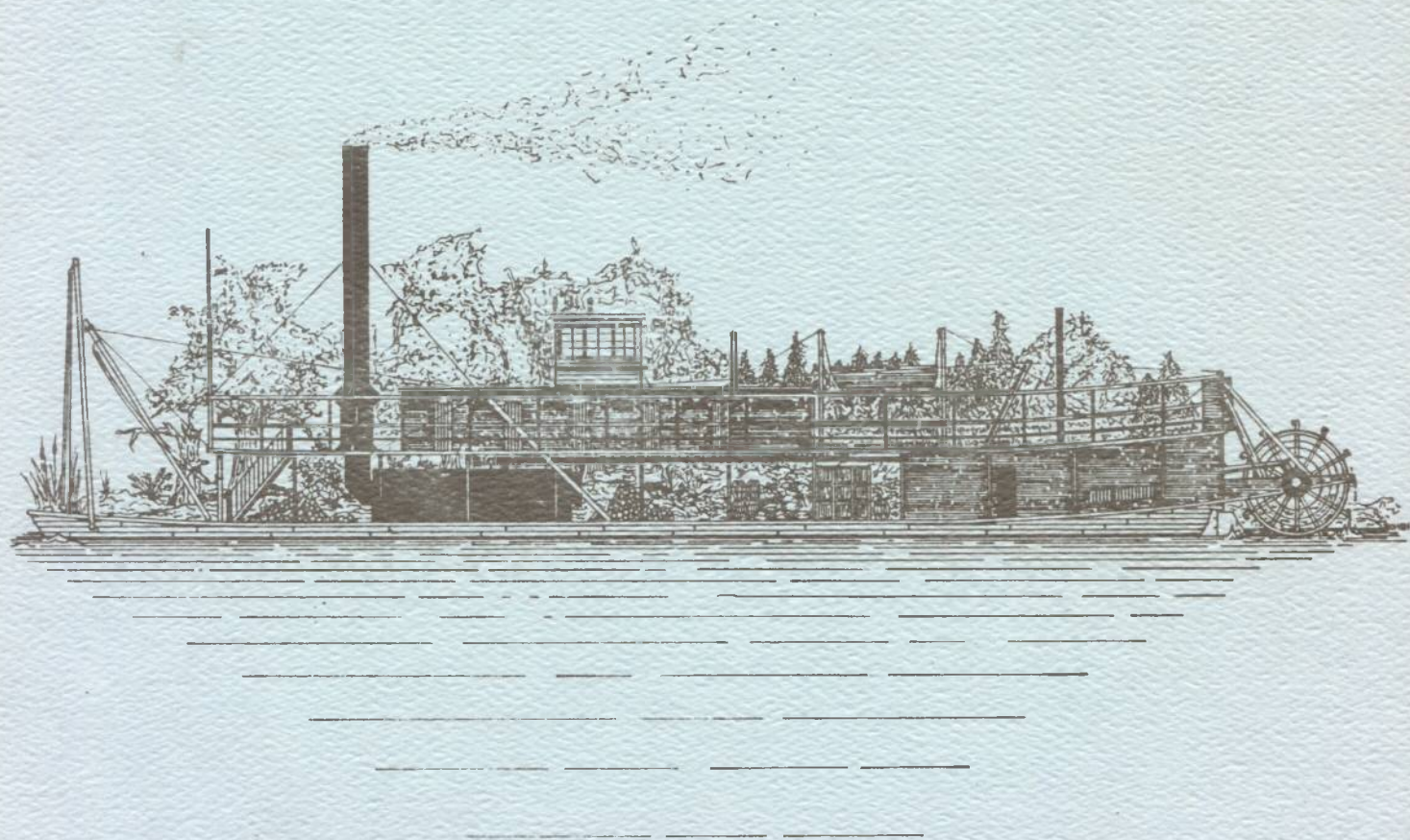
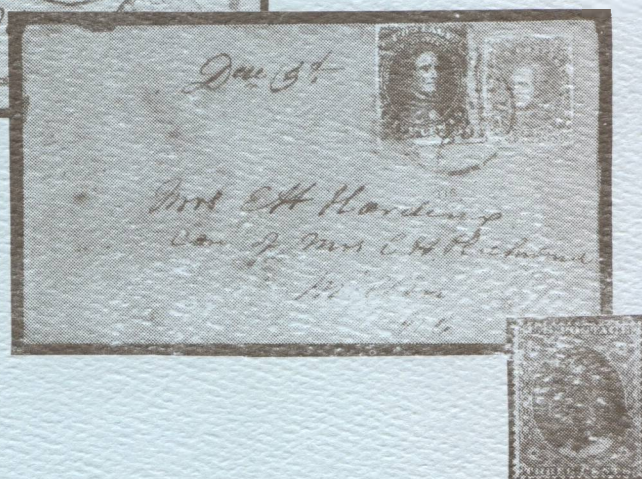
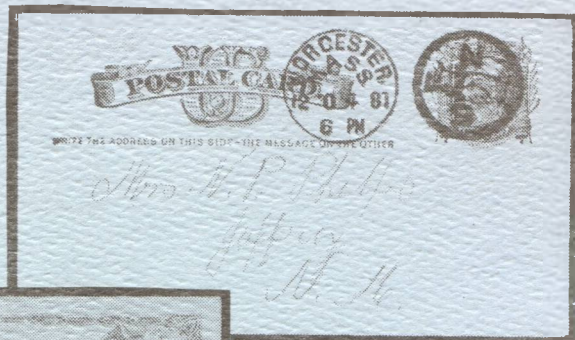
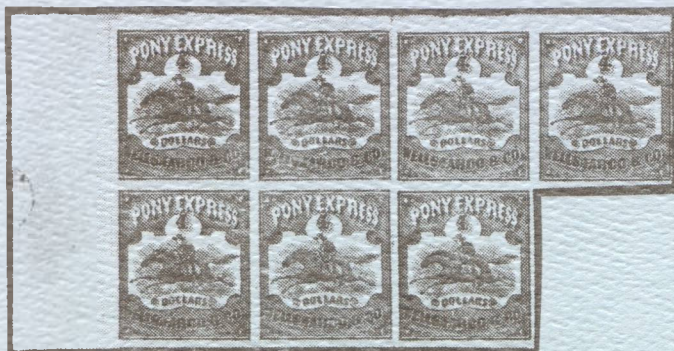


# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

FEBRUARY — MARCH 1985







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in this original pen & ink drawing by Richard Cook  
Helbock.*

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WHOLE NO. 91

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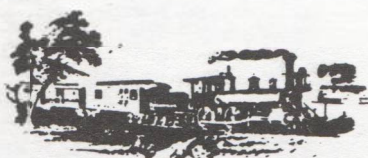
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## ALASKA

1. AKUTAN, ExF 1924 4-bar ties Black Harding Imperf Beauty, Est. C.
2. AMALGA, F-VF 1908 Doane as rec'v pmk on nice view of SS Slocan at New Denver, BC (rubber band remnants) to wife of PM James Whipple from Kootenay Lake, BC w/partial MOOSE JAW & CALGARY RPO. Est. C
3. FAIRBANKS, F-VF 1911 Flag (Ty9) on view of Tanana River. Est. B.
4. WINDHAM, VF 1945 4-bar on nice WWII (Calhoun) patriotic. Est. A.
5. WRANGELL, VF 1905 dplx w/PELLEY, YUKON pmk on undivided side of real photo cd of Wrangell, to Selkirk, YT w/WHITEHORSE & "SK" of Skagway on the photo side. Great combol Est. D.

## ARIZONA

6. ADAMANA, F 1919 4-bar on view of Pet. Frst. Est. B
7. JEROME (town bold but ARIZ didn't print) 1907 dpx & VG-F OROGRANDE, N.MEX 4-bar + mgnta. "FORWARDED" & red Gen. Del. Los Angeles on B&W view w/good detail of copper smelter at Jerome. Est. C.

## CALIFORNIA

8. LAST CHANCE, F 1910 4-bar on real photo of American River. Est. B.
9. WALLACE, VF 1910 4-bar on view of Truckee River Dam. Est. A.
10. Camel Express/Port Tejon in green ties red express label; blue-green 1935 Los Angeles with newspaper clipping. Est. B.

## COLORADO

11. IOLA, F-VF 1915 4-bar on post card. Est. B.
12. KIT CARSON, COLO (Jarrett #162) F-VF cds ties 3-cent green to legal size env.; doc. "1872" on the back. Est. D.
13. LYTLE, VF 1914 4-bar on poor card. Est. B.
14. ROUND TABLE DENVER, F-VF 1910 dplx on hotel view card. Est. B.
15. DENV. & KRE(MLING) RPO VG-F dplx, Mt. view cd. B.

## MONTANA

16. DILLON, F-VF 1886 Terr., #210, on cvr w/Boarding House cc. Est. B.

## NEVADA

17. ARTHUR, F-VF 4-bar ties 1931 Red cross (#702) on envelope. Est. A.
18. DUNPHY, VF 1930 magnta 4-bar ties pair 1-cent to envelope. Est. B.
19. EDMONT, F 1907 Doane ties flty #300 to PPC. "C"

## NEW MEXICO

20. FOLSOM, VF 1910 4-bar on post card. Est. B.
21. HANOVER, VF 3/31/1912 4-bar on view of RR ore digger car at Santa Rita. Great detail. Est. C.
22. ORCHARD PARK, VF 1911 4-bar on view of NMMI at Roswell. Est. C.

## NORTH DAKOTA

23. MOTT, VF 1909 Doane on real photo card of river near Mott. Est. A.

## OKLAHOMA TERRITORY

24. CLINTON, F 1907 Doane on VG entire - cut in @ left. Est. A.
25. MURRAY, VF 1906 target ties #300 on PPC. Est. B.

## OREGON

26. DENIO, 12/30/50 on postal w/DENIO, NEV 1/1/51 both on face of card. Est. B.

## SOUTH DAKOTA

27. HAYES, VF 1906 Doane ties 8 ct Martha on 2ct Registered entire. Est. B.
28. LENNOX/DAK, VF 1887 Terr. on UX8, spindlehole. B.
29. UNITYVILLE, VF 1912 4-bar on Black Hills view. A.

## TEXAS

30. DINGLER, TX 7/17/90 all in mss on 2 ct VF Entire. Scarce. Est. B.

## UTAH

31. OAK CITY, ExF 1904 Doane ties #319 on printed ~~card~~ <sup>CORNER CARD</sup> A beauty! Est. B.

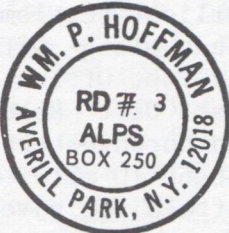
## WYOMING

32. BAGGS, F-VF 1888 Terr. on 2ct entire just torn into at right. Est. C.
33. BOXELDER, VF 1909 Doane on post card. Est. B.
34. DOUGLAS, VF 1901 dplx grid on 2 ct. ent. Est. A.
35. SAND DRAW, VF 1949 4-bar on 1 ct. postal. Est. A.

Estimate Scale: A:\$5-\$10; B:\$10-\$25; C:\$25-\$50; and D: over \$50.

All winning bids reduced to slight advance over 2nd highest bid. Not too much here for you? Please write and tell me what you'd like to see in the next sale. Thank you.

**CLOSES:** March 16, 1985




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United States &  
British North America

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and a bit of P.O. PAPER

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

### THE DIRT ROAD POST OFFICE

How many of you are aware that the history of United States post offices has reached the end of an era? Americans tend to think in terms of "new frontiers", and it takes a moment of reflection to observe the remnants of a frontier that was once new, then passed through maturity until now it is out of living memory. We of the automobile age have forgotten how difficult and time consuming it was to travel from place to place in earlier times.

I am taking the opportunity my editor's forum offers to introduce a concept which I will term the "dirt road post office", to mean that the only vehicular access to the post office is by dirt road. This term differentiates those post offices whose only surface access is by boat, such as the islands off the coast of Maine, the San Juan Islands of Washington state, and numerous offices in Alaska. Alaska also has a number of post offices whose only access is by air. Are there any post offices left whose only ground-level access is by rail?

In our country's youth all roads were dirt, of course. At the time of the beginning of auto usage the roads in the United States were deplorable. Between major population centers roads were passable and railroad connections were adequate, but in the rural areas many post offices were in areas that were truly remote.

As the automobile became common roads were improved and paved. Throughout the 1920's, '30's, and '40's rural areas continued to be less remote, and by the 1950's the numbers of Dirt Road post offices had been greatly diminished. Still, there were sizable pockets of them, particularly in the remote areas in the poorer states. Even farm states like Iowa had a large number of Dirt Road post offices in the smaller



communities.

Now, in the 1980's, the eradication of the Dirt Road post office is nearly complete. I'll bet that some of you, even you that have traveled extensively, have not seen a Dirt Road post office in years. I would be surprised if there are over 150 left, and most of them will be gone by the end of the century. It seems that if a place is important enough a road will be paved to it, and if it is not important enough the post office will be discontinued.

In this issue we present a Dirt Road post office that will likely be a casualty in 1985. Camp Crook, South Dakota, was the earliest settlement in Harding County and along with its subsidiary Community Post Office of Sky Ranch are the last Dirt Road post offices operating in northwestern South Dakota. In 1980 about 10 miles of the road west from Buffalo was paved, and the remainder is expected to be asphalted next summer. Sky Ranch is located a few miles south and is still accessible only by a graveled road.

I know of and have visited a number of Dirt Road post offices, but I certainly don't know where all of them are, and I would welcome your contribution to identify and report on those that remain.



With this issue I commence on my second year as the Midwestern Editor for La Posta, and it has been cause for some reflection and evaluation. It's been a new experience for me, and overall a most satisfying one. My biggest complaint is insufficient feedback to let me know what features you like and what you don't like. I've tried to give a geographical balance, but the only states for which I have achieved my self-proposed goal of presenting at least two articles in a year's time are Ohio, Minnesota, Kansas, and South Dakota, and I've had none dealing with Kentucky, Nebraska, Iowa or North Dakota.

I find the most challenging part of being an editor is the generation of new articles. Some of the articles appearing in this section were sent to me by subscribers, and I am deeply thankful to each of them for their support. Others are the result of my initiating correspondence with someone, soliciting them to write an article for publication. I've had only about a 25% success rate on my initial contacts, but these have resulted in some very fine articles and therefore seem worth the effort thusfar. I've not reprinted articles from other journals, and I've not wanted to do all the writing myself. After one year I find I could use a lot more articles sent in by the readers, especially for those states for which I have had difficulty in locating authors. I would also like to have more articles dealing with cancellation types and surveys of their usage.

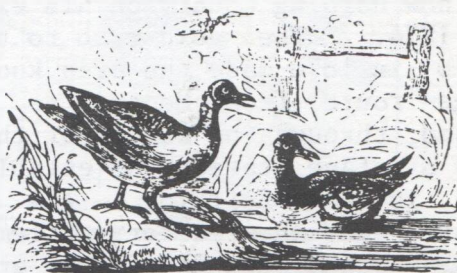
I had not written much for magazine publication before, but now after a year as editor I find I view most every new topic as a potential article. So if you contact me and let me know what your interests are, don't be surprised to have me return your correspondence with the possiblity in mind that you are a potenial author of great renown.

The way it works is like this: if you have an idea in mind, write it down (preferably typed, but I'll accept any nearly legible scrawl) and send it to me. I'll type it into my Apple II+ word-processing program and print it out

in La Posta format for you to read over, making any corrections or additions you wish to make. If you have any, you can include photos, maps, or cancels for illustration. If you have nothing applicable to the article I will see what I can supply, which is usually at least a map from the Library of Congress map collection.

If you can't determine an article based on your interests, perhaps I can offer some guidance. Even if you think you are the worst writer in the world, no matter! When I type an article in to the word processor I may rework a sentence to give greater clarity without changing the meaning, and hopefully without changing the style. When I send it back you will have the opportunity to see these changes and comment on them. My main goal is to get the facts straight and present a good article, so I'll always give in on a matter of style, but will not knowingly allow a mis-statement of fact.

In the next issue we will have an article dealing with researching the earliest records of the post office at Fort Snelling, Minnesota and our first look at Canadian postal history.



#### IOWA POSTAL HISTORY SOCIETY

The Iowa Postal History Society Bulletin is now being produced in a new format and is considerably expanded under the editorship of Dr. William Dall of Dubuque. The Oct-Dec issue contains 40 pages of information pertaining to Iowa. It is well worth a look -- I'm sure you'll find the \$7.00 annual membership is a bargain. Membership information from Iowa Postal History Society, 1298 29th st. N.E., Cedar Rapids IA 52402.



# HARDING COUNTY SOUTH DAKOTA

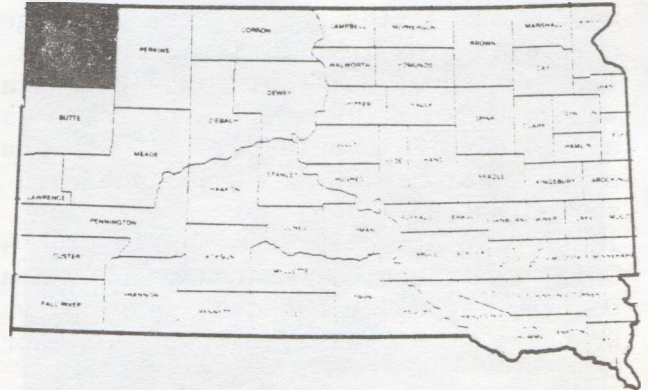
By Alan H. Patera

Desert lovers will tell those that view deserts as nothing but a wasteland that you have to learn to love the desert. The same is true of the high plains, a stark treeless land of undulating terrain broken by occasional watercourses or eroded uplands. The land is baked in the summer and frigid in the winter and thus has not attracted the attention commanded by the Arizona desert; but the high plains are not without beauty for those with the eye to see it, and the harshness of the environment makes the postal history of these areas all the more of interest.

Harding County represents a pure example of the high plains. It occupies the northwestern corner of South Dakota, far from any main-traveled route and distant from any center of population. The last of the northern herd of buffalo roamed these plains, and as a reminder the county seat and only real town in the county took the name Buffalo.

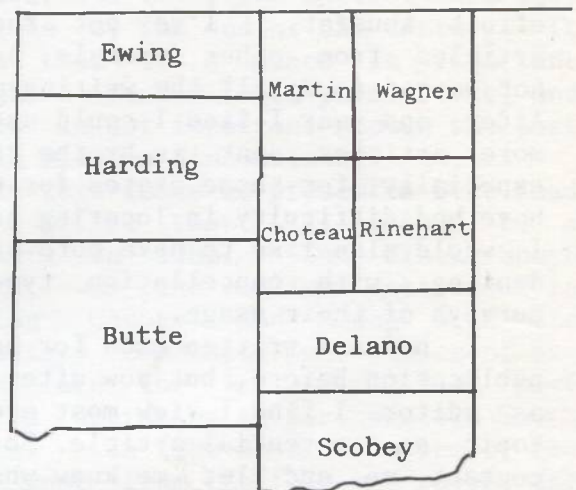
General George Custer camped in what is now Harding County on his expedition of 1874. The gold rush to the Black Hills in 1876 made the area known, as a stage route from Medora to Deadwood passed through the center of the county and a stage station was established at what is now Buffalo. The area was ignored as an area for settlement, for so many other more hospitable areas were available, and this was Sioux Country.

The first post office to be established in what is now Harding County was established as Nashville in Burdick County at the end of 1884. A military post had been established at Camp Crook on the Little Missouri River near the Montana border in 1883, and a post office was established there in 1885. By then a county system had been established in this part of Dakota Territory, but by its very nature it showed how little was known of the area. It was thought that the land would be productive for dry-land agriculture and



HARDING COUNTY, SOUTH DAKOTA  
POPULATION SINCE 1910

1910 --	4,228
1920 --	3,953
1930 --	3,589
1940 --	3,010
1950 --	2,289
1960 --	2,371
1970 --	1,855
1980 --	1,700



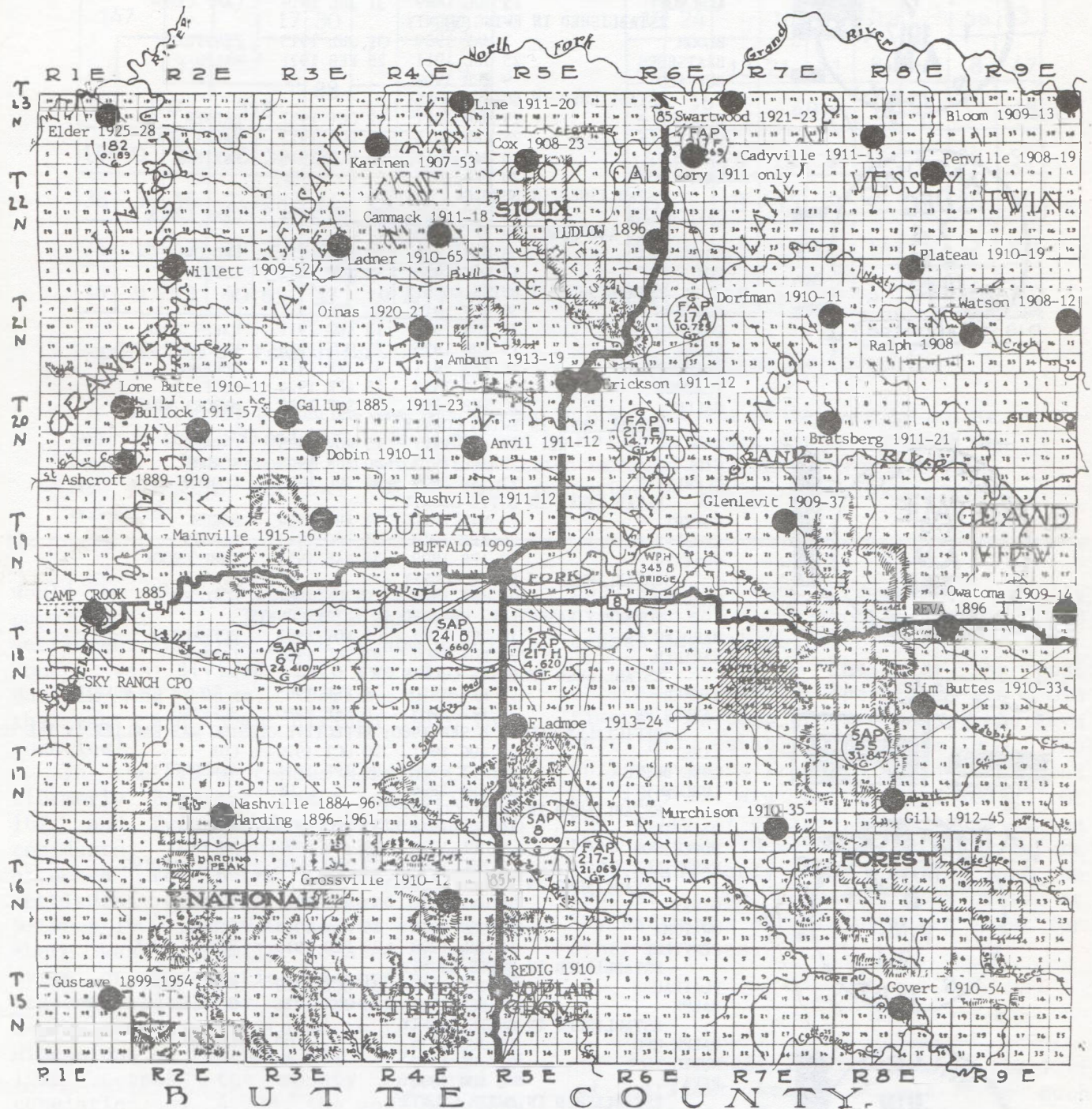
Northwestern South Dakota in 1893.

Butte County has its present proportions; Harding County was attached to Butte County 1899-1909 and now includes Ewing County. Martin, Wagner, Choteau, and Rinehart counties make up the present Perkins County. Delano and Scobey counties are included in Meade County.



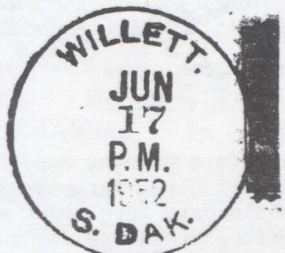
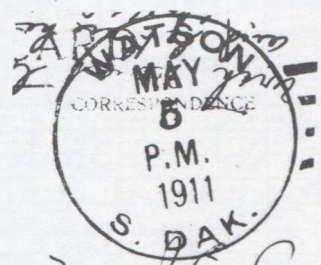
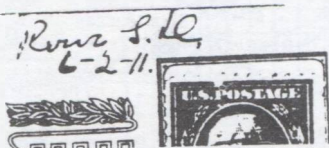
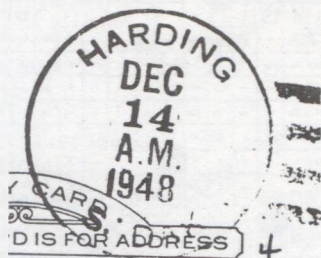
# HARDING COUNTY

SCALE: -  IN MILES



This map of Harding County has been prepared from a 1936 South Dakota state highway map of the county. Not located are the offices of Cave Hills, which was located on Bull Creek between Amburn and Cammack, and Sunset, which if it were indeed within Harding County would have been about where Bloom was located in the extreme northeastern corner. The 1885 office of Gallup was on the Medora-Deadwood stage line and may not have been in the same location as the later office.





# HARDING COUNTY SOUTH DAKOTA

POST OFFICE	ESTABLISHED	DISCONTINUED	MAIL TO
AMBURN	29 MAY 1913	15 DEC 1919	LUDLOW
ANVIL	1 SEP 1911	30 NOV 1912	BUFFALO
ASHCROFT	15 JUL 1889	31 JUL 1919	CAMP CROOK
ESTABLISHED IN EWING COUNTY			
BLOOM	3 MAY 1909	31 JUL 1913	PENVILLE
BRATSBURG	25 JUL 1911	28 FEB 1921	RALPH
BUFFALO	9 FEB 1909	OP	
ESTABLISHED IN BUTTE COUNTY			
BULLOCK	29 MAR 1911	12 OCT 1957	LADNER
CADYVILLE	24 FEB 1911	31 OCT 1913	HALEY NDAK
CAMMACK	10 MAR 1911	15 OCT 1918	KARINEN
CAMP CROOK	26 FEB 1885	OP	
ESTABLISHED IN BURDICK COUNTY			
CAVE HILLS	15 JUL 1889	29 JUN 1894	CAMP CROOK
EST. AND DISC. IN EWING COUNTY			
CORY	8 MAR 1911	20 SEP 1911	LUDLOW
COX	12 NOV 1908	30 NOV 1923	LUDLOW
ESTABLISHED IN BUTTE COUNTY			
DOBIN	30 NOV 1910	31 JUL 1911	GALLUP
DORFMAN	21 JUN 1910	15 AUG 1911	HALEY NDAK
ELDER	15 AUG 1925	25 OCT 1928	MARMARTH NDAK
ERICKSON	16 FEB 1911	31 JAN 1912	BUFFALO
FLADMOE	25 MAR 1913	15 APR 1924	BUFFALO
GALLUP	25 FEB 1885	25 SEP 1885	MEDORA NDAK
ESTABLISHED IN EWING COUNTY			
RE: 19 APR 1911 15 NOV 1923 LADNER			
GILL	8 JUL 1912	30 JUN 1945	SORUM
GLENLEVI	21 JAN 1909	31 JUL 1937	LUDLOW
ESTABLISHED IN BUTTE COUNTY			
GOVERT	27 MAY 1910	31 AUG 1954	SORUM
GROSSVILLE	20 APR 1910	31 DEC 1912	HARDING
GUSTAVE	20 APR 1899	31 MAR 1954	CAMP CROOK
ESTABLISHED IN BUTTE COUNTY			
HARDING	28 APR 1896	9 JUN 1961	C TO RB
FORMERLY NASHVILLE. CHANGED IN BUTTE COUNTY			
HARDING RB	10 JUN 1961	5 NOV 1965	BUFFALO
KARINEN	30 NOV 1907	31 JUL 1953	LADNER
ESTABLISHED IN BUTTE COUNTY			
LADNER	9 DEC 1910	8 FEB 1965	C TO RB OF BUFFALO
LADNER RB	9 FEB 1965	6 SEP 1980	BUFFALO
OFFICIALLY CLOSED 6 SEP 1980; EFFECTIVE CLOSING WAS EARLIER IN THE YEAR.			
LINE	15 AUG 1911	30 OCT 1920	COX
LONE BUTTE	15 OCT 1910	29 APR 1911	ASHCROFT
LUDLOW	14 APR 1896	OP	
ESTABLISHED IN EWING COUNTY			
MAINVILLE	10 JUN 1915	31 AUG 1916	BUFFALO
MURCHISON	6 JUL 1910	29 JUN 1935	BUFFALO
NASHVILLE	2 DEC 1884	27 APR 1896	C TO HARDING
ESTABLISHED IN BURDICK COUNTY			
OINAS	20 JAN 1921	15 SEP 1921	BUFFALO
OWATOMA	25 SEP 1909	15 MAR 1914	STROOL
PENVILLE	16 JUL 1908	28 FEB 1919	REEDER NDAK
ESTABLISHED IN BUTTE COUNTY			
PLATEAU	15 OCT 1910	31 OCT 1919	HALEY NDAK
RALPH	7 DEC 1908	18 JUN 1976	C TO RB OF BISON
ESTABLISHED IN BUTTE COUNTY			
RALPH CPO	19 JUN 1976	OP	BISON
REDIG	27 JUL 1910	OP	
REVA	8 AUG 1896	OP	
ESTABLISHED IN BUTTE COUNTY			
RUSHVILLE	27 SEP 1911	15 OCT 1912	BUFFALO
SKY RANCH CPO	1 SEP 1964	OP	CAMP CROOK
SLIM BUTTES	17 SEP 1910	31 AUG 1933	REVA
SUNSET	21 JUN 1889	19 SEP 1890	DICKINSON NDAK
SWARTWOOD	22 NOV 1921	28 FEB 1923	BOWMAN NDAK
WATSON	7 DEC 1908	30 NOV 1912	SIDNEY
ESTABLISHED IN BUTTE COUNTY			
WILLETT	28 MAY 1909	30 JUN 1952	CAMP CROOK



## HARDING COUNTY - 1930

69			102	60	129	108	162	203
	87							
147				17	30			180
		31	115			77		
								79
38	107		318			88	15	30
							66	
199	0	30	25	30	21	15	76	106
38	59	16	25	28	14	19	57	52
76	18	47	24	29	22	8	18	0
36	9	13	40	65	37	19	40	10

Population by townships

The township boundaries have been changed in place, but most of the townships are the same in both 1930 and 1950. The county seat of Buffalo is located near the center of the county. The township in which it is located increased in population from 318 to 491. Many townships lost over 50% of their population as the county declined by about one-third.

## HARDING COUNTY - 1950

			42	13	12	7		
	25			32	58	75	126	101
13	24		16	9	19		56	43
47			13	21	11	8	66	8
							47	
23	56		491		18	0	17	18
144	6	26	18	3	15	6	38	51
30	31	8	15	9	15	15	28	34
31	10	25	14	20	14	2	7	8
14	0	19	5	25	4	14	12	16

Population by townships

would be able to support a large rural population. In anticipation of settlement the area which is now Harding County was divided into two counties, Burdick and Ewing. Perkins County to the east had been divided into four counties!

In the 1890 census Harding County (formerly Burdick) had a population of 167, and Ewing County reported only 16 residents. In 1899 the area was attached to Butte county. Rapid settlement occurred in Harding County between 1900 and 1910, and in some areas there was a family located on nearly every quarter section, according to the present postmaster at Redig. Harding County was reconstituted to its present dimensions on February 26, 1909. In the 1910 census the county reported a population of 4,228, the most populous the county has been to this day. Dry farming methods failed, ranching couldn't survive on the small acreages, so the population began declining. The population of the county was 3,953 in 1920 and 3,589 in 1930. Still, the

population was remarkably evenly distributed, as is shown on the 1930 and census maps above.

Interestingly, half of the post offices currently operating are "old timers", as Camp Crook, Ludlow, and Reva were all established before 1900. The only survivors from the rapid settlement of 1909-11 are Buffalo and Redig. Of the other 27 offices established during this period, 19 were discontinued before 1920, and only three survived into the 1960's. The community post office at Sky Ranch was established much later for other purposes.

For an SASE I will send you the list of earliest known cancels from each office which I compiled while preparing this issue. Send additions to the list (photocopies, please) with an SASE and I will send you a revised list in return. No examples of territorial usage have been reported from Harding County.



SOME DISCONTINUED HARDING COUNTY OFFICES  
By Marjorie Evenson Catron

ASHCROFT

Ashcroft was established on July 15, 1889 in the home of Tom Ashcroft, about 7 miles north of Camp Crook.

Ethel Ashcroft Jacobs tells this history of the post office: "When I was 7 years old, I left Caxton, Cambridgeshire, England with my family which consisted of my father, Thomas Ashcroft, my mother Susan Browning Ashcroft, and my brothers and sisters, Thomas, Felix, James, Alice (Moseley, and Emily (Boice). My oldest brother, Richard, had come over a couple of years previously to get us a house built about eight miles north of Camp Crook. He had come over on the strength of the reports we had received from my mother's brother, James Browning, and his sister and husband, Mr. and Mrs. John Wringrose. Uncle James had sheep in the country north of Camp Crook. Uncle John and his wife were in the mercantile business in Deadwood.

It took us 8 days to come on the boat from England to Canada. We spent two years at Ingersoll, which is near Toronto, because our house in Dakota was not finished. We stayed with friends of father's and he worked some of the time in a flour mill there.

We came by train from Ingersoll to Dickinson, (North) Dakota. There were no towns at all between Dickinson and Deadwood. This was in the fall of 1884. We traveled from Dickinson to our homestead north of Camp Crook by ox team and wagon. It took us days to make that trip, but I can't remember how many.

When we finally got to the homestead, the men had been busy helping someone else and we had no roof on the house and no floor but the dirt. This was a terrible let-down for Mother. Brother Jim was practically a baby and cold weather would soon be coming, and everything was new and strange. Mother had not been accustomed to working when in England and Father was what you might call a "gentleman farmer" there. So everything was hard for them. We children who were old enough did not go

to school as there was none. Mother taught us at home from books we had brought from England and the ones we had used in school in Canada.

Since there was no way to get mail except when an occasional cowboy rode through from Dickinson on his way to Deadwood, or vice versa, father established a post office at our ranch. He called it by our family name, Ashcroft. Even then for many years the only way people got mail was when someone rode through between Dickinson and Deadwood. Teddy Roosevelt used to come through from Medora to Deadwood and buy garden vegetables from Father and visit with him. The place where our homestead stood and where the post office of Ashcroft was, is on the Little Missouri River and is now owned by Albert Turbiville. Later I carried the mail horseback 3 times a week between Ashcroft and Camp Crook."

In 1910 Mikkell Bakken became postmaster and moved the post office 2.5 miles north and 1 mile east. In November, 1916 the Ashcroft post office was moved to the Marmarth road about 10 miles north of Camp Crook and Peder Heggem became postmaster until 1919, when it was discontinued. It had served some 35 years and was one of the oldest post offices in the northwest part of the state.

