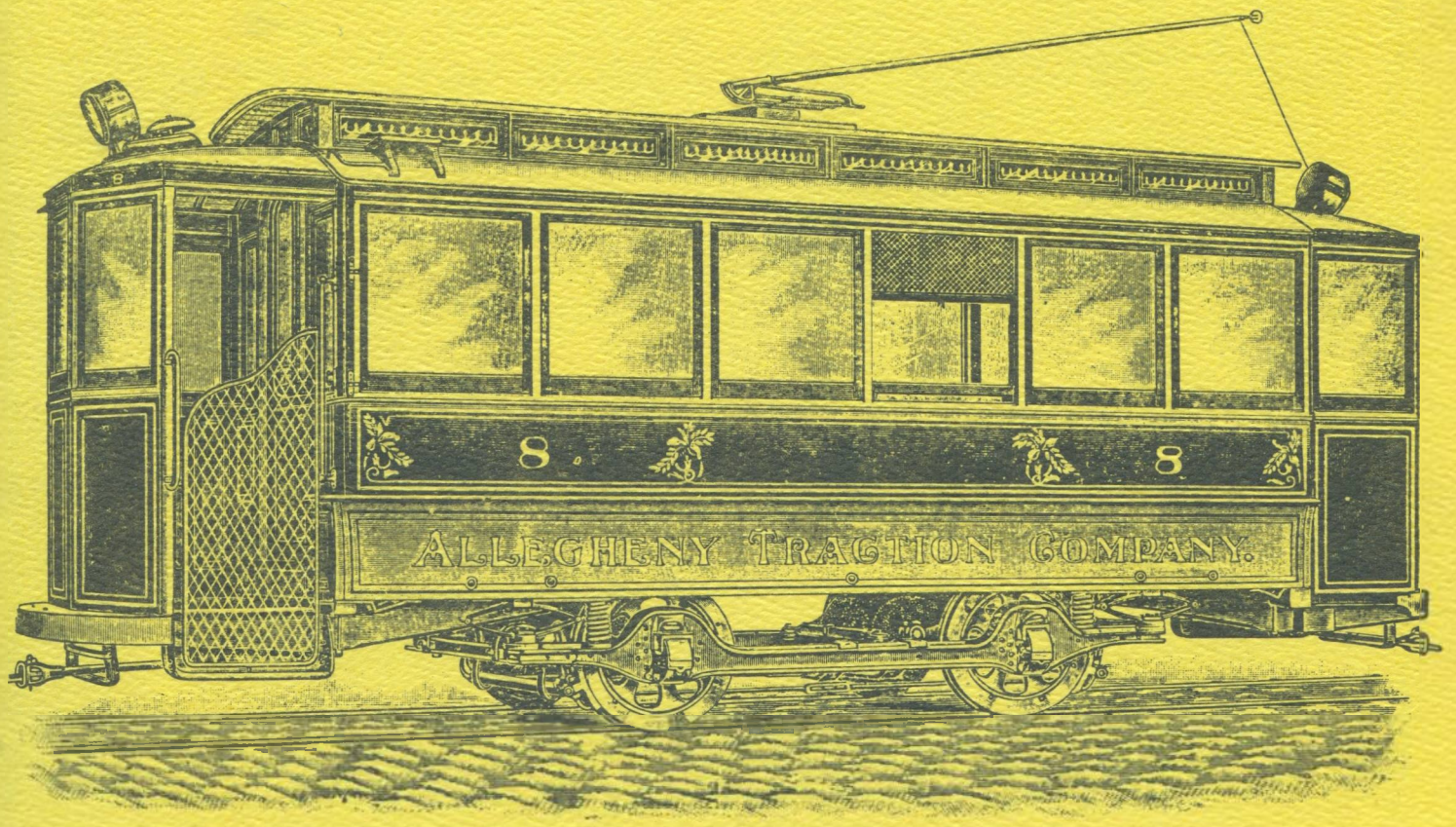
LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JUNE – JULY 1985



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

This year I got to see spring come to the Midwest. In early April I traveled with the entire family out to Iowa and Wisconsin, at which time the weather was still pretty raw, with no leaves on the trees. While in Wisconsin I paid a Saturday morning visit to the post office at Little Chute. Since I did not have a cancel from Little Chute I dropped a self-addressed envelope in the slot designated for local postmark. It was returned to me canceled "Green Bay", so I took the time to write a note of complaint to the postmaster, enclosing the cover I had left there. In reply I received a nice note of apology, a fine Little Chute cancel on cover, and an autographed Ben Franklin Stamp Club card with cancel.

By the time we returned from Wisconsin the willow trees had turned green in Indiana and flowers were blooming everywhere. I was home for only three days before I was off by myself to Detroit in balmy weather, with each day looking a bit greener. By the time I traveled south through western Ohio and into Kentucky all but the late budding trees had donned their spring colors; by the time I returned home to metropolitan Washington D.C. it felt as if summer had commenced.

It was a good pair of trips, rewarding to me as a renewal of acquaintance to people and places, and I think rewarding to you, the readers of La Posta, as I gathered material that will be appearing in future issues of your magazine.

In this issue the Central Section has two feature articles, very different but both quite appropriate. The article on Independence, West Viginia is a detailed look at the history of a small community, typical of many other hamlets that have existed in West Virginia and other Eastern Mountain states.

The article by George Phillips on post offices in Benton County Arkansas

during the Civil War is also very specific to a certain locality, but the postal history problems it confronts are common to all areas in the states of the Confederacy, and the methods with which it deals with these problems are applicable in most other situations. I have examined the problem of how to determine which offices actually operated, which ones closed -- and when -- and in discussing the problem with individuals that are knowledgable in Confederate postal history, the chief impression I am left with is that there is an awful lot of information we do not know. The answers may never be known even after a great deal of painstaking research. This article by George Phillips may represent the most that can be said for the bulk of post offices in Confederate states during and just after the Civil War.

ILCHESTER MARYLAND

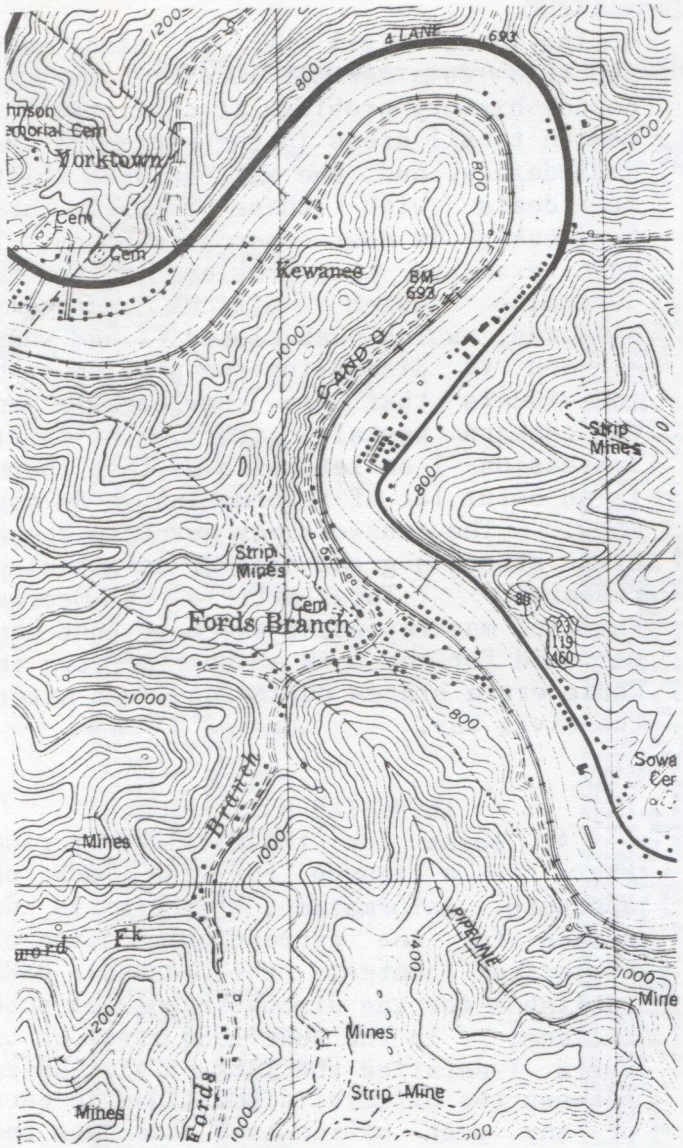
At least for the Civil War period there is a reason for the lack of adequate information. There is no reason for the current obfuscation of historical dates, the dates USPS publishes for the discontinuance of post offices. In the June 1984 issue of La Posta I detailed the lack of similarity between the official discontinuance date of any post office and the date the office was last open to conduct postal

business, as well as the near impossibility of finding out when an office did close its doors. A case in point was Ilchester, Maryland, which had a sign on its door saying it was "temporarily suspended" as of April 1, 1983. I predicted it might show up in the Postal Bulletin about November, 1984.

That proved to be optimistic. The discontinuance of Ilchester has finally been reported in Postal Bulletin 21510, dated 18 April 1985, with a footnote "all services previously terminated". Although the office has not been open for over two years, the discontinuance date is given as April 5, 1985.

Why is this necessary? Surely all these records are computerized. Surely USPS knows when the office shut its doors. Why can't they publish the date that is of interest to collectors, rather than a meaningless administrative date?

In the next issue we will return to some states that are more likely to be expected in the Midwestern Section, as we will feature articles dealing with Ohio and Iowa. Other good articles are in the works, but we always have room for more good articles.



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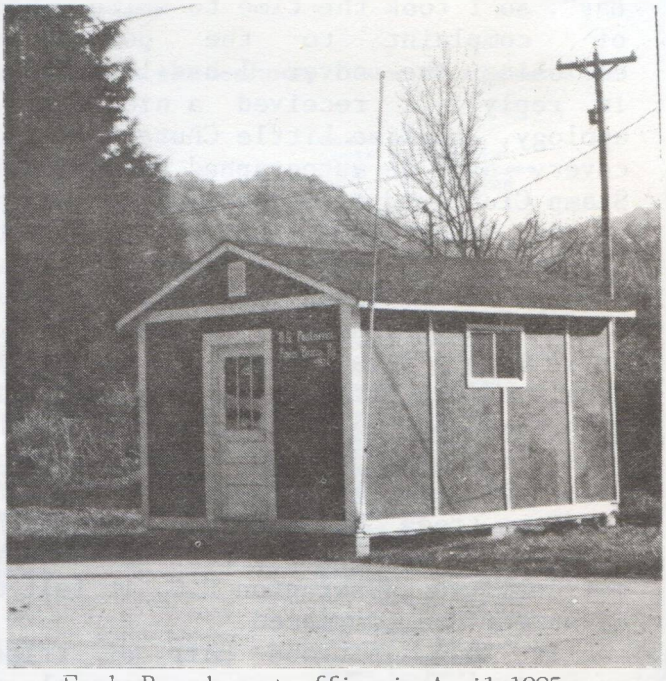


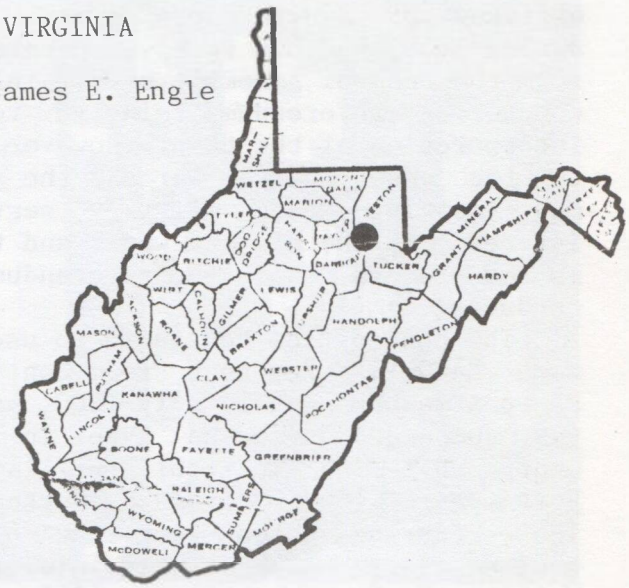
Fords Branch post office in April 1985.

DIRT ROAD POST OFFICE
FORDS BRANCH, KENTUCKY

Fords Branch is a dirt road post office on the south bank of the Levisa Fork in Pike County, Kentucky. It may be reached from the pavement of highways 23, 119 and 450 by a footbridge over the river and a short walk across the railroad tracks, but the only vehicular access to the office is by a dirt road of a little over a mile that begins at Shelbiana, where highways 23 and 119 bridge the Levisa Fork.

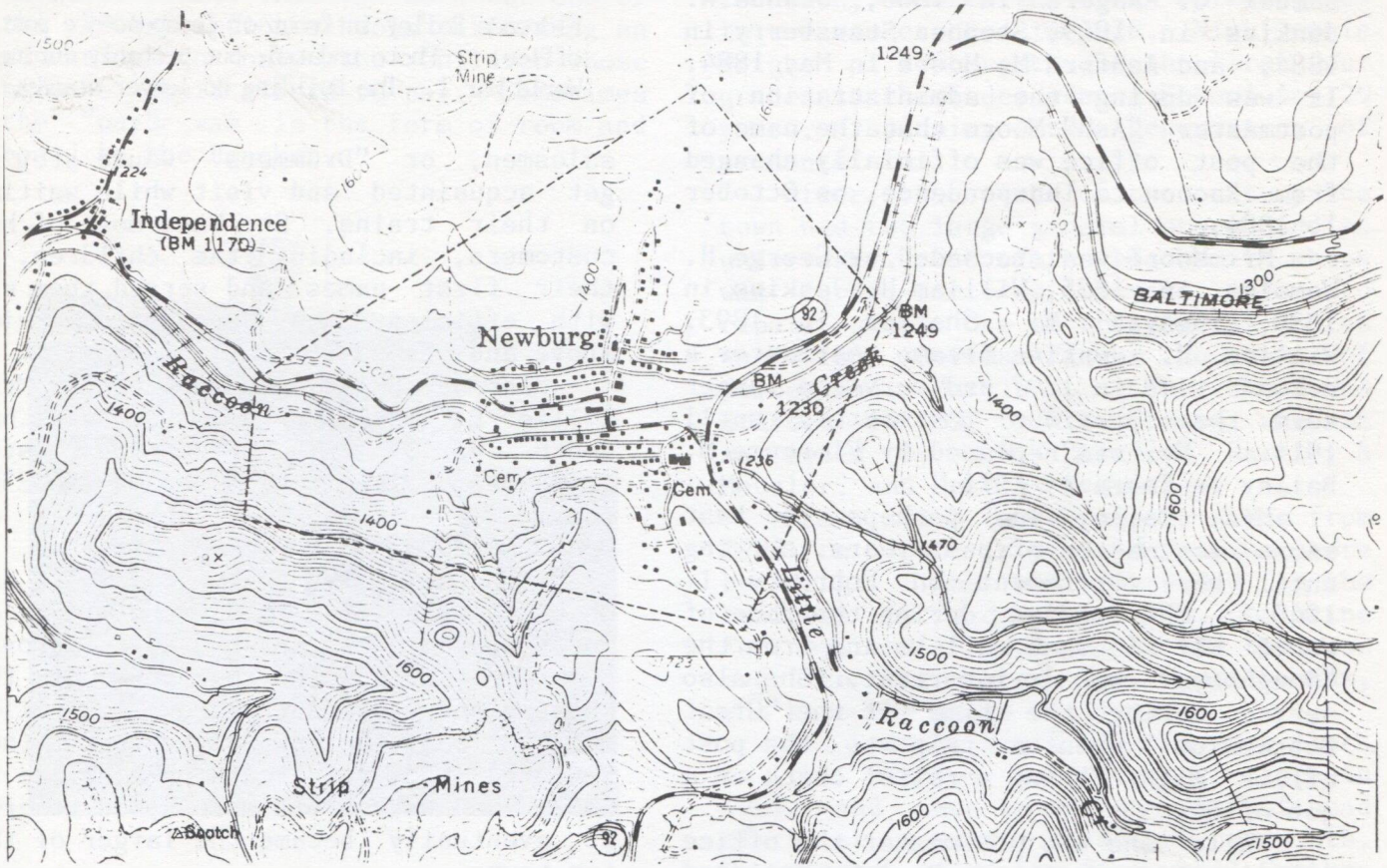
INDEPENDENCE, WEST VIRGINIA

By
Sylvia L. Cornwell and James E. Engle



The community of Independence is located on Raccoon (earlier spelled "Racoon") Creek in the southwestern corner of Preston County. The terrain is quite rugged, with most settlement on patches of more level land near the creeks. The hills contain extensive coal deposits, and many strip mines were active in the early part of the 20th century.

The Independence post office was first established as RACOON, Virginia, on May 1, 1851 with James H. Hiett as postmaster. Hiett was succeeded by John Asbury in 1852, Benjamin Huggins in 1853, William P. Fortney in 1854, and the Reverend Jacob Fream in 1858. Legend has it that on July 4, 1859, some of the laborers that were building the main line of the Baltimore and Ohio Railroad through the town stopped their labors to help the local citizens celebrate the Independence Day holiday. It was during the celebration that one of them suggested that the name of the town be changed to Independence. The citizens agreed, and it was made



Independence and Newburg (USGS 1:24000)

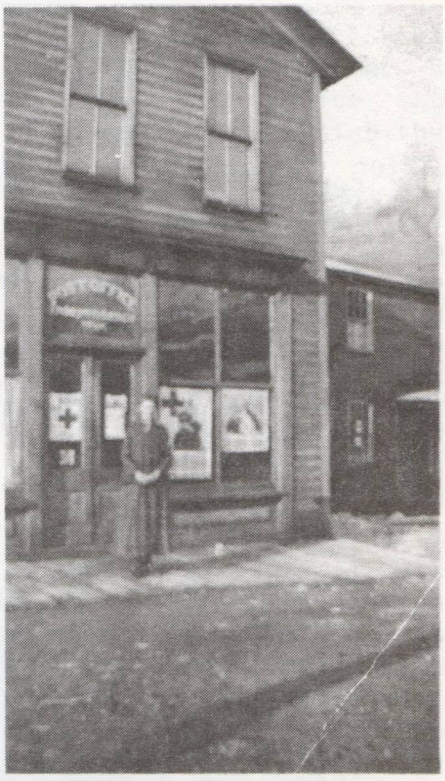
official by Squire John Howard. Also during 1859 the town received permission from the General Assembly of Virginia to conduct a referendum relative to the incorporation of the town. However, due to the onset of the war and the young men leaving for military service, interest in the project waned and there is no record that the referendum was conducted.

The post office continued to use the name RACOON. Reverend Fream continued as postmaster until July 1860, and he was succeeded by John Ayres in 1860, George D. Zinn in 1861, William P. Fortney in 1862, Melissa S. Fortney in 1863, (during which time the office became part of West Virginia), and William P. Fortney again in 1866. Some of these early changes in postmaster of the Racoon office may have been attributable to changes in political administrations and some may have been due to the Civil War. Thomas Rogers assumed the office in September 1866, Samuel G. Rogers in 1868, Joshua A. Jenkins in 1869, Stephen Stansberry in 1884, and Ashford M. Moore in May 1884. It was during the administration of postmaster "Ash" Moore that the name of the post office was officially changed from Racoon to Independence, on October 1, 1884.

Mr. Moore was succeeded by George H. Wamsley in 1885, William H. Jenkins in 1889, George M. Shaffer in 1893. William H. Jenkins became postmaster a second time in 1897 and served a longer term than previous postmasters until 1914. He was replaced by Florence M. Bailey in February 1914.

Mrs. Bailey was perhaps the best known postmaster of past years, serving until her retirement on February 1, 1940. She served during the time of World War I when mail to and from the "Doughboys" was so important. She also served during the time of the "Great Depression" when a trip to the post office might bring a relief check or a job offer.

While she was postmaster the office was located near the B. & O. Railroad station and the two large general stores. Rail passengers and traveling



Florence Bailey in front of Independence post office. Photo undated, but probably during World War I. The building no longer stands.

salesmen, or "Drummers" would stop to get acquainted and visit while waiting on their trains. She knew most of her customers, including the children, by their first names and served them all with efficient and dependable service above and beyond the call of duty.

