or perhaps at San Francisco. I need not say that I have scribbled hastily -- every word manifests it; but I know that you will accept my apology for a letter more lengthy I expected to write to each of the children, -- I must do it shortly. Please so say to them that my desire to see them is constantly increasing, and give my kindest regards to relatives and friends.

Yours, my beloved Angel, in bonds most intimate.

/s/ Joseph H. Rogers

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ALASKA

1. DUTTON, 1907, F+ Tyl as recv. mark on picture side of PPC. Only the 2nd ex. known. Est. \$75.
2. KNUDSON COVE RUR. STA., 1961, VF 4-bar on phil. cvr. Scarce 1961-64 RS. Est. \$10.00
3. LATOUCHE, 1915, F-VF Ty3 on cvr. Early. Est. \$25
4. MANLEY HOT SPRINGS, 1959, VF Ty2 (not terr.) on commercial cvr. Not common! Est. \$5.00
5. NOME, 1901, VF Ty3 on U362 w/mining ltr. Est. \$35
6. ALASKA FLYER/HUMBOLDT STEAMSHIP CO., 1909, bold purple oval on PPC w/Seattle pm. Est. \$100.00

ALASKA & YUKON REAL PHOTO POST CARDS

7. Northern Commercial Co. Store at Circle. E. \$12
8. Sitka Harbor & Town, a beautiful clear pix E\$8
9. Two pix on one card: one is great shot of river steamer "Yukon"; other a lady posing. Est. \$12
10. "Interior, Board of Trade "after" the Big Storm, Nome Alaska 1913" diagonal lt. crease. Est. \$5.
11. Three diff. real photos of ice break-up on the Yukon River. All labelled. Est. \$8.00
12. Three diff. dog team PPCs (two are prints). E\$6
13. "Klondike Dog Team", VF photo of team on main st. of Dawson, clear DAWSON pm of 1920. E. \$8.
14. "Eli A. Smith, U.S. Mail Driver/Left Nome, Alaska Nov. 14th 1905/arrived in Washington D.C./Feb. 20th 1907." printed card of dog team. Est. \$8.00

CALIFORNIA

15. ALLEGHANY, 1910, F-VF 4-bar on cvr w/mining co. corner card. Est. \$3.00
16. BAY CITY, 1909, VF Doane on PPC. (04-14). Est. \$5.00
17. COUNTY FARM, 1911, VF 4-bar on PPC. (08-18). E. \$8.
18. DUNCANS MILLS, 1907, F 4-bar on Real Photo of twn Est. \$8.00
19. DEERPARK, 1911, VF 4-bar on PPC. (00-29). Est. \$5.00
20. LETCHER, 1911, VF Doane on PPC. (86-15). Est. \$8.00
21. MICHIGAN BAR, 1910, F-VF cds on PPC. (55-35). E. \$6.
22. POLLASKY, 1908, F+ 4-bar on PPC. (91-10). Est. \$6.00
23. PRIZE, 1906, F-VF cds on PPC (SF Earthquake). E\$10
24. RANGER, 1907, F+ 4-bar on PPC. (07-15). Est. \$12.
25. SKAGGS, 1906, F Doane on cvr w/cc of White Oak Ranch. Est. \$5.00
26. STEGE, 1917, F 4-bar on PPC. (89-35). Est. \$4.00
27. WASIOJA, 1907, VF Doane on PPC. (This is the last one I have!). Est. \$10.00

IDAHO

28. GILBERT, 1910, lt. readable cds on PPC. Est. \$6.00
29. MEDIMONT, 1909, F cds on PPC. Est. \$4.00

MONTANA

30. KEYSTONE, 1914, about Fine 4-bar on PPC. (13-25) E8
31. PAGEVILLE, 1910, F 4-bar on PPC. (92-13). Est. \$8.

NEBRASKA

32. AYR, 1920, VF 4-bar on PPC. Est. \$4.00
33. CORNELL, 1911 F Doane on PPC. Est. \$6.00
34. CUSHING, 1911 VF 4-bar on PPC. Est. \$4.00
35. CROFTON, 1905 VF Doane on cvr cut just into 2¢ red at rt. Est. \$5.00
36. EMERALD, 1909, F lt. Doane on PPC. Est. \$4.00
37. SURPRISE, 1911 VF 4-bar on PPC. Est. \$4.00

NORTH DAKOTA

38. GRINNELL, 1911 F 4-bar on PPC. (81/20). Est. \$8
39. ELLISON (good) & LOSTWOOD (VF), 1908, as sending & forwarding pms on PPC to WIS. Est. \$5.00
40. MOSE, 1910, about Fine red Doane on PPC. Est. \$5

OREGON (See also RFDs)

41. BRIGHTON, 1954, VF 4-bar on phil. cvr. Est. \$3
42. CECIL, 1910, VF 4-bar on PPC. Est. \$4.00
43. CROW, 1913, F 4-bar on PPC. (74-38). E. \$5.00
44. DEMOSS SPRINGS, 1910, VF Doane on PPC. E. \$15
45. ECOLA, 1915, F 4-bar on PPC. Est. \$8.00
46. GOLDSON, 1917, G-F 4-bar on cover. Est. \$8.
47. HOULTON, 1909, F duplex on PPC. Est. \$3.00
48. IVISON, 1909, VF Doane on PPC. (93-09) E. \$20.00
49. KNAPPA, 1908, F-VF 4-bar on PPC. Est. \$8.00
50. LAMONTA, 1907, F-VF cds on cover. E. \$15.00
51. LEONA, 1913, F-VF 4-bar on PPC. Est. \$6.00
52. MCKINLEY, 1913, F 4-bar on cover, Est. \$6.00
53. STATE FAIR STA./SALEM, 1938, VF 4-bar on phil cover. Est. \$5.00
54. RUSSELLVILLE, 1899, F+ cds as b/s on cvr. E\$4.
55. US/NAVY, 1945, VF 4-bar on legal size Penalty env. w/ret. add. of "B.A.S.P. Clatskanie, Or" Covers from Beaver Arsenal are scarce. E. \$6

WASHINGTON (See also RFDs)

56. CLAY CITY, 1910, VF 4-bar on PPC. (08-22). E. \$25
57. FAIRMOUNT, 1915, VF red violet 4-bar on PPC (1912-24). Est. \$15.00
58. HOVER, 1912, F 4-bar on PPC. (05-49). Est. \$6.00
59. LAKE CRESCENT, 1917, F-VF 4-bar on PPC (13-20). Est. \$15.00
60. NEMAH, 1914, F+ cds on PPC. (Pacific 94-23) Est. \$12.00
61. NORTH YAKIMA, 1911, Ovate Flag, VF on PPC. E\$5
62. ORIN, 1906 VF Doane on PPC (view of Colville-real photo) (02-44). Est. \$8.00

RAILWAY POST OFFICES (RPOs)

63. DENVER & GRAND JUNC., 1908, F+ on PPC. Est. \$6
64. SAN FRAN. & PAC. GROVE, 1913, VF on PPC. E. \$8.
65. WOODBURN & SPRING. (OR), 1908, G-F on PPC (the "BURN" of Woodburn not well struck). E. \$6.00

RURAL FREE DELIVERY (RFDs) (Richow Types)

66. MOSCOW (ID), Rt 2, 1909, Ty 11F on PPC. E. \$12
67. "Not R.F.D. No. 1" Lewiston (ID) in purple st. line as forwarding mark on PPC. Est. \$8.
68. DORCHESTER (NEB), ca. 1909, Tylle (date only) on PPC. Est. \$6.00
69. NORTH JACKSON (OH), 1910, Tylle on PPC. E. \$4.
70. MOUNT ANGEL (OR), ca. 1908, Ty 11F on PPC. E. \$8
71. BELDENVILLE (WIS), ca. 1908, Ty 11F on PPC. E\$5
72. SEATTLE (WA), ca. 1909, Rt. 1, Ty 11F on PPC. E\$8
73. SPOKANE (WA), 1908, Rt. 1, Ty 11c on PPC. E. \$12
74. BUFFALO (WY), ca. 1909, Rt. 1, Ty 11D (RFD only) on PPC. Scarce. Est. \$30.00

MILITARY

75. DEMING, N. MEX./MILITARY BR., 1918, VF duplex on patriotic cvr. (colored flag). Est. \$10.00
76. LOS ALAMOS, NM: Lot of two covers; one pm Santa Fe 1/8/47 w/r.a. of Box 1663; other pm Los Alamos 10/13/48 w/Box 1663 r.a. P.O. was est. 5/16/47 & before that used Box 1663 of Santa Fe. Both cvrs VF & com'l. Quite scarce- Est. \$50.00
77. FIELD POST OFFICE/167, 1944, VF on UC3. RAF use of US envelope. Censored. Est. \$8.00

PHOTO COPIES AVAILABLE FOR ANY LOT; SEND S.A.S.E. Lots sold at one advance over 2nd highest bid. Buyers pay mailing costs. Improperly described lots returnable within 10 days. PHONE BIDS OK.

BIDS CLOSE: January 31, 1985 (10 PM Pacific)

A VERY MERRY CHRISTMAS & A HAPPY NEW YEAR TO YOU

THANK YOU FOR MAKING 1984 A SUCCESSFUL YEAR !!!!

POST OFFICES OF SOUTHEASTERN ALASKA
(S - Y)

(Continued from Vol. 14, No. 6)

By Richard W. Helbock

SAINT TERESE

Estab. 11 Jun 1938. Converted to SPO: 1 Jan 1946. Dis. 15 Aug 1946. MT: Juneau

This post office served a Catholic shrine named for the French Carmelite nun, Theres de Lisieux (1873-1897), located on the south side of Pearl Harbor, 18 miles northwest of Juneau. The shrine was completed in 1933.

Although William G. LaVasseur was appointed the first postmaster on June 11, it appears that first day ceremonies at the office were held in conjunction with a visit by Postmaster General James A. Farley on July 20, 1938.

Conversion of the office to a summer only facility meant that Saint Terese operated only from June 1 to August 15 in 1946, its last year of operation.

SALTCHUCK

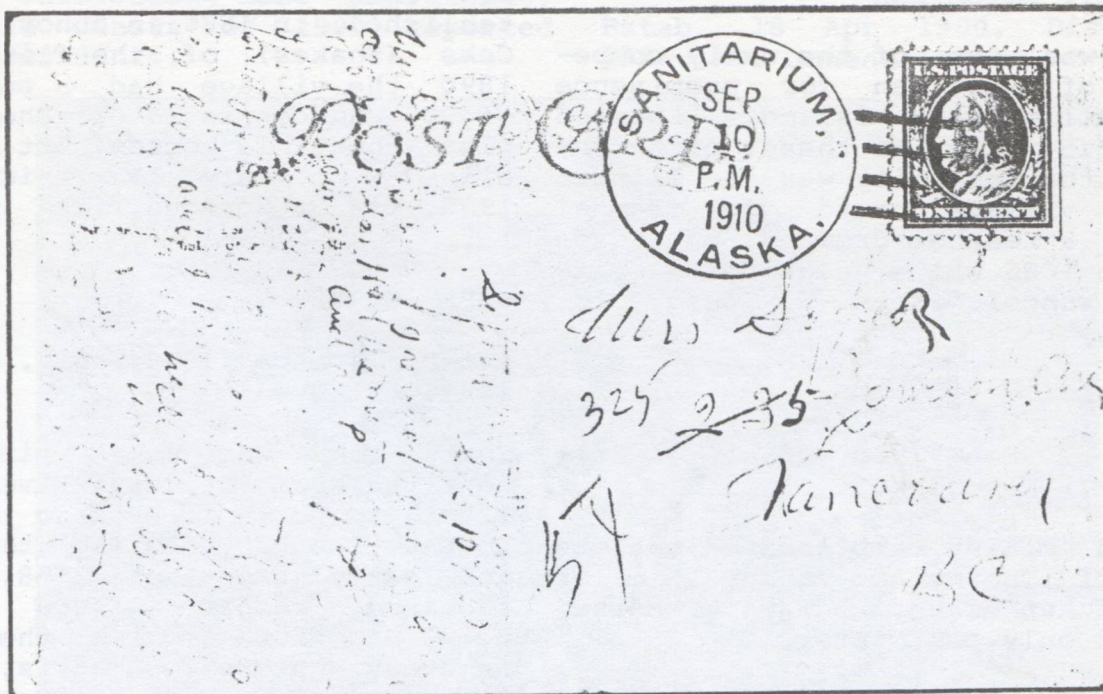
Estab. 3 June 1924. Dis. 15 Oct 1927. MT: Kasaan.

A village on the east coast of Prince of Wales Island, at the head of Kasaan Bay. The term "chuck" refers to a shallow basin which floods at high tide. The economic base of this village is not known, although fishing appears likely to have been the attraction. Horatio V.V. Bean, 1st postmaster.

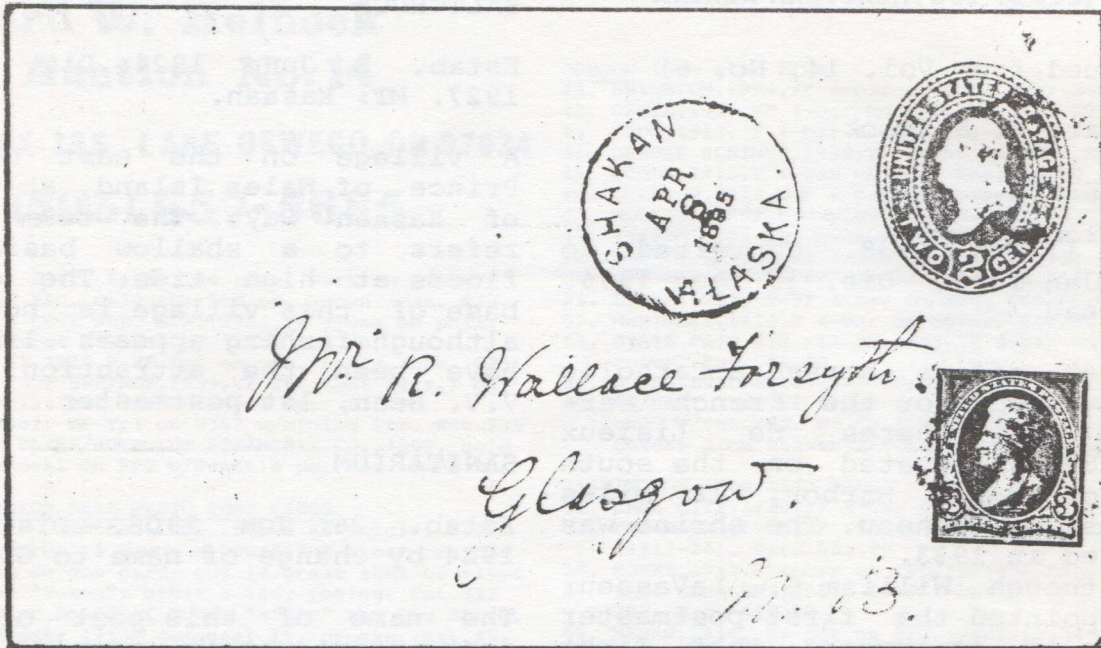
SANITARIUM

Estab. 26 Jun 1908. Dis. 12 Feb 1924 by change of name to GODDARD.

The name of this post office was descriptive as it served a small health resort located 15 miles south of Sitka on the northeast side of Hot Springs Bay on Baranof Island. The springs were known by the Russians as early as 1800, and they developed a hospital here in 1841. Mary C. Goddard was the first and only postmaster of the SANITARIUM office, and the name change



An example of the only recorded postmark type from Sanitarium, Alaska.



A cover bearing the earliest known postmark from Shakan, Alaska, April 8, 1895.

honored her husband, Dr. F. L. Goddard.

SAXMAN

Estab. 30 Jun 1897. Dis. 14 July 1900. MT: Ketchikan

Saxman was one of the early competitors of Ketchikan for prominence on Rivillagigedo Island. Located only 2.5 miles southeast of Ketchikan, the community was a Tlingit Indian village named for Samuel Saxman, a teacher drowned near Cape Fox in 1886 while seeking a site for a school. James W. Young, 1st and only postmaster.

SEALEVEL

Estab. 2 Feb 1900. Dis. 14 July 1905. MT: Ketchikan.

A gold mining camp located at the head of Thorne Arm, about 25 miles east of Ketchikan. Edward C. Morse, 1st and only postmaster.

SHAKAN

Estab. 14 May 1886. Dis. 15 June 1936. MT: Tokeen.

This site of a summer village of the Henya Tribe of Tlingit Indians was selected by Oliver Fountain in 1879 as the location for a sawmill. At first called "Oliver's Place", the community became known as Shakan when the post office was established in 1886 in honor of Chief Ceks (Shakes) of the Tlingit. In 1890 the village had a population of 38, and consisted of the sawmill plus about 12 houses, but it declined to only 19 residents in 1930. Ira B. Sprague, 1st postmaster.

SHEEP CAMP

Estab. 4 Apr 1898. Dis. 31 Oct 1899. MT: Dyea.

Sheep Camp was a stopping place near the head of Taiya River, about 12 miles north of Dyea on the Trail to Lake Bennett. During the spring and early summer of 1898, several thousand people passed through here, and for a time there were numerous stores, hotels, eating places, and other businesses catering to the prospectors. By the time Joseph G. Brown was able to get his post office organized in

the summer of 1898, the parade had passed Sheep Camp by, and completion of the White Pass & Yukon Railway the following summer brought near abandonment of the Dyea Trail.

SITKA

Estab. 23 July 1867.

Headquarters of the Russian American Company from 1804, New Archangel was renamed Sitka, a Tlingit name meaning "by the sea", when Alaska was purchased by the United States. There were 968 residents of Sitka when the transfer ceremony was carried out in 1867, and John H. Kinkead became the first postmaster in the newly acquired territory.

Sitka stagnated during the first four decades of American control, and, since it was the capital of Alaska for 33 of those years, this statement gives a fairly clear picture of the level of American involvement with the District. In 1910, the population of Sitka was 1,039, and by 1950 it had grown to only 1,985. Post-WWII growth has been more impressive, and the Census of 1980 reported 7,248 residents.

SKAGWAY

Estab. 10 Nov 1897.

Skagway was founded in 1897 by Captain William Moore, who owned a cabin at the site when reports of the Klondike strike first reached the outside world. By late summer 1897, hundreds of people began heading north, and Skagway became the temporary destination for many of them. Situated at the mouth of the Skagway River, near the head of Taiya Inlet, the town became a transfer point for people and goods bound for the goldfields by way of the White Pass - Yukon River route. During the winter of 1897-98 several thousand people jammed the community awaiting the spring ice breakup on the Yukon. Construction of the White Pass & Yukon Railway in 1899 insured Skagway a measure of permanence, even after the gold rush became history. The Census of 1900 reported 3,117 residents, but the Census of 1980 found only 769 remaining. William B. Sampson, 1st postmaster.

SNETTISHAM

Estab. 18 Apr 1900. Dis. 31 May 1926. MT: Juneau.



A post card town view of Sitka dating from about 1910.

A gold-mining camp on the north coast of Snettisham Peninsula, 31 miles southeast of Juneau. Gold was discovered here in 1895, and the camp took its name from the estuary named by Captain George Vancouver in 1794. The name is reportedly after a town in Norfolk, England. John N. Tisdale, 1st postmaster.

SPEEL RIVER

Estab. 1 Jun 1920. Dis. 30 Nov 1931. MT: Juneau.

The first pulp mill in Alaska was built here in 1920 by the Alaska Pulp & Paper Co. The plant used hydro-electric power generated by a dam on Speel River, but was only in operation for three years. The community was located two miles south of Speel Point, about 30 miles southeast of Juneau. Eugene P. Kennedy, 1st and only postmaster.

SULZER

Estab. 27 Jun 1901. Dis. 15 Jul 1933. MT: Hydaburg.

A copper mining center located near the head of Hetta Inlet on Prince of Wales Island. The Alaska Industrial Company made its headquarters here in the early 1900's, and for a time the town boasted a U.S. Custom House, a hospital and several stores. Surrounding mines included the Green Monster, Mt. Vesta, and the Jumbo. The latter sent over 50 thousand tons of copper ore to smelters in Tacoma, Washington, and Ladysmith, B.C. The community was named for Charles A. Sulzer, who also served as the second postmaster. John M. Scott, 1st PM.

SUMDUM

Estab. 16 Sep 1897. Dis. 15 Aug 1919 when name and site changed to POINT ASTLEY. Re-estab. 2 Feb 1920. Dis. 15 Nov 1937. Re-estab. 20 Dec 1937. Dis. 31 Oct 1942. MT: Windham.

A mining town and Tlingit Indian

village located at head of Sanford Cove on the south shore of Endicott Arm, 55 miles southeast of Juneau. The name of the town was taken from nearby Sumdum Glacier, which itself bears an Indian name said to refer to the booming sound made by the glacier as it calves. John Morello, 1st postmaster.

TAKU HARBOR

Estab. 9 Apr 1912. Dis. 30 Apr 1945. MT: Juneau.

This ancestral site of the Taku Tribe of Tlingit Indians became an active American settlement when Libby, McNeill & Libby built a salmon cannery here in 1912. The community was located on the east shore of Taku Harbor, 22 miles southeast of Juneau. Year round population was quite small, but the influx of cannery workers swelled the population each summer. John L. Carlson, 1st PM.

TENAKEE SPRINGS (TENAKEE)

Estab. 17 Oct 1902 as TENAKEE. Name changed to TENAKEE SPRINGS: 16 Apr 1928.

A health resort and cannery town located on the north shore of Tenakee Inlet of Chicagof Island, about 50 miles northeast of Sitka. The hot springs were known as Hoonah Hot Springs late in the 19th century, but, when a cannery was built four miles east of the springs, the name "Tenakee" was adopted. Population has been quite stable in the community for many years, and was reported at 154 in the Census of 1980. William F. Brown, 1st postmaster.

THANE

Estab. 12 Feb 1914. Dis. 30 Sep 1935. MT: Juneau.

Site of the Alaska Gastineau Mining Company mill, which operated from 1914 until the early 1920's. The community was named for Bartlett L. Thane, general manager of the com-

pany, although the original miners' name for the locality was Sheep Creek. Thane was located just four miles southeast of Juneau on Gastineau Channel, and is now a residential district of the city. Anna C. Campbell, 1st postmaster.

TOKEEN

Estab. 7 Jun 1909. Dis. 30 Jul 1938. MT: Klawock.

A marble quarry was operated here from 1909 to 1932 by the Vermont Marble Company. The community was located about 40 miles northwest of Craig on the west coast of El Capitan Island. In its last year the quarry employed about 150 men. After abandonment of the operation, some former residents established a new village seven miles to the southeast. John Lavine, 1st PM.

TONKA

Estab. 29 May 1902. Dis. 16 Jun 1905. MT: Petersburg.

A cannery village located six miles south of Petersburg on the southeast coast of Kupreanof Island. Oretto P. Brown, 1st and only postmaster.

TREADWELL

Estab. 24 Dec 1901. Dis. 31 May 1926. MT: Douglas.

A mining town located adjacent to Douglas on Gastineau Channel. The community was named for John Treadwell, owner and operator of the mine from 1881-1889. Treadwell was incorporated in 1901 with a 1900 population of 522, but was disincorporated in 1912. Flooding of the some of the mines in 1917 reduced the population of the town to 325 by 1920, and gradually operations ceased entirely. Albert J. Willis, 1st postmaster.

TYEE

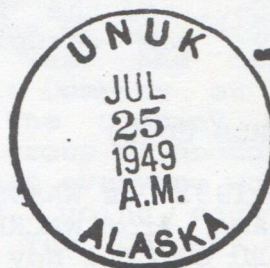
Estab. 5 Oct 1907. Dis. 7 Sep 1953. MT: Petersburg.

Initially a whaling station, this village became the site of a salmon cannery providing seasonal work to about 150. The winter population was typically only ten to twelve. Tyee was located on Murder Cove at the southern tip of Admiralty Island. George F. Dickson, 1st PM.

AFTER FIVE DAYS RETURN TO

F. M. M. M.

Unuk Alaska



The Alaska Sportsman

Ketchikan

Alaska

Commercial covers from Unuk, Alaska, are quite scarce despite the recent date of post office operation.

UNUK

Estab. 1 May 1949. Dis. 15 Jul 1950. MT: Ketchikan.

This locality became a starting point for numerous short-lived mining ventures along the Unuk River in 1949-50. The community was situated near the mouth of the river on Burroughs Bay, about 50 miles northeast of Ketchikan. Willie Gubser, 1st and only PM.

WACKER

Estab. 17 May 1920. Dis. 30 Sep 1951 by change of name to WARDS COVE.

Eugene Wacker took a home stead near Ward Cove in 1907, and, after farming the land for many years, received a patent to plat the townsite of Wacker City in 1920. He became the community's first postmaster.

Wacker was the motivating force behind construction of a road from his village to Ketchikan, four and one half miles to the southeast. The road was completed in 1924, and for many years thereafter Wacker operated a bus service over it. In 1948 Wacker sold 50 acres of his homestead to the Bellingham Pulp & Paper Co., and the Ketchikan Pulp Company now occupies this land.

WARD COVE (WARDS COVE)

Estab. 1 Oct 1951 as WARDS COVE by change of name from WACKER. Name changed to WARD COVE: 1 Nov 1954.

The cove was named for one of the officers of the U.S.S. PATTERSON, an early Coast Survey ship. W. W. Waud established a saltry here in 1883, so the locality had been occupied long before Eugene Wacker began his enterprises here. Meta D. Crawford was the first Wards Cove postmaster.

WINDHAM

Estab. 13 Jun 1903. Dis. 24 Jul

1956. MT: Juneau.

Located at the head of Windham Bay, 63 miles southeast of Juneau. This community started life as a gold mining camp about 1900 as strikes were made along nearby Spruce Creek. The mines eventually gave out, but several residents lingered on. There were still 20 people in Windham in 1940. E.H. Patton, 1st postmaster.

WOEDSKY

Estab. 6 Dec 1901. Dis. 30 Nov 1907. MT: Wrangell.

A fishing village on the south coast of Woewodski Island, about 20 miles south of Petersburg. The village derived from the island, which in turn was named for Stepan Woewodski, Director of the Russian American Colonies from 1854 to 1859. Viola J. Range, 1st postmaster.

WRANGELL

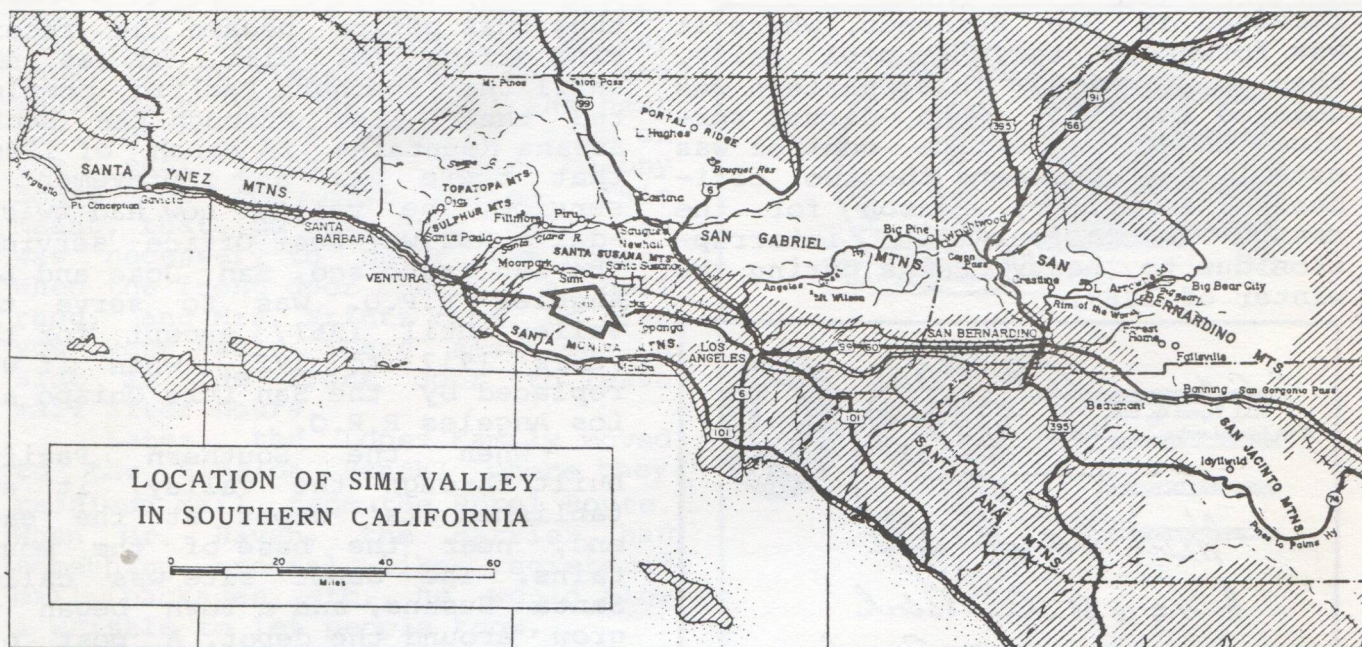
Estab. 19 Feb 1902 by change of name from Fort Wrangel.

The American military post at Fort Wrangel was abandoned in 1877, and this name change was a belated recognition of this fact. Wrangell more than held its own as a fishing and lumbering community, and the town's population has increased from 1,162 in 1950 to 2,174 in 1980. John E. Worden was the 1st postmaster after the name change.

YAKUTAT

Estab. 1 Aug 1892. Dis. 11 Jul 1895. MT: Sitka. Re-estab. 27 Mar 1901.

This community has long been the principal winter village of the Yakutat Tribe of Tlingit Indians. Located at the west end of Monti Bay, 210 miles northwest of Juneau, Yakutat was chosen as the site of an early U.S. Army airfield in 1940. Postwar population has seen considerable fluctuation with 298 in 1950, 190 in 1970, and 449 in 1980. Karl Hendricksen, 1st PM.



SIMI VALLEY, CALIFORNIA, POSTAL HISTORY

By Rod Crossley

The valley of the Simi is located some thirty miles inland from the Pacific Ocean. Simi is a Chumash Indian word meaning "place" or "Village". The Indians used the valley as a gathering point for acorns. In 1795, the Spanish government gave some 114,000 acres of the valley to the Pico Brothers. The land grant was called Rancho San Jose di Gracia de Simi, or Rancho Simi. The Picos built a large adobe at the west end of the valley, a portion of which stands today.

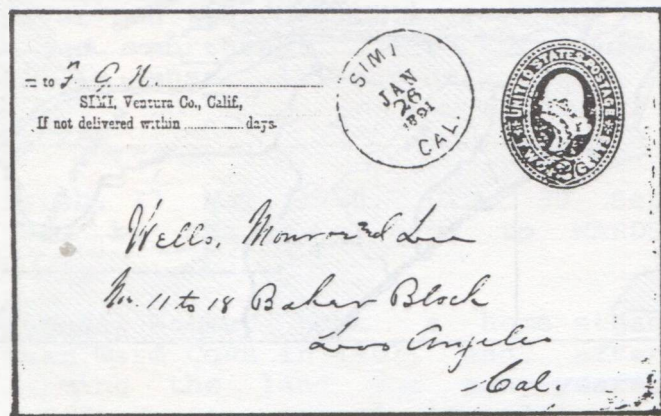
During the 1860's, a few settlers came to farm the valley, plus the Coast Line Stage Company routed its' San Francisco to Los Angeles stage via Santa Susana Pass. The new settlers received their mail at Larry's (mountain station) at the bottom of the Pass or at the Simi Rancho. This lasted until 1875, when the stage route was changed to run through the Conejo. The valley mail was now picked up once weekly at Newberry Park.

The Simi Land and Water Company was organized in 1887 during the great California land boom to sell a major part of the valley floor. They built a three-story hotel on land now occupied by Simi High School. Daily, the hotel sent a spring wagon to San Fernando, located on the Southern Pacific Railroad, for mail and prospective buyers.

One of the large buyers of the land was the California Mutual Benefit Company of Chicago, Illinois. The company had been formed by a group of doctors whose concept was that everyone would live in the colony, going each day to their farms. The company shipped twelve two-story disassembled frame houses by rail to Saticoy, then overland by wagon to the valley. These colony houses were assembled in the west end of the valley along the arroyo Simi.

The post office for the town was called Simiopolis, being authorized on January 19, 1889, but not starting until April 21st, with Dr. George Cutler as Postmaster. Sometime within the first six months of operation, the name was shortened to Simi. Mail for the office was

received at San Fernando, where it was forwarded to the hotel daily, then on to Simi. This pattern was changed in 1890, when direct service under Post office control was established between the two offices. The primary reason for the change was a four-month interruption due to heavy rains during the winter of 1889.



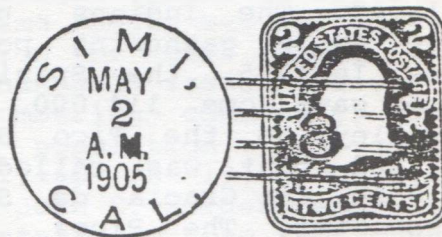
Dr. Cutler resigned in 1890, being replaced by Richard Paranteauas. When he died in 1893, Mrs. Heaster Moore became Postmistress. In 1901, Mrs. Rose Printz replaced Mrs. Moore. Soon after the change, the colony house was used as the post office, and Mrs. Printz's home burned to the ground. She moved to the colony house next door, which served as the post office for the next 40 years. This house still stands today, the last one in which someone still lives.

The next post office to be located in the valley was at the Hotel, with McCoy, the manager, as Postmaster. It was called Roblar, for the large oak located near the hotel. The office started in May of 1894, but lasted only four months, being closed in September; its mail being forwarded to Chatsworth.

San Fernando served as the receiving office for Simi until 1898, when it was replaced by Burbank (est. 1887). This change did not speed service, as it still took over one day for mail to come to Simi from the receiving office. In 1903, the Southern Pacific began closed pouch service to Chatsworth,

thus this office became the receiving office for Simi. It was not until the Southern Pacific completed their line through the Santa Susana Mountains in march of 1904, that there was any improvement in service. The valley now had twice-daily Railway Post Office service. The San Francisco, San Jose and Los Angeles R.P.O. was to serve the valley until 1967, except for the years 1917 to 1921, when it was replaced by the San Luis Obispo and Los Angeles R.P.O.

When the Southern Pacific built through the valley, it established its depot at the east end, near the base of the mountains. The depot site was called Santa Susana, and a town began to grow around the depot. A post office was established in the depot on April 14, 1904, with the agent, Mr. Inocencio Villegurs, as Postmaster. In 1912 the office was moved to the new Crinklaw Building, behind the depot. At that time Mr. Lewis Riave was appointed Postmaster, a post he would hold for the next 34 years. The next move was in 1924; this time to the Riave and Rosauer B. Brothers Store of Tapo Street, across the tracks from the depot.

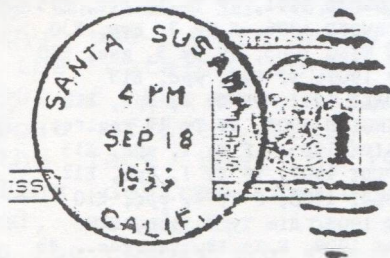


A rural route was established at Simi in 1911, being some twelve miles in length with some 48 families being serviced by the first carrier, Charles A. Haven. The Tapo area was added to the route in the early 1920's. Mortimer Park, now Susana Knolls, was started in the mid-1920's, giving the route a length of some 53 miles.

Angel Lopez came to the Simi townsite in the 1920's. He remembers the post office was opened for

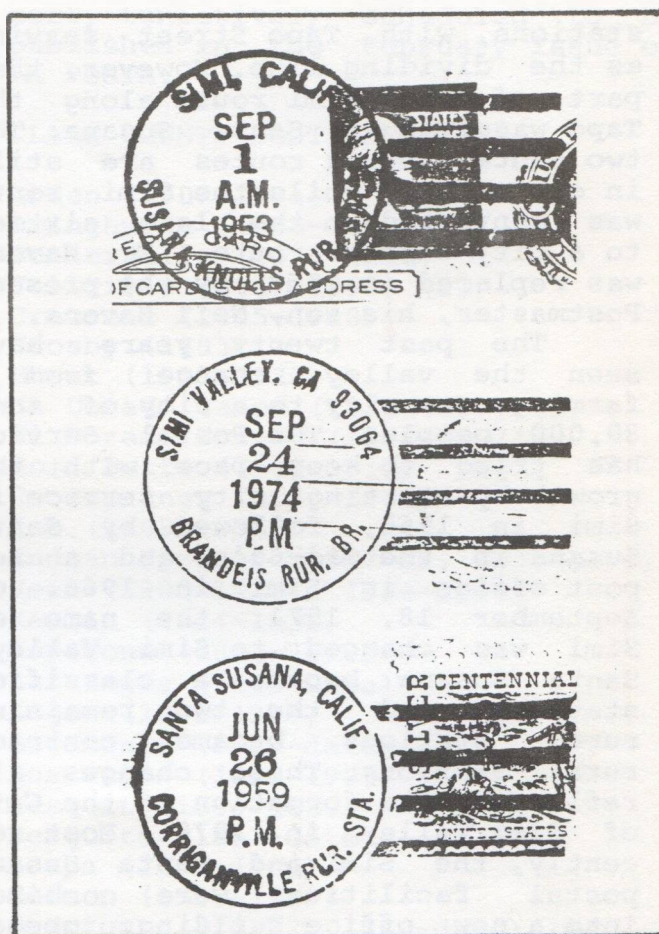
only a few hours a day. Mrs. Printz was very strict about the hours; thus, if you missed your mail, she would make you wait until the next day. The Printz's added a room on the east porch of their colony house for the post office. This meant, that to get your mail, it was necessary to enter the house. When the front door opened, a bell rang, and Mrs. Printz came to give you your mail. There also was a slot in the front door to leave mail after hours.

Later, the Lopez Family moved to the Sinaloa Ranch, where they received mail from the Rural Route. When Mr. Haven, the carrier, had something special, like registered mail, packages, etc., he would blow a whistle to let people know.



Mrs. Printz was replaced by Lester Reed in 1940, and he moved the office to the corner of 4th and Los Angeles Avenue. Jim Kerns replaced Mr. Reed as Santa Susana Postmaster in 1946. In 1961 Mr. Kerns moved the office across the tracks to a new location west of the depot. The forties saw the removal of the mail crane in Simi, leaving only the one in Santa Susana, which survived until the end of R.P.O. service in 1967.

As the valley grew in the fifties, three rural stations were established; the first being in 1953 at the Blackburn Store in Susana Knolls. This was a full service facility, including box service. The next to be established was in 1958 at Brandeis, the Jewish Institute of the same name. Originally started as a service to residents, due to the large volume of fund-raising mailings, it was necessary to add a meter. This mailing



is so large that today, the station has its' own zip code. The most recent rural station was begun in June of 1959 at Corriganville Western Movie Ranch, located in the east end of the valley. The ranch was used for many of the Lone Ranger and Rin Tin Tin movies, plus many of television's early movies. The Susana Knolls station started under Simi, but was transferred in 1955 to Santa Susana control; the other two stations operated under Santa Susana since their inception. Corriganville was closed in 1965 when the ranch was sold. Susana Knolls was closed in 1983 with service transferred to a contract station.

In 1953 Mr. Reed was replaced as Simi Postmaster by Charles B. Havens, son of the first rural carrier. In that same year, the rural route was extended to the top of Santa Susana Pass, a distance of some 67 miles. In the late fifties, the route was split between the two

stations, with Tapo Street serving as the dividing line. However, that part of the Simi route along the Tapo was given to Santa Susana. The two Santa Susana routes are still in operation., while the Simi route was converted in the late sixties to a city carrier route. Mr. Havens was replaced in 1958 by the present Postmaster, his son, Neil Havens.

The past twenty years have seen the valley change from a farming community to a city of some 80,000 people. The Postal Service has tried to keep pace with the growth by starting city service in Simi in 1960, followed by Santa Susana in the mid-60's, and a new post office in Simi in 1966. On September 18, 1971, the name of Simi was changed to Simi Valley. Santa Susana became a classified station, and the two remaining rural stations became contract rural stations. These changes all reflected the formation of the City of Simi Valley in 1970. Most recently, the Simi and Santa Susana postal facilities were combined into a new office building, opened in 1981, and two numbered contract stations were opened in 1982, one at each end of the valley.

SUMMARY OF SIMI VALLEY POSTAL UNITS

Simiopolis Est. 1/19/89 Service from 4/20/89

Simi (Name changed from Simiopolis 7/89)

Simi Valley (Name changed from Simi 9/18/71)

Roblar Est. May 1894 Closed 1894

Santa Susana Est. 4/14/04 to Station of Simi Valley 9/18/71

Susana Knolls Rural Station Est. 9/1/53. Closed 9/82

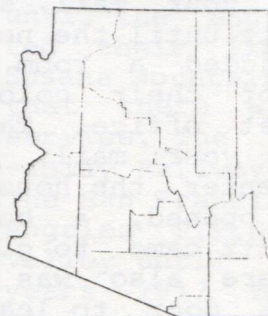
Corriganville Rural Station Est. 6/16/59. Closed 11/19/65

Brandeis Rural Station Est. 3/1/58 Now Contract Station

Contract Station No. 1 of Simi Valley. Est. 1982.

Contract Station No. 2 of Simi Valley. Est. 1982. Closed 4/1/83

TOM TODSEN MAIL AUCTION THREE



ARIZONA TERRITORIALS ONLY !!!