LONE BUTTE

Lone Butte was established in October, 1910 at the home of Otto Burghduff, about 12 miles north of Camp Crook. It only served until May 1911 when Washington D.C. discovered that Ashcroft and Lone Butte were only a mile and a half apart.

GALLUP and BULLOCK

Gallup post office was at the place where the Joe and Mildred Painter ranch is now. There was the Gallup store and post office run by the Hagstrom and Greene Co. The store was later run by the Cleveland and Sundy families, and



when it closed John Nelson was running it.

The Bullock post office was started by the Knute and Dorothy Grasby family. It was named for Captain Seth Bullock, who was Supervisor of the Black Hills Forest Reserve. In 1925 it moved north to the Andrew Peterson ranch on the Little Missouri, where their daughter Secrie ran it. In 1929 it was moved a couple of miles south again, and remained there until it closed.

Marjorie Evenson Catron is the author of the Camp Crook Centennial Book 1883-1983, from which some of the above is excerpted.

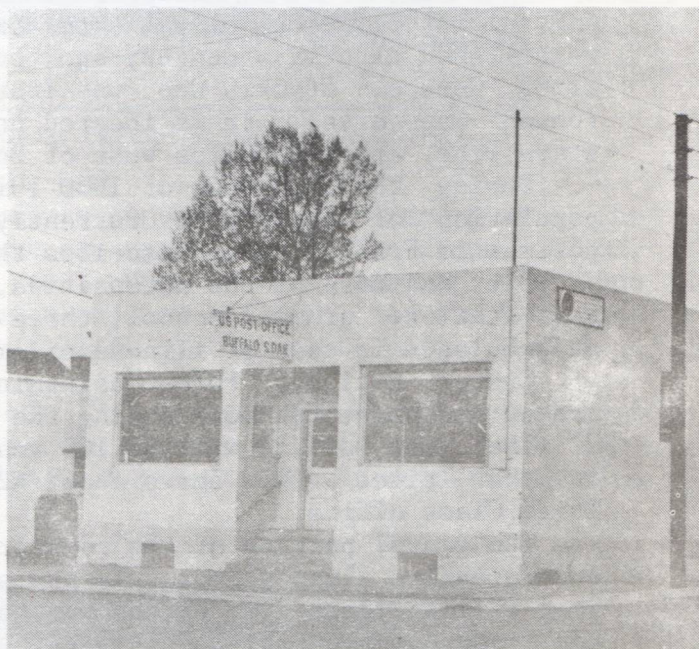
#### A TRIP THROUGH HARDING COUNTY IN 1980

John Gallagher and I visited and photographed the post offices of Harding County on May 10 and 11, 1980. We entered from the south, so Redig was the first office to be visited. Before dark we visited Ludlow, then returned to Buffalo. We had hoped to camp out, but the weather was unseasonably cold, so we instead stayed in one of Buffalo's two motels. Even though it was only 10 p.m. we had to call a number listed on the door to the motel office so someone could come over to register us. The following crisp morning we traveled east to Reva, and then backtracked through Buffalo to Camp Crook and the Sky Ranch rural branch, exiting into Montana at Capitol post office.

In talking with local residents we were assured that the community post offices at Ladner and Ralph were no longer operating, so we did not attempt to visit these sights. The Postal Bulletin carried information that Ladner CPO was discontinued in September, 1980, four months after our visit. Most likely it was indeed already closed in May. Ralph presents more of a puzzle, as it is still listed in the current ZIP Code Directory as an operating office. However, a letter of inquiry sent to Ralph CPO and enclosing a self-addressed stamped envelope brought no response.

In the early days there was a Gallup Hall where dances and social gatherings were held. Now there is the Bullock Community Hall.

The mail to Gallup and Bullock came from Bowman and went back to Bowman. The mail to Camp Crook came from Bowman until November of 1914 when the Marmarth-Camp Crook road was completed. The post offices of Karinen, Willett, and Ashcroft were on this route.



Buffalo, 1980.

BUFFALO is the county seat of Harding County. It has never been a very large town, reaching a maximum population of 652 in 1960 and declining rapidly to 393 in 1970. Buffalo was established as the county seat near the exact center point of the county. The presence of the court house allowed the new town to grow to the proportions it has. Small as it is, it is the largest town in the area, the next larger town being Bowman, North Dakota (pop. 2,071 in 1980), which is 46 miles north.





CAMP CROOK in 1980, one of the last of the Dirt Road post offices.

CAMP CROOK is the oldest operating post office in Harding County. It was established exactly a century ago, on February 26, 1885 at a military post named after General Crook, who was instrumental in subduing the hostile Sioux that roamed the area. It is located on the Little Missouri River near the Montana state line, about 20 miles west of Buffalo.

During the land boom of 1900-1910 Camp Crook prospered and reached its peak population of about 900. Currently the town population is about 100. Present postmaster Frank Klauzer describes the town:

"It has most of the necessities. We have a general store, restaurant, bar, gas station, grammar school, three churches, post office, fire department, and an ambulance in case of illness or emergency.

Custer National Forest maintains an office here. It employs 6 people year around and about ten more during the summer months. We also have a sawmill.

The post office will be 100 years old in 1985. It has burned down 3 times in that time. We serve about 420 people, mostly on 5 Star Routes. It is a Third Class office.

The gravel portion of the road from Buffalo was straightened out, graded up, and graveled last summer. In the summer of 1985 we expect it to be asphalted. That will at least give us one way to get out when it is muddy. All the rest of the roads out are gravel."

About half of the road between Buffalo and Camp Crook was paved in 1980.



LUDLOW is located 21 miles north of Buffalo and consists of a few scattered houses, a church, and a filling station.

Ludlow, 1980.





Redig post office on a post card canceled April 11, 1911.

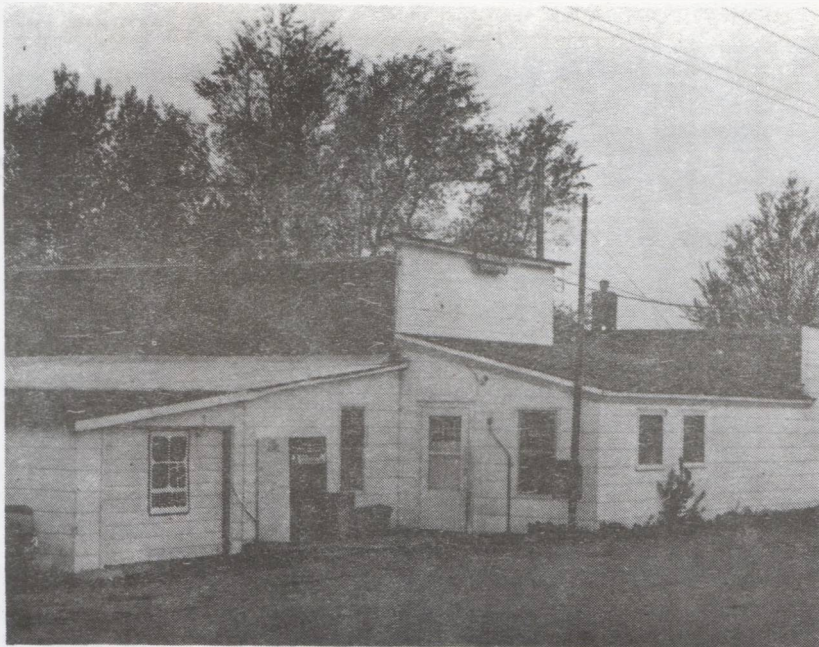
REDIG is located 21 miles south of Buffalo on the often-dry Sand Fork of the Little Moreau River. Coming from the south one can see Redig for about 5 miles, apparently located on both sides of the road. Upon arrival, however, one finds that the east side of the road is an abandoned building, and the west side consists of the combination store/filling-station/post office, with a residential mobile home located behind.

At the height of the land boom in 1911 Redig was much more prosperous looking, as the accompanying photo shows. The message on this card reads "This is our town of Redig, looks like Philadelphia, don't it! Ha! Ha! 'Another girl & I are down here for mail on horseback.'"



Redig as it appeared in 1980.



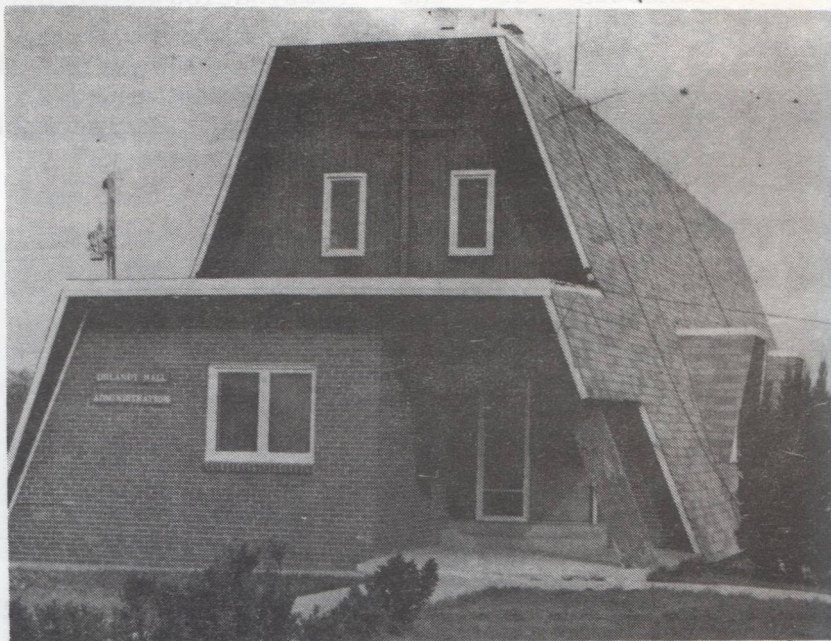


Reva, 1980.

REVA is located 24 miles east of Buffalo, just to the east of a rise in elevation which is covered with a scattered growth of pine and which is included in Custer National Forest. Reva itself consists of the combination store, post office, and gas station. Near Reva occurred the battle of Slim Buttes, in which a detachment of soldiers returning from the burial of Custer and his men fell upon a small band of Sioux and nearly annihilated them.

Sky Ranch, 1980.

SKY RANCH is a community post office attached to Camp Crook. Located only a few miles south of Camp Crook along the Little Missouri River, Sky Ranch is the only post office in the county to serve anything but the local ranching areas. Sky Ranch is a non-profit facility for the rehabilitation of wayward boys established in 1960 by Father Don Murray. The name refers to Father Murray's use of a plane in his mission. Boys are accepted regardless of race, color, religion, or national origin, but the facility is not licensed to handle boys with severe learning disabilities, needing psychiatric care, or with serious physical handicaps.



A rural branch out of Camp Crook was established on September 1, 1964. Sky Ranch now consists of 11 buildings: an administration building (which houses the postal unit), two dormitories, a school, a workshop, the Brzica Memorial Hall, the Furlotte Memorial Chapel, a

gymnasium, a guest house, and a staff house. A rodeo arena and a barn are also located on the 3,000 acre ranch. The \$1 million annual budget of Sky Ranch is a welcome addition to the economy of Camp Crook and Buffalo.



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

ANGELS CAMP (Calaveras). Average duplex Dec 24 6:30pm 1914 on Christmas greeting card. E3.  
ARMONA (Kings) 4-bar Mar 10 1908 overstruck with Roanoke VA flag cancel. On VF viewcard "Tavern on Mount Tamalpais". E3.  
BEN LOMOND (Santa Cruz). Duplex Nov 20 1pm 1904 on small cover, original contents. E6.  
CONFIDENCE (Tuolumne) 1906-25. VF receiving mark Aug 31 10am 1909 on Yosemite view card mailed from Sonora. E6.  
GREENFIELD (Monterrey) Est.1905. 4-bar Dec 14 1908 on postal card. E4.

#### ILLINOIS

37 CHICAGO cancels, mostly different zones. 1 19th century. No minimum bid on this one, just want to find them a home.  
HARPER (Ogle) 1881/1918. Nearly perfect 4-bar Apr 28 1913 on exquisite photo postcard "Opera House, Kearney Nebraska". E10.

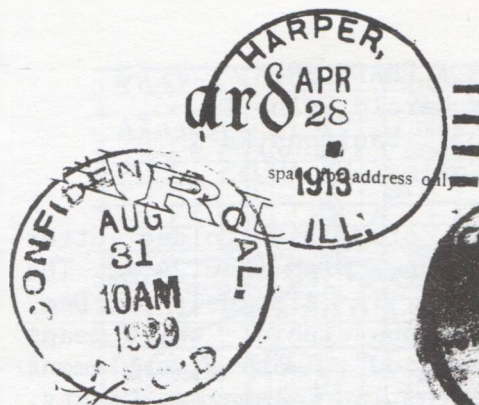
#### MARYLAND

##### FREDERICK COUNTY

ARABY 1863/1914 Superb 4-bar on grtg. card Mar 4 1914. E8.  
BARTHOLOWS 1891-1927. VF 4-bar on grtg. card Oct 10 1911. E6.  
FREDERICK JUNCTION 1914-32. VF 4-bar on grtg. card. Mar 1 1916. E6.  
JOHNSVILLE 1811/1910. Nice 4-bar on grtg. card Dec 29 1907. E8.  
LE GORE 1897-1976. Superb cancel on Last Day cover, unaddressed and autographed by postmaster. E4.  
LILLYPONS 1933-53. VF Last Day. Inappropriate cachet, plate single. E4.  
MOTTERS 1894-1927. Average 4-bar on grtg. card Dec 2 1909?. E5.  
STATE SANATORIUM (1908-54) and CULLEN (1954-67) on the occasion of the name change. Postal card. E4.  
WALKERSVILLE. Duplex on cover Apr 29 1901. E4.  
6 DIFFERENT FREDERICK COUNTY OFFICES on card or cover: Adamstown 1910, Braddock Heights 1975, Lantz (1880-1964) LD, Lewistown (1907-60) LD, Libertytown 1915, Walkersville 1909. E10.

#### BOOKS AND MAPS

Natural Resources of California U.S. Interior Dept. booklet, 1965, 84pp. with nice photos. E3.  
California. 6 geologic maps: Fresno, Sacramento & San Jose 1:250000; Palo Alto 1:24000; Vallecitos syncline (San Benito Co.) 1:31680; Santa Cruz Gravity 1:250000. All 1965-67. Issue price \$9.50.  
New Mexico in the 19th Century. A Pictorial History. by Andrew K. Gregg. U. of N.M. Press 1968. Profusely illustrated, mostly with sketches. 196pp. E5-8.  
(New Mexico) Acoma, Pueblo in the Sky by Ward Alan Minge. U. of NM. Press 1976. History with some photos. 180pp. E5.  
Texas Almanac 1968-69. by The Dallas Morning News. Contains a section on each county with maps. 704pp. E5.  
Natural Resources of Utah. U.S. Interior Dept. booklet, 1965, 56pp. with nice photos. E3.  
Mines, Mules and Me in Mexico 1895-1932 by Morris B. Parker. U. of Ariz. Press, 1979. Reminisces, some photos. 240pp. E5.  
3 Foreign Railroad books: Les Chemins de Fer de Montagne Francais (1960) 178pp.; Locomotives of the S.A.R. (Australia) 1972 60pp; Jahrbuch des Eisenbahnwesens (Folge 20), 1969. 240pp. Many photos. E10.



#### NEW YORK

##### ULSTER COUNTY

ALLABEN 1886-1960. Last Day cover E3.  
ALLIGERVILLE 1902-54. 4-bar Last day postal card. PM autographed. E3.  
BINNEWATER 1875/1953. Average 4-bar on Last Day cover. Autographed by postmaster but inappropriate cachet. E3.  
BRODHEAD 1872-1942. VF duplex on Easter greeting card. Mar 31, 1906. E5.  
BRANCH 1884-1957. VF 4-bar on Last Day postal card. E3.  
FLY MOUNTAIN 1849-1910. Average strike only Mar 28 5pm 1910 on greeting card. E5.  
GARDINER. Light but readable cancel on small cover, 1870's. E4.  
KRIPPLEBUSH 1854/1918. VF duplex cancel on faulty card. E3.  
KYSERIKE 1904-54. Last day on postal card. E3.  
KYSERIKE RB 1954-56. 4-bar Sep 4 1956 on postal card. E5.  
LACKAWACK 1835-1958. 4-BAR ON Last Day postal card. E3.  
LADLETON 1894-1956. Last Day cover. E3.  
LOMONTVILLE 1892-1917. VF 4-bar Nov 17 1909 on creased greeting card. E3.  
MOHONK LAKE 1882-1957. Duplex 1906 Dec 22 7am on greeting card. E3.  
MOMBACCUS 1872-1914. 4-bar used as recvg. mark on comic post card from Leibhardt NY. Mar 7 1907. E4.  
PACAMA 1909-12. VF 4-bar Jul 6 1911 on greeting card. E15-20.  
PATAKUNK 1890-1914. VF duplex on greeting card Apr 6, 1910. E8-10.  
TURNWOOD 1862-1956. VF Last Day cancel on cover. E3.  
WITTENBURG 1892-1952. 4-bar on Last Day postal card. E3.  
10 DIFFERENT ULSTER COUNTY OFFICES on view or greeting cards: Clintondale 1910, Cragmoor 1909, High Falls 1907, Kerhonkson 1916, Malden on Hudson 1915?, Mount Marion 1907, Port Ewen 1905, Ulster Park 1908, Walker Valley 1950, West Hurley 1912. Some have added value for the view. E17-20.

#### SOUTH CAROLINA

ADRIAN (Horry) 1889-1953. Last Day Jun 30 1953 on postal card. E3.  
BENNETTS POINT (Colleton) 1937-1955. Last Day Nov 30 1955 on postal card. E3.  
COOPER (Williamsburg) 1881-1953. Last Day Jun 30 1953 on postal card. E3.  
CORDOVA (Orangeburg). VF 4-bar Apr 28 1908 on viewcard "on the banks of the Edisto". E4.  
KINARDS (Newberry). 4-bar Jun 7 1912 on viewcard of County C.H. Greenwood cancel (recv.) on picture side. E4.  
RICHTEX (Fairfield) 1924-1956. Last Day Apr 30 1956 on postal card. E3.

#### WEST VIRGINIA

EIGHT (McDowell) 1926-1936. Last Day cover for a 10-year office. E8.

Minimum bid \$2.00.

Items will be sold at a slight advance over the second highest bid. Buyer will pay postage. Books will be sent book rate unless otherwise instructed.  
Bids close March 31, 1985.



ALPHADELPHIA  
By Harold Dylhoff  
23511 Paulsons Rd  
Gobles, MI 49055

I have a stampless folded letter from Galesburgh, Mich Dec.24. The inside dateline is Alphadelphia, Dec. 20, 1844. Alphadelphia, which means "First brotherhood", was a settlement near Galesburgh in Kalamazoo County, Michigan. It was started and founded by Dr. H.R. Schetterly of Ann Arbor, Michigan. He published a paper called "The Primitive Expounder". According to the letter there were approximately 1,200 subscribers.

Dr. Schetterly advocated "Fourierism". A Frenchman, Charles Fourier, thought society would be better off if small communities would organize, hold property together in common, and share their labor and trades. Many such communities were formed during the early 1800's in the United States.

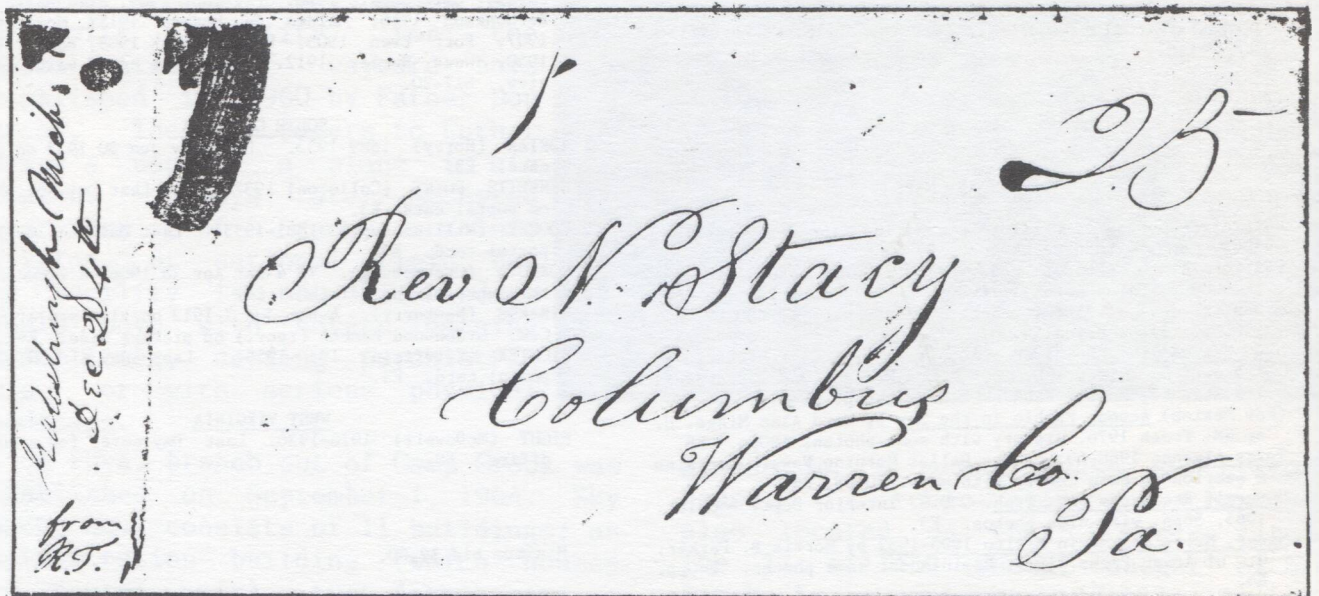
Through the "Primitive Expounder" Dr. Schetterly interested enough people to attend a preliminary meeting held near Jackson, Michigan in 1843. After a constitution and plan were drawn up the following year, Kalamazoo County was



chosen as the site to begin Michigan's first known commune.

Approximately three thousand acres of land along the Kalamazoo River in Comstock Township was acquired. In 1844 they built what was called a "common house", twenty by 200 feet, two stories high. This building housed members of various trades who shared their labors.

At one time there were approximately 300 members, but with internal dissention members soon began to drift away. In 1846 the "common house" burned, and after this even more members left the settlement. By 1848 all had



This 1844 stampless cover mailed from Galesburgh MI contained a letter soliciting funds for the Fourierist community at Alphadelphia, Kalamazoo County.

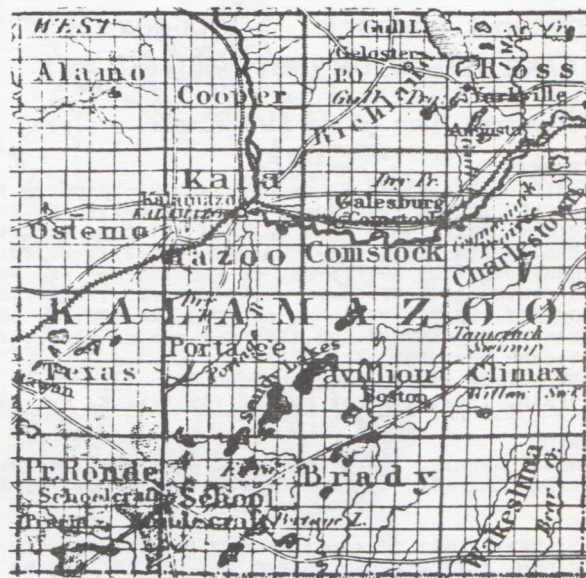


departed and the property was sold to the county for a county farm.

Schetterly moved to other "Fourierist" communities where similar events took place. Eventually he became a lighthouse keeper on Grand Traverse Bay.

This letter from Richard Thornton to Rev. Stacey states that Volume 1 of the "Primitive Expounder" has been finished, and in settling up all debts except for \$40 or \$50 were paid, and \$200 was due them yet from subscribers. The delay in the arrival of a press and subsequent suspension of the paper had put them in a bind. Money was scarce because of a light wheat crop, so Mr. Thornton was requesting some money of Rev. Stacey, as well as any news or articles for future publication in the "Expounder".

In researching this cover two books were very helpful: Michigan, and Kalamazoo and how it Grew and Grew, both by Willis Dunbar.



By the time this 1855 map of Michigan by John Farmer was made Alphadelphia had vanished. Galesburg appears just above Comstock in the north central part of the county.

## OHIO POSTAL HISTORY SOCIETY

The Ohio Postal History Society has recently issued a monograph entitled "The Toledo Strip", by George Ball. The Toledo Strip was a parcel of land whose ownership was hotly contested by Ohio and Michigan. Information on the monograph and the society may be obtained from Richard Parker, 1526 Marview Dr., Westlake, OH 44145.

## INDIANA POSTAL HISTORY SOCIETY

The Indiana Postal History Society has issued a January newsletter that will hopefully become a regular feature of the Midwest postal history scene. The newsletter includes a list of Indiana octagon cancels. Anyone interested in joining the Indiana Postal History Society should contact Arthur Hadley, 9635 E. Randal St., Columbus IN 47203.

## POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in March and April of 1885. Very few offices were established in the spring of 1885. There may be some connection between the sudden decline in post office establishments and the inauguration of Grover Cleveland as President.

Bucklin had been established as Corbitt and changed to Bucklin in 1887.

MARCH	3 Grover CO, Shafter TX, Bittering MD 9 Bucklin KS
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APRIL	NONE
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## MAIL AUCTION NO. 15

**RICHARD W. HELBOCK** P.O. BOX 135  
LAKE OSWEGO, OR 97034 (503) 657-5685

### ALASKA

1. SALCHAKET, 1911 VF Tyl on PPC. Est. \$75.00

### CALIFORNIA

2. BELLA VISTA, 1893 F cds on U349 (93-18 pd) E. \$12  
3. BOGUS, 1910 G lite Doane on PPC (76-13). E. \$8.  
4. CLEAR CREEK, 1893 mss. on U349 (77-06). E. \$25.  
5. ELLISWORTH, 1911 F cds on PPC. (01-27). E. \$8.  
6. GRAFTON, 1909 F-VF 4-bar on PPC (54-25). E. \$5.  
7. JACINTO, 1908 VF Doane (unl.) on PPC (58-10). E. \$15  
8. JERSEY, 1917 F-VF 4-bar on PPC. (98-35). E. \$6.  
9. SAN BUENA VENTURA, ca 1880 G-F cds on U163 (62-89)  
Became Ventura. Est. \$12.00  
10. SUNOGLEN, 1918, F-VF 4-bar on PPC. (71-20). E. \$3.  
11. URBAN, 1909, F 4-bar on PPC (09-12). E. \$25.00

### COLORADO

12. MOUNT HARRIS, 1920 legible dplx on PPC (15-58). E. \$4  
13. PINNACLE, 1910 F Doane on PPC (98-11 pd). E. \$8.00

### IDAHO

14. GILBERT, 1913 VF 4-bar on PPC (94/22). E. \$12.00  
15. HADEN, 1912 F 4-bar on PPC (90-13). E. \$15.00  
16. MACE, 1913 F+ 4-bar on PPC (99-22). E. \$12.00  
17. RUSSELL, 1912 F 4-bar on PPC (96/22). E. \$12.00  
18. STINSON, 1909 F cds on PPC. (190-10). E. \$20.00

### MISSOURI

19. BOEUF CREEK, 1909 VF Doane on PPC (57-15). E. \$5.  
20. BYBERRY, 1910 F+ Doane on PPC (90-14). E. \$6.  
21. COLUMBUS, 1911 VF 4-bar on PPC (37-20). E. \$4.  
22. EBB, 1907 VF cds on PPC (1902-13). E. \$8.00

### OREGON

23. AJAX, 1908 F-VF Doane on PPC (88/21). E. \$12.  
24. AURORA MILLS, ca 1878 F-VF cds ties two 3-ct. bank  
notes to legal size cvr (cut short @ rt just into  
one stamp). Still nice item. Est. \$15.00  
25. BULLRUN, 1910, F+ Doane on PPC. (95-39). E. \$8.  
26. CAMP ADAIR, 1945 VF machine pmk on cvr. (42-46). E. \$4  
27. CHICO, 1934 F MOB xcl used on LDC. (00-34) Est. \$10  
28. CLATSOP, 1908 G-F cds on PPC (94-19). E. \$8.00  
29. DEADWOOD, 1910 F 4-bar on PPC (84-14 pd). E. \$5.  
30. FERNHILL, 1908 G cds on PPC (01-22 pd). E. \$8.  
31. GENEVA, 1917 F+ 4-bar on PPC (14-30). E. \$20.00  
32. GRAVE, 1909 F+ cds on PPC (94-13). E. \$15.  
33. LAKE CREEK, 1908 F cds on PPC (86-59). E. \$5.  
34. PARIS, 1911 G-F 4-bar on PPC (09-33). E. \$6.  
35. ROWENA, 1915 F 4-bar on PPC (1911-17). E. \$50.  
36. SISTERS, 1910 VF Doane on PPC. Est. \$3.  
37. TOP, 1935 VF 4-bar on cvr w/vert. crease. E. \$4.  
38. WINLOCK, 1912 F-VF 4-bar on PPC. (11-37 pd). E. \$8.

### WASHINGTON

39. BREMER, 1912 F 4-bar on PPC (90-23). E. \$8.  
40. BRISTOL, 1909 F+ 4-bar on PPC (06-12). E. \$15.  
41. CROSBY, 1917 VF 4-bar on PPC (05-18). E. \$12.  
42. DOLPHIN, 1911 F 4-bar on PPC (08-24). E. \$15.  
43. DUCKABUSH, 1914 VF 4-bar on PPC. (91-26). E. \$6.  
44. LANTZ, 1908 F Doane on PPC. (04-28). E. \$8.  
45. LOWCAP, 1909 F+ 4-bar on PPC (06-21). E. \$15.  
46. MC CORMICK, 1909 F 4-bar on PPC. (99-29). E. \$8.  
47. MOAB, 1911 F 4-bar on PPC. (02-29). E. \$10.  
48. NORMAN, 1909 F 4-bar on PPC. (83-45). E. \$5.  
49. THREE LAKES, 1910 F 4-bar on PPC (03-26). E. \$8.

### RURAL FREE DELIVERY

50. Moscow (ID), Rt. 2, ca 1909 Ty 11F on PPC. E. \$10.  
51. Lupus (MO), Rt. 1, 1908 Ty 11 on PPC. E. \$8.00  
52. Olustee (OK), Rt. 4. 1909 Ty 11E on PPC. E. \$10.  
53. Ridgefield (WA), Rt. 1 ca. 1909 Ty 11F on PPC. E. \$12.  
54. Barron (WI), Rt. 2 ca. 1909 Ty 11F on PPC. E. \$5.

### RAILWAY POST OFFICES

55. BELLINGHAM & SEAT., 1910 F+ on PPC. E. \$6.

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# THE EASTERN SECTION

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



I guess that I should begin this month's Eastern Section with a big OOPS! and apologize for some information that appeared in our last issue. Although correct at the time it was written, two items underwent change while LA POSTA was being printed and delivered.

1. An item appeared about reprints of early "List of Post Offices in the United States" being available from Chester County Historical Society (CCHS). But while that article was being printed, CCHS sold their remaining inventory of those "Lists" to a firm that deals in books. Not all "Lists" mentioned last issue are still available, but the book dealer is advertising whatever is left in this issue of LA POSTA. If you missed them last time, you get one more chance. Be sure to tell them LA POSTA sent you!

2. At the end of the article about exhibiting at AMERIPEX'86, there was a note that the deadline for preliminary applications was December 31, 1984. That deadline has been changed to June 30, 1985. The correction notice appeared in Linn's issue of December 24, 1984. But don't put it off! Send for Book I and get your preliminary application in early.

Last issue, Midwest Section Editor Alan Patera, in his editorial column, discussed the microfilm copies of post office records from 1832 on. He described the loss of early post office records in a fire and pointed

out that a new Volume I was created many years later. I have recently had some experience with this recreated information which is now available on four rolls of microfilm, identified as Microfilm Publication Number 1131.

Although John Kay, an ardent researcher of post office records, states that the new four roll set is much superior in readability to the previous three roll set, I am almost blind, after searching through only the first two rolls of the four roll set. Maybe the next two will be easier on the eyes.

What I want to pass along to researchers, though, is my evaluation of these first two rolls of M-1131.

The first roll includes what purport to be records of the "first returns" received from U.S. postmasters between October 1789 and July 1818. However, I believe that these are not always the "first returns", but only the earliest dated return found when the Post Office Department looked through its remaining records in order to recreate the burned records.

There are several instances where Roll 2 contains information about postmaster appointments that precede their "first returns" reported on Roll 1 by a year or more.

In our last issue, I presented data culled from "Lists of Post Offices in the United States". These "Lists" were printed at a time when the information was current, and were prepared from the official post office records before they were burned. There are numerous



cases where this contemporary data differs from the "re-created" data. My caution, therefore, is to confirm all questionable data prior to 1832 with some contemporary information- the referenced "Lists", local "Almanacks", historical society records, or whatever other source is available.

I suggest one other "caveat" when dealing with the post office records. The P.O. Dept. had a nasty (for us researchers) habit of reassigning the names of post offices that had been discontinued, sometimes only a few months after discontinuance. In the records, it looks as though a certain office was established, then discontinued, then reestablished. Actually, though, the "reestablished" office was an entirely different office many miles from where the previous office of the same name had been located (sometimes in the same county, aggravating the problem even more). So, check out all those "reestablished" offices carefully. Make certain it's not a different post office with the same name.

\* \* \* \* \*

## MORE POSTAL HISTORY SOCIETIES

NEW JERSEY POSTAL HISTORY SOCIETY; Publication: New Jersey Postal History Journal (bi-monthly); Contact: Joyce Groot, 28 Briar Lane, Basking Ridge, NJ 07920.

U.S. PHILATELIC CLASSICS SOCIETY, New York Chapter; Meets the third Tuesday of each month at the Collectors Club, 22 East 35th St., New York City; visitors welcome. Contact: Irving Adams, P.O. Box 57, Bay Sta., Brooklyn, NY 11235.

EMPIRE STATE POSTAL HISTORY SOCIETY; Publication: ESPHS Bulletin (bi-monthly); Contact Empire State Postal History Society, P.O. Box 5475, Albany, NY 12205.

SOUTH CAROLINA POSTAL HISTORY SOCIETY. Progress is being made in developing a viable SCaPHS. Three groups are currently in place:

Up Country: contact Byron Stone, Rt. 3, Box 203C, Pelzer, SC 29669.

Sandhills: contact Ray Bouknight, 330 Harrow Dr., Columbia, SC 29210.

Low Country: contact Bob Stets, P.O. Box 142, Waltherboro, SC 29488.

If your interest isn't specific, contact Bob Stets. Already discovered is detailed information about Greenville County, Oconee County and Colleton County, with several other counties being investigated. Another project underway is the recording of railroad markings statewide.