Florence Bailey was replaced by Mrs. Lillie B. Sharps, who served until her death in 1955. The present postmaster is James E. Engle, who became the 23rd postmaster to serve Independence on December 31, 1955.

With the coming of the Baltimore and Ohio Railroad in 1859, the town of Independence was in greatly improved communication with the rest of the country and it began to grow. Two miles to the east the town of Newburgh (now Newburg) had received a post office in 1857, and with a bit more space to grow it eventually became the larger of the two towns.

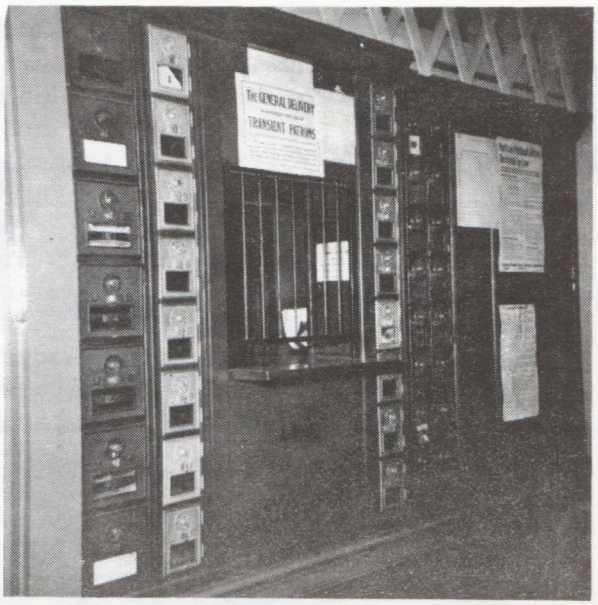
Independence was a substantial little town in its youth. Some of the

businesses conducted in the town prior to 1900 were a hotel, a saloon, two blacksmith shops, a harness shop, shoe shop, and hat shop. Bolton Squires operated a flour mill, Isaac Wilkens was a cabinet and coffin maker, William Jenkins had a general merchandise store, and William Church had a sawmill.

A Methodist Protestant Church was erected in 1859. The original building and benches are in use yet today. The church declined to join in the United Methodist Convention of 1941 and is known today as the Memorial Protestant Church. The Independence Baptist Church was erected on its present site in 1876. In 1880 the church had a membership of 80, more than double the size of the congregation a century later. The Methodist Episcopal Church was formed by the Rev. B.B. Evans in 1889.

As near as can be ascertained, the first school in Independence was held in the Union Church House about one-half mile north of town on the Morgantown and Beverly Pike. This was no doubt one of the "subscription schools" affording an education to only the children whose parents could afford to pay. Sometimes the "pay" was in the form of room and board to the teacher.

Indpendence post office as it appeared in the 1950's and 1960's.



The interior has been remodeled since this photo was taken (undated).

About the turn of the century the school was moved to its present location, where the brick building now in use was erected in 1928. Miss Tessie Wright of Newburg taught the first four grades in the Independence School for 29 years, spanning two generations of students.

After the turn of the century the town had two large general stores and an undertaker. One of the blacksmith shops was turned into a bicycle and auto repair shop. One of the general stores was the Coffman-Fisher Co. out of Cumberland, Maryland. The other was started in 1892 by W.E. Sharps, who was succeeded by J.M. Hartley, Hartley & Metzler, and Hartley & Gustkey.

Mrs. Edith Tucker kept a store from 1932 to 1940 in the old Jenkins store building. She was succeeded in the business by a daughter, Mrs. Christine Fortney, who in 1951 turned the business over to her sister, Mrs. Pearl Lanham, who kept the store until 1967.

Mr. Lyda D. Engle started as a clerk in the Hartley and Gustkey store in 1909, and rose to the position of head clerk at a salary of $50.00 per month. He stayed with the firm until Gustkey bought out the Hartley interest and it became known as the C.E. Gustkey store.

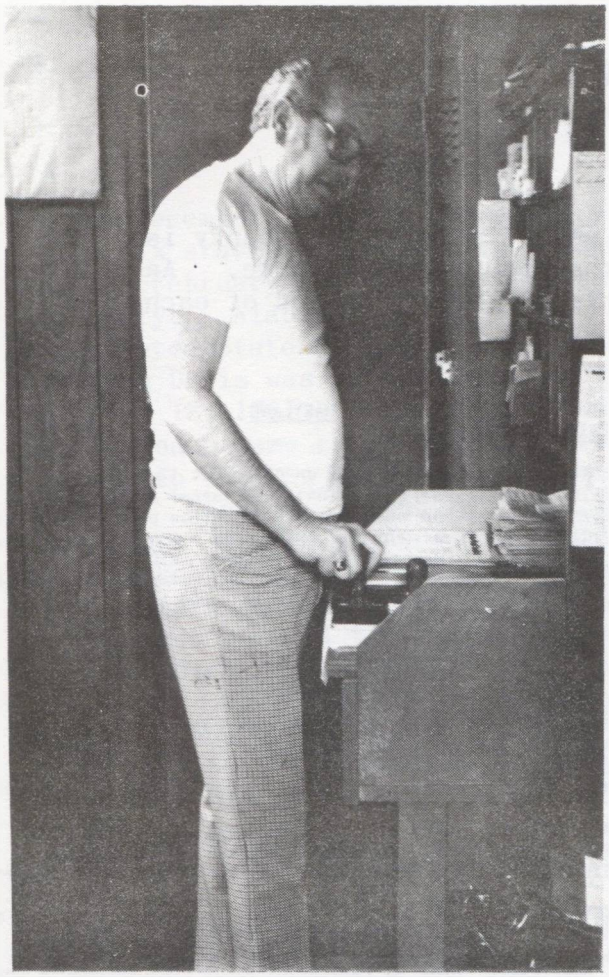
During the years of the depression there was not enough business to support the families of both Mr. Gustkey and Mr. Engle, so Mr. Gustkey ran for and was elected to the office of Assessor of Preston County. Mr. Engle continued to operate the store for Mr. Gustkey until 1940, when he bought the remaining merchandise and started his own store known as L.D. Engle & Son. This store sold general merchandise and Amoco gas and oil products. Mr. Engle served the people of Independence in this capacity until his retirement in 1975 at the age of 86, with a career of 66 years in the store business in Independence. Closing of the L.D. Engle & Son store left the post office as the only place of business in the community.

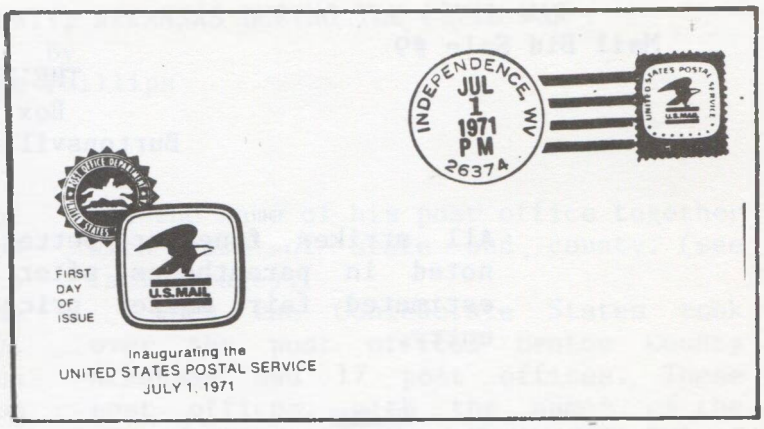
The mail to Independence was supplied by train, and by 1950 the town was served by as many as five mail trains a day. Some of these trains stopped at Independence to exchange mail and passengers, while some only exchanged mail without stopping. This was done "on the fly" with clerks in railway postal cars and cranes on the ground along side the tracks from which the outgoing mail was picked up. Mail service was very quick and efficient by this method.

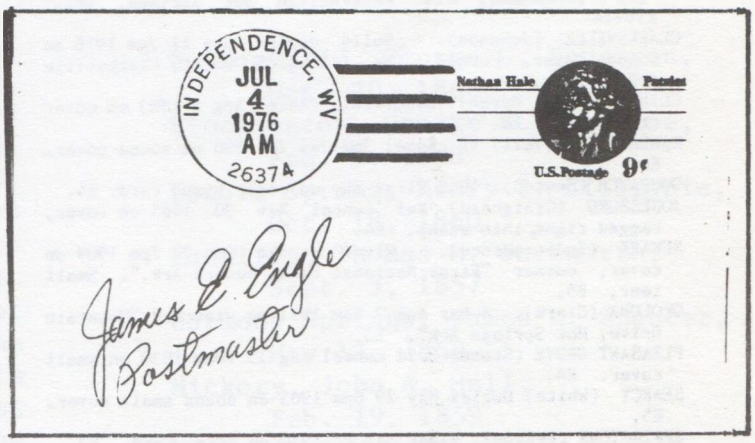
The Railway Post Office system operated under the jurisdiction of the Railway Mail Service, a branch of the Bureau of Transportation in the Post Office Department until 1930, when more than 10,000 trains were being used to move the mail into nearly every hamlet in the United States. As passenger and mail trains became less profitable, however, they were gradually replaced by trucks, so that by 1963 there were less than 1,000 trains carrying the mail. By 1970 the railroads had been virtually eliminated as mail transporters, except for the Railway Post Office between New York and Washington, which operated until 1977. The Baltimore and Ohio Railroad started withdrawing mail train service on the Washington and Grafton line in July 1964. The last two trains to serve the Independence post office were withdrawn on October 29, 1967. Independence is now serviced on a contract Star Route bringing the mail from Clarksburg, West Virginia once a day.

In the time around 1900 Independence had two rural routes served by horseback, probably of only 15 or 20 miles in length and serving less than 100 families. Two of the early rural carriers were Buckner J. "Buck" Fourtney

Independence in April, 1985. The post office occupies only the right third of the building. The remainder of the building housed the Lyda D. Engle & Son store.







Postmaster James Engle in the Independence post office (April 1985). Most cancels seen from Independence canceled by Jim Engle are excellent strikes.

and Jerome Walls. They and any others who followed served many remote families in many ways other than delivering the mail. They carried dry goods and medicines to needy families, and they also carried the news of the world to their postal customers. They in turn brought news from the remote areas to the post office, thus tying together the whole community in neighborly knowledge and kindly deeds.

Mr. Engle brought some measure of fame to Independence during the Bicentennial Celebration of 1976. The post office was open on Sunday, July 4 for the sale of stamps and the cancellation or postmarking of special cacheted envelopes, $2 bills, and other memorabilia. He received over 1000 requests for special postmarks from 35 states, the District of Columbia, and West Germany. He was also interviewed by many newspapers and a New York City radio station. Townspeople dressed in period clothing as Independence observed the Bicentennial with a day-long celebration.

The town of Independence has declined over the years both in appearance and in number of residents in the community. Only about forty families are served at the post office, while the rural route has grown to sixty miles in length with 400 patrons in Preston, Monongalia, and Taylor counties. The post office is the only business establishment remaining in town, and its fate is considered uncertain after the retirement of postmaster Engle.

Mail Bid Sale #9

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.

ARKANSAS

BONO (Craighead) Fine 4-bar Feb 19 1910 12am on cover, corner "Westview Farm Bono Arkansas". Ragged right into stamp. E5.
BURK (Saline) 1891-1911. Fuzzy Jun 4 1908 on photo viewcard "The Promenade, U.S. Reservation Hot Springs, Ark." E10-12.
CLARKSVILLE (Johnson). Solid duplex Jan 11 2pm 1916 on sound cover, corner "The Arlington Hotel, Clarksville Ark." E5.
CLINTON (Van Buren) Beautiful cancel Aug 1 1883 on cover front only. E3.
DARDANELLE (Yell) VF cancel 3pm Jan 29 1896 on sound cover. E6.
DOGPATCH (Newton). 1968 First day on cover sized card. E4.
JONESBORO (Craighead) Vaf cancel Nov 30 1885 on cover, ragged right, into stamp. E4.
NEWARK (Independence). Clear strike Oct 22 7pm 1909 on cover, corner "First National Bank, Newark Ark.". Small tear. E5.
OKOLONA (Clark). 4-bar Aug 7 9am 1911 on viewcard "Mountain Drive, Hot Springs Ark". E3.
PLEASANT GROVE (Stone) Bold cancel Aug 15 10am 1930 on small cover. E4.
SEARCY (White) Duplex May 29 6pm 1905 on sound small cover. E5.
SPRINGTOWN (Benton). 4-bar Mar 22 1910 on grtg. card. E3.

Last days (on postal card unless noted)
BATAVIA (Boone) 1883-1955. E3.
BODCAW (Nevada) 1878-1959. Cover E3.
BOOSTER (Searcy) 1912-57. Cover E3.
BOYDSVILLE (Clay) 1875-1954. E3.
BRASFIELD (Prairie) 1907-58. E3.
BREWER (Cleburne) 1906-57 E3.
BUNN (Dallas) 1907-54. E3.
BUNNEY (Craighead) 1919-54. E3.
BUSSEY (Columbia) 1910-52. E3.
BUTTERFIELD (Hot Spring) 1892-1959. Cover. E3.

NEW YORK

ST. LAWRENCE COUNTY
CONIFER 1912-65. 4-bar on cover-sixed card. Last day. E3.
CRARY MILLS 1894-1928. Light 4-bar on grtg. card Jul 11 1910. E4.
MADRID SPRINGS 1869-1920. Light 4-bar on grtg. card Jan 26 1914. E4.
NORTH STOCKHOLM 1851-1958. 4-bar on grtg card, "olm" on stamp. E3.
POPE MILLS 1893-1936. 4-bar on grtg. card Jun 28 1921. 4.
ROSSIE 1827-1960. 4-bar on view card of Kincaid estate. Aug 25 1947. E3.
SPRAGUEVILLE 1883-1963. Light 4-bar on grtg. card. Aug 22 1907. E3.
14 St. Lawrence County cancels on postcard. Aldrich (DPO, 1903/21) no stamp, 1909; Brasher Falls 1909; Chase Mills 1913; Dekalb Junction 1913; Depeyster 1908; Hailsboro 1914; Heuvelton 1918; Lawrenceville 1939 (Cover - World's Fair stamp); Morristown 1960; Nicholville 1915; Raymondville 1913; Rensselaer Falls 1909; Richville 1908; Winthrop 1917. This lot includes some very nice cards. E10-15.

MARYLAND

PRINCE GEORGE'S COUNTY

BERWYN 1886-1955. VF 4-bar on cover Oct 12, 1915. E5.
FAIRVIEW RS (Laurel) (1960-64). FD cancel on cover. E5.
GREENBELT (Prince Georges) VF cancel on photo postcard of Greenbelt home Feb 19, 1938, only 4 months after office established! Special Delivery Stamp. E10.
LANDOVER 1889-1962. Last day on cover-sized card. PM Autograph. E3.

PENNSYLVANIA

LANCASTER COUNTY
BAREVILLE 1845-1959. LD cover, autographed. E3.
HESSDALE 1911-1975. LD cover. E3.
LEACOCK 1809-1959. LD cover. E3.
McCALL FERRY 1906-11. VF cancel on grtg. card. Feb 2 1907. E8.
MILLWAY 1861-1955. LD on postal card. Autographed. E3.
SALUNGA 1850-1960. Average cancel on LD cover. E3.
STEVENS. Perfect strike May 2 1893 on business reply cover, 2 ct. Columbian. E8.
WEIDMANVILLE 1892-1909. VF Doane 1 used as recvg. mark on viewcard mailed from Ephrata. E5.
6 Lancaster County items: Akron 1908 on grtg. card; Martindale 1979 on Centennial cover (photocachet of PO); Ronks 1914 on grtg. card; Smoketown 1957 on viewcard; Terre Hill 1914 on grtg. card; Willow Street 1913 on viewcard of Tangier, Morocco.

TENNESSEE

COLUMBIA (Maury) Clear stike, Dec 7, 18-- (no year) on cover, bit ragged left. E4.
FAYETTEVILLE (Lincoln). Fine cancel Dec 29 (1876) on cover, tear on right not affecting stamp. E8.
HARROWGATE (Claiborne) Dec 19 8pm 1920 duplex cancel on small cover. E3.
HILHAM (Overton). 2 items: Apr 29 1896 on worn postal card; VF 4-bar Aug 6 1920 on small cover. E4.
NASHVILLE (Davidson). 2 hotel corner covers: Sam Davis Hotel Aug 9 2pm 1937 and Noel Hotel, Nov 11 1:30pm 1940. E4.

Last days (on postal card unless noted)
ARCHVILLE (Polk) 1900-56. E3.
BAILEY (Shelby) 1870-1953. E3.
CARDERVIEW (Johnson) 1948-54. E5.
CLIFTY (White) 1830-1955. E3.
COMFORT (Marion) 1888-1955. E3.
DE ROSSET (White) 1904-55. Cover. E3.
DOEVILLE (Johnson) 1889-1955. Cover. E3.
EASTLAND (White) 1904-44. Cover. E3.
HICKORY POINT (Montgomery) 1900-55. Cover. E3.
KERRVILLE (Shelby) 1874-1953. E3.
LUCY (Shelby) 1874-1953. E3.
RAVENSCROFT (White) 1903-55. E3.
SERVILLA (Polk) 1881-1956. E3.

Items will be sold at a slight advance over the second highest bid. Buyer will pay postage.
Bids close July 31, 1985.

POSTAL SERVICES IN BENTON COUNTY, ARKANSAS DURING THE CIVIL WAR

By

George Phillips

In December of 1860 and January of 1861, six states seceded from the Union and in February they sent delegates to Montgomery, Alabama to organize the Confederate States of America (CSA). Jefferson Davis was elected President on February 18, 1861. Arkansas seceded on May 6 and became the ninth state to be admitted to the CSA on May 18.

The General Assembly of the Confederate States of America passed an act on February 9 which continued in force certain laws of the United States, and on February 21 the Assembly passed an act which had established a postal system for the Confederacy. John H. Reagan was named Postmaster General, and he proceeded to organize a Post Office Department along the same lines as that of the Federal Government. It was not until May 9, however, that the Confederate Assembly empowered its Postmaster General to take over the post offices and the carrier systems in the Confederate States.

On June 1, 1861, all postal employees in the states belonging to the Confederate States of America became employees of the CSA, and their accounts with the U.S. Post Office in Washington were closed as of the last day of May. Postmaster General Reagan of the CSA issued a proclamation on May 13 which ordered all postmasters, contractors, and special agents in the service of the Post Office Department to settle their accounts with the United States as of May 31, and then "to continue to perform such services" for the CSA subject to such changes and modifications as the Postmaster General of the CSA might issue.

Postmasters were instructed to collect cash for postage, and to mark "PAID" on all pre-paid mail until such time as Confederate stamps might be available. Each postmaster was instructed to "forward immediately" to the CSA Post Office Department his name and the name of his post office together with name of state and county. (see facing page).

When the Confederate States took over the post offices Benton County Arkansas had 17 post offices. These post offices, with the names of the postmasters and their dates of appointment, were:

Bentonville, George G. Epperson, Oct. 20, 1860
Bloomington, George W. Holcombe, Feb. 5, 1858
Double Spring, Henry T. Gillespie, Oct. 18, 1860
Equality, Thomas M. Duckworth, Sept. 3, 1857
Harmony Springs, James E. Spencer, May 13, 1859
Hickory, John A. Hall, Feb. 19, 1859
Hico, Abel R. Johnson, Oct. 18, 1859
Jennings Ferry, Abner Jennings, Sept. 22, 1858
Limspring Mills, Chism Petross, Aug. 6, 1860
Maysville, Robert D. Blackstone, May 7, 1860
Osage Mills, John Smith, Oct. 24, 1854
Pea Ridge, William Martin, June 30, 1852
Roller's Ridge, J. A. Bayless, Nov. 3, 1859
Spavinaw, Abraham Whinney, July 6, 1852
Trott's Mill, Enoch H. Trolinger, Jan. 18, 1860 (The record shows the name as stated, but his given name was James, not Enoch.)
Twin Springs, John Givens, Jan. 12, 1860
Two Mills, Thomas M. Brinson, Aug. 5, 1858

(CIRCULAR LETTER NO. 4) CONFEDERATE STATES OF AMERICA:

Post Office Department,

Montgomery, May 20, 1861.