1. BIGBUG 1905, VF Ty 3, reg.rec., E20
2. BISBEE 1884, VF Ty 1, cvr torn R, E25
3. BUMBLEBEE 1886, VF Ty 1 latest, reg.rec., E25
4. CAMP VERDE 1891, VF mag Ty 9, cvr, E60
5. CASA GRANDE 1889, VG pur Ty 4, cvr, E50
6. CHERRY 1905, XF Ty 5, gpc, E35
7. COCHISE 1909, VF Ty 5, ppc, E25
8. CONGRESS JUNCTION 1907, VF Ty 1, gpc, E50
9. CONGRESS JUNCTION 1909, VF Ty 2, ppc, E10
10. CORNVILLE 1891, VF Ty 1, cvr ruff L, E40
11. COTTONWOOD 1891, VF Ty 1, cvr, E75
12. COTTONWOOD 1906, F Ty 3, cvr, E30
13. CROWN KING 1905, VF Ty 5, gse, E30
14. DEWEY 1907, VF Ty3, ppc, E15
15. GLENDALE 1911, VF Ty 2, ppc, E10
16. HARRINGTON 1905, VF Ty 1, reg.rec., E20
17. HILLSIDE 1905, F Ty 1, gpc, E15
18. HUMBOLDT 1907, VF Ty 1, gpc, E12
19. HUMBOLDT 1908, F Ty 2, ppc, E10
20. HURON 1908, dim Ty 2, gpc, E20
21. JEROME 1908, F Ty 18, reg.rec., E5
22. JUNCTION 1906, VG Ty 3, cvr, E15
23. KINGMAN 1904, VF Ty 11, cvr, E10
24. KIRKLAND 1904, VF Ty 3, gpc, E40
25. KIRKLAND 1905, F Ty 5, gpc, E15
26. LOWELL 1906, VF Ty 1, ppc, E35
27. McCABE 1905, VF Ty 5, reg.rec., E20
28. MARICOPA 1907, F+ Ty 5, ppc, E15
29. MAYER 1889, VF Ty 2, cvr sl torn, E40
30. MAYER 1907, F Ty 6, reg.rec., E5
31. MIDDLETON 1903, XF Ty 1, gpc, E80
32. MINNEHAHA 1905, VF Ty 2, reg.rec., E40
33. MORENCI 1908, VG Ty 3, ppc of p.o., E5
34. PARKER 1909, F mag Ty 3, ppc, E20
35. PINE 1888, F Ty 2, cvr, E40
36. (PC)LAND 1905, G Ty 1 latest, reg.rec., E20
37. POLAND 1906, XF Ty2 earliest, reg.rec., E30
38. PUNTENNEY 1905, VF Ty 1-E o'strk, r.r., E25
39. QUARTZITE 1904, partial Ty 1-L, r.r., E30
40. ROOSEVELT 1906, VF Ty 1, o'strk, gpc, E12
41. ROOSEVELT 1909, VF Ty 3-E, ppc, E10
42. RUTHERFORD 1909, F Ty 2, ppc, E5
43. SAN (CA)RLOS 1898, G Ty 5-L, cvr, E20
44. SELIGMAN 1905, F Ty 6, cvr, E30
45. SKULL VALLEY 1909, F Ty 4, cvr ruff L, E40
46. STODDARD 1888, o'linked Ty 1, b.s. on cvr, E10
47. STODDARD 1905, G Ty 5-L, reg.rec., E15
48. VALVERDE 1904, F Ty 2, reg.rec., E25
49. VERNON 1911, F o'linked Ty 1, ppc, E15
50. WICKENBURG 1907, VG Ty 10A UNIQUE, r.r., E10

Usual auction rules. Bidding \$1 to \$40, \$5 thereafter. Bids may be refused without cause. Copies for SASE. Closing 10 PM MST, 31 JAN 1985. Send bids to 2000 Rose Lane, Las Cruces, NM 88005, ph. 505-524-1250.

ANNOUNCING THE NEVADA POSTMARK CATALOG

By Ted Gruber

Initial work has started on a town and type catalog for Nevada postmarks. The catalog will be initially presented by counties in forthcoming issues of LA POSTA, in a manner similar to Charles Whittlesey's "Oregon Postmark Catalog". When this series of reports is complete, the catalog will be published as a single volume.

A major decision before beginning work on this project was the selection of a suitable cutoff date. Logically, the nineteenth century seemed appropriate, but if this time period were chosen, less than 60% of Nevada's post offices would be included in the study. By extending the cutoff to 1920, however, the catalog would include over 90% of the more than 700 Nevada post offices. This, combined with the fact that by 1920 most cancelling devices had been standardized, resulted in selecting 1920 as the cutoff for the project.

As mentioned earlier, the catalog will be prepared one county at a time. The county in which a particular post office is included will be the county in which the site of the office is located today. For example, in Clark County, the first county to be presented, several offices will be included that operated in Lincoln County before Clark County was created from southern Lincoln County in March 1909.

The following table lists the 35 pre-1920 Clark County post offices, and their periods of operation. As the notes indicate, the earlier offices were, or were considered to be, in other territories. Collectors who possess pre-1920 postmarks from any of the 35 offices listed are kindly asked to send photocopies of the items to the author at Box 13408, Las Vegas, NV 89112. If desired, any postage or photocopy expenses will gladly be refunded. The photocopies received will be incorporated into the preliminary Clark County re-

port, tentatively scheduled to be published in the February issue of LA POSTA.

CLARK COUNTY POST OFFICES

Arden (1907-1971)
Bringhamst (1855-1860) (1)
Bunkerville (1879-date)
Callville (1867-1869) (2)
Crescent (1905-1918)
Crosby (1883)
Ehret (1919-1922)
El Dorado Canon (1865-1867) (3)
El Dorado Canyon (1879-1907)
Gold Butte (1906-1911)
Goodsprings (1899-1960)
Ice (1888-1890)
Indian Springs (1917-19, 1953-date)
Jean (1905-1925 & 1926-date)
Kaolin (1914-1932)
Keystone (1893-1897)
Las Vegas (1903-date)
Logan (1895-1917)
Logandale (1917-date)
Los Vegas (1893-1903)
Mesquit (1880-1887)
Mesquite (1897-date)
Moapa (1889-date)
Nelson (1905-1929)
Overton (1870-72, 1883-date) (4)
Platina (1916-1917)
Quartette (1900-1902)
Rioville (1881-1906)
Ripley (1910-1916)
Saint Joseph (1867-71, 1876-83) (4)
Saint Thomas (1866-1938) (5)
Sandy (1896-1910)
Searchlight (1898-date)
Stump(s) (1888-1895)
West Point (1869-1870) (6)

(1) PO was in New Mexico Territory during period of operation.

(2) PO was considered to be in Arizona Territory during entire period of operation.

(3) PO was in Arizona Territory until January 1867, and thereafter was incorrectly considered to be in Arizona Territory.

(4) PO was considered to be in Arizona Territory during first period of operation.

(5) PO was considered to be in Utah Territory from July 1866 to October 1868, and then in Arizona Territory until April 1871.

(6) PO was considered to be in Utah Territory during entire period of operation.

BOOK REVIEW



LETTERS OF GOLD by Prof. Jesse L. Coburn. 400 pages, 8.5x11", 1,250 photos and illustrations, hardbound in gold embossed vinyl. Published by the U.S. Philatelic Classics Society and The Philatelic Foundation, 1934. Price \$50.00 from The Philatelic Foundation, 270 Madison Ave., New York, NY 10016.

It is satisfying to see that at least a few postal history works are published in a format befitting the depth and quality of research required to write them. LETTERS OF GOLD is such a work, and, if it were nothing else, the book could stand as a monument to the skillful production of a postal history project. Fortunately, the book has substance, and for this reason it will undoubtedly be enjoyed by both the veteran postal historian and the casual reader merely interested in learning a bit more about the history of the mails in early California.

Let us first examine what LETTERS OF GOLD is not. It is not a detailed encyclopedia of California post office information. You will find no master listing of opening and closing dates, but then we already have two such listings. Further, LETTERS OF GOLD is not a catalogue of early California postal markings, although there are listings of a few different types of early postmarks. Neither does LETTERS OF GOLD contain prices, value indices, or any other specific references designed to enable readers to fix dollar values to items of California postal history. For these reasons, a collector purchasing the book in hopes of finding the ultimate collecting guide to Golden State postal history is apt to be disappointed.

What the book does boast is a lively, well-written, lavishly illustrated narrative of the history of the mails in California through 1869, the time the first transcontinental railroad arrived. Professor Coburn includes chapters on the

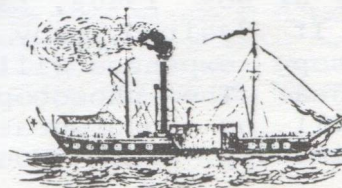
Spanish and Mexican periods, the establishment of the American postal system, steamship mail, the expresses, the Overland Mail, early illustrated covers, and postal markings of California. Throughout, the text is copiously illustrated, mostly with covers, and includes 16 wonderful pages of full-color rare covers. The covers selected for illustration must have been very carefully chosen, for they appear to be the creme de la creme of California postal history material. In fact, the novice, aspiring to build a collection of California postal history, just might be overwhelmed by the covers depicted in LETTERS OF GOLD.

The publishers are to be congratulated for producing a truly first-class product. It is obvious that they wished to produce a beautiful book, and, while the \$50 price tag may discourage some buyers, it is certainly not out of line with the quality of the product. This reviewer, for one, hopes LETTERS OF GOLD is a success, not only because the work deserves success, but because it may inspire others with substantial financial backing to fund publication of Western postal history studies.

On the negative side, LETTERS OF GOLD suffers slightly from an absence on an index. The book is well organized, but contains so much information that an index would have been a useful addition.

In summary, if you haven't yet figured out the perfect Christmas present for your favorite postal historian, LA POSTA believes you should give serious consideration to a copy of LETTERS OF GOLD.

RWH



WILLIAM CARTER, FORT BRIDGER, AND THE OVERLAND MAIL

(Continued from LA POSTA 15/5)

By Lynn Langdon

(As readers will no doubt recall, we are quoting from a draft of a letter written in 1864 to Postmaster General Montgomery Blair by Judge William Carter. Carter had been appointed Special Agent to the Department, and charged with gathering observations of the conflict between the Wells Fargo Company and the Post Office Department in the transport of the overland mail to California. As we resume the lengthy report, Carter is discussing his experiences in Nevada.)

"I left Jacobsville on the morning of the 21st at 8:30, and reached Virginia City at 1:00 AM on the morning of the 23rd, distance - 170 miles. On my way I halted at Stillwater, a settlement on a slough that connects the upper and lower sinks of the Carson River, and found the people very anxious for the establishment of a post office here. They informed me that they had no post office nearer than Virginia City, a distance of 80 miles, and that they, rarely, for months at a time, saw a newspaper. There is at present a good road leading from this point to the towns in Humboldt County, by which the Express of Wells Fargo & Co. furnishes the various towns with express matter, and it is likely to become a point of some importance. I would recommend that an office be established here. I requested the people to draw up a petition, and recommend the most suitable man in their settlement as P.M., and that I would submit it to your consideration.

Instead of letting a contract for carrying the mails from Dayton to Humboldt City, 150 miles, as at present proposed, I would recommend that the route be omitted, and that a route to supply the Humboldt country be established either from

Stillwater, or from Austin, to run to Unionville and Star City to Humboldt City. The distance from these two points is near the same, about 75 miles. I would prefer Austin as a starting point for this route, as the post office there being of more importance, the mails would be better attended to, and it could run by Amador and supply that place with mails. Dayton is a small place on the Carson River, and will never reach a point of any importance.

The Humboldt Mining District in Humboldt County has a permanent population of some 3,000, and during the mining season this number is greatly increased. Humboldt is the third county in population in the Territory, and has a number of thriving towns. On the east side of the Humboldt Range is Unionville, the county seat, population 500. Star City, 15 miles distant, has a population of 700. Dunglen, Santa Clara, and Prince Royal, are important mining towns. Humboldt City is located on the west side of the Humboldt Range, and distant by the trail across the mountains from Star City by about 10 miles. There is a wagon road around the point of the mountain, which makes the distance about 25 miles. By establishing this route from Austin, all the towns in Humboldt County can be supplied with mails by a much shorter route and at a much less cost to the Department, whereas by running the proposed route the small town of Humboldt City will be alone accommodated.

I would also recommend that a route be established from Star City to Dunglen, a town of considerable importance and situated in the center of the richest mining district in Humboldt County, distance 20 miles, and that a route be also established from Star City to Lancaster on the Humboldt River, distance 15 miles.

It is impossible for one not familiar with the facts to realize the wonderful growth, the wealth, and importance of this country.

Having no mail facilities at present furnished by the government, the people are compelled to live in entire isolation, or submit to the exorbitant charges of Express men. On my arrival at Virginia City, many complaints in regard to mismanagement of the mails were brought to my ears, and much to my surprise I find that the Overland Coaches from the East were passing by the post office door, but leaving no mail. That it was taken to Carson City, 16 miles further west, then separated, and after a detention of between twelve and twenty-

four hours, was sent back by either Wm. Wilson's or Langtons & Co. lines, and that the offices at Gold Hill and Silver City were laboring under the same difficulty. Not being fully informed as to the stipulations in the contract with the Overland Mail Company, I could not immediately correct this evil, but determined to make a thorough investigation into the matter, and also to collect as much information in regard to the wants of the territory as possible. For this purpose, I requested the most intelligent and influential citizens of



A section of Perry's 1865 map of the Nevada mining districts.

the place to meet me in order to discuss the evil of which they complained. The Editors of the Newspapers, the Postmasters Of Virginia City, Gold Hill, and Silver City, and persons from the various mining districts were present at this meeting. I found that their principal grievance was that their mails from California were, at present, brought from Folsom to Carson City by the Pioneer Line and there deposited, the Pioneer arriving in the morning about 8:00 o'clock, two or three hours after the Overland had left for the east, and that consequently their mails were detained until the next morning unless sent up during the day by Langton & Co. or Wm. Wilso's Lines. That the Pioneer, after depositing the U.S. Mail at Carson City, carried forward the express matter of Wells Fargo & Co. consisting of letters, papers, etc., and that the News Dealers, Editors, businessmen, etc., were forced to use the Express Company in preference to the United States Mail. The news brought by the latter being stale on its arrival, as the same had been brought up 24 hours earlier in advance. That a days delay in the communications of businessmen was a matter of the most serious consequence, that those who were determined to patronize the Government in preference to a private company were always behind hours in knowledge of the Markets, and the rise and fall of the Mining Stock markets at San Francisco. All seemed desirous of sending everything by mail if it could be carried with the same dispatch as by a private company, but at present they were compelled to use this Mammoth, Monied Monopoly in spite of their desire to the contrary. That Wells Fargo & Co. bought the Government envelopes for a fraction over three cents apiece in Legal Tender Notes, and then by putting their own stamp upon them, sold them for 10 cts. if carried by land, or 25 cts. if carried by water, invariably for Specie, and that they charged 40 cents per pound for Newspaper matter.

There is very little doubt on the subject, that, at present, Wells Fargo & Co. in a great measure monopolizes the business of the Post Office Department in Nevada and California. The extensive establishment which they have, and the number of men they employ in various cities and towns plainly indicate this. There seems to be a general feeling of indignation among the people in regard to this Monopoly. I was informed by the Postmaster at San Francisco that this Company bought from that office 80,000 stamped envelopes per quarter. I know of no plan except by Legislation, that a check could be put to this Monopoly, inasmuch as they comply with the requirements of the Post Office Department on the subject of the use of Stamped Envelopes. It certainly takes much from the revenues of the Department, and render the post offices of so little importance, that men well qualified can scarcely be prevailed upon to accept the positions.

I would advise, in order to give a partial check to this evil, that no Postmaster be permitted, under penalty of dismissal, to be an agent of Wells Fargo & Co., or any other express company so far as the transmission of mailable matter is concerned. I have been credibly informed that a number of postmasters in Nevada and California are agents for this Company, and that the sacks containing Newspapers, etc., are often kept purposely delayed in order that the matter carried by the Express Cos. would meet with a more ready sale.

I promised the people that as soon as I could go over the entire line and discovery the causes of these evils that I would correct them as far as lay in my power, and that they must remember that their progress had been unprecedented in the history of new countries, and that the Department could not be expected to anticipate all their wants. That our Government was generous toward its people, and that it would neglect the wants of none so long as they were true to its flag.

I found that much of the difficulty complained of; not through any fault of theirs of which I am aware, at the offices of Saint Joseph and Sacramento City in not properly separating the mails. Under the present arrangement the entire mails for Nevada, which often number five sacks, are thrown promiscuously together and have to be overhauled at the various offices of Ruby Valley, Austin, Clifton, Jacobsville, etc. This is the cause of much delay in the transmission of the mails, and a source of much ill feeling between the employees of the Company and the P.M. and his assistants. The former claiming that only seven minutes are allowed to overlook the mail, and the latter contending that it is impossible for them to overlook the mail in this length of time. After the expiration of the 7 minutes, the drivers often drive off and leave the mails, or the Postmasters refuse to receive them. This has been particularly the case in Virginia City.

The mails coming from the west are put up in the same manner at Sacramento City. On their arrival at Carson City, they are separated and put up in separate sacks for the various towns in the Territory, thereby causing much delay and imposing much unnecessary work on the Postmaster. In order to remedy these evils as soon as possible, I took the liberty of instructing the Postmasters at Sacramento City and St. Joseph to put up at their respective offices separate mail sacks distinctly marked, one for Austin, one for Virginia City, and one for Carson City. Each sack to contain the mail matter for the small towns in the vicinity of the town for which it is intended, and in addition to this, that a Way sack be sent every day to contain the mail, and to collect and distribute the mail matter at the various offices along the route. I instructed the various postmasters to overhaul no sack while the coach was waiting, except the Way sack, and as soon as they had examined this, marked the time of arrival

and departure of the Coach, and entered any mail sack which they might have to send off, which should always be ready, that they should dismiss the Coach.

Upon careful examination, I found that the Mail Bills did not fully answer the purpose for which they were intended, and took the liberty of preparing another form which I think will supply the deficiency of the first. I had two hundred blanks printed in San Francisco, and sent them to the Postmasters at Placerville, Salt Lake City, and St. Joseph, Missouri, and instructed them to substitute them for the ones in use.

Upon my return, I impressed upon the postmasters the importance of paying strict attention to these Mail Bills as furnishing the Department the only certain and speedy information of the daily progress of the Mails across the Plains.

The Mail Bills as first carried in the Way Bill pocket was very insecure, liable to loss, and to any alteration that the employees of the Coach Company might think fit to make. I had a number of leather pockets made to contain these bills, and directed the postmaster to send them every day in the Way sack, so that they might be accessible to the P.M.s alone. Under the arrangement I have made, there will be no delay in the future of the Virginia City mail at Carson City. The Superintendent of the Company having pledged me his word that it should be carried directly forward by the Pioneer Line, and also that the matter coming from the East should be regularly delivered at the Virginia City office.

The Pioneer Line, running from Virginia to Folsom, and which forms that portion of the Overland Mail Line over which Louis McLane presides, is the best regulated and most thoroughly systematised Stage Line, in all aspects, over which I have ever travelled. The employees, from the Superintendent to the humblest Hostler, are thoroughly schooled in their duties. The



Virginia City street scene in 1878.

coaches are of the finest and most improved patterns, commodious and comfortable, and constructed of the best material. The horses are of a superior breed, clean limbed, well formed, well fed and full of spirit. The station houses are neat, well supplied with good fare, and polite attendants. The barns are spacious, many of them sufficiently large to contain 75 horses, and are bountifully supplied with grain and hay. The work shops of this company are of the most costly kind, stored with material of every description necessary for keeping their line in perfect running order. Their blacksmith, wheelright, harness, trimming, and paint shops are all under the same roof, and so conveniently arranged that it is not necessary to go outside in order to get from one shop to another. The workmen are constantly occupied in refitting coaches and putting up new ones, repairing harness, making horseshoes, etc., etc. The coaches

are kept under spacious sheds which are provided with hydrants and hose for washing them and for extinguishing fire. They have larger storehouses for their grain, hay and provisions, and no expense is spared to make the Line as efficient as possible.

There are a number of excellent roads crossing the Sierra Nevadas, constructed at a large cost, these roads ascend to the highest summits of the mountains by broad, gently zig-zag grades, crossing many lofty bridges that span the numerous mountain streams, and descend in the same manner to the opposite side. Four six-horse coaches closely following each other, and loaded with passengers and freight, start out daily from Virginia City and from Folsom. On reaching the foot of the mountains, their ascent is slowly made, but when the summit is gained, the descent is made with almost lightning speed. The drivers display the most

perfect skill in turning the short curves and in crossing the narrow bridges, when the slightest mismanagement would precipitate the coach and its load thousands of feet among the rocks and trees below. At first, a stranger is filled with horror at the apparent recklessness of the drivers, but he soon feels perfectly secure in their hands. It is remarkable how few accidents occur upon these roads. It is only when turning suddenly in their downward course and they come in contact with an ascending team that they are thrown off the track. A greater portion of the distance across the mountains, going in either direction, is made during the night, and in order to guard against accidents, the coaches are provided with three lamps, one on each side of the drivers seat, and one under the foot board. The lights can be seen at a great distance, and the time, from one point to another, is made with so much regularity and certainty, that the drivers generally know the exact point where they will meet.

When the coaches arrive at a station, a number of stock-tenders rush out, and the horses, in a few minutes, are detached and others are quickly attached, and the coach is ready to proceed. At points between the stations, troughs are provided for catching the water that falls from some mountain springs, and men stand ready to water the horses, the driver scarcely ever quitting his seat until he has finished his drive.

The drivers on this road are paid \$100 per month in Gold. They take great pride in being considered skillful and are courteous and communicative to travelers. When one is guilty of the least carelessness, or shows a wont of skill, he is immediately discharged.

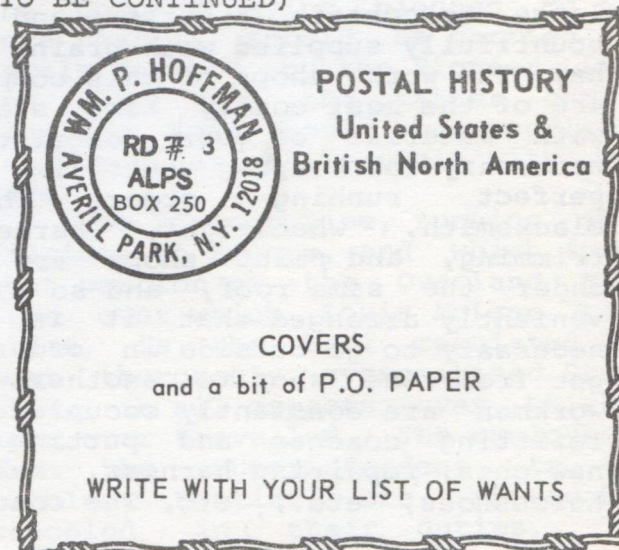
The profits of this line are very large. I am informed that aside from the pay for carrying the Mails, and their passenger fare, that they take in per month for carrying silver bullion over \$10,000. The bullion is carried in

small leathern sacks resembling carpet sacks. Usually from two to three bricks are carried in each sack. They usually carry from 1500 to 3000 pounds of this bullion from Virginia City every day.

The Mails on this line are carried in the front boot. As they send four coaches daily, the mails can easily be carried in this manner. The drivers are usually very accomodating to persons living along the road. They carry an open sack of newspapers and letters taken from offices, and deposit them in boxes nailed on trees close to the roadside, or deliver them to individuals themselves, no time being lost by the delivery.

The distance from Carson across the mountains to Placerville is 92 miles. This distance we made in 18 hours and 30 minutes. The roads were in good condition, and I cannot see how the distance can be made in shorter time. We travelled with a speed, except in ascending the mountains, which could not be increased without injury to the stock and serious jeopardy to life. Only one coach at present goes by way of Genoa to carry the Genoa mail sack and passengers, the rest follow a new road, just completed, which runs directly west from Carson to Lake Tahoe, and following the lake shore for 10 miles, intersects the Genoa road at Lake House. The scenery along this lake is truly sublime.

(TO BE CONTINUED)



THE EASTERN SECTION

Robert J. Stets, Editor
P.O. Box 142
Walterboro, SC 29488

The Eastern Section of the United States has a huge store of postal history that is, as yet, unreported. Today, there are many state postal history societies, whose members are searching the archives and discovering all sort of information about the operation of the posts within the borders of their state. With help from some of these researchers, we will bring some of these reports to you.

In thinking about the postal history of the Eastern U.S., I generally divide it into three periods- 1. the early colonial and statehood period, up to about 1800; 2. the "classic" period of the 19th Century; and 3. the 20th Century.

I will try to present a selection of articles in each issue that will cover this broad spectrum, and that's where you come in.

Many of my readers, I am sure, have been investigating areas of particular interest to them. Now that we have an Eastern Section in LA POSTA, you have an opportunity to pass that information on to your fellow readers- sort of putting something back into the hobby for all the fun and enjoyment that you have received from it.

Send your article, whether in rough draft form, or finished form, or even an interesting cover whose story



you have discovered, to me. I'll be glad to help, where necessary, to prepare it for publication. And just think how proud you'll be when you see your name in print as the author!

Do it now! Write and let me know what you have that you would like to share with your fellow postal historians.

Next issue, you'll find in the Eastern Section, of LA POSTA, an excellent article by Tony Crumbley on the postal markings of Charlotte, N.C. And now, here's hoping you enjoy my first effort.

HAVE YOU SEEN ?

Long Island Postal History Society Newsletter and Journal (Fall, 1984). 42 pages, offset, Special Edition: Long Island Rail Road Postal History. Features an article by Charles Towle, which first appeared in LA POSTA's Second Section, "RAILPOST HISTORY OF THE LONG ISLAND R.R." Towle's article is complemented by a separate article illustrating rare LIRR covers from the collections of Society members. In addition to the rare covers, the compilation by J.Fred Rodriguez (did I spell it correctly?) features post card views of railroad scenes and railroad stations. This is a perfect example of how a great article can be improved upon.

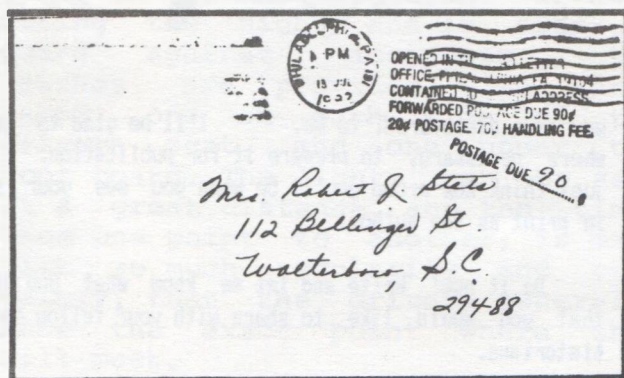
Published quarterly by the Long Island Postal History Society, 62 Shady Lane, Huntington, N.Y. 11743.

A 90c POSTAGE DUE COVER

Postal history is not restricted to the 19th Century. Shown here is a nice bit of modern Pennsylvania postal history.

On July 15, 1982, our door bell rang, and there was our mail man, with a letter in his hand. "Ninety cents postage due," he smiled. One look at what he had in his hand, and I gladly handed over the ninety cents.

My sister-in-law had mailed a letter to my wife, and apparently failed to put a stamp on it (I could see no sign of a stamp's having been affixed). On the back flap, she simply wrote her last name and Zip Code (she lives on a rural route out of New Hope, Pennsylvania).



The letter was dated July 5, and the envelope was postmarked at Philadelphia on July 13, 1982 in purple ink. There is a self-explanatory magenta hand stamp in the location where the stamp would normally be placed:

OPENED IN THE DEAD LETTER
OFFICE, PHILADELPHIA, PA 19104
CONTAINED NO RETURN ADDRESS.
FORWARDED POSTAGE DUE 90c
20c POSTAGE. 70c HANDLING FEE.

There is an additional handstamp in magenta:

POSTAGE DUEc
"90" is entered in manuscript on the dotted line.

The envelope had been slit open at the top (at the Dead Letter Office) and to close it, cellophane tape (the stickiest kind) had been placed on both the front and back of the envelope over the opened top. It hardly shows in the reproduction, but the upper portion of the postmark is on top of the tape, so it can't be removed.

Oh well, what can you expect for ninety cents?

HELP AVAILABLE TO POSTAL HISTORIANS

Some years ago, SEPAD (The Associated Stamp Clubs of South Eastern Pennsylvania And Delaware) and the Chester County (Pa.) Historical Society cooperated in a project to reprint several "List of Post Offices in the United States". These "Lists" were originally prepared to assist the early postmasters in determining postage rates (early rates were based on distance travelled and number of sheets in the letter).

The "Lists" include the names of all Post Offices in the United States, the County, District, Parish, etc. in which located, the State in which located, and, with the exception of the 1854 list, number of miles distant from Washington, D.C. After 1810, "Lists" show the names of the postmasters, as well.

Recently, I discovered that there are a few of these reprints remaining on hand at the Chester County Historical Society.

Those of you who need help to locate Post Offices in your state will find these "Lists" of inestimable value. When available, originals usually sell for \$50 - \$100.

These reprints are paper bound, ranging in size from 44 to 183 pages. Except for the 1803 and 1811 "Lists", which are saddle stitched, my experience is that some pages will come loose, with handling, but the information is extremely valuable, and the price is unbelievable! All "Lists" are alphabetically arranged by Post Office name (not sorted by State).

Five "Lists" are still available- 1803, 1811, 1813, 1836 and 1854. Price is only \$5.00 each, plus \$1.50 postage and handling per order. A complete set of all five "Lists" will cost only \$26.50. Order from (and make checks payable to) Chester County Historical Society, 225 North High Street, West Chester, PA 19380. Tell them LA POSTA sent you- You'll be glad you did!

HAVE YOU SEEN ?

The Confederate Philatelist (Sept.-Oct., 1984). 40 pages, coated stock; typeset. The 19 page feature article by Patricia A. Kaufmann, provides an in depth look at the U.S. 3c 1861 Postmaster Provisionals used in the Confederacy. These 3c provisionals were issued by postmasters in states declaring allegiance to the Confederacy before Confederate postal rates went into effect on June 1, 1861. This issue also provides a report on the annual meeting at NAPEX (with pictures), a discussion of Express Company "Across the Lines" covers, plus auction realizations for Confederate material. Published bi-monthly by Confederate Stamp Alliance, 46 North 3rd St. Suite 208, Memphis, TN 38103.

Exhibiting Postal History at AMERIPEX '86

Two recent articles appearing in Linn's Stamp News provide the information necessary for any collector who hopes to show a postal history exhibit at AMERIPEX '86.

First, new rules established by the Federation Internationale de Philatelie (FIP) will be in effect for AMERIPEX '86 as to what "postal history" is, and what a postal history exhibit should contain. FIP says:

A postal history exhibit is a collection of documents or postal items that have been carried by the postal service, whether official, local or private.

Such a collection can do either one of two things:

1. It can explain the organization and the functioning of postal services so as to show the transport of mail (lines of communication, method of transport, postal markings, tariffs, etc.)
2. It can explain the study and classification of postal markings applied on the letters by these services or institutions, as well as the marks of obliteration on postal items.

Although a postal history exhibit should consist primarily of used covers, used postal stationery and used adhesive stamps, it may also contain mint adhesive stamps, postal documents, decrees, prints, sketches, etc. These should relate to the postal history theme of the exhibit.

Examples quoted of postal history themes are: pre-adhesive postal studies, general studies of national or international postal services, postal markings, all types of military mail (including fieldpost, siege, prisoner of war, censorship and concentration camp mail) maritime, disaster, disinfected, railway, postage due, and automation of the mails.

Note that mint postage stamps may now be included in an exhibit of postal history.

Now for the requirements to qualify your exhibit for entry at AMERIPEX '86:

1. Your exhibit must have been awarded at least a vermeil award at an exhibition qualified by the American Philatelic Society (APS). There are now some 31 National Exhibitions around the country whose Grand Award winners are eligible to compete in the "Champion of Champions" competition at the APS annual convention. Winning a vermeil or better award at any of these shows is the first

requirement. If you haven't yet met this qualification, you must do so quickly. Only a few of these shows are scheduled between now and the qualifying deadline!

2. The exhibitor must be a member of the APS, or of a society affiliated with the APS. Most major national societies and many state postal history societies are now affiliated with APS, so this should not present a problem. But if it does, join one of those Postal History Societies that will qualify you.

If you pass these two requirements, you are eligible to apply for frames at AMERIPEX '86. Frame fees have not yet been announced (they were \$13.00 at the '76 International). Some 3500 new frames, constructed for improved security, will be available for competitive exhibits at AMERIPEX '86. A reasonable number of these will be reserved for exhibits which qualify, but have not previously competed in an International show. So even if you haven't yet won an international award, don't hold back from applying if you otherwise qualify.

Exhibit frames will hold 16 standard 8 1/2 x 11 inch album pages. Exhibitors may show not less than 5 frames nor more than 10 frames. The actual number of frames will be decided by the AMERIPEX '86 Committee, based on previous awards and frames available.

Readers of LA POSTA who feel their exhibit qualifies, and would like to exhibit, should watch the philatelic press for information to be announced shortly—the names of the U.S. commissioners who will be able to provide them with a prospectus. Best of luck to all!

STOP PRESS!

AMERIPEX has announced that Bulletin Number One, containing exhibit application forms, is now available from AMERIPEX '86, 5944 West Montrose Avenue, Chicago, Ill. 60634.

You must write immediately for Bulletin Number One, and submit your preliminary application by Dec. 31 1984 to one of the following U.S. Commissioners:

East Coast Commissioner: Raymond Gaillaguet,
15 Fletcher St., Rumford, Rhode Island, 02916.

Mid-West Commissioner: Eugene Bowman,
P.O. Box 1451, Waukesha, Wisconsin, 53187.

West Coast Commissioner: Walton Eugene Tinsley,
650 South Grand Avenue, Los Angeles, Calif. 90017.

DO IT NOW

HANDLING THE UNPAID CARRIER FEE AT PHILADELPHIA 1860

By Norman Shachat

From Dec. 1, 1857 to June 30, 1860, the Philadelphia Post Office did not charge for delivery of letters to the post office by carrier.¹ During that period, letters with only the regular postage could be dropped into a "lamppost" letter box or given to a carrier for delivery to the post office. As a result of an Act of Congress on June 15, 1860, which fixed the carrier fee for delivery of a letter from the post office at 1c effective July 1, 1860, Postmaster General (PMG) Holt directed that a fee of 1c (prepaid) be charged for the carrier delivery service to the post office.²

Letters placed in a collection box after July 1, 1860, without the 1c carrier fee prepaid, were either held for postage, or sent to their destination with a 1c due marking, the fee to be collected from the addressee.

Since most letters during this period were sealed, and did not contain a return address, those held for postage were retained until the addressee was notified, and provided the 1c fee. As pointed out by Ashbrook,² letters held for postage required cumbersome extra bookkeeping, while those forwarded with the 1c due marking were less troublesome. Therefore it is not surprising that in the beginning, the Philadelphia Post Office chose the easier course. However, neither of the two types are abundant, since the free delivery by carrier was restored on July 1, 1863, exactly three years later.



Fig. 1 Unpaid "to the P.O." carrier fee, Aug. 6, 1860. 1c collected from addressee on delivery. Postage paid with 3c's.

1. The Chronicle, Nov. 1982, pp 241-242.
2. S.B. Ashbrook, The Stamp Specialist, India Book (1946) pp 93-108. Reprinted in "American Philatelic Miscellany" Introduced and arranged by Susan McDonald, Quarterman Publications, Inc., 1976, pp 500-515.

CARRIER FEE DUE COVERS

The cover shown in Figure 1 is the earliest Philadelphia example of the "Due 1 Ct" recorded to date following the July 1, 1860 restoration of the delivery fee "to the post office". (ex Frajola Sale, June 1984, Lot 372). It is a lovely hotel advertising cover addressed to Burlington, N.J. which apparently was dropped into a collection box with only the regular postage paid by the 3c stamp of the 1857 issue.

A previously reported early example³ is illustrated in Figure 2. It is dated August 16 (1860) and is now in the collection of E.T. Harvey.

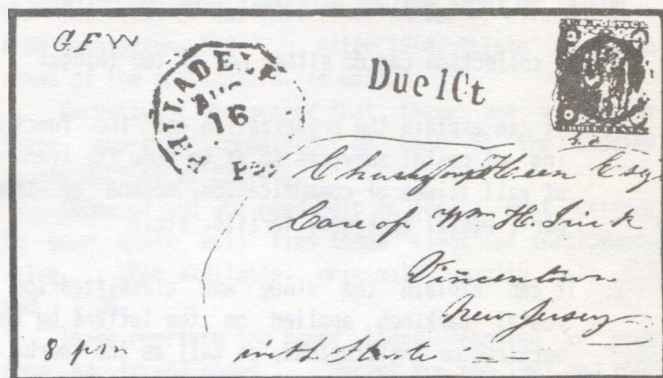
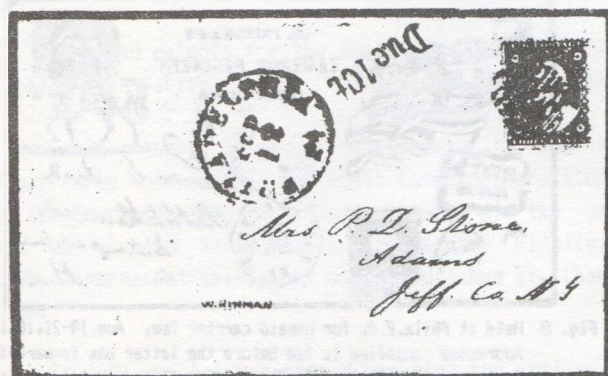


Fig. 2 Unpaid "to the P.O." carrier fee, Aug. 16, 1860. 1c collected from addressee on delivery. (coll. of E.T. Harvey)

Although the 1860 is not visible in this normally year dated 32mm. octagonal townmark, the year is unequivocal by virtue of the unpaid carrier "Due 1 Ct" and the known period of usage of the large octagonal townmark (August 1858 - August 1860). Both of these could only appear on an 1860 cover. Although no longer the earliest example of the "Due 1 Ct" unpaid carrier fee, this cover retains the uniqueness of representing the latest reported use of the large (32mm.) year-dated octagonal Philadelphia postmark.

In the Ashbrook article,² there appears an illustration shown here as Figure 3, along with its original caption. This cover contains the "Due 1 Ct" for non-payment of the carrier fee, a 3c 1857, which paid the regular postage, and also the 31-32mm. PHILADELPHIA/PA. ("A" of "PA" high) townmark, use of which is known from 1853 to May 1858. To my knowledge, there is no unequivocal usage of that townmark after 1858. Since demonitization of the 1857 issue occurred prior to Sept. 12, 1861 at Philadelphia,⁴ the suggested 1861 date in the original caption cannot be correct.

3. The Chronicle, Nov. 1970, p. 157
4. The Chronicle, Aug. 1976, pp 234-235
5. Elliott Perry, in Ashbrook's "1c Stamp" Vol II, p 203
6. National Philatelic Museum, Vol VI, No. 4, 1954, p 492



Non-payment of the Collection Fee. Philadelphia, Sept 12 (1861?), forwarded with the non-paid Carrier Fee due on delivery. (W. Hinman).

Fig. 3 From Ashbrook article, reference 2.

We know that prepayment of the 1c carrier fee to the Philadelphia Post Office was in effect during 1856 and 1857.⁵ Thus the illustration in Figure 3 would appear to be a clear example of an 1857 non-payment of the carrier fee. But is it?

Shown in Figure 4 is a carrier cover from the collection of R. J. Stets, which is postmarked with the same PHILADELPHIA/PA. ("A" of "PA" high) handstamp dated SEP 10. The 1c stamp used to pay the carrier fee is an 1857 Type V from Plate 8; the earliest reported use of stamps from this plate is Nov. 17, 1857. This cover was examined by Mortimer Neinken, and in his expert opinion, the 1c stamp is not an example of the early impressions from Plate 8 and could not have been used in 1857. Mr. Neinken further indicates that a cover in his collection, with the same type of Philadelphia cds, contains a 1c Type V from Plate 9, the earliest known use of which is Sept., 1859.

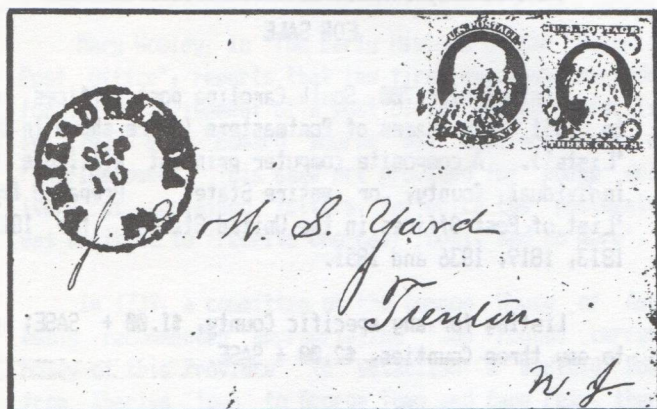


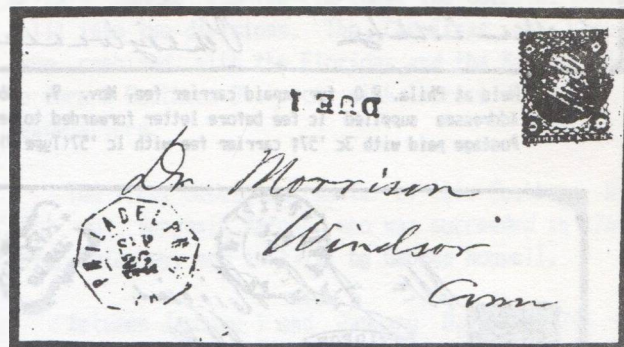
Fig. 4 Carrier fee "to the Phila. P.O." paid with 1c '57 (Type V) Sept. 10, (1857 or 1860?). Postage paid with 3c '57. (R. Stets)

Obviously, the question of whether the covers in Figures 3 and 4 were posted in 1857 or 1860 cannot be answered unequivocally at this time. Use of an outdated handstamp, though rare, is known to have occurred at the Philadelphia Post Office. We do know that in August 1860, the Philadelphia Post Office was changing

over from the large year-dated octagonal postmark, (as shown in Figures 1 and 2) to the small double octagon (shown in Figures 5, 6, 7 and 8). Perhaps in September 1860, a postal clerk inadvertently or expediently utilized the outdated handstamp on the covers in Figures 3 and 4. Note that both have a September date. Also, the "Due 1 Ct" on the cover in Figure 3, is virtually the same as that in Figure 1. So, until some of the following questions are answered, it appears that an 1860 date is more likely than an 1861 or 1857 date for Figures 3 and 4.