\* \* \* \* \*

## HAVE YOU SEEN?

Empire State Postal History Society Bulletin, December 1984. 14 pages, offset. Features an article on Essex Court House, N.Y., and numerous illustrations of fancy cancels from an ongoing project to produce a book of New York State fancy cancels. If you have some fancy cancels you'd like to submit to the project, send them to Dave Proulx, 7629 Homestead Dr., Baldwinsville, N.Y. 13027.

This December issue also contains a 100 lot auction and information on a just-published book providing much information about 2,360 post offices in New York State that used manuscript postmarks between 1776 and 1900.

Published bi-monthly by Empire State Postal History Society, Jack Haefeli, editor. Information from P.O. Box 5475, Albany, NY, 12205.

\* \* \* \* \*

## HAVE YOU SEEN?

Way Markings, November 1984; 12 pages, offset. This issue describes a recent "find" of an old correspondence that provided new information about Beverly and New Interest, Va. The article is illustrated with copies of several covers from the "find". Also presented is the second part of a feature listing postal routes in Virginia, 1810-25.

But the big feature of this issue is an 18 page supplement- the start of the second edition of their monumental postal history project - VIRGINIA POSTAL MARKINGS AND POSTMASTERS., edited by Robert Lisbeth. If you have an interest in Virginia postal markings, don't miss out on this second edition.

Published quarterly, by Virginia Postal History Society, P.O. Box 29771, Richmond, VA 23229.

\* \* \* \* \*

## CHARLOTTE, N. C.

Following is an excellent article about the postal markings of Charlotte, N.C. This study was researched by Tony Crumbley, a Director of the North Carolina Postal History Society, and editor of its Newsletter. It first appeared in the November 1984 issue of the NCPHS Newsletter, and appears here with Tony's kind permission.

The original article has been updated as a result of information received following publication.



## POSTAL HISTORY OF CHARLOTTE, N.C.

by Tony L. Crumbley

Charlotte, the state's most popular city and the center of the nation's fifth largest urban region, has not long had this foremost position. Early explorers such as Englishman John Lederer first passed the Indian trails of Mecklenburg County in June 1670. One such trail would later become Tryon Street, and after many years of growth and development, become the center of commerce and industry of the Carolinas.

The date when the first white settler came into Mecklenburg County, and exactly where he settled, may never be known. Tradition says that Thomas Spratt, in coming with his family from Pennsylvania, was the first white settler in this region. A young fellow by the name of Thomas Polk followed later, married Spratt's daughter, Susan, and settled a few miles south of what would soon be called Charlottetown. It is feasible to suggest that any written correspondence between Susan and her suitor was the birth of Mecklenburg County's postal history.

By 1762, the provincial assembly had drawn the western boundary of Anson, and proclaimed the territory west of it as Mecklenburg. The county officially came into being on February 1, 1763, and five years later, Charlottetown was incorporated by the king. In 1774, Charlottetown became Mecklenburg's permanent county seat, and continued to prosper as an agricultural community throughout the Revolution.

By October 1, 1794, the Federal Post Office Department considered Charlotte, with 325 people, large enough to open a post office. Mail was dispatched by passenger stage coach when the route of Salisbury to Concord to Charlotte to Statesville and return was covered bi-weekly. By 1830, mail arrived in Charlotte every other day.

In 1852, the first railroads were completed through Charlotte, allowing for faster and more efficient handling of the mails. As railroads branched out in every direction from Charlotte during the latter half of the century, the need for stage coaches disappeared.

The last stage route, between Wadesboro and Charlotte, ceased operation on December 15, 1874. Nearly all mail was carried by rail for many years. Speed became the critical factor. This was climaxed when the Southern Railroad inaugurated through mail from New York to New Orleans on a train known as "Number 97". This train travelled at a speed faster than most trains today. The service was discontinued in 1903, following one of the most famous disasters in railroad history.

After the wreck of "Old 97", the Charlotte Post Office quickly took advantage of motorized transportation. By the mid 20th century, near total abandonment of rail mail service had taken place. Most mail was

being carried by intercity truck routes and postal buses.

The increased volume of mail handled through Mecklenburg brought about the need for more efficient handling of the mails. Automation was first brought here with the purchase of a Hampden automatic canceling machine in late 1899. This machine was used through late 1901, when a more efficient Columbia canceling machine was put into service.

On April 1, 1930, airmail service was begun from the old Cannon Airport. Contract air mail route Number 19 from New York to Atlanta was expanded, effective this date, to include Charlotte. Northbound service was handled by night planes and southbound mails by day planes. On the inaugural flight, 138 northbound covers were flown by C.E. Potts, and 148 southbound covers were flown by Eugene Brown. Postmarks and cachets were applied at 7:00 p.m. on both groups. From that early air service, the Charlotte facility has expanded to where more than 75,000 pounds of mail are flown out daily.

Edward Wayne was appointed the first Postmaster of Charlotte and made his first official "return" on January 1, 1795. Wayne served for four years. From that time to the present, Charlotte has seen 35 Postmasters and one Postmistress.

The unimportance of the community in early days can be measured by its postal receipts. Until 1833, its total annual receipts never exceeded \$1,000. In 1949, total receipts were \$6.5 million. In 1983, receipts totaled \$69 million. Rural free delivery from the Charlotte Post Office was begun on July 16, 1900.

Until 1881, the Charlotte post office was located in various rented spaces. On October 15, 1880, a contract was awarded to erect a prominent facility at the corner of Trade and Mint Streets. The post office operated here until 1915, when it again moved into rented space, so that the old building could be demolished to build an even larger court house and post office. This facility was occupied in 1918. In 1934, a large addition was built on the adjoining property, where the branch of the U.S. Mint had been located. This facility was dedicated on November 21 1934 by Postmaster General James A. Farley. This facility operated as the main postal facility until 1982, when a new structure was built at the corner of Sixth and McDowell Streets.

On the following pages, are examples of the known postal markings from Charlotte through the early machine cancels. My special thanks to Darryl Wally who produced the tracings.

In the next issue, we will include drawings of the supplementary and rate markings from Charlotte.









POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA  
C - CANCELLATIONS

TYPE	MARKINGS	SIZE	COLOR	DATES OF USAGE	REMARKS
C-1		32 mm	Red	Nov. 11, 1828 Nov. 27, 1829	Reported elsewhere as early as 1818. Letters 5 mm high.
C-2		30 mm	Red  Blue	June 6, 1834  Dec. 23, 1852 Feb. 23, 1837 March 1, 1855	Letters 4 mm  Later strikes measure up to 31 mm due to wear.
C-2a		30 mm	Blue  Black	1861 - 1865 No date used in cancel. Several very early usages shown partial dates.	Same cancel as C-2. Brought back into use in Civil War. Blue used on stampless covers. Blue & Black used with stamps.
C-3		33 mm	Blue	April 22, 1854  July 31, 1861	Letters 4 mm Reported elsewhere as late as 1855 pre-war.
C-3a		33 mm	Blue	1861 - 1865 No dates used in cancel.	Same cancel as C-3 Re-used in Civil War.




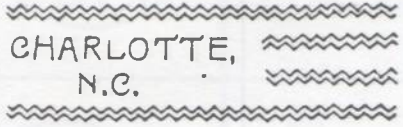
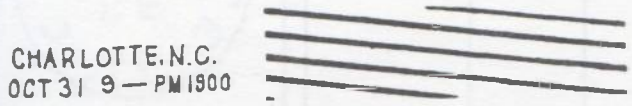



POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA  
C - CANCELLATIONS

TYPE	MARKINGS	SIZE	COLOR	DATES OF USAGE	REMARKS
C-4		23 mm	Black	Aug. 26, 1867 Dec. 11, 1875	4 mm Letters
C-5		25 mm	Black	March 22, 1874 April 19, 1875	2 mm Letters
C-6		25 mm	Black	April 9, 1875 Aug. 10, 1881	3 mm Letters
C-7		26 mm	Black	Aug. 15, 1881 Sept. 19, 1883	3 mm Letters
C-8		26 mm	Black	May 11, 1884	3 mm Letters First use of time in CDS
C-9		31 mm Outer 17 mm Inner	Black	Feb. 21, 1883	4 mm Letters



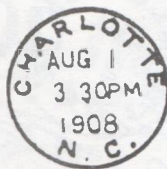

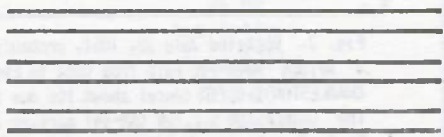
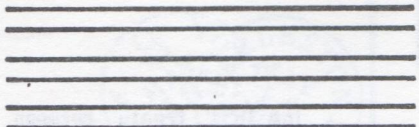






POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA  
C - CANCELLATIONS

TYPE	MARKINGS	SIZE	COLOR	DATES OF USAGE	REMARKS
C-10		27 mm	Black	June 12, 1888 May 14, 1889	4 mm Letters
C-11		25 mm	Black	April 5, 1889 April 12, 1899	3 mm Letters
C-11a		25 mm	Black	March 29, 1895	3 mm Letters No year date variety of C-11
C-13				CA. 1897	68 X 17 mm Black Locally made cancel.
C-14				Nov. 20, 1899 Aug. 15, 1901	Hampden Type 3 Machine Cancel
C-15				Nov. 13, 1901 Dec. 20, 1902	Columbia Type 2 Machine Cancel



POSTAL MARKINGS OF CHARLOTTE, NORTH CAROLINA  
C-CANCELLATION

TYPE	MARKINGS	DATES OF USAGE	REMARKS
C-16	 	Nov. 13, 1903 June 22, 1906	Columbia Type G (Tall) machine cancel reported elsewhere as late as 1908.
C17	 	Aug. 7, 1907 Aug. 1, 1908	Columbia Type G (Standard) machine cancel reported elsewhere as early as 1906.
C-18	<p>CHARLOTTE, N.C. 8 PM OCT 20 '08</p> 	March 18, 1907 July 19, 1910	Columbia Type K-6 machine cancel.
C-18a	<p>CHARLOTTE, N.C. 9 AM APR 24</p> 	Aug. 24, 1909	Sub-variety of C-18 without year date.
C-19	 	April 7, 1911 Aug. 21, 1914	Universal Machine Cancel
C-20	 	Dec. 13, 1914 Jan. 5, 1917	Universal Machine Cancel



# BRITISH AND FRENCH TREATY MAILS FROM CHARLESTON, S. C. 1851-1860

by Robert J. Karrer, Jr.

U.S. Post Office Department regulations required the postmaster at any office of mailing, to mark in red ink, the total amount of postage paid on all prepaid foreign letters, whether the postage was paid in money, or by stamps. In practice, however, these markings are seldom seen used at the post office of origin on covers where postage has been prepaid by stamps.

Charleston, S.C. had a sufficient volume of mail addressed to England or France that Postmaster Huger had special postmarkers prepared showing both the town name and the major rates- "24" for the 1/2 oz. rate to United Kingdom and "15" and "30" for the 1/4 ounce (single) and 1/2 oz. (double) rates to France. The "30" was also used on 1/2 oz.(single) rate letters to Germany via the Prussian Closed Mails.

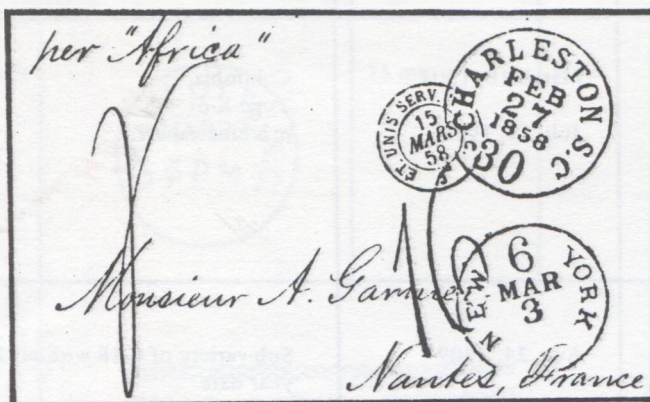


Fig. 1. Feb. 27, 1858, double weight unpaid, with CHARLESTON S.C. /30 (AN-16) cancel. NEW/6/YORK marking shows 6c debit to France for carrying letter from Charleston to New York. Calais arrival marking 15 MAR. Handstamp "16" indicates 16 decimes (30c) due from addressee. France kept 8c, owing U.S. 6c, and Britain 16c (12c for sea postage and 4c for transit thru Britain to France).

After being rated, mail was forwarded from Charleston to New York or Boston, depending on which port had the next scheduled departure for Europe. Thus, on Charleston covers, we find markings of either the Boston Exchange Office, or New York Exchange Office, in addition to the Charleston marking.

The exchange office marking indicated how much of the postal charge was to be credited or debited to the postal accounts, in accordance with the postal treaties.

The treaty between England and United States provided a rate of 1 English shilling or 24c U.S. per half ounce letter. Of the 24c, 3c went to the U.S. for internal postage, and 3c to England for its internal postage. The remaining 18c went to whichever country provided the sea transportation.

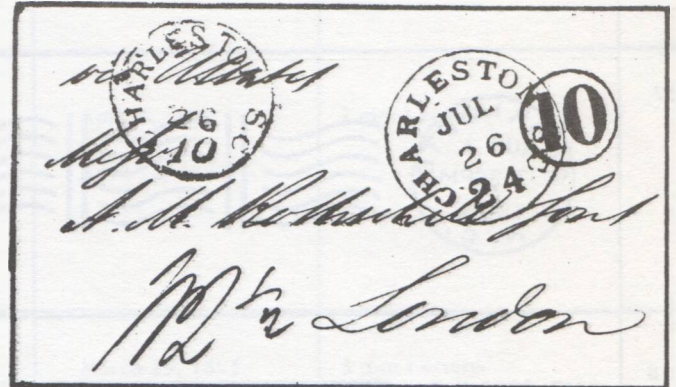


Fig. 2. Docketed July 22, 1851, probably from Cuba, illustrating a seldom seen 29c rate from Cuba to England, via the U.S. The CHARLESTON S.C./10 cancel shows 10c due for the Cuba-U.S. postage. The CHARLESTON S.C./24 (AN-14) marking indicates 24c due for U.S.-England postage. However, a combination rate of 29c existed, as indicated by the manuscript "1/24" (one shilling, 24 pence) equal to 29c U.S., the sum to be collected in Great Britain. The "10" in circle, applied at Boston, indicates total English debit to U.S.

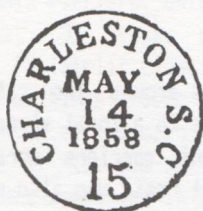
The 1857 treaty between France and the United States provided a rate of 8 French decimes or 15c U.S. per 1/4 oz.(U.S.) or 7 1/2 grams (France). Unfortunately, 1/4 oz. does not exactly equal 7 1/2 grams. Thus it is possible to have a letter that weighed slightly over 1/4 ounce, but just under 7 1/2 grams! This would make the letter a double weight letter in the U.S., but only a single rate letter in France!

On mail sent directly to France (not via England), of the 15c, 3c went to United States and 3c to France for inland transportation, while 9c went to whichever country provided the sea transportation.

When mail to France was sent via England, of each 15c charged, 3c went to United States, 4c to France and 2c to England for internal transportation. The remaining 6c went to whichever country provided sea transportation.



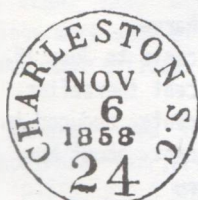
# EUROPEAN MAIL HANDSTAMPS OF CHARLESTON, S.C.



AN-13  
32 mm  
4mm. letters  
5.5mm. "15"  
1857-60



AN-14  
35 mm  
3.5mm. letters  
5.5mm. "24"  
1851-58



AN-15  
32 mm  
4mm. letters  
6 mm. "24"  
1858-60



AN-16  
32 mm  
4mm. letters  
6 mm. "30"  
1858-60

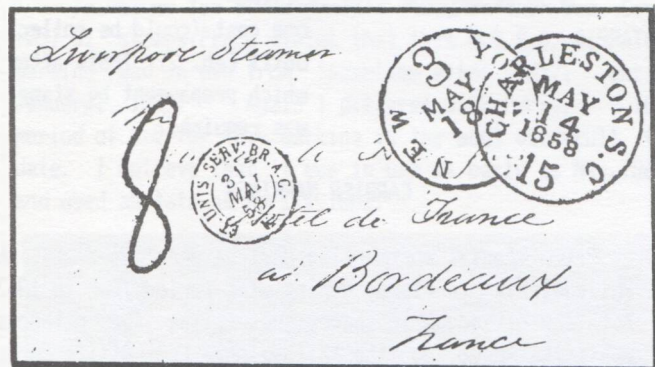


Fig. 3. Unpaid letter of May 14, 1858. CHARLESTON S.C./15(AN-13) cancel indicates single rate to France. NEW/YORK marking shows 3c debit to U.S. for carrying letter from Charleston to New York. Calais arrival marking 31 MAY. Large "8" indicates 8 decimes(15c) postage due from addressee, divided 3c U.S. domestic, 6c sea post, 2c British transit and 4c French internal.

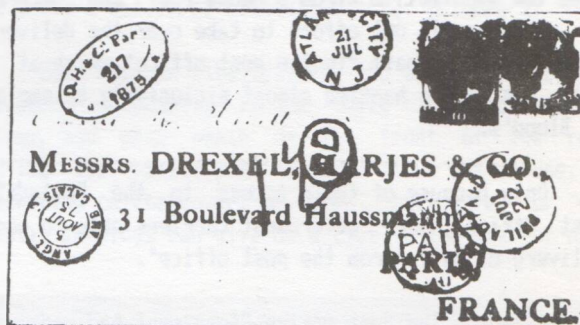
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Editor's Note: Collectors of South Carolina postal markings who have foreign mail covers in their collections (from any town in South Carolina) are requested to send a photocopy (XEROX or similar) to the Eastern Editor for use in a study now under way.

## INTER-TREATY LETTER TO FRANCE

by Gerald J. Neufeld

The mail treaty between United States and France expired 1 January 1870. The next treaty arrangement did not go into effect until 1 August 1874. The intervening fifty-five month period produced a variety of routes and rates that foreign mail students find very fascinating.



Pictured is a letter from Atlantic City to Paris, July 1873. It is paid with 16c in stamps (Scott #'s 148, 150). This paid, fully, for a letter of 1/3 ounce, but not over 1/2 ounce, or more exactly, for over 10, but not over 15 grams, via England. This rate was published in the "United States Mail and Post Office Assistant" as a footnote to the foreign postage section, designated as section "CC". The foreign rate table itself, listed only the 10c "direct" rate, so it is not surprising that letters with the "CC" rates are not very common.

What makes this particular item more interesting, is the orange-red Philadelphia Exchange Office marking: "PHILAD. PAID ALL" of 22 July. In his "History of Letter Post Communication Between the United States and Europe, 1845-1875", the late George E. Hargest said that although the "CC" rates were available at all Exchange Offices, his record of these covers showed only New York or Boston markings. One hesitates to use the term "unique" but, at least, this New Jersey cover bears an uncommon rate, and an even less common Exchange Office marking.

On the illustrated cover, the manuscript "12" is in red crayon, crediting Great Britain with 12c. The U.S. retained only 4c (the 2c internal and 2c packet rate provided for in the Anglo-U.S. treaty effective 1 January 1870). The circular London "PAID" and French "PD" in oval, are both in red. Date sequence: Atlantic City, 21 July; Philadelphia, 22 July; London, 4 August; Calais, 5 August and Paris on the same day.

Note: This article appeared in NJPH, the Journal of the New Jersey Postal History Society, for November, 1984. Permission to reprint is gratefully acknowledged.



## PHILADELPHIA CARRIER SERVICE 1857-1863

By Robert Stets

"Neither snow, nor rain, nor Blood's Penny Post..." That might have been the motto of the Philadelphia Post Office in 1857, when Postmaster Gideon G. Wescott, after several unsuccessful efforts by his predecessors, threw down the gauntlet to Blood's Penny Post and determined to make an all out effort to take over the delivery of "city mail" and mail "to the post office", which at that date was being handled almost exclusively by employees of Blood's.

Only because of their access to the Philadelphia Post Office, were government carriers able to control delivery of mail "from the post office".

Although the Post Office Department had made great strides in reducing the cost of sending a letter within the ever growing area of the United States, in 1857 the three cent postal rate only paid to carry a letter from one post office to another. The writer of a letter had to take it to his post office, and the addressee had to pick it up from the destination post office.

### LOCAL DELIVERY

In larger cities, local delivery to the post office or from the post office to a street address, was available from semi-official government carriers (listed under CARRIERS in the Scott U.S. Specialized Catalog), or by private commercial delivery firms (listed under LOCALS in Scott). The private firms often charged less than the government carriers and frequently provided superior service. (Things haven't changed much, have they?)

Although the government carriers were appointed by the Postmaster General, and worked out of the post office, in order to keep their fees competitive with the private local posts, they were not considered a part of the post office. Thus, a letter "dropped" into the Philadelphia Post Office in 1859, for delivery to a street address, cost the addressee two cents; one cent for the post office "drop" charge and one cent for the government carrier's delivery fee.

If the same letter were placed in a special box marked for "Carriers" (the box was located in the same building), it was considered a "city letter" and there was no "drop" charge. Only one cent was collected by the government carrier upon delivery. The same one cent fee applied to letters picked up from collection

boxes placed at several locations around the city for delivery by government carriers to a local street address. In this way, the government carriers were able to compete with Blood's Local Post, who also charged one cent for these services.

### CARRIER FEES

Government carrier fees in Philadelphia, between December 1, 1857 and June 30, 1860 were set as follows:

To the post office - no charge  
From the post office - two cents to June 15, 1860, one cent thereafter.  
City (local) letter - two cents, reduced to one cent, about Nov, 1858  
Drop letter for city delivery - two cents to April 3, 1860, one cent thereafter.

From July 1, 1860 to June 30, 1863, carrier fees were set as follows:

To the post office - one cent  
From the post office - one cent  
City (local) letter - one cent  
Drop letter for city delivery - one cent (could be collect until Feb. 27, 1861, after which prepayment by stamp was required)

### CARRIER MARKINGS

Two special postmarking devices were used by the Philadelphia Carriers during the period 1860 to 1863. Both are octagonal in shape, resembling the octagonal postmarks used by the Philadelphia Post Office during much of that period.



IN USE: MAY 1860(?) - APRIL 1862 : APRIL 1862 - AUGUST 1863  
HOURS: 8AM, 11AM, 2 1/2 PM, 5PM 9 1/2, 11 1/2 AM; 2 1/2, 3 1/2, 4 1/2, 5 1/2 PM  
LETTERS: A, B, C, D, E, U



Elliott Perry is regarded as the foremost student of U.S. Carrier activity. In his notes about the Philadelphia carriers, which appeared in the August '82 thru August '83 issues of *The Chronicle*, published by the U.S. Philatelic Classics Society, he stated that these two markings were used simultaneously- the U.S.P.O. DISPATCH at the main Post Office and the U.S. PENNY MAIL at the sub-post offices. He believed that the letters appearing in the U.S. PENNY MAIL markings represented the letters by which these sub-post offices were later identified.

I do not agree with these conclusions. It is my belief that these two markings were used successively- the U.S.P.O. DISPATCH octagon first, followed by the U.S. PENNY MAIL octagon. I also believe that both markings were used at both the main post office and at the sub-post offices.

In his review of Elliott Perry's notes on the Philadelphia carriers, appearing in *Chronicle* 120, for Nov. '83: pg 239, Editor Robert Meyersburg asked the question: "Can anyone show a dated U.S.P.O. DISPATCH letter later than April 9, 1862, or a U.S. PENNY MAIL cover earlier than April 10, 1862?" No answer has been forthcoming. I will now pose the same question to the readers of *LA POSTA*.

#### U.S. P.O. DISPATCH

In Volume Two of Ashbrook's study of the One Cent 1851-61 stamps, Perry states that this U.S.P.O. DISPATCH marking was in use from "sometime after 1857, until January, 1862." Again I disagree with Perry. The period of use for this marking is the most difficult to date. I believe that it was in use as early as May, 1860 and used as late as April, 1862.

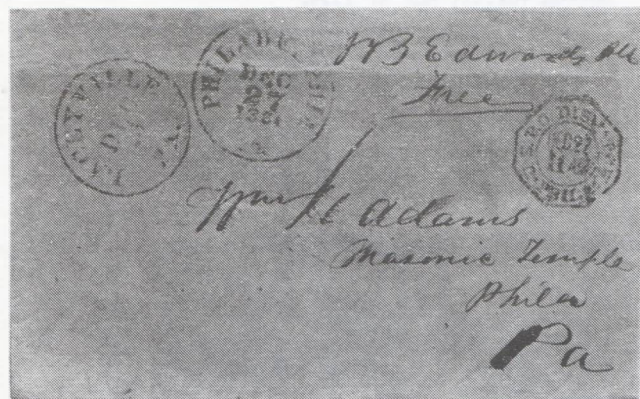


Figure 1. Letter originating at Laceyville, Pa., DEC 25 (1861), delivered to Masonic Temple (about 1 mile from Phila. P.O.) by U.S.P.O. DISPATCH. Although service to Philadelphia P.O. was free, the U.S.P.O. DISPATCH carrier collected 1c on delivery.

This marking apparently was not applied on covers addressed "out of town" and taken to the post office by Philadelphia carriers for forwarding via the mails.

A few examples do exist on letters delivered from the post office (Figure 1), and at least four examples have been recorded on local letters addressed to "Boxes" at the Philadelphia Post Office. However, most of the examples we see of the U.S. P.O. DISPATCH octagon are on letters delivered within the city. (Figure 2)

When used on city letters, the U.S. P.O. DISPATCH octagon is usually struck twice - once to cancel the stamp, and once again on the front of the cover. During the period when the 1857 issue was in use, only docketing on the cover, or dated enclosure, or other postal markings can give us a clue to the year of use.

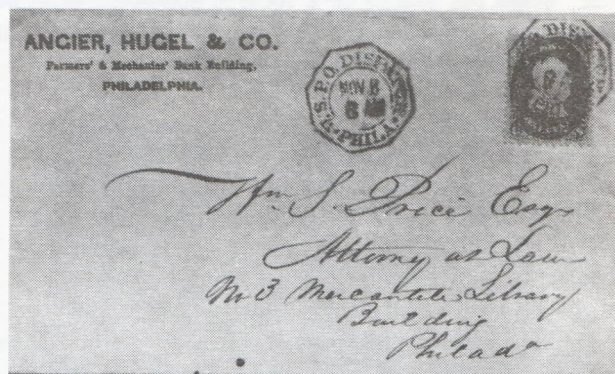


Figure 2. "City Letter" with U.S.P.O. DISPATCH carrier marking. Such use with the 1c Civil War issue was possible for only eight months. The stamp was issued in August, 1861 and the U.S.P.O. DISPATCH marking is unrecorded after April 1862.

For the U.S.P.O. DISPATCH marking, I have recorded May 22, 1860 as early use, with April 9, 1862 as late usage. I have recorded one additional "hour" (5 PM) in the cancel, in addition to those reported by Perry (8AM, 11 AM and 2 1/2PM).

If any reader has a cover bearing the U.S.P.O. DISPATCH octagon marking, and showing 1860 docketing, or other evidence of 1860 (or earlier) use, please send a photocopy to the Eastern Section editor.

#### U.S. PENNY MAIL

With regard to the U.S. PENNY MAIL marking, Perry reports that it was in use between April 1862 and May 1863. He recorded letters A, B, C, D and E in the octagon, with times of 11 1/2AM, 2 1/2PM and 5 1/2PM.



By now, you've guessed it- I disagree again! So far, I have recorded usages of the U.S. PENNY MAIL octagon from April 10, 1862 to July 25, 1863 (25 days after carrier fees were abolished! Moreover, in the book recording 2c Black Jacks in the Allen Collection, there is an illustration of a U.S. PENNY MAIL cancel on an off-cover Black Jack with a date of August 10 (1863)!

In addition to the letters "A" to "E" (in the PENNY MAIL cancel) reported by Perry, I have recorded letter "U". I have also recorded additional "hours" of 8 1/2AM, 3 1/2PM and 4 1/2PM that were not reported by Perry.

The use of the U.S. PENNY MAIL octagon on local city letters bearing the 1c 1861 issue is the same as the U.S.P.O. DISPATCH marking on the 1c '57 or '61 issues- the carrier marking is struck once to cancel the stamp and once again on the cover. In cases where a 3c stamp was placed on a locally addressed envelope, (apparently overpaying the 1c fee) the markings are the same as if the stamp had been a 1c stamp.



Figure 3. The U.S. PENNY MAIL carrier marking has been reported on the address side of letters "to the P.O." only between May 6, and June 8, 1862. After June 9, the carrier marking appears on the back of the 1c + 3c combination covers.

#### MARKING ON FRONT OF COVER

Contrary to the practice followed during the U.S. P.O. DISPATCH period, covers bearing 1c + 3c stamps addressed to out-of-town destinations during the U.S. PENNY MAIL period, do show strikes of the PENNY MAIL marking. The earliest recorded 1c + 3c covers in this period (up to June 8, 1862) show the PENNY MAIL marking on the address side of the covers. (Figure 3) After that time, the PENNY MAIL marking is found on the back of 1c + 3c covers to out-of-town addresses. This is also true for the July 25, 1863 cover (Figure 4) which bears only a 3c stamp, since it was after July 1, 1863, when carrier fees were abolished.

So be sure to check the backs of 1c + 3c covers from Philadelphia (or even 3c covers originating at Philadelphia during July and August, 1863) and let me know what you find.

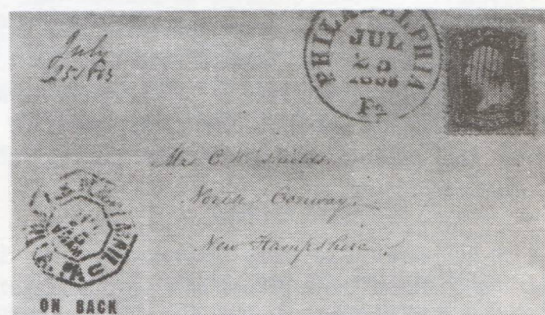


Figure 4. U.S. PENNY MAIL marking on the back of a JUL 25 (1863) letter "to the P.O.", 25 days after the carrier fee system had been abolished.

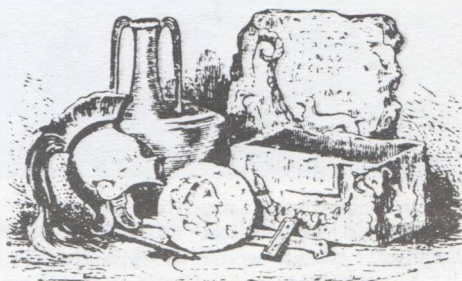
#### Acknowledgements

Thanks must be given to a number of collectors who assisted in this study. First, to Robert Meyersburg, who made available covers from his own collection and copies from Elliott Perry's photo file. Then to Richard Frajola, Edward Harvey, Donald Johnstone and Norman Shachat, who have supplied information from their collections, and offered suggestions for improving the manuscript.

#### Bibliography

Meyersburg, Robert B., Ed. "The Carrier Stamps of the United States- Elliott Perry", Chronicle 115-119.  
Perry, Elliott. "U.S. Letter Carrier Stamps of Philadelphia Under the Fee System", National Philatelic Museum Vol. VI, No. 4, 1954.

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## HELP WANTED

Brad Arch, whose article on Block Island, R.I. markings appeared in the Oct.-Nov. 1984 issue of LA POSTA, is requesting the help of LA POSTA readers to document and illustrate every cover bearing a 5c or 10c 1947 issue used from a New Jersey town.

Whether you own such a cover or covers, or know the whereabouts of one, or just happen to have a clipping from an auction catalog, please participate in this praiseworthy project. Send your information to Brad Arch, 144 Hamilton Avenue, Clifton, NJ, 07011.

\*\*\*\*\*

## HAVE YOU SEEN?

NJPH, the Journal of the New Jersey Postal History Society, November 1984: 16 pages, offset, with an additional 10 page insert providing a membership report, a report of the annual meeting at NOJEX'84, and a 643 lot auction!

The November issue includes feature articles on Ship Letters (letters that entered the U.S. mails as loose ship letters through New Jersey ports), also Octagon Shaped Postmarks from seven New Jersey towns, and a continuation of Brad Arch's listing of fancy cancels from New Jersey towns circa 1869.

Published bi-monthly by the New Jersey Postal History Society; E.E. Fricks, editor. Information from Joyce Groot, Secretary, 28 Briar Lane, Basking Ridge, NJ, 07920.

\*\*\*\*\*

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4. GARY, DAK. F. C.D.S. 1887 ON REG. REC.
5. GARY, DAK. VF/OCT. H.H.H. 1884 ON REG. REC.
6. CLEAR LAKE, DAK. F. 1888 C.D.S. ON REG. REC.
7. GOODWIN, DAK. V/F DC.D.S. ON REG. BILL
8. LEAD CITY, 1888 F/VF IOOF PRTO CC ON CVR.
9. MADISON, VF+ON SL SHORTENED CVR TO MICH.
10. MITCHELL, F. 1885 ON PRTO. G.P.C. JAN. 1
11. ROSCOE, VG. 1880 CDS ON ROSCOE BANK CARD
12. WEBSTER, DAK. ABT F.CDS. CVR. BANK C.C.
13. WHITEWOOD, FAIR 1888 CDS ON CVR./ENCL.  
N. DAK. D.P.O.'S
14. CLYDE F. 1910 C.D.S. ON V.F. P.C.
15. ELLISON, LT CLR 09 DCDS ON LOUNSBERRY CRD
16. FARLAND, READABLE 1910 CDS ON P.F.C.
17. HECKER, V.F. RECD ON B/EYE OF ST. PAUL, MN.
18. GARDAR, V.F.L.D.C. ON G.P.C. (1883-1984)
19. HOLMES, READABLE 1915 C.D.S. ON P.C.
20. JEANETTE, CL. LIGHT 1907 DOANES RECD.
21. LEIN, 1913 DOANES'S TIES Q-1 ON P.C.
22. MANNHAVEN, V.F. 1914 CDS ON BANK CARD
23. PILOT, F. 1922 H.S. ON CVR. ms C.C.
24. SEABORN, READABLE 1911 ON P.C.
25. EDINBURG, V.F. 1934 FLAG CNCL ON COVER  
S. DAK. CANCELS
26. ANDRUS, F. DOANES 2 ON GRTGS FROM CARD.
27. BEMIS, XF. DOANES 2 1910, IN MAG. ON P.C.
28. OWATOMA, F. 1912 CANCEL (1909-14) ON P.C.
29. WINANS V.F. 1908 TIES 300 ON XMAS CRD.
30. CALIFORNIA, D.P.O.'S
31. BALL FERRY, V.F. 1909 ON V.F. TUCKS CRD
32. BOSTONIA, V.F. 1915 ON CRSD CRD (94-58)
33. PINEFLAT, 1908 F. ON UX-19 DOANES 3
34. POINT FERMIN, F/VF ON V.F. SCENIC P.C.
35. THEBE, VF+ DOANES 3 ON VF P.C.  
MINNESOTA DPO'S
36. AUTOMBA LDC VF 3-15-54 ON G.P.C.,
37. ARTHYDE, LDC VF 9-30-54 ON G.P.C.
38. BISCAY, LDC VF 8-31-54 ON G.P.C.
39. BRUSHVALE LDC. VF 12-29-51 ON G.P.C.
40. NICKERSON LDC VF 11-30-54 ON G.P.C.
41. TERRACE F.CDS TIES F.Q1 ON VF NY CRD
42. VASA, LDC. VF 10-31-55 ON G.P.C.  
MONTANA, D.P.O.'S
43. RADIO, VF. 1930 ON G.P.C. (1927-42)
44. UNION, VF. 1916 ON K. ELLIOTT SIGNED CRD
45. YAAK, F 1951 ON G.P.C./B/S (1920-53)
46. FORESTDALE, COLO. ON V.F. P.C. 1919
47. AVOCA, KY. DOANES 3 1907 VF CNCL ON GOOD CRD
48. O'BANNON, KY. DOANES 3 ON 1909 BIRTHDAY CRD.
49. BUCKHORN, TEX. 1907 DOANES 2 ON V.F. CRD.
50. FARMWOOD, (WASH) 1910 ON CREASED CRD.
51. TYLER, WASH. 1907 MAG. CNCL ON AV. P.P.C.