SIR:

You are hereby instructed, as the postal service under the authority of the Government of the United States, within the Confederate States, will be superseded by the service under the authority of the Confederate States on and after the first day of June next, to retain in your possession, subject to the further orders of this Department, for the benefit of the Confederate States, all mail bags, locks and keys, marking and rating stamps, blanks for quarterly returns of postmasters, and all other property belonging to or connected with the postal service, and to return forthwith to the Chief of the Appointment Bureau of this Department, a full inventory of the same.

You will also report to the Chief of the Finance Bureau of this Department, on the first day of June proximo, your journal or ledger account with the United States, for the service of the Post Office Department, up to and including the 31st day of the present month (May), in accordance with the general regulations embraced in Chapter 24 of the edition of the Laws and Regulations of the Post Office Department, issued May 15th, 1859, page 106, exhibiting the final balance in your possession.

I am, very respectfully, your obedient servant,

JOHN H. REAGAN,
Post Master General.

To ....., Esq.,

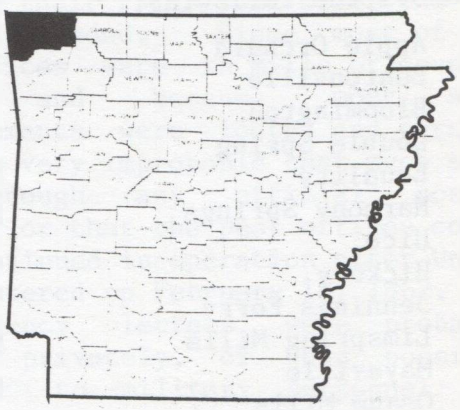
Post-Master at .....

(From photostat copy of original furnished by Library, University of Virginia, Charlottesville)

The Appointment Register maintained by the Confederate States Postal Department (on microfilm in the Manuscript Section, Library of Congress), contains the names of the six Benton County postmasters who were commissioned by the CSA with their CSA dates of appointment. They were:

George G. Epperson, Bentonville, Oct. 15, 1861
Robert D. Blackstone, Maysville, Aug. 22, 1861
Henry T. Gillespie, Double Spring, Aug. 22, 1861
Abraham Whinney, Spavinaw, Aug. 20, 1861
John Givens, Twin Springs, Aug. 22, 1861
John W. Bland, Jennings Ferry, Aug. 22, 1861, who was named to replace Abner Jennings, who had resigned.

The Confederate Appointment Record lists all of the Arkansas post offices, the names apparently having been copied from the United States Postal Register, but in many cases no names of postmasters are included. For Benton County these are Bloomington, Equality, Harmony Springs, Hickory, Hico, Limspring Mills, and Trott's Mill. Apparently the postmasters at these offices did not comply with Postmaster General Reagan's order. Their names are not included in the "Orders" of the CSA Post Office Department either, which would seem to indicate that they were never commissioned as postmasters by the CSA. This could well have happened if they had joined the military service or if their offices had been over-run by belligerents.



For some of the post offices in Benton County, however, the name of the postmaster was listed in the Appointment Register, but was not accompanied by any date of appointment, nor were there any "Orders" in the Post Office journals pertaining to them. These are Pea Ridge, where William Martin was listed; Osage Mills, listing John Smith; Two Mills, listing T.M. Brinson; and Roller's Ridge, listing J. Bayless.

Thus, it appears that of the seventeen postmasters in Benton County in June, 1861, six were commissioned by the the Confederacy as postmasters, four submitted their names in compliance with Reagan's orders but were not commissioned, and seven did not submit their names or other reports, for whatever the reasons might have been.

In the National Archives, in the Records of the War Department, there is a ledger containing "An Index of Confederate Post Offices". This record lists the post offices in alphabetical order, the names written in longhand and separated by about four spaces so that other names could be written in. Opposite each post office name is a figure representing dollars and cents, then the name of the county and finally the number of the mail route contracts.

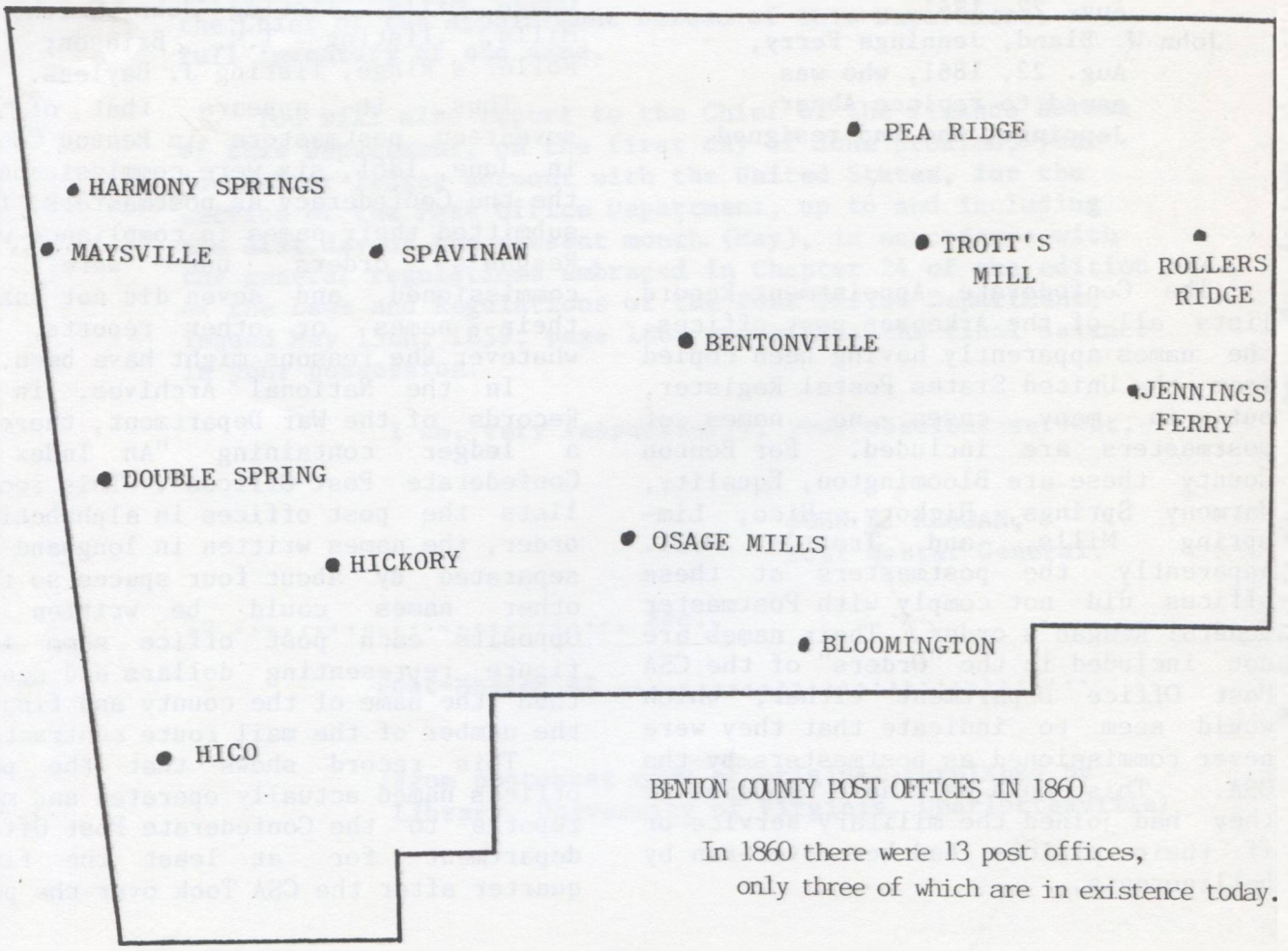
This record shows that the post offices named actually operated and made reports to the Confederate Post Office department for at least the first quarter after the CSA Took over the post

offices. The record for Benton County shows the following:

Apple Orchard	$ 2.41
Bentonville	151.82
Bloomington	19.53
Double Spring	8.52
Equality	3.13
Harmony Springs	No entry
Hico	10.50
Hickory	3.73
Jennings Ferry	1.77
Limspring Mills	No entry
Maysville	68.05
Osage Mills	34.94
Pea Ridge	24.88
Roller's Ridge	No entry
Spavinaw	9.95
Trott's Mill	6.48
Twin Springs	2.60
Two Mills	6.17

It is difficult to explain how Apple Orchard is included in the ledger, inasmuch as the United States register shows the office was discontinued in 1860. It is possible that the former postmaster or someone else wanting to have a Confederate post office appointment there applied for re-establishment. However it happened, there can be no doubt that Apple Orchard and the other offices in his ledger did operate as Confederate post offices for at least one quarter.

Harmony Springs is listed in the ledger, but no entry appears in the column denoting receipts, and no entry appears in the column for mail routes. There is some question about the operation of Harmony Springs anyway, and it is likely the office ceased to operate even before the war.



BENTON COUNTY POST OFFICES IN 1860

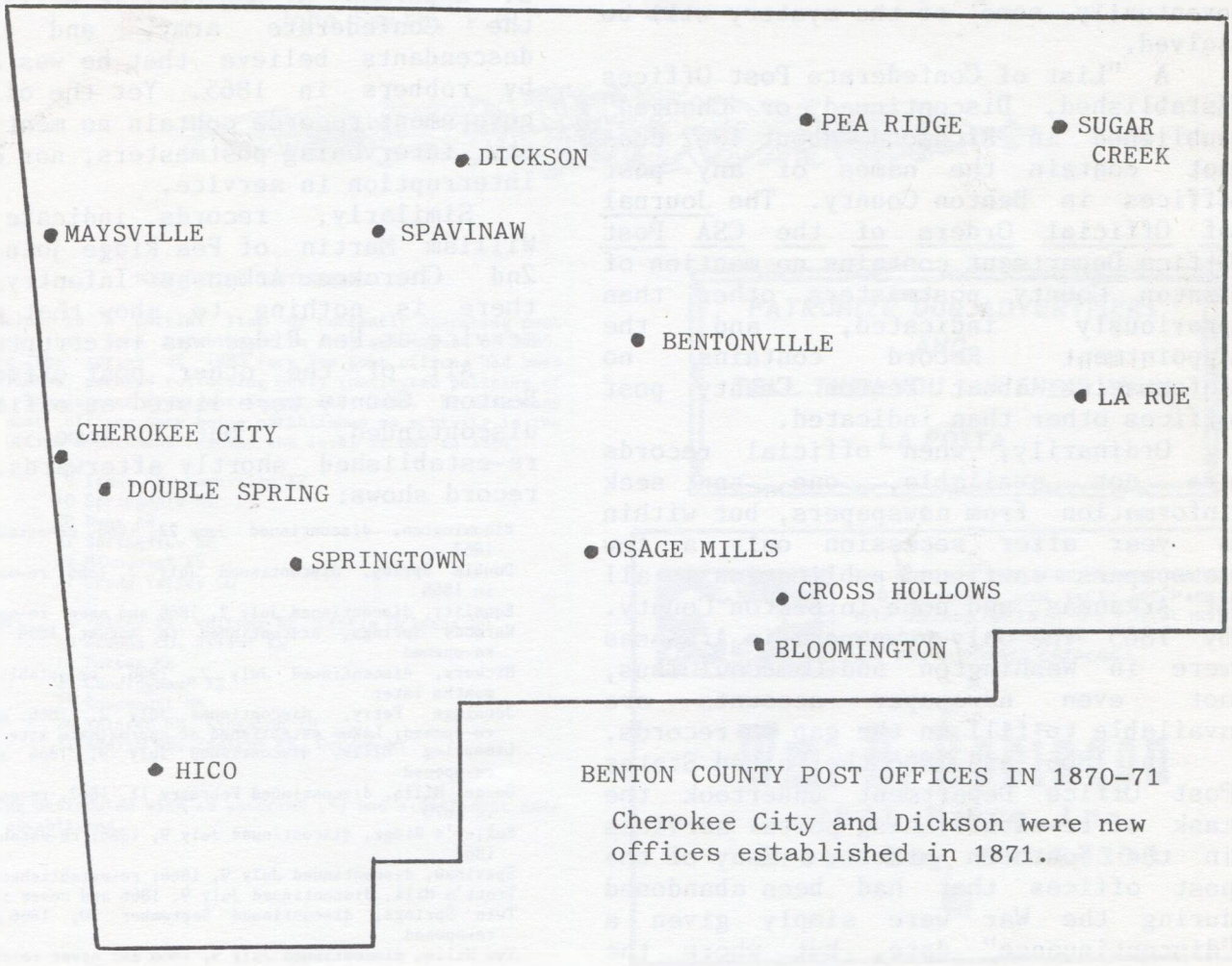
In 1860 there were 13 post offices, only three of which are in existence today.

On February 18, 1862, Union armies commanded by General Curtis entered Benton County from Missouri and took over most of the towns in the eastern half of the county, including Bentonville. Historical accounts say "all but 12 buildings" were burned. It seems clear that all the post offices in Benton County were put out of operation at that time. Military records show that many of the seventeen Benton County postmasters entered military service.

In his Memoirs, John Reagan said that often when the postmasters were drafted or enlisted, their post offices were operated by either women or by men who were too old for military service.

Bushwackers, as well as the military forces of both the Confederacy and the Union, ravaged the area from early 1862 until the end of the war, and marauders continued their raids long after the war officially ended. Since most of the post offices were in mills or country stores, and because most such establishments were looted and burned, it seems very improbable that much mail went through any official postal service, or that the post offices could have continued in operation after Union forces entered on February 18, 1862.

Emergency letters were probably carried privately, or when possible entrusted to military personnel for delivery at some distant post office. In some instances letters would be carried by the Adams Express Company, or other private letter express for a fee. Such mail, however, would have to first reach some place such as Little Rock, then be dispatched from there.



BENTON COUNTY POST OFFICES IN 1870-71

Cherokee City and Dickson were new offices established in 1871.

Historians have found it difficult to determine with any accuracy what really happened to post offices in the South during the Civil War. The Guide to Federal Archives Relating to the Civil War says "It has been said that the Civil War is represented in the records of the Post Office Department chiefly by a gap for the Confederacy. Although the Department's custom of retaining records in summary form and disposing of detailed records regarding individual post offices -- a policy adopted under the Act of 1881 and later provisions for the disposition of useless paper -- may hamper a search for minute details of postal services during the Civil War, it can not fail to intensify the use of the records that do survive."

This means that researchers will continue to seek evidence in the form of hidden records, old correspondence, diaries and the like, and that eventually some of the mystery will be solved.

A "List of Confederate Post Offices Established, Discontinued or Changed" published in Richmond about 1862 does not contain the names of any post offices in Benton County. The Journal of Official Orders of the CSA Post Office Department contains no mention of Benton County postmasters other than previously indicated, and the Appointment Record contains no information about Benton County post offices other than indicated.

Ordinarily, when official records are not available, one can seek information from newspapers, but within a year after secession only a few newspapers continued publication in all of Arkansas, and none in Benton County. By 1863 the only newpapers in Arkansas were in Washington and Camden. Thus, not even newspaper accounts are available to fill in the gap in records.

In 1865 and 1866 the United States Post Office Department undertook the task of re-establishing postal services in the Southern states. Many of the post offices that had been abandoned during the War were simply given a "discontinuance" date, but where the need seemed great enough some of these "discontinued" post offices were re-established.

The problem was made more difficult by he fact that the government would not appoint persons to federal positions who were known to have served the Confederate States. All new employees had to take an oath that they never had "voluntarily" borne arms against the United States or given aid to persons known to be hostile to the United States.

Three Benton County post offices were continued on the record as though there had been no interruption. New postmasters were appointed for them in 1866:

Bentonville, Richard H. Wimpey February 14, 1866.
Pea Ridge, Miss Martha Martin, April 18, 1866.
Maysville, William Nex, June 15, 1866.

It is known that postmaster George G. Epperson of Bentonville enlisted in the Confederate army, and family descendants believe that he was killed by robbers in 1865. Yet the official government records contain no mention of any intervening postmasters, nor of any interruption in service.

Similarly, records indicate that William Martin of Pea Ridge joined the 2nd Cherokee Arkansas Infantry, but there is nothing to show that postal service at Pea Ridge was interrupted.

All of the other post offices in Benton County were listed as officially discontinued, but some were re-established shortly afterwards. The record shows:

Bloomington, discontinued June 22, 1866, re-established in 1867
Double Spring, discontinued July 2, 1866, re-established in 1868
Equality, discontinued July 2, 1866 and never re-opened
Harmony Springs, discontinued in August 1866 and never re-opened
Hickory, discontinued July 2, 1866, re-established two months later
Jennings Ferry, discontinued July 2, 1866 and never re-opened; LaRue established at approximate site in 1867
Limspring Mills, discontinued July 9, 1866 and never re-opened
Osage Mills, discontinued February 11, 1867, re-established in 1870
Roller's Ridge, discontinued July 9, 1866; re-established in 1867
Spavinaw, discontinued July 9, 1866; re-established in 1868
Trott's Mill, discontinued July 9, 1866 and never re-opened
Twin Springs, discontinued September 10, 1866 and never re-opened
Two Mills, discontinued July 9, 1866 and never re-opened

It will be noted that five of these post offices were officially discontinued on July 2 and five on July 9, 1866, obviously just a convenient date for the Post Office Department to record the closing. The Osage Mills was not put on the closed list until February 1867, and not re-established until 1870. In this connection, the following note from the postmaster of Osage Mills to the Post Office Department is of interest:

"Post Office Department
Washington DC

The stage now runs direct from Elm Springs to Bentonville. The post office at Osage Mills have been discontinued since peace was made, until the recent order of the P.M. General ordering an office at Osage Mills -- an order requesting the mail coaches to return to the original route is requested.

John Smith, P.M."

John Smith was the only pre-war postmaster who was reappointed to the office after the war.

A survey of many books and articles dealing with the use of Confederate stamps and postal markings failed to reveal anything from Benton County. Undoubtedly letters were sent by people in Benton County during the Civil War, but after General Curtis's army captured Bentonville on February 18, 1862, any regular mail through the Confederate postal system must have been impossible.

Post offices may have operated under the Confederate postal system until Febrary 1862, although it is quite likely that some of the smaller ones may have simply been abandoned as postmasters were called or enlisted in military service. There is no evidence, in the way of postally used material such as letters or circulars to show that post offices actually operated in Benton County from early 1862 until 1866.

POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in July and August of 1885. During the spring of 1885 very few post offices had been established, perhaps reflecting newly instituted policies of newly inaugurated President Grover Cleveland. By June many new post offices were being established as activity in the Post Office Department resumed the level it had in 1884.

JULY	9	Issue MD, Cornville AZ
	10	Springdale MT
	20	Dyer AR
	21	Springview NE
	22	Minneola* KS
	27	Grand Valley CO
AUGUST	4	Valier PA, Whitney NE, Little Orleans MD
	10	Atwood CO, Niles* KS
	14	Potter NE
	20	Cunningham* KS
	25	Rosemount MN
	26	Velarde NM, Kingston ID
	31	Amelia NE, Ensign* KS, Gordon WV

Offices designated with an asterisk (*) had a different name when established.