1. When was the "Due 1 Ct" marking first used at Philadelphia?
2. Are there any unequivocal usages of the 31-32mm PHILADELPHIA/PA. ("A" of "PA" high) circular handstamp after May 1858?
3. Are there any examples of the use of the 1857 1c (Type V, plate 8) earlier than Nov. 17, 1857?

In addition to the "Due 1 Ct" marking, the Philadelphia Post Office also used a "DUE 1" handstamp, as illustrated in Figure 5. This cover is clearly dated SEP 26 1860 (year date inverted) and appears in Elliott Perry's article entitled "U.S. Letter Carrier Stamps of Philadelphia Under the Fee System, 1849-1863".⁶



September 26, 1860 (year inverted)

Fig. 5 From Perry article, reference 6.

POSTMASTER GENERAL'S DECISION

About the end of October or early November 1860, the Philadelphia Post Office stopped forwarding unpaid carrier fee letters, and began to hold them while requesting the addressee to remit the unpaid carrier fee.

In his Annual Report, dated December 1, 1860, PMG Holt states, "within a few weeks postmasters have been instructed to send ordinary letters with postage unpaid, at once to the dead letter office..... However, as the enforcement of the 1c carrier fee is so recent, it has been deemed advisable to retain letters collected from boxes, without carrier fees paid, and the parties addressed are notified in order that, if they choose to do so, they may make the payment which should have been made by the writer."

CARRIER FEE "HELD FOR POSTAGE" COVERS

In Figure 6 is shown the earliest use of the carrier fee "HELD FOR / POSTAGE" handstamp of which I am aware (ex Frajola Sale, Jan. 1984, Lot 486). The small double octagon postmark contains a November 1860 date, but that date cannot be discerned. The fancy framed "REC'D" marking is dated November 9. On the back of the cover, in manuscript, is penciled "Rec'd 11 mo 10th 1860". Apparently the letter was received at the Philadelphia Post Office from a carrier without the 1c carrier's fee being prepaid. The addressee in West Chester was notified, the 1c fee was paid by her, and the letter was forwarded. Regular postage on the letter was paid with a 3c 1857, dull red, the carrier fee with a 1c 1857 blue (Type V).

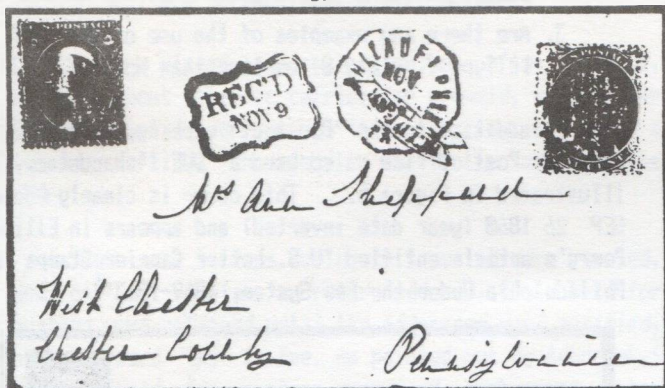


Fig. 6 Held at Phila. P.O. for unpaid carrier fee, Nov. 9, 1860. Addressee supplied 1c fee before letter forwarded to her. Postage paid with 3c '57; carrier fee with 1c '57 (Type V).

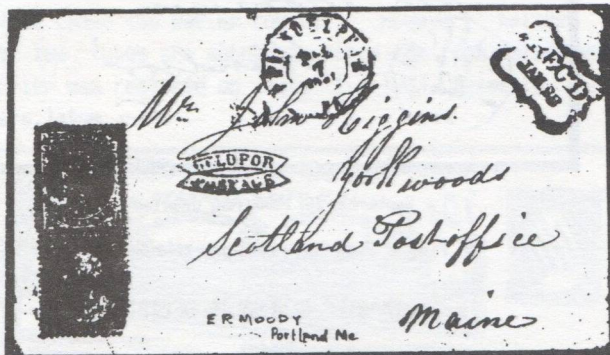


Fig. 7 From Ashbrook article, reference 2.

In Ashbrook's article,² there is another example of a "HELD FOR POSTAGE" cover (Figure 7). The "REC'D" marking is dated January 28 and the small double octagon February 7, 1861. Apparently the letter was received by the Philadelphia Post Office on January 28 without the required 1c carrier's fee being prepaid. The addressee in Maine was notified, supplied the fee, and the letter was forwarded to him on February 7. Again, the 1857 issues were used to pay the postage.



Fig. 8 Held at Phila.P.O. for unpaid carrier fee, Aug.18-21,1861. Addressee supplied 1c fee before the letter was forwarded. Postage paid with 3c '57; Phila.P.O. affixed 1c '61 to indicate payment of 1c carrier fee.(Chronicle,May'76, p.130)

The only other cover of this type of which I am aware (Figure 8) is discussed in the May 1976 Chronicle, page 130. It does not contain the "HELD FOR / POSTAGE" handstamp, but apparently was held until the 1c carrier fee was paid. It has special philatelic interest in that it was posted during the time the 1857 issues were being replaced by the 1861 series. The cover contains two double octagons; one is dated August 18, 1861, the other August 21, 1861. The "REC'D" marking is dated August 19. A 3c 1857 was used to pay the regular postage, while a 1c 1861 was used for payment of the carrier fee. The latter was undoubtedly applied by the Philadelphia Post Office upon receipt of the 1c fee from the addressee.

Acknowledgements

Significant input for this article was supplied by Bob Stets, to whom I am especially grateful. I would also like to thank Ed Harvey for his help.

FOR SALE

List of over 700 South Carolina post offices up to 1851 with names of Postmasters (where shown in the "Lists"). A composite computer printout available by individual County, or entire State. Prepared from "List of Post Offices in the United States" for 1811, 1813, 1819, 1836 and 1851.

Listing for any specific County, \$1.00 + SASE; up to any three Counties, \$2.00 + SASE.

Entire State listing (over 700 post offices sorted by County or sorted alphabetically by post office name-state which you want; \$5.75 each, postpaid. Both lists (by County and by Post Office name); \$10.00 postpaid.

Robert J. Stets
P.O. Box 142
Walterboro, SC 29488

EARLY SOUTH CAROLINA POSTAL HISTORY

The land patents for the area known as the Carolinas were granted by King Charles II on March 24, 1663.

Early attempts to set up settlements in the Port Royal area of what is now South Carolina were stopped by the Spaniards (who also claimed much of the area) and who burned those early settlements. Finally, in 1680, a permanent settlement was established at Charles Town.

In 1684, an Act was passed creating the office of Postmaster to handle the people's mail. To be sure, he was not designated as such, for the Act specified that the Powder Receiver for the city, who collected a percentage of gunpowder from each ship that arrived, and was responsible for its safekeeping, should, in addition, receive and collect all letters. He was entitled to a fee of 3 pence and 3 farthings for each piece handled. He was required to post all letters received, for 30 days, in a room at his home.

The first man appointed to this post was William Smith, who lived near the present location of Broad and Savage Streets.

Yates Snowden, in "A History of South Carolina", reports that a post office was established at Charles Town in 1698, at the house of Francis Fidling. This office was established for the convenience of ship-masters arriving in that port, who were to deliver all their letters to him. Each master was also to make out a list of his mail to be posted in some public place in Mr. Fidling's home.

Mary Wooley, in "The Early History of the Colonial Post Office", reports that the first enactment recorded for the establishment of a post office became effective in 1703, when Edward Bourne was made postmaster of "Charlestowne". This same Act provided for house delivery of unclaimed letters, for which the postmaster was entitled to "receive one-half royal, and no more".

In 1739, a committee of the Common House of Assembly recommended appropriating "200 Pounds current Money of this Province" to establish a monthly Post from Charles Town to George Town and Cape Fear, there to connect with a Post from North Carolina and thence to the Northern Colonies. At this time, Abraham Croft was postmaster at Charles Town.

Contemporary newspapers carried announcements by private contractors who offered dispatching services for letters, packages and newspapers to villages off the main post roads.

One such notice in the South Carolina Gazette of March 1, 1743 read:

This is to give Notice, that the Post from Ponpon to Charles Town will be carried on for another Year. Those who desire to have their Gazette weekly carried up by the Post Boy are desired to send in their names to the following Places, viz.

Those at Ashepoo, to Mr Richard Webb
At Ponpon Bridge, to Mr. John Page
At Parker's Ferry, Mr. James Robertson
Those at Stono, to Mr. William Butler
At Ashley Ferry, Capt. Joseph Batsford

For many decades, Charles Town was the port of entry and departure for the British mails. Letters are known that originated in Georgetown and Savannah that passed through the Charles Town Post Office.

Charles Shephard succeeded Abraham Croft as Postmaster at Charles Town in May, 1743. Peter Timothy, printer of the South Carolina Gazette, took over from Shephard in 1748.

In 1763, after the Paris peace treaty gave to Britain Canada and the Floridas, the Colonial Post was split into two divisions. The Carolinas plus Georgia were combined with the Floridas and the Bahama Islands to form a Southern District, with Charles Town as its headquarters.

The first deputy postmaster of this Southern District was Benjamin Barons, who was succeeded in 1766 by Peter Delancey, and in 1771, by George Roupell.

Between January 1 and January 8, in 1774, Hugh Finlay, Surveyor of Post Roads on the Continent of North America, travelled the Post Road between Charles Town and Savannah. An entry in his Journal reads:

From Charles Town to Ashley ferry, it is ten miles in a very level road, but we wade thro' a deep heavy sand, very fatiguing to horses; this ferry is well attended; their flats or skows as they are called, are good, and drawn over the river about 30 yards wide by a rope. We see no verdant fields as to the Northward, nothing but Pine, Sand and Swamp, the branches of the trees are over hung with grey thready moss resembling the shaggy hair of a he goat. It would require four horses to make common speed on this road--the horses of this country are weak, starv'd, lean, small brutes. Slept at Ponpon, a small village 34 miles from Charles Town; there's a tollerable Tavern here.

Following Finlay's trip from Charles Town northward to Wilmington, N.C., he wrote:

On the whole, the road from Charles Town to Wilmington is certainly the most tedious and disagreeable of any on the Continent of North America. It is through a poor, sandy, barren, gloomy country without accommodations for travellers. Death is painted in the countenances of those you meet, which happens but seldom on the road. Neither man nor beast can stand a long journey thro' so bad a country, where there's much fatigue and no refreshment; what must it be in their violent heats, when I found it so bad in the month of January!

NOTE: Lest the South Carolina Division of Tourism come after me with a whip, I hasten to assure my readers that in this current day and age, this area, so reviled by Finlay, is now one of the top resort areas of the Southeast, including both Myrtle Beach and Hilton Head Island. I can further inform my readers, after living in the area for three years, that modern day heating and air conditioning make it a very desirable location for retirement. Now back to our story!

In February 1777, Roupell's territory was temporarily extended to include the postal road from Philadelphia, through Annapolis, Williamsburg, Halifax, N.C., Wilmington and Charlestown to Savannah. In 1782, Roupell was released from his post in Charleston, when Ebenezer Hazard became Postmaster General.

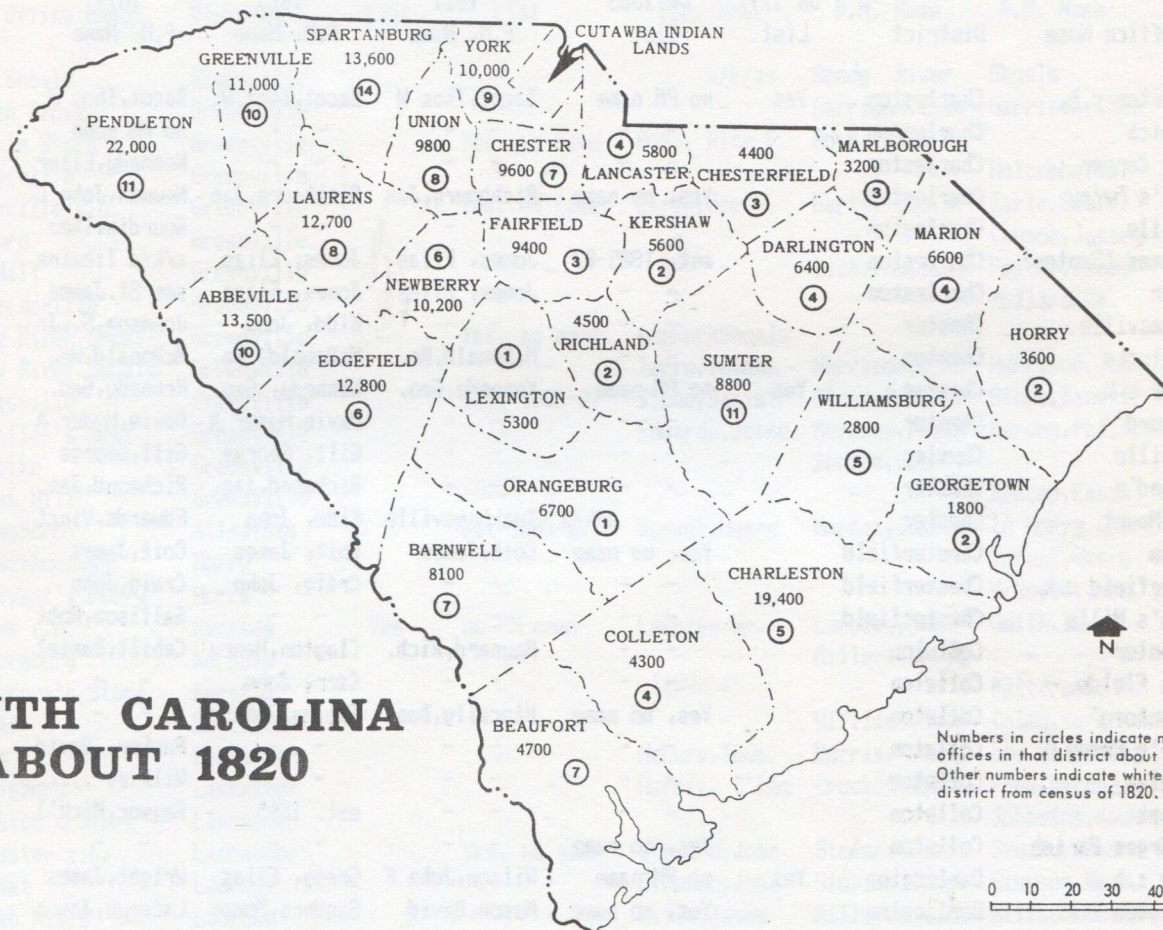
The early years of the United States postal service saw little growth, for a list of Post Offices in the United States for 1791 still shows Charleston and Georgetown to be the only Post Offices in all of South Carolina. By 1797, however, South Carolina has grown to 19 offices. The 1803 "List of Post Offices" names 46 post offices in South Carolina, growing to 112 in 1811, 135 in 1813 and 160 in the 1819 "List of Post Offices in the United States".

Figure 1 shows the arrangement of the Districts in South Carolina, circa 1820, the number of post offices in each District, and the distribution of the white population in South Carolina, as reported in the Census of 1820. Beginning below, is a listing of Post Offices in South Carolina 1797 - 1819, arranged according to District. Names of postmasters are available only for 1811, 1813 and 1819.

POST OFFICE DATA FOR SOUTH CAROLINA

Post Office Name	District	On 1797 List	On 1803 List	1811 P.M. Name	1813 P.M. Name	1819 P.M. Name
Abbeville c.h.	Abbeville	Yes	no PM name	Taggart, Moses	Taggart, Moses	Taggart, Moses
Bickley's Store	Abbeville		- -	Bickley, Jos.	Bickley, Jos.	Bickley, Jos.
Cambridge	Abbeville	Yes	no PM name	McKellar, John	Kellar, J.M.	McKellar, John
Campbell's Mills	Abbeville		- -	Cobb, James	Cobb, James	Cobb, James
Chiles'	Abbeville		- -	Chiles, John	Chiles, John	- -
Devall's Store	Abbeville		- -	Devall, Samuel	Devall, Samuel	- -
Hickory Grove	Abbeville		- -	- -	- -	no PM name
McClinton	Abbeville		- -	McLin, Hugh	McLin, Hugh	McLin, Hugh
Saxon's	Abbeville		- -	- -	- -	Saxon, John
Stony Point	Abbeville		- -	Smith, Wm.	Smith, Wm.	Smith, Wm.
Vienna	Abbeville		Yes, no name	Bickley, James	Bickley, James	Noble, Alex.
Willington	Abbeville		- -	Waddel, ?	Gamble, James	Lockhart, John
Barnwell c.h.	Barnwell		- -	Brown, Edmond	Brown, Barnett	Eastland, Jos.
Buford's Bridge	Barnwell		- -	Moye, Matthew	Moye, Matthew	- -
Duncansville	Barnwell		- -	- -	Duncan, H.B.	Duncan, H.B.
Four Mile Branch	Barnwell		- -	- -	- -	Wilson, James
King Creek	Barnwell		- -	Brown, Michael	Brown, Michael	Cannon, Simon
Lower Three Runs	Barnwell		Yes, no name	Scarborough, Wm	Scarborough, Wm	Scarborough, W
Robertville	Barnwell		- -	- -	Brooks, Renj.	- -
Speedwell Mills	Barnwell		- -	- -	Lamar, Thos. G.	Lamar, Thos. G

SOUTH CAROLINA ABOUT 1820



Numbers in circles indicate number of post offices in that district about 1819. Other numbers indicate white population of district from census of 1820.

0 10 20 30 40 50 MILES

POST OFFICE DATA FOR SOUTH CAROLINA

Post Office Name	District	On 1797 List	On 1803 List	1811 P.M. Name	1813 P.M. Name	1819 P.M. Name
Tarrantsville	Barnwell	-	-	Tarrant, Benj.	-	-
Upper Three Runs	Barnwell	-	-	Chron, James	Chron, James	-
Williamsboro'	Barnwell	-	-	-	Williams, Wm. W.	-
Williamsburg	Barnwell	-	-	-	-	no PM name
Beaufort c.h.	Beaufort	-	Yes, no name	Clark, James	Clark, James	Clark, James
Black Swamp	Beaufort	-	Yes, no name	Lawton, Wm. H.	Lawton, Wm. H.	Lawton, W. H.
Coosawhatchie	Beaufort	Yes	no PM name	Roberts, Abr. J	Roberts, Abra.	Roberts, Abr. I
Hickory Hill	Beaufort	-	-	-	-	no PM name
Pocotaligo	Beaufort	-	contemplated	Kain, Jesse	-	Martin, Wm.
Robertsville	Beaufort	-	-	-	-	Polhill, Thos.
Wells'	Beaufort	-	-	-	Wells, John	Wells, John

POST OFFICE DATA FOR SOUTH CAROLINA

Post Office Name	District	On 1797 List	On 1803 List	1811 P.M. Name	1813 P.M. Name	1819 P.M. Name
Charleston c.h.	Charleston	Yes	no PM name	Bacot, Thos W	Bacot, Thos.W.	Bacot, Thos W
Greenwich	Charleston		- -	- -	- -	no PM name
Monk's Corner	Charleston		- -	- -	- -	Kennedy, Elinr
Nelson's Ferry	Charleston		Yes, no name	Richbourg, Jas	Richbourg, Jas	Newman, John C
Pineville	Charleston		- -	- -	- -	Gourdin, Theo
St. James (Santee)	Charleston		est. 1805-07	Jones, Elias	Jones, Elias	a/k/a Tibwinn
Tibwinn	Charleston		- -	Jones, Elias	Jones, Elias	see St. James
Beckhamsville	Chester		- -	- -	Kidd, John	Johnson, S., Jr
Blackstocks	Chester		- -	McDonald, Wm.	McDonald, Wm.	McDonald, Wm.
Chester c.h.	Chester	Yes	no PM name	Kennedy, Geo.	Kennedy, Geo.	Kennedy, Geo.
Landsford	Chester		- -	- -	Davie, Hyder A	Davie, Hyder A
Lewisville	Chester		- -	- -	Gill, George	Gill, George
Richmond's	Chester		- -	- -	Richmond, Jas.	Richmond, Jas.
Rocky Mount	Chester		a/k/a	Beckhamsville	Kidd, John	Edwards, Vinc
Chatham	Chesterfield		Yes, no name	Coit, James	Coit, James	Coit, James
Chesterfield c.h.	Chesterfield		- -	- -	Craig, John	Craig, John
Lowrey's Mills	Chesterfield		- -	- -	- -	Gallison, Robt
Dorchester	Colleton		- -	Maynard, Rich.	Clayton, Henry	Cahill, Daniel
Indian Fields	Colleton		- -	- -	Carr, John	- -
Jacksonboro'	Colleton		Yes, no name	Miscally, Dan.	Fabian, JohnSr	- -
Parker's Ferry	Colleton		- -	- -	- -	Parker, David
Rantowles	Colleton		- -	- -	- -	Wilkie,
Red Bank	Colleton		- -	- -	est. 1815	Rayson, Mich'l
St. Georges Parish	Colleton		Yes, no name	- -	- -	- -
Cheraw c.h.	Darlington	Yes	no PM name	Wilson, John F	Gregg, Elias	Wright, James
Darlington c.h.	Darlington		Yes, no name	Mason, David	Sanders, Moses	Lazarus, Josua
Mechanicksville	Darlington		- -	- -	Campbell, Robt	Cooper, Wm.
Society Hill	Darlington		- -	- -	- -	no PM name
Andersonville	Edgefield		- -	- -	- -	Harrison, Jas.
Campbell Town	Edgefield		Yes, no name	Levingston, J.	Levingston, J.	- -
Edgefield c.h.	Edgefield	Yes	no PM name	Simkins, Jesse	Simkins, John	Martin, John
Elim	Edgefield		- -	Parker, George	Parker, George	- -
Longmire's Store	Edgefield		- -	Longmire, John	Longmire, John	Longmire, John
Mount Vintage	Edgefield		- -	Breithaupt, C.	Breithaupt, C.	Breithaupt, C.
Parkersville	Edgefield		- -	Parker, George	Parker, George	- -
Peter's Pond	Edgefield		- -	- -	Beggs, James	- -
Richardson's Tavern	Edgefield		Yes, no name	Richardson, D.	Richardson, D.	Richardson, D.
Ridge	Edgefield		est. 1805-07	Norris, Wm.	Simpkins, Jess	Scot, Ira
Town Creek Mills	Edgefield		- -	Goodwin, Chas.	Beggs, James	- -
Ashford's Store	Fairfield		- -	Ashford, Michl	Ashford, Michl	- -
Chestnut's Ferry	Fairfield		- -	no PM name	- -	- -
McKinstry's	Fairfield		- -	McKinstry, ?	McKinstry, ?	- -
Monticello c.h.	Fairfield		- -	Davis, Jonathn	Davis, Jonathn	Davis, Jonathn
Pea's Store	Fairfield		- -	Pea, Alston	Pea, Alston F.	Pea, Alston
Winnsboro'	Fairfield	Yes	no PM name	Barkley, James	Barkley, James	Barkley, Jas Jr
China Grove	Georgetown		- -	Allen, Matthew	Edwards, Jos. S	Pitman, Benj. N
Georgetown c.h.	Georgetown	Yes	no PM name	Myers, Jacob	Myers, Jacob	Myers, Jacob
Harleysville	Georgetown		est. 1805-07	- -	- -	- -
Willtown	Georgetown		Yes, no name	to Wmsb'g Co.	- -	- -

POST OFFICE DATA FOR SOUTH CAROLINA

Post Office Name	District	On 1797 List	On 1803 List	1811 P.M. Name	1813 P.M. Name	1819 P.M. Name
Fork Shoals	Greenville		- -	a/k/as	Reedy River	Shoals
Golden Grove	Greenville		- -	- -	Garrison, Chas	Garrison, Chas
Gowen's Store	Greenville		Yes, no name	Ross, Rice F.	Ross, Rice F.	- -
Gowensville	Greenville		- -	- -	- -	Holcombe, Wm.
Greenville c.h.	Greenville		Yes, no name	Earle, Geo. W.	Earle, Geo. W.	Earle, Geo. W.
Milford	Greenville		- -	- -	- -	Cannon, Jesse
Oak Hall	Greenville		- -	- -	Richards, Saml	Foster, James
Pollardsville	Greenville		- -	- -	- -	Pollard, Wm.
Reedy River Shoal	Greenville		Yes, no name	see Fork Shoals		
Reedy River Shoals	Greenville		- -	Terry, Thomas	Harrison, John	Harrison, John
Stonesville	Greenville		est. 1805-07	Stone, Banistr	Stone, Banistr	Stone, Banistr
Traveller's Rest	Greenville		- -	Edwards, Jesse	Meroney, Philp	Merony, Philip
Turnpike	Greenville		- -	- -	Benson, Gabr'l	- -
Walnut Hill	Greenville		- -	- -	- -	Benson, Enoch
Conwayboro'	Allsaints		est 1805-07	Durant, Henry	Norman, Joshua	to Horry Co.
Conwaysborough	Horry		- -	- -	- -	Durant, Henry
Gallivant's Ferry	Horry		- -	- -	- -	McNeill, John
Camden c.h.	Kershaw	Yes	no PM name	Langley, Wm.	Langley, Wm.	Smith, Isaac
Millersburg	Kershaw		- -	- -	Miller, David	- -
Patterson's Store	Kershaw		- -	- -	- -	Patterson, R.
Bel Air	Lancaster		- -	- -	Williams, Fulr	Coles, Aaron
Cairo	Lancaster		- -	McLure, Thos.	Harris, James	see Harrisb'g
Harrisburg	Lancaster		- -	Harris, C'ham	Crocket, Wilsn	Frew, Archbald
Johnston's Store	Lancaster		- -	- -	- -	Johnston, Andw
Lancaster c.h.	Lancaster		Yes, no name	Steward, John	Steward, John	Seward, John
Belfast	Laurens		- -	Simpson, John	Simpson, John	Simpson, Wm. W.
Clough Mills	Laurens		- -	Mills, James	Mills, Rebecca	Mills, Rebecca
Huntington	Laurens		- -	Richardson, T.	Martin, Thos.	Hannah, James
Huntsville	Laurens		- -	- -	- -	Underwood, Isc
Laurens c.h.	Laurens	Yes	no PM name	Garlington, J.	Garlington, J.	Garlington, J.
Oak Hill	Laurens		- -	- -	- -	Cresswell, E.
Scuffleton	Laurens		- -	no PM name	no PM name	no PM name
Young's Store	Laurens		- -	Young, Archbld	Young, Archbld	Young, Archbld
Granby	Lexington		- -	Hart, John	Hart, John	Patton, John
Barefields	Marion		Yes, no name	Newsom, John	Newsom, John	- -
Bytheasville	Marion		est. 1805-07	- -	- -	- -
Harlleesville	Marion		- -	Harlee, Thos.	Harlee, Thomas	Harlee, Thos.
Jeffrey's Creek	Marion		- -	Bigham, David	- -	- -
Lynchville	Marion		Yes, no name	- -	- -	- -
Marion c.h.	Marion		est. 1805-07	Johnson, A.F.	McLean, John	McLean, John
Marr's Bluff	Marion		- -	- -	Johnson, J.W.	Johnson, J.W.
Newsoms	Marion		- - see	Barefields	Newsom, John	- -
Port's Ferry	Marion		- -	Davis, John C.	- -	Greaves, Fran.
Brownsville	Marlborough		- -	- -	- -	Irwin, Jas. R.
Laurinton	Marlborough		- -	- -	- -	McLaurain, Dcn
Marlboro'	Marlborough		- -	- -	Carloss, Rbtsn	David, Josh, Jr
Winnfield	Marlboro		Yes, no name	Carloss, R.	Carloss, Rbtsn	- -

POST OFFICE DATA FOR SOUTH CAROLINA

Post Office Name	District	On 1797 List	On 1803 List	1811 P.M. Name	1813 P.M. Name	1819 P.M. Name
Boyd's	Newbury		- -	Boyd, Archibld	Boyd, Archibld	Boyd, Archibld
Dunklin's	Newberry		- -	- -	- -	Dunklin, James
Hendersonville	Newbury		- -	Henderson, Jn.	Hogg, Lewis	Hogg, Lewis
Newberry c.h.	Newberry	Yes			Pratt, Thos.	
Newbury	Newbury		Yes, no name	Pratt, Thomas		Pratt, Thomas
Poplar Grove	Newberry		- -	McMorries, Jas	- -	Crenshaw, W.
Tanner's Hill	Newberry		- -	- -	- -	Folk, John
Edisto	Orange		Yes, no name	Gordon, John	- -	- -
Orangeburgh c.h.	Orangeburgh	Yes	no PM name	Glover, Sandrs	Glover, Sandrs	Glover, Sandrs
Batchelor's Retreat	Pendleton		- -	- -	Lee, John	Lee, John
Beaver Dam	Pendleton		- -	- -	- -	no PM name
Centreville	Pendleton		- -	McMullin, John	Harrison, Jas.	Tillinghast, D
Double Branches	Pendleton		- -	- -	Robinson, Hugh	- -
Hatten's Ford	Pendleton		- -	no PM name	no PM name	- -
Houstonville	Pendleton		- -	- -	- -	no PM name
Orrsville	Pendleton		- -	- -	Orr, William	Collins, Mark
Pendleton c.h.	Pendleton	Yes	no PM name	Lewis, John T.	Lewis, John T.	Lewis, John L.
Pickensville	Pendleton		Yes, no name	Tarrant, Richd	Hanlin, Elisha	Archer, John
Reidsville	Pendleton		est. 1805-07	Reid, Nathan'l	Reid, Nathan'l	- -
Rocky River	Pendleton		Yes, no name	Thompson, Jas.	- -	- -
Rogersville	Pendleton		- -	- -	Armstrong, Jas	Armstrong, Jas
Soconey	Pendleton		- -	- -	- -	no PM name
Table Rock	Pendleton		- -	- -	- -	Perry, Ivory
Varences	Pendleton		- -	Collins, Mark	Baird, Thos. D.	Taylor, Geo.
Columbia c.h.	Richland	Yes	no PM name	Green, Samuel	Green, Saml.	Green, Samuel
Fork	Richland		- -	- -	- -	Falconer, John
Campville	Spartanburgh		- -	Camp, James	- -	Camp, James
Church Hill	Spartanburgh		- -	Shackleford, W	Shackleford, W	Shackleford, W
Cross Anchor	Spartanburgh		- -	see Union Co.	see Union Co.	Bobo, Burrel
Crowsville	Spartanburgh		- -	- -	- -	Crow, Isaac
Goshen Hill	Spartanburgh		- -	- -	Dugan, Park	Dugan, Park
McDanielsville	Spartanburgh		- -	- -	- -	McDaniel, Zach
Millville	Spartanburgh		- -	- -	- -	Hunter, R. M.
Mountain Shoals	Spartanburgh		- -	- -	- -	Todd, John
Nesbitt's Iron Works	Spartanburgh		- -	- -	Nesbit, Wilson	Camp, Joseph
New Hope	Spartanburgh		- -	- -	Dantzler, Davd	Dantzler, Davd
Poolsville	Spartanburgh		est. 1805-07	Legg, F. H.	- -	Legg, F. H.
Price's Store	Spartanburgh		- -	- -	- -	Price, Thomas
Shackelford's Store	Spartanburgh		- - see	Church Hill	- -	- -
Smith's Store	Spartanburgh		- -	- -	Smith, Wm. Jr.	Smith, Wm.
Spartanburgh c.h.	Spartanburgh	Yes	no PM name	Benson, Abner	Benson, Abner	Benson, Abner
Bradleyville	Sumter		- -	- -	- -	Muldrow, Robt.
Dubose's Ferry	Sumter		- -	- -	Dubose, Daniel	Scott, Samuel
Fulton	Sumter		- -	- -	- -	Carey, Armistd
Jamesville	Sumter		- -	Dow, Robert	Brock, John	Dow, John
Lodebar Academy	Sumter		- -	- -	- -	Cupers, Saml. W
Manchester	Sumter		- -	- -	McCaulley, G. J	Johnston, A. P.
Remberston	Sumter		- -	- -	Croswell, Jas.	Croswell, Jas
Salem	Sumter		Yes, no name	Shober, Nath'l	Cassels, Henry	McIntosh, Wm.

POST OFFICE DATA FOR SOUTH CAROLINA

Post Office Name	District	On 1797 List	On 1803 List	1811 P.M. Name	1813 P.M. Name	1819 P.M. Name
Statesburg	Sumter	Yes	Yes, no name	Murrell, James	Murrell, J.W.	Murrell, James
Sumtersville	Sumter	Yes	no PM name	Benbow, Gershn	McGee, Wm.	Dugan, Thos.
Willow Grove	Sumter		- -	- -	- -	Bradley, Mattw
Willow Grove	Sumter		- -	- -	Bradley, Matt.	- -
Cross Anchor	Union		- -	Bobo, Burrel	Bobo, Burrel	Spartnb'g Co
Cross Keys	Union		- -	Gordon, George	Bobo, Barnum	Bobo, Barnam
Hancock's	Union		- -	- -	- -	Hancock, Thos.
Humphreysville	Union		- -	- -	- -	Galmun, John H
McCullocksville	Union		- -	- -	McCullock, Jas	McCullock, Jas
Meansville	Union		- -	Means, Hugh	Means, Hugh	Means, Hugh
O'Neals	Union		- -	Wright, Wm.	Wright, Wm.	- -
Pinckneyville	Union	Yes	no PM name	McMahon, Dan'l	McMahon, Danl.	McMahon, Dan'l
Union c.h.	Union		Yes, no name	Carson, John	Carson, John	Bernhard, H.
Wrightsborough	Union		- -	- -	- -	Wright, Wm.
Indiantown	Williamsburgh		- -	McCutchen, Geo	McCutchen, Geo	McCutchen, Geo
Kingstree c.h.	Williamsburgh		Yes, no name	McMurray, John	Hedleston, Jas	Hedleston, Jas
Lynch's Lake	Williamsburgh		- -	- -	- -	McRae, Philip
Murray's Ferry	Williamsburgh		- -	- -	- -	Erwin, Josiah
Willtown	Williamsburgh		Georgetown Co	Zuill, James	Zuill, James	Zuill, Wm.
Alexander's	York		- -	no PM name	Alexander, Obd	Alexander, Obd
Blairsville	York		- -	- -	- -	Blair, John
Harmony	York		- -	- -	- -	no PM name
Henderson's	York		- -	- -	- -	Henderson, J.L
Hill's Ironworks	York		no PM name	Hill, Wm.	- -	- -
Hopewell	York		- -	- -	- -	Henderson, J.L
Lansford	York		- -	no PM name	- -	- -
Pine Hill	York		- -	White, Hugh	White, Hugh	White, Hugh
Rocky Mount	York		- -	Beckham, Wm.	- -	- -
Springfield	York		- -	- -	Spring, John Jr	- -
Thompson's Tan Yard	York		- -	- -	Thompson, Alex	Thompson, A. Jr
Thorn's Ferry	York		- -	- -	- -	Hall, Maj. T.
York c.h.	York		Yes, no name	Feemster, John	Whyte, James A	Hamilton, Patk

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The Posted Letter in Colonial and Revolutionary America 1628 - 1790, Alex L. ter Braake, Coordinator.

(Permission to reprint portions of text, granted by the American Philatelic Research Library, is gratefully acknowledged).

Kay Horowicz and Robson Lowe: The Colonial Posts in the United States of America, 1606-1783.

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Hugh Finlay: Journal Kept by Hugh Finlay, Surveyor of Post Roads on the Continent of North America. Publ. by Frank H. Norton, 1867.

List of Post Offices in the United States, 1797, 1803, 1811, 1813, 1819.

STATE POSTAL HISTORY SOCIETIES

All known postal history societies along the East Coast were solicited for information. Several replies were received by publication deadline and are listed below. Readers of LA POSTA who have an interest in the postal history of any of these states, are invited to contact the person indicated, for further information.

Vermont Philatelic Society; Publication: The Vermont Philatelist(Quarterly); Contact: Dr. P.G. Abajian, 93 Saratoga Ave., Burlington, VT 05401.

Empire State Postal History Society; Publication: ESPHS Bulletin(Bi-monthly); Contact: Maris Tirums, P.O. Box 5475, Albany, N.Y. 12205.

Long Island Postal History Society; Publication: LIPHS Journal(Quarterly); Contact: J. Fred Rodriguez, 62 Shady Lane, Huntington, N.Y. 11743.

Pennsylvania Postal History Society; Publication: Pennsylvania Postal Historian (Bi-monthly); Contact: John L. Kay, 329 Milne Street, Philadelphia, PA 19144.

Virginia Postal History Society; Publication: Way Markings(Quarterly); Contact: R. W. Thayer, P.O. Box 29771, Richmond, VA 23229.

No. Carolina Postal History Society; Publication: NCPHS Newsletter(Quarterly); Contact: Tony L. Crumbley, P.O. Box 578, Matthews, N.C. 28106.

Confederate Stamp Alliance; Publication: The Confederate Philatelist(Bi-monthly); Contact: Buck Boshwit 46 N. Third St., Suite 208, Memphis, TN 38103.

Two additional states are currently in the process of forming state postal history societies- Georgia and South Carolina. Readers who are interested in joining these fledgling societies, should contact:

Georgia: Dr. Ervin Underwood, 613 Lorell Terrace, Atlanta, GA 30328.

South Carolina: Robert Stets, P.O. Box 142, Walterboro, SC 29488.

STOCK CATALOG NINE OF PHILATELIC LITERATURE By Leonard Hartmann. 88 pages, 5.5x8.5", paper. Published by Leonard Hartmann, P.O. Box 36006, Louisville, KY 40233. Available for \$2.00 postpaid from Leonard Hartmann.

Once again, Leonard Hartmann has provided us with a fine catalog of philatelic literature. Hartmann's strength is in the areas of US, CSA, GB, Forgery and Maritime material, and he expects to be able to ship 95% of his listed items by return mail within the next year. This is no small statement, for Hartmann's list is almost certainly the most comprehensive net price list of literature for these fields ever published. If you have never owned one of Hartmann's literature stock catalogs, let me assure you it is \$2.00 well spent. If you have purchased his catalogs in the past, you are already well aware of how useful they are, and will probably want to acquire a copy of this, the latest. By the way, if you do order a copy of Stock Catalog Nine, please tell Mr. Hartmann you read about it in LA POSTA. I've tried for years to convince him that an ad in our journal would be worth his effort, but so far I can't even convince him to become a subscriber.

RWH



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

SOURCES

The night of October 15, 1984 could have been a sad one for postal historians everywhere, for on that evening a spectacular fire swept through the upper floors of USPS Headquarters in Washington D.C. The Postal Service library was housed on the eleventh floor of this building, but fortunately no library materials were lost and the only damage to the collection was a layer of greasy soot.

This is not the first time the source of postal records has been visited by fire. In 1836 the Treasury Department had a major fire, and it is likely that during this conflagration that the original postal records covering the period 1790-1812 were lost. The loss of the early Postmaster Appointment records has been a severe problem for postal historians trying to document the postal operations of the first two decades of our nation. Sometime around the Civil War a new Volume 1 was created using information from those records that did survive the fire, but for a large number of offices the best date that can be determined for an establishment is the date the office first appeared in a quarterly report. The discontinuance date of many of the early offices cannot be determined with any accuracy at all, and information on some short-lived offices may have been lost forever.

Fortunately, the most important records that exist from the last 208 years of postal service were not housed in the USPS library, but are stored in the National Archives. But one must pause to think that the USPS Headquarters was a modern office building (although incredibly, it was not equipped with a sprinkler system!); what if such a disastrous fire swept through the National Archives? Even though the Archives are equipped with a sprinkler system, were a fire to gut the

Archives the loss of irreplaceable postal source material would be enormous.

To their credit, the Archives does have a program for dispersal of its information. The Registers of Postmaster Appointments have been microfilmed (Series M-841), with copies of the set of microfilms sent to the regional offices. The set of Post Office site location reports have also been microfilmed (Series M-1126), but the Archives has no plan at present to disperse these microfilms to the regional offices. If there appears to be enough interest in this set the Archives may make it possible for the branches to borrow specific requested rolls as an inter-branch loan.

Both these sets of microfilms are invaluable sources, but they are by no means the only important postal records housed in the Archives. The set of handwritten logs known as the Daily Journal of Postmaster Orders runs from 1836 to 1900 contains the information in the Postmaster Appointment Registers, as well as information on contracts, routes, salaries, and numerous other tidbits relating to the operation of the postal system. These volumes are not on microfilms, nor are many other original sources relating specifically to rail contracts, revenues, or postal routes. Various researchers have made dents in extracting information from some of these sources for use in various articles or monographs, but the bulk of it remains untapped. The more we, as interested unofficial historians, can do to disperse and disseminate the information the better off our successors will be, and this brings me to the thought that was the original idea for this essay.