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## THE WEST

### WESTERN EDITOR'S COMMENTS

Our first issue of 1985! We begin this, our 16th year of publishing LA POSTA, with renewed enthusiasm and hope for continued survival. Our number of subscribers currently stands at 778, and we are within a reasonable distance of reaching our goal of 1,000. The number of folks who have chosen to advertise in our pages is on the increase, and this is a significant development. And, most importantly, we are fully staffed with a compliment of regional editors who are knowledgeable and enthusiastic. These are all very positive signs, and they bode well for the continuation of our journal, but frankly friends we are not quite "out of the woods" yet. To survive, we will need to continue to increase our number of subscribers. Can you help? We must demonstrate to our advertisers that we are a good medium for them to get their message across. Can you help? We must attract new advertisers, not only to increase LA POSTA'S financial security, but to improve our content by better informing readers of the possibilities of the marketplace. Can you help?

LA POSTA has a single goal: to become THE JOURNAL OF AMERICAN POSTAL HISTORY. What this means is that we aspire to publish the very best in postal history research and writing, and that we will offer an alternative marketplace for those, who because of geographic isolation or predilection, can not participate in other markets for postal history. We are, I believe making substantial progress toward our goal, but without your continued support we are doomed to fall short. So, please, please, dear readers, use our services, and tell others about LA POSTA.

Our first SUBSCRIBERS' AUCTION was a qualified success. Over 70% of the 230 lots sold. We had 57 bidders of whom 45 were in some measure successful. The gross realization for

the sale was \$1,362. As of this time, lots are still being processed to be mailed so we have no reaction from those who consigned material, but we will report reactions in the future. It is not quite accurate to say that just western material sold, but most certainly lots from the West did do better overall. If you are thinking of sending in some lots for a future SUBSCRIBERS' AUCTION, study the list of Prices Realized, and compare what lots actually brought with the estimates as listed in the auction. This is a grand way to become familiar with the market, and should be helpful in deciding what to submit for auction.

SUBSCRIBERS' AUCTION NO.2 in this issue has some dandy items and a total of 270 lots submitted by 16 of your fellow readers. Look it over, it might just have something of interest to you.

A note from Marcel Assenza of Middle Village, NY, requesting articles for beginners on Doanes, 4-bars, 3-bars, and 5-bars struck a responsive chord. There is a tendency among authors and editors to make assumptions about their audience, and sometimes those assumptions assume too much. Postal history has its own peculiar language, which is acquired by those who have been involved for a time, but, sad to say, there is not a readily available "dictionary" to assist those new to the area.

Dan Meschter and I -- primarily Dan, for he works a lot harder than I do -- have been struggling for about two years with a project we call, "The Postal History Handbook." We actually have a draft of this book on hand, but have been stalled on production. At any rate, in an effort to fulfill a long-felt obligation, and specifically meet Marcel's request, we will serially publish our chapter, "Postmarks and Cancellations" beginning in this issue.

There is lots more information and news packed inside this issue, so without further meandering I bid you farewell.

Richard W. Helbock



## NEVADA POST OFFICES IN OTHER STATES

### Part III: Other Offices

By Ted Gruber

In this, the final part of the series, our discussion will focus on another group of Nevada post offices which operated outside the state during some of their existence. Each of these post offices was established after Nevada Territory was created in March 1861, and none were affected by the confusion which arose from the additions to Nevada in 1862 and 1866-67.

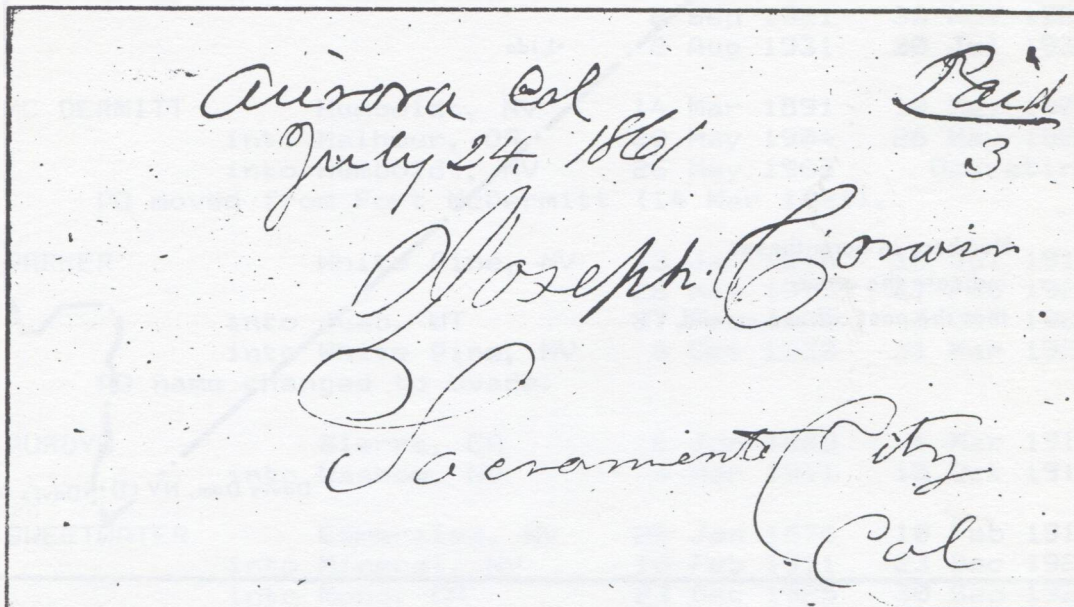
Seven of the eleven post offices in this group operated outside Nevada because the offices physically relocated across a state line. Denio, Hausen, and Purdys moved into Nevada, whereas Davis Dam and Sweetwater moved out of the state. McDermitt and Parker were originally in Nevada, but briefly operated in another state, then returned to Nevada.

Three post offices are included because of errors made by the Post Office Department. Bronco and Konigsberg were initially listed in Nevada records, but within a month of their establishment were correctly placed in California. Just the opposite situation occurred with Lida, which was first listed in California records, but soon correctly placed in Nevada.

Since the postmasters were aware of their true locations, it is extremely doubtful that cancellations exist with an incorrect state designation from these three offices.

The Esmeralda Post Office (later Aurora) was always geographically in Nevada, but was thought to be in California until Nevada's western boundary was surveyed. This post office has one of the most colorful histories of all Nevada towns, including simultaneously functioning as seat of two different counties in Nevada Territory and California.

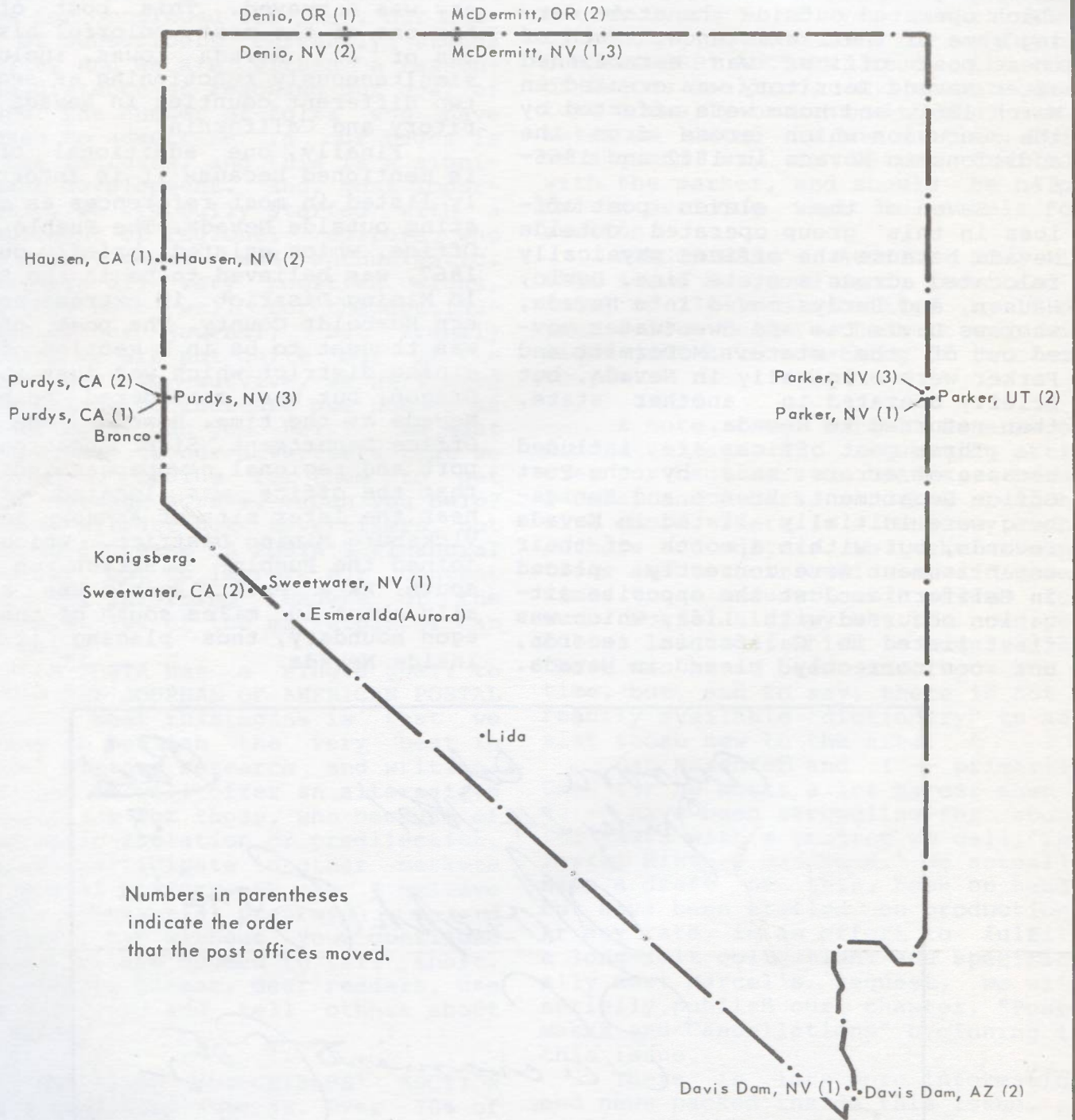
Finally, one additional office is mentioned because it is incorrectly listed in most references as operating outside Nevada. The Pueblo Post Office, which existed briefly during 1867, was believed to be in the Pueblo Mining District in extreme northern Humboldt County. The post office was thought to be in a section of the mining district which was just inside Oregon, but was considered to be in Nevada at the time. However, the Post Office Department Site Location Report and regional newspapers indicate that the office was located at or near the later site of Ashdown in the Vicksburg Mining District, which adjoined the Pueblo District on the south. As a result, Pueblo was actually about 10 miles south of the Oregon boundary, thus placing it well inside Nevada.



Officially there never was an Aurora, California, post office, but some type of postal facility existed before the Esmeralda post office was established in September 1861.



## NEVEDA POST OFFICE LOCATIONS



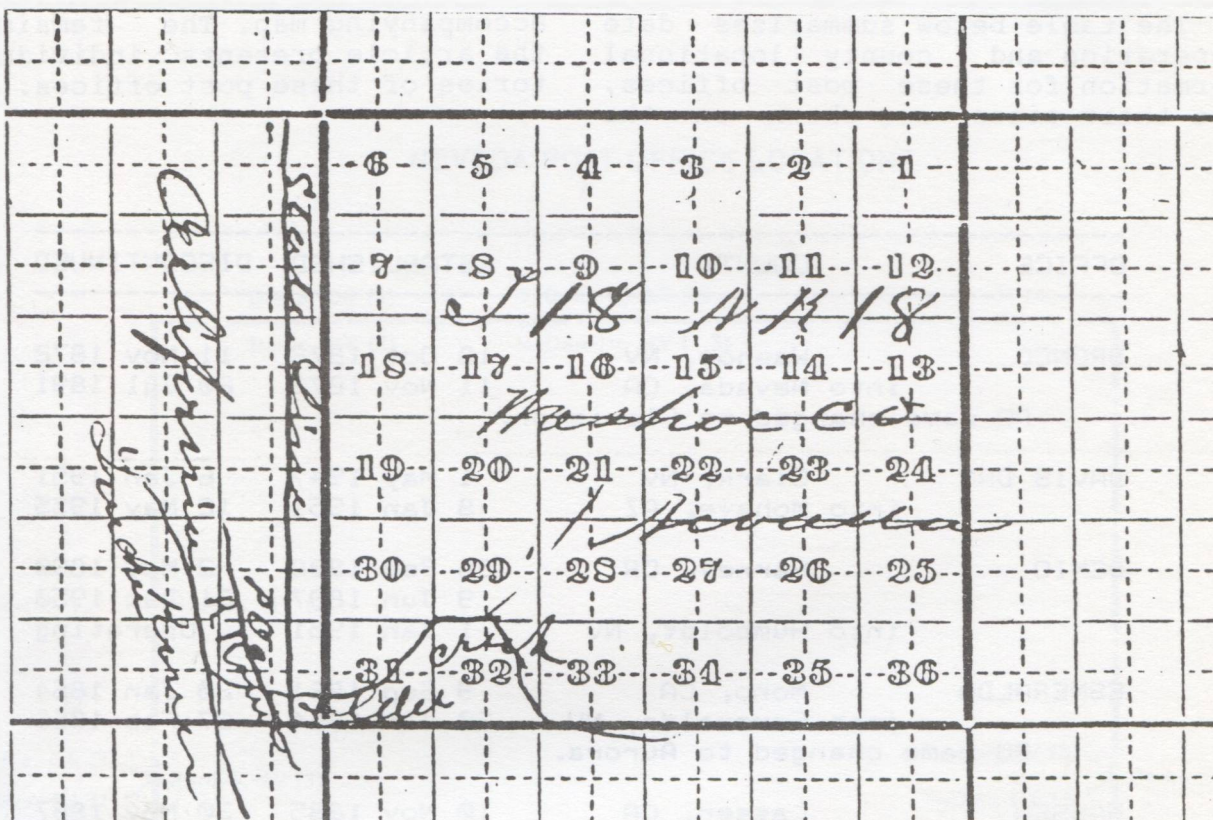


The table below summarizes date of operation and county locational information for these post offices, while their sites are shown on the

accompanying map. The remainder of the article presents individual histories of these post offices.

OFFICE	COUNTY	ESTABLISHED	DISCONTINUED
BRONCO	Washoe, NV	18 Oct 1872	11 Nov 1872
	into Nevada, CA	11 Nov 1872	20 Jul 1891
PO name changed to Floriston.			
DAVIS DAM	Clark, NV	1 May 1947	6 Jan 1951
	into Mohave, AZ	8 Jan 1951	12 May 1955
DENIO	Harney, OR	26 Sep 1888	2 May 1890
		9 Jun 1897	31 Dec 1950
	into Humboldt, NV	1 Jan 1951	Operating
ESMERALDA	Mono, CA	9 Sep 1861	20 Jan 1864
	into Esmeralda, NV	20 Jan 1864	27 Feb 1866
PO name changed to Aurora.			
HAUSEN	Lassen, CA	10 Nov 1885	30 Nov 1887
		6 Oct 1890	28 Apr 1898
	into Washoe, NV	28 Apr 1898	31 Jul 1903
KONIGSBERG	Douglas, NV	12 May 1863	May 1863
	into Amador, CA	May 1863	16 Mar 1864
	into Alpine, CA	16 Mar 1864	4 Jun 1864
		10 Aug 1864	28 Mar 1865
PO name changed to Silver Mountain.			
LIDA	Inyo, CA	17 Mar 1873	25 Apr 1873
	into Esmeralda, NV	25 Apr 1873	14 Dec 1918
		8 Sep 1921	30 Nov 1929
		8 Aug 1931	30 Jul 1932
MC DERMITT	Humboldt, NV	14 Mar 1891	19 May 1904
	into Malheur, OR	20 May 1904	26 May 1908
	into Humboldt, NV	26 May 1908	Operating
PO moved from Fort McDermitt (14 Mar 1891).			
PARKER	White Pine, NV	13 Jan 1910	15 Jul 1914
		28 May 1915	27 Feb 1920
	into Juab, UT	27 Feb 1920	8 Oct 1920
	into White Pine, NV	8 Oct 1920	31 Mar 1929
PO name changed to Uvada.			
PURDYS	Sierra, CA	6 Jun 1889	4 Mar 1911
	into Washoe, NV	4 Mar 1911	15 Oct 1913
SWEETWATER	Esmeralda, NV	26 Jan 1870	10 Feb 1911
	into Mineral, NV	10 Feb 1911	23 Dec 1925
	into Mono, CA	23 Dec 1925	30 Sep 1929





This map accompanied the application for the Bronco post office. It clearly shows the post office was in California.

#### BRONCO

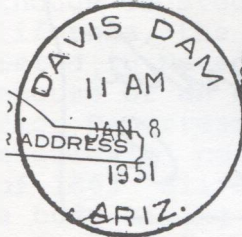
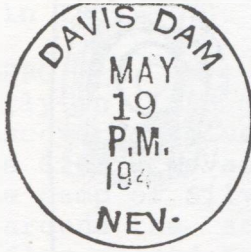
In 1872 the Nevada-California boundary from Lake Tahoe north to the Oregon state line was resurveyed using improved methods. The new survey placed the boundary about 3,000 feet east of the line fixed by the previous survey made in 1863. As a result, a strip of unsurveyed land existed between the old and new boundaries. In October 1872, when an application was made for a post office at Bronco Station on the Central Pacific Railroad, the location of the proposed post office was described as being in the unsurveyed strip of land, and that the site adjoined the northwest quarter of section 31, township 18N, range 18 E, in Washoe County, Nevada. It was further stated that this unsurveyed land was in Nevada County, California. Nevertheless, Post Office Department officials were confused, and listed the new office on the Washoe County records. Less than one month later, postal official realized their mistake, and correctly listed Bronco in California records. The

post office served about 100 people in the area, and in 1891 the office was renamed Floriston.

#### DAVIS DAM

In June 1942 construction began on an earthen dam across the Colorado River at a point 67 miles below Hoover Dam. The dam was named to honor Arthur Powell Davis, Director of the Bureau of Reclamation from 1914-23. However, because of World War II, the project was suspended in December of 1942. In March 1946 work resumed on the dam, and a construction camp was established on the Nevada side of the river just below the dam. Buildings were moved to the construction site from Camp Siebert, a military police training camp at Boulder City during the war. Davis Dam Post Office was established in May 1947 to serve the construction camp, but early in 1951 it was moved one mile southeast and across the river into Arizona. This new location was at the town built by the Bureau of Reclamation to house its construction and maintenance



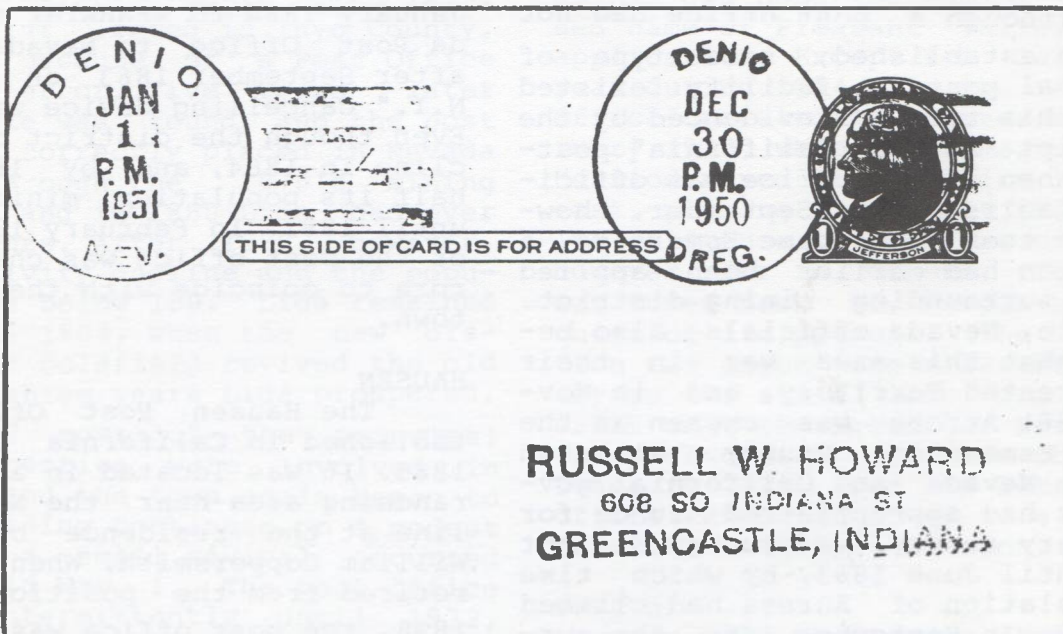


*The Davis Dam post office existed for eight years, the first four on the Nevada side of the Colorado and the last four on the Arizona side. Here are cancellations from each state.*

workers. The dam was completed in December 1952, and during the next year the town of Davis Dam had a population of about 600. In 1955 the Davis Dam Post Office was discontinued, and after this time the postal needs of the government town were handled by the nearby Bullhead City Post Office.

## DENIO

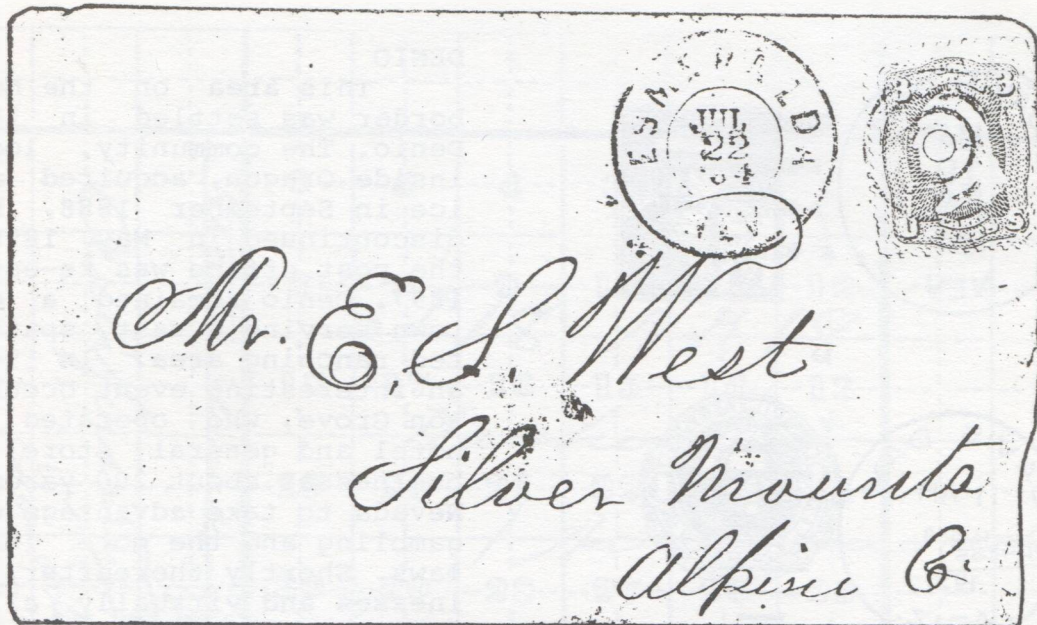
This area on the Nevada-Oregon border was settled in 1885 by Aaron Denio. The community, located just inside Oregon, acquired a post office in September 1888, but it was discontinued in May 1890. Although the post office was re-established in 1897, Denio remained a quiet little town serving a vast, sparsely populated ranching area. In 1948, however, an interesting event occurred. Harrison Grove, who operated the town's hotel and general store, moved his businesses about 200 yards south into Nevada to take advantage of legalized gambling and the more lenient liquor laws. Shortly thereafter, other businesses and virtually all of the 50 residents followed, and by 1950 only the post office remained in Oregon. Then, in December 1950, Postmaster Carrie Roux died, and the only resident willing to fill the vacant position was Elbert Grisell, who lived in Nevada. Grisell asked the Post Office Department to move the office into Nevada, and this was officially done on January 1, 1951. Denio, with a population of 20, continues to serve the surrounding ranches in Nevada and Oregon.



**RUSSELL W. HOWARD**  
608 SO INDIANA ST  
GREENCASTLE, INDIANA

*This postal card is cancelled on the last day of the Denio, Oregon, post office and also on the first day of the Denio, Nevada, post office.*





*When this cover from Esmeralda, Nevada Territory, was cancelled in 1864, the mining camp of Aurora, site of the Esmeralda post office, was entering a state of decline. Note that the cover is addressed to Silver Mountain, California (Konigsberg PO) during the two-month period when that office was discontinued.*

#### ESMERALDA

A townsite named Aurora was laid out in late 1850 after gold and silver quartz ledges were discovered in nearby hills. The town grew rapidly and by May 1861 had nearly 2,000 residents. About the same time, the California Legislature created Mono County and chose Aurora as the county seat. Although a post office had not yet been established, some type of unofficial postal facility existed during this time, as evidenced by the manuscript "Aurora, California" postmarks. When a post office was officially established in September, however, it took the name Esmeralda, a name which had earlier been applied to the surrounding mining district. Meanwhile, Nevada officials also believed that this area was in their newly created Territory, and in November 1861 Aurora was chosen as the seat of Esmeralda County. Although both the Nevada and California governments had appropriated funds for a boundary survey, a survey did not begin until June 1863, by which time the population of Aurora had climbed to 6,000. In September, as the survey was in progress, a double county election was held. Citizens voted for Mono County officials in one building and Esmeralda County officials in another. Later in the month, when the

boundary survey revealed Aurora was four miles inside Nevada Territory, the unique double county seat status ended. The California officials relocated to Bodie, and in the spring of 1864 to Bridgeport, when the seat of Mono County was transferred there. It is interesting to note that, although it took postal officials until January 1864 to transfer the Esmeralda Post Office to Nevada Territory, after September 1863 an "Esmeralda, N.T." cancelling device was employed. Even though the district began to decline in 1864, and by 1865 had lost half its population, mining continued until 1882. In February 1866 the name of the post office was changed to Aurora to coincide with the name of the town.

#### HAUSEN

The Hausen Post Office was established in California in November 1885. It was located in a farming and ranching area near the Nevada state line at the residence of Postmaster William Coppersmith. When Coppersmith retired from the position in April 1898, the post office was moved three miles east into Nevada to the residence of the new postmaster, James Richardson. At that time, the office supplied mail to about 60 people in the area. Richardson remained post-



master until the office was discontinued in 1903.

#### KONIGSBERG

Early in 1863 Scandinavian miners discovered silver high in California's Sierra Nevada Mountains, and soon the camp of Silver Mountain was formed around the activity. In May a post office called Konigsberg was established; the name was a variation of Kongsberg, a mining town in Norway. Although located ten miles inside California, the post office was first listed in Nevada Territory records because of an error made by the Post Office Department. This situation was quickly corrected, and by August of 1863 Silver Mountain had become a busy mining camp with a population of several hundred. It soon became apparent, however, that there was more speculation than silver in the mines, and most people left. The post office was discontinued for two months in the summer of 1864, and in March 1865 its name was changed to Silver Mountain.

#### LIDA

The town of Lida Valley was laid out in March 1872 after gold and silver had been discovered in the area during the previous year. The post office was established in March 1873, and was first listed in Inyo County, California because of a Post Office Department error. Five weeks later the mistake was found, and the post office was correctly placed in Nevada records. Through the 1870's mining continued, and in 1880 Lida had over 200 residents. After 1880, however, mining activity declined and the population fell below 100. Lida remained quiet until 1904, when the new discoveries at Goldfield revived the old town. For three years Lida prospered, but by 1907 most of the principal mining properties were involved in lawsuits, and the town again began to decline. Mining continued on a modest scale, and a small revival occurred before World War I. The post office operated intermittently until 1932, serving ranches and small mining operations in the area.

#### MCDERMITT

In 1891 the Fort McDermitt Post Office, located on the Indian reservation of the same name, was moved five miles west. Its new site was the young community of McDermitt, which functioned as the commercial center for ranches to the south in the Quinn River Valley. By 1900 McDermitt had over 200 inhabitants, and extended across the state line into Malheur County, Oregon. When Postmaster Clara Anderson moved into Oregon in May of 1904, the post office was transferred to Oregon records. McDermitt remained an Oregon post office until May 1908, when the office was moved back into Nevada to a general store operated by William Baber and his son, William Jr., who became the new postmaster. The town continues to exist as a supply point for ranches, and it later prospered from traffic on US 95. Today McDermitt has a population of about 200.

#### PARKER

The Parker Post Office was established in 1910 to serve about 100 people on ranches in Pleasant Valley near the Utah boundary. The name was adopted because Frederick Parker, who completed the application for the establishment of the post office, listed his own name instead of the proposed name of Pleasant Valley on the application. Except for about one year during 1914-15, the Parker Post Office operated in Nevada until February 1920, when Postmaster Agnes Henriod moved the office one mile east, placing it 50 feet inside Utah. Its existence in Utah was quite brief however, for in October the office was moved back to Nevada at the request of its patrons. The new location was about one mile north, just across the state line, and was different than the previous Nevada site. The post office name was changed to Uvada in 1929, and in late 1931 the office was again moved to a site very near its original location.

#### PURDYS

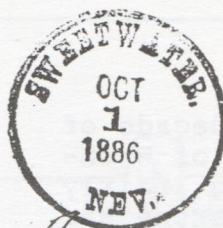
In 1889 the Purdys Post Office was established in a ranching area on the Nevada-California border about 15







If not delivered within 10 days, to be returned to



*Mrs. Fanny M. Bailey  
Angles Camp  
Calaveras Co  
Cal.*

Henry Williams, the postmaster at Sweetwater from 1878 to 1890, used a fancy postmark which included a Maltese Cross killer. The cancellation on this example is in purple.

#### SWEETWATER

Sweetwater began in the 1860's as a stage station on the road between Carson City and Aurora. It was located in the East Walker River Valley, a ranching and farming area, and at the turn of the century, contained over 100 people and several supporting businesses. Sweetwater was transferred into Mineral County when that county was created from northern Es-

meralda County in 1911. In December 1925 the post office was moved 3 1/2 miles west to a locality known as Silverado in Mono County, California. This was done to accomodate the Mono Mines Company, and one of its employees, Chauncey Eastman, became the new postmaster. The Sweetwater Post Office was not officially transferred to California records until 1926.

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## THE FIRST POSTMASTER OF LAPUSH

By Henry C. Dierck

In the middle of the decade of the 1870's the western half of Washington Territory was becoming fairly well settled. The lumber barons had staked out their territories in the vast stands of virgin timber in the tall firs of Puget Sound. Ships were sailing down Straits of San Juan de Fuca to growing towns. The Northern Pacific Railroad had established its western terminus at Tacoma.

Towns were growing. Seattle and Port Townsend each had a population of 1,000 inhabitants around 1870, and by 1875 Seattle had 1,500 people. Yesler had his sawmill going, but there were still some parts that were not too well settled. Some were quite primitive. One such place was at the most northwesterly part of the Territory in Clallam County. Although its borders were determined in 1877, this part of the Territory was quite isolated, except for Neah Bay, which was occasionally contacted by sea-going vessels.

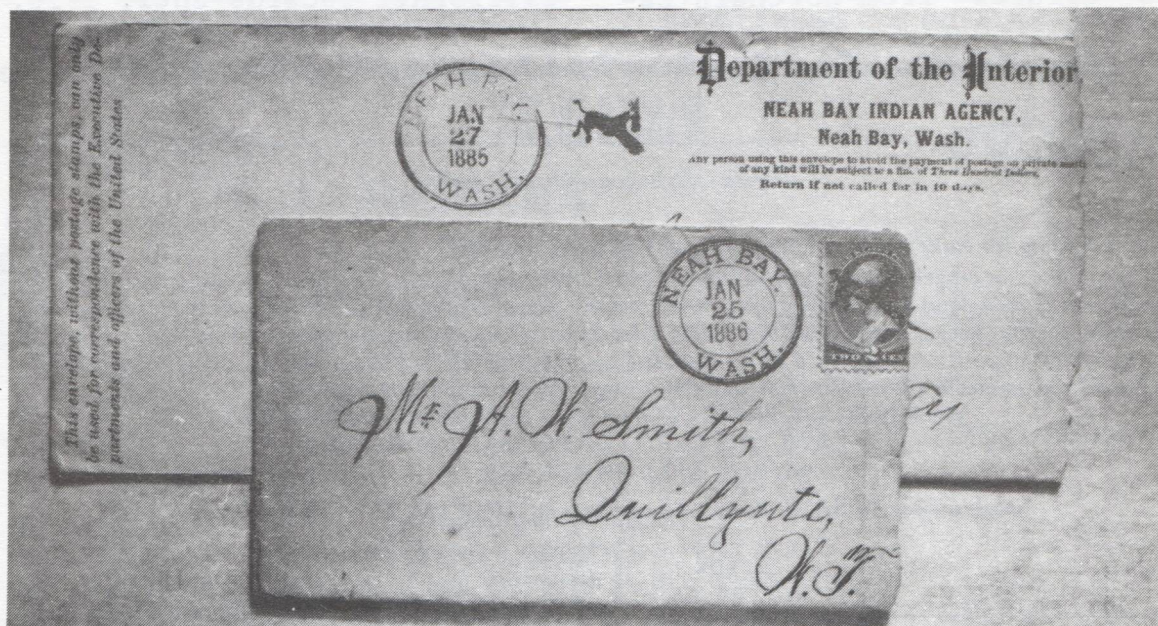
Neah Bay was the location of the Makah Indian Reservation. It was established in June 1862, with Henry A. Weber as Indian Agent and James G. Swan as the Teacher and Supt. of the

government buildings. Weber held his post until 1866, at which time he re-located to Port Townsend.

A mail boat began a weekly schedule from Port Angeles around 1874. In June of that year a post office was established in George Draper's fur-trading store. After a time, Port Townsend became the main mail delivery source. The post office was later moved to the Washburn Mercantile Co., located near the center of town.

In 1885 Henry T. Wilkerson was Postmaster, but in the following year Louis P. Palmer took the office. It was at this time that the famous Neah Bay "kicking mule" canceller was used. In 1881 Lote Hastings carried the mail on his boat between Port Townsend and Neah Bay. In 1877, when Emanuel Gallick was postmaster, bids were asked for a weekly route from Neah Bay to Quillayute by water. One carrier was a Makah Indian named Jim Hunter. He carried the mail by canoe down the coast and up the Quillayute River.