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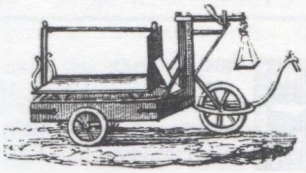

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MAIL AUCTION # 2

1. AK. TANANA, V.F. STRIKE.8-21-1922 ON ST. SC. P.C. SHOWING P. OFFICE STAMP MISSING.
2. CA. ECHO MOUNTAIN, BOLD D-3, 4-13-1910 ON V.F. HOTEL MANX AD. CARD. TIES STAMP.(1893-1910)
3. CA. MONTEREY, COLUMBIA CANCEL 8-1-1918 ON P.C. OF FIRST LUMBER HOUSE IN MONTEREY TIES 2CENT.
4. CA. LOMA PRIETA, BOLD C.D.S. /3RING KILLER TIES STAMPS FEB. 9, 1885 ON SLIGHTLY EDGE WORN COVER.(1884-85)
5. CO. COLORADO SPRINGS, WEAK ST. ON THE ANTLERS HOTEL C.C. COVER / CENTERVILLE, IDAHO OCT.8/S (1881)
6. IL. MARENCO, V.G. STRIKE 3-23-10 ON EASTER CARD.
7. IL. PLEASANT MOUND, F. D-3 ON TUCK'S CARD MAR. 24, 1909
8. IA. MATLOCK, BOLD D-2 ON NEW YR. CRD. JAN. 1, 1908,1907 UNUSUAL CNCL.
9. MI. INGALLSTON D-3 BOLD STRIKE D.P.O. AUG. 22, 1910
10. MN. CLINTON FALLS, V.G 1912 STRIKE ON CREDER SGND.CRD (1857-33)
11. MN. CONSTANCE, 1919 ON G.P.C.VF.
12. MN. PEQUOT, 1908 VF. STRIKE TIES 300 ON P.P.C. 1908 (1896-1940)
13. MT. LOLO, V.F 1907 H/S WITH LEG. LOLO HOT SPRINGS C.D.S. 1907 ON P.C.
14. MT. ORVILLE, F. 1911 H/S ON MIL. CAMP REAL PH. CARD. (1910-15)
15. MT. WHITEPINE, AUG. 21, 1907 D-3 TIES 300 ON REAL PH OF THOMPSON FALLS NOT SHOWN IN WESTERN DOANE'S.
16. NV. BAUVARD, VG/F. D-3 TIES 300 1906 CANCEL ON P.P.C. (1904-12)
17. NV. EMPIRE F/VF H/S TIES 300 ON P.P.C. (1895-1912)
18. NH. PIERCEBRIDGE, V.F H/S 1907 TIES 300 OVERSTRUCK UTICA STILL F.
19. NM. LALANDE F. 1909 H/S ON P.C.
20. NY. LOWELLS D-2 1909 VG/F STRIKE.
21. NY. MOFFITTSVILLE, BOLD D-2 ON P.P.C. TIES 300 JAN. 30, 1908.
22. ND. HETTINGER, VG. TIES 1923 XMAS SEAL ON XMAS CARD IN NORWEGIAN. VF.
23. ND. TUNBRIDGE VG/F. H/S ON COLBY SIGNED DOG IN MUG P.C. 1911 (1901-65)
24. OK. HARDY, BOLD H/S 7-21-1911 ON HOTEL CARD IDAN-HA HOTEL BOISE.ID. VF
25. OR. CARTWRIGHT, VF+ OCT. 22, 1889 / 4RING KILLER ON CVR.(1871-90) VF.
26. PA. FLAGSTONE F/VF 1906 TIES 300
27. PA. NANSEN BOLD 1909 TIES 300
28. PA. SIKO VF/BOLD 1909 ON P.P.C.
29. PA. WRIGHT VF. 1907 D-2 TIES 300
30. SD. BULLOCK, V.F 1912 H/S ON P.C.
31. SD. CLAIRE CITY, VF+ H/S 1914
32. SD. LANCE CREEK, F/VF H/S TIES 300 ON R.PH. 2-16-1909.(1908-11)

NEARLY ALL OF THESE ARE D.P.O'S. I HAVE TRIED TO DESCRIBE AS FULLY AS POSSIBLE. PHOTO COPIES ARE AVAILABLE FOR .25 & SASE. ALL LOTS WILL BE SOLD FOR ONE ADVANCE OVER 2ND HIGH BIDDER. BIDDER TO PAY MAILING COSTS. ALL USUAL AUCTION RULES WILL PREVAIL. BIDDING INCREMENTS WILL BE $1.00 TO $25.00 AND $2.50 THEREAFTER.

GORDON EWERT
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WESTERN EDITOR'S COMMENTS

It gives me great pleasure to announce that I have accepted the position of Director of the Clearing House of American Postal History (CHAPH). CHAPH was organized in 1980 as a subcommittee of the APS Postal History Committee with a goal of "coordinating the many ongoing efforts in American postal history, and to pass along information that may be useful to all concerned." Charles L. Towle served as the first Director, and under his guidance, and later that of Nancy Zielinski, a series of three "Letters" were published in the PHILATELIC LITERATURE REVIEW. These letters consisted largely of summaries of current postal history publications, and represented a effort to share knowledge about the various subjects of current interest to postal history researchers across America.

As LA POSTA readers are aware, we too, have been publishing summaries of state and local postal history journals, albeit on a haphazard, or catch-as-catch-can basis. In the near future, hopefully with our next number, we will begin to expand our effort to chronicle the research efforts of postal historians publishing in state and local journals. I do not see this as a major change in the role or content of our journal. On the contrary, our major objective will continue to be the publication of new, original research, but, if we are to truly achieve our dream of becoming the journal of record for American postal history, then it is logical and proper for us to devote a page or two each number to recording the published efforts of students of American postal history.

In my mind the association of CHAPH with LA POSTA represents some opportunities for projects which could be of significant benefit to our hobby. Our readers, authors, and editors already comprise a Who's Who of people active in American postal history. If our hobby is to grow in popularity the way most of us believe, it is we who are in the best position to guide that development and growth. If you question this, imagine for a moment what horrors could result if one of the fast-buck promoters started running a full scale ad campaign in the national slick magazines offering to sell "genuine postmarks from American ghost towns, complete with historic write-up, reproduced photos, and a leatherette binder" for $15, $25, $50, or whatever the market would bear. Could such a thing happen? I'm only surprised that someone hasn't already attempted to cash in big on the love we Americans have for history and our propensity to collect through a mass marketing of postal history.

I do not claim that we could avoid such a disaster anymore that the first day cover or medal collectors were able to ward off the mass marketing attempts in their hobbies, but our best hope rests with developing and popularizing a body of knowledge for American postal history. LA POSTA is a small voice. There are many state and local postal history publications which are even smaller voices. If we make an effort to coordinate our voices, and if the American Philatelic Society will assist in publicizing the work of CHAPH, then perhaps we can make a contribution toward achieving the balanced, well-informed growth that we expect for our hobby.

On other matters, our subscription list currently stands at 810, an increase of just 16 over the April figure. This slow down in the rate of growth during the first half of 1985 is most discouraging. Frankly, I can offer no explanation for it, but I am hopeful that we will see an increase in new subscribers soon. If

any of you have suggestions, or can help us attract new subscribers, please share them. We need to grow. Our numbers must increase...

The bright side of the news is that we once again have an outstanding array of interesting articles, tempting ads, and lively auctions for your reading pleasure in this issue. Thanks to all our authors, and the continued good work of Bob Stets, Bob Munshower, and Alan Patera, LA POSTA No. 93 should read well. In closing, let me just remind you - each one of you -- this is YOUR journal. If it is not doing for YOU what you want it to, please drop me a note or give me a call and tell me so. The publication you are holding is made of clay. Since its inception in 1969, it has been molded and remolded to reach the form you now see. I believe it will continue to evolve, and I would like to invite you to assist in our evolution.

Richard W. Helbock

Webster F. Stickney

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01 CANDLE, 1942, VF Ty5 on censored GPC. Est. $6.00
02 CHIGNIK, 1905, VF cds Ty1 on Reg. Rct. Est. $30.00
03 DIAMOND, 1950, VF Ty1 on phil. card. Est. $8.00
04 EGEGIK, 1941, VF Ty1 on phil. card. Est. $5.00
05 FORT LISCUM, 1911, VF Ty4 on PPC. Est. $25.00
06 LARSEN BAY, 1950, FV Ty1(FDC) on GPC. Est. $5.00
07 SALCHAKET, 1911, G-F (partl.dbl strike) Ty1 on PPC. E$40
08 WASILLA, 1949, F Ty4 on cml. cvr w/cc adv. Matanuska Valley service. Est. $10.00

CALIFORNIA

09 JACINTO, 1908, G Doane on PPC.(Glenn 58-10). E. $12.
10 LAKE CITY, c.1877, G-F cds on cvr (early Modoc). E.$12
11 McKINNEY, 1906, VF Doane on PPC.(Placer 84-28). E.$8
12 PINOGRANDE,1907, F cds on PPC.(El Dor.92-09). Est. $20
13 POSTS, 1910, G-F Doane on PPC.(Mont. 89-10). Est. $12.
14 RUST, 1909, VF 4-bar on PPC.(1909-16). Est. $15.00
15 STAGG, 1908, G Doane on PPC. (02-26). Est. $6.00
16 TERALTA, 1911, G-F 4-bar on PPC.(1911-12). Est. $30.

COLORADO

17 FOX, 1909, G-F lite Doane on PPC.(90-12). Est. $25.
18 HEBRON, 1910, F Doane on PPC. (84-22). Est. $15.
19 PRIMOS, 1909, F 4-bar on PPC w/stamp missing.(07-13).E8
20 SALINA.1915, G-F 4-bar on PPC w/stamp missing.E. $4.
21 UNDERCLIFFE, 1920, VF 4-bar on PPC. (79-25). Est. $12

IDAHO

22 CASTLE CREEK,1898, F cds on Reg.cvr. (76/24). E. $25
23 STINSON,1910, G-F cds on PPC.(1901-10). Est. $30.

OREGON

24 AJAX, 1908, F Doane on PPC. (01-21). Est. $15.00
25 ALBEE,1910, G-F 4-bar on PPC.(07-43). Est. $12.00
26 BLAKELYVILLE,1918, VF 4-bar on cvr.(10-18). Est. $35
27 DEADWOOD, F 4-bar on PPC. (74-14). Est. $15.
28 HOBSONVILLE,1907,about G Doane on PPC.(83-13). E. $8.
29 LEHMAN, 1913, G-F Doane on PPC.(99-29). Est. $15.
30 MARMOT, 1912, lt.readable 4-bar on PPC.(86-30). E. $8
31 ROCKY POINT,1947,VF 4-bar on cvr. (24-47). Est. $10.
32 SHELBURN,1909, F 4-bar on PPC. (90-46). Est. $8.00
33 STEPHENS, 1909, G 4-bar on PPC.(90-12). Est. $15.00
34 WILLOWS,1942, VF 4-bar on LDC card. Est. $8.00

WASHINGTON

35 BIGLAKE, 1910, G-F 4-bar on PPC.(98-31). Est. $10.
36 DOWNS.c.1912, G 4-bar on small PPC.(02-30). Est. $8.
37 LEXINGTON,1908, G-F 4-bar on PPC.(89-17). Est. $8.
38 OLYMPIA/W.T.,c.1877, F cds on cvr. Est. $30.00
39 SLATER,1910, F 4-bar as fwd mk. on PPC.(06-19). E. $12

WYOMING

40 MILLER, 1910, G-F 4-bar on PPC.(03-25). Est. $15.00
41 UVA, 1910, G-F Doane on PPC. (80-51). Est. $5.

RFD

42 Thurman(IA),1911, Rt. 1, Ty 11E on PPC. Est. $8
43 Long Island(KS), 1908, Rte. 1, Ty 11E on PPC. Est.$10
44 Falls City(NE),c.1910, Rt.4, Ty 11 F on PPC. Est. $5
45 Walla Walla(WA),c.1910, Rt.5, Ty 11F on PPC. Est. $12
46 DOVER/LEIPSIC R. STA.(DEL),1908,G Ty10L on PPC. E. $12.

RPO

47 BIGGS & SHANIKO,1910, about G on PPC. Est. $5.00
48 DENV.& KREMMLING,1907, F on PPC. Est. $15.00
49 SO.JUNC.& OGDEN,1906, G-F on PPC. ESt. $6.00
50 LOS.ANG.& SAN B'D'NO.KITE,1910, G on PPC. Est. $15.00

BIDS CLOSE: JULY 31, 1985

A post card view of the Richardson Trail dating from 1928.

THE VALDEZ-FAIRBANKS TRAIL

By Richard W. Helbock

Alaska's turn of the century gold rush attracted thousands of eager prospectors and fortune-seekers to a land devoid of the familiar comforts and necessities of life in late 19th century America. High among these necessities was a convenient, reliable transportation system; a means of moving people, information and goods from the sea to the interior. This article explores the postal history associated with the development of what became Alaska's most important man-made transportation route to the interior, the Fairbanks - Valdez Military Road, now known as the Richardson Highway.

Americans had been resident in Alaska since 1867, but, aside from a few official exploratory expeditions and a handful of missionaries, prospectors, and mountain men, settlement and economic activities had been confined to the coast, particularly the southeast Panhandle. By the mid-1890's an increasing number of prospectors had begun exploring the Yukon and its tributaries in the vicinity of the border with Canada. In fact, one United States post office -- Mitchell -- had been authorized to serve this growing population as early as 1889, although it later turned out that the office was situated on Canadian soil. Still, the number of Americans living in all of interior Alaska in 1895 was probably no more than a few hundred. Transportation to the coast was by way of the Yukon River, via steamer or raft in the summer, and by dog sled over the ice in winter.

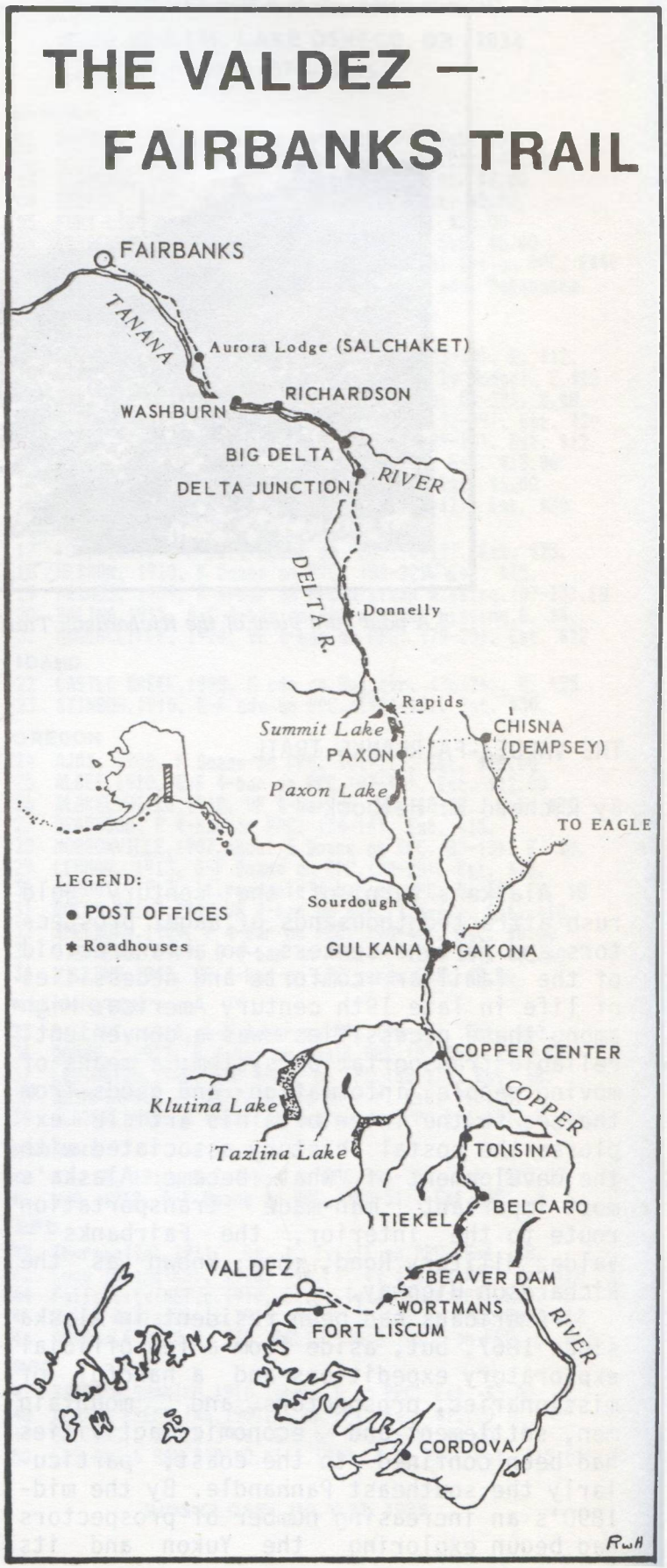
When news of the rich Klondike strike reached Seattle in 1897, it carried such impact and excitement that literally thousands began making preparations for the trip north. Details of the conditions in the interior were sketchy, but the routes of entry quickly became popular knowledge. One might sail by ocean vessel to the mouth of the Yukon and then transfer to river steamer for a voyage up the river, but that would require waiting for the spring thaw and all knew that time was of the essence. The second alternative, the one which proved the choice of the majority who headed north in that winter of 1897-98, was to sail up the Inside Passage

to Skagway or Dyea, hike over the mountains to the headwaters of the Yukon in British Columbia, and then raft or boat down the river to the Klondike. There were a couple of other alternatives, but none were as simple or convenient as these described.

The words "simple" and "convenient" are used here only in the relative sense. No route to the Yukon was convenient or simple in 1897, the journey required several weeks, and was both costly and roundabout. Never-the-less, large numbers of people made the trip in 1897-98, and perhaps even more followed in the following year. Construction of the White Pass and Yukon Railway in 1899 eliminated the arduous hike over the mountains from Skagway, and steamers soon began making regular trips between Dawson and the railhead at White Horse, but the route to the Klondike and interior Alaska remained tied to the Yukon River.

Many hopeful miners discovered upon their arrival in Dawson that the good properties had all been staked. This naturally discouraged large numbers, and many returned home after only a brief, disappointing visit to the area. Many more, however, chose to move on to other localities in the Yukon Basin, with the result that Dawson was soon followed by a series of other boom towns, most of these on American soil. In 1899 it appeared as though Eagle, Alaska, would emerge as the principal town in interior Alaska. In January of that year, the town had about 1,000 residents and was deemed the best town site on the American Yukon by Lt. Castner, who was charged with exploring the gold regions for the U. S. Army. Later that year the Army chose a site near Eagle for Fort Egbert, and in General Orders 51, March 20, 1899, directed that an exploring expedition would proceed from Valdez to Copper Center to open up a military road. From Copper Center the expedition was to find the most direct and practicable route to Eagle City. This party was known as the Copper River Exploring Expedition, and was under the command of Captain William R. Abercrombie of the 2nd Infantry.

In late April 1899 the Expedition landed at Valdez, and, after a few days spent landing supplies and re-occupying

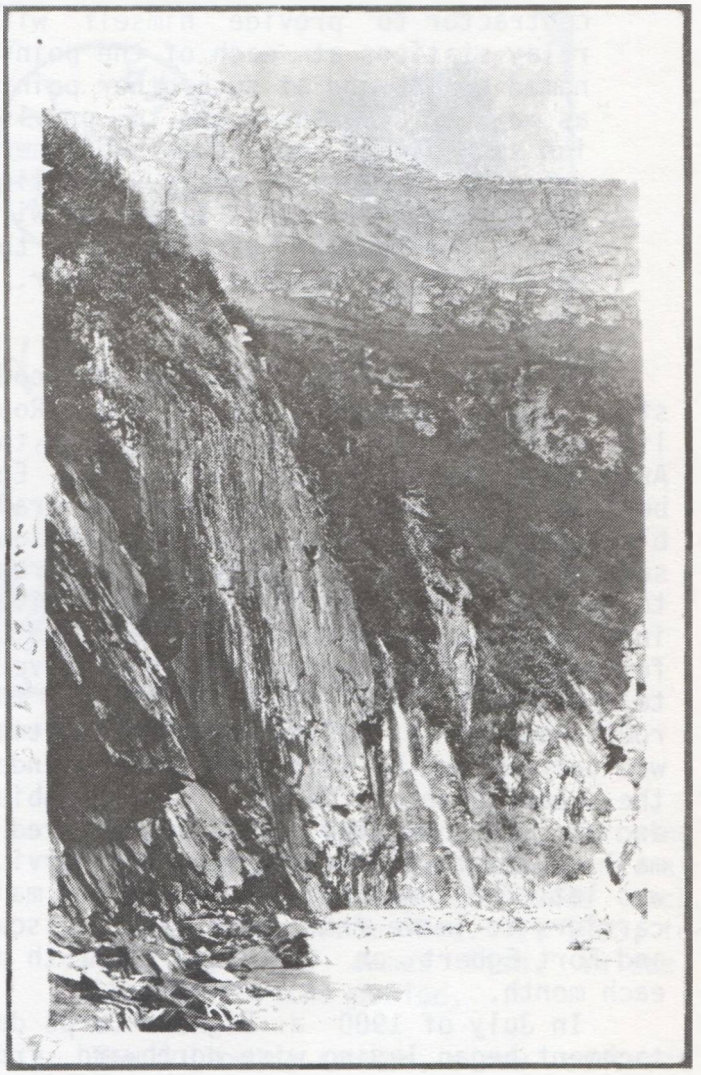


the rough buildings build by the previous year's summer military garrison, a crew of men experienced in mountain railroad construction began building the first link in what was to become the Trans-Alaska Military Road.