As wonderful as the National Archives is as a source of material, it is not accessible to very many of us. The regional offices of the Archives bring the microfilmed records into reach of more of us, but if the Archives will not supply copies of the microfilmed site location reports to the regional offices, it partially defeats the purpose of having microfilmed them. True, individuals can purchase

microfilms for specific counties they are working on, but at \$17 a roll it's unlikely that very many complete sets of the 683-roll set will be purchased. These microfilms should be made available to the regional centers. The other unique documents should be microfilmed as well, with copies delivered to each of the regional offices.

Beyond the primary sources available at the Archives we are reliant on the secondary sources of literature derived from the original records, the many books on states that have come out over the years. A number of individuals have amassed collections and buy each new book as it comes out, also a number of public and university libraries have made an effort to purchase books on postal history on a nation-wide basis. Public libraries in Cleveland, Philadelphia, Omaha, Dallas, and Cincinnati have good collections, as do the university library collections of Florida State University, U.C.L.A., and Brigham Young University. If you ever have occasion to use any of these libraries be sure you thank them for their efforts. If, on the other hand, you live in a city with a major library system that does not stock such books, you might point out to them that acquiring a nation-wide holding of postal history books would be an outstanding way to build a collection that would help all library users in determining where places are -- or were -- in our country, benefitting genealogists and historical researchers immensely. Take the time to write a letter pointing out the usefulness of such publications (including La Posta) and urge them to begin building a collection. Libraries exist for those who use them, and making your interests known is the best way to have the library you want. Furthermore, by getting postal history books placed in as many libraries as possible we will encourage others to take an interest in the subject, and the more people we can get involved in the study or collection of postal history the better off all postal history collectors will be.

In this issue the Midwestern Section for the first time has some repeat authors as it presents two fine profiles of discontinued post offices, Allison Cusick with an article on Nutwood, Ohio and Roland Ensz with an article on Brainerd, Kansas. I like to see repeat authors, as it shows a depth of commitment and lends a feeling of familiarity to the magazine. On the other hand, a magazine such as La Posta thrives on variety and diversity. We need articles of all types from all geographic areas to continue bringing you the standard of quality you have come to expect from La Posta.

WYOMING CANCELS

Cancels from the following Wyoming post offices are needed for publication illustrations: Copperton, Elwood, Osceola, Victoria. If you have cancels from any of these offices please send photocopies to Alan H. Patera, 505 Lincoln Ave., Takoma Park MD. 20912.

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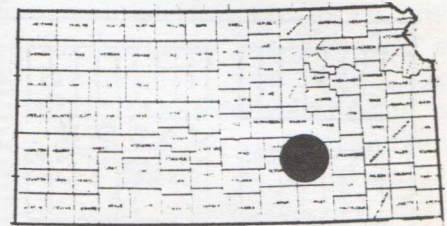
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BRAINERD, KANSAS
By Roland Ensز

The town of Brainerd was founded on May 25, 1885, and was incorporated on November 14, 1885. Judge W. H. Sluss of El Dorado ordered the first election of town officials with Charles L. Dolman being elected the first mayor. The town was built on 134 acres of sections 21 and 22 of township 24 South, Range 3 East.

Elisha B. Brainerd came to Butler County in 1871, engaging in farming until 1874, when he was elected County Commissioner. As a Democrat, he served as County Treasurer from 1876 to 1879. He was born in Susquehanna County Pennsylvania in 1840. In 1862 he enlisted in the 141st Pennsylvania Volunteer Infantry, was mustered as a Second Lieutenant of Company F, served in various battles of the Army of the Potomac, and was three times wounded. He came to Kansas and settled in Bourbon County before coming to Butler County.

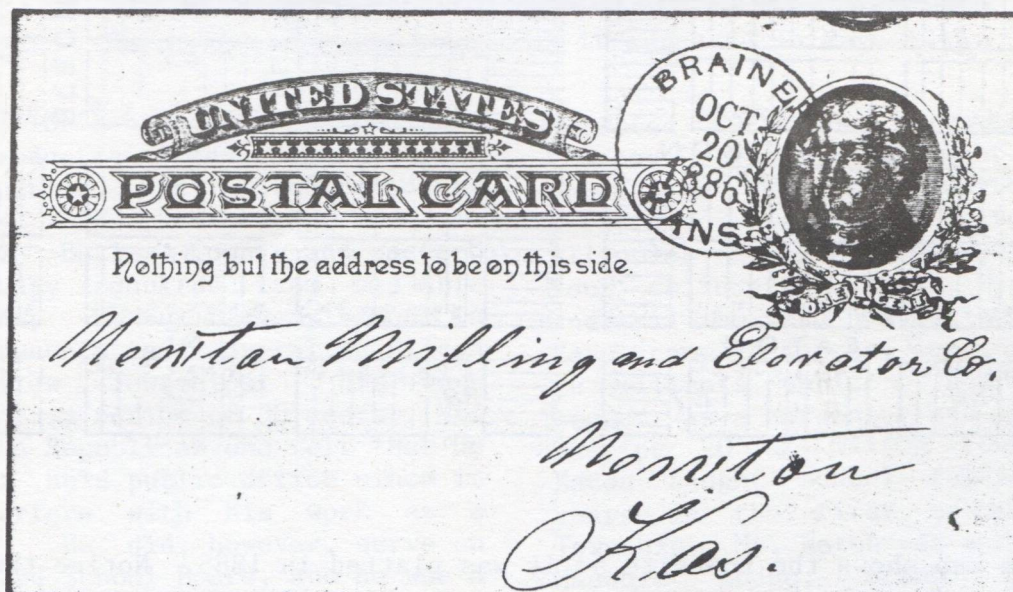
Elisha B. and Sarah A. Brainerd, for whom the town was named, owned the north half of Section 22, making them owners of one of the largest parcels of land. Johannes Harder and his wife Marie owned



all of Section 21, bought at \$5.00 an acre; and Samuel Thierstein and his wife Catharine held the SW quarter of Section 22.

In June of 1885 the Missouri Pacific Railroad was built through the future town site, and within six months the first buildings at Brainerd were begun. It was at this time that Levi H. Mellor arrived. Since much building was in progress or in the planning stage for Brainerd and vicinity, he had no trouble getting plenty of work at good wages at his trade of constructing and building. In 1886 his wife and child joined him.

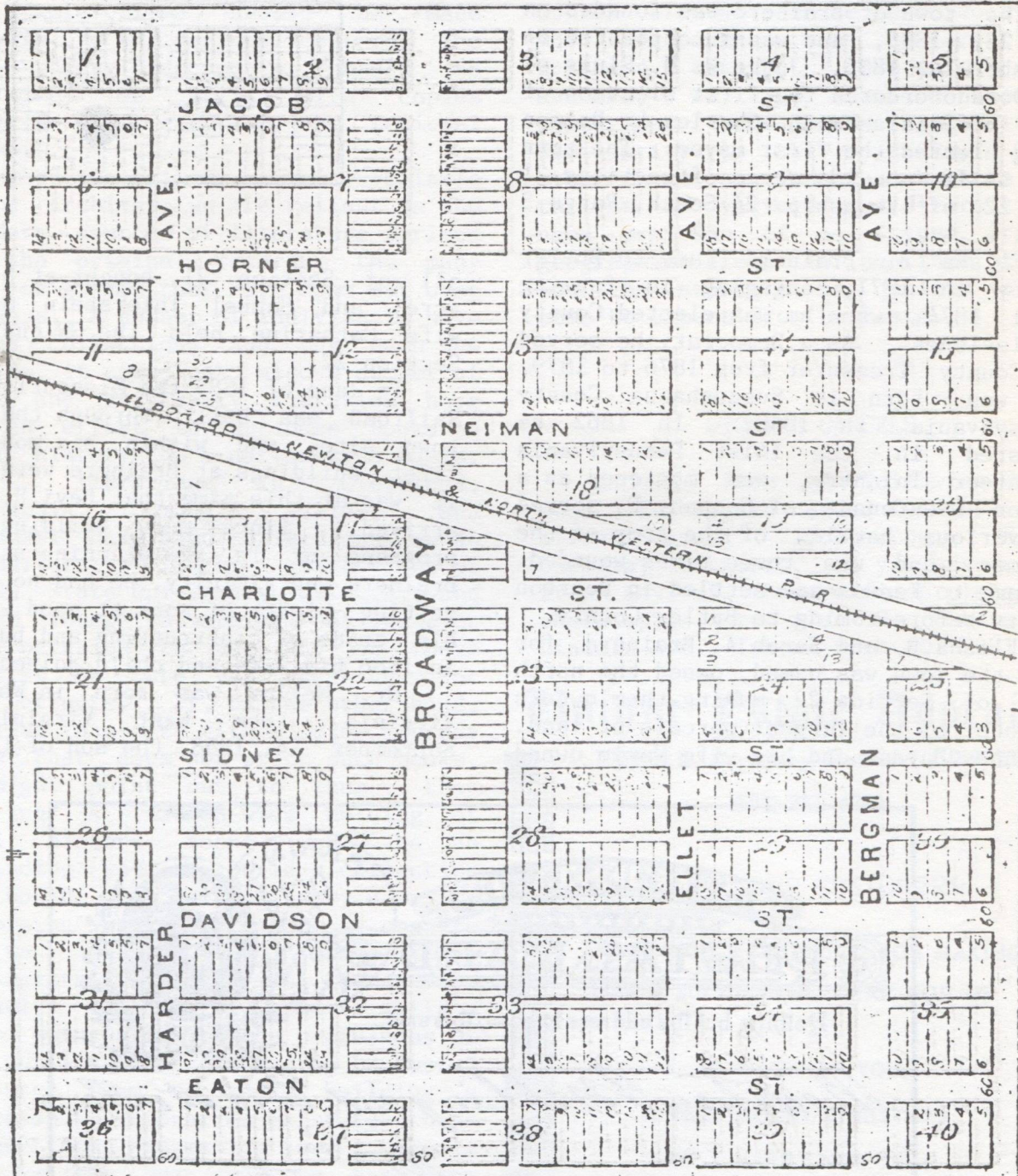
Mr. Mellor was born in Wheeling, Virginia (now West Virginia) on September 14, 1858, the son of Levi and



This postcard from Brainerd was sent within the first year of operation of the office.

BRAINE RD

Scale 400ft.-1 inch

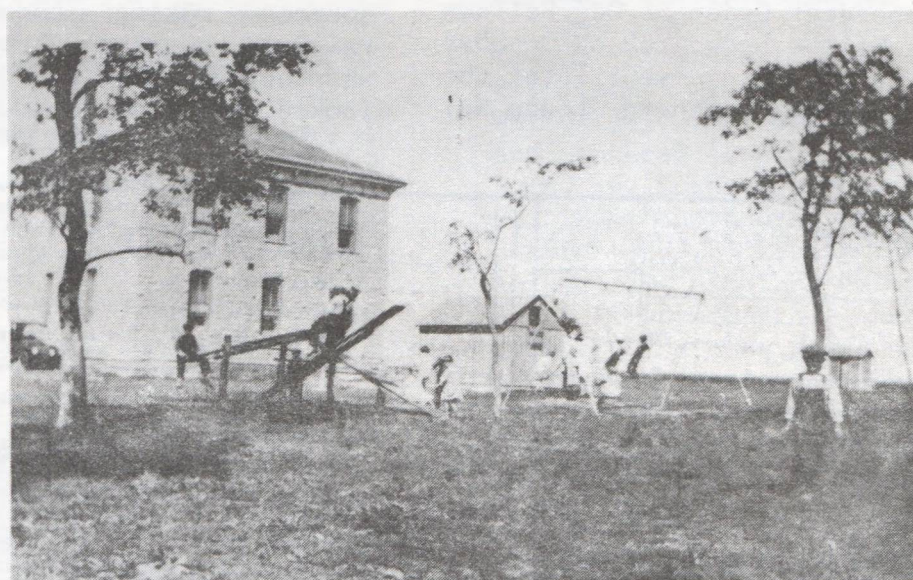


This map shows the townsite as it was platted in 1885. Notice the extensive area platted south of the tracks.

Elizabeth Lambing Mellor. He was the only child, and his father passed away before his birth. He and his widowed mother moved to Somerset, Ohio (Perry County) where he grew to manhood and was educated. He was married on May 20, 1884 to Miss Laura Leach, a native of Perry County and the daughter of A.B. and Matilda Holiday Leach. They had seven children, Harry, Mabel, Edwin, Herbert, Hazel, Fred, and Ruth. He came west and first arrived in Towanda, Kansas, but spent only a few days there before he moved to the new town of Brainerd.

with postmaster B.C. Leveridge operating the office out of his home. Later Thomas H. Storms moved the Holden post office to his home on Section 8. Then the Holden post office moved to the home of Edward T. Eaton on Section 20, a mile west of Brainerd. On the 25th of January 1886 the Brainerd post office was opened with Eaton as Postmaster.

Postmaster Eaton was born in Hancock County Illinois on March 14, 1841. He was the oldest of six children born to David and Agnes Avise Eaton. As a youth he worked with his father as a carpenter. During the Civil War he



The Brainerd stone school as it appeared in May, 1915.

Mr. Mellor's success resulted from his high productivity and the quality of his construction. Most of the buildings constructed in this period in northwestern Butler County and eastern Harvey County resulted from his able craftsmanship. He built every school in Murdock Township and several in Milton and Fairview Townships. His work extended over a period of 30 years. Mr. Mellor was a Republican who felt that he should not hold public office since it would interfere with his work as a carpenter. He did, however, serve on the Brainerd School Board, and he was a member of the Independent Order of Odd Fellows.

The first post office in Milton Township was at Holden in Section 13,

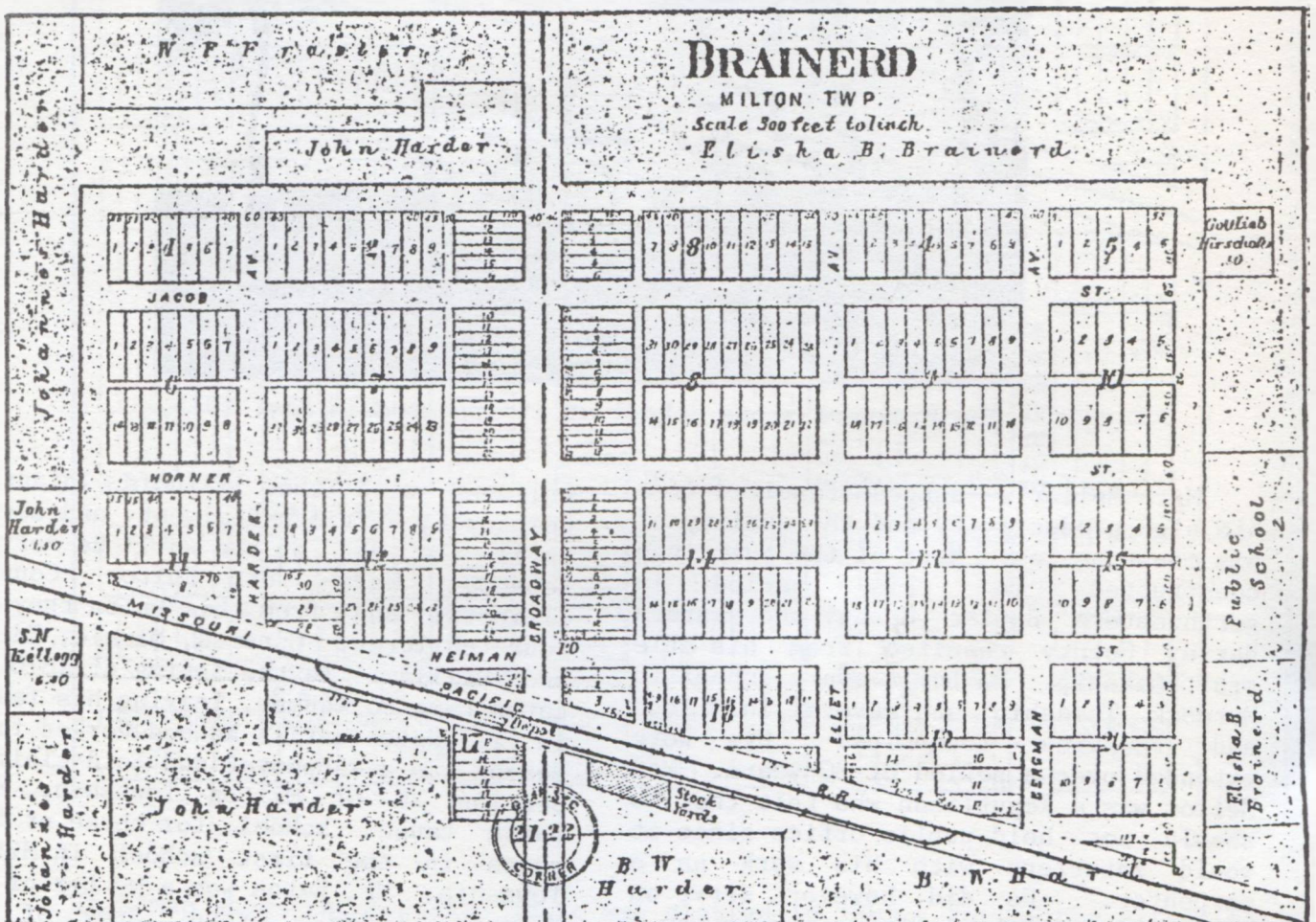
enlisted with the Illinois Infantry, Company C, Fiftieth Regiment, and served until the end of the war. He married Rebecca Welsh of Fulton County, Illinois, and from this union they had four children: Curtiss, Minnie, Edith, and William. In the spring of 1870 Mr. Eaton came to Kansas, leaving his family in Illinois until he had worked for a season as a carpenter and laid claim to Section 20 of Milton Township. Mrs. Eaton taught school for three or four years in the first school in Milton Township. Mr. Eaton was a member of the Masonic Lodge, Grand Army of the Republic, and the family were members of the Episcopal Church in Whitewater.

G.W. Neal was an early business man in Brainerd, engaging in the grain,

coal, and lumber business at Coneburg (later named Peabody) about the time that the Santa Fe Railroad was ready for operation. He received the first carload of lumber to be shipped in by rail and was one of the first to buy grain and other produce from the early settlers and ship it from that section. He continued in business in Peabody until 1884. In June 1885 he moved to the new town of Brainerd, where he established a lumber yard and hardware business. In 1889 he moved his stock of goods to Whitewater where he and his son conducted the business.

The Independent Order of Odd Fellows established Milton Lodge 268 on October 14, 1885, and about a year later the Masons established Brainerd Lodge No. 280.

In 1885 and 1886 the prospects of Brainerd were indeed bright. The Commonwealth reported that the Omaha, Abilene and Wichita Railroad would pass through the site. T.B. Murdock wrote in his Wichita paper that the Chicago, Kansas and Nebraska Railway was building from Topeka to Wichita and would pass through the townships of Fairmont and Milton, touching the town of Brainerd. In the Walnut Valley Times of January 7, 1887 was a report "Work has begun on the Kansas, Colorado and Texas Railroad line which will cross the Missouri Pacific at Brainerd." With these three different sources making comments on another railroad passing through Brainerd, it was obvious that the future of the town looked very good.



This 1905 plat map of Brainerd shows how the town grew only to the north of the tracks, in contrast to the optimistic 1885 plat.

Proof of the optimism is shown by the number of businesses which opened in Brainerd. Stores were bought and sold; some kept open for six months, others for a year or several years. The population peaked at over 500, and there were stone street crossings, a city jail, and 60 dwelling houses. Business establishments ranged four blocks north of the depot site. Some of the businessmen and their establishments were as follows:

Ed H. Detalente, billiards and pool
 Lillie Detalente, millinery
 W.H. Fitch, real estate loans and insurance
 Dr. John Horner M.D.
 C.E. Blackwell, boarding house and meals at \$3 a week.
 J.P. Miller, blacksmith
 M.C. Snorf, notary public, groceries, and queensware
 J.E. Frampton, furniture and undertaking
 G.. Watson, livery
 Penner Brothers Livery (Henry and Gerhard W.)
 Mrs. M.E. Thompson, proprietor of Frost House (board and room)
 Hudnell and Reed, dray and express (Wells-Fargo)
 Markee and Monford, dray and express (to Whitewater)
Brainerd Sun, newspaper of 1885-86, Austin M. Brumback and H. McCann, publishers
Brainerd Express, newspaper of 1887-88, R.P. Morrison, publisher
 J.T. Anderson, dealer in lumber, doors, sash blinds; Robert Long, manager
 S.S. Thomas, hotel
 Harry Thompson, grain and coal
 Strupp and Kauffman, meat market
 O.J. Shinnery, coal, grain, and stock
 Kelly and Dolman, general merchandise
 W.W. Kemper, blacksmith and wagon shop
 Jos. Ropp, grain and coal
 T.M. Curtis, barber
 R. Reitz, bootmaker and cobbler
 Peter Elemer Ashenfelter, drugs and books; also advised in matters of law
 Roach Brothers General Merchandise
 J.T. Welch, contractor and builder
 Irwin Brothers Hardware
 Fred Schroke, dry goods, clothing, and lumber
 E.S. Raymond and John Stigner, drugs and books
 Gerhard Penner and Arthur Claasen, general merchandise
 O.P. Brumback, general merchandise and post office
 G.W. Neal, lumber and hardware
 D.L. Gardner, hardware and implements
 J. Warren McLain and Norace McLain, harness shop
 Allen Brothers, harness and saddles
 Bale and Tomlinson, general merchandise
 Thomas Bamford, art gallery
 Whitewater Bank of Brainerd (A.H. McLain, president)

Another leading businessman was August Schmidt, who hauled lumber into Brainerd from Emporia and built his blacksmith shop on the north edge of town where he worked on wagons and shod horses and acted as the dealer for Buckeye Implements. After his first wife died, he married Mary Worline from Plum Grove, a widow with eight children. Mr. Schmidt maintained his shop in Brainerd until 1908, when he moved to a farm northeast of town. Since he could not write in English, he had the teacher Mrs. Peffney keep his account books. He was a strong Democrat but never ran for nor held elective office.

One of the last businessmen to locate in Brainerd before the exodus to Whitewater began in 1889 was Thomas J. Whiteside, who opened a livery stable and general store. Mr. Whiteside was born in Coshocton County, Ohio on May 22, 1844, the fourth of nine children of Jenkin and Elizabeth Whiteside. On August 22, 1862 he enlisted in Company A, Eighty-eighth Regiment, Ohio Infantry, a home guard unit. After his marriage to Amanda Jane Roach they farmed for several years in Coshocton County, then moved to Iowa in the fall of 1869. In 1871 they moved to Murdock



One of the remnant buildings of Brainerd is the railroad depot, photographed here in April, 1954.

Township in Butler County, living there until the fall of 1874. After securing his deed, he moved his family to Illinois and Ohio for short periods. In 1879 they returned to their farm in Murdock Township until moving to Brainerd, opening a livery stable and general store. After the CK&N RR was built through Whitewater, the business moved there. Shortly thereafter Mr. Whiteside traded his store for land in Missouri. The family moved to Maries County, Missouri, where Mr. Whiteside died on March 8, 1893.

The year 1887 found Brainerd a thriving town. However, with this year came an event which was to cause the community to lose population and businesses to another town which was yet to be incorporated. During this year, after some hard and fast dealing, the Rock Island Railroad built through Whitewater instead of through Brainerd. Plum Grove had been bypassed by two railroads, and now Brainerd had been bypassed by one. In this case the

results were similar. Businesses and population moved to the new town of Whitewater, eclipsing the fleeting prosperity that Brainerd had enjoyed.

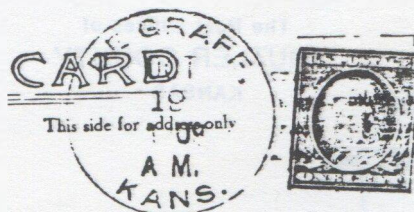
Most businesses left Brainerd as soon as Whitewater obtained the Rock Island Railroad. On August 31, 1907 the post office at Brainerd was discontinued, with subsequent service provided by Whitewater. By the 1940's Brainerd's once prosperous business district had been reduced to a general store with a gas pump out front and an outhouse out back. At the end of 1984 Brainerd has eight homes served by a rural route out of Whitewater. There is a grain elevator which is open during the wheat harvest, and for bean meal at other times. The Missouri Pacific Railway has a side track at Brainerd to service the grain elevator. For the most part Brainerd is gone, but not quite yet forgotten.

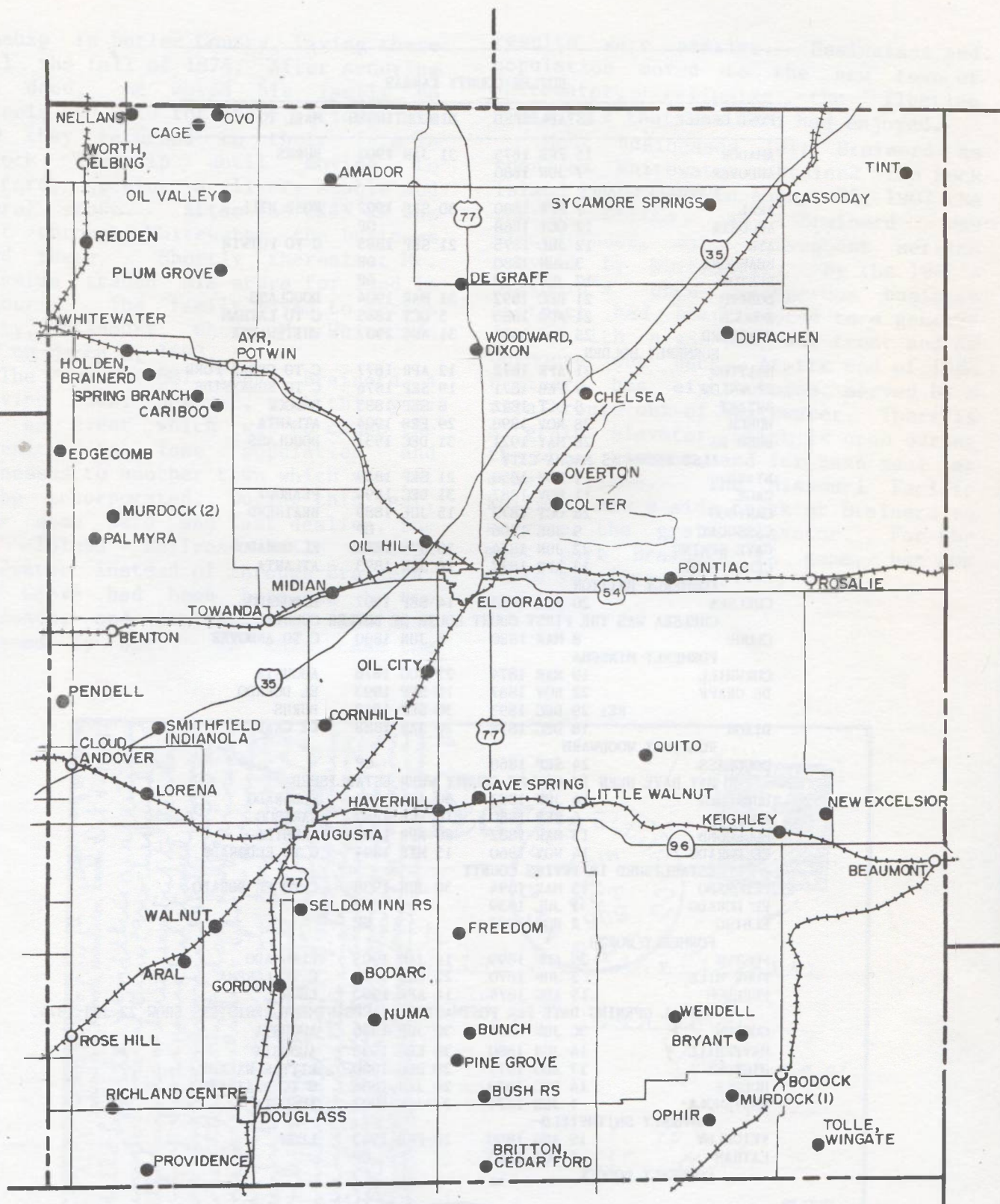


The El Dorado, Newton & North Western R.R. had become the Missouri Pacific by the time this card was canceled. Mail was carried both north and south. This example is from the northbound train.

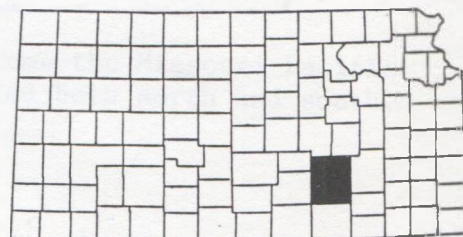
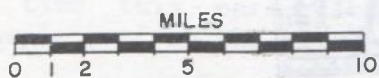
BUTLER COUNTY KANSAS

POST OFFICE	ESTABLISHED	DISCONTINUED	MAIL TO
AMADOR	15 FEB 1875	31 JAN 1902	BURNS
ANDOVER	7 JUN 1880	OP	
FORMERLY CLOUD			
ARAL	7 APR 1880	30 SEP 1902	ROSE HILL
AUGUSTA	12 OCT 1868	OP	
AYR	12 JUL 1875	21 SEP 1885	C TO POTWIN
BEAUMONT	3 JUN 1880	OP	
BENTON	12 JUN 1872	OP	
BODARC	21 DEC 1892	31 MAR 1904	DOUGLASS
BODOCK	21 AUG 1883	5 OCT 1885	C TO LATHAM
BRAINERD	25 JAN 1886	31 AUG 1907	WHITEWATER
FORMERLY HOLDEN			
BRITTON	21 APR 1872	12 APR 1877	C TO CEDAR FORD
BROWNLOW	9 FEB 1871	19 SEP 1876	C TO SUNNYSIDE
BRYANT	8 OCT 1872	8 SEP 1885	BODOCK
BUNCH	28 NOV 1898	29 FEB 1904	ATLANTA
BUSH RS	28 MAY 1921	31 DEC 1931	DOUGLASS
ALSO KNOWN AS MAGNA CITY			
BYARD	1 NOV 1858	21 SEP 1859	
CAGE	11 NOV 1887	31 DEC 1894	PEABODY
CARIBOO	28 OCT 1873	15 JUL 1889	BRAINERD
CASSODAY	9 JUL 1906	OP	
CAVE SPRING	22 JUN 1874	30 JUL 1878	EL DORADO
CEDAR FORD	13 APR 1877	16 JAN 1893	ATLANTA
FORMERLY BRITTON			
CHELSEA	20 AUG 1858	14 SEP 1907	ELDORADO
CHELSEA WAS THE FIRST COURT HOUSE OF BUTLER COUNTY.			
CLOUD	8 MAR 1880	6 JUN 1880	C TO ANDOVER
FORMERLY MINNEHA			
CORNHILL	19 MAR 1874	21 AUG 1876	AUGUSTA
DE GRAFF	22 NOV 1887	15 SEP 1893	EL DORADO
	RE: 29 DEC 1893	30 SEP 1942	BURNS
DIXON	18 DEC 1878	20 JAN 1888	DE GRAFF
FORMERLY WOODWARD			
DOUGLASS	24 SEP 1868	OP	
MAY HAVE BEEN IN COWLEY COUNTY WHEN ESTABLISHED			
DURACHEN	14 JUN 1882	30 APR 1909	ELDORADO
EDGCOMB	6 SEP 1880	16 FEB 1882	CARIBOO
EDGECOMB	13 MAR 1882	20 APR 1888	PALMYRA
EL DORADO	14 NOV 1860	15 MAR 1894	C TO ELDORADO
ESTABLISHED IN IRVING COUNTY			
ELDORADO	15 MAR 1894	30 JUN 1939	C TO EL DORADO
EL DORADO	1 JUL 1939	OP	
ELBING	2 NOV 1887	OP	
FORMERLY WORTH			
FOSTER	25 AUG 1899	14 JAN 1905	ELDORADO
FOUR MILE	2 JUN 1870	22 AUG 1872	C TO LORENA
FREEDOM	15 AUG 1874	14 APR 1900	LEON
ACTUAL OPENING DATE PER POSTMASTER. APPOINTMENT REGISTERS SHOW 22 JUN 1874.			
GORECN	30 JUN 1884	30 JUN 1936	AUGUSTA
HAVERHILL	14 JUN 1880	30 DEC 1933	AUGUSTA
HICKORY	17 AUG 1877	29 DEC 1880	LITTLE WALNUT
HOLDEN	14 DEC 1870	24 JAN 1886	C TO BRAINERD
INDIANOLA	1 JUN 1874	31 JAN 1902	AUGUSTA
FORMERLY SMITHFIELD			
KEIGHLEY	19 AUG 1880	28 FEB 1943	LEON
LATHAM	6 OCT 1885	OP	
FORMERLY BODOCK			



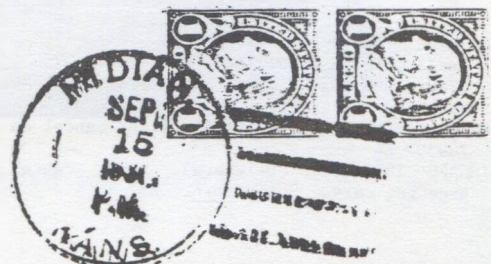


The Post Offices of
BUTLER COUNTY
 KANSAS



BUTLER COUNTY KANSAS, CONT.

POST OFFICE	ESTABLISHED	DISCONTINUED	MAIL TO
LEON	28 MAR 1882	OP	
FORMERLY LITTLE WALNUT			
LITTLE WALNUT	14 AUG 1871	27 MAR 1882	C TO LEON
LORENA	23 AUG 1872	30 NOV 1895	AUGUSTA
FORMERLY FOUR MILE			
RE: 9 JAN 1896		31 JAN 1902	AUGUSTA
MIDIAN	5 NOV 1918	22 JUL 1950	AUGUSTA
MIDLAND	3 SEP 1872	22 JUN 1873	C TO MINNEHA
FORMERLY MINNEHA (SEDGWICK CO.). RETURNED TO SEDGWICK CO.			
MINNEHA	28 NOV 1877	7 MAR 1880	C TO CLOUD
EARLIER OFFICES OF THIS NAME WERE IN SEDGWICK COUNTY.			
MODENA	2 MAR 1874	4 APR 1882	ARAL
MURDOCK	3 MAY 1872	18 APR 1873	BROWNLOW
RE: 12 APR 1875		31 MAY 1881	TOWANDA
RE: 23 NOV 1882		31 OCT 1902	BENTON
NELLANS	1 FEB 1882	30 JUL 1892	CAGE
NEW EXCELSIOR	12 JUL 1875	9 SEP 1880	KEIGHLEY
NUMA	4 MAR 1886	31 MAR 1904	DOUGLASS
OIL CITY	12 SEP 1877	20 SEP 1880	EL DORADO
OIL HILL	3 AUG 1917	30 SEP 1958	EL DORADO
OIL VALLEY	22 MAR 1920	15 MAY 1922	ELBING
OPHIR	17 NOV 1881	29 APR 1886	CEDAR FORD
OVERTON	22 APR 1867	12 OCT 1869	EL DORADO
OVO	7 JUL 1882	16 MAY 1887	NELLANS
PALMYRA	5 JAN 1876	31 MAR 1900	BENTON
PENDELL	29 JUN 1871	22 NOV 1880	ANDOVER
PINE GROVE	23 JUN 1874	31 DEC 1895	FREEDOM
PLUM GROVE	1 JUL 1870	31 OCT 1886	BRAINERD
PONTIAC	2 MAY 1873	15 NOV 1926	ELDORADO
POTWIN	22 SEP 1885	OP	
FORMERLY AYR			
PROVIDENCE	7 JUL 1881	31 DEC 1896	DOUGLASS
QUITO	11 JUL 1870	5 OCT 1881	EL DORADO
REDDEN	8 FEB 1875	7 JUL 1880	SHELDON
RE: 14 DEC 1880		22 OCT 1885	HOLDEN
RICHLAND CENTRE	18 MAR 1878	5 OCT 1881	ROSE HILL
ROSALIA	1 JUL 1870	OP	
ROSE HILL	23 JUN 1874	OP	
SELDON INN RS	1 MAR 1920	5 NOV 1920	AUGUSTA
SMITHFIELD	29 JUN 1871	31 MAY 1874	C TO INDIANOLA
SPRING BRANCH	15 JUN 1871	1 NOV 1871	
SUNNYSIDE	20 SEP 1876	8 SEP 1880	
FORMERLY BROWNLOW			
SYCAMORE SPRINGS	24 SEP 1868	15 NOV 1906	CASSODAY
TINT	11 JAN 1899	31 AUG 1911	FLINT RIDGE
TOLLE	12 AUG 1885	2 MAY 1886	C TO WINGATE
TOWANDA	13 DEC 1860	OP	
ESTABLISHED IN OTTOE COUNTY			
WAH WAH	18 APR 1870	11 JAN 1871	MARION CENTRE
WALNUT	18 APR 1870	25 APR 1876	DOUGLASS
WENDELL	27 FEB 1901	29 FEB 1904	ATLANTA
WHITE WATER	7 AUG 1871	7 DEC 1871	PEABODY
RE: 29 SEP 1874		6 JUL 1882	C TO CVC
RE: 15 MAY 1888		31 OCT 1950	C TO WHITEWATER
WHITEWATER	1 NOV 1950	OP	
WINGATE	3 MAY 1886	10 JUN 1889	ATLANTA
FORMERLY TOLLE			
WOODWARD	21 SEP 1877	17 DEC 1878	C TO DIXON
WORTH	16 MAR 1886	1 NOV 1887	C TO ELBING



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

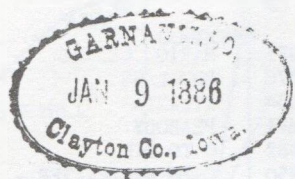
CARSONS CAMP 1924-1928 (Mono) VF cancel Aug 31 1926 on real photo post card of Shadow Lake, but NO stamp. E6.
CAMP SAN LUIS OBISPO 1940-1948 (S.L.Obispo). Aug 30 1pm 1941 on postal card, damaged lower left corner. E3.
DEL PASO HEIGHTS 1911-1962 (Sacramento). Oct 4 1937 on viewcard. E3.
FERN 1898-1945 (Shasta). 4-bar Dec 27 1910 as rec. mark on greeting card. E3.
HARTSOOK 1926-1938. (Humboldt). Last day Oct 15 1938 on postal card. E6.
HOBART MILLS 1900-1938. (Nevada). Last day Dec 30 4pm 1938 on postal card. Also Lyons NY rec. mark. E5.

ILLINOIS

GRASSLAND 1890-1917 (St.Clair). 4-bar on greeting card Jan 3 1916. E5.
PITTWOOD 1873-1954 (Iroquois). Almost last day on postal card. E3.
TIOGA 1873-1959 (Hancock). Last day on postal card. E3.

INDIANA

ALERT 1866/1951 (Decatur). 4-bar Nov 24 1943 on postal card. E4.
CLIFTY 1838-1951 (Decatur). 4-bar Jul 19 1936 on postal card. E4.
HANOVER (Jefferson). VF cancel Feb 8 4pm 1900 on cover. Vincennes IN backstamp Feb. 9. E5.
HEDRICK 1880-1959 (Warren). Last day cover Jan 31 1959. E3.
LETTS 1896-1954 (Decatur). 4-bar Sep 30 1936 on postal card. E4.
MILROY (Rush). VF Doane 9 with serif letters Dec 30 6pm 1909 on greeting card. E6.
WILKINSON (Hancock). Average cancel Oct 4pm 25 1917 on cover with WW I slogan "Back the boys in the trenches. Buy a Liberty Bond, Inquire at any bank or post office" stamped on. E6.



IOWA

GARNAVILLE, CLAYTON CO. IOWA. Postal card (sent from McGregor) with fine fancy oval used as a receiving stamp, Jan 9, 1886. Bank reply card from First National Bank of McGregor. E20.
HARVARD 1882-1953 (Wayne). 4-bar Dec 21 pm 1939 on cover. Small defects upper left. E4.
HUSTAD 1895-1911 (Mitchell). Fine 4-bar May 19 am 1911 on greeting card. E6.
OSAGE (Mitchell). Partially light cancel on cover, Apr 15, 1893. E4
THORPE 1887/1933 (Delaware). Light cancel Oct 1 1912 on greeting card. Stamp torn. E3.

KANSAS

CANADA 1884-1954 (Marion). Not quite last day, bold Feb 1 1954 on postal card. E3.
LONE STAR 1899-1953 (Douglas). 4-bar Apr 10 am 1925 on greeting card. E3.
MAY DAY 1871-1954 (Riley). Not quite last day, fine Jan 18 1954 on postal card. E4.
WAUNETA 1883-1961 (Chatauqua). Fine 4-bar Apr 21 pm 1910 on greeting card. E3.

MINNESOTA

ALMA CITY 1870-1957 (Waseca). Last Day Jul 26 1957 on postal card. E3.
ARAGO 1897-1955 (Hubbard) Machine cancel Aug 23 1929 3pm on photo view card of Itasca Park trail. E4.
AUTOMBA 1914-1954 (Carlton). Last day, Feb 4 1954 on postal card. E3.
BEAULIEU 1891-1960 (Mahnomen). Last Day April 30 1960 on pm autographed cover. E5.
CHATFIELD (Fillmore). VF cancel Oct 29 1903 6am on small cover. E6-8.
DOUGLAS LODGE 1933-53 (Hubbard). 4-bar Aug 24 1940 on post card of Paul Bunyan statue. E5.
LAKE CITY (Wabash). Good cancel with "negative" cross killer, Sep 7 1874? on small cover. E10.
SHAW 1950-59 (St. Louis). Last Day Apr 30 1959 on postal card. E6.
WILKINSON 1910-54 (Cass). Last Day Mar 15 1954 on postal card. E3.
3 Crow Wing County cancels on post cards: MABEL Apr 14 1917; OSTRANDER Dec 26 1916; WYKOFF Feb 15 1909. E4.
Lot of three Minnesota covers: Starbuck (Pope) Jan 2, 1907; Waterville (Le Sueur) Aug 20, 1890; Young America (Carver) Nov 9, 1891. E9.