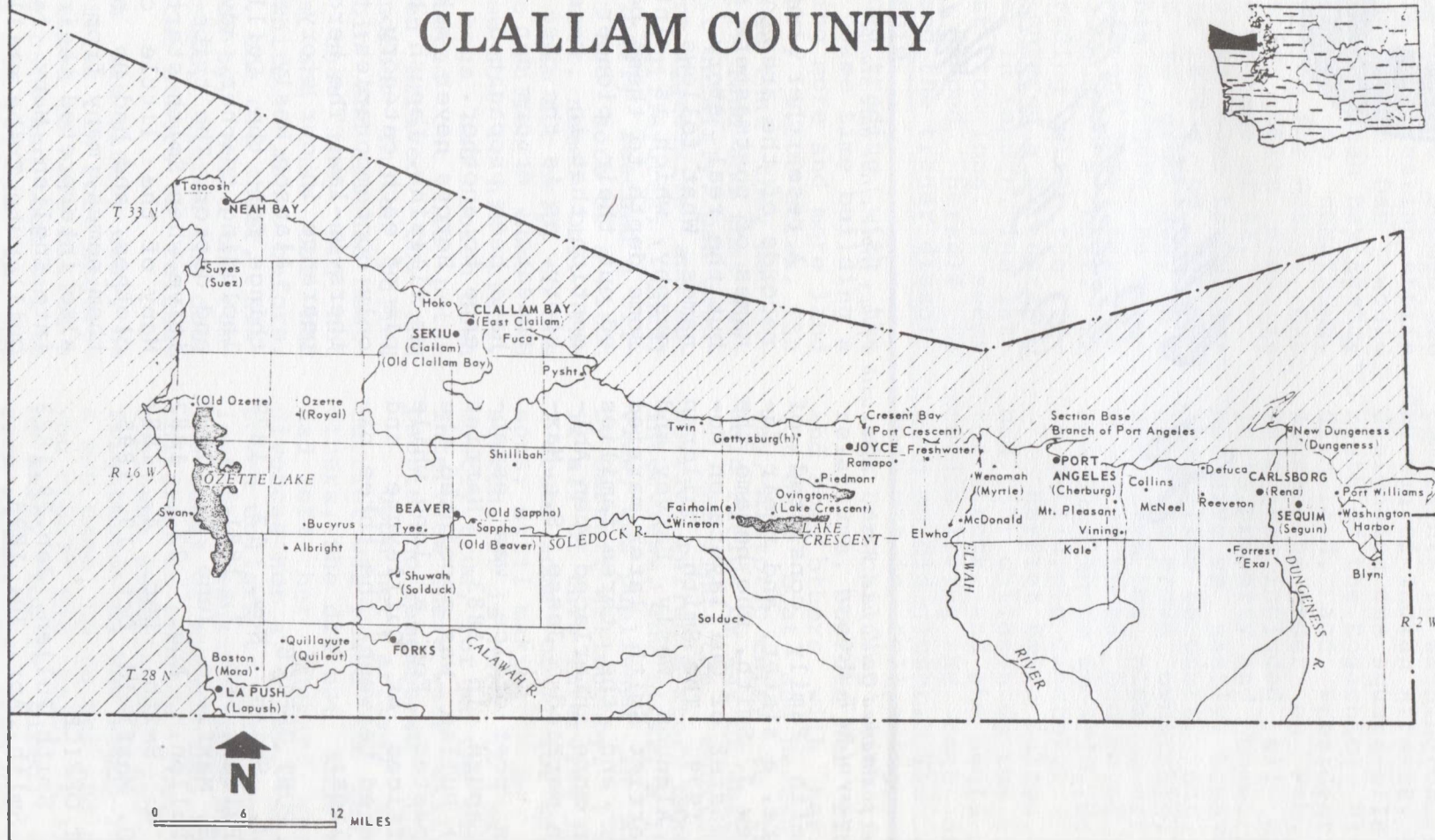
The Quillayute Valley had been homesteaded by the Pullen Family. There were three brothers and a sister, with Martin and Ephriam being the first settlers on the prairie. Shortly thereafter the Pullen's were joined by some families from Neah Bay named Smith and Maxfield.



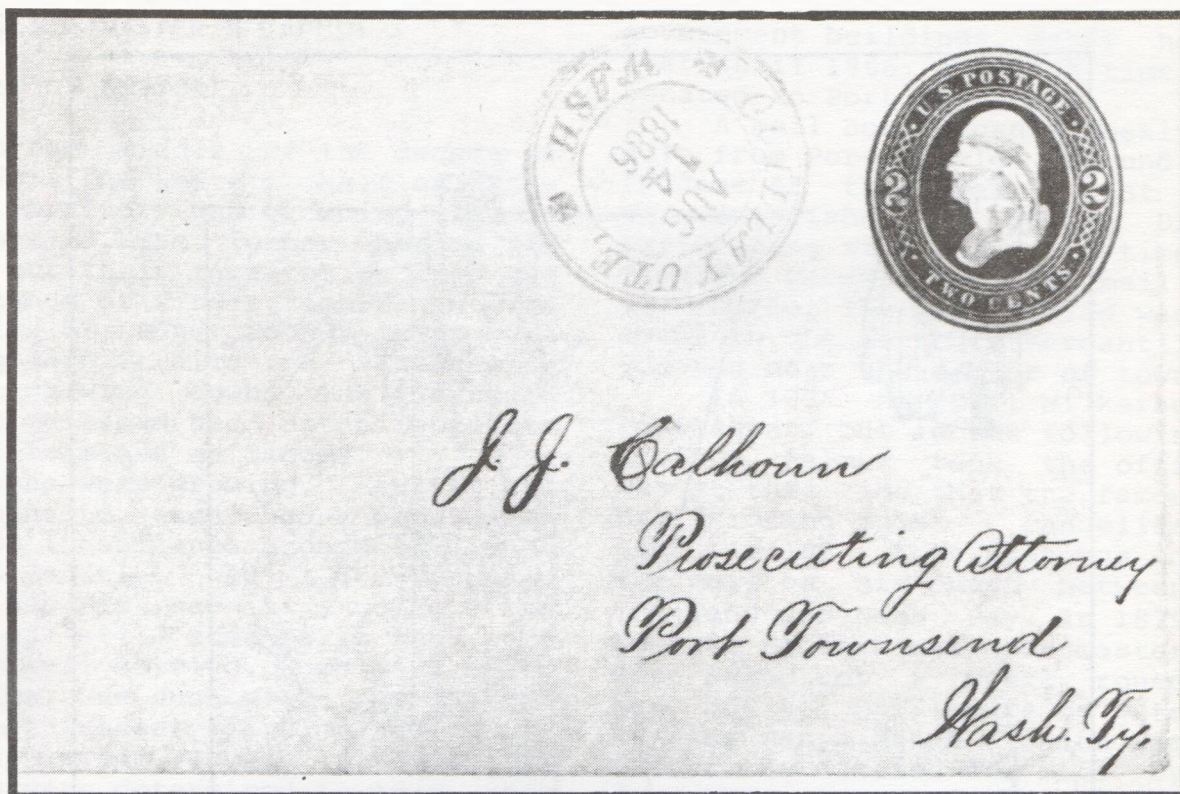
Two covers bearing examples of the Neah Bay 'kicking mule'. The lower cover is addressed to Alanson Wesley Smith, then Postmaster of Quillayute.



# CLALLAM COUNTY







Cover postmarked Quillayute, Wash., 1886, with a fancy triple circle date stamp.  
(Courtesy of W. T. McGreer)

The Smith Family consisted of two brothers, a sister, and their father, Andrew J. Smith, who became the first postmaster of Quillayute on November 12, 1879. The Smith children were named Alanson Wesly, Harvey and Harriet. Harriet Smith later married Dan Pullen, and the three families became even more interlaced when Abigail Pullen married Jesse S. Maxfield.

When a post office was established at Lapush in 1883, Harriet (nee Smith) Pullen was appointed the first postmaster. For a long while the post offices at Quillayute and Lapush rotated between the three pioneer families:

#### QUILLAYUTE POST OFFICE

Andrew J. Smith, Nov. 12, 1879  
Daniel Pullen, Feb. 7, 1881  
Jessie S. Maxfield, June 2, 1882  
Daniel Pullen, Aug. 22, 1882  
Alanson W. Smith, Dec. 4, 1882  
Jessie S. Maxfield, Oct. 19, 1895

#### LAPUSH POST OFFICE

Harriet Smith Pullen, Jan. 29, 1883  
N. Anna Smith, Apr. 30, 1893

A researcher consulting postal records of the area would find the names of postmasters as listed above, but the real story lies beyond the names. What follows is a little biography, which is intended to give some depth to these people who played out their pioneer drama. I should mention that in researching this story, as is the case with all such research, errors can crop up which have been propagated from one reference to another.

Heroes never make as good copy as villains. Lapush had a fine example of each category. They were not only contemporaries; they were brothers-in-law. The hero makes his appearance in our story first.

Alanson Wesly Smith was many things for the Quillayute Indians; including teacher, advisor, minister and doctor. The tribe was very primitive when Smith started his school. Many of the little children wore no clothes, and had no names. He gave them names, many from the Bible, and also interpreted their Indian names into English. Many families of the Quillayute Tribe still have those names today.



After 20 years of service at the school, Wesly Smith retired to his farm at Mora, only a few miles from Lapush. During those years Smith's life was complicated by his brother-in-law, Dan Pullen, who seemed to have a proclivity for creating strife among the Indians. When Dan would stir up trouble, the Neah Bay Agency would press Smith to do something. It was an unhappy job for Wesly, Dan being family. Wesly Smith died in 1938 at the ripe old age of 84.

When Dan Pullen came to Quillayute in the late 1870's, he decided he did not want to grub away on a homestead like his brothers. He worked around at different jobs, saved up some money, and bought a boat. He commenced fur trading with the Indians, and also entered a partnership with a fur trader in Lapush. The latter did not last too long. It seems that Dan's wife helped herself to trading goods, and the trader dissolved the partnership.

Dan continued trading with the Indians, at the same time building a home and acquiring more and more land until he had nearly 1,500 acres. The Indians complained that they had always lived on this land and that Pullen was taking it unfairly. Dan gradually became more aggressive and abrasive with the Quillayutes, until the situation finally reached a climax. The Indians had sort of a witch doctor, or sorcerer, named Obi. The tribe turned to him for help, so one day Obi went to Pullen's home and asked him to come down to his place, saying Pullen's hogs had broken down his fence and rooted out his potatoes. When Pullen arrived, Obi and his wife and another Indian pulled Dan into the cabin and started beating him, saying that they did not mind killing him and that Obi had killed another white man before. About this time, the old chief, Klakish-Ka, happened by, heard the rumpus going on inside, kicked the door open, and told the others to release Pullen.

Once Pullen was safely away, he told the authorities in Port Angeles that Obi had claimed to have killed a white man. They came and took Obi to Fort Steilacoom, and put him in the Federal Stockade.

After this incident Pullen got meaner than ever. The Neah Bay Agency, not having sufficient jurisdiction over the Quillayutes to help with their problems, forwarded the complaints to Washington, D.C, to the Bureau of Indian Affairs. The B.I.A. designated one square-mile at the mouth of the Bogachiel River as Indian land, and President Cleveland signed the order on Feb. 18, 1889. This area included all of Dan Pullen's property and home. Pullen did not give up easily, however. He took the ruling to court, but, not having paper to prove ownership, he lost, and given the high court costs, he wound up broke. Dan moved to Seattle, and died there in 1910. He was buried in Quillayute Cemetery.

Harriet Smith Pullen, Dan's wife had four children by the time disaster struck, and she could not see any future living the rest of her life with an old loser. The Alaska Gold Rush was in full swing, so Harriet left her children with friends and relatives, boarded her riding horse and some others with her brothers, got on a boat and headed for Skagway, historic entry to the Klondike Gold Fields by way of White Pass.

We find the continuation of Harriet Pullen's story based upon two interviews. The first, a 1933 interview, was published in Alaskans All by Barrett Willoughby. I do not know if all of this interview is fact, and I doubt some of it for several reasons, still making a discursive search, it is hard to say it's not mostly true, for at the time of the interview there were still a lot of people who remembered these times.

Upon her arrival at Skagway, Harriet was rowed to the beach with others. She did not know a soul. She had left her husband, was neither a divorcee nor a widow, and only had seven dollars to her name. She had lost her beautiful home and ranch on the coast of Washington, and had four children to provide for. She had no business experience, and was really frightened. As she stood in the rain, a man came up to her and said, "Can you cook?" She said, "A little," and he said, "You're hired, \$3 a day, come along." He took her to a tent stretched over a frame of rough



timbers, and said, "Here's my layout. Grub tent is alongside. I have 18 men cutting piling for the new wharf, and when they come in they will want to eat." With that, he rushed out. The place was a mess. A pan of beans was burning on the stove. The cook had left for the gold fields an hour before.

After a good cry, she tied a flour sack on for an apron and started to clean up the place. She had a fairly good meal ready when the men came in, even some dried apple pies. The men kept repeating, "Just like home."

It took Harriett three months to save enough money to send for her three little boys. She left the little girl in Washington, as Alaska was no place for her. Harriet got a small log cabin with a stove in one corner, and had a bale of straw in another corner to make a bed for her three little boys. They thought that was great fun, not realizing how desperately poor she was. She invented all kinds of games for the boys to play in front of the cook house so she could keep an eye on them.

Skagway at that time had nearly 20,000 people of all descriptions. Criminals of every kind flocked in to fleece the gold seekers. Seventy-five saloons ran day and night. All forms of gambling went on full blast. The most prominent and influential citizen was the proprietor of a saloon called Smith's Parlours. He was the outlaw, Soapy Smith, and when he passed Harriet's cook tent, on his white stallion, he always stopped to give the boys a cheery word, a coin, or a nugget.

As time went by Mrs. Pullen became aware that she needed more money than her \$3 a day. The fame of her apple pies had spread, and a restaurant specializing in home cooking began paying Harriett to bake pies for them.

Transportation was the cry of the day, as everyone wanted to haul goods over the pass. Horses were in short supply, so in order to make more money Harriet sent for her horses. The day they arrived, all four wharves were double-lined with boats unloading cargo. Harriet took a row

boat out to the ship, and since she could find no help, rowed her horses ashore one at a time. When she went back for the harness, she discovered it was stolen, and she had to rent the horses to a man for 10 days in order to buy packing equipment. She became the only woman to lead pack trains over White Pass.

Many horses perished. When the Brackett Wagon Road was built, she hauled freight in a wagon. Harriet lost one wagon when a team ran away, pushing her wagon over the side of a cliff, but she saved the horses.

Soapy Smith's outlaws had become more aggressive, and in response the citizens formed a vigilance committee to promote law and order. The result was that Soapy was soon killed, and he was gunned down practically at the doorstep of Harriett Pullen. After that, things began to quiet down in Skagway.

Once the White Pass & Yukon Railway was completed in 1899, the miners no longer depended on pack trains. They could take the train to Whitehorse, and there board river steamers bound for Dawson and the Klondike. Since her horses were no longer in demand, Harriett had to find other means to support her children.

A large house stood empty just off the main part of town. It had been built by a sea captain before the gold rush, and he had gone away. Harriett rented the house for \$150 a month, and started what soon became Skagway's famous hostelry, The Pullen House. Harriett catered to government officials and mining people, and many people of importance stayed there including President Warren Harding on his fatal trip in 1923.

Mrs. Pullen also had a 320-acre farm, a herd of jersey cows, and raised her own fruit and vegetables. The farm was on the old site of Dyea, a boom town and early competitor for the Yukon trade with Skagway. Several times, Harriett had to defend the place with a Winchester to drive off claim jumpers.

As her boys grew up, she managed to send the to school and university. Dan, the oldest, graduated as an engineer from the University of Wash-



ington. He received an appointment to West Point, and was an outstanding All-American football tackle. Later, he attained the rank of colonel in the Engineers. He served with distinction in World War I and was cited by General Pershing. When his mother was notified of his death, she could hardly talk for months.

Royal Pullen returned from World War I with wounds and a citation for gallantry. He later became an eminent mining engineer, and was in charge of one of the largest mines in the world.

Harriett's third son, Chester, was accidentally drowned in a swift rushing river in Alaska. This closed the first interview.

The second interview with Mrs. Pullen was made during World War II when she was very old. Peter Wood, who had been an editor and publisher in Denver, Colorado, got caught up in the war effort. He worked his way to Alaska along the Alcan Highway, and became a friend of Governor Gruning, who appointed him to the War Manpower Commission and Labor relations. His office was in the Golden North Hotel in Skagway, and while there he edited the first business directory of Alaska Territory.

Mrs. Pullen by this time was called "The Grand Silver Haired Lady of Skagway". Wood interviewed her for his book, The Unbelievable Years. In the paragraph on Skagway, he tells the story she related to him. She came on a cattle boat pushing her kids ahead of her, set up a tent and started making cakes and pies. In time, she built the Pullen House, and made a museum in part of it for the summer tourist trade. She said her husband had died and she came to Alaska to make her fortune. Quite a different interview.

When asking permission to use some data from one of my research books, the Port Angeles folks told me that Harriett Pullen had some relatives in Beaver, Washington, near Lapush. They were the Munson Family, and Mrs. Munson is Harriett Pullen's niece; her father was Harvey Smith.

In my correspondence with Arthur Munson, he said he rented Alanson's

farm in Mora for a number of years. While living there, Harriett Pullen came down from Skagway to visit her brothers. The Munsons also made a trip to Skagway in 1937, and mentioned that Harriett was an elegant lady.

In her old age a grand-daughter came to stay with her. Mary Kopanski stayed on with Harriett until she passed away in 1947. She is buried in Skagway, behind the Pullen House.

Mr. Munson also mentioned that Royal Pullen was still alive and able to look after himself. He was described as being mentally very alert at the age of 94. He lives in Escondito, California. Thus ends the story of the silver-haired mother of the North and the first postmaster of Lapush, Washington Territory. Mary Kopanski sold her inheritance in Skagway for \$300,000 to some Seattle parties. She has since passed away. As Arthur Munson said, "The Smiths were some family!"

#### REFERENCES:

"A History of The North Olympic Peninsula", The Daily News, Port Angeles Washington.

Jimmy Come Lately, THE Clallam County Historical Society.

Unbelievable Years, Peter Wood.

Alaskans All, Barrett Willoughby.

#### BUYING AND SELLING

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## POSTMARKS AND CANCELLATIONS\*

By Dan Meschter & Richard Helbock

Postmarks and cancellations are the principal evidence of postal history represented by a cover. The addresses of sender and recipient, the franking, and the character of the envelope are all significant and may play important roles as historic evidence; but the most critical element necessary to determine "the methods, routing and conditions of dispatch of postal communications" (FIP definition of Postal History) is the postmark(s) and auxiliary cancellations.

It is for this reason that postal historians pay particular attention to the study and classification of postmarks. Aside from some tabular analysis of postal rates, research conducted thus far into United States postal history has been largely descriptive, except for the field of postmarks and cancellations. In this area there not only have been several schemes published for the classification of postmarks and cancellations, but some exploratory statistical studies have attempted to determine theoretical relative supplies of various postmarks. The objective of this article is to review some of the work which has been done with postmarks and cancellations, and to present an organizing framework for classifying United States postmark.

### The Evolution of Postmarks

The origin of postal markings appears to be lost in antiquity. Use of a some type of official marking on correspondence certainly predates the development of postal systems as we know them. The idea of identifying markings on written documents may have begun as early as the Babylonian cuniform writings, when seals were rolled or pressed into soft clay tablets before drying and hardening.

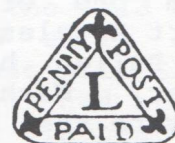
The Romans and their contemporaries throughout the first millenium A.D. used seals of gold, silver, ivory and carved gemstones pressed into a drop of hot beeswax on state papers and orders, especially when

the document was to be transported some distance and the person to whom it was addressed would be concerned with both its origin and authenticity. The practice assumed a special significance in written communication at an early date, and gave rise to such expressions as "his seal" as a kind of guaranteed signature, and "signed, sealed and delivered" as from one person to another.

With the development of early postal systems, an unbroken seal on the folded page of a document or letter assured it had not been opened by an unauthorized person. This practice continues today in the form of gummed flaps on envelopes and the placing of postal markings on the sealed flaps of registered mail by the Postal Service.

According to Z.M. Seron (1), "stamps" were embossed on the letter itself, or to a label that was affixed to the letter, by a wax seal to identify the courier system and routes of the Venetian posts in medieval Italy. This device evolved into the invention of prepaid postal stationery at the opening of the 17th century, and a whole series of special purpose markings to account for and expedite the dispatch of mail came into being.

Postage in some of the early postal systems could, perhaps, more accurately be called a tax, but whether tax or service charge, it was only natural that a marking showing the fee paid, or due, would be placed on the letter. Jacob Quack of Amsterdam is credited with the invention of a postal handstamp in 1667. The idea was adopted by William Dockwra for a "Penny Post Paid" stamp used on prepaid letters carried by his London local post in 1680.

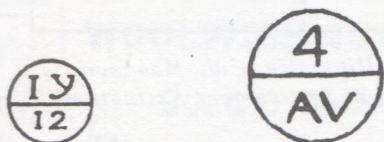


*Dockwra Local Post, Murray Postmark  
Courtesy of Tom Current*

\* Copyright 1985 by Dan Meschter & Richard Helbock



AS postal systems developed more complex service patterns among a network of towns, especially where the postal rates were based on distance carried, an indication of the place of origin became as important as the address. This idea probably occurred to the Venetians as well. It is claimed that the first dated handstamp was invented by Henry Bishop in 1660, and was applied to mail received from patrons in post offices of his postal concession. The purpose of the date stamp in this case was to discourage his letter carriers from delaying delivery since the addressee could tell at a glance how long the letter had been in transit.



*London Bishop Marks (1661-1713)  
Courtesy of Tom Current*

So it was that by the time postal systems were beginning to be organized in the American colonies at the end of the 17th century, the concept of a postmark and cancellation had already evolved to include many of the features with which we are familiar today. The earliest date stamps in the American colonies were, quite naturally, manuscript notations, sometimes within a plain handstamped circle or oval border. The use of straight-line postmarks from New York is known from the 1750's, and, by the end of the 18th century, the more familiar circular date stamps began to appear at colonial post offices.

#### A Classification of U.S. Postmarks

Classification is the process of arranging similar objects into groups for the purpose of further study. In sciences such as biology, chemistry, geology, and agronomy, classification was a necessary first step before additional research could begin, and so it is with the study of postmarks. We must group postmarks of similar designs into classes before we can begin to make intelligent generalizations.

United States postmarks may be conveniently divided into three historic eras:

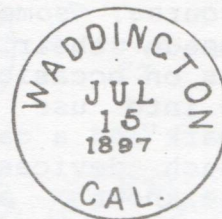
1) Pre-Adhesive era, from Colonial times to July 1, 1845, and on stampless covers for a short time thereafter;

2) Postmaster's choice era, from 1845 to the late 1890's, being the years when postmasters were responsible for providing their own postmarking equipment; and,

3) Modern Era, beginning in the late 1890's to the present, characterized by standardized postmarks made from handstamps and machines of approved POD (USPS) design.

#### Defining Terms.

A postmark combines elements of place and time of mailing, and is applied to the cover, usually in ink, by pen, handstamp, or machine. postmarks applied in pen, or occasionally in pencil, are known as manuscript postmarks (frequently abbreviated ms, or mss). By far the most common design used for U.S. postmarks, is that which features place and time information arranged within a circular outline. Postmarks of this design are commonly referred to as circular date stamps (abbreviated cds).

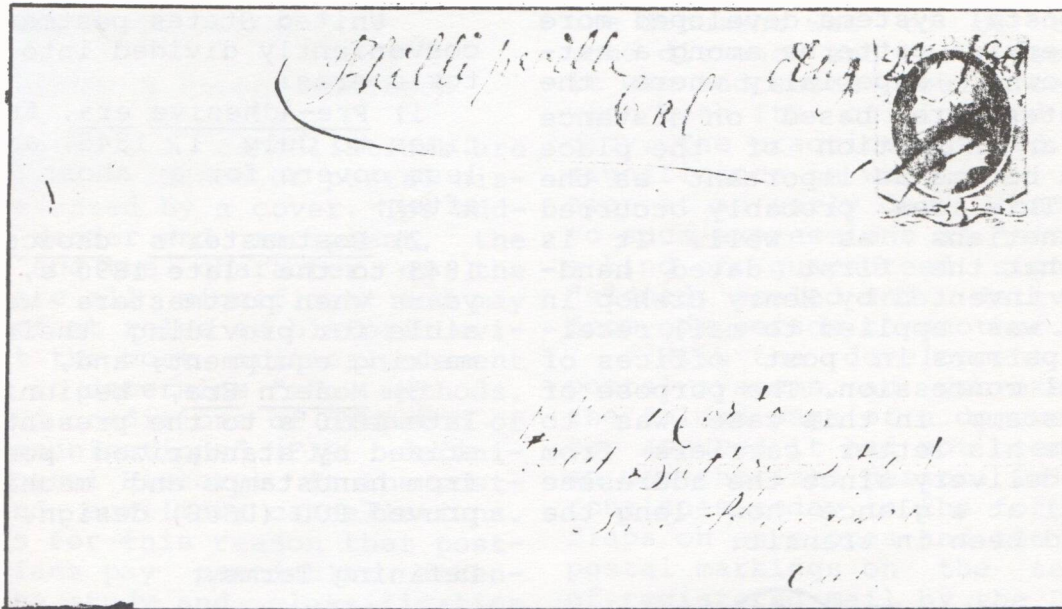


*A typical circular date stamp (c ds)*

The year date of a postmark often is of major concern to a postal historian; but, unfortunately, postmark designs did not consistently include the year in their date until near the end of the Postmaster's Choice era. Thus, the accurate dating of a postmark from Colonial times until the 1890's is often a problem requiring analysis of alternative or indirect evidence, and is sometimes never satisfactorily resolved.

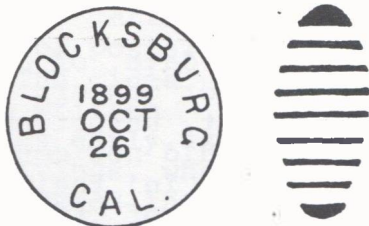
Introduction of adhesive postage stamps in the United States in 1845





*This cover bears a manuscript postmark and cancel from Phillippsville, Cal. Manuscripts such as this were commonly used at very small post offices, or in emergency situations into the early 20th century.*

was accompanied by the use in post offices of cancellers to, cancel, deface, obliterate, or "kill" the stamp in order to prevent its reuse. Markings made by such devices are broadly known as cancellations. Postmarks and cancellations were made separately throughout most of the Postmaster's Choice era. That is, the postmark die was mounted on one hammer, and a cancellation die was mounted on another hammer. Of course, some postmasters and clerks used their postmark to cancel stamps on occasion. Gradually, devices came into use which applied both a postmark and a cancel at the same time. Such devices, and their markings, are known as duplexes.



*A duplex postmark and cancel.*

Auxiliary markings are those that are neither strictly postmarks nor cancellations, but that appear on covers as evidence of methods, routing and conditions of dispatch or arrival. These include rate markings in the Pre-adhesive era, and a wide variety of markings to both the front and back of covers in all eras.

#### Pre-adhesive Era Postmarks.

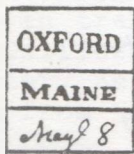
Postmarks of the Pre-adhesive era were applied in designs which ranged from starkly simple to highly ornamented baroque. They include numerous manuscripts, straight-lines and circular date stamps, similar to designs which persisted well into the Modern era, but they also featured some wildly imaginative and individualistic designs which were lost at the close of the era. Since postmasters generally were responsible for procuring their own postmarking devices, many were made by local printers from pieces of movable type or were custom castings. Such designs were limited only by the skill and artistic imagination of their fabricators.

The overall design variations that characterize postmarks of this era are such to apparently defy any





Paris May 14 Free  
**PORTLAND JULY 18**



HALLOWELL Court-House,  
 December, 18.

**WOOLWICH JUN 28**

SACO ME. SEPT 27



THOMASTON  
*Aug 24*  
**FREE**



**PATTEN, Me.**  
 FEB 14



**NEW YORK**

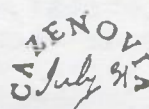


N.Y. July 8

UPPER  
 RED HOOK  
 NY. APR 2

NEW YORK Free

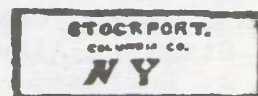
N-YORK. NOV: 22.



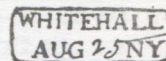
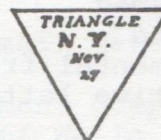
NIAGARA  
 FEB 20



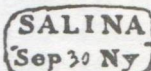
**NEW-YORK May 17.**



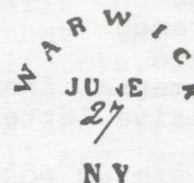
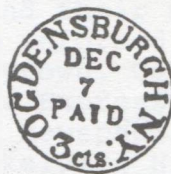
HUDSON, OR 4



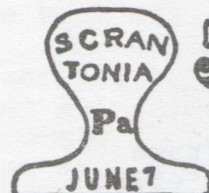
Wardsbridge,  
 March 93



ROCKTON  
 NY  
 MAY 31



**PHILA DELPHIA**



A sampling of Pre-adhesive era postmarks. Reproduced from Konwiser's United States Cover Catalog, 1947 Edition.



kind of rational classification system. However, Milgram and Jarrett (2) have successfully developed a scheme for classifying handstamped postmarks of this period based upon the configuration or arrangement of the letters in the town name, state name (abbreviation), and the date line, rather than on the design of the frame. In this way they were able to reduce handstamp design variations to four types: straight-line, arc, oval, and circle. An outline of their scheme follows:

A. MANUSCRIPT, with or without circular or oval frame.

B. HANDSTAMPED TOWN POSTMARKS

1. Straight-line
  - a. Unframed
  - b. Framed
  - c. Ornamental frame
  - d. Negative lettering
2. Arc
  - a. Unframed
  - b. Framed
  - c. Ornamental frame
  - d. Negative lettering
3. Oval
  - a. Unframed
  - b. Framed
  - c. Ornamental frame
  - d. Negative lettering
4. Circular
  - a. Unframed
  - b. Framed
  - c. Ornamental frame
  - d. Negative lettering

C. NUMERICAL RATING POSTMARKS

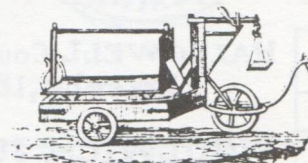
1. Prior to July 1, 1845
2. July 1, 1845, to June 30, 1851; "5" and "10" rates in east, "12 1/2" rate in California, and "40" rate to and from Pacific Coast.
3. After July 1, 1851; "Paid 3" rates, "10" rate to and from Pacific Coast.

D. AUXILIARY MARKINGS

1. "Paid"
  - a. Unframed
  - b. Framed
  - c. Ornamental frame
  - d. Negative lettering
2. "Free"
  - a. Unframed

- b. Framed
- c. Ornamental frame
- d. Negative lettering
3. Ship and Steam(boat)
  - a. Unframed
  - b. Framed
  - c. Illustrated
4. Other Usages
  - a. Carrier
  - b. Way
  - c. Advertised
  - d. Express

[TO BE CONTINUED]



## Charles Gillespie

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

### NET PRICE SALE

Lot 1. ASHLAND MILLS/OREGON, Aug. 8, 1867, VF cds on cover opened roughly into 3¢ Washington. Price. \$125.00

Lot 2. PORTLAND & AST/AGT., ca 1882, VF cds ties 3¢ Washington envelope w/San Francisco Carrier marking as b/s. Price. \$110.00

Lot 3. NOME/ALASKA, 1901, F-VF Type 3 on cover w/ 2¢ Washington. Price. \$45.00

Lot 4. WRANGELL/ALASKA, 1905, F-VF Type 1 on PPC w/mixed franking (U.S. & Canada). View of Wrangell on PPC side. Price. \$45.00

Lot 5. CLEARY/ALASKA, 1907, VF Type 1 on PPC w/deep, reinforced crease. View of Dawson street scene during celebration. Price. \$70.00

PHOTOCOPIES AVAILABLE FOR SALE

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



WILLIAM CARTER, FORT BRIDGER, AND  
THE OVERLAND MAIL

(Continued from LA POSTA 15/6)

By Lynn Langdon

(We present herein the conclusion of William Carter's draft of an 1864 letter to Postmaster General Montgomery Blair. Carter was serving as a Special Agent to the POD, and had been charged with gathering information on the conflict between the Wells Fargo Company and the Post Office in transporting the overland mail to California. As we resume Carter's letter, he is just entering California from Nevada.)

"On my arrival at Placerville, I found the same cause of complaint existing as at Virginia City. The Postmaster informed me that the way mail put up at Folsom, did not reach Placerville at the time the San Francisco and Sacramento mails were brought up, but that it was put on a slow coach, in order that the Wells Fargo mail might be in advance of it, and that it never reached Placerville until the Overland Coaches had left, thereby delaying the mails for twenty-four hours. I found the office at Placerville well conducted and the Postmaster and his assistant both intelligent men and well acquainted with their duties. The distance from Placerville to Folsom is usually made in four hours. I think it would be well to have a Mail Agent to travel upon the cars between Sacramento and Folsom in order to arrange the mails so that they would not be diverted from their proper course as is often the case, there being no one except an employee of the railroad company to attend to the mails, that the mail intended for Northern California is sent to Placerville and that for Placerville to be sent by the Overland Mail, is sent north.

The distance between Folsom to Sacramento by railroad is usually made in 1 1/2 hours. I remained several days at Sacramento and most of the time was spent at the post off-

ice with Mr. G. K. Rowland, P.M. I found Mr. R. a polite, kind-hearted gentlem, and universally esteemed by all who know him, temperate in his habits, strictly attentive to his duties, and well informed in regard to the mail service in California.

His assistants are intelligent, industrious, and familiar with the duties of their situations, each having his separate business to perform. The office is admirably arranged for the distribution of the mails, and the utmost order seemed to prevail throughout the entire office. Mr. R. is engaged in no other occupation, which is not the case in other offices I visited, but devotes his entire time and attention to the duties of the post office, everything undergoing his personal inspection, and nothing escaping his astute observation. There is a large amount of business done in this office. Mr. R. employs only seven clerks, and he informs me that he has often loaded 5 coaches with mail matter for Northern California.

I heard many complaints against the monopoly of Wells Fargo and about the postmasters who are their agents. New dealers, Editors, and subscribers complain that their newspapers are kept back in order to compel them to send their mails by this company. I am informed that the postmaster at Drytown, California, is an agent for the Express Company, and that sacks of newspapers sent from Sacramento to Mokelumne Hill are sometimes stopped at Drytown, and come back to Sacramento in the Drytown sack. The complaints against this Express Company are so universal that some steps should be taken in the future letting of contracts to prevent, if possible, the contractors from carrying this express matter or to prevent at least this company, or any other, from absorbing the legitimate revenues of the Post Office Department.