The route followed the valley of Lowe River to Keystone Canyon, 12 miles southeast of Valdez. From the canyon the trail climbed some 2,700 feet in six miles to Thompson Pass, and then proceeded down into the Tonsina River Valley. By the time the construction crew returned to Valdez on October 10th, they had managed to clear a trail suitable for pack horses a distance of 93 miles into the interior.

An announcement in the "Daily Bulletin of Orders Affecting the Postal Service", dated May 1, 1899, reported the establishment of Star Route 78109. The route description was as follows:

> Route 78109. Valdez to Circle. Pursuant to the advertisement of March 24, 1899, contract with Richard Chilcott, No. 601 First Avenue, Seattle, King Co., Wash., to carry the letter mails only from Valdez, Alaska (on Prince William Sound), by Copper Center (no post office, at the mouth of the Klutna River), Slahna (no post office at the confluence of Slahna and Upper Copper Rivers), Tetling (no post office, at the confluence of the Tetling and Upper Tanana Rivers), Seward (no office, at the confluence of the north and south forks of Forty Mile River), and Eagle, to Circle, Alaska, about 593 miles and back, one round trip a month from October 1, 1899, to June 30, 1902, by a schedule satisfactory to the Department, not exceeding thirty days running time during the first year and 20 days each way thereafter, and in close connection at Valdez with steamers from and to Sitka, at the rate of $1,415 per single trip one way for the first 100 pounds of mail (or fraction thereof), one way over the entire route, and $200 per single trip one way for each additional 100 pounds (or fraction thereof) one way over the entire route; provided, however, that the weights shall be computed and payments based upon the weight of mail sent from Valdez through to Eagle and points beyond, a little weight to be carried from Valdez to intermediate points between Valdez and Eagle without extra charge; also upon the weight of mail sent from Eagle and points beyond through to Valdez, a little weight to be carried from intermediate points between Eagle and Valdez to Valdez without extra charge. No specific charges to be made for local mail carried between Circle and intermediate points, or between the several intermediate points, but the weight of such mail from any one point shall not exceed 25 pounds. The



The trail in Keystone Canyon, 1928.

contractor to provide himself with relay stations at each of the points named herein and at such other points as may be necessary; and to provision such horses, dog-teams, reindeer, drivers, carriers, boats, supplies and equipment of all kinds as will insure the regular performance of the service at all seasons of the year.

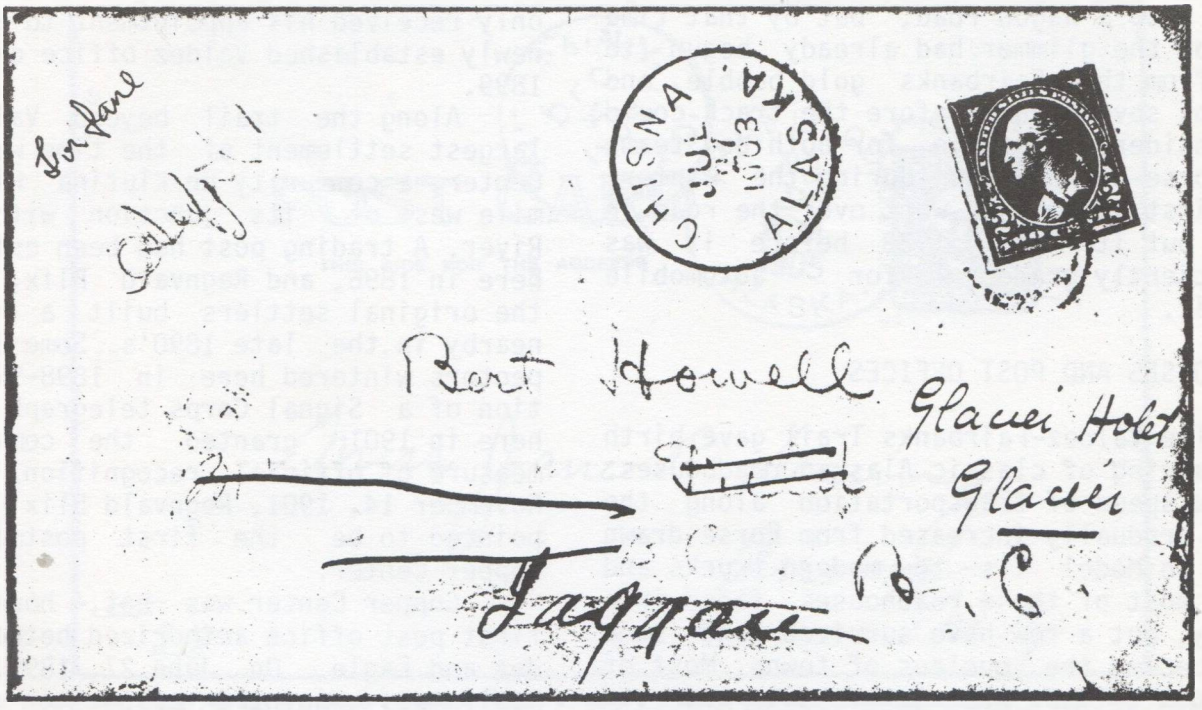
Congress authorized $49,975 for construction of a Trans-Alaska Military Road linking Fort Liscum, which became the Army's post on Valdez Bay, with Fort Egbert in 1900. The route followed the trail blazed to Copper Center in the previous summer. From there, it proceeded upstream to Mentasta Pass, and then down Tok River into the Tanana Valley. The last stretch followed the Forty and Sixty Mile Rivers to the Yukon. The total length of the route was nearly 500 miles. Construction was carried out by four work parties under the supervision of Captain Abercrombie, and as soon as the trail was cleared a mail contract stipulating improved service was let. The new service called for mail carriers to leave from both Fort Liscum and Fort Egbert on the 1st and 16th of each month.

In July of 1900 a Signal Corps detachment began laying wire northward from Valdez along the route of the Military Road. A second detachment was to begin working south from Fort Egbert, but logistic and command difficulties delayed their progress until the task was given to a young lieutenant named William Mitchell, who arrived at Fort Egbert in January 1902. Mitchell, later to gain fame as the air ace General "Billy" Mitchell, pushed his crew south to link up with the Valdez party in the Tanana Valley in August 1902. Thus, by the autumn of 1902 the U. S. Army had constructed both a trail suitable for pack horses and a telegraph line through American territory tying Alaska's gold fields with the Pacific. There was only one problem: by the time construction was complete the gold boom had already passed Eagle and the camps of the upper Yukon.

The Nome strike of 1899 distracted many of the prospectors and fortune seekers from the upper Yukon, and by 1900 the tent city on the beach had captured the imagination of the American public, and yet, the richest strike in Alaska was still to come. Whether it was out of some awareness of this westward shift in the Territory's population, or simply to link the Army's most central post, Fort Gibbon, with the Pacific, Captain Wilds P. Richardson, a veteran of Alaskan service since 1897, began survey and construction in 1902 or 1903 of a road linking Valdez with the lower Tanana Valley. This road, which eventually bore Richardson's name, was soon to become the most important land route in Alaska.

During the summer of 1903 a number of activities were proceeding more or less independently in the Tanana Valley. Captain Richardson was involved in building a road from the junction of the Gulkana and Copper rivers north along the Gulkana, over the pass at Paxon Lake, then along the Delta River to the Tanana. At the same time the Post Office Department had sent agents along this route to explore the feasibility of establishing a more direct link between the Copper River country and the confluence of the Tanana and Yukon rivers. The purpose of this exploration was to determine if it was feasible to link Nome with the Pacific for winter mail delivery. A third series of events were centered on the embryonic settlement of Fairbanks.

In July 1902 Felix Pedro had made a rich gold discovery near the junction of the Chena and Tanana rivers. Elbridge T. Barnette, who had the autumn before opened a trading post here, set about to publicize Pedro's find, and thus create a rush in the by now time tested tradition. By Christmas 1902 there were some 800 people in the Tanana Valley seeking to share in the new strike. Unfortunately, the gold wealth of this area required hard rock, rather than placer, methods of extraction, and by Spring 1903 most of the 800 had drifted away from Barnette's Cache. Oddly, just as it appeared the rush was about to be still born and the community would quickly disappear, Barnette was awarded a post office, and his settlement became officially known as Fairbanks. The post office had no beneficial effect of local mining activity however, and the small num-



This cover, postmarked CHISNA, July 27, 1903, bears a Valdez backstamp of August 14, 1903.

ber of miners who stayed on during the summer of 1903 took only $40,000 worth of gold from the area.

Gold production jumped to $600,000 for the Fairbanks area in 1904, and, as the secret of removing the unproductive overburden became clear, mines using more equipment were made. Mining in the Fairbanks District was a big business venture, and in 1905 gold production soared to $6 million. By 1906 Fairbanks was a full-fledged town, with electric lights, a water system, hotels, schools, and churches, and a railroad connecting the town with its outlying mining camps.

Both Captain Richardson and the Post Office Department emerged from the 1902 - 1905 Tanana River activities as prophets of stature. The POD followed up on its 1903 explorations by establishing a mail contract described in the "Daily Bulletin" as follows:

> Route 78133. Valdez, by mouth of Chestochina River (n.o.), Chistna, Mouth of Delta River (n.o), Fairbanks, and Chena (n.o) to Tanana. About 620 miles and back, two times a month, on a schedule not exceeding 25 days running time each way, carrying any class of mail the Department may elect, not exceeding 200 pounds each single trip. From Dec. 1, 1903, to Apr. 30, 1904. James Fish, Valdez, $15,000 for the period.

The following summer, a new contract was let for the October 1904 to June 1906 period. This route, numbered 78135, called for service from Valdez, by way of Fairbanks and Chena (n.o) to Tanana. It was apparently the first route to follow Captain Richardson's trail from Gulkana to the Tanana Valley. The contract was awarded to Oscar Foote and Joseph F. Grant of Juneau at a sum of $21,945 per annum.

When Congress created the Alaska Road Commission in January 1905, Captain Richardson was named to head the Commission. In the following year, a sum of $150,000 was authorized to build the Valdez-Fairbanks route.

The Northern Commercial Company succeeded Foote & Grant as the mail contractors in 1906, and service was expanded to include newspapers and magazines as well as letter mail. In 1910 construction was initiated to improve the Valdez-Fairbanks

Trail into a wagon road, but by that time some of the glimmer had already begun to fade from the Fairbanks gold bubble, and it took seven years before the track could be considered passable for both dog teams and horse-drawn sleds during the winter. The first automobile went over the road in 1914, but it was 1923 before it was sufficiently graded for automobile traffic.

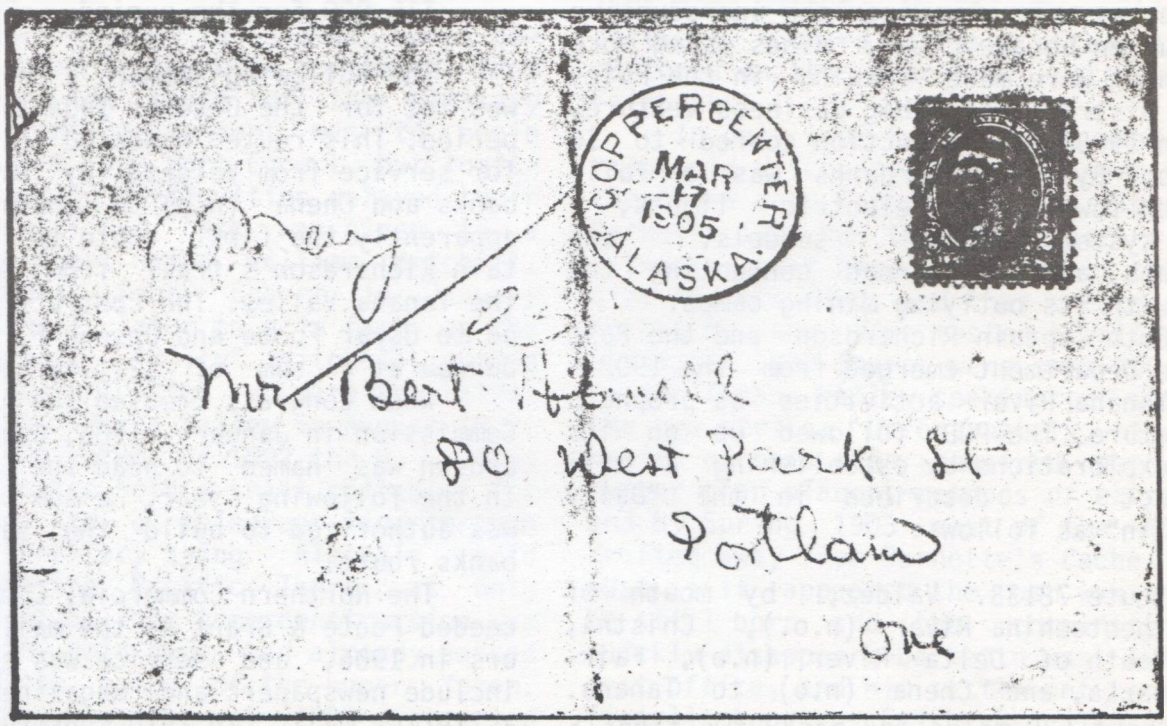
ROADHOUSES AND POST OFFICES

The Valdez-Fairbanks Trail gave birth to a string of classic Alaskan roadhouses. As the speed of transportation along the trail gradually increased from horse-drawn sleds to Model T's to modern trucks and cars, most of these roadhouses faded into memory, but a few have survived and some even became the nucleus of towns. Most of the post offices associated with the road operated for at least part of their lives in roadhouses.

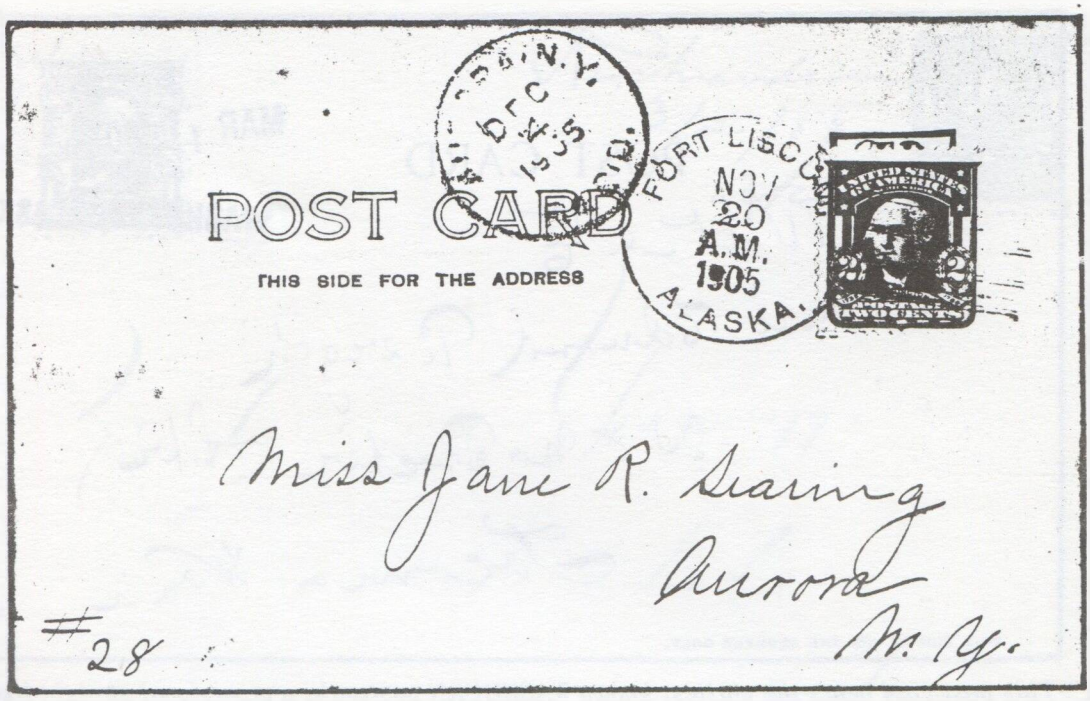
When the initial mail contract for service between Valdez and Eagle was let in May of 1899, there were no interior post offices between Valdez and Eagle. In fact, Postmaster Franklin G. Bartlett had only received his appointment to head the newly established Valdez office on May 13, 1899.

Along the trail beyond Valdez, the largest settlement of the time was Copper Center, a community on Klutina River, one mile west of its junction with Cooper River. A trading post had been established here in 1896, and Regnvald Blix, one of the original settlers built a roadhouse nearby in the late 1890's. Some 300 prospectors wintered here in 1898-99. Location of a Signal Corps telegraph station here in 1901 granted the community a measure of official recognition, and on November 14, 1901, Regnvald Blix was appointed to be the first postmaster of Copper Center.

Copper Center was not, however, the first post office authorized between Valdez and Eagle. On June 27, 1899, John E. Hamlin was appointed postmaster at an office named Belcaro. Belcaro was situated along Route 78109 (Valdez-Eagle Trail) at a distance of 60 miles northeast of Valdez. This would place it in the Tonsina River Valley, about 15 miles south of the community of Tonsina. Unfortunately, this location must be considered only approxi-



Cover postmarked COPPER CENTER, March 17, 1905.



Post card bearing an example of the Type 2 FORT LISCUM postmark, a Doane dated Nov. 20, 1905

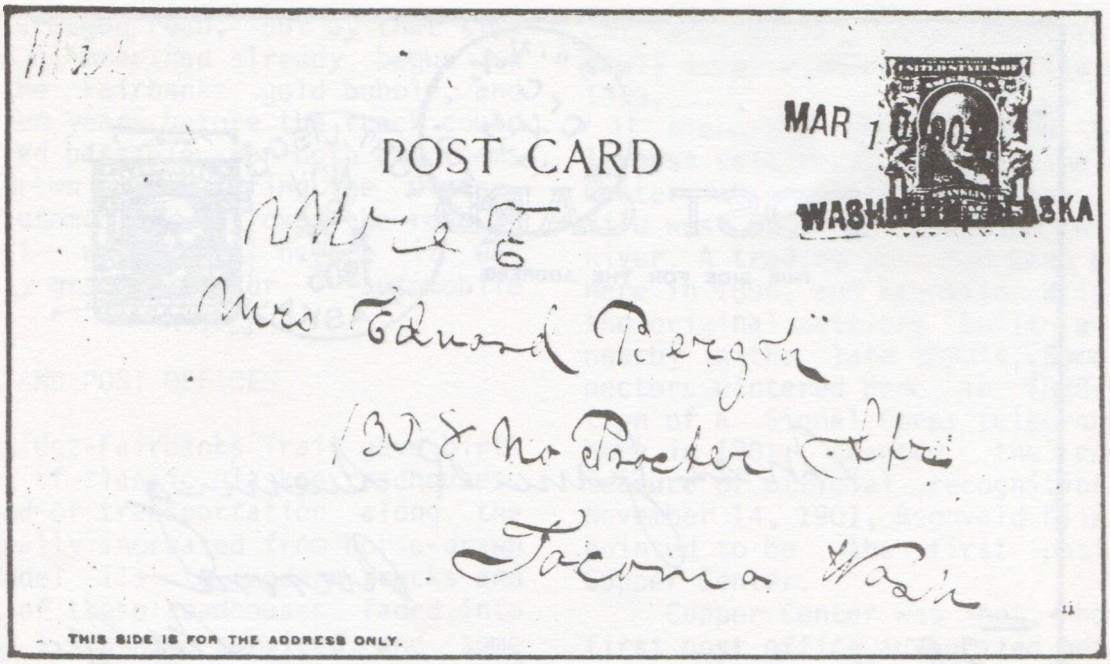
mate. It was based upon the report filed by Postmaster Hamlin with the POD, and, given the primitive state of transportation in the Alaskan interior, his estimate might have been off by several miles. At any rate, Belcaro post office did not long survive, and there is some question if it ever actually operated. The office was discontinued effective August 15, 1900, with papers to Valdez.