NEW HAMPSHIRE

BLODGETT Landing 1893/1895 (Merrimack). Doane 27 Jul 2 1917 on post card of 2 men riding a fish. E5.
EAST Westmoreland 1843-1955 (Cheshire). Last Day Apr 30 1955 on Postal card. E3.
LEIGHTON CORNERS 1693-1927 (Carroll). 4-bar Jul 19 6am 1913 on scenic post card. Part of name on stamp. E5.
LITTLE BOARSHEAD 1895-1926 (Rockingham). Average cancel Jul 10 1910 on photo post card of rustic lane. E5.
3 post cards: 1912 Hampton Beach Rural Sta. (DPO Rockingham) "Beach" on stamp; 1911 Jackson (Carroll) on hand-painted photo card of Goodrich Falls (& mill); 1926 West Rumney (Grafton DPO 1828-1958). E6.

NEW YORK

5 DPO on post cards: 1908 DeBruce (Sullivan 1894-1945) overstruck with Middletown NY flag; 1911 Gregorytown (Delaware 1907-1925); bold 1910 Lordville (Delaware 1855-1967); 1920? Willowemoc (Sullivan 1871-1945); 1912 Youngs (Delaware 1891-1942). E10.
5 DPO on post cards: 1913 Emmonsburg (Fulton 1892-1915); 1915 Palmer (Saratoga 1880-1957); 1912 Pleasantbrook (Otsego 1894-1922); 1912 Portland Point (Tompkins 1910-1944); 1915 Union (Broome 1810-1923). E10.

OHIO

CONDIT 1856-1952 (Delaware). Light but readable cancel Dec 26, 1911 on cover docketed by the Gambrinus Brewing Co. E4.
OSTRANDER (Delaware). Fine cancel Aug 21 1861 CIVIL WAR PERIOD, on cover to Mahaska, Iowa. E20.
ROBINS 1887-1963 (Guernsey). Fine cancel Jun 7, 1911 on printed envelope docketed by Gambrinus Brewing Co. E6.

PENNSYLVANIA

3 Susquehanna County DPO: 1922 Birchardville (1825-1954); 1908 Franklin Forks (1871-1917); 1908 Heart Lake (1889-1935) E6.
3 DPO: 1917 NEATH (Bradford 1870-1955); 1910 NITTANY (Centre 1827-1936); 1908 PARKERSGLEN (Pike 1895-1937). E6.

Minimum bid \$2.00.

Items will be sold at a slight advance over the second highest bid. Buyer will pay postage.
Bids close January 31, 1935.

NUTWOOD HAS ITS PICTURE TAKEN

By Allison W. Cusick
Box 29544, Columbus, OH 43229

On a bright summer day in northeast Ohio eight people in their Sunday best pose for the photographer in front of H.A. Davis' general store in Nutwood, Ohio (Fig.1).

Two men stand to the right of the entrance, one obviously a satisfied customer with his purchase in a basket. Mr. Davis himself, I presume, stands in the doorway. Two elderly women sit sedately to Davis' left. A somberly-dressed mother stands erect behind her children. The boy is mounted on his tricycle; the girl displays her dolls.

A sign directly above the mother and children identifies the building as the Nutwood Post Office.

This picture is the face of a photographic postcard. An inscription on the reverse reads: "24476--PUB. BY H.A. DAVIS, NUTWOOD, CHIO". The number must be a printer's stock number. Obviously H.A. Davis issued this card as

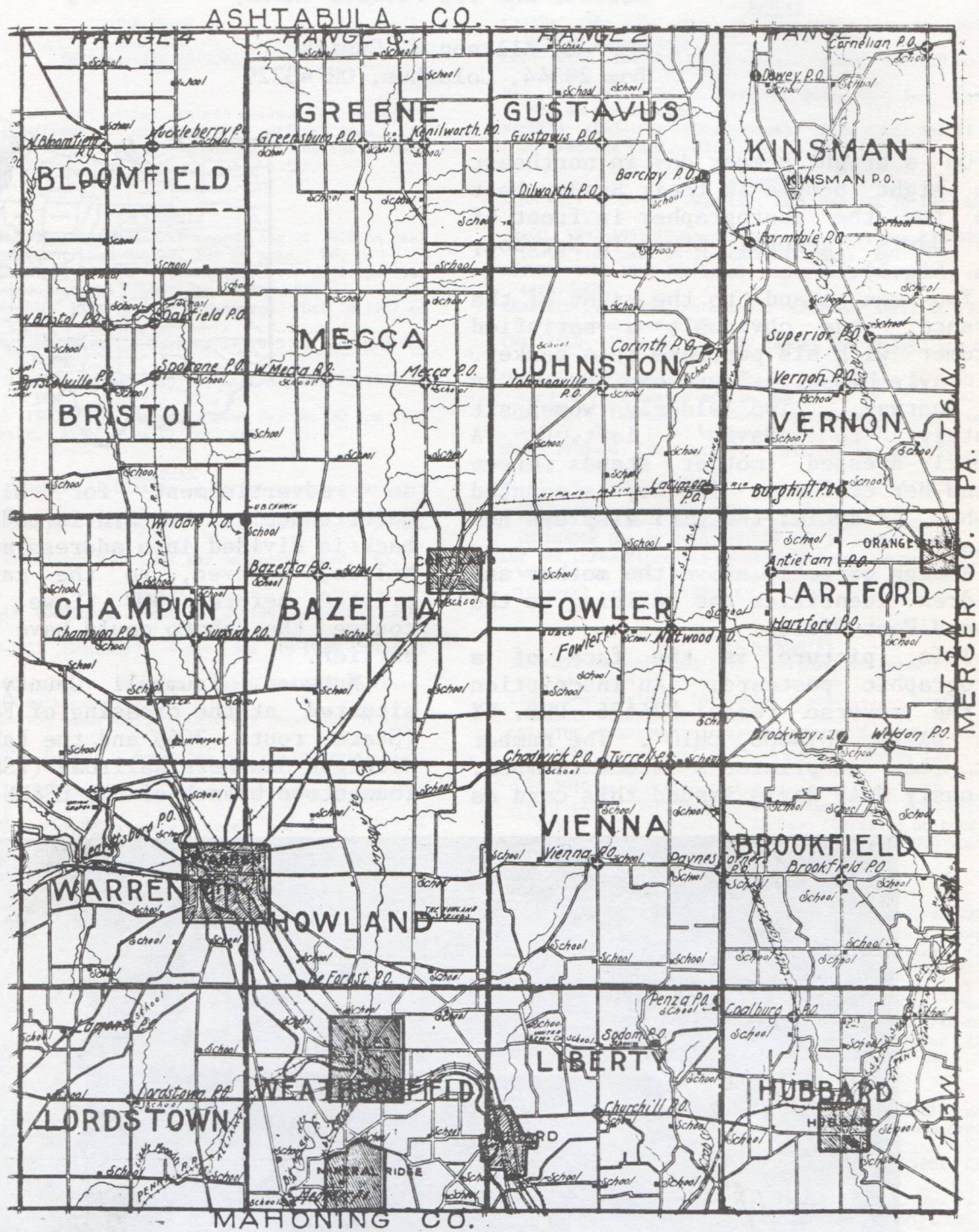


an advertisement for his store. Unfortunately, the card is undated. The back is divided into address and message halves, however, so the card was not printed before 1907 (Lowe, 1982). Of course the photo could have been taken earlier.

Nutwood, Trumbull County, Ohio is situated at the crossing of Fowler Road (State route 305) and the Lake Shore & Michigan Southern Railroad (LS&MS). The Youngstown branch of the LS&MS ran south



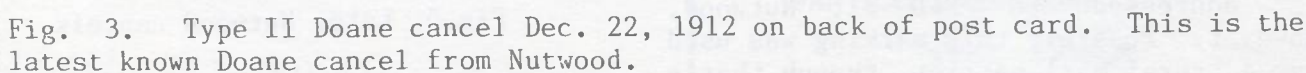
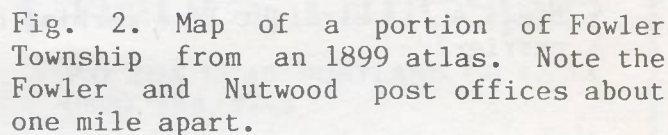
Fig. 1. The Nutwood Post Office on an undated photo postcard from about 1907.



OUTLINE
MAP OF
TRUMBULL COUNTY, O.

Nutwood is located to the right of the center of this map in Fowler Township.

The Nutwood post office was established November 24, 1890 with Hubbard A. Davis as postmaster. Davis held this position until Charles O.



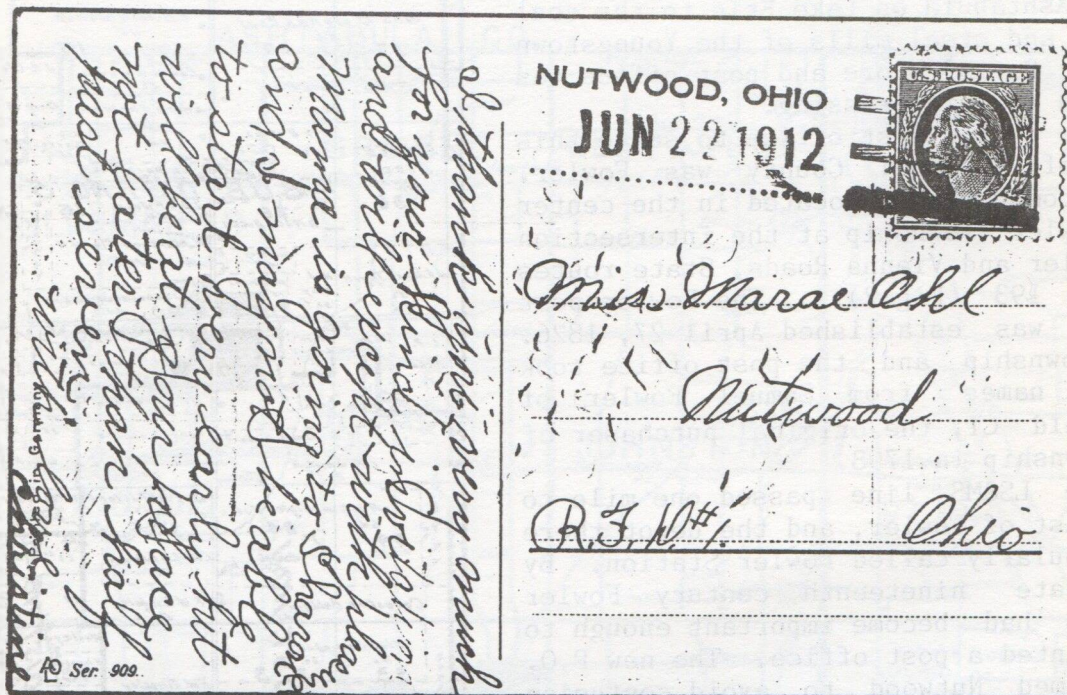


Fig. 4. Straight line marking of June 22, 1912. Was this applied by a rural carrier?

Hulbert was appointed Postmaster on March 13, 1913. I don't know where the post office was located during Hulbert's tenure.

The Fowler post office was discontinued August 31, 1908. Because of Nutwood's location on the railroad, the mails were now routed through that office rather than Fowler. The photo of the post office probably dates from about this time.

Nutwood used a Type II Doane marking with "2" in the killer bars. The earliest such cancel so far seen is from August 1908 (Billings, 1982). The postcard in Fig.3 bears this cancel from December 22, 1912. This is the latest known Doane cancel from Nutwood. By 1914 Nutwood was using a regulation four-bar postmark. The cancellation in Fig. 4, though, is quite an oddity. this is a straight-line marking from June 22, 1912. It is similar to some types of RFD cancels, but lacks the usual RFD identification. The post card is addressed to RFD #1, Nutwood, however. Possibly this marking was used by a rural mail carrier, though that's

merely a guess. More recent cancelers were standard government devices (Fig.5).

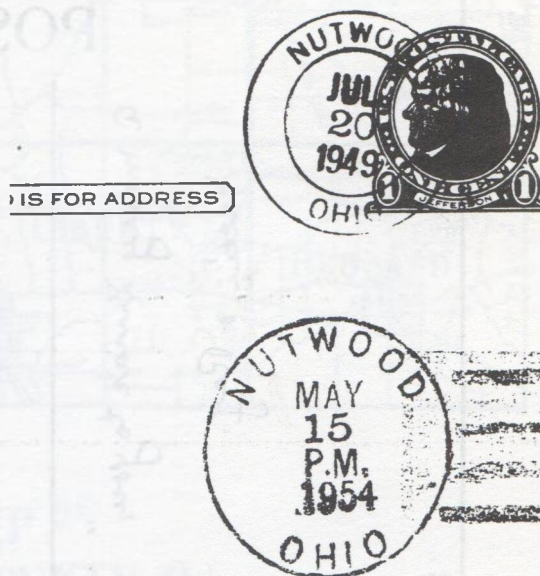


Fig.5. Later Nutwood cancels.

The LS&MS line was abandoned following World War II. Mail handling shifted from rails to highways. Fowler, only a mile away, had the advantage of being located at the intersection of two state highways. The Fowler post office was re-established April 30, 1954. Nutwood post office was discontinued May 15, 1959.

Today Nutwood is merely a name on the county map. There are perhaps five occupied houses and a few vacant buildings. The LS&MS right-of-way is a bed of cinders. No trace remains of H.A. Davis' store and the Nutwood post office. Only postcards and postmarks bear witness to the brief life of this Ohio town.

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- "Trumbull County". Ohio Postal History Journal, Vol.3 (1), Winter 1978, 6-11.
- Upton, H.T. A Twentieth Century History of Trumbull County, Ohio. Vol.I. Chicago, IL: The Lewis Pub. Co. 1909.

POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in January and February of 1885. Offices designated with an asterisk (*) had a different name when established.

JANUARY	4	Imnaha OR
	5	Conroy IA,
	7	Oracle AZ, Alpine AZ, Orient OH
	12	Wilson* WV
	13	Corrales NM,
	14	Hebron* ND
	19	Cumberland IA
	27	Sturgeon* pa
	28	Tajique NM, Window TX, Yantis TX
	29	Langdon* ND
	30	Bennett IA
FEBRUARY	2	Manitou Springs CO, Ford KS, North Redwood MN, Belt MT, Emigrant* MT
	4	Englewood KS, Millstone WV
	5	Little Rock IA, Seboyeta NM
	6	Churchton MD, Ratcliff TX
	10	Golden TX
	11	Norwood PA,
	12	Kremmling CO, Hazen ND
	13	Clarendon NC, Chriesman TX, Dilley TX
	15	Elkins* AR
	16	Gilman MN
	17	Cliffwood NJ
	18	Eagle* CO
	19	Alzheimer AR

Charles Gillespie

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

NET PRICE SALE

Lot 1. RAMPART/ALASKA, 1904, about Fine cds on Penalty envelope with corner card of J. Lindley Green and 'Unclaimed' in mss. Price. \$75.00

Lot 2. WASHBURN/ALASKA, 1910, about Fine light 4-bar on PPC view of Haines, Alaska. Price. \$60.00

Lot 3. SEATTLE & SEWARD/R.P.O., 1935, VF Ty 17 with JAMES McGEE between cds & killer on philatelic cover. Price. \$40.00

Lot 4. VANWYCK/IDAHO, 1916, F-VF 4-bar on PPC Valley Co. 1888-1917. Price. \$17.00

Lot. 5. FAIRHAVEN/WASH., 1900, about Fine duplex on cover with enclosure. Whatcom Co. 1889-1904. Price \$25.00

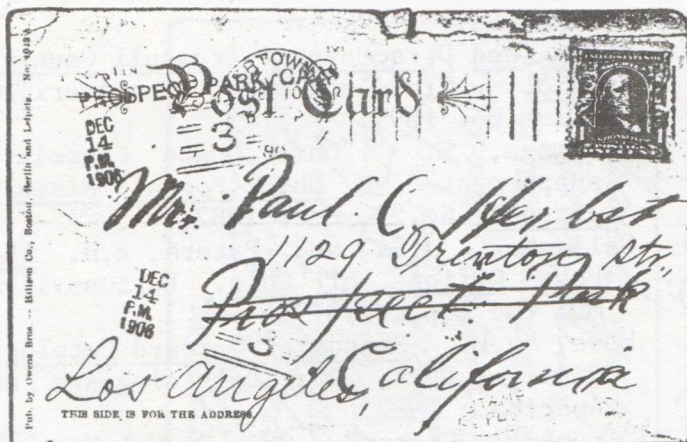
I AM ALWAYS SEEKING TO BUY

DPOs of the WEST and OLDER COVERS from OREGON.

FLAG CANCELS & SLOGANS also wanted.

WANT LISTS appreciated..

Charles Gillespie



A MYSTERY DOANE

By Richard Moyer

The postmark illustrated below is one of the most spectacular Doane types I've ever seen; in fact, I consider it one of the most unusual cancels of any description I've seen. It comes from Prospect Park, Cal., and includes the killer from a Type 2 Doane, with straight line markings and part of an octagon. My theory is that the space between "TRAIN" and "FROM" was for the clerk to insert a train number or name there, but I don't know why a regular handstamp would not have done as well.

I note that CALIFORNIA DOANES lists a Type 2, with #3, used from Prospect Park up to 8 Feb 1906, and this example is dated 14 Dec 1906, so possibly the postmarker gimmicked the regular Doane marking to make this. I do not have an example of the normal Doane from Prospect Park, so I do not know if the rather distinctive "3" is like the one used.

I would be delighted to hear from anyone who might be able to shed some light on this unusual marking. Please write me in care of LA POSTA.

TRAIN FROM
PROSPECT PARK, CAL.

DEC
14
P.M.
1906

== 3 ==

RALPH L. GRUMKE

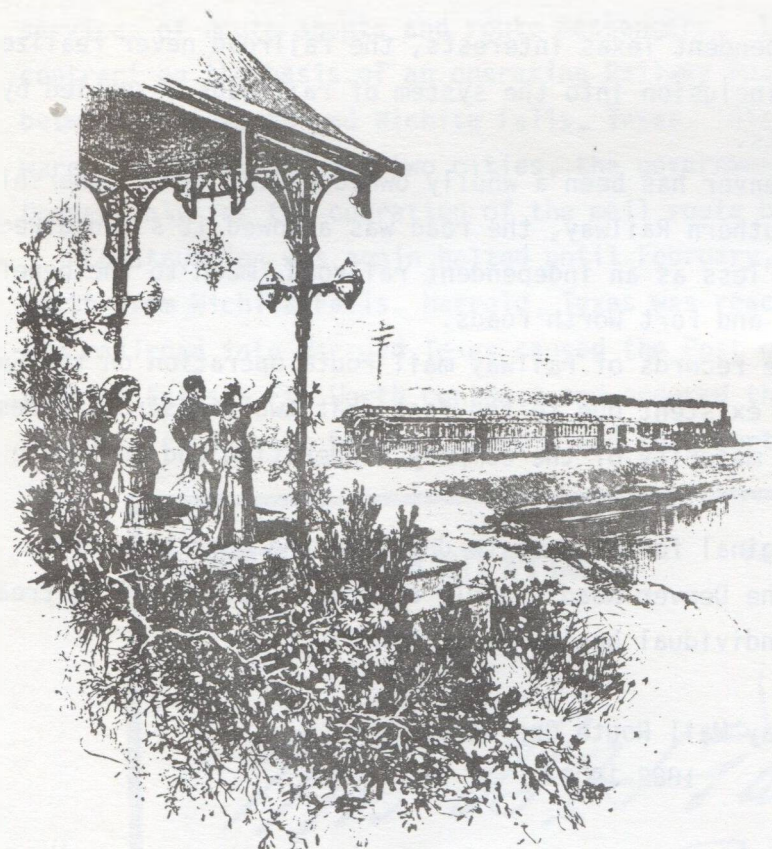
LA POSTA NO. 1 Bids must be PM by February 1, 1985
RLG 2218 Burns Avenue St. Louis, MO 63114

- 1 ALASKA, Barrow, Ex 1933 4-B Cach cov, 30th Anniv Dog Sled Mail, Barrow to Kotzebue, Alaska. E\$10.
- 2 Barrow, Ex 1938 4-B W. Rogers Mem Ill cov. E\$5.
- 3 False Pass, Ex 1943 4-B Patriotic WW2 cov. E\$5.
- 4 Fort Yukon, Ex 1933 4-B SS Yukon Menu. E\$5.
- 5 Haines, Ex 1908 4-B ppc Snow Plow WP&Y RR. E\$20.
- 6 Saint Michael, Ex 1910 4-B, ppc Yukon River. E\$20.
- 7 Skagway, VG CDS 1913, ppc Taku Glacier. E\$5.
- 8 Wrangel, VG CDS 1915, ppc Muir Glacier. E\$5.
- 9 ARIZONA, Hot Springs, VG magenta 1912 4-B E\$5.
- 10 CALIFORNIA, Brownsville, VG Doane(2) 1907 ppc E\$3.
- 11 Boulder Creek, Ex 1886 CDS U277 Encl Clip r/e E\$3.
- 12 Carmel, Ex Doane(1) 1906 ppc. E\$3.
- 13 Casa Verdugo, Ex 1908 4-B ppc Ranch Bldg. E\$10.
- 14 Craftonville, Lite 1907 4-B ppc Cal Mission. E\$3.
- 15 Giant Forest, Ex 1924 4-B Photo cd Camp. E\$5.
- 16 Indio, Ex but lite 1907 4-B ppc Salton Sea. E\$4.
- 17 King City, Ex 1905 Doane(10) on cov. E\$10.
- 18 Mount Wilson, Ex 1908 4-B ppc old Baldy. E\$5.
- 19 Terminal, Ex 1907 Doane(3) ppc Venice Arcade. E10.
- 20 Tamalpais, Ex 1915 4-B ppc Tamalpais RR. E\$5.
- 21 Winthrop, VG 1905 4-B photo cd Main St De La Mar, Cal. Can side is soiled by glue on 3 sides. E\$10.
- 22 COLORADO, Badito, Ex 1909 DOANE(1) ppc. E\$10.
- 23 Forkscreek, Ex 1909 4-B ppc Denver, Stp dam. E\$5.
- 24 Halfway, Ex 1904 Doane(1) ppc Pikes Peak. E\$5.
- 25 Haxtum, VG 1910 4-B ppc Cowboys. E\$5.
- 26 Henry, Ex 1910 4-B but o/s by rec can, ppc. E\$3.
- 27 Limon, Ex 1926 A14 fc (2nd) die on cov. E\$6.
- 28 Marshall Pass, Ex 1946 4-B cov with PM sig. E\$4.
- 29 Tolland, Ex 1909 4-B ppc Train Snow Plow. E\$8.
- 30 IDAHO, Deep Creek, Ex 1910 4-B on gc. E\$4.
- 31 MONTANA, Lake McDonald, Ex 1936 4-B ppc. E\$3.
- 32 Lombard, VG 1907 CDS on ppc. E\$4.
- 33 Stanford, VG 1911 CDS rec can on gc. E\$3.
- 34 Yellow Stone, Ex 1910 4-B on ppc. E\$3.
- 35 NEW MEXICO, Artesia, Gd 1908 CDS Photo Cd E\$5.
- 36 Colmor, Ex 1911 Doane(1) POD cd with RPO. E\$15.
- 37 Dexter, Ex 1907 4-B but o/s by rec can, ppc. E\$8.
- 38 East Las Vegas, Ex 1910 F Doremus, ppc. E\$3.
- 39 Lakewood, VG 1910 4-B comic cd. E\$4.
- 40 Old Albuquerque, Ex 1913 4-B on gc. E\$4.
- 41 Tucumcari, VG 1908 CDS on gc. E\$3.
- 42 OKLAHOMA, Watonga, Ex 1905 Terr CDS on cov. E\$8.
- 43 INDIAN TERR. Muskogee, Ex 1907 CDS ppc Same. E\$10.
- 44 Muskogee, VG 1904 Doremus, cov & encl. E\$8.
- 45 South McAlester, VG 1900 CDS on dam cov. E\$5.
- 46 South McAlester, fair 1902 CDS stained cov. E\$5.
- 47 OREGON, Antelope, Ex 1909 4-B on gc. E\$4.
- 48 Deer Island, VG 4-B magenta on gc. E\$4.
- 49 Lcomb, Ex 1910 4-B on gc. E\$8.
- 50 Latourell Falls, Ex 1923 4-B photo cd. E\$5.
- 51 TEXAS, Fort Bliss, Ex 1912 4-B ppc Mex. E\$4.
- 52 Fort Sam Houston, VG 1911 CDS ppc S.A. PO. E\$4.
- 53 CHINA, Shanghai Postal Agency VG CDS 1914 ppc E\$15.
- 54 RFD West Point, Iowa, VG 1908 Ty 1(1) gc. E\$10.
- 55 Sedgwick, Kans, VG 1905 Ty 1(2) cov. E\$15.
- 56 Moorestown NJ. 1904 Ty 1C(3) cov front. E\$5. Exc.
- 57 Forestville, NY, Ex 1913 Ty 1SA(7) gc. E\$10.
- 58 Penn Yan, NY, Ex Ty 1, 1901 cov Clip r/e. E\$15.
- 59 Scottsville, NY, Ex Ty 2F(34) cov. E\$15.
- 60 SHIP CANCELS, USS Calif 1912 Ex Ty 2 4-B ppc E\$10.
- 61 USS Colorado, Ex Ty 1 192 4-B ppc. E\$10.
- 62 USS Delaware, Ex ty2 4-B, 1910 on ppc. E\$10.
- 63 USS Georgia, Ex Ty2 1914 4-B on gc. E\$10.
- 64 USS New Hampshire, Ex Ty1 1910 4-B on gc. E\$10.
- 65 USS South Dakota, Ex Ty1 1910 4-B ppc. E\$10.
- 66 U.S. Station Ship at Guantanamo Bay, 1917, Ex 4-B can USMC Censor mark, photo cd. E\$20.
- 67 Station Ship at Guantanamo Bay, 1917, Ex 4-B USMC Censor mark, photo cd Rifle Prace. E\$20.
- 67 Round Table, Kans City, Mo 1915, Ex can gc. E10.
- 68 Colo Spgs Div & C. Creek, 1909 East, Ex ppc E10.
- 69 Denver, Colo RPO, Terminal 1911 Ex can ppc. E\$5.
- 70 Fernan & Tampa, 1905 Ex can on ppc. E\$10.
- 71 Horicon & Portage, 1909, Ex can ppc. E\$5.
- 72 LaJunta & Albuq. 1913, Ex can on Q1 ppc. E8.
- 73 SanFran. S. Jose & Los Ang, 1910, Ex can ppc. E\$5.
- 74 S.L. City & Los Ang, 1912, E.D. Ex can ppc. E\$5.
- 75 Boston Circuit, Ex 1897 E13(S.T.)FC cov. E\$10.

All lots sold at a slight advance over 2nd highest bid. Minimum bid is \$2.00. Lots shipped at buyers expense. Photo copies available, 10¢ 3 lots, SASE. Prices realized will be sent to all bidders, others SASE. Unsatisfactory lots returnable within 10 days.



THE SECOND SECTION



With this run of Train No.11, your conductor ends his service and takes his name off the call board. Heavy time commitments involved in preparing revised and greatly enlarged Transit Markings Catalogs, as well as other new duties, will not permit further service except with an occasional trip as a guest writer.

Your new conductor starting with Volume 16, will be Robert G. Munshower, Jr. of Boulder, Colo. and we wish him many interesting trips in the future. Bob is a career railroad man with the Burlington Northern R.R. at Denver. He also serves as volunteer library assistant at the Colorado Railroad Museum at Golden and has access to an impressive library of railroad reference material. He serves as a Director of the Mobile Post Office Society and collecting interests are Ohio and Colorado railroad markings as well as general postal history.

Mr. Munshower welcomes any suggestions from our readers for future articles

and subjects for the "Second Section", although he has many items of interest lined up for study and publication, including the concluding installments of the transit postal history of the Colorado and Southern Railway. Our next issue will include the narrow gauge lines of the Colorado and Southern, as well as the final installment of the Chittenden correspondence.

It has been a pleasure working on LA POSTA with Richard W. Helbock and we wish him continued growth and great success in his endeavor to serve the literature needs of collectors and students of U.S. Postal History. There has been a great void in the philatelic literature coverage of general U.S. postal history and this magazine has and is progressing from a strictly local postal history bulletin to a coverage encompassing all areas and fields of interest in this fascinating field of philately.

C.L. Towle

THE TEXAS LINES

The Fort Worth and Denver City Railway

By Robert G. Munshower, Jr.

Chartered on June 6th, 1873 by a special act of the Texas Legislature, this erstwhile 455-mile railroad became the southern leg of what promoters and businessmen had always hoped would be a direct route from the Pacific Northwest to the Gulf of Mexico.

Conceived and built by independent Texas interests, the railroad never realized it's true potential until it's inclusion into the system of railroads assembled by the Colorado & Southern interests.

Although the Fort Worth & Denver has been a wholly owned (99.8% stock ownership) subsidiary of the Colorado & Southern Railway, the road was allowed it's own directorate and was operated more or less as an independent railroad, much to the benefit of both the Colorado & Southern and Fort Worth roads.

Unfortunately, the available records of railway mail route operation on the Fort Worth and Denver are almost non existent due to the fact that two disastrous fires occurred which destroyed a vast majority of the company's operating and corporate files.

In a departure from the original format used to describe the operation of a single mail route, all six of the Denver Road's early contract routes will be treated as a group, rather than on an individual basis.

Railway Mail Route Operation

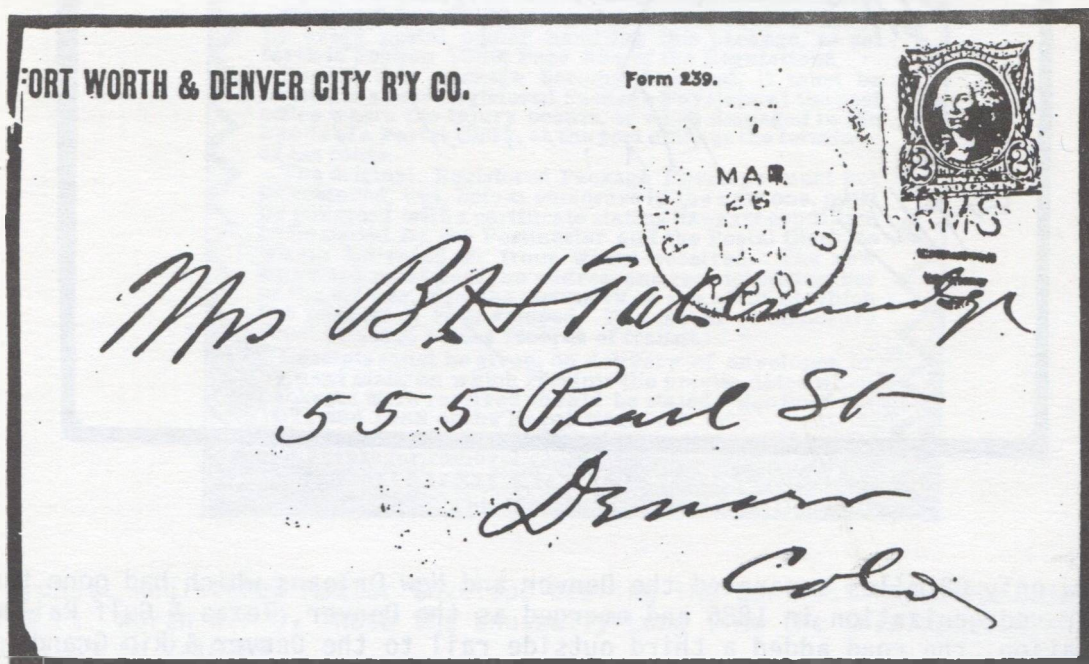
1882-1902

When chartered in 1873, the Denver Road got off to a most disappointing start, with little other than surveys and preliminary construction work being performed before the great financial panic of 1873 set in, causing all work to come to a standstill. No further work would be done until 1881, when two things occurred, almost simultaneously, which would ensure the future of the Fort Worth and Denver. The first of these was an influx of fresh capital which would help get the stalled project again moving toward the Texas - New Mexico border. The second was the organization of a company called the Colorado and Texas Railway Company. The head of this company was in the personage of the famed Grenville M. Dodge. Dodge, who had just completed work on the Ft. Worth - El Paso segment of the Texas and Pacific

Railroad provided the needed impetus to get the moribund Fort Worth and Denver on the move.

*With construction again underway, it took Dodge just a little over seven months to reach Wichita Falls, reaching that city in July of 1882. With it's arrival in Wichita Falls, the railroad received a contract for a route agency to provide a service of two trips daily, five days a week. This proposed mail route never went into operation due to the fact that the Forty Seventh Congress of the United States had just passed an act re-organizing the railway mail service. The main effect of this reorganization was the termination of any existing contracts which provided for the services of route agents and route messengers. Instead, the government awarded the contract on the basis of an operating Railway Post Office covering the 114 miles between Fort Worth and Wichita Falls, Texas. Although the terminals of the new route were the aforementioned two cities, the government compensated the Fort Worth and Denver only for the operation of the mail route between Wichita Falls and Hodge, Texas.

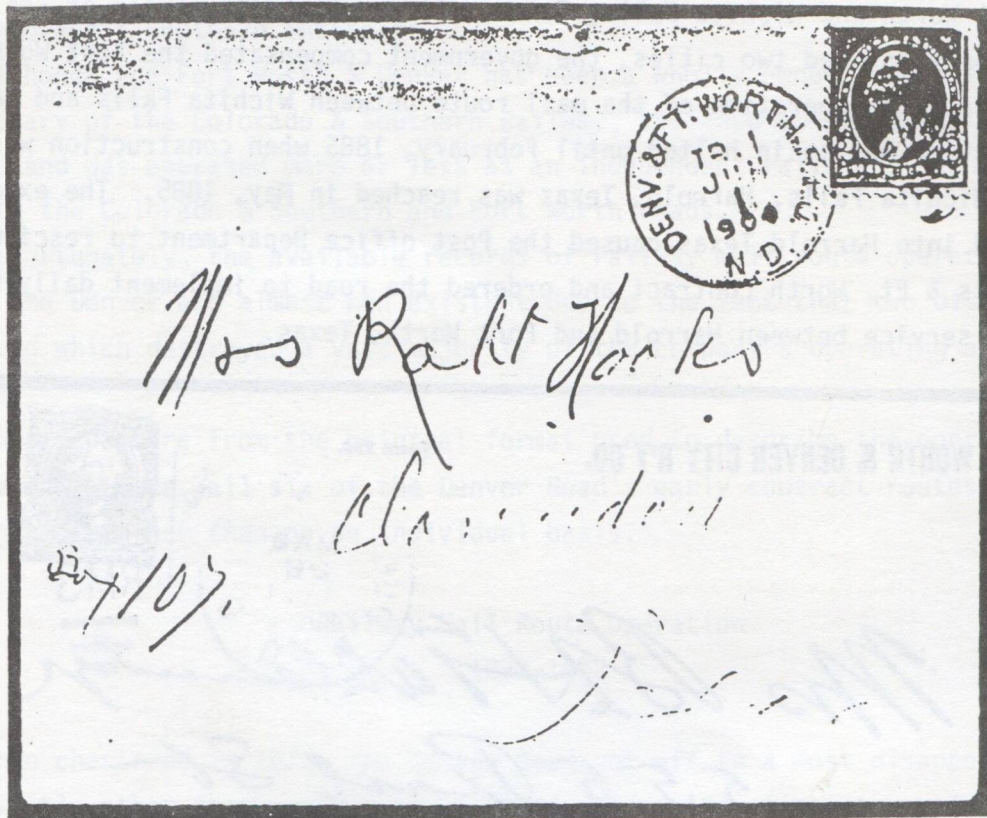
Construction was again halted until February, 1885 when construction was started north from Wichita Falls. Harrold, Texas was reached in May, 1885. The extension of the railroad into Harrold, Texas caused the Post office Department to rescind the old Wichita Falls & Ft. Worth contract and ordered the road to implement daily railway post office service between Harrold and Fort Worth, Texas.



This route operated for one year only as a joint effort by the Colorado & Southern and it's subsidiary, the Fort Worth & Denver City. Two railway post office routes were utilized to reach Amarillo, Texas - the Denver & Pueblo R.P.O. and the Pueblo & Amarillo R.P.O.

Late in 1885, the directors of the Ft. Worth and Denver City authorized the construction of another "forty miles or more" of track to be built. This was due primarily to the fact that up north, the Denver and New Orleans had again started pushing their rails southward toward the long awaited juncture with the Denver Road. This additional track put the Denver Road into Vernon, Texas on October 10th, 1886. This event caused the revision of the Harrold & Ft. Worth R.P.O. The route now acquired the obvious title of Vernon & Ft. Worth R.P.O. To date, no markings of this route have been recorded.

With the railroad again on the move, the Ft. Worth and Denver City reached Quanah, Texas on February 15th, 1887. R.P.O. service via the two daily mixed trains lasted until mid 1888, when the route title was again changed, this time to read Clarendon & Ft. Worth R.P.O. There is no evidence available that would suggest that the contract for this route was ever put into operation.



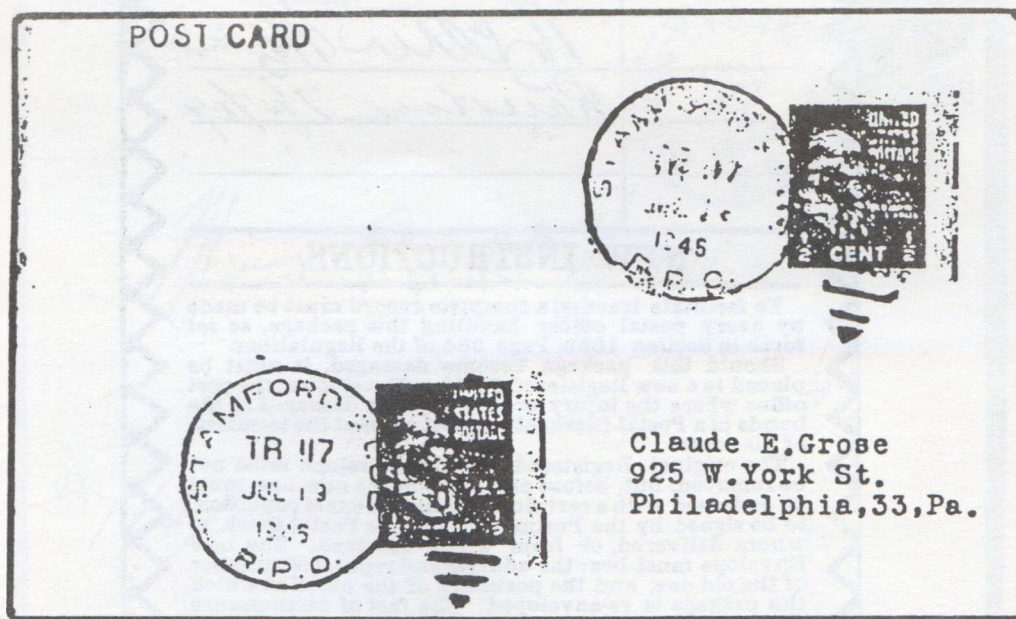
Now only 88 miles separated the Denver and New Orleans which had gone through another reorganization in 1886 and emerged as the Denver, Texas & Gulf Railway. By negotiation, the road added a third outside rail to the Denver & Rio Grande trackage between Pueblo and Trinidad (105.5 miles). During the same period, a new company was formed. The Denver, Texas & Ft. Worth Railway was incorporated to operate the Denver to Trinidad trackage as well as to continue construction southward to an eventual meeting with the Ft. Worth & Denver City somewhere near the New Mexico - Texas border.

[illegible]

Record of Transit Registered Matter Envelope Bearing the Earliest Known Marking of the Denver & Ft. Worth R.P.O. Note the Unusually Long Time the Envelope Was in Transit 7-11-89 to 7-18-89

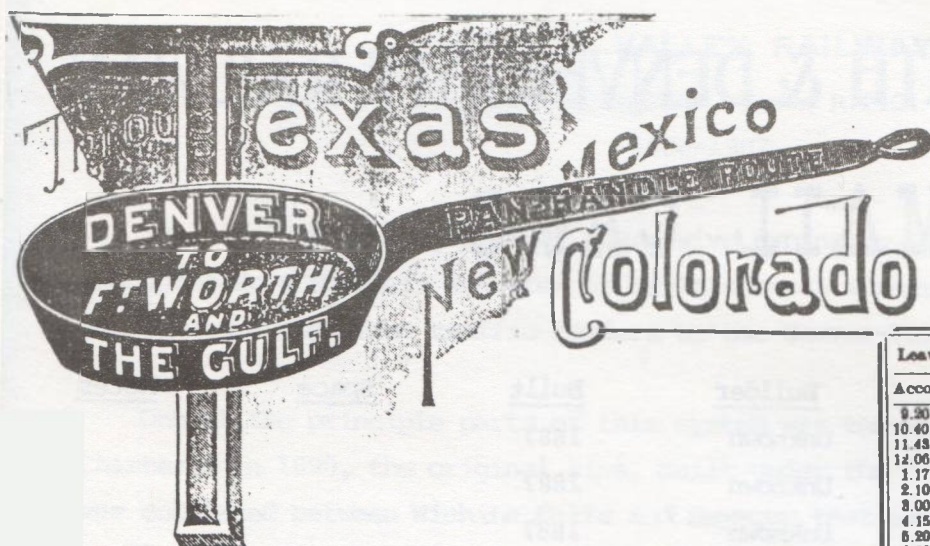
Finally, on Wednesday, March 14th, the rails met at Union Park, New Mexico to join the Denver, Texas & Ft. Worth with the Ft. Worth & Denver City Railway. Now the Post Office Department worked with alacrity and speed to conclude negotiations with roads for implementation of a through Denver to Ft. Worth mail route. The contract was awarded late in April for daily except Sunday service with two trips daily to begin May 1st. This new route, the Denver & Ft. Worth R.P.O. would be operated in two divisions. The northern division, 352 miles between Denver and Texline, would run over the tracks of the Denver, Texas & Ft. Worth. The southern division, comprised of the remaining 452 miles, would be operated by the Ft. Worth & Denver.