The mails are carried from San Francisco on board a steamboat in a room set aside for that purpose, and securely locked on the arrival of the boat at the wharf. The passengers are not permitted to leave the boat until all the mails have been sent to the



office. This is a wise precaution, as in case the mail room is broken open and the mails robbed, the guilty person can be more easily detected. The San Francisco mail is due in Sacramento at 4 o'clock A.M., and the cars usually leave Sacramento at 6:30 A.M., but in case the boat gets aground or meets with any accident the cars wait as late as 10 or 11 o'clock.

On my arrival at San Francisco, I was a little surprised at the large quantity of mail matter brought by steamer. I was requested by Mr. Parker, the postmaster, to be present at the office on the arrival of the steamer to witness the distribution. The matter belonging to Wells Fargo & Co. was first examined, the sacks being opened, each package was broken open and carefully examined, and every letter weighed and any that were marked under the rate were charged up.

After this examination was completed, which was quickly done, five large drays were driven up to the door and 140 sacks of mail matter were unloaded, and in the course of half an hour this large amount of mail matter was distributed. Mr. Parker overlooking and carefully examining all the time.

I found from overlooking the books of Mr. Parker that this was an unusually small mail, and that the average number of sacks brought by each steamer was about 148.

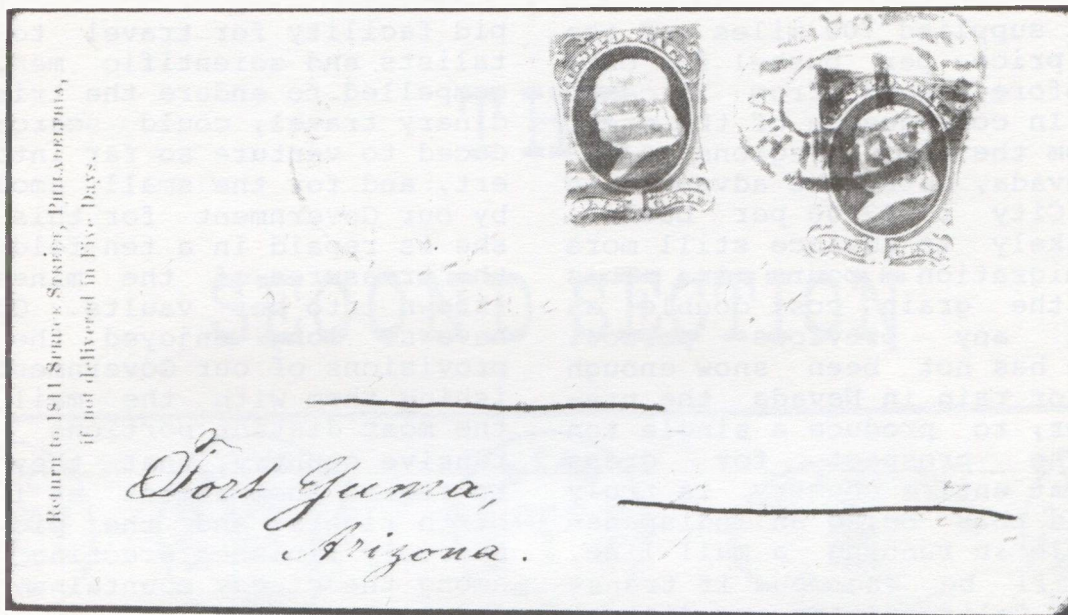
This office is well arranged, and the utmost order seemed to prevail throughout the management. I spent much of my time here, during my stay in San Francisco, and had an opportunity of examining carefully everything connected with the business of the office. I found Mr. Parker to be an accomplished gentleman and a businessman, affable and quiet in his manner, courteous in his bearing, familiar with the business of his office, constantly at his post and giving his business his constant personal supervision. He requested me to examine his accounts and his manner of conducting business. I found Mr. Parker to be a very popular man in California, President of the State Union League, numbering 30,000, and also of high standing among the Odd

Fellows. During my stay in California I heard not a word uttered against him, and all who had occasion to mention his name spoke of him in the highest terms of praise and regretted his removal.

On my way to California and during my stay there, I labored constantly to collect all the information that I thought would have the remotest bearing upon the mail service or of interest to the Post Office Department, but I find that I am compelled to omit many facts for want of sufficient time. I would however state before concluding that the time allowed in your advertisement for proposals for running from Virginia City to Folsom, both summer and wintertime, is too sharp. The present winter has been the mildest in California remembered by the oldest inhabitants. There has been scarcely snow enough on the Sierras to lay the dust in the road, and nothing to obstruct the running of the coaches for a moment. They have been making summertime schedules the entire winter, but this winter should not be a criterion by which to judge the future winters. The snow frequently falls to great depth and blocks the road in such a manner that it is impossible until the snow is cleared away, to cross the mountains. It is to the interest of the contractors to make the distance in as short a time as possible, even if this were not limited in their contract to a specified time. The profit arising to the present line from passenger fare, freight on bullion, and ordinary freight, aside from their mail pay, is so enormous that unless they had the very best coaches and finest stock and made the very best time, they would meet with the strongest competition and be compelled to divide their large gains with others.

The road from Virginia City to Carson via Gold Hill and Silver City has a 16-mile steep down grade, and can easily be made in two hours, but in going from Carson to Virginia, the grade is so steep that it cannot be made with safety to the stock in less than three hours. From Carson to Placerville, until the summit is reached the progress is scarcely ever beyond





*This cover, postmarked in Philadelphia, received a forwarding postmark at Fort Bridger before being sent on to Fort Yuma, Arizona Territory.*

a walk, but after this the distance is overcome with great rapidity. The shortest time in which this distance can be made is 18 hours, 30 minutes. The distance from Placerville to Folsom cannot be made in less than four hours, which would make the shortest time between Virginia City and Folsom 25 hours and 30 minutes.

I think this time, in order to allow for contingencies, should be extended to 28 hours, and that the winter schedule should be lengthened from the 15th of October to the 15th of April (6 months), instead of 4, and the time extended to 56 hours instead of 48 hours. It is often the case with this country that we have the severest weather from the 15th of October to the 1st of November. The same reasons given above for lengthening the time of running will apply in this case.

The distance from Salt Lake City to Virginia City can easily be made in the time given, 144 hours, either in winter or summer, and might be somewhat shortened. The snow never falls between these two points to a depth sufficient to obstruct travel. The road is generally smooth and firm and there are no streams of consequence over the route. It is of very little consequence to the general public who gets the contract, or whether its profits go to fill the

coffers of one party or many. All alike are interested in the courteous secure, and speedy transportation of the mails, and the party that is better prepared to perform this service is the one to be preferred. This line is necessary to the interests of the whole and should it fail to be carried out by the parties who take it, it will be productive of the most serious consequences. And from the consideration that the present Company have expended large sums of money in exploring the wilderness, making roads, building stables and station houses, digging wells, stocking the road and accumulating large supplies of materials. I think that the contract should be awarded to them for the reason that it is impossible for any other company to enter upon the service and perform it as efficiently, for a year to come, as the present company. It requires time to get the stock, coaches, forages, provisions, etc., etc., upon the road, the present contractors have these supplies already on hand. It is my firm conviction that the service can not be performed for a less sum than the contractors are at present receiving, and that any company, that takes the contract at less sum, must incur a heavy loss.

The Overland Mail Company has heretofore depended on Utah for the



grain that supplied 700 miles of the line. The price per bushel for oats has heretofore ranged from 75 cents to \$1.00. In consequence of the great demand from the mining regions of Idaho and Nevada, oats have advanced in Salt Lake City to \$2.00 per bushel, and are likely to advance still more as the immigration pours in. This will make the grain cost double as much as at any previous period.

There has not been snow enough in Nevada or rain in Nevada the present winter, to produce a single ton of hay. The prospect for grass through that entire country is truly gloomy, and this being an indispensable article in running a mail line. Its cost will be enormous if transported from California or any distant quarter. The present company have paid \$150 per ton for some of the hay they now have on hand.

It will, in a short time be necessary to greatly increase the mail service in Nevada Territory. As that country is settling up with a rapidity unprecedented in the history of new countries. It is impossible for one who has not visited it since the discovery of the silver mines to realize its rapid growth and wonderful prosperity.

I have been informed that 60,000 mules are now employed in transporting supplies from California to Virginia City and the rest of the towns in the Territory, and the 11 millions of dollars was paid last season in Nevada for freight alone.

There are upwards of 200 quartz mills in operation in and around Virginia City. The Gould and Curry are among the finest and are said to have cost upwards of one million dollars, and that it cleaned up last year over \$3,900,000 in silver. That it employs at the mills and in the mine upwards of 2,000 men. The population of Virginia City at present numbers between 13 and 15,000, and is rapidly increasing.

To our mail service more than to any other cause is to be attributed the discovery of the mines in Nevada and the rapid development of the country. The coaches which carry our mails, at present afford the only ra-

pid facility for travel to our capitalists and scientific men, who if compelled to endure the trials of ordinary travel, could scarcely be induced to venture so far into the desert, and for the small amount given by our Government for this purpose, she is repaid in a ten-fold degree by the treasures of the mines that are thrown into her vaults. Our people have so long enjoyed the bountiful provisions of our Government in furnishing them with the mails, even in the most distant portions of our extensive country, that they have come to regard them almost as inalienable birth rights, and the pioneer has scarcely finished erecting his cabin among the craggy mountains, before he cries aloud for a mail. Being of an inquisitive, restless nature, and migratory character, they fearlessly explore the most inhospitable and sterile portions of the desert and bring its hidden treasures to the light of day. It has been the case that the cry of exaltation at his new discovery has scarcely died away before the rumbling wheels of the mail coach break upon his ear.

The extensive basin lying between the Wasatch on the east and the Sierras on the west, which only a few years ago was regarded as a sterile, sandy waste, repulsive to all its features, and never intended by the Creator as an abode for civilized man has like magic, suddenly grown with importance and will soon swarm with intelligent and enterprising population.

Trusting that as long as you preside over the Post Office Department, and while there is yet a distant portion of our country to be supplied with mails, that the wheels of the mail coach will never stand still. I am most Resp.

Your Obediant Servant  
W. A. Carter  
Special Agent,  
Post Office Department

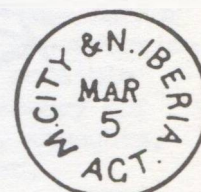
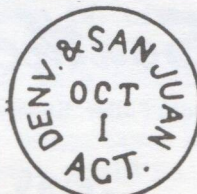
[TO BE CONTINUED]



# THE

## SECOND SECTION

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As the new editor of the Second Section, I hope that our forthcoming articles will be of interest to those who study and collect railway markings, or those who may have just a passing interest in this most fascinating field. In future issues, a wide variety of railway mail route operations will be covered, to include those of the Nickle Plate Road, the Utah & Northern Railroad, the Kentucky Central, the Wabash, and segments of the New York Central and the Pennsylvania Railroads. Hopefully, we will break new ground with an article detailing the origin and authority for the use of railway business mail. Also, farther down the track will be articles devoted to the use of revenue stamps by different railroads.

If you, the reader, have any preferences, opinions or criticisms, please feel free to correspond with me. In the same view, I would welcome assistance in the form of ideas for future articles. If you have a favorite railroad cover you would like to share with our readership, please feel free to send in a clear xerox copy with a descriptive paragraph, as I think this would be an interesting addition to each issue of the Second Section.

As a final thought, I would like to offer my assistance to those readers who may not be as fortunate as myself to have access to a fine railroad reference library. As an assistant to Robert W. Richardson at the Colorado Railroad Museum's Archives, the library provides me with access to official guides, Poor's Manuals, corporate histories, plus thousands of books on railroad history, the data from which I will be glad to share with you. My only request is that any inquiries be relatively modest in length, due to the constraint of time placed upon me by a growing family, an unpredictable railroad job and various other commitments.

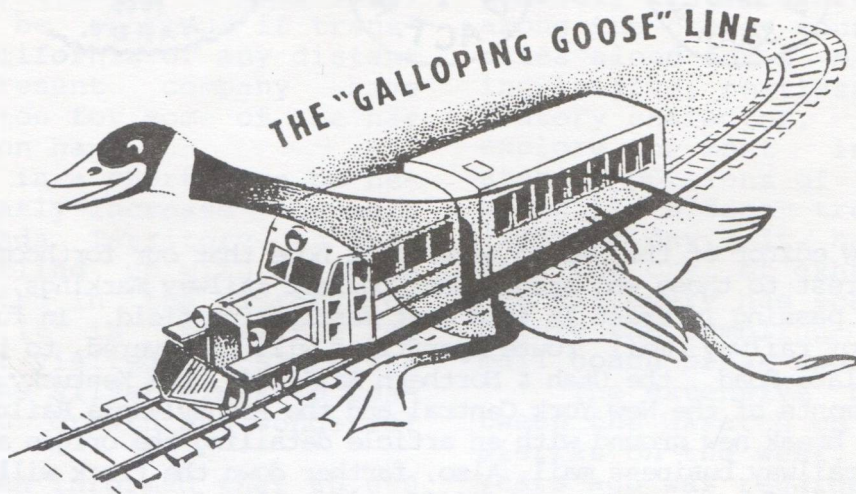
Bob Munshower



NARROW GAUGE MAIL ROUTE OPERATION  
OF THE  
RIO GRANDE SOUTHERN RAILROAD  
1890-1931

## *Rio Grande Southern Railroad*

Pierpont Fuller, Receiver



### **MOST SPECTACULAR NARROW-GAUGE RAILROAD IN AMERICA!**

For your most exciting railroad adventure! Ride the silver "Galloping Goose" through the precipitous San Juan mountains, around 14-thousand-foot peaks, along dashing trout streams, through wild flower paradise near timberline and historic gold and silver camps.

The story of the Rio Grande Southern Railroad is certainly one that is known to the vast majority of the students of western railway lore. For those unfamiliar with this unique narrow gauge road, it is sufficient to say that it not only traversed some of the most spectacular mountain scenery to be found on the North American continent, but that its history and operation and ultimate demise are still unending sources of amazement to those even casually acquainted.

As one might imagine, thirty pages can't do justice to over 40 years of railway mail route operation on the Rio Grande Southern, much less its corporate or operating history. For those wishing to become better acquainted, a bibliography of the best available reference works is included.



What may have been the first railway post office route to operate via the Rio Grande Southern does not appear in either available Post Office Department records nor in the contemporary philatelic literature devoted to the research of railway mail route history.

Illustrated below is a clue to the existence of this early unrecorded route. This missive was sent to the Rio Grande Southern clerk at Ridgway requesting that a coal voucher be sent so coal could be obtained. Not too unusual, except the signature also carries the notation, "Mail Clerk, RGS" as well as a heading which pre-dates the first railway post office service by nine months. One more unusual fact is that the request was obviously sent from Rico, although the advancing tracks of the Rio Grande Southern did not enter Rico until October 4, 1891.

What this early route may have been is, of course, open to argument. The author feels that this clerk could have possibly been assigned to accompany the construction forces as they pushed the railhead to it's terminus at Durango. Another possible explanation is that an RMS clerk was sent to set up the arrangements necessary for institution of a railway post office where none had operated before. Any thoughts, comments or suggestions on this subject would be appreciated by the author.

RL. M. S. 5120.
Railway Mail Service,
<i>Dec. 12/22, 1890</i>
<i>Chief Clerk R.G.S.</i>
<i>Ridgway, Colo.</i>
<i>Sir- Will you please</i>
<i>send an order for coal</i>
<i>in my favor to agt. at</i>
<i>Rico?</i>
<i>Respectfully</i>
<i>Chas. F. McKinley</i>
<i>mail clerk</i>
<i>R.G.S.</i>



Montrose Colo  
Feb. 27<sup>th</sup> 192

To

J. A. Putney C. C.

Sir.

Denver Colo

On south trip of 26<sup>th</sup>  
inst. we were delayed at  
Vance Junction three & one half  
hours account of land slide  
north of Ophir.

We did not arrive  
in Rico until 11<sup>30</sup> P.M. and  
I found the agent was asleep  
and no mail carrier to receive  
the mails.

I kept the mail in  
the car all night and carried  
it back with me this A.M.

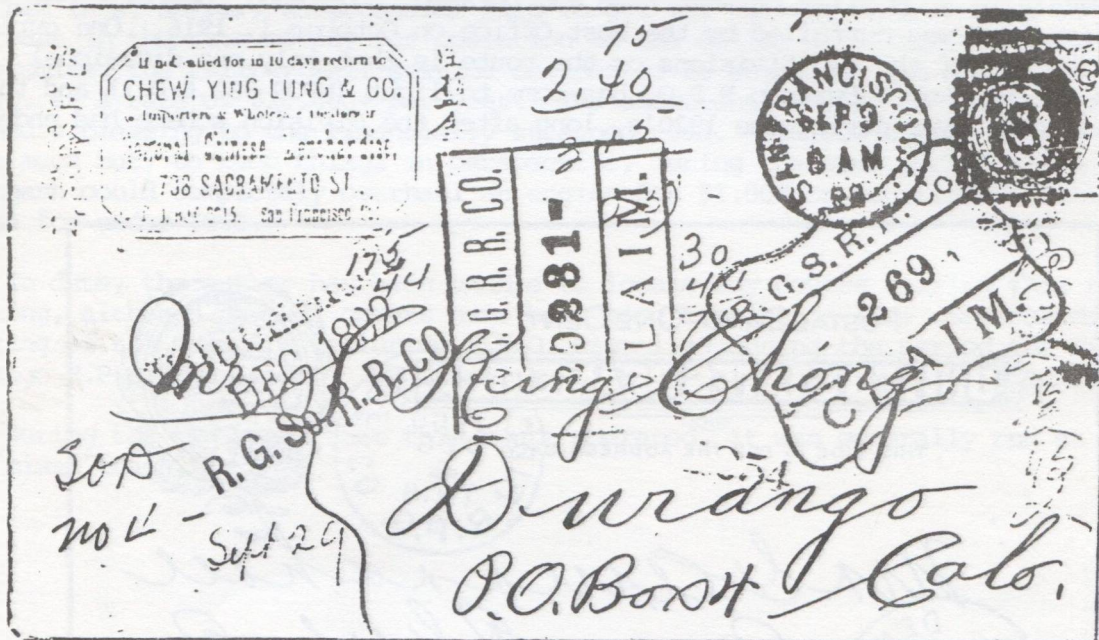
I don't think it  
is my duty to carry the mail  
to the office or hunt anyone  
up to receive it.

Very Respect  
Arthur Brady R.P.O.  
Montrose Colo R.P.O.



Montrose & Rico R.P.O.  
2-4-92 to 6-14-92

Finally a railway post office route which has left witness (of sorts) of it's passing, went into operation. As the accompanying illustration of Clerk Brady's complaint shows, the route did operate, although in somewhat lackadaisical manner. But the important fact is that Clerk Brady included the title of the route in his complaint. Other than the one small notation of Mont. & Rico R.P.O., no markings known to this writer exist of this route at this time. Concurrently, another route of sorts almost did exist. The government delivered another order to implement a mail route between Rico and Durango, Colorado. Although quickly rescinded, this stillborn R.P.O. route did become the basis for the southern division of the next route to operate on the Southern.



Montrose & Telluride R.P.O.  
8-19-91 to 2-4-92

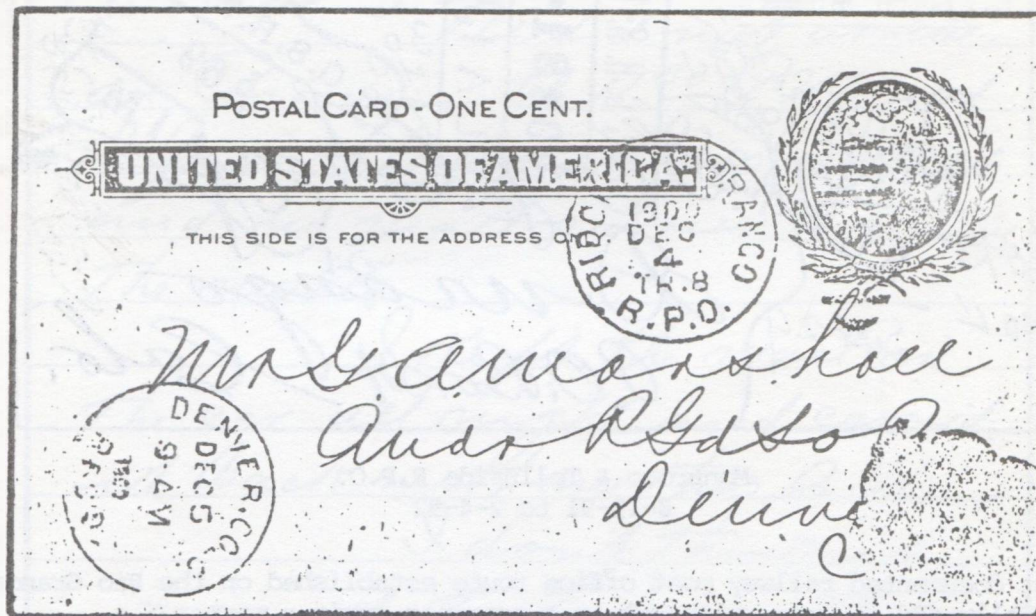
The first documented railway post office route established on the Rio Grande Southern actually did operate, although in a somewhat curious manner.

On August 19, 1891, the Post Office Department awarded the Denver & Rio Grande Railroad a railway post office contract to provide railway mail route service between Montrose and Ridgway, Colorado. Simultaneously, a contract was given to the Rio Grande Southern to operate a mail route between Ridgway and Telluride, Colorado. Both of these routes operated under one title, that being the Montrose & Telluride R.P.O. Postal records show this to be simply an extension of the then recently established Salida & Ouray R.P.O. Company records show payment for operation of the route, so it may be safely assumed that it did operate. If this route did operate as an extension of the Salida & Ouray R.P.O., there is little probability that a marking bearing the title Ridgway & Telluride will ever be found as it would be logical for the clerk to continue to use an existing marking device to cancel any mail received beyond Ridgway rather than purchase an additional cancelling device at his expense. To give some credence to this line of thought, postal records indicate the clerk only went as far as Ilium (no post office) with the mail carried into Telluride via closed pouch.



Ridgway & Durango R.P.O.  
6-14-92 to 9-25-17

The Ridgway & Durango R.P.O. should be the one Rio Grande Southern mail route that offers the least amount of conflicting data as to it's operation. As usual, this is not so. When I sat down to correlate the information and data available, it became apparent that this, the longest lived mail route, would pose just as many questions as those earlier routes, about which less was known. The Ridgway & Durango R.P.O. route was itself established on June 14, 1892. According to company records, the Rico to Durango railway post office route was instituted very early in 1892, but alas, the Post Office Department rescinded the order to establish service via Rico and Durango. Instead, upon implementation of the Ridgway & Durango R.P.O., it was separated into two divisions. The northern division operated over the 66.5 miles between Ridgway and Rico, Colorado, while the southern division was worked over the remaining 95.0 miles between Rico and Durango, Colorado. Operation of the separate divisions was curtailed by the Post Office on October 1, 1916. One curious aspect of the use of the two divisions on the route is that only one divisional marking of the Ridgway & Durango R.P.O. has come to light (MPOS 962.6-D-1) and that was applied to a cover during the 1920's, long after the division scheme had ended.



Another interesting aspect concerning the operation of this route was that the clerk who normally operated Ridgway to Rico via Vance Junction was required from 1914 to 1916 to work beyond Vance Junction into Telluride, then work from Telluride back to Vance Junction, thence to Rico. The obvious confusion and delays to the mails occasioned by this confusing route alteration forced the Post Office to institute an Illium (Vance Junction) to Telluride closed pouch and return the northern division clerk to his Ridgway-Rico run early in 1916. The Ridgway & Durango R.P.O. would operate for only one more year before the Post Office declined to renew the contract. In it's place, a closed pouch operated between Vance Junction and Durango as well as operating a newer, much shorter railway post office route between Ridgway and Telluride, Colorado. Company records show this as an R.P.O. route, although government pay vouchers show remuneration for a closed pouch route, payment made for six round trips weekly.



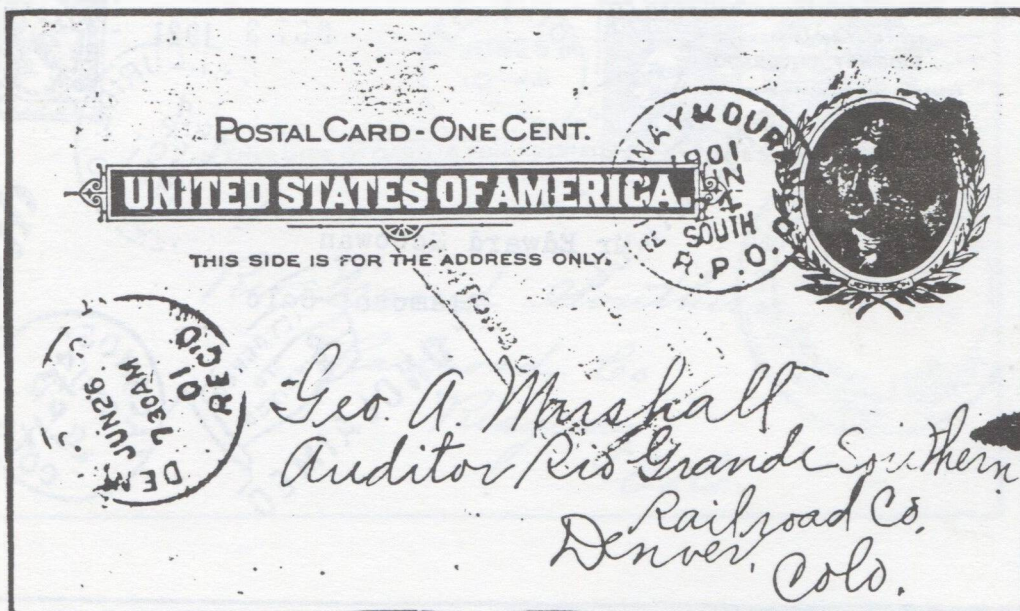
Ridgway & Durango R.P.O.  
9-1-28 to 8-31-30

The results of years of abusive neglect by the parent Denver & Rio Grande Western had finally exacted its toll upon the Rio Grande Southern. The roadbed was in terrible shape, the motive power marginal, and morale was at an all time low. This is the scenario drawn during the final years of Rio Grande Southern railway post office operation.

The receiver, Victor Miller, petitioned the Colorado Congressional delegates to aid him in a, so far, unsuccessful plea to get the railway mail service to grant an increase in the rate of pay for operation of the Salida & Telluride R.P.O. In a compromise, the railway mail service decided to re-establish the Ridgway & Durango R.P.O. at a rate of \$20,000+ per year. The additional \$7,000 to \$9,000 per year was indeed a blessing to the financially strapped road. \$20,000 a year does not seem like much but, to keep things in perspective, during the same period the Rio Grande Southern could completely overhaul an engine for \$1,000 or construct a Galloping Goose for under \$800.

To date, the author has been unable to locate any covers bearing this route marking, although several covers have been seen bearing on line cornercards with the marking of the Salida & Telluride R.P.O. cancelled during the period the Ridgway & Durango R.P.O. operated.

During the two years that this route operated, it was generally run at night via mixed train.



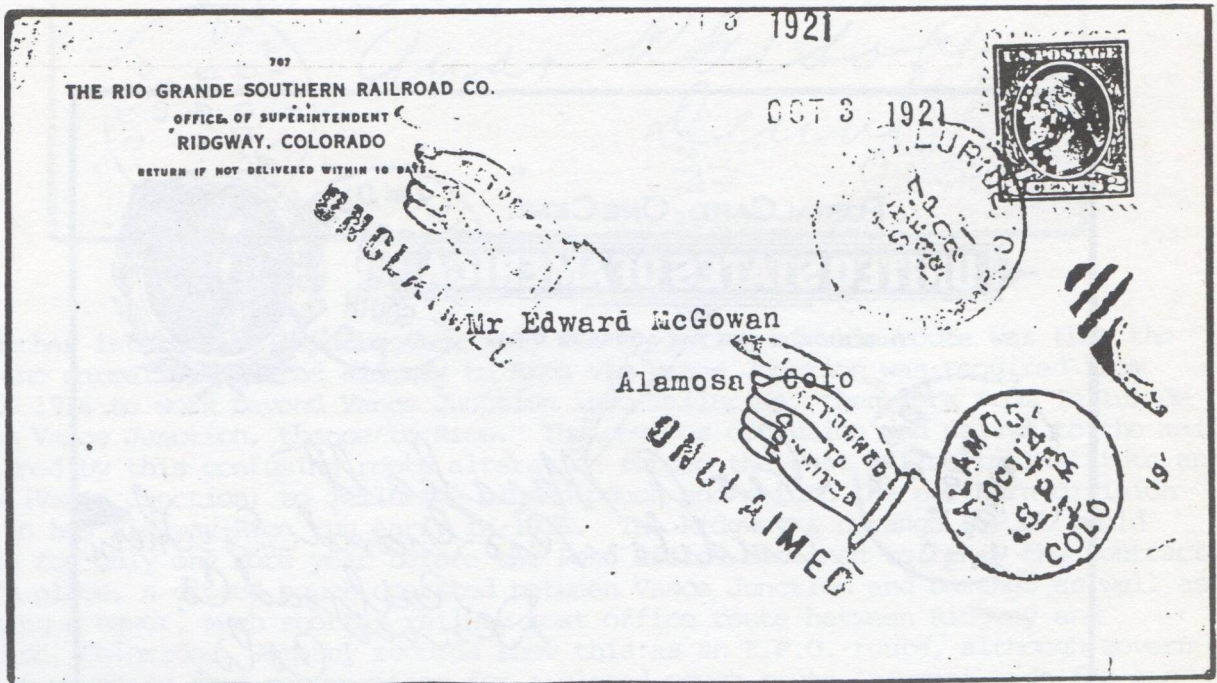


Ridgway & Telluride R.P.O.  
9-25-17 to 9-27-27

Salida & Telluride R.P.O.  
9-27-27 to 5-2-31

During the research involving this study, the author found little that was not already known about these two railway post office routes. Although the Rio Grande Southern was in the worst part of it's decline, the routes were operated with very few problems. Conspicuous by their absence were penalties by the railway mail service for delays or improper operation of the routes. Since both routes only went as far as Telluride, closed pouch service operated over the balance of the road.

As to be expected, markings of these two routes on cover are uncommon, with a well-struck example being considered rare. As a matter of fact, only one recorded example of any of the later railway post office routes survive bearing a date later than 1923. If any of our readers are aware of any existing markings post dating 1923, the editor would be most appreciative if xerox copies could be obtained for the purpose of cataloging.





Ridgway & Durango R.P.O.  
2-16-30 to 6-30-31

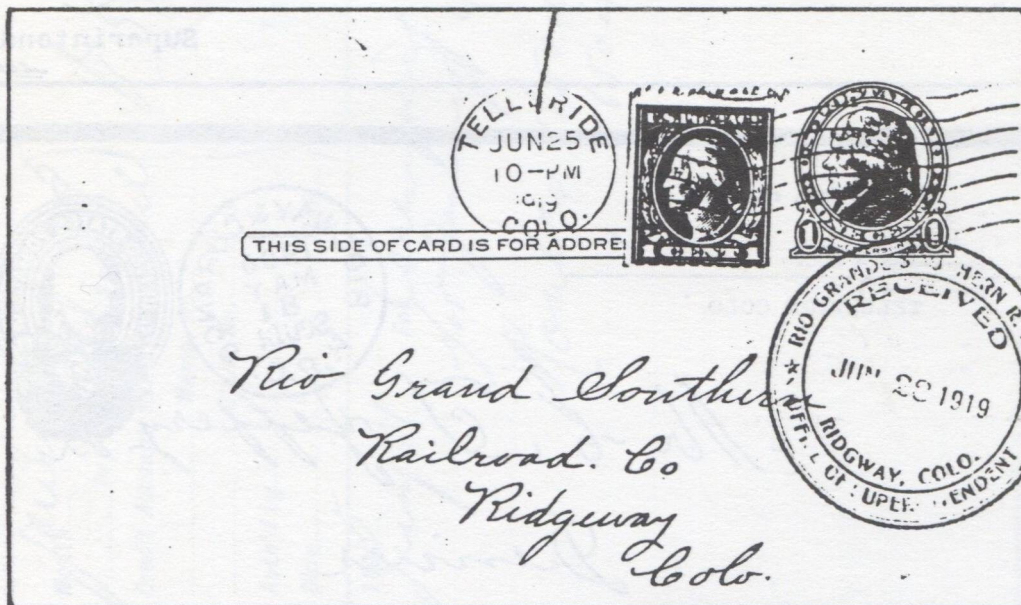
On January 24, 1930, Victor Miller wrote a letter to the Second Assistant Postmaster General stating that he intended to petition the court (which was the legal overseer of the RGS) to "repudiate" the Ridgway to Durango mail route contract that had been awarded in 1928. By repudiate, it is taken that he felt he could not operate the current contract at a profit! After much political pressure was applied, Mr. W. Irving Glover, the Second Assistant Postmaster General, replied that the best the Post Office Department could offer was a new contract paying \$38,000 plus allowing service to resume via daylight mixed train!

Mr. Miller must have had quite a bit of influence to land such a lucrative contract - on his terms yet! This has to be one of the few recorded cases where a railroad dictated the terms of a railway mail route contract.

The contract would run only sixteen months and, when terminated, never again would a railway post office route traverse the scenic San Juan via the Rio Grande Southern Railroad.

Post - 1931

The Rio Grande Southern would still carry closed pouch mail, although it would now be carried aboard a conveyance new to the annals of railway mail transport - the Galloping Goose. These hybrid mechanical contrivances somehow embodied a spirit of the railroad that, even today, still evokes admiration and wonder over the legacy of Otto Mear's road.





RIO GRANDE SOUTHERN RAILROAD COMPANY.

Ringway, June 4th, 1892. 189..

Post Master,

Dix, Colo.

Dear Sir:-

R.G.S. Time Card in effect at 12:01 A.M., Sunday June 5th, note the following arriving time of trains carrying the U.S.Mails: Train # 5 will arrive at Paradox at 8:10 P.M., train # 6 at 5:58 A.M.

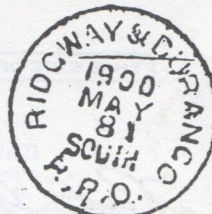
Yours truly,

*W.D. Lee*

Superintendent.

After 10 days, return to

TELLURIDE, COLO.



*Mr. E. T. Jeffery*  
*Denver*

*Col*



R. O. No. Form 201-6-14-100.

BILL COLLECTIBLE

In making settlement or Voucher  
please refer to

Month *January* 189*5*

Dep't *Car* Div'n No. *1*

Credit Account No. *Car*

Memo. No.

Claim No.

Auth'd by

Date *1895*

Auditor's No. *247*

*K. S. Rails*  
*Denver Co.*

To The Rio Grande Southern Railroad, Dr.

EDWARD T. JEFFERY, RECEIVER.