A post office was authorized for Fort Liscum with the appointment of George F. Kane as postmaster on November 5, 1900. The post was four miles southwest of Valdez, on the south shore of Port Valdez. It never became an important military post, but managed to maintain its presence until the early 1920's. Fort Liscum post office was discontinued May 31, 1922.

Chisna post office also preceded Copper Center. Situated on the west bank of Chisna River, two miles northwest of its junction with Chistochina River, an office came into being serving this mining camp with the appointment of Arthur H. McNeer as postmaster on March 15, 1901. Chisna was not located on Route 78109, the Valdez-Eagle Trail, and was initially listed in the "Daily Bulletin" as being supplied by Special Service from Valdez, 200 miles to the south. Presumably, mail was carried to Chisna from Copper Center once that office was established later in 1901. The initial route from Valdez to Tanana, Route 78133, called for a stop at Chisna during the 1903-04 winter, but in succeeding years the office was supplied by Special Service out of first Gakona and later Paxon. The name of Chisna post office was changed to Dempsey on Nov. 5, 1908 and Dempsey post office operated until October 31, 1925.

No other post offices were opened in 1901 or 1902, but a number of roadhouses were being built along the trail in those years. Among them, McCreary's Roadhouse, located near Copper Center; Rapids Roadhouse, at Mile 220 along Delta River; and Aurora Lodge, at the junction of Salcha and Tanana rivers and near the Signal Corp telegraph station on Salcha River. Without a doubt, there were other pioneer roadhouses begun during these years, but records of them are not available.

In 1903 Tonsina post office, located on and named for the river, came into being with the appointment of Jacob Nafsted as postmaster. Nafsted managed the Tonsina Roadhouse, which was built in 1903 by a man named Lucas. Jacob's appointment was dated Aug. 22, 1903. He served as postmaster until replaced by Knute M. Nafsted on



This post card bears the earliest known WASHBURN postmark, a provisional straight line style dated March 11, 1907, and struck in purple.

July 19, 1911. Knute served until the post office was closed June 30, 1916. Tonsina Roadhouse burned in 1928, but it was replaced by another structure. The post office was reopened in 1930, but operated for only three years.

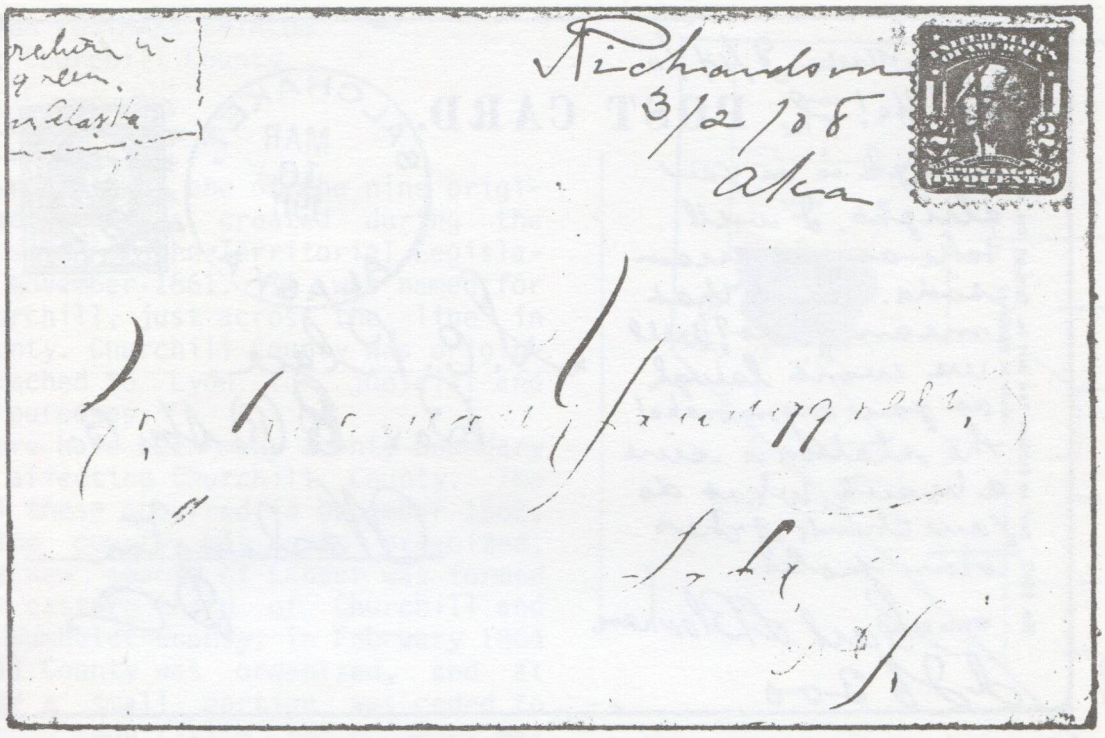
Near the other end of the Trail, Chicken post office, located 58 miles southwest of Eagle, was established on March 14, 1903, with the appointment of Leonard R. Radcliffe as postmaster. The office served a mining camp, and it continues to operate until this day.

Aside from Tonsina, Chicken, and of course, Fairbanks, no other post offices were established along the trails from Valdez in 1903 or 1904. A number of roadhouses, including Tiekel, Mile 52; Gulkana and Gakona; Sourdough, Mile 147.5; Rapids Hunting Lodge, near Mile 225; and McCarthy's, which eventually became Big Delta, were all opened in these years, but none received post offices until later.

Two new post offices were established along the Valdez-Fairbanks Trail in 1905. The first of these was at Gakona, then a roadhouse located at the junction of Gakona and Copper rivers. George B. Rorer was appointed postmaster here November 3rd. He continued to hold the office until July 15, 1909, when Gakona was closed with mail to Gulkana.

The second office established in 1905 was named Washburn. It, too, was in a roadhouse; this one located in the Tanana Valley, some 28 miles northwest of the mouth of Delta River. There is some question as to the exact year Washburn post office actually began to operate. John MacCormack was appointed postmaster Dec. 9, 1905, but a note in the records indicates he declined the appointment. John E. Baker was appointed Washburn to replace MacCormack as of Nov. 16, 1906. On Sept. 18, 1906, John W. MacCormack was appointed the first postmaster at nearby Richardson. Washburn and Richardson were only about 12 miles apart, and the reason why it was deemed necessary for both to have post offices at such an early date is unclear. Never-the-less, from at least 1907 on Washburn and Richardson operated as adjacent post offices along the Trail. Washburn was closed in 1913, and when the Tanana River changed its course causing erosion damage to the townsite Richardson was abandoned and the office closed in 1943.

On Feb. 8, 1909, Charles L. Hoyt was appointed postmaster at Gulkana. Since this office was located only four miles from the Gakona post office, and at a location more convenient for traffic headed for Fairbanks rather than Eagle, the old

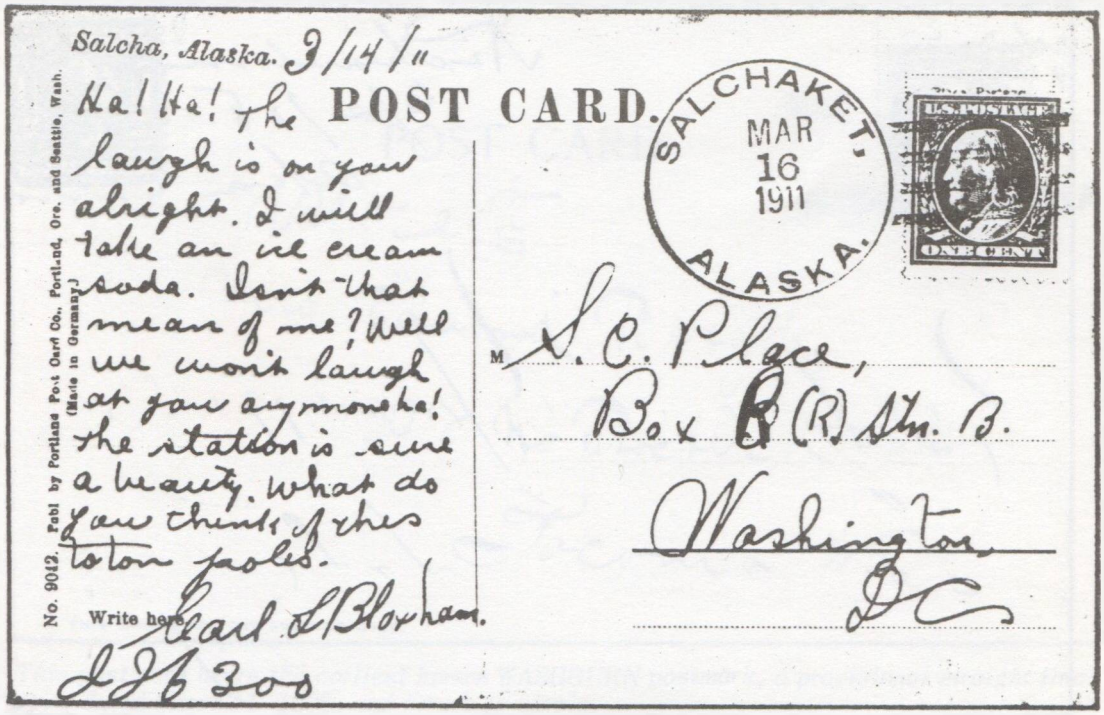


This covers displays the earliest known RICHARDSON postmark, a manuscript of March 2, 1908.

Gakona post office was discontinued in July 1909. It was later re-established in 1931, but Gulkana was clearly a superior choice for the times.

A second post office was established in 1909 along the Fairbanks-Valdez Trail. Located at Aurora Lodge, also known as Munson's Roadhouse, this office served a community situated at the junction of the Salcha and Tanana rivers. It took the Indian name for the locality, Salchaket. On Aug. 12, 1909, William T. Munson, the proprietor of the roadhouse, was appointed the first Salchaket postmaster. Munson

The Salchaket (Munson's) Trading Post and Roadhouse as it appeared in 1911.



Post card postmarked SALCHAKET, March 16, 1911, note 'Salcha' dateline of message.

served until 1914, at which time he was succeeded by his wife, Thora.. The Aurora Lodge was destroyed by fire in 1925, and the Salchaket post office was discontinued in 1926.

The situation with regard to post offices and relative volumes of business along the Valdez-Fairbanks Trail in 1910, the year improvements began to turn the trail into a wagon road, was as follows:

Post Office	PM Compensation (7/1/10-6/30/11)
Valdez	$1,700
Fort Liscum	$270
Tonsina	$90
Copper Center	$80
Gulkana	$180
Dempsey	$40
Richardson	$70
Washburn	$60
Salchaket	$60
Fairbanks	$2,200

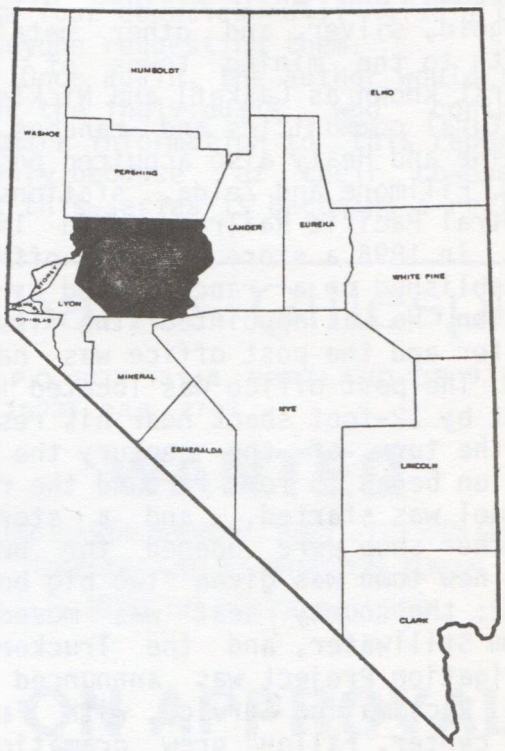
Four additional post offices were added along the trail during the 1911-17 years of improvement. All of these were short-lived, and postmarks have been documented from only two of the four offices thus far. The new offices were:

Beaver Dam (9/12/1911-9/30/1918)
Wortmans (10/17/1911-9/15/1914)
Paxon (1/16/1912-12/31/1916)
Tiekel (5/17/1917-8/30/1919)

These offices, as their predecessors, all were located in roadhouses, but unlike the earlier post offices along the trail they arrived too late on the scene. Travel was still increasing along the Valdez-Fairbanks route, but so too was the speed of travel. Faster travel meant less need for intermediate stops, and hence less reason for roadhouses to flourish. And, although it was still perhaps too early to see it coming in 1917, a new form of transportation, which was about to revolutionize mail delivery to interior Alaska had made its appearance -- the airplane. The days of the mail sled drawn by hearty dogs and horses were coming to an end, and the Valdez-Fairbanks Trail was about to become the Richardson Highway.

THE NEVADA POSTMARK CATALOG
Part II: Churchill County

By Ted Gruber



Churchill was one of the nine original Nevada counties created during the first session of the Territorial Legislature in November 1861. It was named for Fort Churchill, just across the line in Lyon County. Churchill County was originally attached to Lyon for judicial and revenue purposes.

There have been many county boundary changes affecting Churchill County. The first of these occurred in December 1862, before the county was even organized, when the new county of Lander was formed from the eastern third of Churchill and most of Humboldt County. In February 1864 Churchill County was organized, and at that time a small portion was ceded to Lyon County upon fixing the boundary between Churchill and Lyon.

Probably the most significant county boundary change took place in February 1869, when a triangular tract forming the southwestern corner of Humboldt County was "sold" to Churchill for $3,000. The object of this change was to give Churchill County about 235 miles of frontage on the Central Pacific Railroad. This money was not paid, however, and in February 1871 the Nevada Legislature passed an act which released Churchill County from this debt. A minor boundary change was made in March 1869, whereby a small triangular tract in the southeastern corner of the county was ceded to Nye County.

On May 14, 1864, the first post office was established in Churchill County at Ragtown, which was originally a station on the Overland Road. Its name stems from the fact that California-bound emigrants, after crossing the Forty-mile Desert and reaching the station, would often go swimming in the cool Carson River and leave their ragged clothes on its banks.

Stillwater, an agricultural community settled in 1862, acquired the second post office in the county in early 1865. Later that year post offices were established at Saint Clair Station, where a ferry operated across the Carson River; and at La Plata City, a mining camp which had been made the county seat in April 1864. In 1866 the Clan Alpine post office was opened to serve a mining district of the same name.

The mining excitement at La Plata City and Clan Alpine did not last very long; by 1868 both of these post offices were discontinued, and the county seat was moved to Stillwater. The other three communities mentioned so far also lost their post offices: Ragtown in 1867, Saint Clair Station in 1869, and Stillwater in 1870. As evidenced by these closures, Churchill County had become very quiet. Except for the short-lived post offices at Eagle Salt Works and Hot Springs in the early 1870's, there were no offices operating in the county from April 1870 until February 1877!

In 1877 the Saint Clair (without "Station") and Stillwater post offices were re-established, and, after this, more towns were founded as the county's economy became more diversified. Salt mining was an important industry, and resulted in post offices being established at Eagle Salt Works (later known

as Leete) and White Plains. Discoveries of gold, silver, and other metals gave birth to the mining towns of Bernice (first known as Casket) and Nickle. Agricultural communities and ranches such as Alpine and Healy also acquired post offices. Fillmore and Zelda, stations on the Central Pacific Railroad, did likewise.

In 1896 a store and post office were established on a ranch owned by Michael Fallon. He was appointed the first postmaster and the post office was named for him. The post office was located in a 10-foot by 12-foot shack near his residence. By the turn of the century the town of Fallon began to form around the ranch. A school was started, and a store and butcher shop were opened for business. The new town was given two big boosts in 1902: the county seat was moved there from Stillwater, and the Truckee-Carson Irrigation Project was announced by the U.S. Reclamation Service, with Fallon at its center. Fallon grew dramatically as construction camps for the project were established on the edges of town. Beginning in 1906, Fallon also prospered from traffic going to the new mining booms at Fairview and Wonder. The town remained active during the construction of nearby Lahontan Dam, but then declined during the 1920's and 1930's. New life was given to Fallon in 1942 when the Navy began work on an air station southeast of town. This facility closed after World War II, but it reopened during the Korean War and has remained open since then. Today Fallon has a population of over 4,000, and is the commercial center for a relatively large agricultural area.

As with most places in Nevada, Churchill County experienced an early 20th century mining boom. Some camps, such as Azurite, Hercules, and Victor, disappeared almost as quickly as they were born. Others, like Coppereid and Jessup lasted a few years. The two most successful mining towns in Churchill County were Fairview and Wonder, both of which were founded in 1906. These two camps made regular productions until 1920.

Another principal 20th century town is Hazen, which started as a Southern Pacific Railroad station in 1902. It became an important railroad junction town in 1905 when the Southern Pacific built a connecting line from Hazen to its Nevada & California Railway near Fort Churchill.

Two other post offices were included in Churchill County records that are today geographically in Mineral County. Rawhide, one of Nevada's most highly promoted mining camps, was listed in Churchill County when its post office was established in 1907. A survey of the county boundary taken the next year placed Rawhide in Esmeralda County (Mineral County was created from northern Esmeralda County in 1911). The Eagleville post office was listed in Churchill County until it was discontinued in 1913, but an apparent change in Churchill's southern boundary about 1917 put Eagleville in Mineral County. More specific information is being sought on this change; the findings will be discussed in the Mineral County report.

A total of 39 post offices have operated in what is now Churchill County.

James W. Richards (1839–1916) was the postmaster at Stillwater from 1877 until 1890, and again from 1893 to 1899. His name appears in the Stillwater Type 2 postmark. Richards later moved to Fallon and served as postmaster there from 1901 until 1903.

All except one of these offices (Bermond) were established before the 1920 cutoff date for this series. The only post office presently operating in Churchill County is Fallon.

In the initial Churchill County report, 41 different postmarks have been documented representing 22 of the 38 pre-1920 post offices. Not surprisingly, Stillwater has six different types reported, more than any other town. Saint Clair has five types reported, while Fallon, Fairview, and Wonder each have three.

The 16 Churchill County post offices from which no pre-1920 postmarks have been reported are listed below:

Azurite (1901)
Casket (1882-1883)
Clan Alpine (1866-1868)
Clemens or Clements (1892-1895)
Dixie Valley (1918-1933)
Healey (1882-1883)
Hill (1882-1912)
Hot Springs (1873-1874)
Jessup (1908-1912)
Leetville (1895-1907)
Massie (1902)
Nickle (1890-92 & 1893-95)
Ragtown (1864-67 & 1884-87)
Saint Clair Station (1865-1869)
Salinas (1880-1882)
Victor (1907)

Any collectors possessing pre-1920 postmarks from the 16 unreported Churchill County post offices, new types of postmarks for the towns listed in this report, or cancellations which extend the dates for reported types, are kindly asked to submit photocopies of these items for inclusion in the updated Churchill County report. The author may be contacted at P.O. Box 13408, Las Vegas, NV 89112. If desired, any postage and photocopy costs will gladly be refunded.

Photocopies of postmarks are also needed from all pre-1920 post offices of Douglas, Lyon, Ormsby, and Storey Counties, which will be combined and published as the next report in this series. Listings of the post offices in these four counties will gladly be sent to anyone requesting them.

Once again, the author would like to thank the individuals who contributed postmark information to this report. It is only because of their co-operation that this series is becoming a reality.