The Ft. Worth & Denver R.P.O. would operate unchanged until 1902, when the route terminals were altered to read Denver & Clarendon/Clarendon & Ft. Worth R.P.O. This is another one of many routes operated by the Ft. Worth & Denver City of which no markings or cancellations have been found. In the author's collection is a clearly marked Den. & Fort W. R.P.O. August 16, 1902 cancel which might imply that the R.P.O. clerks working the Denver to Clarendon run never purchased the necessary marking devices.



In 1903, due to changes in operational contracts with the operating brotherhoods, the route was again changed, this time to read the Amarillo & Ft. Worth R.P.O. Scheduling difficulties with the Atchison, Topeka & Santa Fe Railway at Amarillo also contributed to this change in route operation.

In August of 1940, the Colorado & Southern/Ft. Worth & Denver Railways inaugurated the famous streamlined Texas Zephyr Between Denver, Colorado and Dallas, Texas, although the stainless steel streamliner operated only into Ft. Worth, while steam handled the balance of the route into Dallas Union Station. The Amarillo & Ft. Worth R.P.O. continued to be worked aboard the two daily Zephyrs until September 11, 1967, when passenger and mail service were both terminated. Although



LOCAL TIME TABLES
 — OF THE —
DENVER, TEXAS & FT. WORTH R. R.
 and **FT. WORTH & DENVER CITY R'Y**
TEXAS PAN HANDLE ROUTE.
 TIME SUBJECT TO CHANGE WITHOUT NOTICE.

Leave Daily.	Leave Daily.	Mile from Den.	STATIONS.	Mile from P.W.	Arrive Daily.	Arrive Daily.
Accom.	No. 1 Mail.			No. 1 Mail.		Accom.
6:30 PM	8:10 AM	0	DENVER	803	6:25 PM	6:15 PM
6:55 "	8:30 "	8	Coronado	796	6:03 "	4:06 "
			Kenwood			
7:20 "	8:45 "	15	Melvin	789	5:47 "	5:33 "
8:00 "	9:10 "	23	Parker's	780	5:27 "	5:00 "
8:45 "	9:38 "	31	Hill Top	773	5:10 "	5:15 "
9:20 "	9:57 "	39	Elizabeth	764	4:50 "	1:25 "
9:55 "	10:15 "	48	Cameron	756	4:33 "	12:58 "
10:11 "	10:26 "	52	Elbert	751	4:22 "	12:13 PM
10:35 "	10:38 "	58	Sidney	745	4:06 "	11:40 AM
10:58 "	10:51 "	64	Easton	739	3:54 "	10:51 "
11:40 "	11:15 "	74	Falcon	729	3:23 "	9:50 "
11:55 "	11:20 "	78	Bierstadt	725	3:13 "	9:26 "
12:14 AM	1:35 "	82	MANITOU JUNC.	722	3:02 "	9:05 "
12:37 "	1:46 "	87	Francerville Jct.	716	2:49 "	8:25 "
1:10 "	12:02 PM	95	Fountain	709	2:30 "	7:43 "
1:35 "	12:13 "	100	Little Buttes	704	2:17 "	7:15 "
2:35 "	12:38 "	112	Pifion	691	1:43 "	6:05 "
3:20 "		124	Gulf Jc.	680		5:00 "
3:40 "	1:30 "	125	PUEBLO	679	1:20 "	12:55 "
4:01 "	1:40 "	126	Bessemer	677	12:50 "	12:50 "
		129	Mesa	674	12:44 "	12:46 "
4:10 "	1:47 "	133	San Carlos	670	12:36 "	12:38 "
4:30 "	2:00 "	139	Verde	665	12:24 "	12:28 "
4:45 "	2:15 "	145	Salt Creek	658	12:10 PM	12:14 AM
5:00 "	2:38 "	151	Graneros	652	11:58 AM	12:00 PM
5:25 "	2:58 "	162	Huerfano	641	11:35 "	11:37 "
5:43 "	3:15 "	170	Apache	634	11:19 "	11:22 "
5:55 "	3:25 "	174	CUCHARA JC.	629	11:10 "	10:55 "
6:45 "	3:43 "	175	Rouse Jct.	625	10:40 "	10:29 "
7:02 "	3:58 "	185	Boaz	618	10:30 "	10:10 "
7:11 "	4:06 "	194	Apishapa	608	10:21 "	10:01 "
7:24 "	4:17 "	204	Baraca	603	10:08 "	9:48 "
7:33 "	4:25 "	200	Chicosa	599	9:57 "	9:34 "
7:50 "	4:40 "	211	El Moro	592	9:40 "	9:15 "
12:45 PM	5:00 "	215	TRINIDAD	588	9:20 "	5:35 "
1:40 "	5:17 "	222	Beshoar	580	9:02 "	4:45 "
3:20 "	5:47 "	236	Barala	567	8:33 "	3:20 "
4:23 "	6:15 "	249	Adair	554	8:06 "	2:10 "
4:48 "	6:27 "	254	Trinchera	550	7:55 "	1:43 "
5:21 "	6:42 "	260	Watervale	543	7:38 "	1:07 "
6:10 "	7:03 "	269	Emery Gap	535	7:16 "	12:15 PM
6:40 "	7:15 "	274	Alpa	529	7:02 "	11:45 AM
7:35 "	7:40 "	285	Folsom	518	6:15 "	10:48 "
8:22 "	8:22 "	296	Des Moines	508	5:51 "	9:53 "
9:35 "	8:37 "	306	Grande	500	5:34 "	9:15 "
10:27 "	9:00 "	314	Grenville	489	5:10 "	8:15 "
11:17 "	9:21 "	325	Mt. Dora	479	4:45 "	7:20 "
12:50 AM	9:53 "	341	Clayton	463	4:10 "	5:52 "
1:50 "	10:15 "	352	Texline	452	3:15 "	4:50 AM
5:00 "	11:20 "	363	Farwell	441	4:14 "	8:30 PM
6:00 "	11:43 PM	373	Dallam	430	3:52 "	7:33 "
6:50 "	12:03 AM	383	Matlock	419	3:28 AM	6:40 "
7:50 AM	12:25 AM	394				5:43 PM
Arrive Ex Sun.	Arrive Daily.		April 6, '90.	Leave Daily.	Leave Ex Sun.	

Leave Daily.	Leave Daily.	Mile from Den.	STATIONS.	Mile from P.W.	Arrive Daily.	Arrive.
Accom.	No. 1 Mail.			No. 2 Mail.		Accom.
6:30 AM	1:00 AM	401	Bartley	402	2:53 AM	4:15 PM
10:40 "	1:30 "	416	Rivers	387	2:20 "	2:55 "
11:48 "	1:55 "	428	Cheyenne	376	1:55 "	1:50 "
12:06 PM	2:05 "	432	Tascoma	371	1:42 "	1:25 "
1:17 "	2:37 "	446	Field	357	12:55 "	12:10 PM
2:10 "	3:02 "	457	Sanborn	346	12:18 AM	11:16 AM
3:00 "	3:25 "	467	Amariillo	336	11:55 PM	10:28 "
4:15 "	4:02 "	484	WASHBURN	320	11:15 "	9:10 "
5:20 "	4:32 "	496	Claude	307	10:43 "	8:05 "
6:20 "	4:58 "	508	Goodnight	296	10:13 "	7:10 "
7:05 "	5:19 "	516	Southard	287	9:52 "	6:30 "
8:00 "	5:40 "	526	Clarendon	277	9:30 "	5:40 AM
8:55 "	5:40 "	533	Lella	270	9:09 "	7:20 "
9:25 "	6:06 "	539	Rowe	264	8:57 "	6:45 "
10:00 "	6:22 "	546	Giles	257	8:42 "	6:05 "
10:53 "	6:46 "	557	Salisbury	240	8:17 "	5:00 "
11:30 "	7:02 "	564	Newlin	239	8:00 "	4:15 "
12:10 "	7:27 "	576	Carry	227	7:34 "	3:05 "
1:10 "	7:45 "	584	Childress	219	7:15 "	2:15 "
2:10 "	8:24 "	593	Kirkland	211	6:33 "	1:25 "
3:10 "	8:47 "	604	Gypsum	200	6:08 "	12:30 PM
4:10 "	9:07 "	612	Quanah	191	5:48 "	10:40 AM
5:15 "	9:35 "	625	Chillicothe	178	5:17 "	9:35 "
6:15 "	10:08 "	641	Vernon	163	4:42 "	7:30 "
7:15 "	10:25 "	649	Oklaunion	154	4:20 "	6:55 "
8:15 "	10:42 "	656	Harrold	147	4:05 "	6:25 "
9:15 "	10:57 "	664	Beaver	140	3:47 "	5:50 "
10:15 "	11:18 "	673	Ruthford	130	3:25 "	5:10 "
11:15 "	11:31 "	679	Iowa Park	124	3:10 "	4:45 "
12:15 PM	11:55 "	690	Wichita Falls	114	2:45 "	4:00 AM
1:15 PM	12:15 PM	699	Carlyle	104	2:03 "	9:15 "
2:15 PM	12:37 "	706	HENRIETTA	95	1:40 "	8:52 "
3:15 PM	1:00 "	714	Alma	89	1:20 "	8:37 "
4:15 PM	1:45 "	724	Bellevue	79	12:55 "	8:12 "
5:15 PM	2:12 "	735	Bowie	68	12:30 "	7:45 "
6:15 PM	2:37 "	744	Sunset	59	12:08 PM	7:25 "
7:15 PM	2:56 "	752	Alford	51	11:50 AM	6:45 "
8:15 PM	3:10 "	758	Cowen	45	11:35 "	6:31 "
9:15 PM	3:23 "	764	Decatur	40	11:20 "	6:17 "
10:15 PM	3:37 "	769	Herman	34	11:07 "	6:04 "
11:15 PM	3:50 "	778	Ithome	25	10:43 "	5:40 "
12:15 AM	4:23 "	789	Calef	14	10:15 "	5:15 "
1:15 AM	4:50 "	799	Hodge	4	9:42 "	4:50 "
2:15 AM	5:00 PM	803	FT. WORTH	0	9:30 AM	4:40 PM
Ar. Ex Sun.	Ar. Daily		April 6, '90.	Lv. Daily	Lv. Ex Sun.	

TIME CARD FOR BRANCH LINES.

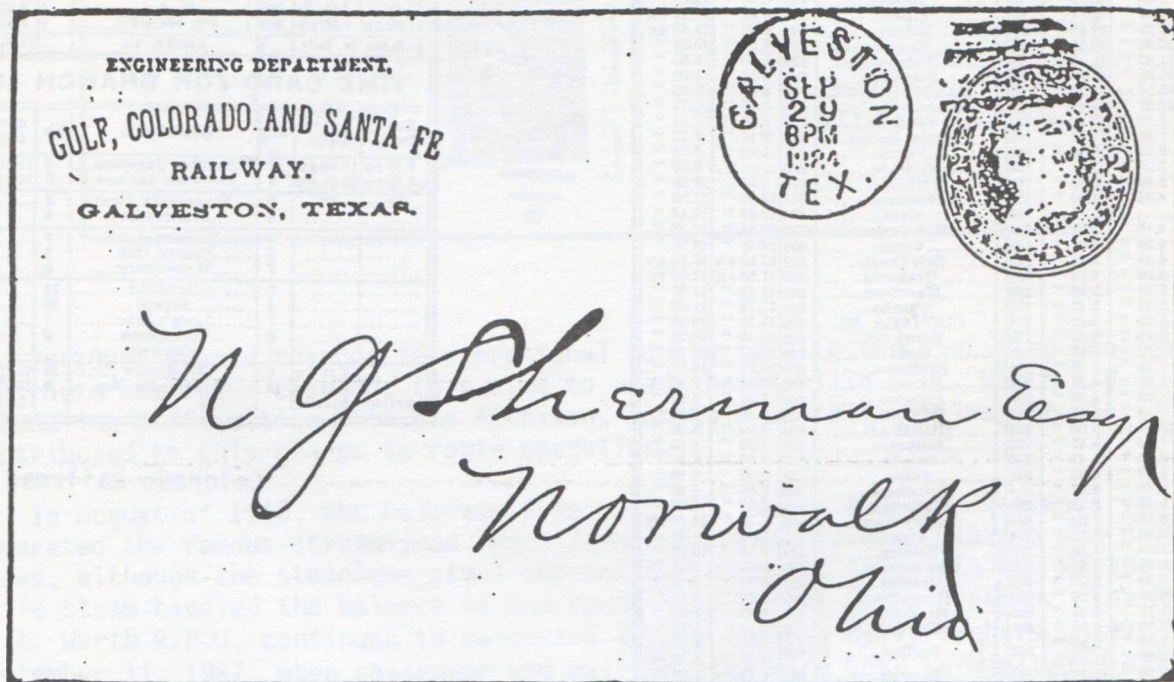
Leave Daily.	Leave Daily.	Mile	STATIONS.	Mile	Arrive Daily.	Arrive Daily.
Accom.	No. 1 Mail.			No. 2 Mail.		Accom.
3:10 PM	11:40 AM	0	Manitou Junction	9	11:30 AM	3:00 PM
3:35 PM	12:05 PM	9	Colorado Springs	0	11:05 AM	2:30 PM
		0	Francerville Junc.	4		
		0	Francerville	0		
		0	Cuchara Junc.	7		
		6	Tourist City	1		
		7	Walsenburg	0		
		0	Trinidad	14		
		4	Sopris	10		
		7	Long's Junc.	7		
		8	Thompsons	0		
		14	Maxwell			
	4:10 AM	0	Washburn	15	11:05 PM	
	5:10 AM	15	Pan Handle City	0	10:05 PM	
Arrive	Arrive			Leave	Leave	

Colorado Railroad Museum

FORT WORTH & DENVER CITY RAILWAY

MAIL CARS

<u>Number</u>	<u>Type</u>	<u>Builder</u>	<u>Built</u>	<u>Space</u>	<u>Notes</u>
22	Mail-Coach	Unknown	1887		
23	Mail-Coach	Unknown	1887		
24	Mail-Coach	Unknown	1887		
25	Mail-Coach	Unknown	1887		
26	Baggage-Mail	Pullman	1900		
27	Mail-Coach	Pullman	1900		
28	Mail-Coach	Pullman	1900		
29	Mail-Coach	Pullman	1902		
30	Mail-Coach	Pullman	1903		
31	Baggage-Mail	S.S.C.CO.	1922		
32	Baggage-Mail	S.S.C.CO.	1922		
33	Baggage-Mail	S.S.C.CO.	1922		
34	Baggage-Mail	S.S.C.CO.	1922		



The Gulf, Colorado & Santa Fe Railway (AT&SF RR) operated three different railway mail routes between Ft. Worth and Galveston, Texas.

WICHITA VALLEY RAILWAY

Byers to Seymour, Texas R.P.O.

1906-1907

In it's continuing policy of aggressive expansion throughout the Texas Panhandle, the Colorado & Southern acquired or built several area railroads, which, it was hoped, would become important traffic feeders to the Denver-Ft. Worth-Galveston route.

One of the principle parts of this system was the Wichita Valley Railway. Chartered in 1890, the original line, built under the direction of Grenville M. Dodge, was completed between Wichita Falls and Seymour that same year. The road languished until 1906, when the Colorado & Southern assumed corporate and operating control. No Railway Post Office operations are known to have occurred prior to the acquisition of the Wichita Valley by the Colorado & Southern.

During this most recent acquisition, the Colorado & Southern began the construction of another road, the Wichita Falls & Oklahoma Railway, which was to be built from Wichita Falls to Byers, Texas, although the line eventually reached Waurika, Oklahoma. Upon completion, the Wichita Falls & Oklahoma made connection with the Wichita Valley, which made possible the institution of Railway Post Office service between Seymour and Byers.

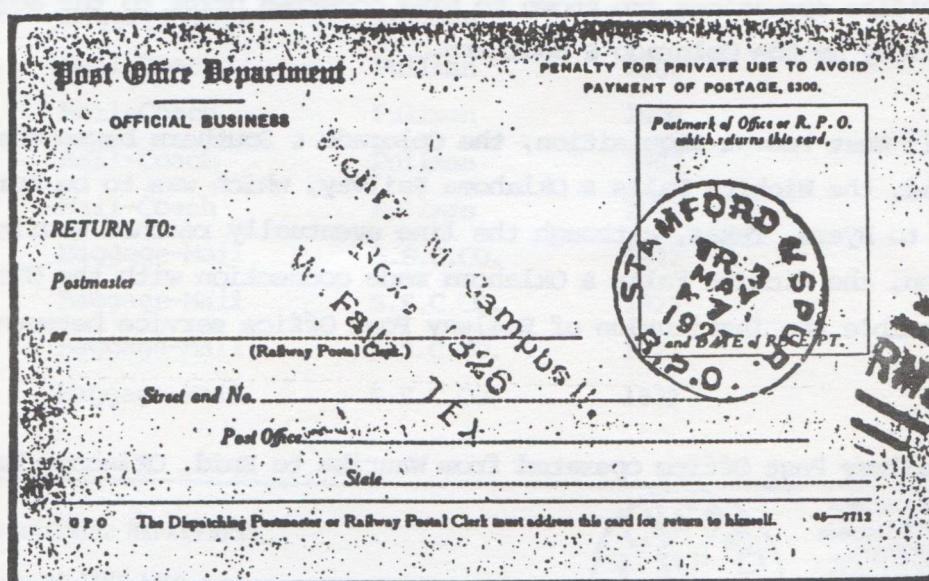
Another Railway Post Office operated from Waurika to Enid, Oklahoma between 1903 and 1925.

BYERS TO ABILENE—STANDARD GAUGE.					ABILENE TO BYERS—STANDARD GAUGE.				
Eleva- tion.	Distance from Byers.	STATIONS.	No. 1. Mail and Express. Daily.	No. 3. Mail & Ex. Daily. Ex. Sun.	Popu- lation	Distance from Abilene.	STATIONS.	No. 2. Mail and Express. Daily.	No. 4. Mail & Ex. Daily. Ex. Sun.
1,540	0	Lv. BYERS, Tex.		4 00PM	10,740	0	Lv. ABILENE, Tex.	6 30AM	
1,450	5	" Petrolia		4 20 "	500	14	" Hawley	6 12 "	
1,169	13	" Dean		4 48 "	2,500	25	" Anson	6 44 "	
958	29	Ar. Wichita Falls		5 15PM		33	" Ponick	7 06 "	
951	31	Lv. Allendale	2 45PM		6,117	39	" Stamford	7 25 "	
943	37	" Holliday	3 09 "			47	" McConnell	7 49 "	
929	44	" Lazarus	3 29 "		3,000	55	" Haskell	8 11 "	
914	61	" Dundas	3 48 "		100	66	" Weinert	8 46 "	
911	69	" Fulda	4 08 "		1,240	76	" Munday	9 12 "	
1201	75	" Seymour	4 32 "		750	81	" Corcus	9 27 "	
1404	87	" Homerton	5 25 "		10	84	" Homerton	9 48 "	
1243	91	" Corcus	6 21 "		2,800	96	" Seymour	10 25 "	
1743	99	Ar. Munday	6 35 "			116	" Fulda	11 13 "	
1526	144	Lv. Munday	6 55 "		115	125	" Dundas	11 37 "	
1570	120	" Weinert	7 23 "			131	" Lazarus	11 59AM	
1508	124	" Haskell	7 59 "		100	137	" Holliday	12 16PM	
1603	138	" McConnell	8 22 "			144	" Allendale	12 37 "	
1610	142	" Stamford	8 45 "		5,500	162	Lv. Wichita Falls	1 00PM	
1701	150	" Ponick	9 03 "			161	" Dean	1 30PM	
1611	161	" Hawley	9 26 "		400	169	" Petrolia	3 29 "	
1738	176	Ar. ABILENE, Tex.	10 50PM		700	175	Ar. BYERS, Tex.	3 50PM	

Stamford to Spur, Texas R.P.O.

1910-1938

To reach the northern terminal of Spur, Texas, another railroad would be chartered and constructed as a subsidiary of the Colorado & Southern. The Stamford & Northwestern was incorporated with the thought of building north to Plainview. The line only went as far as Spur, where it was to remain until 1968, when the track was removed. Although the Stamford & Northwestern Railroad never reached Plainview, one of the mail routes that succeeded the Stamford & Spur R.P.O. did, although by a much more indirect route.



Wichita Falls to Abilene, Texas R.P.O.

1907-1917

As the Wichita Valley expanded in size and mileage, the Colorado & Southern continued to construct and acquire lines tributary to the Ft. Worth & Denver City. One of these, the Abilene & Northern, was constructed in 1906 to connect Stamford and Abilene, Texas. Completed in 1907, mail service was instituted almost immediately, with an R.P.O. running the 152 miles between Wichita Falls and Abilene.

THE WICHITA VALLEY RAILWAY

POSTAL CARS

<u>Number</u>	<u>Type</u>	<u>Builder</u>	<u>Built</u>	<u>Space</u>	<u>Notes</u>
110	Baggage-Mail	Unknown			
130	Mail-Coach	Unknown			(FW&DC #22)
131	Mail-Coach	Unknown			(FW&DC #23)

57

REGISTRY DISPATCH RECEIPT CARD. Form 3830. Rev. 3-24.

Page No. 57 CAUTION.—Dispatching office must draw a diagonal line across any blank spaces after last entry. See Sec. 832, R. L. & R., 1924.

7-24

REGISTERS.	*Original Reg. No. or Jacket or Lock Nos.	OFFICE OF ORIGIN.		Postmark of Office of Origin. R. P. O. Dispatching Office. Name of Office.
		Name of Office.	Address.	
1	105	Oliver		
2	33	Smiley		
3	34	Hadley		
4				
5				

and DATE of DISPATCH.

*Write "L" before number if piece is dispatched loose in pouch; "D" if parcel piece.

RECEIVED (Write number.) 105

(Write signature. See Sec. 1050, P. L. & R., 1924.) C. B. Smith

Receiving office or clerk must note on this card any articles received in bad condition; and correct errors thereon, if any, as prescribed by Sec. 977, P. L. & R., 1924.

A Texas subsidiary of the Colorado & Southern Railway purchased in 1906, the newly constructed line was completed between Wichita Falls and Abilene in 1907. Abilene remained as the end of the track thereafter.

Cleburne to Mexia, Texas R.P.O.

1904-1907

Trinity & Brazos Valley Railway

In it's continuing push to open a direct route to the Gulf Coast, the Colorado & Southern embarked upon a program of expansion to control, by purchase or stock ownership, a number of Texas railroads that would eventually allow the Colorado Road direct access to warm water ports of the Gulf of Mexico.

The first acquisition was the Trinity & Brazos Valley Railway in 1905. The "Boll Weevil" as it was known locally already had one mail route in operation as of 1904. This route traveled the old T&BV trackage between Mexia (pronounced Meheeya) and Cleburne, Texas. This route was not deemed satisfactory to the the railroad or the Post Office, so the railroad entered into negotiations with the Missouri, Kansas & Texas Railway for trackage rights from Waxahachie into Dallas, while at the same time the Boll Weevil completed it's line between Mexia and Houston, forcing the termination of the existing mail contract.



POSTAL CARS

<u>Number</u>	<u>Type</u>	<u>Builder</u>	<u>Built</u>	<u>Space</u>	<u>Notes</u>
76	Baggage-Mail	Pullman	1904		
77	Baggage-Mail	Pullman	1904		
78	Baggage-Mail	Pullman	1904		
79	Baggage-Mail	Pullman	1904		
80	Baggage-Mail	Pullman	1906		
81	Baggage-Mail	Pullman	1906		
82	Baggage-Mail	Pullman	1906		
83	Baggage-Mail	Pullman	1906		
84	Baggage-Mail	Pullman	1906		1st #84
84	Baggage-Mail	Pullman	1904		2nd #84

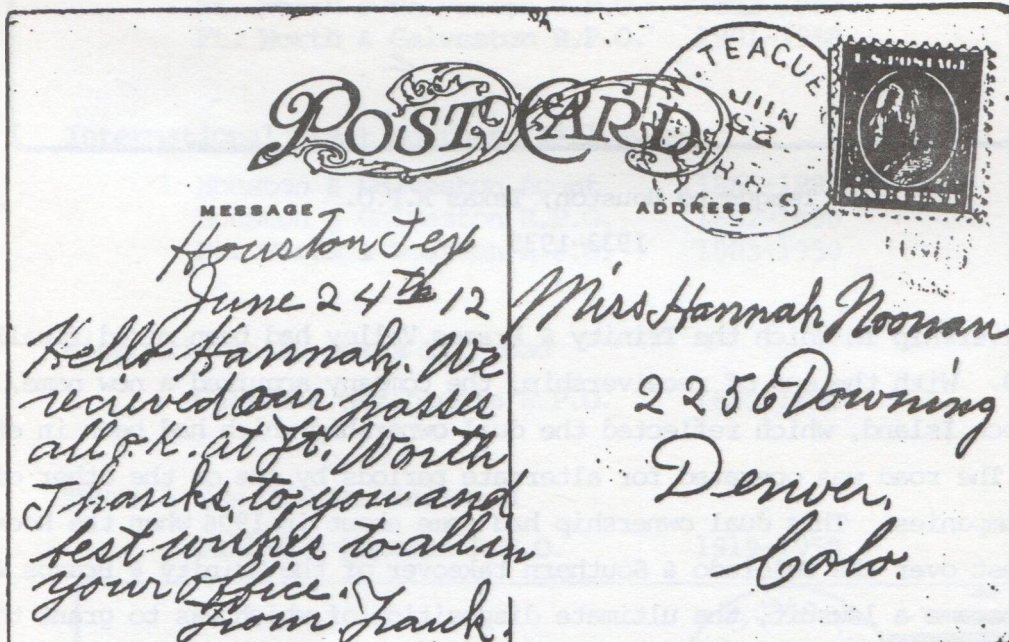
Waxahachie to Houston, Texas R.P.O.

1906-1907

Ft. Worth, Teague & Houston, Texas R.P.O.

1907-1914

With the acquisition of trackage rights via the MKT, the Trinity & Brazos Valley applied to the Post Office Department for permission to terminate the older tri-weekly Cleburne & Mexia R.P.O. Permission was granted, allowing the discontinuance of the Waxahachie & Houston R.P.O. as well. In their place, the government authorized the establishment of daily R.P.O. service between Ft. Worth and Houston, Texas. This new route was titled the Ft. Worth, Teague & Houston R.P.O. This route lasted until 1914, when the Trinity & Brazos Valley was forced into receivership. This receivership forced cancellation of all existing mail contracts and the Trinity & Brazos Valley was forced to apply for a new contract to carry mail to Houston.

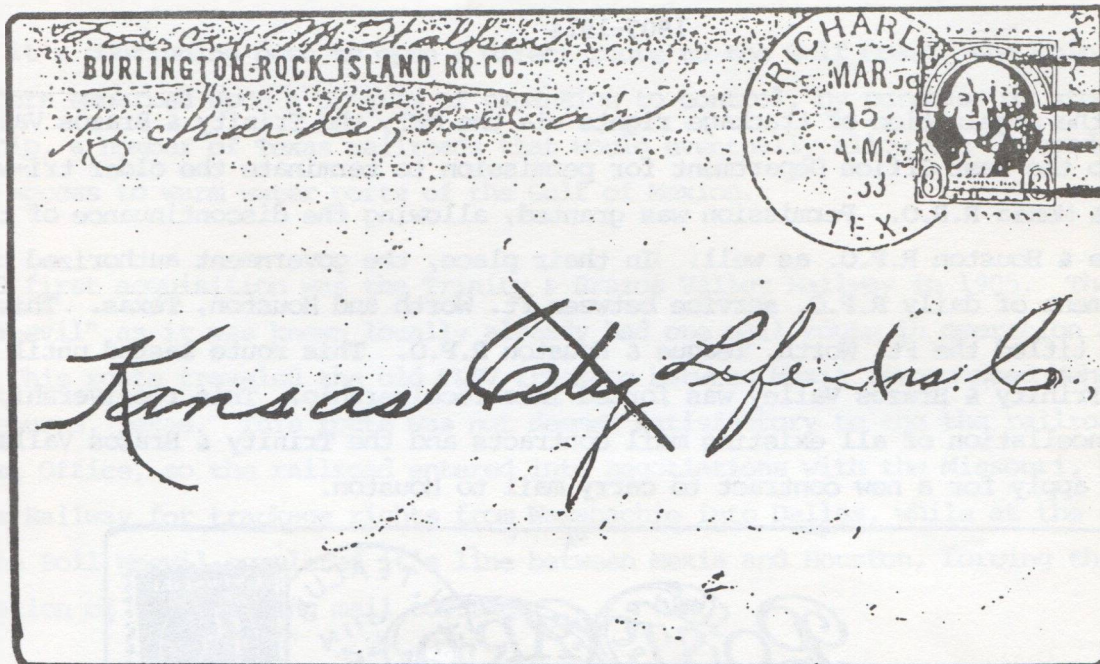


Cleburne to Houston, Texas R.P.O.

1914-1935

When the Trinity & Brazos Valley entered receivership, it lost not only its trackage right over MKT but lost its mail contract which required that the service between Ft. Worth be conducted on a daily basis. Obviously, with the loss of rights to operate into Dallas and Waxahachie, the conditions of the postal contract could not be met, thus forcing the Post Office Department to rescind the original Ft. Worth to Houston contract. Instead, the Trinity & Brazos Valley operated an abbreviated route

between Cleburne and Houston. If the T&BV had been able to come to an agreement with the Rock Island over trackage rights between Ft. Worth and Cleburne, the route might still have carried the title Ft. Worth, Teague & Houston.



Teague to Houston, Texas R.P.O.

1933-1935

The receivership in which the Trinity & Brazos Valley had been mired finally ended in 1930. With the end of receivership, the company acquired a new name, the Burlington-Rock Island, which reflected the dual ownership which had been in effect since 1906. The road was operated for alternate periods by one or the other of the two parent companies. This dual ownership had come about in 1906 when the Rock Island filed a protest over the Colorado & Southern takeover of the Trinity & Brazos Valley. The protest became a lawsuit, the ultimate disposition of which was to grant the Rock Island a fifty percent interest of the Trinity & Brazos Valley. The newly created road would be operated for alternate five year periods by one or the other of the parent railroads.

1932 saw the abandonment of the old line between Hillsboro and Cleburne which also caused the termination of the Cleburne and Houston R.P.O. Alternate service was provided by the Teague & Houston R.P.O. which was run as a local train until 1935, when a more direct route was instituted.

During most of it's period of operation, service via the Teague & Houston R.P.O. was provided by Gasoline Motor Cars which had replaced steam passenger service in 1930.

1935-1952

This Railway Post Office route would prove to be the last ever to run over the rails of the Trinity & Brazos Valley / Burlington-Rock Island Railroads. Train #1 and #2 provided daily service between Dallas and Houston until 1952, when trains were discontinued and mail service terminated. Several other railroads provided R.P.O. over what was basically the same route, although in 1958 all service between Ft. Worth and the Gulf was terminated.

Included here is a list of mail routes that were operated between Ft. Worth and Houston by other companies:

Gulf, Colorado & Santa Fe Railway

Ft. Worth & Houston R.P.O.	1958-1958
Ft. Worth & Galveston R.P.O.	1882-1887
Ft. Worth & Galveston R.P.O.	1901-1958

International Great Northern Railway

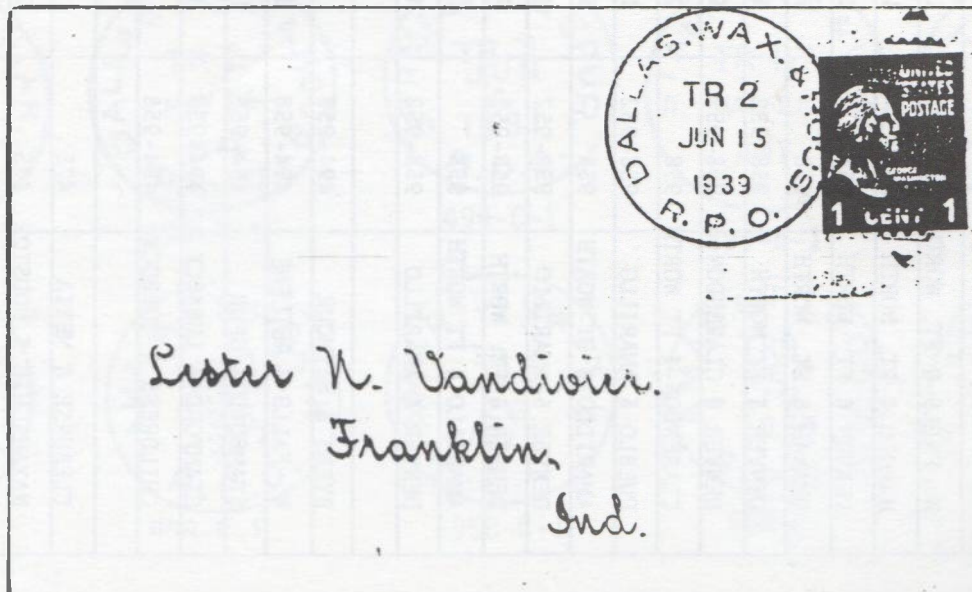
Houston & Galveston Agent	1865-1882
Houston & Galveston R.P.O.	1882-1890
Ft. Worth & Houston R.P.O.	1903-1950

Missouri-Kansas-Texas Railroad

Dallas & Waxahachie R.P.O.	1889-1891
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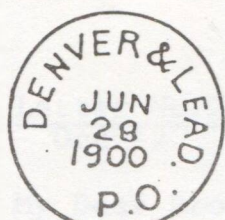
Texas & New Orleans Railroad

Dallas & Houston R.P.O.	1919-1958
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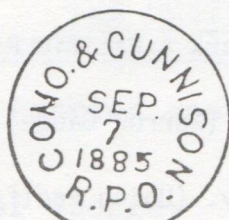


RAILWAY MAIL ROUTES AS OF 1967 (TEXAS LINES)

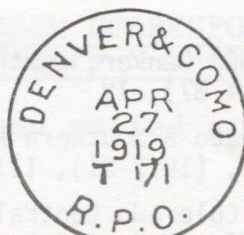
MAIL ROUTE	REF. NO.	MILES	SERVICE	EST. - DISC.	NOTES	OPERATING COMPANY
W. FALLS & FT. WORTH	958	113.7	AGENT	1882-1882		FORT WORTH & DENVER CITY
W. FALLS & FT. WORTH	958	113.7	R.P.O.	1882-1886		FORT WORTH & DENVER CITY
HAROLD & FT. WORTH	958	147.3	R.P.O.	1886-1886		FORT WORTH & DENVER CITY
VERNON & FT. WORTH	958	162.7	R.P.O.	1886-1887		FORT WORTH & DENVER CITY
QUANAH & FT. WORTH	958	191.1	R.P.O.	1887-1888		FORT WORTH & DENVER CITY
DENVER & FT WORTH	958-952	452.8	R.P.O.	1888-1902	(S.D.)	FORT WORTH & DENVER CITY
DENVER & CLARENDON	958-952	175.8	R.P.O.	1902-1903	(S.D.)	CLARENDON TO TEXLINE
CLARENDON & FT WORTH	958	277.0	R.P.O.	1902-1903		FORT WORTH & DENVER CITY
PUEBLO & AMARILLO	958-952	119.7	R.P.O.	1903-1904	(S.D.)	TEXLINE TO AMARILLO
AMARILLO & FT WORTH	958	333.9	R.P.O.	1903-1936		FORT WORTH & DENVER CITY
DENVER & AMARILLO	958-952	467.5	R.P.O.	1904-1936	(S.D.)	TEXLINE TO AMARILLO
DENVER & FT. WORTH	958-952	756.5	R.P.O.	1936-1944	(S.D.)	FORT WORTH & DENVER RR
AMARILLO & FT WORTH	958	333.9	R.P.O.	1944-1967		FORT WORTH & DENVER RR
DENVER & AMARILLO	958-952	465.6	R.P.O.	1944-1967	(S.D.)	TEXLINE TO AMARILLO
BYERS & SEYMOUR	494-958	75.0	R.P.O.	1906-1907		WICHITA VALLEY/FW & DC Ry
W. FALLS & ABILENE	494-958	151.6	R.P.O.	1907-1917		WICHITA VALLEY/FW & DC Ry
STAMFORD & SPUR	494-958	82.3	R.P.O.	1910-1938		STAMFORD & NORTH./FW & DC
STAMFORD & LUBBOCK	494-958	150.7	R.P.O.	1938-1949		FORT WORTH & DENVER RR
CHILDRESS & LUBBOCK	494-958	89.0	R.P.O.	1929-1950		PART STAR ROUTE
CLEBURNE & MEXIA	475	92.4	R.P.O.	1904-1907		TRINITY & BRAZOS VALLEY Ry
WAXAHACHIE & HOUSTON	475	218.5	R.P.O.	1906-1907		TRINITY & BRAZOS VALLEY Ry
FT WORTH, TEAGUE & HOUS	475	244.3	R.P.O.	1907-1914		TRINITY & BRAZOS VALLEY Ry
CLEBURNE & HOUSTON	475	239.4	R.P.O.	1914-1932		TRINITY & BRAZOS VALLEY Ry
TEAGUE & HOUSTON	475	119.7	R.P.O.	1933-1935		TRINITY & BRAZOS VALLEY Ry
DALLAS, WAX & HOUS.	475	250.2	R.P.O.	1935-1952		BURLINGTON-ROCK ISLAND



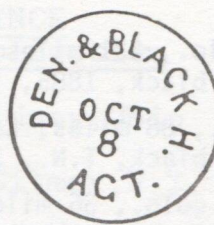
954-G-1



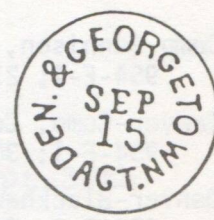
954-E-1



954-F-1



952-B-1



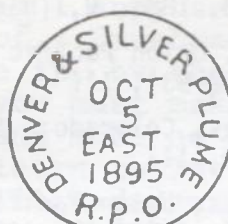
952-A-1



952-C-1



952-F-1.