REMITTANCES SHOULD BE MADE TO THE RECEIVER, DENVER, COLO.

189*5*

*For January K. S. Rails*  
*for January 95*  
*Routes 165043 269.45*  
*165045 518.18*  
*837.63*

*837 63 837 63*

*837 63*

Approved:

Correct

Approved:

Auditor.

Approved:

Receiver.



## 1891-1938

68

Form 706

RIO GRANDE SOUTHERN R. R. CO.

OFFICE OF GENERAL SUPERINTENDENT  
RIDGWAY, COLORADO

*My Card Found. Put  
in  
1902*

*Opened through  
mistake by  
John Shaffer*

*Marge*

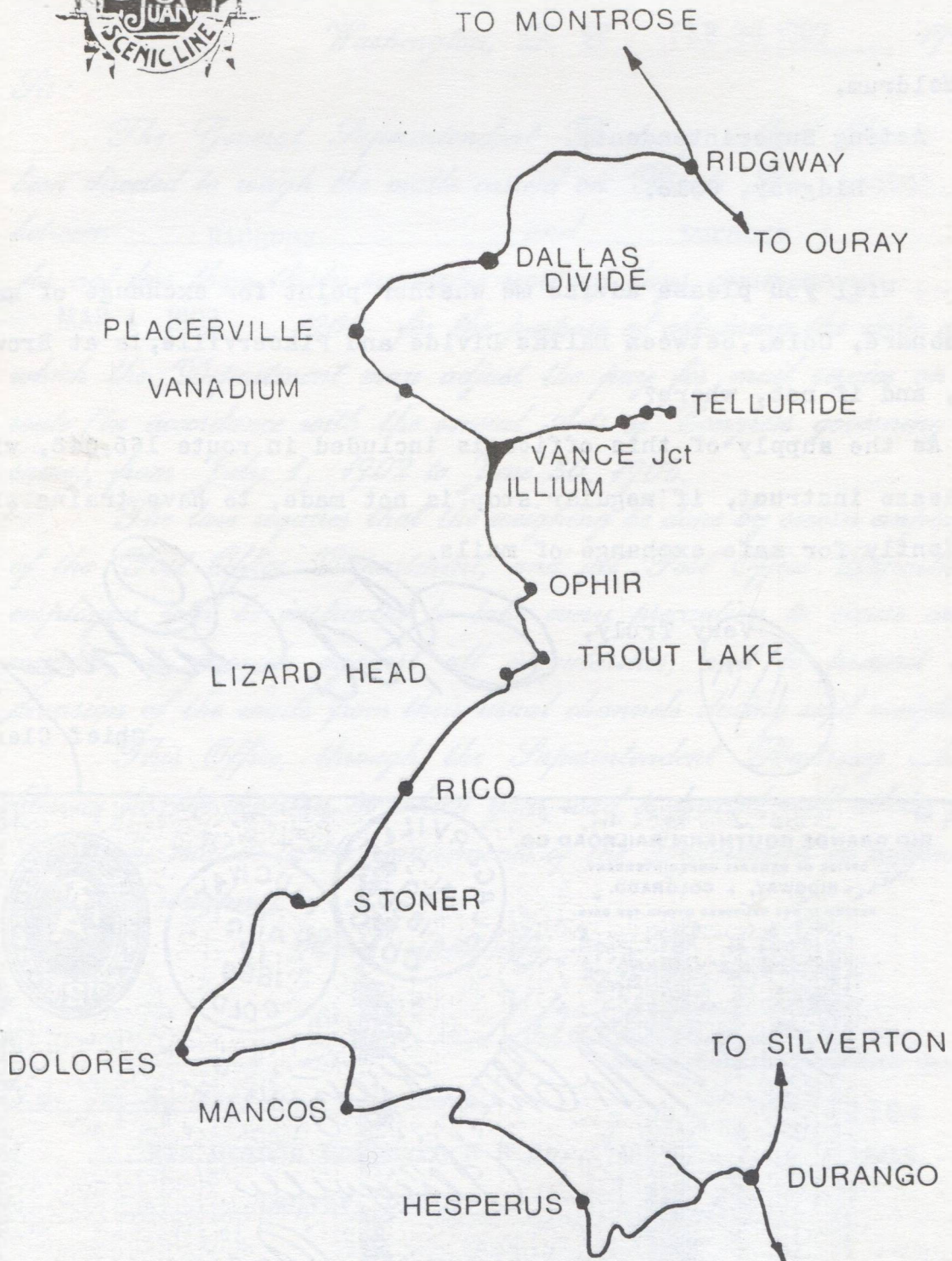
UNCLAIMED.

UNCLAIMED.

RIDGWAY, CO. MAY 4 1902 P.M.

DURANGO, CO. MAY 4 1902 P.M.







# Railway Mail Service,

OFFICE OF CHIEF CLERK,

Denver, Colo., Nov. 14th, 1900.

A. S. Meldrum,

Acting Superintendent,

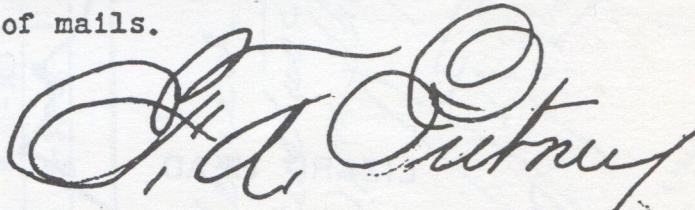
Ridgway, Colo.

Sir;--

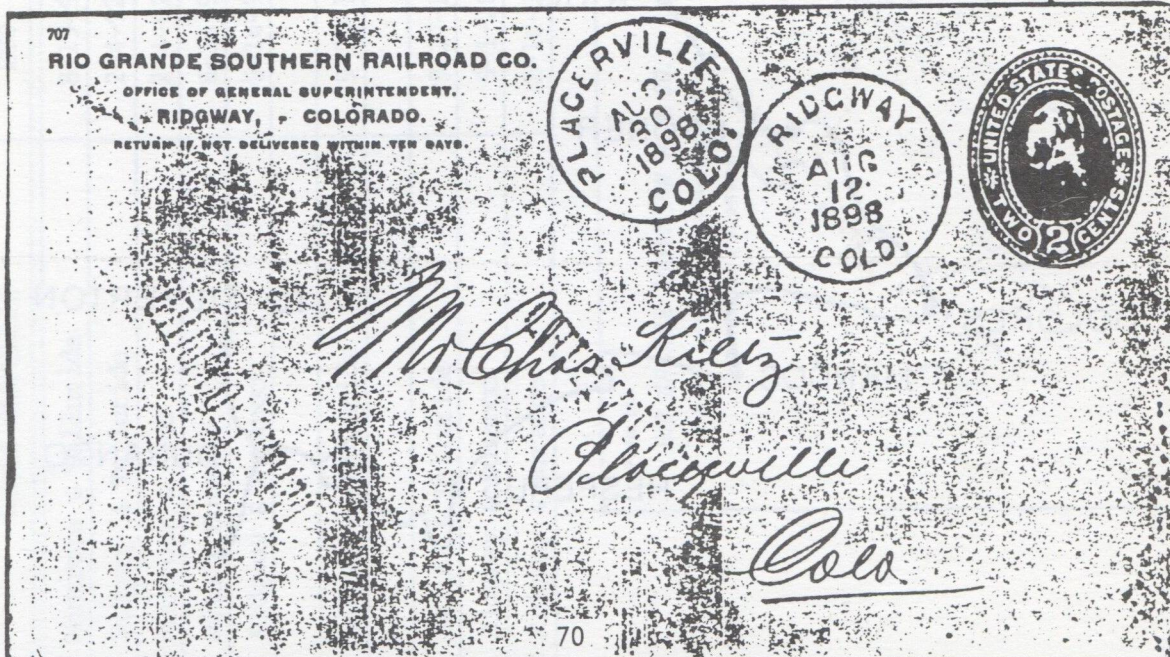
Will you please advise me whether point for exchange of mails with Leonard, Colo., between Dallas Divide and Placerville, is at Brown Siding, and if not, where?

As the supply of this office is included in route 165,045, will you please instruct, if regular stop is not made, to have trains slowed sufficiently for safe exchange of mails.

Very Truly,



Chief Clerk





## Post Office Department,

OFFICE OF THE SECOND ASSISTANT POSTMASTER GENERAL,  
RAILWAY ADJUSTMENT DIVISION,

Washington, D. C., FEB 26 1902, 1902,

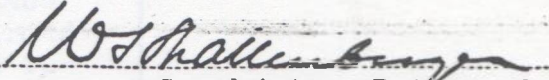
Sir:

The General Superintendent Railway Mail Service has been directed to weigh the mails carried on Route No. 165045 between Ridgway and Durango for not less than thirty successive working days, commencing MAR 4 1902, 1902, for the purpose of obtaining the data upon which the Department may adjust the pay for mail service on the route (in accordance with the several Acts of Congress governing the same), from July 1, 1902 to June 30, 1906.

The law requires that the weighing be done by sworn employees of the Post Office Department, and all Post Office Department employees will be instructed to take every precaution to secure correct weights, to provide against all irregularities, and to prevent any diversion of the mails from their usual channels during said weighing.

This Office, through the Superintendent Railway Mail Service for the division in which your road is located, will advise your Company relative to the requirements of the Department in connection with said weighing.

Very respectfully,



Second Assistant Postmaster General.

Mr. E. T. Jeffery, President,

Rio Grande Southern R R Co.,

Denver, Colo.

2504

2505



# Railway Mail Service,

OFFICE OF CHIEF CLERK,

Denver, Colo., May 28th, 1906.

A. C. Meldrum,

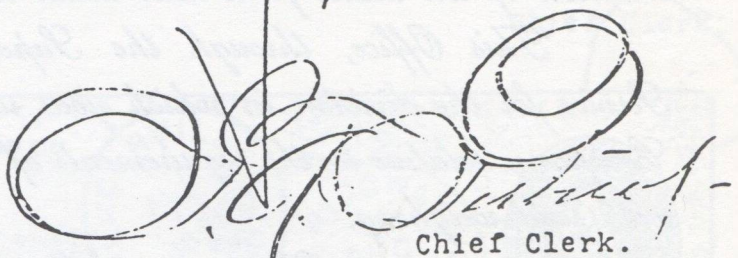
Supt., Ridgway, Colo.

Sir;--

This office is advised by clerks of our service that account of land slides between Vance and Telluride, regular trains are only being operated between Ridgway and Vance, and between Vance and Durango, that the only facilities now for transportation of clerks with mails, both ordinary and registered, are by box car between point of slide and Telluride, and that the conditions for resumption of operation of regular trains is quite remote.

Will you please advise as specifically as possible regarding the conditions, and as to whether it will not be possible to arrange at an early date for safe transfer of mails and transportation of clerks in charge of them.

Very Truly,



Chief Clerk.

Mr. Meldrum's answer to Chief Clerk Putney was that the line would be closed for approximately sixty days before work could even begin on replacing the track displaced by the Keystone landslide. Mr. Meldrum further stated that mails would continue to be transferred across the slide and would be transported to Telluride via boxcar - the only type of rolling stock on hand at Telluride.



Denver, Colo., Feby.23rd,1907.

A. C. Meldrum,

Genl.Supt., Rio Grande Southern Ry.

Ridgway, Colo.

Sir;--

Mail clerk-in-charge of train 26-5 Feby.17th,1907, reports delay of 18 hours near Dix account freight wreck, passengers and train crew being promptly transferred, and proceeding on to Durango, but no facilities afforded for transfer of mail and clerk; that mail car with clerk and mail was taken into Durango later by a freight train, arriving at that point 9;25 A.M. Feby.18th, missing all connections.

Will you please investigate.

Very Truly,

Railway Mail Service

OFFICE OF CHIEF CLERK

DENVER, COLO.

July 4, 1912.

Mr. H. B. Mack,  
Manager Rail Traffic,  
Mo. Pac. System,  
St. Louis, Mo.

Dear Sir;--

Clerk on Ridgway to  
Durango train 8 reports leaving  
Telluride, Colo. Feby 18th ulto.  
in caboose 0401, transferred at  
Keystone to caboose 0500, and  
again to caboose 0404 at Vance  
Junction, and service performed  
in that car to Ridgway, and re-  
turned on train 7 of same date  
from Ridgway to Telluride in bag-  
gage car. No other car available.

(sig) F. A. Putney,

The least known of all Rio Grande Southern postal cars was Caboose #0404 built in 1902. Several times this crummy was placed into emergency service as a temporary Railway Post Office Car. This usually happened when Train #7 or #8 was involved in a wreck or caught on the wrong side of a snowslide, washout or mudslide which required transfer of passengers, mail and baggage across or around the obstruction.



Sec. Train, No. 44 Left 10:30 at 10:30 M.  
 Conductor W.D. Brakemen Wm  
 Engine No. 2 Engineman Munguel  
 Engine No. 2  
 Engine No. 2

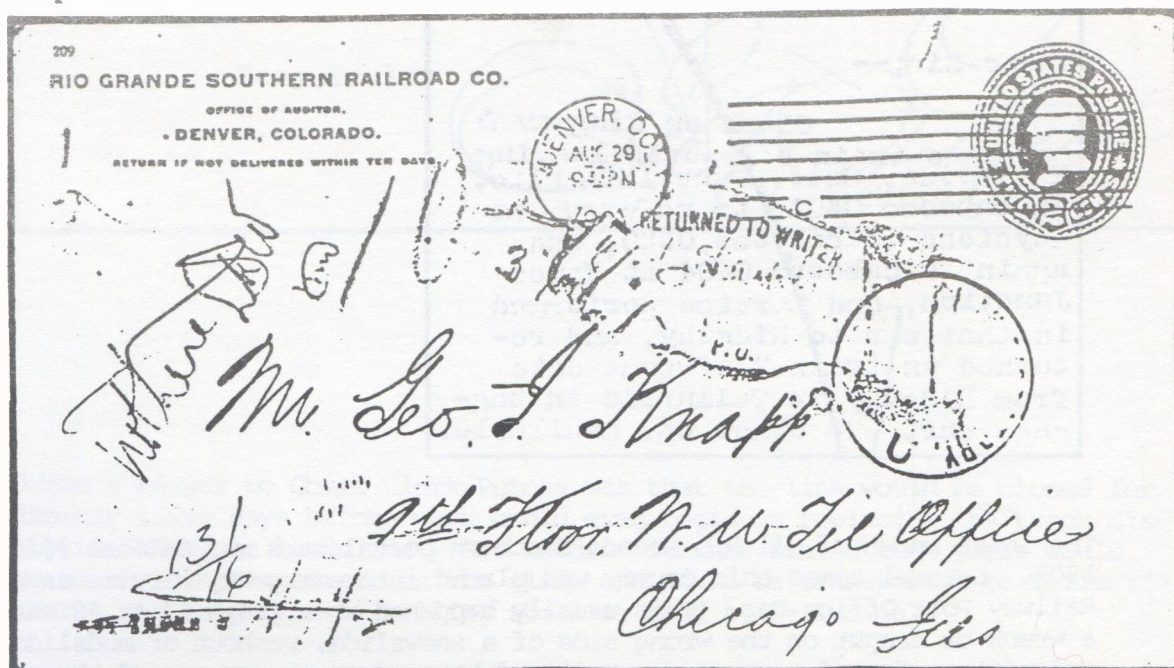
7/17 1907 Arrived mo 28 at mo 28 3/20  
 Fireman Burns from Do to mo  
Return to Telluride

INITIALS	CAR NO.	Kind Car	Where Taken	Where Left	Final Destination	Contents or Empty	Cap. Car in Tons	WEIGHT IN TONS			SEAL RECORD				REMARKS
								Contents	Car	Total	Right Side	Left Side	Ends	Top Hatches	
<u>W.D.</u>	<u>62</u>	<u>E</u>	<u>mo 28</u>	<u>mo 28</u>	<u>Telluride</u>	<u>ill</u>			<u>14</u>	<u>14</u>					<u>ella</u>
<u>W.D.</u>	<u>255</u>	<u>E</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>			<u>20</u>	<u>20</u>					<u>ella</u>
<u>W.D.</u>	<u>256</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>			<u>20</u>	<u>20</u>					
<u>Left</u>	<u>mo 28</u>	<u>-</u>	<u>at mo 28</u>	<u>at 1:30 pm</u>	<u>3/20-107</u>										
<u>Arrive</u>	<u>at Telluride</u>	<u>at 2:30 pm</u>													

This conductor's report is extremely interesting in that it shows rented Denver & Rio Grande mail car #62 carried by special train to mile post 28 near Fall Creek where passengers, baggage and mail were transferred around the slide and taken into Telluride in coaches #255 & #256 and postal car #62. The thirty-four mile trip required four hours. Engine #2 was, at the time, working as a switcher in the Telluride yard, while the coaches and mail car may have been kept in Telluride\* during the severe spring flooding of 1907. The Durango-Telluride passenger train usually tied up overnight in Telluride, leaving again the next morning for Durango.

A most interesting account of even worse problems encountered on the trip from Durango to Telluride which occurred on the same day as the above incident may be read in Josie Moore Crum's "The Rio Grande Southern Railroad", page 153.

\* for protection



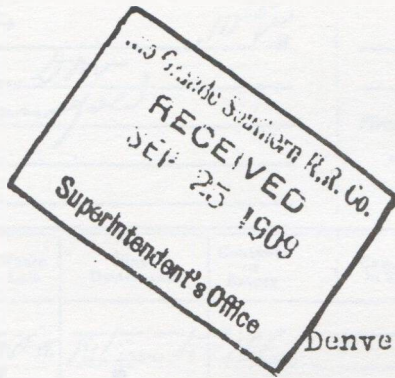


RIDGWAY & DURANGO R.P.O.

1908  
CLOSED  
POUCH

Tr.No.:	Made By	Tr.:	Labeled To	Tr.:	Fre que ncy	Carried From	Carried To	Remarks
26-5	Ridg. & Durango	7	Ridg. & Durango	5	B	Telluride	Rico	
	Telluride		Ames		A	"	Ames	
	"		Rico		A	"	Rico	
	"		Ridg. & Durango	5	B	"	"	
			via Rico					
	Ames		Rico		B	Ames	"	
	"		Ridg. & Durango	5	B	"	"	
	Telluride		Dolores		E	Telluride	Dolores	
	"		Mancos		E	"	Mancos	
	"		Hesperus		E	"	Hesperus	
	"		Durango		E	"	Durango	
	Rico		"		E	Rico	"	
	Dolores		"		E	Dolores	"	
	Mancos		"		E	Mancos	"	
	Hesperus		"		E	Hesperus	"	
6-25	Ames		Telluride		A	Ames	Telluride	
	Rico		"		A	Rico	"	
	"		Ames		B	"	Ames	
	Ridg. & Durango	6	"		B	"	"	
	"	6	Telluride		B	"	Telluride	
	"	6	Ridg. & Durango	8	B	"	"	
	Durango		Hesperus		E	Durango	Hesperus	
	"		Mancos		E	"	Mancos	
	"		Dolores		E	"	Dolores	
	"		Rico		E	"	Rico	
	"		Telluride		E	"	Telluride	
	Hesperus		"		E	Hesperus	"	
	Mancos		"		E	Mancos	"	
	Dolores		"		E	Dolores	"	





Denver, Colo., Sept. 23rd, 1909.

Ridgway & Durango RPO;

-----

Effective the 24th inst., clerk in train 7 will make pouch at Placerville for Telluride to be forwarded to destination by temporary service by mule train. Newmire Way pouch should also be made to contain mail for Newmire and Sawpit. This pouch will be opened by postmaster at Sawpit, and mail for his office extracted therefrom, and relocked and forwarded to Newmire. Of course when there is sufficient quantity, sacks of paper mail should be made for both Sawpit and Newmire. Registered mails for Telluride should be accompanied by proper receipts to be forwarded in pouch for that office, and that for Sawpit and Newmire should be forwarded in Newmire Way pouch, all matter to be described on one register receipt, which will be signed by postmaster at Sawpit. He will enter on his record the matter for Newmire, with new receipt, and forwarded to destination.

Postmaster at Telluride will make return pouch for Ridgway & Durango train 8, and postmaster at Newmire will make similar pouch, the latter to be opened by postmaster at Sawpit who will include therein the matter he has for dispatch via train 8 from Placerville.

*M. Blackwell*

Chief Clerk.

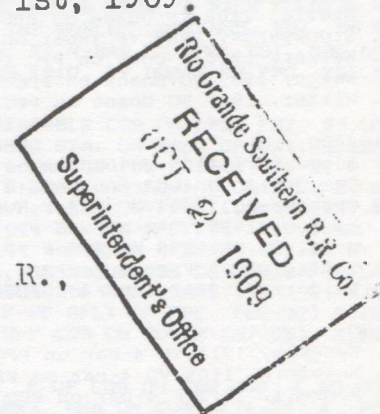


141  
The Denver & Rio Grande Railroad Co.

OFFICE OF  
ASSISTANT GENERAL MANAGER

Denver, Colorado

October 1st, 1909.



Mr. C. D. Wolfinger,  
Superintendent, Rio Grande Southern R. R.,  
Ridgway, Colorado.

Dear Sir:

For your information I wish to quote below, letter received from Mr. M. H. Blackwell, Chief Clerk, Railway Mail Service, dated September 23th, 1909:

"Effective 1st prox., postoffice at Vance, Colo. will be discontinued; mail to Telluride. Exchange with Ridgway & Durango trains 7 & 8, 26-5 and 6-25 will therefore cease with that date."

Yours truly,

Assistant General Manager.

The town of Vance (Vance Jct. by timetable) was the junction point at which the Telluride Branch joined the mainline. The Vance Post Office operated in between the two periods of operation of the adjacent Post Office of Illium. In many railway mail service schedules, the transfer point was listed as Illium rather than Vance Jct.

TO BE CONTINUED



## RANDY STEHLE MAIL AUCTION NO. 6

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

### CALIFORNIA

1. Beckwith, 1915 F 4-bar on PPC (70-32). E. \$4.
2. Kellogg, 1908 F 4-bar on PPC (89-35). E. \$5.
3. Laughlin, 1910 F Doane on PPC (03-11). E. \$10.
4. Letcher, 1910 F Doane on PPC (86-15). E. \$7.
5. Lucia, 1917 VG 4-bar on PPC (00/38). E. \$4.
6. McKinleyville, 1913 VG 4-bar on PPC (03-21). E. \$5.
7. Midway, 1908 F Target on PPC. (70-18). E. \$15.
8. Northspur, 1912 F 4-bar on PPC (10-22). E. \$8.
9. Rannells, ca 1910 VG 4-bar on PPC (09-33). E. \$5.
10. Stella, 1908 VF Doane on PPC (85-09). E. \$8.
11. Stockyards, 1909 VF 4-bar on PPC (98-08). E. \$12.
12. Walker, 1910 F cork on PPC (90-42). E. \$4.
13. Watts, 1909 VG Doane on PPC (04-26). E. \$5.
14. Witter, 1907 VG Doane on PPC (01-13). E. \$6.

### COLORADO

15. Edgewater, 1905 VG Duplex on PPC (92-37). E. \$6.
16. Gem, 1911 VG 4-bar on PPC (07-13). Est. \$30.00
17. Greenwood, 1909 VG Doane on PPC (72-18). E. \$20.
18. Ludlow, 1910 VG 4-bar on PPC (96-54). E. \$4.
19. Monclair, 1906 F Doane on PPC (88-12). E. \$4.
20. Teller, 1909 F 4-bar on PPC (small tear) (92-12). E. \$6.
21. Waldorf, 1908 F 4-bar on PPC (08-12). E. \$20.00

### IDAHO

22. Benewah, 1913 VG 4-bar on PPC (11-38). E. \$8.
23. Rossfork, 1909 VG 4-bar on PPC (70-11). E. \$8.
24. Russell, 1912 F 4-bar on PPC (96-22). E. \$8.
25. Sunnyside, 1911 F 4-bar on PPC (07-30). E. \$8.

### MONTANA

26. Hibbard, 1913 VG 4-bar on PPC (12-24). E. \$10.
27. Hoffman, 1910 F 4-bar on PPC (00/18). E. \$10.
28. Lothrop, 1908 VG 4-bar on PPC (00-13). E. \$12.
29. Natal, ca 1908 F 4-bar on PPC (05-29). E. \$8.
30. Riverside, 1909 F 4-bar on PPC (08-09). E. \$20.
31. Rothiemay, 1906 F Target on PPC (02-52). E. \$5.
32. Stark, 1911 F Doane on PPC (90-59). Est. \$4.00

### NEVADA

33. Mason, 1910 VG 4-bar on PPC (08-61). E. \$4.

### NORTH DAKOTA

34. Phoenix, 1910 F Doane on PPC (03-12). E. \$15.

### OREGON

35. Arleta, 1910 G 4-bar on PPC (04-11). E. \$3.
36. Barton, 1911 F 4-bar on PPC (96-35). E. \$5.
37. Berlin, 1911 VG 4-bar on PPC (99-37). E. \$5.
38. Boyer, 1911 F 4-bar on PPC (10-15). E. \$20.
39. Elwood, 1908 VG 4-bar on PPC (94-14). E. \$15.
40. Elkhorn, 1910 F Doane on PPC (92-17). E. \$15.
41. Goldson, 1910 VG 4-bar on PPC (91-34). E. \$5.
42. Lents, 1907 VG Doane on PPC (86-17). E. \$5.
43. Prosper, 1909 G Doane on PPC (cnr. gone) (93-28). E. \$6.
44. Ruch, 1909 rec'd VG 4-bar on PPC (97-39) (toned). E. \$5.
45. Shedd, 1909 F 4-bar on PPC (71-15). E. \$4.
46. Siskiyou, 1918 VG 4-bar on PPC (89-24). E. \$10.
47. Warner Lake, 1910 F Doane on PPC (89-24). E. \$10.
48. Wilhoit, 1910 VF 4-bar on PPC (82-28). E. \$4.

### UTAH

49. Johnson, 1930 VG 4-bar on GPC (phil.) (71-37). E. \$5.
50. Wasatch, 1911 F 4-bar on PPC (03-51). E. \$4.00
51. Washakie, 1931 VF LDC on GPC (84-31). E. \$5.
52. Wendover, 1910 G 4-bar on PPC (10-42 pd.) E. \$4.

### WYOMING

53. Germania, 1908 VF 4-bar on PPC (99-18). E. \$20.
54. Horton, 1910 lite VG 4-bar on PPC (01-43). E. \$5.
55. Kirtley, 1908 VF 4-bar on PPC (95-50). E. \$5.
56. Phillips, 1908, lite VG 4-bar on PPC (84-37). E. \$8.
57. Tensleep, 1910 G Doane on PPC (94-date). E. \$3.

### RFD's

58. Montrose, CO, 1905 Ty2F, just legible on PPC. E. \$10.
59. Sparks, Kans, Rt.1, ca. 1910 TY 11F on PPC. E. \$8.
60. Stockham, Nebr., ca. 1908 TY 11F on PPC. E. \$8.

Minimum Bid \$2.00 please. Standard auction rules apply.  
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**AUCTION CLOSES: MARCH 31, 1985.**

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Mar. 15-17 INTERPEX, New York City  
Mar. 22-24 GARFIELD PERRY, Cleveland  
Mar. 30-31 Washington, D.C.  
Apr. 19-21 RIPEX, Providence, R.I.  
Apr. 26-28 WESTPEX, San Francisco  
May 3-5 OKPEX, Oklahoma City  
May 17-19 ROMPEX, Denver  
May 24-26 COMPEX, Chicago

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ALASKA

- 101 BARROW, 1912, F CDS TY1 ON COVER. EST. \$50.00
- 102 BERRY, 1912, FINE, LIGHT TY2 ON PPC. EST. \$20
- 103 CHUGIAK, LOT OF 3 FDC W/3 DIFF STAMPS. EST. \$12
- 104 CIRCLE SPRINGS, 1944, F TY1 ON "DOG IN CUR" E. \$5
- 105 CORDOVA, 1909, F-UF TY1 ON PPC. EST. \$10
- 106 CROOKED CREEK, 1936, UF TY1 ON FFC(SIGNED) E. \$15
- 107 ELLAMAR, 1914 F PURPLE TY2A ON PPC. EST. \$50
- 108 FOX, 1914, F-UF TY2 ON PPC. EST. \$25
- 109 HAINES, 1908, F TY2 ON PPC. EST. \$8.00
- 110 HAYCOCK, 1935, UF TY1 ON FFC. EST. \$8.00
- 111 HOPE, 1901 AS FWD MK ON BACK ON PENALTY CARD W/ JUNEAU & UNALASKA RPO ALSO ON BACK. RARE. E. \$200
- 112 JUNEAU, 1909, TY10, F+ ON PPC. EST. \$8.00
- 113 KATILLA, 1935 UF TY3 ON #7 COVER. EST. \$12.
- 114 KETCHIKAN, 1904, F TY4 ON U385 W/CREASES E. \$12
- 115 KETCHIKAN, 1910, F TY6 ON U412 EST. \$12.00
- 116 KODIAK, 1909 UF TY 3 (DOANE) ON PPC. E. \$25
- 117 KOITZEBUE, 1908, F+ TY2 ON TATY COVER. EST. \$15
- 118 KOITZEBUE, 1909, UF TY2 ON TATY FRONT. E. \$8.00
- 119 NOME, 1910, F-UF TY 10 ON PPC. EST. \$5
- 120 NOME, 1914 UF TY12 (FLAG) ON PPC. EST. \$4.00
- 121 OPHIR, 1937, UF TY4 ON FFC. EST. \$5.00
- 122 RICHARDSON, 1914, F+ TY2 ON PPC (NO STAMP) E. \$8.
- 123 SITKA, 1909, F+ TY17 ON PPC. EST. \$8.00
- 124 SKAGWAY, 1909, UF TY11 ON PPC. EST. \$10
- 125 THANE, 1914, F-UF TY1 IN REDON PPC. EST. \$25.
- 126 TIGARA, 1916, UF TY1 ON CUR RUFF AT RT. E. \$20
- 127 TREADWELL, 1910 UF TY1 ON PPC. EST. \$25.00
- 128 UNALAKLEET, 1937, UF TY3 ON FFC(SIGNED) EST. \$8.
- 129 VALDEZ, 1915 UF TY11 ON PPC. EST. \$5.00
- 130 LOT OF 5 F-UF PMS (1910-34) ON PPC: CORDOVA, JUNEAU, KETCHIKAN, NENANA, & WRANGELL. EST. \$12

ARIZONA

- 131 ARIVACA/PIMA CO., 1881, F-UF TY4 ON CUR. EST. \$60
- 132 BISBEE, 1908 F TY17(FLAG) ON PPC. EST. \$4.00
- 133 BUMBLE BEE, 1886, TY1 (MS) ON REG RCT. EST. \$50
- 134 CHRISTMAS, 1911, F+ TY1 ON PPC. EST. \$45
- 135 COCHISE, 1910, G TY7 ON PPC. EST. \$20
- 136 CORDS, 1893, UF TY2 ON REG. RCT. EST. \$15.
- 137 COURTLAND, 1910, UF RED'D MARK ON PPC. EST. \$30
- 138 DOS CABEZOS, 1908 F+ TY7(DIFF SPELLING) PPC E30
- 139 FLAG STAFF, 1888, G TY8 ON CUR. EST. \$10.
- 140 FORT HUACHUCA, 1910, F+ TY9 ON COVER. EST. \$10
- 141 GLOBE/GILA CO/W.E. SPENCE, 1884, F TY4 CUR. E. \$50
- 142 GLOBE/GILA CO/WE SPENCE, 1885, UF ON CUR. E. \$60
- 143 HOLBROOK, 1889, G-F TY6 ON CUR. EST. \$25.
- 144 DOUGLAS, 1907, F TY4 ON PPC. EST. \$4.00
- 145 LIBERTY, 1910, G TY2 ON PPC. EST. \$20.
- 146 MCDOWELL, 1907 F TY6 AS FWD MK ON CUR. E. \$10.
- 147 PHOENIX, 1909, UF TY38 ON DETROIT PPC. EST. \$4.
- 148 PHOENIX, 1881-87, 3 DIFF TYPES (4, 12 & 13) ALL F+ ON 3 COVERS. EST. \$50.00
- 149 IRONS SPRINGS, 1907, F TY1 ON FRONT. EST. \$25.
- 150 NOGALES, 1900, READABLE TY14 ON CUR. ALSO PPC W/ "BIRDSEYE VIEW OF NOGALES" EST. \$15.00
- 151 MAXTON, 1907, UF TY3 ON REPAIRED CUR. EST. \$15.
- 152 ROOSEVELT, 1909, UF TY3 ON PPC. EST. \$7.00
- 153 REDROCK(1950) & TUBAC(1942) ON LDCS. EST. \$10.
- 154 LOT OF 2 FD STA. PMS: OLD PUEBLO (1948) & BOYS RANCH (1961) ON TWO CARDS. EST. \$7.00
- 155 YOUNG, 1909, F-UF TY2 ON PPC. EST. \$30
- 156 LOT OF 3: ASHFORK(1950), LIBERTY(1942) & FORT HUACHUCA(1930) ON 2 CURS & 1 CARD. EST. \$10.00
- 157 WILCOX, 1894, UF FANCY TY8 ON CUR. NICE! E. \$40
- 158 TURKEY, 1907, PARTIAL CDS TY2 ON PPC. EST. \$40
- 159 ZENOS (TY2) & PHOENIX (TY13), B/S ON 1887 CUR. FROM SALT LAKE CITY. EST. \$15.00
- 160 YUMA/AIR FIELD BR., 1943, ON BACK OF FDC. E. \$4.

CALIFORNIA

- 161 BUENA PARK/GHOST TOWN R.S., 1956, UF ON PPC E. \$2
- 162 MILTS, 1916, F, ON CUR. W/TEAR AT IOP. EST. \$2.
- 163 HUENEME, 1896 UF CDS ON REG CUR TO GERM. E. \$15
- 164 LEE, 1907 UF 4-BAR ON REGISTRY BILL (07-12) E. \$8.
- 165 POWAY, 1909, UF CDS ON PPC. EST. \$3.00
- 166 MESA GRANDE, 1908, UF DOANE ON PPC (83-53) E. \$6
- 167 STONYFORD, 1909, F DOANE ON PPC. EST. \$3.00
- 168 WALLACE, 1887, F FANCY DCDS ON COVER. EST. \$12.

COLORADO

- 169 DENVER, 1874?, UF CDS ON CUR W/3-CNT GR. E. \$20
- 170 DENVER, 1898, OVAL MACH. XCL ON SINGED CUR W/PR OF #285 & B/S OF DUMONT, COLO. EST. \$18.00
- 171 CAMP CARSON, 1942, UF MACH. CANCEL ON PPC. E. \$5
- 172 CASE, 1910, UF 4-BAR AS RCV MK ON PPC. EST. \$20
- 173 MOUNTAIN CITY, 1865, UF DCDS ON CUR MISSING 1"
- 173 IN LWR RT CNR. EST. \$15.00
- 174 SKULL CREEK, 1941, UF 4-BAR ON PPC (29-50) . \$4
- 175 ORTIZ, 1912, F+ 4-BAR ON PPC. (90-43) E. \$6
- 176 PINE, 1909, G-F 4-BAR ON PPC. (82-18 PD.) E. \$4
- 177 TIGER, 1940, UF 4-BAR ON PHIL CUR. EST. \$7.00
- 178 RAVEN, 1910, F+ 4-BAR AS RCV MK ON PPC. EST. \$12
- 179 TENNESSEE PASS, 1916 & 1936, 2 VIEW FOLDERS W/ DIFF. "TOP OF THE WORLD" MARKINGS. EST. \$8.00
- 180 SHOSHONE, 1908, F+ 4-BAR ON PPC. EST. \$35.00
- 181 SULPHUR SPRINGS, 1910, F+ DOANE ON PPC. EST. \$4.