Charles Gillespie

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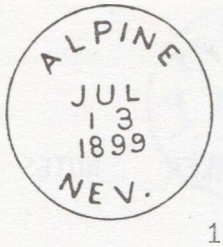
TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Alpine (1894-1914)					
1.	C1AN1B27.5	13 Jul 1899		target	
Bernice (1883-1894)					
1.	M	21 Aug 1884?			
2.	C21BN1RRB28	3 Nov 1884		target	
Boyer (1896-1914)					
1.	C1AN1B28	Nov 1899			(1)
Coppereid (1907-1914)					
1.	A	13 Dec 1910			
Eagle Salt Works (1871, 1877-1899)					
1.	C41BN1B32.5	11 Dec 1884	28 Sep 1889	star	
2.	C1AN1B27.5	28 Apr 1898			
Fairview (1906-1919)					
1.	D3/1	3 Jul 1906	14 Jul 1906		
2.	A	17 Apr 1907	11 Apr 1911		
3.	B	14 Feb 1912	24 Jan 1916		
Fallon (1896-Date)					
1.	D1/2	3 Jan 1905			
2.	D2/10	26 Mar 1906	12 Mar 1908		
3.	C1AT1B30	18 Dec 1912	30 Oct 1913		
Fillmore (1884-1886)					
1.	C41BN1B29.5	5 Aug 1884		neg star	
Hazen (1904-1979)					
1.	D3/6	8 Dec 1905	10 Feb 1908		
2.	C1AT1B29.5	14 Jan 1910			
Healy (1883-1899)					
1.	M	15 Jan 1884			
2.	C31BN1B26.5	10 Apr 1895	1897		
Hercules (1906-1908)					
1.	A	4 Mar 1908			
Lahotan (1911-1916)					
1.	B	11 Feb 1916			



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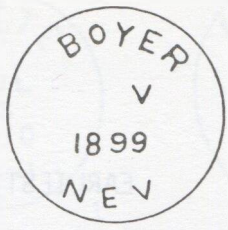

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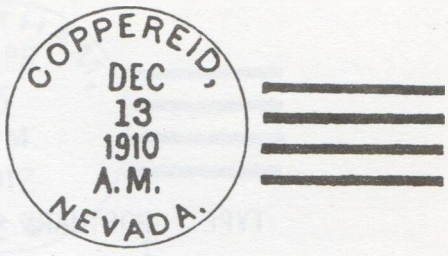

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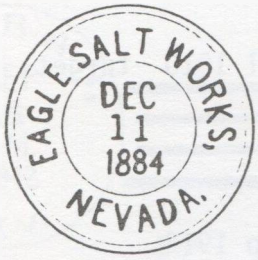

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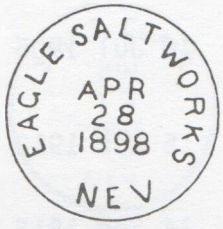

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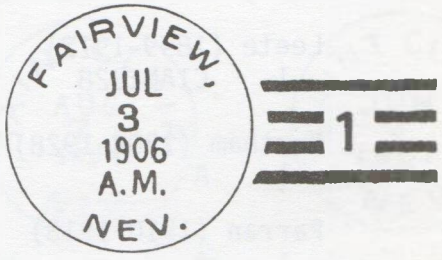

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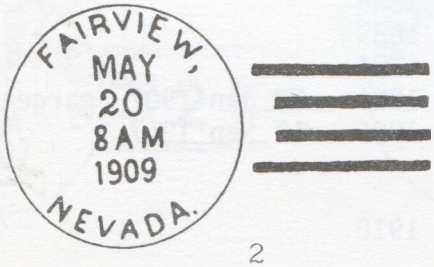

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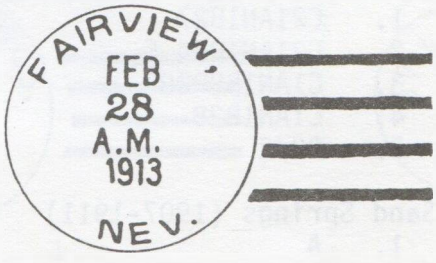

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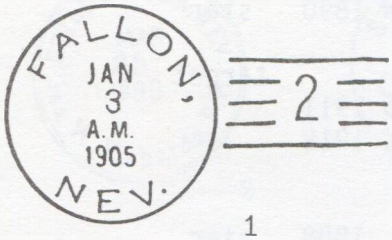

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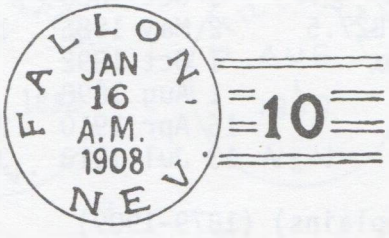

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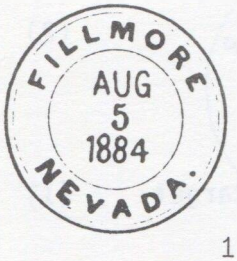

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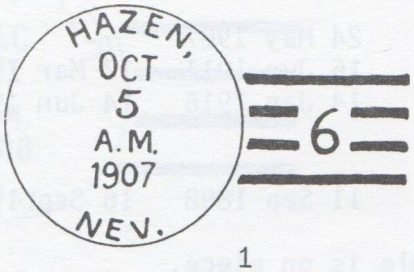

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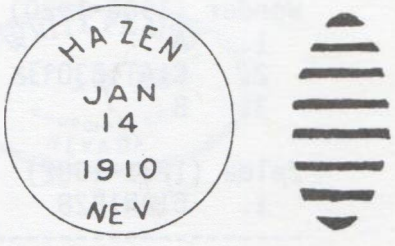

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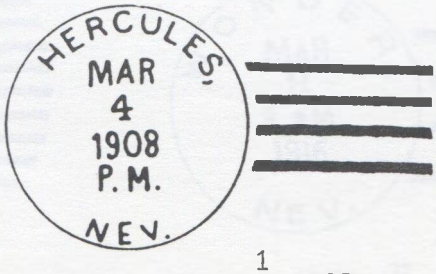

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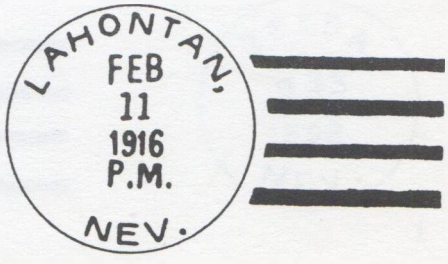

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TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
La Plata City (1865-1867)					
1.	C1AA1BBR25	14 May 186?			
Leete (1899-1912)					
1.	C1AN1B28	18 Jul 1905	4 Jul 1910	target	
Northam (1908-1928)					
1.	A	5 Apr 1912			
Parran (1910-1913)					
1.	A	14 Sep 1912	23 Sep 1912		
Saint Clair (1877-1905, 1905-1907)					
1.	C21AN1B27	18 Jun 1885		bars	
2.	C21AN1B34.5	30 May 1889			(2)
3.	C1AN1BBR28	7 Aug 1894			
4.	C1AN1B28	3 Jun 1901	22 Jan 1902	target	
5.	D2/2	24 Dec 1906	12 Sep 1907		
Sand Springs (1907-1911)					
1.	A	23 Sep 1910			
Stillwater (1865-1868, 1868-1870, 1877-1959)					
1.	C1AA1BBR24.5	9 Oct 1880			
2.	C21A'9N1RRR'B27.5	2 May 1885	15 Jun 1890	star	
3.	C1AS1RBB28.5	1 Oct 1892			
4.	C1AN1B28	1 Aug 1898		target	
5.	C1AN1B29	16 Apr 1910	26 Sep 1911		
6.	B	13 Jul 1913	31 Dec 1918		
White Plains (Whiteplains) (1879-1909)					
1.	OV21B1S1RRBB38	15 Sep 1884	1888	star	
Wonder (1906-1920)					
1.	A	24 May 1907			(2)
2.	C1AT1B30	16 Jun 1911	17 Mar 1914		
3.	B	14 Jan 1916	14 Jun 1917		
Zelda (1891-1902)					
1.	C1AN1B28	11 Sep 1898	16 Sep 1900	target	(1)

Notes: (1) Earliest example is on piece.
(2) Not illustrated.

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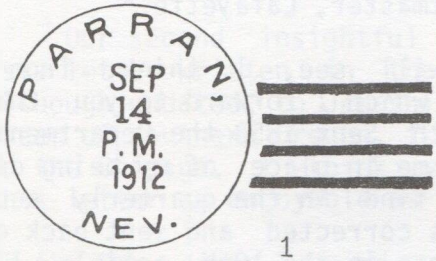

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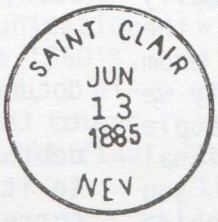

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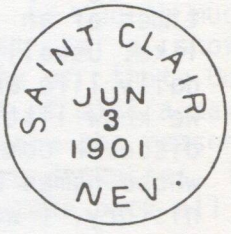

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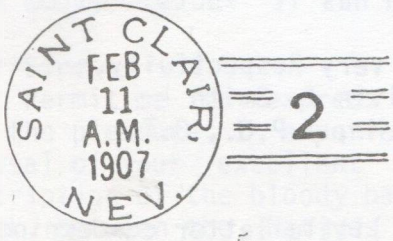

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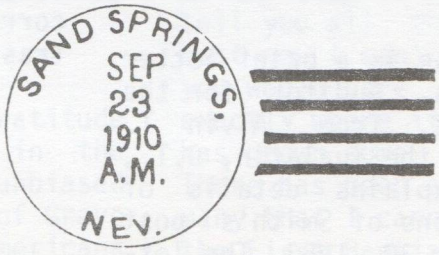

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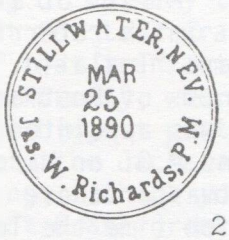

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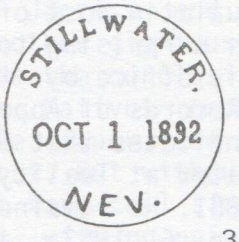

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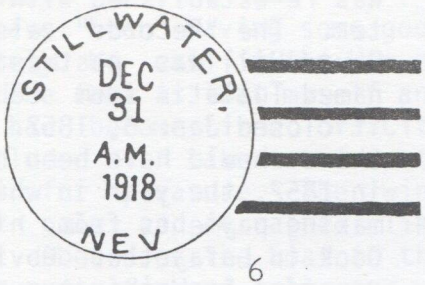

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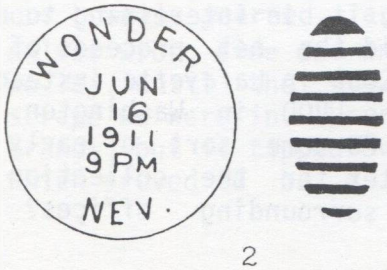

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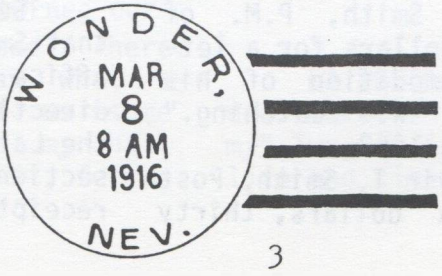

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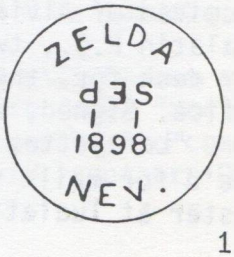

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INSIGHTS TO HISTORY

By Lynn Langdon

Once in a while, our hobby leads us to find letters, notes, or other written personal communications which offer a brief glimpse of what the people and times of an earlier year were really like. Usually such insights involve the daily life and cares of people about whom we know little else, but occasionally we discover communications to or from people whose names became beacons of regional history. I would like to share with you here two such short letters which provide insights to some of the early history of Oregon.

The first of these is a brief letter to William F. Phillips, Auditor for the Post Office Department, from Alvin T. Smith, Postmaster of the Tualatin, O.T., post office, which explains details of the financial operations of Smith's post office up to September 30, 1853. The letter reads:

Tualatin P.O.,
Washington Co., O.T.
June 15th 1854

Sir,

Your communication of the 3rd of April came to my hands this last of May, and I should have answered it before this, but for want of time to examine the whole from the beginning. I have carefully examined the whole according to my "Books of Mails Sent & Mails Received" and I find a difference up to the 30th Sept 1853 of $4.63 cents and .88 mills, which I will give you in the proper order which I enclose to you with a transcript of the receipts that I have received for the money paid out.

"Tualatin Plains, Oct 15th 1851. Received of Alvin T. Smith, P.M. of Tualatin P.O., twenty dollars for a letter desk for the accommodation of his office. Signed, William W. Catching."

"Lafayette, Jan 23, 1852. Rec'd for mail from Alvin T. Smith, Post Master at Tualatin, six dollars, thirty nine cents, the same being post office funds. Signed, Amos Cook, P.M. Lafayette, O.T."

"Lafayette, O.T., Apl 9th 1852. Rec'd from A. T. Smith, Postmaster Tualatin, the sum of eight dollars, fifty eight cents, the amt returned by him as net proceeds of that office for the quarter ending 31st March 1852. Signed, Amos Cook, Postmaster, Lafayette."

You will see, I think, from the documents which I forward to you that up to the 30th Sept 1853 the Department was debtor to me in place of my being debtor to it. I find in the quarterly account current as corrected and sent back quite a difference in the 10th article. I have it $2.50cts as it is by the Books; the correction has it 75cts. Quite a contrast.

I am very Respectfully,
Alvin T. Smith
P.M., T.P.O., O.T.

This little letter concerning financial matters offers several interesting insights into the early history of the Tualatin post office. First of all, it is surprising to find Smith referring to his office by the name "Tualatin." The "Records of Appointments of Postmasters" indicates that Smith was appointed postmater at Tuality Plains P.O. on March 14, 1851. He remained postmaster there until Jan. 6, 1853, at which time the Tuality Plains PO was closed, and the Tualatin PO was re-established with Smith as postmaster. The "Records" also indicate that David Hill was postmaster at an office named Tualatin from Feb. 21, 1850, until it closed Jan. 6, 1852. In other words, there should have been no Tualatin PO in 1852, the year in which PM Smith was making payments from his office to PM Cook in Lafayette. Obviously, what was recorded in Washington, DC, did not quite reflect what was going on in Oregon.

Secondly, it is interesting to note that Smith paid the net proceeds of his office to PM Cook in Lafayette instead of directly to the POD in Washington. Was the Lafayette PO some sort of early day sectional center for the collection of receipts from surrounding offices? No

details of such an arrangement have ever been documented to my knowledge.

Finally, when one stops to ponder the amounts of money involved in Smith's report -- $8.58 for the entire first quarter of 1852 -- it is little wonder why so few examples of early day postal markings from Tualatin (or Tuality Plains) have survived.

Our second insightful communication is a letter written in the late 1850's, although undated, to James Twogood, a pioneer of southern Oregon, from a friend in the Chicago. I think you will find this letter as enjoyable as I do:

To the Hon. Jimmy Twogood, Proprietor of the Grave Creek Hotel, O.T., 30 miles from everybody.

Dear Sir:

Permit me to express my gratitude for the pleasure I experienced in the perusal of your excellent and unbiased description of the bloody battle of Grave Creek, between the Natives and Americans in which your honor enacted so glorious a part. I mean that part where you tied the keg of whiskey to the Jackass and then put for tall grass. Another glorious part of that transaction was the conclusion of the treaty, where the Natives procured the biggest part of the liquor, and probably the Jackass to boot. But without joking, I think you must have tall times in that Grave Creek Hotel, with no neighbors but the Grizleys, who it seems give you a call occasionally.

But we have been having some good times here lately. We call it the War of the Elements. The fact is that myself and wife and son had become tired of City Life, and concluded to take a trip to Port Washington for pleasure. The wind blew a perfect gale, and it rained like sixty. We went aboard of the boat in the morning, it began to tip and roll, and we began to gag and spew. Our heads swam and our bowells yearned, and we turned ourselves wrong side out and fainted. There we lay, until the steward saw what a scrape we were in. He brought us some brandy, but it tipped over into my hat, which proved to be a lucky hit, for we all felt better, and lived 'till we got to Milwaukee where we staid all night. The next day we went to Port Washington, and the next to Uncle Henry's where we saw Aunt Lib's she baby, and something else we saw but shall not tell what it was.

You wish you had some cows at the Grave Creek Hotel. Now don't you know that the cows would not be worth much without a bull. You must be a short sighted mortal not to think of that. Our cow does not give a quart of milk a day, and don't you suppose I know the reason. But I forgot that you have Jackasses in that country, so I will take back all I have said on the subject.

When I come to Oregon I shall certainly stop at your hotel and will then tell you all the news I can think of. Just now I can't think of anything that you would care to hear. Chicago stands exactly where it did when you left. It has grown some and is still growing. There has been several fires, in fact so many that I cannot think of any excepting the First Baptist Church, which was burned a few days ago, and which will be rebuilt next spring.

We were all out to the farm last August. Everything looked as it did when I went there the first time, only the farm looks worse. There is an addition all around the old log house which makes it look dismal. Willy is the smartest boy in the whole of Illinois except our Boy George.

I don't know what I am writing to you for, only the spirit moved me to, for you have not written a word to me since you left these diggings, neither have you requested me to write to you. When you get this, I hope you will answer it. I should like to know whether you and your ass have had any more fights with the natives. When I receive your answer to this, I will write again. Perhaps I will sooner, but cannot promise.

Yours respectfully,

/s/ M.L. Sattube

LA POSTA readers will become a great deal more familiar with James "Uncle Jimmy" Twogood in the months to come. His life and times in early southern Oregon,

northern California, and Idaho were the subject of a fascinating personal reminiscence. This account, which has never been previously published, contains much of interest for postal historians, and we will begin its publication in the next issue of this journal.

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

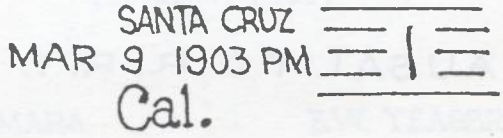
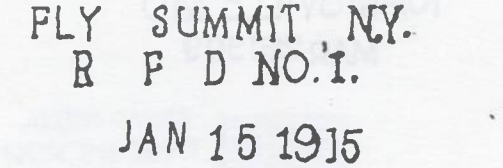
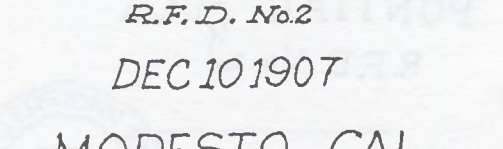
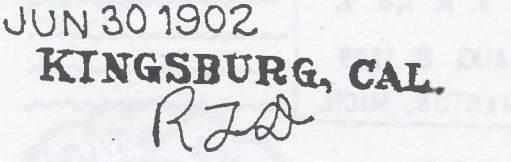
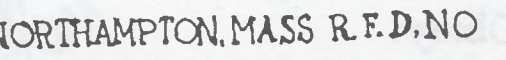
Second Supplement to First Edition

By Harold C. Richow

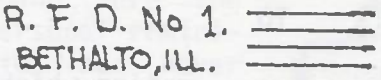
Reports of new R.F.D. cancel types, towns, and date extensions have continued to pour in since the publication of the Encyclopedia of R.F.D. Cancels in early 1984. This supplement documents new information which has come to light in recent months. The author wishes to thank all who have so kindly offered assistance in this project, and to urge anyone with additional information to contact him at P.O. Box 184, Placentia, CA 92670.

It is believed that a small number of the Encyclopedia are still available for $30 plus $1.75 postage from J-B Publishing Co., 430 Ivy Avenue, Crete, NE 68333.

PREVIOUSLY UNREPORTED R.F.D. CANCEL TYPES

Designation	Illustration	Description
TYPE 1DA		Caps town, upper & lower case state. No R.F.D.
TYPE 20A		Large serifed RFD in middle; serifed town & state. No killer.
TYPE 2TBA		Small serifed RFD; RFD & route no. parallel; caps town & state. No killer.
TYPE 2YB		Manuscript RFD; serifed town & state. No killer.
TYPE 3BB		Serifed R.F.D., town, state and no

TYPE 3CAB

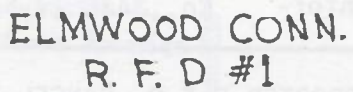


Caps R.F.D., town & state. 4-bar killer.