952-D-1



952-E-1



488-B-1



958-K-1



958-L-1



958-D-1



958-S-1



958-G-3



958-P-1



958-P-2



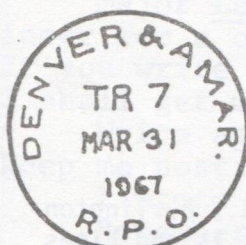
958-C-2



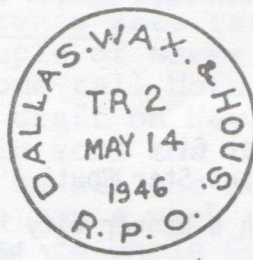
958-F-1



958-G-1



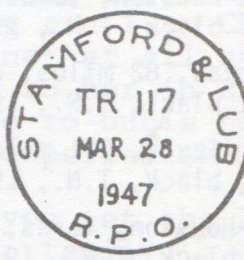
958-F-1



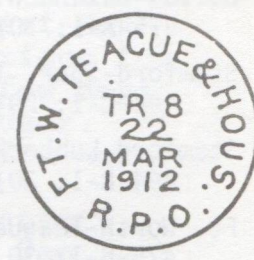
475-A-1



494-C-1



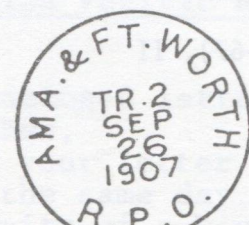
494-B-1



475-B-1



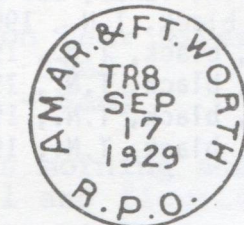
958-A-1



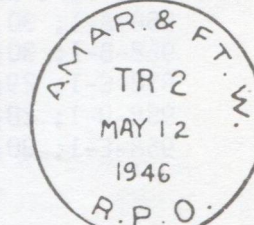
958-R-1



958-C-1



958-D-1



958-E-1

- Como-Gunnison, Colo., 121 miles, (NG) Denver, South Park & Pacific R.R.
954-E-1; 27½, black, 1885, (1884-87), IV
- Denver-Como, Colo., 88 miles, Colorado & Southern Ry. (Narrow Gauge)
954-F-1; 30½, black, T.N., 1919, (1917-31), III
- Denver-Blackhawk, Colo., 36 miles, Colorado Central Ry. (Union Pacific)
952-B-1; 26, black, Banknote, VI, (Narrow Gauge)
- Denver-Georgetown, Colo., 54 miles, Colorado Central Ry. (Union Pacific)
952-A-1; 25½, black, blue, 1883, 1885, V, (Narrow Gauge)
- Denver-Georgetown, Colo., 50 miles, Union Pacific R.R. (Narrow Gauge)
952-C-1; 27½, black, 1889, (1882-93), III
- Denver-Silver Plume, Colo., 54 miles, Colorado & Southern Ry.
952-F-1; 29½, black, T.N., 1909, III
- Denver-Silver Plume, Colo., 54 miles, Union Pacific, Denver & Gulf Ry.
952-D-1; 28½, black, dir., 1895, (1893-97, 1900-27), III (Narrow Gauge)
952-E-1; 30½, black, T.N., 1907, III (Narrow Gauge)
- Harrold-Fort Worth, Texas, 147 miles, Ft. Worth & Denver City R.R.
488-B-1; 27, black, 1886, IV
- Denver, Colo.-Ft. Worth, Texas, 805 miles, Union Pacific, Denver & Gulf Ry.-Ft. Worth
958-K-1; 27½, black, dir., 1893, (1888-1902, 36-44), II / & Denver City
- Denver-Ft. Worth M.D., (Trinidad, Colo.-Amarillo, Tex., 253 miles), Colo. & Southern -
958-L-1; 30½, black, T.N., Middle Division, 1940, (1936-44), I / Ft.W.&D.C.
- Denver-Ft. Worth S.D., (Amarillo-Ft. Worth, Tex., 336 miles), Ft. Worth & Denver City
958-M-1; 30½, black, T.N., Southern Division, 1944, (1936-44), I / Ry.
- Denver, Colo.-Amarillo, Texas, 465 miles, Colorado & Southern Ry.-Ft. Worth & Denver
958-F-1; 30½, black, T.N., 1945, (1904-36, 44-67), I / City R.R.
- Denver-Amarillo S.D., (Trinidad, Colo.-Amarillo, Tex., 253 miles), Colo. & South-Ft.W.&
958-G-1; 29½, black, T.N., Southern Division, 1933, I / Denver City
- Dallas-Waxahachie-Houston, Texas, 250 miles, Burlington-Rock Island Lines
475-A-1; 30½, black, T.N., 1946, (1935-52), I
- Stamford-Spur, Texas, 82 miles, Wichita Valley R.R.
494-C-1; 29½, black, T.N., 1916, 31, (1910-38)
- Stamford-Lubbock, Texas, 151 miles, Ft. Worth & Denver City Ry.
494-B-1; 30½, black, T.N., 1947-48, (1938-49), Part Star Route
- Ft. Worth-Teague-Houston, Texas, 283 miles, Ft. Worth & Denver City R.R.; Burlington-
475-B-1; 30, black, T.N., 1912, (1907-14), II / Rock Island Lines
- Amarillo-Fort Worth, Texas, 336 miles, Fort Worth & Denver City (B.N.) Ry.
958-A-1; 30, black, T.N., 1950, I
958-B-1; 30½, black, T.N., 1907, (1903-36, 1944-67), II
958-C-1; 29½, black, T.N., 1915, II
958-D-1; 28½, black, T.N., 1929, I
958-E-1; 30½, black, T.N., 1946, I

THE CHITTENDEN CORRESPONDENCE
Western Postal History Museum Collection

Letter No.23- Carried east and mailed at Sidney,Ohio
Oct.12

Gilmer,W.T. Sept.30th

My Dear Brother George;

I received your letter this morning and as I have a chance to send letters by Major Lawrence in the morning I am answering it at once to save an envelope. I suppose you would have the regular trials and tribulations of a Freshman to go through, it is not easy for anybody to escape it, by the middle of the term it will have played itself out, you must make the best of it till then. Mind your own business and make no advances to any upper class men and they will soon learn to let you alone.

No one can go through college decently without treating some, as (it) is considered mean not to treat (I guess). My rule, and I think it is a good one, was to treat about as much as I was treated. I should hesitate some time though before I would be bullied into treating a Soph (Sophomore).

In about a week I shall send you money. I have a check and as soon as I can send into the City and get a draft I shall send it. I shall send two hundred dollars. One hundred fifty is for you, Fifty I want deposited against a rainy day.

I shall very likely come home this winter reaching home about the first of December. I am glad you have the front room. It is much the pleasantest and worth considerably more money. Six dollars a week is very reasonable for your board and less than I anticipated, our Board alone for the last month averaged thirteen dollars a week to the man, and other expenses not included pay eight dollars more. Grain of any kind is worth ten and twelve cents a pound and very scarce.

My instruments seem to be out of luck and in luck too. I should not have cared, the Company were responsible and the Twenty Dollars I appraised them at would have bought a much better set East. At the same time the Company lost over Thirty Thousand Dollars of Company money and have promptly paid it over.

Major Lawrence goes East in the morning and I am Chief Engineer for a couple of weeks, an honor I am not at all anxious for. If you write home tell Mother I shall write to her in a few days, I shall get my draft on New York and payable to Uncle Badger.

Write again soon and tell me all your experiences. You must keep me posted on all the news.

I wrote to you a week or two ago. Did you get the letter?

Remember me to Uncle George and all the family. Sam

Letter No.24 Union Pacific R.R. Wells Fargo

Oct. _____

Camp on Bear River

Oct.8, 1868

(Both the enclosed letters are for Kate - Sam)

My Dear Mother,

I received your letter of the 27th this morning and of course must answer it the same day. I am still well and flourishing, supporting the dignity of a Division Engineer as well as I can. Major Lawrence left Monday and I have been Engineer since.

I am afraid that if you look too confidently for me home this winter you will be disappointed. I expect now to come home but may
cont.

not be able to get away. Time alone will determine. About the first of December I shall know what I shall do.

I am glad George is getting along easily at Yale. Freshmen must expect a rough time for the first term, by this time however his troubles must be over. Are you going to have the house like the church fres"co"ed as well as Tom"co"ed? It strikes me as being pretty late in the season for painting the house. I hope you will be sure to have all the window sashes painted inside and out, they have looked horribly for a long time.

C.S.Bushnell (See Appendix F) is out here with a large party of Directors. They were at the stage station Sunday night. I did not go down as Mr.Bushnell was the only one I know and they were there only one night, they are going on into the City and then back to the end of track. The cars passed Green River Sunday night and are now less than a hundred miles east of here. They will be here about the first of November.

I saw in a stray copy of the New York Herald a notice of missionaries sailing. Among the rest a Miss Carruth of Boston, going out as a teacher in some mission school. Who is A.Nellis? They were the last people I should ever have expected as being missionaries. I think it must be one of those girls, it is such an uncommon name. There is another Chittenden here, a telegraph operator, he comes from St.Louis is all I know about him. I suppose he is some kind of a relation but what I cannot say. I shall have a draft to send home in a few days, I expect confidently and shall write again then. Please send the enclosed letter to Kate and write again soon.

Love to All
Sam

Letter No.25 Union Pacific R.R. and Wells Fargo

Bear River, W.T.
Oct.22, 1868

My Dear Mother,

I have by some means missed one of your letters. I have not heard from you for some time till yesterday and this I received one in which you say the house is being painted and about George wanting an overcoat and also state that you had written a few days before. It may come yet but probably has been miscarried some way. By all means get an overcoat for George and be sure to get a good one and have it made well and fashionably and take enough of the money I sent to pay the whole bill.

He must have an overcoat and a good one and it will last him two seasons while a poor one will not last more than one.

The more I think about it the more I am of the opinion that I shall not go home this winter. I think I had better stay around another year and then leave. This company is going to run a line to Oregon immediately and I think it more than probable that we shall be transferred to that line as the work is done here. I shall try very hard for a good place there and think the chances are good for my getting it.

There is great excitement here about towns, Some men have bought a claim here and we staked out a town on it for them, in consideration of a lot and if the lots do not sell for \$100, they are going to make up the balance and this they will have to do for I have heard today that the Company are to lay out another about six miles from here and this will be the death of this one.

cont.

I mean to make something out of the town wherever it is but I shall look out and not risk much.

This town has been in existence only three days still at an election for Mayor, Common Council, etc. today there were over 800 votes and there is twice the business done here than is done in Guilford, there are six groceries and three clothing stores and whiskey shebangs ad infinitum.

Dont any letters come for me? I had a letter a few days since in which a fellow states that he has written to me at East River several times, but I have never received any of these letters. They were of no account and I have not had them to answer.

I sent a draft to Uncle Badger a few days since. You have got it by this time I presume. I wrote to you at the same time.

If I stay out all winter I shall send for some clothes and think the difference in prices will pay for the expressage. I shall write again when I find out what we shall do.

Love to All
Sam

Letter No.26 Union Pacific R.R. and Wells Fargo

Nov. _____

Bear River City
Nov. 7th

My Dear Mother,

I received your welcome letter this afternoon. I get my mail pretty regular now and it comes quicker than it did when we came here in the Spring.

I wrote a few days since in a letter I suppose you have already received that I shall not be home this winter unless something unusual turned up. Major Lawrence promises me a place as a transitman in the Spring. This is a pretty good offer and the best I can expect to do at present. I shall have to buy a transit, this will cost about \$175 but as I shall have \$75 a month it will be a profitable investment. I wrote to you that I should get it at once. I now think I shall wait until Spring as I can not get it here soon enough to use this Fall. The track will be here, if it gets here at all, in about two weeks and then my use for a transit will be over. I do not want to stay here any longer than is necessary and the first opening I see East you will see me home again.

The accounts in the Eastern Papers about the rapidity with which this road is being built are very little exaggerated. The force on the work at present is immense, but the road is not such a miracle as the papers make out, they are building it cheap, there are no first class bridges being put up and very little first class masonry.

George must not expect to find it very easy to get leave of absence the first time. After they get acquainted with the students they are not at all stingy with them. Prof. Whitney is pretty strict. I should have thought however he would have given him leave to go home, they are stricter than when I was a Frosh.

However, I wrote to George today and it will go in the same mail as this.

I wrote in my last to have you send my mail to Bear River City direct. You may however still send it to Salt Lake till I write again. The mails are rather uncertain at the new P.O. yet and I am afraid my mail will miscarry. When the track gets here we shall

cont.

have a private mail of our own. The things I wrote for you must keep a while. I shall want quite a number of things sent when we get fairly into winter quarters.

So one of Badger's babies is Clara? What is the other one? They will be young ladies by next winter when I come home. I expect to find Tim "growing old" and gray as a badger, and likely with false teeth and not even a (Hazlenut) for a waterfall.(?)

Corn and grain of every kind is very high here. We bought 2,000 pounds of barley today for 18 cents a pound and it was very low. It can not be bought in small quantities for less than 22 or 23 cts.

Do write often. I watch the mails very close for letters from home.

Good Night

Sam

Letter No.27 Gilmer,Wy. Nov.15 (Manuscript)

Bear River City

Nov.15th, 1868

My Dear Mother,

I have found a letter I wrote you some days since but never sent, I have been reading it over and concluded the best thing to do with it was to stick it in the stove and have done it and am proposing to write you another now. You have got my letters stating that I should not be home this winter, there is very little chance of my getting there. We cannot leave here until some time in December and then have to be back again in March and as I can have a pretty easy place I shall stay here.

The track is about twenty five miles east of here and will be here in about two weeks. We have now on this contract a thousand men and about eight hundred teams of the Company and everything is crowding tremendously.

I am afraid you are a little too economical on George's outfit. He must have a respectable overcoat and made in good shape.

Three men were hanged here night before last by the vigilantes. They were some men charged with robbing a man. They were dragged out of bed in the night and hung to telegraph poles. In the morning when I went over in town I saw them still hanging and no one seemed to be responsible for the performance. You can see by this what a fine state of society there is in Bear River City. (See Appendix G).

I shall send for clothes, woolen stockings, etc. as soon as we get fairly settled in winter quarters which will be in about three weeks I think.

Please write often and direct care R.J.Lawrence, Bear River City, Utah Territory.

Good Bye

Sam

APPENDIX F

Cornelius Scranton Bushnell

Cornelius Bushnell was born in Madison, Conn. July 19, 1829. At 15 he left school to go into the shipping business. In 1858, largely through his efforts, the New Haven, New London & Stonington R.R. was completed. This railroad (known as the Shore Line) served both East River and Madison. During the Civil War Bushnell gained fame by building more ships for the Government than any other man. One of these ships was the very famous "Monitor".

cont.

Bushnell was elected to Union Pacific R.R. Board of Directors Oct. 4, 1865 and served as a member of the Board until 1874, and as a member of the Executive Committee until 1872. He was instrumental in arranging the financing for the hard-pressed Union Pacific and personally intervened at considerable risk to his reputation to save the organization from the 1870 financial crisis.

A super-salesman, he did not personally profit from the financial shenanigans during the construction of the road, as did almost all the other directors. The town of Bushnell on the Union Pacific in far western Nebraska was named for Mr. Bushnell- not a very prominent honor. He passed away in New Haven, Conn. May 6, 1896

Reference - "Pioneering the Union Pacific", by
Charles Edgar Ames, Appleton-Century-Crofts,
New York, 1969.

Madison, Conn., birthplace of Mr. Bushnell was only two miles east of East River, Conn. The frequent references to Mrs. Bushnell and one to Mr. Bushnell, lead to the inference that Samuel Chittenden's mother was a close friend of the Bushnell's. It is very possible that Samuel obtained employment on the Union Pacific R.R. through the influence of Mr. Bushnell.

Interestingly in June 1868, a Mr. S. B. Chittenden of New York was listed as Vice-President of the New Haven, New London and Stonington Railway. Could this be Uncle Badger?

APPENDIX G

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

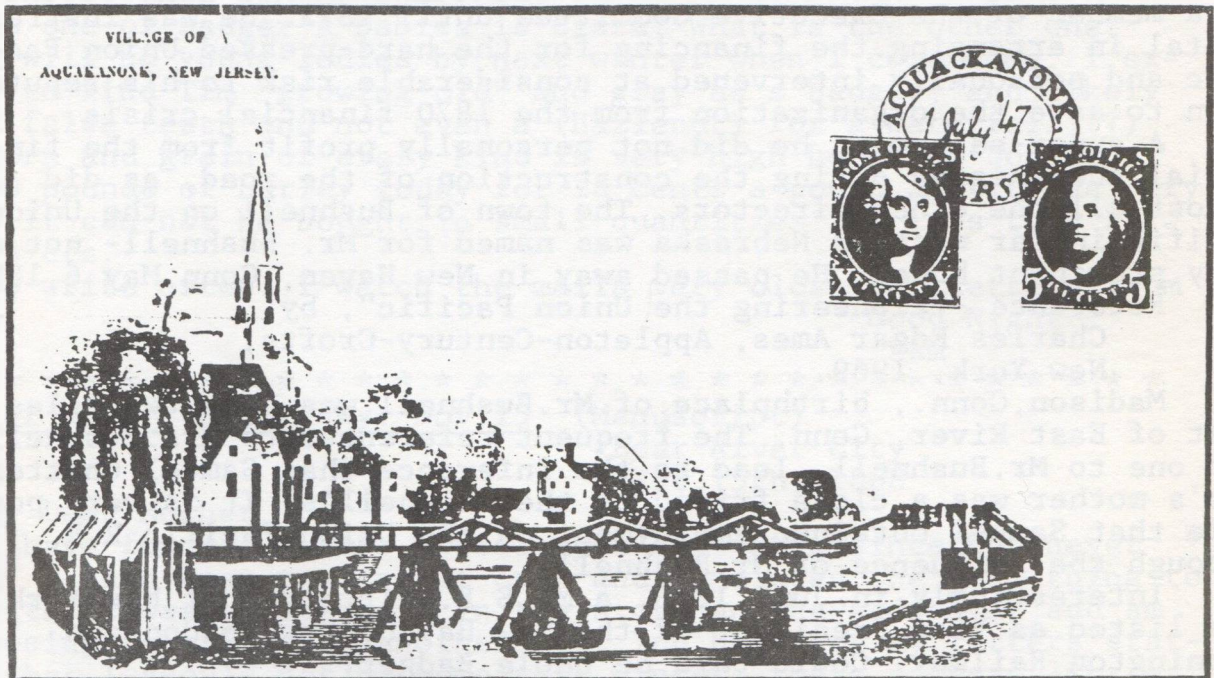
Left from Evanston on a dirt road besides the old Union Pacific grade to the site of BEARTOWN, 15 miles. Gamblers, confidence men and toughs flocked to this grading camp in the early days. On November 20, 1868 several were jailed by a vigilance committee. Next morning the FRONTIER INDEX, the transient news sheet that followed the rails, expressed approval of the action, and warned against further lawlessness. Incited by the remaining lawbreakers, the graders marched into town armed with picks and shovels. Editor Freeman climbed on a horse and "made a dust". A spectator said he travelled so fast you could have played checkers on his coat-tails. His dust was still in the air when the mob arrived, ransacked his office, destroyed furniture, presses and records, and burned the building.

In the next issue of LA POSTA, Vol. 16, No. 1, we will conclude the available portion of the Chittenden correspondence with the final three letters from Samuel, two appendices on pertinent matters covered in the letters and an illustration of a cover from Gilmer, Wyoming. We thank the Executive Director of the Western Postal History Museum, Mr. Arthur Springer, for his cooperation in letting us enjoy these interesting letters from the construction period of the Union Pacific Railroad.

C.L. Towle

ATTENTION !!

A Project for all Members and Friends



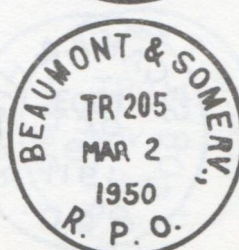
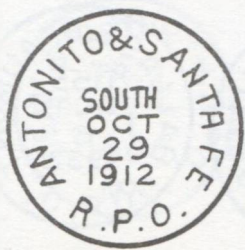
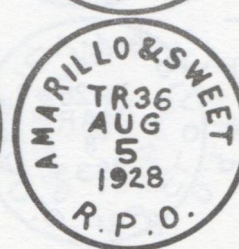
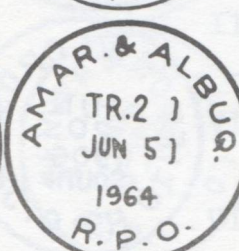
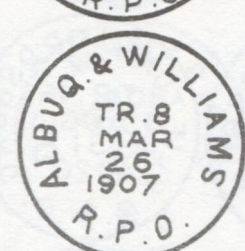
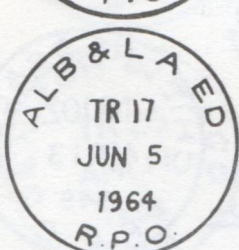
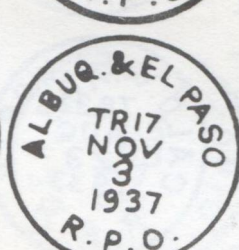
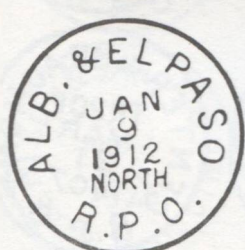
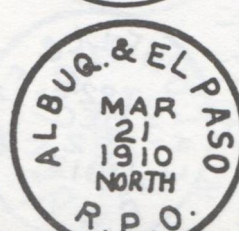
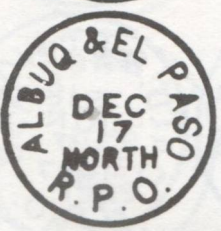
As even the most casual collectors of New Jersey covers must know, five and ten cent 1847 covers with New Jersey postmarks are scarce. Just how scarce is the subject of an "in-the-works" book by the New Jersey Postal History Society. Our most ambitious project to date, The 1847 Issue in New Jersey & Illustrated Directory of Covers will list and hopefully illustrate EVERY known cover used with either a 5¢ or a 10¢ 1847 stamp.

Our current projection is to accumulate illustrations and information throughout 1985 in an effort to publish our findings in early-mid 1986. Prompt response is desired, please don't procrastinate, Submit your information NOW, and be an active participant in this worthy Society project, which, if we accomplish our goals, should be destined to become the acknowledged reference on the subject, and should become a model for other State Postal History Societies to follow. Credit will be given to all contributors, unless requested otherwise.

Whether you own a cover or covers, know the whereabouts of one, or just happen to have a clipping from an auction catalog, we need your cooperation to make this project a reality.

Send your Xerox's, photo's, comments, suggestions, etc., to the coordinator of this project :

Brad Arch
144 Hamilton Avenue
Clifton, New Jersey 07011 USA



THE SECOND SECTION - CATALOG SECTION

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

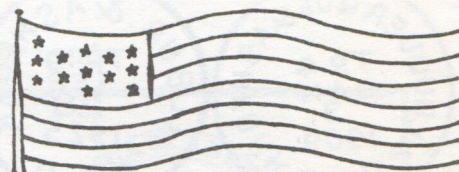
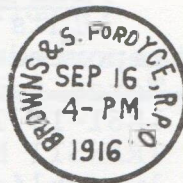
Albuquerque, N.M.-Ash Fork, Az., 401 miles, Atchison, Topeka & Santa Fe Ry. (See Note 1)
964-D-3; Albuquerque & Ash Fork RPO, 29, 1907, 09, T.N., II
964-H-5; Albuquerque & Ash Fork RPO, 29½, 1925, TN, II
Albuquerque, N.M.-El Paso, Tx., 253 miles, Atchison, Topeka & Santa Fe Ry. (See Note 1)
911-K-7; Albuquerque & El Paso RPO, 26½, 1890, IV
911-O-3; Alb. & El Paso RPO, 27½, 1891, Dir., IV
911-K-9; Albuquerque & El Paso RPO, 27½, 1892, 98, Dir. IV
911-K-11; Albuquerque & El Paso RPO, 29½, 1910, Dir., III
911-O-6; Alb. & El Paso RPO, 30½, 1912, Dir., III
911-K-15; Albuquerque & El Paso RPO, 29½, 1937, TN, II
911-O-7; Alb. & El Paso RPO, 30½, 1954, TN, II
Albuquerque & Los Angeles Eastern Division-Albuquerque, N.M.-Ash Fork, Az., 401 miles, Atchison, Topeka & Santa Fe Ry. (See Note 1)
964-R-1; Alb. & L.A.E.D. RPO, 29½, 1964, TN, I
Albuquerque, N.M.T.-Williams, A.T., 378 miles, Atchison, Topeka & Santa Fe Ry. (See Note 1)
964-W-2; Albuquerque & Williams RPO, 29, 1903, 07, TN, IV
Amarillo, Tx.-Albuquerque, N.M., 378 miles, Atchison, Topeka & Santa Fe Ry. (See Note 1)
928-J-2; Amar. & Albuquerque RPO, 30½, 1964, T.N., II
Amarillo-Ft. Worth, Tx., 336 miles, Ft. Worth & Denver City (B.N.) R.R.
958-A-2; Amarillo & Ft. Worth RPO, 29½, 1926, TN, I
Amarillo-Sweetwater, Tx., 243 miles, Panhandle & Santa Fe (A.T. & S.F.) Ry.
489-F-2; Amarillo & Sweet. RPO, 30½, 1928, III
Antonito, Col.-Santa Fe, N.M., 131 miles, Denver & Rio Grande R.R. (Narrow Gauge) (See Note 1)
961-A-2; Antonito & Santa Fe RPO, 30½, 1912, 20, Dir., IV
Beaumont-Somerville, Tx., 173 miles, Gulf, Colorado & Santa Fe Ry.
491-B-2; Beaumont & Somerv. RPO, 30½, 1950, TN, II

Note 1- See LA POSTA, Vol. XII, Nos. 2/3 for more detailed information on this route and its markings.

(Adv.)

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

THE SECOND SECTION - CATALOG SECTION



Brownsville-Samfordyce, Tx., 78 miles, St. Louis
Brownsville & Mexico (M.P.) R.R.

493-M-1; Browns. & S. Fordyce RPO, 22½, Machine
cancel, 1916, Time, IV

493-N-1; Brownsv. & Sanfordyce RPO, 29½, 1912,
mis-spelling, T.N., V

Brownwood, Tx.-Clovis, N.M., 335 miles, Gulf, Col-
orado & Santa Fe (A.T. & S.F.) Ry. (See Note 1)

484-H-1; Brown. & Clovis. RPO, 30½, 1961, 64, TN, II
Caldwell, Kan.-Ft. Worth, Tx., 219 miles, Chicago,

Rock Island & Pacific Ry.

931.2-B-2; Caldwell & Ft. W. RPO, 30½, 1913, T.N. II

931.2-H-1; Cald. & Ft. Worth RPO, 29½, 1927, T.N. I

931.2-H-2; Cald. & Ft. Worth RPO, 28½, 1933, T.N. I

Center-Beaumont, Tx., 140 miles, Gulf, Colorado
& Santa Fe Ry.*

491-H-1; Center & Beaumont RPO, 29½, 1907, TN, IV
Childress-Lubbock, Tx., 140 miles, Ft. Worth &
Denver City R.R.

494-E-1; Childress & Lub. RPO, 29½, 1949, T.N., I
Clifton, Az.-Lordsburg, N.M., 70 miles, Arizona

& New Mexico (South. Pacific) R.R. (See Note 1)

969.2-B-1; Clif. & Lordsburg RPO, 30½, 1906, TN, V

969.2-C-2; Clifton & Lordsburg RPO, 31, 1908,
Dir., V

969.2-C-1; Clifton & Lordsburg RPO, 29½, 1920,
T.N., IV

Clovis-Carlsbad, N.M., 183 miles, Atchison, Top-
eka & Santa Fe Ry. (See Note 1)

966-C-3; Clovis & Carlsbad RPO, 29½, 1935, TN, III
Coleman, Tx.-Clovis, N.M., 305 miles, Panhandle

& Santa Fe (A.T. & S.F.) Ry. (See Note 1)

484-D-1; Coleman & Clovis RPO, 30½, 1917, Dir., IV

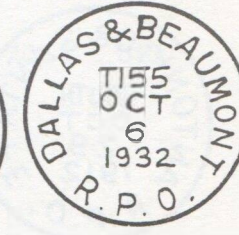
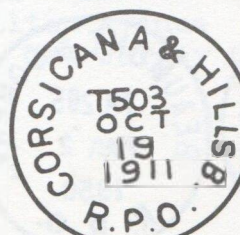
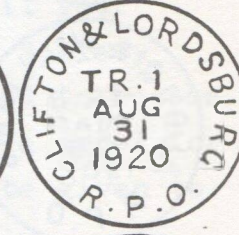
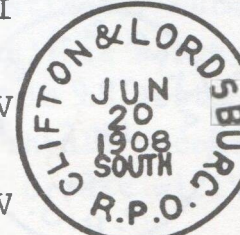
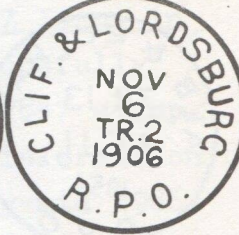
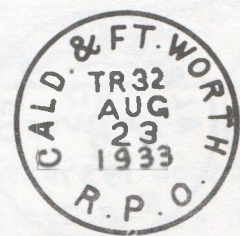
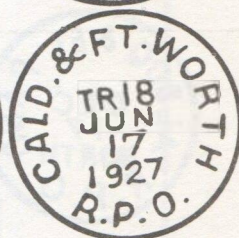
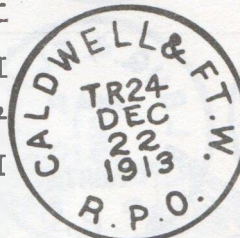
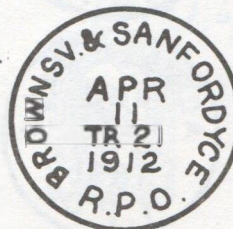
Corsicana-Hillsboro, Tx., 42 miles, St. Louis
Southwestern Ry.*

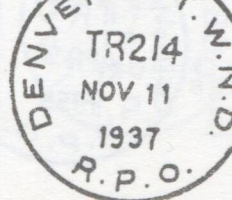
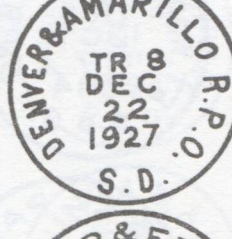
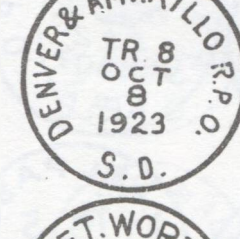
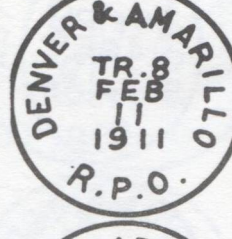
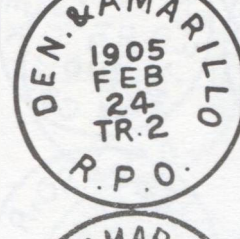
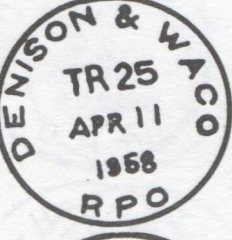
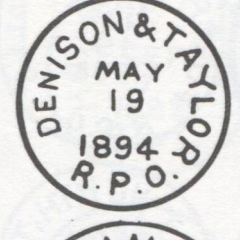
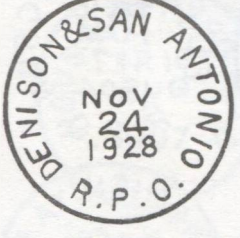
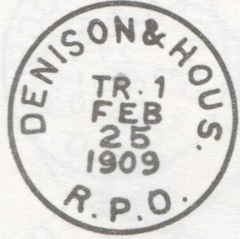
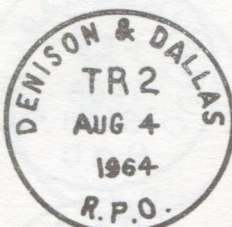
486-P-1; Corsicana & Hillsb. RPO, 30½, 1911, TN, IV
Dallas-Beaumont, Tx., 291 miles, Southern Pac-
ific Lines

496-A-2; Dallas & Beaumont RPO, 29, 1932, TN, III

(Adv)

U.S. Transit Markings Catalog, Vol. IV lists
local mail agents, transfer clerks, trans-
fer offices and their postmarks 1870-1971.
It is available in looseleaf form from the
Mobile Post Office Society, RFD #1, Box 91,
Contoocook, N.H. 03229 at \$5.50 postpaid.
Membership discount available. Request free
MPOS literature list for other Society
publications.





THE SECOND SECTION - CATALOG SECTION
Denison-Dallas, Tx., 77 miles, Texas Electric
499.1-A-2; Denison & Dallas RPO, 30½, 1945, TN, I
Denison-Dallas, Tx., 106 miles, Missouri, Kan-
sas & Texas Ry.
471-X-1; Denison & Dallas RPO, 29½, 1964, T.N., I
Denison-Hillsboro, Tx., 172 miles, Missouri,
Kansas & Texas Ry.
471-U-1; Denison & Hillsb. RPO, 30½, 1907, T.N., II
Denison-Houston, Tx., 338 miles, Houston &
Texas Central R.R.
470-H-2; Denison & Houston RPO, 30, 1905, TN, II
470-K-1; Denison & Hous. RPO, 29½, 1909, T.N., II
470-H-3; Denison & Houston RPO, 30½, 1915, TN, II
Denison-San Antonio, Tx., 373 miles, Missouri,
Kansas & Texas Ry.
471-V-1; Denison & San Antonio RPO, 29½, 1928, I
471-W-1; Den. & San Antonio RPO, 30½, 1935, TN, I
Denison-Taylor, Tx., 259 miles, Missouri, Kan-
sas & Texas Ry.
471-I-3; Denison & Taylor RPO, 27½, 1894, II
Denison-Waco, Tx., 185 miles, Missouri, Kansas
& Texas Ry.
471-J-2; Denison & Waco RPO, 30½, 1958, T.N., I
Denver, Col.-Amarillo, Tx., 465 miles, Colorado
& Southern-Ft. Worth & Denver City RR (Note 1)
958-P-3; Den. & Amarillo RPO, 30½, 1905, T.N., III
958-R-1; Denver & Amarillo RPO, 30, 1911, TN, III
Denver & Amarillo Southern Division-Trinidad,
Col.-Amarillo, Tx., 253 miles, Colorado & South-
ern; Ft. Worth & Denver City RR (See Note 1)
958-G-2; Denver & Amarillo RPO S.D., 29½, 1923,
T.N., III
958-G-3; Denver & Amarillo RPO S.D., 30, 1927,
T.N., III
Denver & Ft. Worth Northern Division-Denver,
Col.-Texline, N.M., 358 miles, Colorado & South-
ern Ry. (See Note 1)
958-O-1; Denv. & Ft. Worth RPO N.D., 28½, 1900,
T.N., IV
958-T-1; Denver & Ft. W. N. D. RPO, 30½, 1937, TN, II

(Adv.)

Mobile Post Office Society is an international organization for collectors and historians interested in postal history, postmarks and information on the railroad, street car, inter-urban, highway, waterway and ocean mail routes of the World. Offers a bi-monthly bulletin "Transit Postmark Collector", and frequent monographs on subjects of interest. Starting in 1985 a serial publication "Directory of U.S. Railway Post Offices" by John Kay will offer 150 pages of serially issued catalog per year. Dues are -\$10 annual, \$20 contributing and \$50 patron. Contact Secretary Andrew Koval, 2434 W. 103rd St., Chicago, Ill. 60655.

THE SECOND SECTION - CATALOG SECTION

Durango, Col.-Farmington, N.M., 50 miles, Denver & Rio Grande R.R. (See Note 1)

962.4-B-1; Durango & Farming. RPO, 30, 1908, Dir. IV

El Paso, Tx.-Benson, Az., 296 miles, El Paso & Southwestern Ry. (See Note 1)

969.3-C-2; El Paso & Benson RPO, 29½, 1906, TN, V

969.3-C-3; El Paso & Benson RPO, 30, 1913, TN, IV

El Paso & Los Angeles Eastern Division -El Paso, Tx.-Tucson, Az., 312 miles, Southern Pacific R.R. (See Note 1)

963-N-2; El Paso & Los Ang. RPO. E.D., 28½, 1937, T.N., II

963-O-3; El Paso & L.A.E.D. RPO, 30, 1967, TN, No periods, I

El Paso, Tx.-Tucson, Az., 312 miles, Southern Pacific Lines (See Note 1)

963-R-3; El Paso & Tucson RPO, 29½, 1901, TN, IV

963-R-4; El Paso & Tucson RPO, 29½, 1902, 03, T.N., IV

963-R-2; El Paso & Tucson RPO, 27, Open circle 1904, T.N., IV

Enid, Ok.-Vernon, Tx., 203 miles, St. Louis & San Francisco Ry.

921.2-A-3; Enid & Vernon RPO, 30½, 1904, Dir. III
Forgan, Ok.-Wichita Falls, Tx., 305 miles, Missouri, Kansas & Texas Ry.

490-K-1; Forgan & Wichita Falls RPO, 30½, 1938, T.N., II

Fort Worth, Tx. Terminal Transfer Clerk

497-A-7; Fort Worth, Tex. RPO, 29½, 1906, Time, II

497-A-6; Fort Worth, Tex. Tran. Clk., 28½, 1900, Time, I

Fort Worth-Big Spring, Tx., 267 miles, Texas & Pacific Ry.

483-I-2; Ft. Worth & Big Spring RPO, 30½, 1914, T.N., II

Ft. Worth & El Paso Eastern Division- Ft. Worth-Monahan, Tx., 364 miles, Texas & Pacific Ry.

483-K-3; Ft. W. & El Paso RPO E.D., 30½, 1907, T.N., II

483-K-5; Ft. W. & El Paso E.D. RPO, 30½, 1955, T.N., I

483-K-4; Ft. W. & El Paso E.D. RPO, 30½, 1936, T.N., I

Western Postal History Museum

(A Nonprofit Organization)

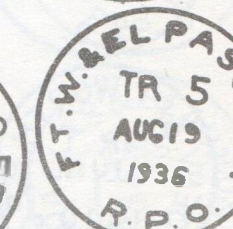
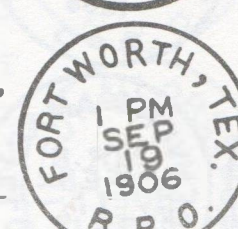
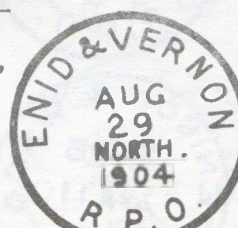
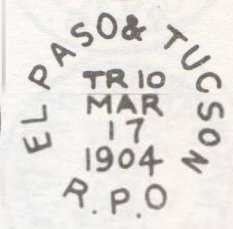
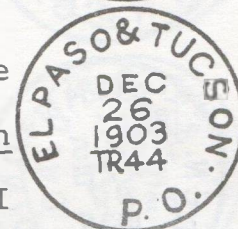
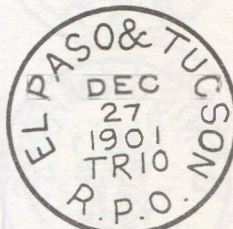
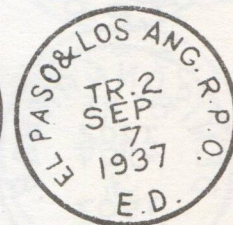
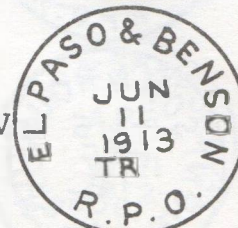
Mailing Address-Box 40725, Tucson, Az. 85717

Transit Publications Available

Centennial Catalog of Arizona Railway Markings, by Charles Towle, 1978, \$7.50, postpaid

Catalog of New Mexico Railway Postal Markings

LA POSTA, Vol. XII, Nos. 2/3, 1981, \$9.00, postpaid



THE SECOND SECTION - CATALOG SECTION

Ft. Worth & El Paso, Western Division-Monahan-
El Paso, Tx., 252 miles, Texas & Pacific Ry.

483-Q-1; Ft. W. & El Paso RPO W.D., 30½, 1945, TN, I
483-L-2; Ft. W. & El Paso W.D. RPO, 30½, 1963, TN, I
Ft. Worth-Galveston, Tx., 346 miles, Gulf, Colo-
rado & Santa Fe Rwy.

473-N-1; Ft. W. & Gal. RPO, 30½, 1958, T.N., I
Hempstead-Llano, Tx., 214 miles, Southern Pac-
ific Lines

474-D-3; Hempstead & Llano RPO, 26½, 1902, TN, IV
Houston-Brownsville, Tx., 372 miles, Missouri
Pacific Lines

493-O-1; Hous. & Browns. RPO, 29½, 1966, T.N., I
Houston & El Paso Eastern Division-Houston-
San Antonio, Tx., 216 miles, Galveston, Harris-
burg & San Antonio Ry.

476-L-1; Hous. & El Paso RPO E.D., 29½, 1906, T.N.,
II

476-L-2; Hous. & El Paso RPO E.D., 29½, 1907, T.N.,
II

Houston-Galveston, Tx., 48 miles, International
& Great Northern Ry.

485-F-2; Houston & Galv. RPO, 27, 1888, III

485-K-1; Hous. & Galv. RPO, 27, 1888, III

485-L-1; Hous. & Galveston RPO, 27, 1890, II

Houston-Granger, Tx., 176 miles, Missouri, Kan-
sas & Texas Ry.

471-M-2; Houston & Granger RPO, 29, 1912, TN, II

Houston-Taylor, Tx., 165 miles, Missouri, Kansas
& Texas Ry.

471-O-2; Houston & Taylor RPO, 30½, 1906, TN, II

La Junta, Col.-Albuquerque, N.M.T., 348 miles,

Atchison, Topeka & Santa Fe Ry. (See Note 1)

911-AI-4; La Junta & Albuq. RPO, 26½, 1890, 91, III

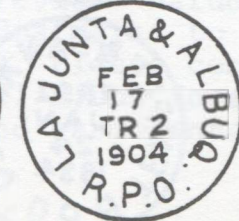
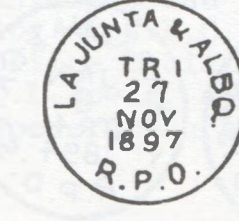
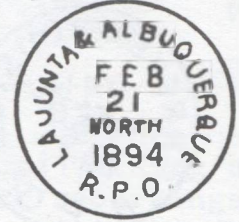
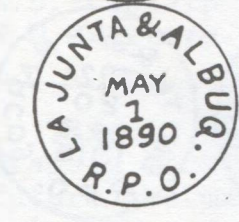
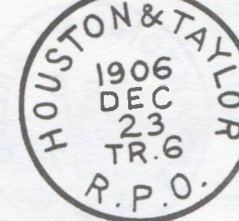
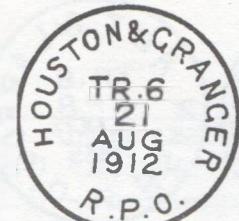
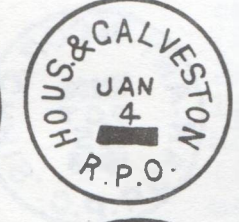
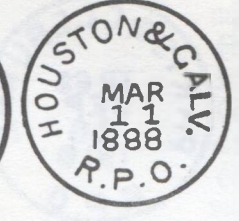
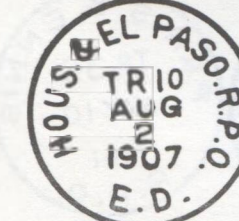
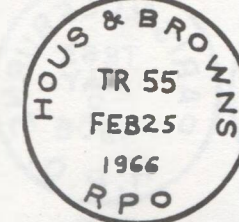
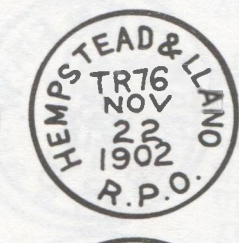
911-AL-1; La Junta & Albuquerque RPO, 28½, 1892,
94, Dir., IV

911-Q-9; La Junta & Albq. RPO, 26½, 1897, TN, III

911-AI-9; La Junta & Albuq. RPO, 28½, 1904, TN, II

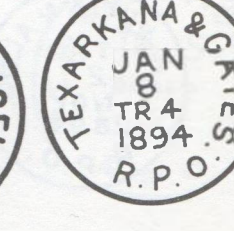
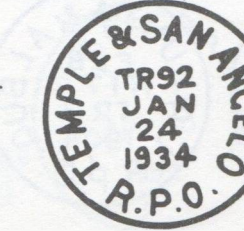
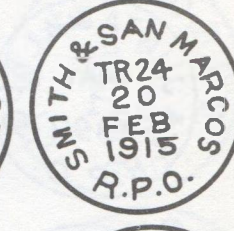
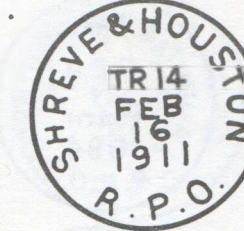
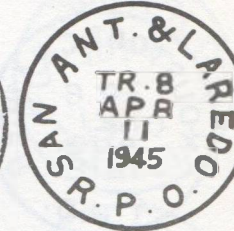
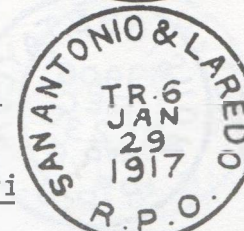
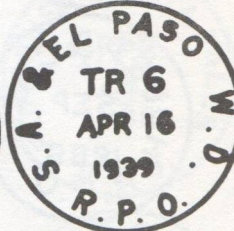
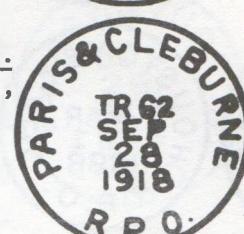
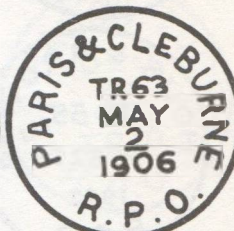
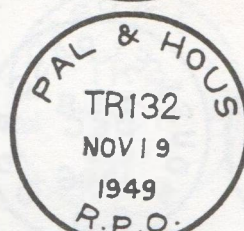
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Annual members of Mobile Post Office Society are entitled to 15% discount on MPOS publications. Contributing members in addition to discount receive two publications without charge. Patron members receive all monographs published during year and are entitled to 40% discount on hardbound publications. Membership dues in excess of annual membership are tax-deductible. In the Fall of 1985 Mobile Post Office Society will publish an extensively revised and enlarged catalog entitled "Route Agent and Station Agent Postmarks of the United States" by C.L. Towle. This will be issued in an attractive hardbound edition.