IDAHO

- 182 BAKER, 1907, READABLE CDS ON PPC. EST. \$3.00
- 183 BOISE WELLS FARGO STA. ON BACK OF UX1. E. \$15
- 184 FERN, 1910, F 4-BAR ON PPC. (1902-13) E. \$15.
- 185 FLETCHER, 1907 F DOANE AS RCV MK ON PPC. E. \$8.
- 186 FOREST, 1909, UF 4-BAR ON PPC. (93-48) EST. \$6.
- 187 ONEIDA, 1912 F+ 4-BAR ON PPC (78-12). E. \$20.
- 188 NOUMAN, 1909, F+ 4-BAR ON PPC (82-66) E. \$4.00
- 189 RUBY CITY, 1865, READABLE CDS ON CUR W/PORTLAND ST-LINE "FORWARDED" & CDS. RARE ITEM. E. \$75.
- 190 LELAND, 1909, F-UF DPLX ON PPC. (88-42) E. \$6.
- 191 WILFORD, 1902 G-F CDS ON COVER (87/05). E. \$20.

KANSAS

- 192 ABBYVILLE, 1895, F-UF CDS ON REG CUR. E. \$9.00
- 193 CENTRE RIDGE, 1883, MSS ON CUR. (71-94) E. \$25.
- 194 CLIFTON, 1871, MSS ON CUR. EST. \$10.00
- 195 CONWAY, 1910 F+ 4-BAR ON PPC. EST. \$3.00

MINNESOTA

- 196 BURCHARD, 1909, F CDS ON PPC (86-45) E. \$4.00
- 197 SKYBERG, 1909?, 4-BAR ON PPC (79-51) EST \$4.

MISSOURI

- 198 GREGORYS LANDING, 1910, F ON PPC (68-54) E. \$4.

MONTANA

- 199 BILLINGS, 1886 (TERR) F CDS ON GPC. EST. \$8.00
- 200 BUELOWS, 1913, UF 4-BAR ON PPC (1911-18). E. \$8.
- 201 BUTTE CITY, 1881, (TERR) F CDS W/STAR ON GPC E15
- 202 CLYDE PARK, 1908 F-UF 4-BAR ON PPC. EST. \$3
- 203 FORT BENTON, 1871, F CDS ON REG. LTR. RCT. E. \$25.
- 204 FORT MISSOULA, 1917 F 4-BAR ON CUR. (82-18) E. \$12
- 205 GLENGARRY, 1910 F+ ON PPC (09-24) EST. \$12.00
- 206 DORSEY, 1909, F+ DOANE ON PPC (98-13). EST. \$20.
- 207 PORCUPINE, 1909, UF 4-BAR ON PPC. (08-17) E. \$25
- 208 ROSEBUD, 1909 UF DUPLEX ON PPC. EST. \$3

NORTH DAKOTA

- 209 ANSELM, 1901, UF CDS ON U362. (92-42) E. \$15
- 210 GLOVER, 1908 LT READABLE DOANE ON PPC. E. \$6
- 211 HALEY, 1908, F DOANE ON PPC (98-65) EST. \$3.00
- 212 HATTON, 1918, F ST-LINE ON REG CUR. EST. \$6.00
- 213 FRETTIM, 1908, F+ DOANE ON PPC (1904-13) E. \$15
- 214 LUCCA, 1901, F+ CDS ON U364. (91-68) E. \$18.00
- 215 GOODWIN/DAX, 1884 F LT CDS ON CUR. EST. \$10.00
- 216 OJATA, 1936 UF PURPLE 4-BAR ON LOC. EST. \$5.00
- 217 LOT OF 9 DPOS: 1913-74; BERG, COLGAN, FAYETTE, MARION, MEDBERRY, MORTONVILLE, ORR, ETC. EST. \$8
- 218 STEELE/REC'D, 1894, AS SENDING ON CUR. EST. \$4

NEBRASKA

- 219 QUICK, 1911, UF DOANE ON PPC. EST. \$6.00

NEW MEXICO

- 220 ADEN, 1910, F-UF TY2 ON PPC. EST. \$30.00
- 221 ALAMGORDO, 1909, UF TY7 ON PPC. EST. \$4.00
- 222 CLAPHAM, 1909, F TY3 (DOANE) ON PPC. EST. \$8.
- 223 CORDONA, 1908, F+ TY1 ON PPC. EST. \$10
- 224 DES MOINES, 1908, F TY1 ON PPC. EST. \$8.00
- 225 FRENCH, 1909, UF TY1 ON PPC. EST. \$12.00
- 226 MELROSE, 1909, ABOUT F TY3 ON PPC. EST. \$10.00
- 227 MINERAL HILL, 1911, F+ TY1 AS RCV MK ON PPC. E. \$15
- 228 OROGRANDE, 1907, F(OVERSTRUCK) TY3 ON PPC. E. \$8
- 229 RUTH, 1909, UF TY1 ON PPC. EST. \$25.00
- 230 TUCUMCARI, 1909, UF TY3 ON PPC. EST. \$4.00

NEVADA

- 231 COBRE, 1909, F 4-BAR ON PPC (1906-56). EST. \$8
- 232 DEETH, 1912, F-UF 4-BAR ON PPC. EST. \$4

OKLAHOMA

- 233 EDMOND, 1901 (TERR), F DPLX ON CUR. EST. \$10
- 234 SULPHUR, IND. I., 1907, F DPLX ON REAL PHOTO PPC E8



# OREGON

235 ASTORIA/OGN, CA 1855 (TERR) ON 3-CENT NESBITT W/REPAIR AT UPPER LFT. TO "SALEM, O.I." E.\$150  
 236 BUNCOM, 1912 F+ DOANE ON PPC W/CREASE. EST \$15  
 237 AURORA MILLS, 1893, F+ CDS ON U349. EST. \$25.00  
 238 BIG EDDY, 1934, F 4-BAR ON UX27. E. \$5  
 239 BROOKS, 1914, F 4-BAR ON PPC. EST. \$3  
 240 BEAVERTON, 1884, UF DCDS ON COVER. EST. \$12.00  
 241 DIAMOND, 1935 UF 4-BAR ON UX27. EST. \$4.  
 242 DOIHAN, 1930, UF 4-BAR ON ILUS AD CUR. E. \$4.  
 243 FAIRVIEW, 1911, UF 4-BAR ON PPC. EST. \$6.00  
 244 FREEWATER, 1906 & 1950 ON CUR & GPC. F+. E. \$3.  
 245 INDEPENDENCE, 1884 F-UF RED OVAL ON CUR. E. \$15  
 246 DALLAS, 1894 RIMLESS CDS, G-F ON UX10 W/FOLD \$8  
 247 JACKSONVILLE, 1897-1968, 12 CURS & CRDS. EST. \$4  
 248 LELAND, 1917 & 22, 2 DIFF 4-BARS, F, ON CUR. EST. \$7  
 249 MAYVILLE, 1909, F DOANE ON PPC. EST. \$5.00  
 250 MOUNT HOOD, 1908 F DOANE ON PPC. EST. \$3  
 251 MYRTLE CREEK, 1875, G-F CDS ON CUR. EST. \$10  
 252 NORTON, 1912, F 4-BAR ON PHOTO PPC OF TOWN. E12  
 254 NORTH YAMHILL, 1906, G DPLX ON GPC. EST. \$3.00  
 255 NORTH YAMHILL, 1907, F DPLX ON PPC. EST. \$4.00  
 256 LOT OF 4 1935 4-BARS ON UX27: BROTHERS, SISTERS PROMISE, & CANYONVILLE, F-UF. EST. \$5.00  
 257 ONA, 1910 F 4-BAR ON PPC. EST. \$4  
 258 PERRY, 1908 G-F 4-BAR AS RCV MK ON GPC E. \$5.  
 259 PLACER, 1919, UF 4-BAR ON AD CUR. EST. \$3.00  
 260 PARKPLACE, 1906, UF CDS ON GPC. EST. \$3.00  
 261 ROGUE RIVER, 1913(2) + 2 DIFF WOLF CK PMS. E. \$3  
 262 ROCCA, 1912 UF 4-BAR ON PPC. EST. \$2.  
 263 SODAVILLE, 1909 UF 4-BAR ON PPC. EST. \$4  
 264 PLACER, 1922 F 4-BAR ON AD CUR. EST. \$3.00  
 265 SANDY, 1909, UF 4-BAR ON PPC. EST. \$2.00  
 266 SAINT JOHNS, 1906, G DPLX ON GPC. E. \$3.00  
 267 SISKIYOU, 1909, F DPLX ON PPC. EST. \$3.00  
 268 SPARTIA, 1935, F 4-BAR ON CHL. CUR. EST. \$3.00  
 269 SOUTH FOREST GROVE, 1910, F-UF 4-BAR ON UX19. E\$5  
 270 TAKILMA, 1920 & 31, 2 DIFF 4-BARS ON CUR. E. \$3.  
 271 TOP, 1935, UF 4-BAR ON UX27. EST. \$4.00  
 272 WARREN, 1913, G-F 4-BAR ON PPC. EST. \$3.  
 273 VICTOR, 1910, F DOANE ON PPC. EST. \$10  
 274 WELLS, 1912, F 4-BAR ON PPC. EST. \$5.00  
 275 WILDERVILLE, 1918, G 4-BAR ON AD CUR. EST. \$3.  
 276 WOODVILLE, 1912, UF 4-BAR ON PPC + 1 XIRA. E. \$5.  
 277 LOT OF 7 CURS & GPCS FROM 4 POS (ASK) EST. \$4.  
 278 MARIAL, AGNESS & ILLAKE, 1923 ON 4 R/RTS. E. \$4.  
 279 LOT OF 8 DIFF POS (1870-1968) (ASK) - EST. \$5.  
 TENNESSE  
 280 MOLINO, 1889-90, 3 DIFF PM TYPES ON 3 CURS. E10  
 TEXAS  
 281 HOUSTON, 1882, F CDS W/"LEAF" XCL ON U164. E\$10  
 UTAH  
 282 BURRVILLE, 1935 F+ 4-BAR ON CUR. (77-45). E. \$6.  
 283 FISHSPRINGS, 1911, F+ 4-BAR ON PPC W/SH. HOLES. E6  
 284 HOYTSMILLE, 1937 UF 4-BAR ON LDC UX27. EST. \$5.  
 285 HYRUM, 1906, LOT OF 5 BOLD DOANES ON 5 PPCS. E10  
 286 K12, 1937, F 4-BAR ON UX27. EST. \$8.00  
 287 LA SAL, 1940, UF 4-BAR ON PHIL. CUR. EST. \$5.00  
 288 MAYMOTH, 1909, F 4-BAR ON PPC. EST. \$4.00  
 289 SALDURO, 1929, UF GREEN 4-BAR ON LDCRD. E. \$10.  
 290 SALT LAKE CITY, 1882, UF CDS ON UX7. EST. \$6.00  
 291 SPRY, 1910, F 4-BAR ON PPC (1911-55) EST. \$8.  
 292 WOODSIDE, 1909 UF PURPLE DOANE ON CUR. EST. \$6.  
 WASHINGTON  
 293 BAKER, 1909, FINE 4-BAR ON PPC (92-10) E. \$10.  
 294 BAYNE, 1909, UF 4-BAR ON PPC (08-24) EST. \$15.  
 295 BRIGHTON, 1910, UF 4-BAR ON PPC (01-11) EST. \$10  
 296 CERES, 1923, F 4-BAR ON PPC (08-31) EST. \$6.00  
 297 CHICO, 1909, F-UF DOANE ON PPC (89-23) EST. \$10  
 298 CURBY, 1909, F CDS & SALKUM AS RCV ON PPC. E. \$12  
 299 IRONDALE, 1910, F+ PURPLE 4-B ON PPC (01-20) E\$12  
 300 NAHCOTIA, 1908, F DOANE ON PPC. EST. \$3  
 301 NORTH YAKIMA, 1889, PARTIAL CDS ON CUR. EST. \$8.  
 302 FAIRBANKS, 1916, F-UF 4-BAR ON PPC (09-17) E. \$30  
 303 ROGERSBURG, 1913, UF 4-BAR ON PPC (12-29) E. \$15  
 304 SCENIC, 1910, F 4-BAR ON PPC. EST. \$5.00  
 305 ORCHARDS, 1910, F-UF DOANE ON PPC. EST. \$4  
 306 IWEEDIE, 1910 F 4-BAR ON PPC (08-16). EST. \$20  
 307 UNDERWOOD, 1913, F+ 4-BAR ON PPC. EST. \$3.00  
 WISCONSIN  
 308 AARON, 1909, G-F 4-BAR ON PPC DPO. EST. \$4.00  
 309 CREAM, 1909, UF 4-BAR ON PPC. DPO. EST. \$6.00  
 310 DETROIT HARBOR, 1911, F+ 4-BAR ON PPC. DPO. E. \$5  
 311 SWISS, 1909, F 4-BAR ON PPC. DPO. EST. \$5.00

# WYOMING

312 BIGTAILS, 1915, F+ CDS ON PPC. EST. \$8.00  
 313 BRIDGER, 1910, JUST READABLE 4-BAR AS FWRD MK ON PPC W/PARTIAL MILLBURN DOANE. EST. \$8.00  
 314 CHEYENNE/WY, 1883, G-F ON WORN CUR. EST. \$12.00  
 315 CLIFTON, 1909, F 4-BAR ON PPC. (07-47) E. \$8.  
 316 DALE CREEK, 19097, READABLE 4-BAR ON PPC. E. \$8  
 317 EVANSTON, 1889, F CDS ON CUR W/ENCL. EST. \$12.  
 318 HAT CREEK, 1885 F+ DCDS ON CUR. W/2-CENT BR. E\$50  
 319 HAILEY, 1914, F 4-BAR ON PPC (87-24) EST. \$12.  
 320 ELK BASIN, 1956, UF 4-BAR ON LDCRD. EST. \$4.00  
 321 LUTHER, 1909, F+ 4-BAR ON PPC (07-10) EST. \$20  
 322 LOST CABIN, 1913, F+ 4-BAR ON PPC. EST. \$4.00  
 323 FONTENELLE, 1942, F 4-BAR ON LDCRD. EST. \$5.00  
 324 ORIN, 1909, UF DOANE ON PPC (95-62) EST. \$4.00  
 325 PITCHFORK, 1942, UF 4-BAR ON UX27. EST. \$4.00  
 326 RAWLINS, 1886 F CDS ON FRAYED CUR W/LONG LTR. E8  
 327 RAMBLER, 1910, F-UF 4-BAR ON PPC (00-10) E. E\$25  
 328 RAWLINS, CA. 1885, G CDS ON CUR. EST. \$6.00  
 329 ON UX277 W/FANCY OVAL VOLGA, IOWA 8/S. EST. \$10.  
 329 ROCK SPRINGS, 1887, F CDS W/STAR-IN-CIRCLE KLR.  
 330 WAPITI, 1945, UF 4-BAR ON UY7R. EST. \$3.00  
 331 WOLTON, 1906 F-UF DOANE ON PPC. (97-25) E. \$15  
 RURAL FREE DELIVERY  
 332 ALMYRA, ARK, 1907, TY2F, F ON COVER. EST. \$25  
 333 EL MONTE, CA, 1902 RT1 F TY1 ON GPC. EST. \$20.  
 334 BAKERSFIELD, CA, 1909, RT2, TY11E ON PPC. E. \$10  
 335 HALFMOON BAY, CA, 1906 F TY1 ON PPC. EST. \$15  
 336 LOS ANGELES, CA, 1910, RT3 F TY3KA ON PPC. E. \$35  
 337 REDLANDS, CA., 1905, RT1 F TY1 ON COVER. E. \$15  
 338 MORRIS, IL., 1904 RT5 G-F TY2B ON COVER. EST. \$10  
 339 NEWTON, KS, 1904, UF TY2F ON CUR. EST. \$8.00  
 340 KINDRED, ND, 1905, RT1 F TY2F ON COVER. E. \$20  
 341 KINDRED, ND 1905, RT1 F TY2F ON COVER. E. \$20.  
 342 NEW CARLISLE, OH, 1904, RT4, UF TY1A ON CUR. E\$8  
 343 GRANTS PASS, OR, 1906 TY1GB DOUBLE STRK GPC E\$25  
 344 GRANTS PASS, OR, 1907 F TY1GB IN RED ON PPC. E25  
 345 GERVAIS, OR., CA 1909, RT1 F TY11F ON PPC. E. \$15  
 348 SHEDD8, OR., 1902 RT1 F TY1 ON TORN CUR. E. \$25.  
 347 TURNER, OR. 1906 RT1 F TY1D ON GPC. EST. \$25.  
 348 TURNER, OR 1903 RT3, F TY1D ON COVER. EST. \$25.  
 349 LA GRANDE, OR, 1906, RT2, F TY2B ON GPC. E. \$25  
 350 BINGHAM CANYON, UT, 1904 RT2 F TY1B ON CUR. E\$25  
 351 OLYMPIA, WA. CA. 1908 RT1 F TY11F ON PPC. E. \$15  
 352 THORNTON, WA 1908 RT1 F TY1 ON PPC. EST. \$25.  
 353 BUFFALO, WY CA. 1909 RT1 TY11D ON PPC. EST. \$25.  
 354 BUFFALO, WY CA. 1909 RT1 TY11D ON PPC. EST. \$25.

# RAILWAY POST OFFICES

355 ASHLAND & GERBER, 1918, F ON PPC. EST. \$8.00  
 356 CHI. ILL. COTT. GRO. AV., 1906, (ST. CAR) F ON PPC. E\$5  
 357 CHI. W. LIB & CO. BLUFFS/ED, 1909, G-F ON CUR. E\$4  
 358 LOS ANG/TRANS. CLK. S.P. STA, 1909, F ON PPC. E\$8.  
 359 OGDEN & SA FRAN., 1911, F-UF ON PPC. EST. \$5.  
 360 OMAHA & CHADRON, 1917, ABT. FINE ON CUR. EST. \$8.  
 361 OMAHA & CHAD. W.D., 1908, UF ON CUR. EST. \$8.00  
 362 MPLS. & OSAGE, 1913, F DPLX ON CUR. E. \$4  
 363 MO. VALLEY & CHAD. W.D., 1907, F ON CUR. EST. \$6.  
 364 S.F., PAJARO & SANTA CRUZ, 1909, G-F ON PPC. E\$8  
 365 SAN. ANTI. & LAREDO, 1943, F+ ON #7 CUR. EST. \$4.  
 366 SEATTLE & SEATTLE, 1911, UF ON PPC. EST. \$40  
 367 ST. P. ABER. & M. CY./ED, 1929, F+ ON CUR. EST. \$6.  
 368 SPOK. PASCO & SEATTLE, 1908, F ON PPC. EST. \$6.  
 369 TRACY & GETTYSBURG (SD), 1907, F+ ON PPC. E. \$12  
 370 JACKSONVILLE & TAMPA, 1918, UF ON PPC. EST. \$4  
 371 YORK BEACH & PORTS, 1907, F (15-C-1) ON PPC. E12

# SHIP MARKINGS

372 USS IOWA, 1912, F BLUE 4-BAR ON PPC. EST. \$9.00  
 ETC  
 373 3-CENT 1869 TIES SAN FRAN. ON CUR W/HQ DEPT. OF CALIF./COMMISSARY CC. EST. \$15.00  
 374 SEATTLE EXPO STA. MACH XCL ON OFFL. PPC. E. \$6.  
 375 BALTIMORE, MD, 1894, REG CUR W/MANY MRKS. E. \$5.  
 376 DEAD LTR OFF, VANCOUVER, BC, 1910 OVAL ON PPC. E\$5

# END OF SALE

SEND IN YOUR LOTS FOR OUR NEXT  
 SUBSCRIBERS' AUCTION  
 BEFORE  
 MARCH 20, 1985



# PRICES REALIZED SUBSCRIBERS' AUCTION NO. 1

101	8.50	127	10.00	153	—	179	—	205	3.50	231	11.00	257	2.00	283	6.50	309	10.00
102	9.00	128	2.00	154	—	180	—	206	4.50	232	3.00	258	2.00	284	4.00	310	9.50
103	3.50	129	32.00	155	—	181	—	207	9.00	233	9.50	259	—	285	8.00	311	4.00
104	4.00	130	4.50	156	—	182	—	208	3.50	234	4.50	260	—	286	3.50	312	5.50
105	13.00	131	11.00	157	—	183	—	209	2.00	235	5.50	261	—	287	3.50	313	8.50
106	2.50	132	32.00	158	2.50	184	—	210	6.00	236	—	262	—	288	7.00	314	4.00
107	28.00	133	2.50	159	7.00	185	2.00	211	9.50	237	11.00	263	14.00	289	2.00	315	11.00
108	2.00	134	—	160	5.50	186	—	212	7.00	238	3.50	264	13.00	290	6.50	316	8.50
109	8.50	135	6.00	161	6.50	187	2.00	213	3.00	239	2.00	265	9.00	291	—	317	4.00
110	2.00	136	—	162	2.00	188	—	214	—	240	2.00	266	3.00	292	36.00	318	—
111	2.00	137	3.50	163	—	189	—	215	2.00	241	4.50	267	5.00	293	8.50	319	—
112	7.50	138	3.00	164	2.50	190	—	216	3.50	242	5.50	268	6.00	294	4.50	320	6.00
113	7.50	139	4.00	165	22.00	191	—	217	—	243	2.50	269	6.50	295	—	321	2.50
114	7.00	140	—	166	3.00	192	—	218	4.00	244	2.00	270	—	296	6.00	322	8.00
115	6.00	141	—	167	7.00	193	—	219	7.50	245	4.50	271	22.00	297	—	323	—
116	2.00	142	3.50	168	8.50	194	—	220	2.00	246	2.00	272	15.00	298	—	324	—
117	17.00	143	8.00	169	14.00	195	—	221	2.50	247	8.50	273	4.50	299	—	325	—
118	2.00	144	28.00	170	2.00	196	—	222	2.50	248	4.00	274	5.00	300	—	326	—
119	3.50	145	2.00	171	—	197	—	223	2.50	249	3.00	275	12.00	301	—	327	—
120	2.50	146	4.00	172	22.00	198	—	224	4.50	250	2.00	276	12.00	302	15.00	328	—
121	3.00	147	2.00	173	170.00	199	4.00	225	4.00	251	19.00	277	—	303	—	329	—
122	5.50	148	24.00	174	—	200	2.50	226	3.50	252	3.50	278	4.50	304	11.00	330	—
123	38.00	149	3.50	175	—	201	2.00	227	—	253	2.00	279	2.00	305	2.00	—	—
124	2.00	150	—	176	—	202	55.00	228	7.50	254	4.00	280	6.50	306	2.00	—	—
125	2.00	151	—	177	—	203	2.00	229	3.00	255	8.50	281	28.00	307	6.00	—	—
126	5.50	152	3.00	178	—	204	—	230	8.50	256	2.00	282	9.00	308	6.00	NO BID	—

## 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



# CLASSIFIED

## Advertising Information

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

### CLASSIFIED HEADINGS AVAILABLE

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AUCTIONS

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RURAL FREE DELIVERY

RURAL STATIONS

SHIPS

TOWNS

POSTCARDS

POSTAL STATIONERY

STAMPS

FOREIGN COVERS

ACCESSORIES

COLLECTIONS

LITERATURE

MISCELLANEOUS

### Rates

Total for Consecutive Issues

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

5¢ Per Word Over 150 Words

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### How To Order

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

#### WANTED: COLLECTIONS

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: 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 POSTCARD views of smaller Western towns: good Western paper, Western DPO's, esp. Cal & Nevada. Approvals welcome! Also sell on approval - what do you collect? Steve Schmaie, 448 Tanglewood Ct., Santa Rosa, CA 95405

#### 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

R.F.D. KANSAS & OKLAHOMA cancels, also postcards, photos of carriers and wagons carrier Xmas cards. R.H. Ensz, R.F.D. 1, Box 64, Potwin, KS 67123

#### 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

NORTH CAROLINA doanes, stampless, flags, DPOs, rural free delivery and RPOs wanted. Milton G. Wicke 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

#### 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 27252.



### 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

WWII APOs wanted. Collector seeking the following 1940-47 era U.S. APO numbers on cover (small size only): 10, 11, 12, 13, 17, 22, 35, 39, 42, 49, 50, 53, 54, 57, 64, 65, 69, 71, 76, 82, 87, 97, 99, 101, 105, 106, 107, 112, 135, 166, 183, 184, 185, 192, 193, 194, 195, 196, 199, 202, 203, 207, 208, 216, 217, 242, 243, 249, 250, 269, 271, 272, 273, 274, 275, 276, 277, 278, 279, 281, 282, 283, 285, 286, 287, 290, 291, 293, 295, 296, 297, 311, 320, 323, 326, 327-330, 340, 341-44, 346, 347, 350, 352-55, 359, 363-65, 369, 371, 373, 374, 381, 383, 386, 388, 390, 391, 392, 394, 396, 397, 401, 404, 407, 409, 412, 415, 425, 427, 435, 437-39, 441, 444, 458, 459, 460, 481, 482, 483, 484, 491, 497, 535, 544, 572, 585, 599, 601, 607, 611, 612, 613, 615, 619, 620, 623-26, 642, 643, 653, 654, 656, 657, 659, 660, 664-67, 669, 673, 676, 682, 684-88, 691, 693, 694, 697, 714, 718, 720-21, 725, 736, 739, 740, 742, 743, 744, 748, 749, 756, 770, 778, 780, 791, 793, 796, 800, 801, 806, 814-22, 839, 842, 843, 849, 850, 866, 876, 878, 879, 890, 891, 894-97, 904-09, 911, 912, 916, 930, 933, 950, 965, 970, 974, 978, 994, 994-96 & 998. Will swap other APOs or purchase. Helbock, P. O. Box 135, Lake Oswego, OR 97034.

### FOR SALE: TOWNS

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

U. S. COVERS: 19th & 20th centuries; Territorials and Statehood. All topics. For sale by net priced lists and on approval. A note from you brings a selection. What is your pleasure? References please. The Peytons, P.O. Box 24816, Tempe, AZ 85282. Phone (602) 820-4322.

CALIFORNIA. LARGE selection DPOs, RPOs, Cancel Types, Slogans, Picture post cards. Also listing other Western states. List for SASE. Tom Edison, Box 246, Hayward, CA 94543

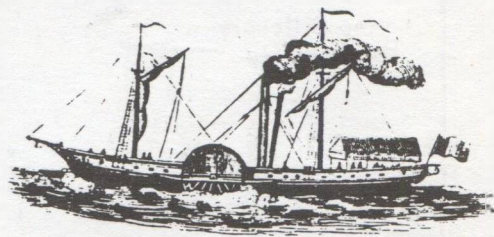
### FOR SALE: LITERATURE

WESTERN EXPRESS, Vol. 20 (1970) thru Vol. 23 No. 1 (1/1983) complete, unbound, for sale. \$235 postpaid. S. Jaronski, P. O. Box 808, N. Chicago, IL 60064

### FOR SALE: MISCELLANEOUS

BUYING - SELLING early Western documents, stocks, revenue stamped documents, checks, autographs. Three illustrated catalogs \$2.00. Distinctive Documents, Box 1475, Orem, Utah 84057

STOCKS & BONDS: Gold mines, railroads, industrials, etc. Mementos of 19th and 20th century America. Beautiful engravings, many suitable for framing. A hobby within itself and excellent collateral for the Postal Historian. Available by list and/or on approval. Let us know your needs. References please. The Peytons, P.O. Box 24816, Tempe, AZ 85282. Phone (602) 820-4322.



### BACK NUMBERS OF LA POSTA AVAILABLE

\* Only 5 copies or less available.

LA POSTA has always been printed in small quantities; with issues prior to Volume 13, No. 4 (Whole Number 76) in runs of 190 copies or less. As a result back numbers are not very plentiful, but I have compiled a list of those that are currently available and their contents. The price of available back numbers prior to Volume 14, Number 2 (Whole Number 80) is \$2.00 each. Beginning with Whole Number 80, the first issue to include THE SECOND SECTION, single copies are priced at \$3.00 each. Here is what is currently available:

Vol.10, No. 1 -- Utah POs in Other States; NM Terr. Postmasters; Doane Cancels of Utah.

Vol.10, No. 3 -- Umatilla County, Oregon, 19th Century Post Offices and Postmarks.

Vol.10, No. 4 -- Early Mails to Victoria; Doane Cancels of California; Davis Co., Utah.

Vol.10, No. 6 -- Salt Lake Co., Utah; Banner, Idaho; Colfax Co., NM; Postal History & the Eighties; Murphyville and Alpine, Texas.

Vol.11, No. 1 -- Olympic Peninsula; Utah Co., Utah; Curry Co., NM.

\* Vol.11, No. 4 -- Puget Sound Mail Contract Routes; Picket Post, Ariz. Terr.; Evaluating the Scarcity of El Paso County Postmarks..

Vol.11, No. 6 -- Carrying the Mail in So. Oregon, 1856-58; An alternate view of postmark scarcity.

\* Vol. 12, No. 1 -- Baker Co., Oregon, 19th Century POs and Postmarks; Tooele Co., Utah.

Vol. 12, No. 4 -- Confederate Occupation of NM Terr., 1861-62; Letter from Arctic Alaska; Addendum to NM RPO Catalog.

\* Vol. 12, No. 5 -- Post Offices of Central Los Angeles; Juab Co., Utah.

Vol. 13, No. 2 -- 19th Century Oregon Postmarks: Polk County; Beaver County, Utah; Trans-Pecos Texas.

Vol. 13, No. 6 -- Klickitat County, Washington; Post Offices of Southeast Alaska (D-G); 19th Century Oregon Postmarks: Benton County; Washington County, Utah.

\* Vol. 14, No. 2 -- Siskiyou County, California; 19th Century Oregon Postmarks: Marion County; Dakota Territory; Using Personal Computers; Post Offices of Southeast Alaska (J-K); and THE SECOND SECTION. (Price \$3.00).

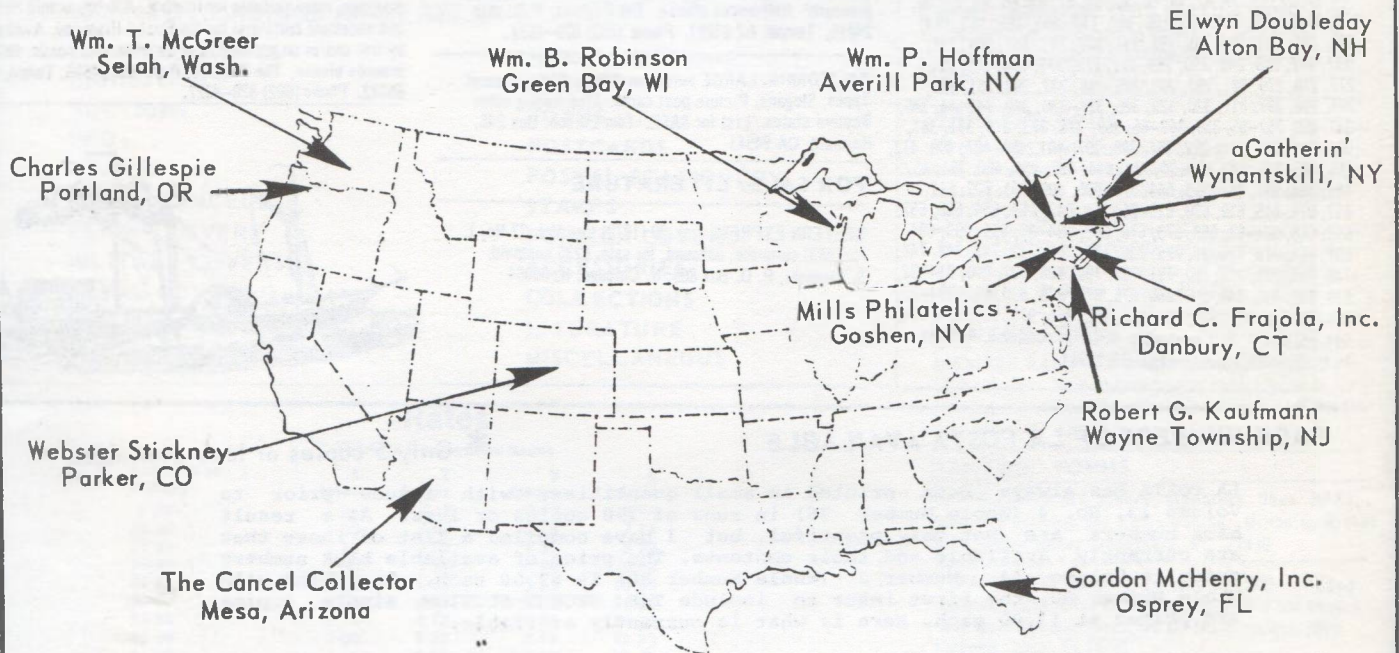
\* Vol. 14, No. 3 -- Nineteenth Century Postmarks of Oregon's South Coast: Coos & Curry Counties; War Dept. Envelopes & Wrappers Converted to Penalty Use; Post Offices of Utah: Box Elder County; Mohave County, California; Post Offices of Southeastern Alaska (L-N); and THE SECOND SECTION. (\$3.00).

ALL OTHER NUMBERS  
EXCEPT 14/4 ARE  
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LET AN AD IN LA POSTA PUT YOUR BUSINESS ON

## The POSTAL HISTORY DEALERS MAP!\*



\* A contract ad of three consecutive insertions or more will qualify your business to be ON THE MAP

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### DISPLAY ADVERTISING IN LA POSTA

Display advertising is sold on the column-inch basis. One column-inch is 3 1/4 inches wide. Current rates are as follows:

Column Inches	Number of Insertions (Same Ad)		
	ONE	THREE	SIX
1	8.00	18.40	33.60
2	13.00	29.90	54.60
1/4-PAGE	30.00	69.00	126.00
1/2-PAGE	55.00	126.50	231.00
1-PAGE	100.00	230.00	420.00

Advertising design, typesetting, paste-up and photo reduction are available under the above rates at NO CHARGE. We will also assist in the creation of decorative borders, illustrations and logos for LA POSTA ads at NO CHARGE.

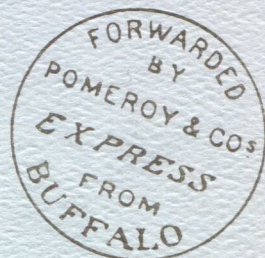
ADVERTISING RATES FOR 1-page and 1/2-page AUCTIONS are \$90 and \$45 respectively. Typing charge for a 1-page auction is \$25, and for a 1/2-page auction \$15.

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