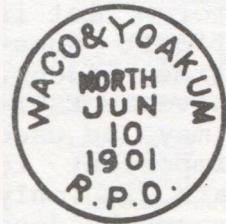


THE SECOND SECTION - CATALOG SECTION

La Junta, Col.-Albuquerque, N.M., 348 miles,
Atchison, Topeka & Santa Fe Ry. (See Note 1)
911-AI-19; La Junta & Alburg. RPO, 30½, 1915,
T.N., Mis-spelling, IV
Longview-Beaumont, Tx., 208 miles, Gulf, Colo-
rado & Santa Fe Ry.
491-D-2; Longview & Beau. RPO, 30½, 1937, TN, II
Newton, Kan.-Ft. Worth, Tx., 404 miles, Atchison,
Topeka & Santa Fe (G.C. & S.F.) Ry.
924-M-2; Newton & Ft. W. RPO, 30½, 1910, T.N., I
Palestine-Galveston, Tx., 201 miles, Interna-
tional & Great Northern R.R.
485-M-1; Palestine & Galveston RPO, 29½, 1894,
T.N., II
Palestine-Houston, Tx., 151 miles, Missouri
Pacific Lines
485-N-1; Pal. & Hous. RPO, 30½, 1949, T.N., I
Paris-Cleburne, Tx., 151 miles, Gulf, Colorado
& Santa Fe Ry.
473-O-1; Paris & Cleburne RPO, 30, 1906, TN, II
473-O-2; Paris & Cleburne RPO, 30½, 1918, TN, II
Paris-Ennis, Tx., 124 miles, Texas Midland R.R.
492.3-A-2; Paris & Ennis RPO, 30, Magenta, T.N.,
1941, II
San Antonio-Corpus Christi, Tx., 149 miles,
Missouri Pacific Lines
493-P-1; San Ant. & Cor. Christi RPO, 29, 1948,
T.N., II
San Antonio & El Paso Western Division,
Sanderson-El Paso, Tx., 313 miles, Southern
Pacific Lines
476-X-1; S.A. & El Paso W.D. RPO, 30, 1939, TN, II
San Antonio-Laredo, Tx., 153 miles, Missouri
Pacific Lines
481-G-2; San Antonio & Laredo RPO, 30½, 1917,
T.N., II
481-H-3; San Ant. & Laredo RPO, 29½, 1945, TN, I
Shreveport, La.-Houston, Tx., 232 miles, South-
ern Pacific Lines
480-B-3; Shreve. & Houston RPO, 30, 1911, TN, II
Smithville-San Marcos, Tx., 53 miles, Missouri
Kansas & Texas R.R.
471-Y-1; Smith. & San Marcos RPO, 27½, 1915, T.N.
III
Temple-San Angelo, Tx., 243 miles, Gulf, Colo-
rado & Santa Fe Ry.
484-L-5; Temple & San Angelo RPO, 29½, 1934,
T.N., I
Texarkana, Ark.-Gatesville, Tx., 306 miles,
St. Louis Southwestern Ry.
486-H-2; Texarkana & Gates. RPO, 28½, 1894, TN,
III



THE SECOND SECTION - CATALOG SECTION



Texarkana, Ark.-Pt. Arthur, Tx., 302 miles, Kansas City Southern R.R.

827-O-2; Texark. & Pt. Arthur RPO, 28½, 1932, TN, I
Texarkana, Ark.-Whitesboro, Tx., 173 miles, Texas and Pacific Ry.

487-F-1; Texark. & Whitesboro RPO, 29½, 1948, T.N.,
II

Waco-Yoakum, Tx., 171 miles, San Antonio & Aransas Pass Ry.

468-A-3; Waco & Yoakum RPO, 27½, 1901, Dir., III
Wichita Falls-Abilene, Tx., 151 miles, Wichita Valley R.R.

494-F-1; Wich. Falls & Abilene RPO, 30, 1911,
T.N., III

* * * * *

Legend

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

(a) All R.P.O. markings are circle unless otherwise indicated. Circle diameters are listed in millimeters.

(b) All markings are in black unless otherwise indicated.

(c) Miscellaneous information listed at bottom of catalog pages.

(d) Markings indicated with an * are first markings reported for particular route or the terminals listed.

(e) Catalog numbers employed are similar to those used in the Towle-Meyer catalog of 1861-1886 Railroad Markings and in the U.S. Transit Markings Catalog, Vols. I thru IV.

(f) Table of estimated values shown after the 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.

Abbreviations used in the Catalog listings:

N.D.-Northern Division	D.L.-Day Line	N.L.-Night Line
S.D.-Southern Division	TR. -Train or Trip	T.N. or TN-Train Number
E.D.-Eastern Division	S.R.-Short Run	Tp. - Trip
W.D.-Western Division	Jct. - Junction	Dir. -Direction shown
RPO - Railway Post Office		

This is the eleventh Second Section listing of addenda to the U.S. Transit Markings Catalog and concludes present series. Unlisted or future postmark reportings hopefully will be included in a greatly enlarged and revised hardbound edition of U.S. Transit Markings Catalog of R.P.O. Postmarks to be published in 1986 by the Mobile Post Office Society. Please continue reporting unlisted items to Editor C.L. Towle, 4621 E. Don Jose Dr., Tucson, Az. 85718. Your past and future cooperation and assistance is greatly appreciated.

HOW TO BID IN MAIL AUCTIONS

Bidding in mail auctions can be a useful and enjoyable way in which to build your collection, but for the first time bidder there may be some confusion and uncertainty about the process.

When and how should I send my bids? How much should I bid? Will the auction take advantage of me? These are some of the questions which might trouble a first-time bidder.

Bids for a mail auction may be submitted on any kind of paper. Just be sure you include four (4) key elements: 1) Your name and address; 2) The name and/or number of the auction in which you are bidding; 3) The lot numbers on which you wish to bid; and 4) Your bid for each lot, which represents the HIGHEST PRICE you are willing to pay for the lot. In addition to these four elements, you may wish to ask the auctioneer to LIMIT your total successful bids to a set amount, or you may wish to instruct the auctioneer to cancel one or more bids if you are successful on a particular lot. Your bid sheet is merely a communication between you and the auction. Keep it simple and easy to read, but be sure to include whatever instructions you wish in order to insure the auction understands your intent.

When to submit your bids is a question which has no unique answer. Personally, I like to submit my bids as soon as I've had a chance to sit down and look over the lots. This way I'm less likely to let the whole thing slip my mind, or accidentally let the closing date pass without sending in my bids. There is one minor advantage to bidding early in that tie bids are won by the earliest postmark. Others prefer to wait until closer to the closing date, particularly those who submit bids by phone. The advantage in doing this is that as the auction draws to a close, there will be a firm OPENING BID, and the bidder can therefore

have one additional item of information on which to base his bid. Frankly, when to submit bids is really a matter of personal preference. There are no significant advantages to being either very early or very late.

How much to bid for a lot is probably the most difficult question facing a first-time bidder. Auction lots usually have an ESTIMATED VALUE, and this may be used as a guide, but it's important to remember that an estimate is only the opinion of the person who does the lotting, and few of us are experts on all aspects of the market for postal history. When I bid, I use the estimate in the following way. If the lot is an item which would be an important addition to my collection, I will bid over the estimate -- how much depends upon how much I want it. If the lot is an item which would be nice to have, but not critical, I will bid below the estimate. How much below again depends upon my feelings for the lot, but in no case do I bid "ridiculously" low bids of 5 or 10 per cent of the estimate. If a lot is estimated at \$20, a \$2 bid is a waste of time -- both mine and the auctioneer's.

A reputable mail auction will not take advantage of mail bidders. Most auctions recognize that if they take advantage of their bidders, they will not be in business for long. One caution here! Always be sure to look for the statement "LOTS SOLD AT ONE ADVANCE OVER SECOND HIGH BID", or words to that effect, in the auction instructions. Some auctions have been known to charge bidders at their HIGHEST bid, rather than at an advance over the second high bid. In my opinion, this is an unfair practice, and, even though a bidder might be willing to pay his bid price for a lot, there ought to be an implication that the auctioneer will try to obtain it for him at a lower price. Be sure that the auction in which you are bidding contains such a notice.

LA POSTA SUBSCRIBERS' AUCTION NO. 1

P. O. BOX 135,

LAKE OSWEGO, OREGON 97034 (503) 657-5685

ALASKA

- 101. CORDOVA, 1909 F+ Ty 1 on PPC. Est. \$15.00
- 102. SITKA, 1912, F-VF Ty4 on PPC. Est. \$10.00

ARIZONA TERRITORY

- 103. BELLEVUE, 1909, VF Ty1 on PPC. Est. \$15.00
- 104. PAYSON, 1910, G00d Ty6 on PPC. Est. \$6.00
- 105. PINE, 1910, F+ Ty4 on PPC. Est. \$12.00
- 106. ROOSEVELT, 1909, G-F Ty3 on PPC. Est. \$8.00
- 107. TAYLOR, 1893(Ty3 early) F+ on U311. Est. \$65.

CALIFORNIA

- 108. ANGEL ISLAND, 1917, F 4-bar on PPC. (75-45).E\$4
- 109. BESWICK, 1896, G-F Octagon on cvr. (82-47).E\$8.
- 110. CAMP CURRY, 1927 VF mach. cancel on PPC. E.\$2
- 111. CASA VERDUGO, 1908 F 4-bar on PPC. (06-18).E\$8
- 112. COULTERVILLE, 1885 VF fancy cds on cvr.E.\$10
- 113. COULTERVILLE, 1882 VF diff. fancy cds on U163 Est. \$10.00
- 114. BURNETT, 1909, F-VF cds on PPC. (LA 97-29).E\$8.
- 115. FREMONT BRANCH, SAN FRAN., 1918, F+ flag on cvr Scarce 1916-18 military branch. Est. \$8.00
- 116. GAVIOTA, 1909 F-VF blue 4-bar on PPC. Est. \$6.
- 117. GAZELLE, 1894, mss on cvr. w/2¢ Col. Est. \$15.
- 118. HORNITOS, 1913, F-VF 4-bar on PPC. Est. \$4.00
- 119. HYNES, 1912 F 4-bar on PPC. (LA 58-48).Est.\$4.
- 120. OCEAN BEACH, 1912 G-F 4-bar on PPC. (09-28)E\$8
- 121. PARLIER, 1913 VF duplex on PPC. Est. \$3.00
- 122. SAINT HELENA, 1874 G-F red dcds on U84. E.\$8.
- 123. SAWYERS BAR, ca.1875 F+ cds on cvr. w/1¢ & 2¢ banknotes. Est. \$20.00
- 124. SHERMAN, 1908, VF cds on PPC. (LA 99-27).E.\$5.00
- 125. SOLVANG, 1914, F+purple 4-bar on PPC. Est. \$3.
- 126. STANFORD UNIVERSITY, 1899 G-F cds on U362 w/ cc of Pres., L.S.Jr.Univ. Est. \$8.00
- 127. STOCKTON, Cal/10 Paid, 1857, F+ cds on stampless cvr. w/minor aging. Est. \$25.00
- 128. TAMALPAIS, 1911, VF Doane on PPC of Mt.Tam RR Est. \$5.00
- 129. TUMCO, 1911, G-F 4-bar on PPC. (Imp.10-14).E.\$25
- 130. WITCH CREEK, 1913, VF Doane Ty2 on PPC. E.\$5.

COLORADO

- 131. AMES, 1919, F-VF 4-bar on PPC. (80-22).E.\$8.00
- 132. CEDAR, 1918, F+ 4-bar on PPC. (92-43). E. \$6.00
- 133. INDEPENDENCE, 1913, G-F 4-bar on PPC. E.\$5.00
- 134. REDCLIFF, 1910 F dplx on PPC view of town.E.\$6
- 135. SULPHUR SPRINGS, 1910, VF 4-bar on PPC. Est.\$6.
- 136. TIMPAS, 1910, G-F 4-bar on PPC. Est. \$4.00
- 137. TRAIL RIDGE, 1952, F+ 4-bar on PPC. (37-54).E.\$5
- 138. UNIVERSITY PARK, 1910, F 4-bar on PPC. Est. \$4.
- 139. Cover to Lake City w/blue oval 1877 First Nat Bank/Lake City handstamp. Est. \$5.00

FLORIDA

- 140. DETROIT, 1913, F+ 4-bar on PPC (Blacks/alligator) DPO. Est. \$6.00
- 141. SEABREEZE, 1909, F+ 4-bar on PPC.DPO. Est.\$4.00

HAWAII

- 142. HONOLULU, H.ISLS., 1906, VF dplx on Pv.Mail Cd.E5
- 143. PAIA, 1915 F+ dplx on cover. Est. \$8.00

IDAHO

- 144. GAPIBEL, 1911, F+ cds on PPC. (1907-16).Est.\$20.
- 145. CHIATCOLET, 1921, G-F 4-bar on PPC. Est. \$5.00
- 146. DENT, 1911, F+ cds on PPC. (96-54). Est.\$4.00
- 147. EAGLE, 1910, F-VF 4-bar on PPC. Est. \$3.00
- 148. NEWMAN, 1909, VF Doane on PPC. (1904-14).E. \$25.
- 149. WAHA, 1907, F cds on PPC. (1879/1941).E.\$8.00

KANSAS

- 150. FRANKFORT, 1884, F-VF cds w/2¢ BN on cvr. E.\$4.
- 151. LANE, 1877, VF rd-vlt. cds w/3¢ BN on cvr. E.\$6.
- 152. STOCKDALE, 1880, VF triple cds on cvr w/illus. cc of AELIOIAN. Rough @ rt., still nice. E.\$12.

MICHIGAN

- 153. PONTIAC, 1848, F+ red cds & PAID & "5" on sfl to Lansing. Attractive. Est. \$8.00
- 154. DETROIT/DET.RIVER STA., 1932 F+ dplx on cvr. Est. \$5.00

MINNESOTA

- 155. BRIDGEMAN, 1909, F+ cds on PPC. (99-11).E.\$6.
- 156. LAKE ALICE, 1909, F+ Doane on PPC. (03-10)E\$8.
- 157. NORWAY LAKE, 1910, F+ Doane on PPC. (67-14)E\$6

MISSOURI

- 158. CULL, 1914, VF 4-bar ties two Q1's to cvr.E\$6
- 159. DRAKE, 1879 mss. on UX5. (68-36). Est. \$8.00
- 160. HOWELL, 1913 VF 4-bar on PPC. (1900-17).E\$12
- 161. PURMAN, 1911 G-F cds on PPC. (1901-13).E.\$12
- 162. SPURGEON, 1910 F Doane on PPC. (84-12).E.\$8.

MONTANA

- 163. HELENA, 1932, machine ties #552(3)+#554.Cvr. w/Chinese charters. & hanstmps. Est. \$4.00
- 164. POPLAR, 1910, VF 4-bar on PPC w/F+ CRANDON, S.DAK., as rec. mark. Est. \$4.00
- 165. SNOW BELT, 1913, G-F 4-bar on PPC. (13-20)E\$15

NEBRASKA

- 166. BLUE SPRINGS, ca.1885, F+ cds on U277.E.\$5.00
- 167. MYNARD, 1909, VF 4-bar on PPC.DPO. Est.\$8.00

NEVADA

- 168. BAUVARD, 1908, G-F Doane on PPC. (04-12).E\$15.
- 169. DELAMAR, 1901, F+ cds on U362 w/LR cnr off. Mining cc. (94-13 period). Est. \$7.00

NEW MEXICO

- 170. BELEN, 1911, G-F Ty9 on PPC. Est. \$5.00
- 171. CODY BRANCH, DEMING, 1918, VF mach. on cover. Two-year WWI branch. Est. \$5.00
- 172. GONZALES, 1910, F-VF Ty2 on PPC. Est. \$15.00
- 173. JONESVILLE, 1910, VF Ty1 on PPC. Scarce 08-11 PO. Only the 2nd PM known! Est.\$100-150

NEW YORK

- 174. FISHERS ISLAND, 1913, F-VF dplx on PPC.E.\$10
- 175. GLENCOVE, 1906, F Perfection mach. on PPC w/ NEW PALTZ rec. mark. Est. \$10.00
- 176. GREENPORT, 1910, F-VF dplx on PPC. Est.\$10.
- 177. HAUPPAUGE, 1965 slogan on INTERPEX cvr.E\$5
- 178. OLD WESTBURN, 1924 G 4-bar on PPC. Est.\$12
- 179. PORT JEFFERSON, 1914, Poor dplx on PPC.E\$6
- 180. RIVERHEAD, 1909, G dplx on PPC. Est.\$10.00
- 181. ROCKVILLE CENTER, 1903, F+ dplx on cvr.E\$10
- 182. SETAUKET, 1907 F dplx on PPC. Est.\$10.00
- 183. SOUTHAMPTON, 1893 F+ cds on U349. Est.\$8.
- 184. SOUTHOLD, 1879, F+ cds on U163. Est. \$10.00

NORTH DAKOTA

- 185. BENTLEY, 1909, G-F 4-bar on PPC. Est.\$3.00
- 186. ELLENDALE/DAKOTA, 1888, F cds w/star killer on U163 ruff @ rt. Est. \$12.00
- 187. HONEYFORD, 1912, G-F 4-bar on PPC. (92-67)E\$3
- 188. NORWICH, 1913, F 4-bar on GN RR PPC. E.\$2.50
- 189. Lot of 6 DPOs (1907-1931) incl. AGRICULTURAL COLLEGE (b/s), BANKS, BRISBANE, COLGAN, HARMON & NORTONVILLE. G-VF cond. Est.\$9.00
- 190. Lot of three DPOs (1894-1911) incl. NESSON NORTONVILLE & UNIVERSITY. Est. \$6.00
- 191. Lot of two TERR. pms. GRAND FORKS, F+ on cvr. & CASSELTON as b/s on UX8. Est. \$6.00
- 192. Lot of two Airport Ded. cvrs. (MANDAN & PEMBINA) & one FFC legal-size JAMESTOWN.E5

OKLAHOMA

- 193. CHILDERS, 1909, VF 4-bar on PPC. (01-15).E\$12
- 194. CLINE, 1912, F+ 4-bar on PPC. Est. \$10.00
- 195. FOUNTAIN, 1907, VF Doane on U385. (95-16)E\$10
- 196. HOMINY, 1906, F+ Doane on PPC. (Terr) E.\$8.00
- 197. MC LAIN, 1908 F+ 4-bar on PPC. Est. \$8.00
- 198. PEARL, 1911, F 4-bar on PPC. (97-11). E.\$6.

OREGON

- 199. AIRLIE, 1909, F-VF Doane on PPC. Est. \$3.00
- 200. APPLEGATE, 1910 & 1935, diff.pms., G-F.E.\$4.
- 201. ARLETA, 1908, F light 4-bar on PPC. E.\$4.

OREGON (Continued)

202. ASTORIA, 1885, cds & "Dog" fancy cancel as b/s on cvr from FOREST GROVE. Documented as #1475 in Herst-Sampson catalog. Scarce. Est. \$100.00



203. BUENA VISTA, 1909, F-VF Doane on PPC. Est. \$5.
 204. BURNS, 1912 VF duplex on PPC. Est. \$2.00
 205. CENTENNIAL BR., PORTLAND, 1959, VF dcads on cvr. Philatelic RR cachet. Est. \$5.00
 206. CLIFTON, 1910, F Doane on PPC. Est. \$6.00
 207. DERBY, 1912 G-F 4-bar on PPC. Est. \$15.00
 208. DIVIDE, 1918?, F 4-bar on PPC. Est. \$6.00
 209. DOTHAN, 1913, G-F 4-bar ties Q1 to PPC. E. \$5.
 210. DOTHAN, 1912, VF 4-bar (diff) on PPC. E. \$6.00
 211. GOLDEN, 1918 F+ 4-bar on Adv. cvr. Est. \$8.00
 212. GREENVILLE, 1906, VF Doane on UX18. Est. \$8.00
 213. GREENVILLE, 1906, F Doane on UX18. Est. \$6.00
 214. HILLSDALE, 1910, G-F 4-bar on PPC. Est. \$2.00
 215. HOTLAKE, 1908 F 4-bar on PPC (view of resort) Est. \$5.00
 216. INDEPENDENCE, 1934, flag cancel on ph. cvr. E. \$3
 217. IRVING, 1917, F-VF 4-bar on PPC. Est. \$3.00
 218. KERBY, 1911 & 1912, F-VF 4-bars (same) on PPC. E. \$5
 219. KINGSTON, 1910, VF 4-bar on PPC. Est. \$6.00
 220. KNAIP, 1909, G-F 4-bar on PPC. Est. \$3.00
 221. LAKECREEK, 1940 & 1957, two diff. 4-bars, F-VF one on UX27 other on cvr. Est. \$6.00
 222. LAKECREEK RUR. STA., EAGLE POINT, 1959, cvr. E. \$5
 223. LELAND, 1908, G-F cds on PPC. Est. \$3.00
 224. LELAND, 1917, F-VF 4-bar on Adv. cvr. Est. \$5.00
 225. LELAND, 1923, VF 4-bar on Adv. cvr. Est. \$6.00
 226. LELAND, 1926, G, two diff. purple pms on two Adv cvrs. (one is M.O.B. cancel). Est. \$6.00
 227. LENTS, 1910 F+ dplx on PPC. Est. \$3.00
 228. MARSHFIELD, 1938, fancy st. line pm for "First Air Mail of Coos Bay". Attractive. Est. \$5.
 229. MERLIN, 1916, VF 4-bar on Comic Ad. cvr. E. \$3.00
 230. PLACER, 1906 F+ Doane on PPC. Est. \$8.00
 231. PLACER, 1920, VF 4-bar on Adv. cvr. Est. \$9.00
 232. Lot of five 19th cent. PORTLAND pms on covers Some dupl., G-VF, Est. \$5.00
 233. PORTLAND, 1905, mach. ties 2¢ red to illus. Adv. cvr. for Lewis & Clark "World's Fair". E. \$20.
 234. PORTLAND/STA. A., 1896, two F+ dplxs. on cvr. to Germany. Nice cover. Est. \$5.00
 235. PROVOLT, 1922 & 1933, two diff. 4-bars on Adv. covers., G-F, Est. \$8.00
 236. RICKREALL, 1909, G-F 4-bar on PPC. Est. \$2.00
 237. ROUND PRAIRIE, 1910, G 4-bar on PPC. Est. \$15.00
 238. SAMS VALLEY, 1937 & 1953, two diff. 4-bars on UX27 and cvr. (LDC). Est. \$8.00
 239. SHAW, 1911, G-F 4-bar on PPC. Est. \$3.00
 240. SHAW, 1911, G-F 4-bar on PPC. Est. \$3.00
 241. SISKIYOU, 1909, F-VF duplex on PPC. Est. \$5.00
 242. SPEAKER, 1922, readable 4-bar on Adv. cvr. E. \$4.
 243. SUNNY VALLEY, 1961, VF 4-bar on POD pen. cd. E. \$3
 244. SUVER, 1909, VF Doane on PPC. Est. \$5.00
 245. TAKILMA, 1917, F-VF 4-bar on U411. Est. \$3.00
 246. THE DALLES, 1894, about G, cds on cvr w/warehse. cc. Est. \$5.00
 247. THREEPINES, 1917, G 4-bar on Adv. cvr. E. \$11.00
 248. TIMBERLINE LODGE, 1940, VF 4-bar on real photo PPC of Lodge entrance. Est. \$8.00
 249. WALDO, 1918, G 4-bar on Adv. cvr. Est. \$3.00
 250. WAMIC, 1906, F-VF duplex on UX18. Est. \$3.00
 251. WAVERLY, 1911, G-F lt. 4-bar on PPC. (08-16) E. \$20
 252. WILDERVILLE, 1938, F+ 4-bar on U439. Est. \$3.00
 253. WILHOIT, 1912, G-F 4-bar on PPC. (resort) E. \$4.
 254. WONDER, 1915, VF 4-bar on cover. Est. \$4.00
 255. WOODS, 1908, VF Doane on PPC. Est. \$8.00
 256. WOODVILLE, 1906, F+ duplex on PPC. Est. \$4.00
 257. WOODVILLE, 1911, VF 4-bar on cvr. Est. \$5.00
 258. WOODVILLE, 1911, F-VF 4-bar on PPC. Est. \$4.00

PENNSYLVANIA

259. ARMAGH, 1909, VF Doane on PPC. Est. \$2.00
 260. DUBLIN MILLS, 1910, F-VF Doane on PPC. Est. \$5.
 261. INGLENOOK, 1907, VF Doane on PPC. (92-16) E. \$6.
 261. LOGAN MILLS, 1909?, F+ 4-bar on PPC. Est. \$4.00
 262. MOSIERTOWN, 1910, F+ Doane on PPC. Est. \$5.00
 263. PITTSBURGH PA (1813), G on stmplss fld. cvr. (no letter). Est. \$15.00
 264. PITTSBURGH P. (1817), F+ on sfl w/crease. E. \$12.
 265. PITTSBURGH P. (1817), G-F (2) examples on two sfc Est. \$20.00
 266. PITTSBURGH/P. (1825), G-F on sfl to Tenn. E. \$8.
 267. PITTSBURGH/Pa (1836), VF on sfl to NYC. E. \$6.
 268. PITTSBURGH/Pa. (1847), F-VF red cds on sfl w/ heading "STEAMER WASHINGTON". Good ltr. E. \$10.
 269. PITTSBURGH/Pa. (1845), G red cds on sfl wrtn. on canal boat "JOHN ADAMS". Good ltr. Est. \$10
 270. PITTSBURGH/Pa. (1847) & KEESVILLE/N.Y. on twice mailed sfl. Est. \$12.00
 271. PITTSBURGH/Pa. (1849) G red cds on sfl to Wuertemberg. Numerous markings. Est. \$40.00
 272. Sfl to Pittsburgh from CANADA w/QUEENSTOWN, UC & LEWISTON/NY exchange marks. (1847) E. \$25

SOUTH DAKOTA

273. BIGSTONE, 1909, F duplex on PPC. Est. \$3.00
 274. KAMPESKA, 1908 F lt. Doane on PPC. Est. \$6.00
 275. KIMBRO, F-VF 1908 4-bar on PPC. (07-13) E. \$6.
 276. OLA, 1915, F-VF 4-bar on PPC. Est. \$12.00

TEXAS

277. GLEN, 1907, VF Doane on PPC. (05-18) Est. \$10.
 278. HALFWAY, 1912, G 4-bar on PPC. (10-14) E. \$10.

UTAH

279. BLUFF, 1905, G-F lt. Doane on PPC. E. \$15.00
 280. ECHO CITY, 1907 & 1943, 2 diff. 4-bars on PPC F+ condition. Est. \$6.00
 281. MARRS, 1912, F 4-bar on PPC. (1910-13) E. \$25.
 282. OGDEN CITY, ca. 1880, F-VF cds on cvr. Est. \$15.
 283. WASATCH, 1921, VF red 4-bar on VF cvr. E. \$8.00

WASHINGTON

284. BAKER, 1909, G-F Doane on PPC. (92-10) E. \$12.00
 285. EGYPT, 1911 F+ Doane on PPC. (83-15) E. \$8.00
 286. GEORGETOWN, G dplx on PPC. (1901-12) E. \$10.00
 287. KIESLING, 1911, G-F 4-bar on PPC. (09-20) E. \$8.
 288. PLAINVIEW, 1908, G-F Doane on PPC. (05-10) E. \$15
 289. PORT BLAKELY, 1908 F cds on PPC w/tape stains (1890-1958) Est. \$4.00
 290. SCENIC, 1909 G 4-bar on PPC view of Resort. E. \$5
 291. SUNSET, 1910 readable 4-bar on PPC. Est. \$2.00
 292. UNION CITY, 1890, F cds on UX13. (1890-95) E. \$25
 293. U.S. RECEIVING SHIP AT PUGET SOUND, 1918, F+ 4-bar on PPC. Censor mark. Est. \$15.00
 294. WHITES, 1915 F+ 4-bar on PPC. (13-49) E. \$4.00

WISCONSIN

295. CAYUGA, 1908, F+ 4-bar on PPC. Est. \$4.00
 296. CHIMNEY ROCK, 1905 VF Doane on cover. Est. \$12.
 297. DETROIT HARBOR, 1910, F 4-bar on PPC. Est. \$6.
 298. DONALD, 1909, G-F 4-bar on PPC. Est. \$4.00
 299. HERSEY, 1910, G-F 4-bar on PPC. Est. \$4.00
 300. LAFARGE, 1909, VF duplex on PPC. Est. \$2.00
 301. MANLEY, 1909, F-VF 4-bar on PPC. Est. \$10.00

WYOMING

302. ALMY, 1909, VF 4-bar on PPC. (72-14) E. \$15.00
 303. BUFFALO, 1887, partial cds on card w/file holes (one in pm) Maltese Cross ties 1¢ BN. E. \$8.
 304. CAMPSTOOL, 1908, G-F 4-bar on PPC. (1908-34) E. \$8
 305. HELLS HALF ACRE, 1949, VF 4-bar on cvr. E. \$4.00
 306. LINCH, 1951, VF 4-bar on cvr. (LDC) Est. \$3.50
 307. NEWFORK, 1909, G-F ("OR" off @ TOP) on PPC. E. \$8
 308. RAWLINS, 1887, G-F cds on U281. Est. \$12.00
 309. SALT CREEK, 1916, readable 4-bar on PPC. Tough PO (1912-23). Est. \$8.00
 310. WILLOW, 1932, F-VF 4-bar on Bus. Rply Env. E. \$8.

EXPOSITIONS (See also lot 233)

311. SAINT LOUIS/WORLD'S FAIR STATION, 1904, F+ machine cancel on PPC (Brazilian Pav.) E. \$6.

EXPOSITIONS (Continued)

- SEATTLE AYP 1909 EXPOSITION SPECIALIZED
 312. EXPO.STA.duplex handstamp on AYP PPC.VF.E\$15
 313. AYP EXPO roller cancel on AYP PPC w/stamp missing. Very scarce. Est.\$8.00
 314. EXPO STA.mach.cancel w/"c" in bars on AYP PPC. Scarce. Est.\$8.00
 315. Lot of 12 PPC (most AYP) w/EXPO STA machine cancels, each of diff. date. Est. \$25.00

MACHINE CANCELS (See also Lot 175)

316. LITTLE ROCK/ARK,1906 F-VF Columbia machine w/ star-in-diamonds in bars ties \$300 to PPC.E\$8.
 317. SALAMANCA/NY,1902,F-VF Perfection machine can cancel ties 2¢ red to cvr. Est.\$4.00

RAILWAY POST OFFICES (RPOs)

318. ELROY & RAP.CY/W.D.,1927,F+ on PPC. E.\$6.00
 319. LINC.& BILLINGS/W.D.,1905,VF on PPC. E.\$6.00
 320. W.R.& MONTR./AGT.,ca.1880,G-F on cvr.w/3¢ BN cancelled bold neg. "E". Est. \$12.00

RPOS (Continued)

321. Lot of five diff. NORTH DAKOTA RPOs (1910-1951) incl. FARGO & STREETER, CARRINGTON & TURTLE LAKE. Cond.only G on ave. Est.\$6.00

RURAL FREE DELIVERY (RFDs)

322. FORT JONES,CAL.,1909,T2F on PPC,F+. E.\$6.
 323. SACRAMENTO,CAL.,1908,Ty2F on PPC. Partial overstrike of CAMP MEEKER.,G-F. Est.\$6.00
 324. BOONVILLE,IND.,1904,Rt3,Ty2F on cvr.E.\$8.
 325. JULIETTA,IND.,1911,Rt35,Ty11A on PPC.E.\$8
 326. APPLETON,WIS.,1908,Rt47,Ty2F on PPC,F,E/\$6

SHIPS & SEA POST

327. USS NEBRASKA,1909,F+ on PPC. Est.\$8.00
 328. U.S.GER.SEA POST/S.S.WASHINGTON,1939,F, mach.cancel on PPC (view of ship).E.\$6.00
 329. U.S.T.P.SEA POST/S.S.PRES.COOLIDGE,1940, F-VF duplex on PPC(Shanghai). Est.\$8.00
 330. S.S.T.P.SEA POST/S.S.PRES.HARRISON,1934, F+ purple dcds on PPC.(Shanghai junk)E.\$12

BIDS CLOSE: JAN. 31, 1985 10PM PDT

LA POSTA SUBSCRIBERS AUCTION CONVENTIONS

1) All lots will be sold through the mail, or via telephone, to the highest bidder at one advance over the second high bid. The MINIMUM BID for each lot is \$2.00. This means that if you bid \$5.00 for a particular lot, and there are no other bidders on that lot, you will WIN the lot for \$2.00.

2) Bidding increments (advances) are as follows: for bids up to \$10 - 50 cents; for bids from \$10 to \$20 - \$1; for bids from \$20 to \$50 - \$2; for bids from \$50 to \$100 - \$5; for bids from \$100 to \$300 - \$10; and for bids over \$300 - \$25. For example, if you bid \$5 on a lot, and the second highest bid is \$3 for that lot, you will WIN the lot for \$3.50.

3) Owners of lots have the right, and are encouraged, to submit bids on their own material. Such bids are treated confidentially, as are all bids received.

4) The only information available to prospective bidders on a given lot will be the OPENING BID. This is the current price at which the lot would sell, were no more bids received, i.e., the OPENING BID is one advance over the second highest bid at the time the information is

given. In no cases will the HIGHEST bid for a particular lot be disclosed.

5) CONDITION OF POSTMARKS has been indicated by the use of the following terms:

* VF (very fine) - all letters well struck and clearly readable.

* F (fine) - one or more letters may be light, but the postmark is clearly readable in its entirety.

* G (good) - one or more letters are indistinct, but the postmark is a representative example.

* P (poor) or "readable" - there is no doubt about the identity of the postmark, but it is not a great example.

Obviously these are all based on qualitative judgements, and, while an attempt has been made to be conservative, bidders have the right to 1) request photocopies of up to three lots for a S.A.S.E., and 2) return lots improperly described for a prompt refund or credit.

6) ABBREVIATIONS USED ARE AS FOLLOWS:

- PPC - picture post card
 cds - circular date stamp
 dcds - double circle date stamp
 sfc - stampless folded cover (no letter)
 sfl - stampless folded letter
 b/s - backstamp (postmark on reverse of cover)
 LDC - last day cover

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BUYING LARGE and/or old collections cut postmarks. Any size: round, square, 2x4, or larger. U.S. or foreign. Mounted or loose. Quote price or describe for top offer. Dave Lyman, c/o CJAX-FM, 10326 81st Ave., Edmonton, ALTA. T6E 1X2 CANADA

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

PATTERSON PHOTO post cards and stereo views wanted in conjunction with a cataloging project. Cards are signed Patterson, or Pat, and are numbered. They cover many subjects in Southern Oregon & Northern California in 1920's & 1930's. Please send xeroxes, or describe to: R. Wright, 503 Morton, Ashland, OR 97520

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. Wicker 508 Lindley Road, Greensburg, NC 27410

TEXAS COVERS wanted. Especially pre-1900. Including stampless, CSA, CP/PO, DPO's, also, RFD's and Doanes. Send approvals or pictures. (APS). Jim Alexander, 5825 Caldwell, Waco, TX 76710

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.

WORCESTER, MICHIGAN stampless covers, in manuscript, needed for name-change project. Also any GRAND ISLAND Mich. item. L. H. Lewis, 325 South Jefferson, Marshall, MI 49068

NORTH CAROLINA covers before 1965: Cashers Valley, Cashiers, Coalside, Effie, Feldspar, Granite, Grimshawes, Hadden Mountain, Horse Cove, Natridge, Ocala, Saquilla, Victoria, Whiteside Cove. Jeff West, 772 Riverhill Drive, Athens, GA 30606

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

IDAHO TERRITORY, DPOs, RPOs, covers and post cards. Buy, sell or trade. Also want western checks, stocks, bonds and documents. Lynn Langdon, 223 S. Broadway, Buhl, ID 83316

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

WANTED: MISCELLANEOUS

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

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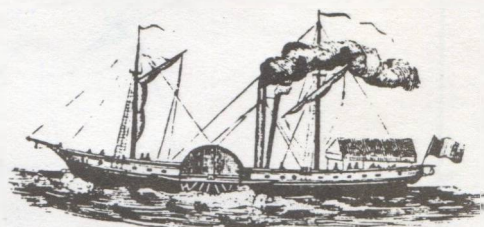
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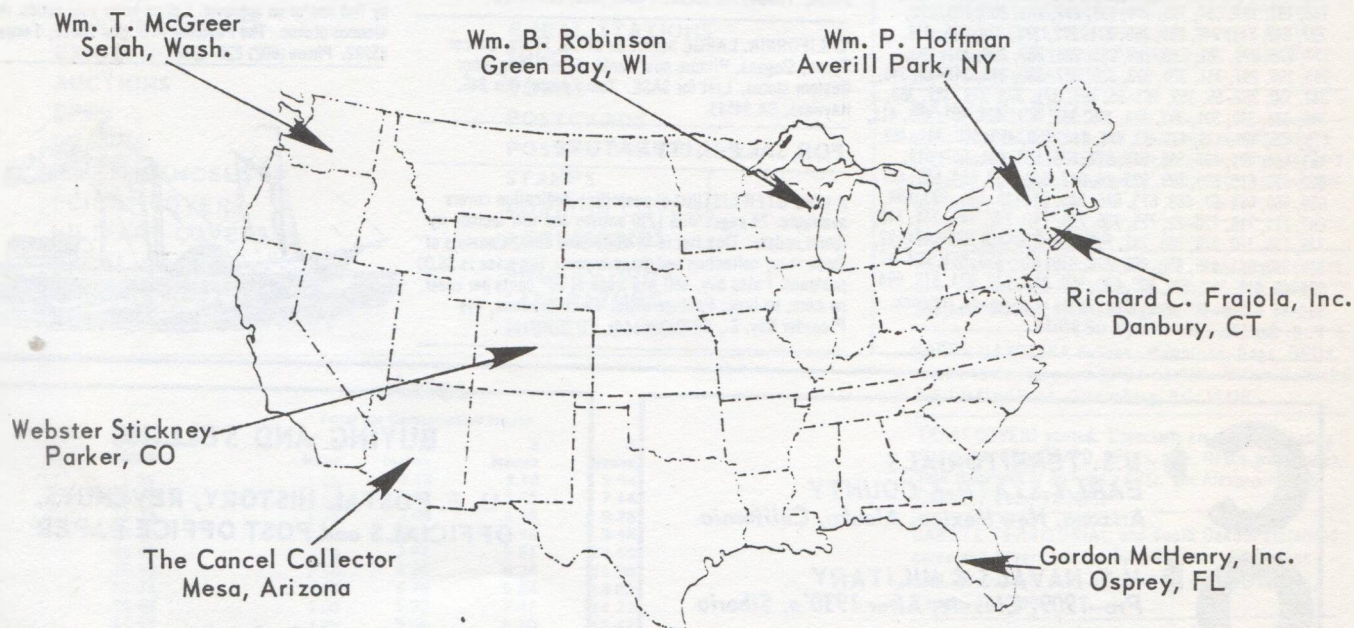
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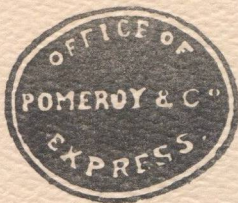
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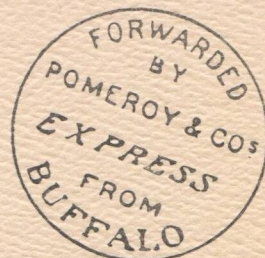
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