TYPE 3CIA

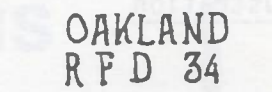
Very small caps RFD, town, and state. No killer.

TYPE 3EO



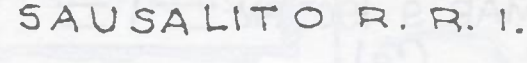
Caps RFD, town & state w/ number symbol (#)

TYPE 3GB



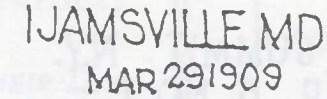
Serifed RFD and town. No state. (Maine)

TYPE 3GC



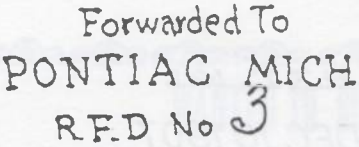
Caps R.R. and town. No state. (California)

TYPE 3IA



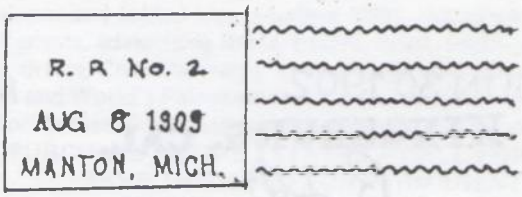
Caps town and state. No RFD.

TYPE 3KB



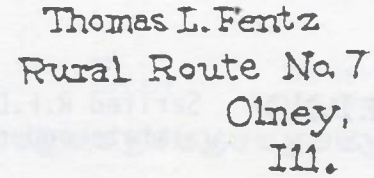
Serifed RFD, town, and state; upper & lower case; Forwarded To; manuscript route no.

TYPE 4I

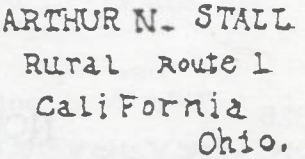


Single line rectangle; 5 wavy bars killer.

TYPE 5B



TYPE 5E



PREVIOUSLY UNREPORTED R.F.D. CANCEL TYPES

TYPE 5EA

G. GILBERT BRENNAN
R.F.D. No. 1
STURGEON, MO.

TYPE 5EB

JOHN HERMAN
OSAGE CITY. MO.

Incomplete strike

TYPE 5G

E.H. VAUGHN
(Columbia X Roads, PA)

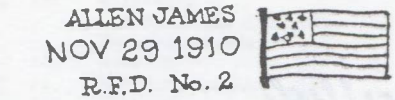
GEO. T MORGAN
(Seekonk, Mass)

I.D. BEYRE
(Bertrand, Nebr)

M. Mc NAMARA
(Palms, Mich)

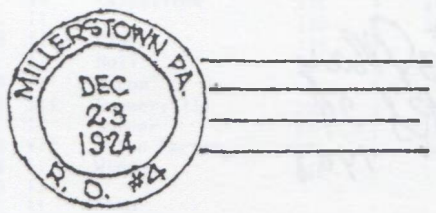
E.W. YEAGER
(Sherwood, Oreg)

TYPE 6DE



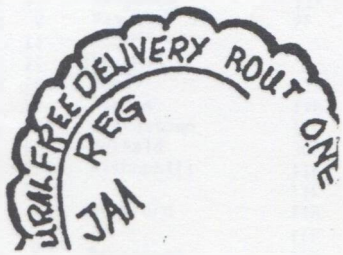
(Rochester, Wash)

TYPE 8RA



Double circle; 4-bar killer

TYPE 9AB



Very large double scalloped circle. (Leon, Kansas)

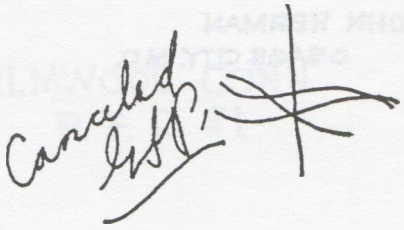
PREVIOUSLY UNREPORTED R.F.D. CANCEL TYPES

TYPE 9L

PITTSTON
JAN 4 1912 PA
R.D. 1

6-bar killer.

TYPE 11H



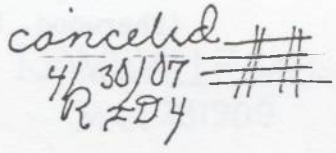
Cancelled, carrier's name or initials.

TYPE 11I

Cancelled By Edward V Pearson RFC No 1 albion

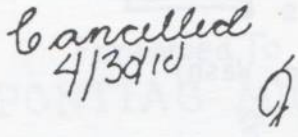
Cancelled, carrier's name or initials, route and town.

TYPE 11J



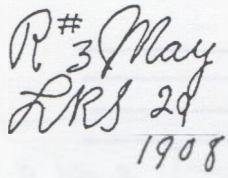
Cancelled, route, and date

TYPE 11K



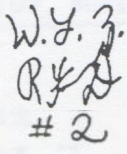
Cancelled and date.

TYPE 11L



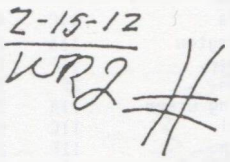
Carrier's name or initials route, and date.

TYPE 11M



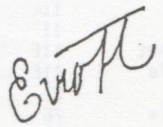
Carrier's name or initials and route.

TYPE 11N



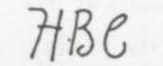
Carrier's name or initials and date.

TYPE 11P



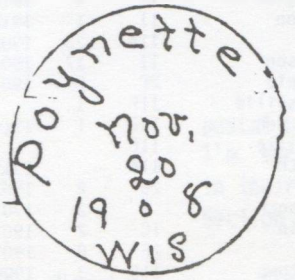
Carrier's name only.

TYPE 11P



Carrier's initials only.

TYPE 11Q



Manuscrips in hand-drawn circle.

Town	Type	Route	Date	Value
ALABAMA				
Bessemer	1	4	1903	IV
Chawacla	1	1	1901	IV
Florence	2F	4	1903	IV
Notasulga	2B	1	1903	IV
Opelika	1C	1	1901	IV
CALIFORNIA				
Anaheim	11C	1	1907	II
	11C	2	1908	II
	11F	3	1909	II
Bakersfield	11F	2	1909	II
	11E	2	1914	II
Beaumont	11F			II
Chico	11F	1		II
Delrey	11F			II
Edenvale	11F			II
Fair Oaks	11F	2		II
Geyserville	11	1	1908	III
	11F	1		II
Gilroy	2B	25	1903	V
	11C	25	1906	III
Haywards	11F	2		II
Kingsburg	2YB		1902	VII
Long Beach	11F	1	1911	II
Los Gatos	11F	14	1910	II
Merced	11D	17		II
Modesto	2TBA	2	1907	VII
Mountainview	11C	17	1907/15	II
Oakdale	11F		1915	II
Orange	2F	2	1903	V
Oxnard	11F	2		II
Placerville	11F	1		II
Santa Cruz	1DA	1	1903	IV
Sausalito	3GC	1		IV
Stockton	11K	3	1910	III
Whittier	11F	1		II
Yuba City	11	1	1909	III
Yountville	11E		1912	II
COLORADO				
Kirk	11E	1	1913	V

Town	Type	Route	Date	Value
CONNECTICUT				
Cromwell	1	1	1902	III
Danbury	11E	19	1908	II
Elmwood	3ED	1		V
Glastonbury	11A		1905	II
Killingly				
Goodyear Rur.Sta.	10R		1919	III
Mansfield Center	11F		1909	I
Norwich	11F	1	1915	I
Stafford Springs	11A		1911	II
Westport	2B		1904	III
GEORGIA				
Banning	11A			III
Brunswick				
Saint Simons R.S.	10PA		1909,11	III
Carrollton	11C	4	1909	III
	11D	4	1911	III
Clyo	11E	2		II
Hull	11A		1908,10	III
Macon	1	1	1903	IV
Summerville	2B	3	1902	IV
Sumner	1A	1	1905	IV
Trion Factory	1A	1	1902	IV
Winder	11E		1908	II
IDAHO				
Midvale	11F			V
Moscow	11F	2	1909	V
Nezperce	11F			V
Payette	2F	1	1904	VII
ILLINOIS				
Adair	11F			I
Alexis	11B	1		II
Beardstown	11F			I
Bethald	3CAB	1	1904	V
Bishophill	11E		1908-09	I
	11F			I
Bradford	11A	3	1909	II
	11E	3	1908-14	I
Broadland	11H	36	1916	II

Town	Type	Route	Date	Value
Browns	11F	1		I
Byron	11F			I
Camargo	11F			I
Cambridge	11F	4		I
Canton	11E			I
Cantrall	11E			I
	11F			I
Carlinville	11	5	1908	II
Carlock	11F		1910	I
Carlyle	1		1904	III
	11F	5		I
Carthage	11F	4	1912	I
Chatham	11F	2		I
Chenoa	11F	1	1910	I
Cherry Valley	2B	2	1906	III
Cuba	11	3	1909	II
Curran	1	1	1902	III
	11F	12		I
Cutler	1	1	1905	III
Dahinda	2B	1	1903	III
Danvers	11F			I
Danville	11	6	1910	II
Dekalb	8VA	3	1907	III
Dieterich	11	1	1910	II
Dixon	11	1		II
	11F	3	1911	I
Easton	11D	2	1910	I
Edwards	11F			I
Ellery	11F			I
Elmwood	11E		1908	I
Elwood	11F			I
Erie	11A	2	1910	II
Farmingdale	1	1	1902	III
Piatt	6C	1		VIII
	11F	1	1908	I
Franklin Grove	11C	1	1909,11	I
Georgetown	11A		1908	II
Gerlaw	11A	1	1910	II
German Valley	11F	1		I
Gilman	1X	1	1909,11	V
Glasford	11C		1912	I
	11F	4		I

Town	Type	Route	Date	Value
Grandridge	2F	18	1905	III
Granite City	3C1A	1	1904	VI
Gridley	11F	4		I
Hanna City	11C	9	1910	II
	11	11	1908	II
Harvard	11F	3		I
Hennepin	11F	1		I
Hettick	11C	1	1908	II
Highland	11F	4	1915	I
Hillsdale	11	2	1908	II
	11A	2	1909	I
Hooppole	2G		1907	V
Hoopeston	11E	4	1907	I
Hornsby	11F	10		I
Irving	11F	2		I
Joliet	2B	14	1903	III
Kewanee	2B	3	1902	III
Kinmundy	11C	4	1915	I
Lamoille	11F	1		I
Loogootee	11E		1909	I
Macomb	11N		1907	I
	11F		1910	I
Mascoutah	2F	1	1904	III
Metropolis	11F	4		I
Millstadt	2F	1	1907	III
	11F	1		I
Monroe Center	11F	1		I
Mt. Carmel	11D	3		I
Nebo	11F	2	1912	I
New Boston	1	1	1900	III
North Henderson	11C	1	1911/21	I
Olney	5B	7		VII
	11F	8		I
Palestine	11F	2		I
Paris	1	6	1902	III
Pekin	11F	4		I
Peotone	2F	28	1903	III
Pinckneyville	11F	1		I
Plymouth	2B		1904	III
Polo	11D	3		I
Prairie du Rocher	11F	3		I
Princeton	2F	3	1904	III
Quincy	11F	7	1912	I
Red Bud	11F		1910	I
Roseville	11F	2	1911,13	I
Sadorus	11F			I
St. Peter	11	1	1914	II
Sherrard	11C	1	1907	I
Smithshire	11	1	1908,10	II
Stillwell	11	1	1909	II
Sumner	11E		1908	I
Tolono	2F	46	1904	III
Vermont	11	3		II
Victoria	1C	2	1903	III
Walnut	11E	1	1909	I
Waterman	11F	2		I
Wheeler	11	7	1917	II
Willow Hill	11F			I
Woodhull	11	3	1907	II
Woodstock	2B	2	1905	III
Zion City	11F		1923	I

INDIANA				
Angola	11C	4	1909	I
Bennington	11A	2	1908	II
Blocher	11E	1	1919	I
Borden	2F	3		III
Bowling Green	11A	2	1920	II
Brazil	11C	5	1907	II
Bremen	11F	23		I
Bringhurst	1	1	1903	III
Brookville	11	5	1908	II
Bryant	11E			I
Camden	11	1	1909	II
Center Point	11E	1	1911	I
Centerville	11E	11	1913	I
Cicero	2F	12	1903	III
Circleville	2B		1903	III
Claypool	11	2	1909	II
	11	3	1910	II
Clinton				
New St.Bernice RS	100B		1915	III
Cloverdale	1A	1	1901	III
Columbia City	2B		1903	III
Cortland	11F	2		I
Cory	11A	2	1908	II
Corydon	11	2	1916	II
Crown Point	11F	7		I
Darlington	11	4	1910	II
Davidson	11	1	1910	II
Denver	11A	23	1908	II
Donaldson	11	17	1907	II
Elberfeld	2F	2	1904	III
Ellettsville	11F	1		I
Etna Green	11E	1	1910	I
Evansville	11F			I
Falmouth	11A		1915	II
Flora	2B	2	1902	III
Ft. Branch	1	2	1901	III
Franklin	1C	2	1901	III
	2F	8	1903	III
Georgetown	11C	3	1908	II
Greencastle	11C	3	1909	II
Greenfield	11	6	1908	II
	11	10	1909	II
	11C	10	1911	I
Greentown	11F		1912	I
Greenwood	11D	16		I
Hartsville	2F	21	1903	III
Hudson	11D	1		I
Huntington	1	1	1901	III
	11F	5	1913	I
Jonesboro	2B		1903	III
Julietta	11A	35	1909	II
Kimmell	11F			I
Kokomo	11	7	1911	II
Lapel	2F	36	1903	III
Letts	11	1	1915	II
Lexington	11F	3	1909	I
Liberty	11D	4		I
Lowell	11F	3		I
Lynn	2FA	3	1903	III
Madison	2F		1903	III
	11F	12		I

Town	Type	Route	Date	Value
Martinsville	11E	2	1911	I
Mentone	2B	1	1902	III
Metamora	11	1	1910	II
Montezuma	2F	2	1903	III
Morristown	11	1	1910	II
	11C	1	1911	I
Muncie	11F	9	1910	I
Napoleon	11	1	1916	II
New Albany	11E	2	1909	I
New Palestine	11E		1908	I
Newpoint	11C	7	1910	II
Noblesville	11E		1909	I
Ogilville	11	12		II
	11E	12	1910	I
Orleans	2F	3	1904	III
Oxford	11F	1		I
Paxton	11B	2	1910	II
Pekin	11	11	1910	II
	11F	14		I
Pendleton	1	1	1903	III
Pendeleton	2F	42	1903	V
Plymouth	2F	6	1903	III
Portland	11	10	1910	II
	11A	6	1909	II
Poseyville	11F	25		I
Prairieton	11		1914	II
Princeton	1A	4	1901	III
	2B	5	1903	III
Pulaski	11	1	1908	II
Ramsey	11	1	1908	II
Ridgeville	11	15	1909	II
Rising Sun	11C	1	1910	II
Rosedale	2F	1	1907	III
Rushville	11F	11	1910	I
	11C	12	1909	II
St. Paul	11	1	1909	II
	2F	2	1905	III
Salem	11	5	1914	II
	11F	7		I
Shelbyville	11	5	1911	II
Southbend	11F	3		I
Springport	11F		1912	I
Stewartsville	2F	31	1905	III
Sullivan	11E	8		I
Union Mills	11F	1		I
Van Buren	11B	28		II
Vernon	11	2	1910	II
Vincennes	11F	5		I
Wagoner	11A	31	1909	II
Warren	11F	1	1910-11	I
Waverly	11	1	1910	II
West Lebanon	2B	1	1903	III
Wheatland	11F	22		I
Williams	11	16	1917	II
	11C	18	1913	II
Winamac	11	2	1914	II
Winchester	2B	6	1902	III
Wolcottville	2B	1	1903	III
Zionsville	11F	29		I

(TO BE CONTINUED)

W. T. McGREER

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MEMBER APS #45832

SEE ME AT THE SHOW:

LOOK FOR MY FALL SHOW SCHEDULE IN THE NEXT ISSUE

WANTED TO BUY:

WESTERN COVERS also BETTER

U.S. and FOREIGN 1840 – 1920

THE EASTERN SECTION

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

I can't really believe that it's time to dispatch another Eastern Section to Lake Oswego, Oregon. Wow! how quickly time flies!

Since last issue, I have become acquainted with another excellent research tool. It's a series of microfilm rolls available from the Library of Congress, providing Lists of Post Offices in the United States, between 1797 and 1873. Not every year is represented. Beginning with the 1811 "List", the names of postmasters are included. The set of six reels costs $138.00, but they will sell single reels at $23.00. Reel 1 contains 1797-1831; reel 2, 1833-42; reel 3, 1843-49; reel 4, 1851-62; reel 5 contains 1863-70, and reel 6, 1871-73. Checks payable to Library of Congress Photoduplication Service must accompany the order. Send orders to Photoduplication Service, Dept. C-111, Library of Congress, Washington, D.C., 20540.

In this issue, we continue the article by Chuck James, on the "Springs" of Western Virginia. There is also an interesting article on White Marsh, MD, written by Jane Bickel, who includes some of her personal experiences. I requested the assistance of Henry Beecher, of Ashland Oregon, to verify some of the rates mentioned by Miss Bickel. And a new feature, starting in this issue, "Out of the Trash Can". The series will concentrate on commercial covers that would have been thrown into the waste basket, had not some discerning postal historian "rescued" them for your amusement. I'm sure that many of my readers have several of these in their collections. Please send them to your Eastern Section Editor and I'll include them in future issues.

Finally, there's an article on some "ghost" towns of South Carolina, together with some more pages from my Catalog of Philadelphia Maritime Markings.

* * * * * * *

HAVE YOU SEEN?

Georgia Postal History Society Bulletin, May 1985; Vol. 1, No. 1, 8 pages, 8 1/2 x 11, neatly printed by offset. Editor Doug Clark has done a monumental job of getting the Georgia Postal History Society off to a fine start. This first issue contains an article about the Wells brothers, of Stone Mountain, Ga. and their correspondence while enlisted in the Confederate army. Another article describes an interesting early "forerunner" post card, bearing a 1c "banknote" of 1873, cancelled by a "DALTON & SELMA AGT." marking. As explained by the author, the 1c rate for private mailing cards wasn't authorized by Congress until May 19, 1898, so this card, with a printed ad on the reverse, had to be mailed at the printed circular rate! A luscious TOCCOA & ELBERTON AGT. marking on an 1880's cover is illustrated as one of the items in an original "find" of "old Confederate letters" advertised on the radio, and described in another article. Two pages are devoted to a listing of post offices from Wilkes County, Georgia, prepared by our Midwest Editor, Alan Patera.

All in all, an excellent start, and recommended to all collectors with any interest in Georgia postal history.

I could not find any reference to intended frequency of publication, but information can be obtained from the Secretary: Douglas N. Clark, Box 51, Lexington, GA 30648

* * * * * * *

HAVE YOU SEEN?

The Vermont Philatelist Newsletter, May 1985; 16 pages, stapled, neatly printed by offset. On the cover is an illustration of a previously unlisted 1879 octagon cancel from LEMINGTON, VT.,while on an inside page is an illustration of a blue straight line townmark of NORTH CLARENDON, Vt., on a cover bearing a 3c 1851 issue stamp.

This issue contains a farewell letter from the outgoing president, Peter Huntsman, after 14 years of club service, an invitation to attend VERPEX '85 on June 15, 1985 in Rutland, Vt., and the 50th Anniversary show and bourse of the Brattleboro Stamp Club on June 8, at Brattleboro, Vt. Also an article on a pictorial cancel to be used on June 14, 1985 at Sheffield, Vt., and a story of the recent first day activities for the 11c Alden Partridge stamp at Norwich University on Feb. 12, and the block of 22c duck decoy stamps which were released on March 22 at Shelburne, Vt.

A continuing feature of the Vermont Newsletter is a revised listing of the Post Offices of Vermont and their postmasters. This issue included four pages of postmasters at offices in Bennington County. Also a six-page illustrated article on "Government Postal Cards (U.S. and Foreign) And Something About Post Card History", plus a 40-lot mail sale (17 lots of U.S. stamps and 23 lots of covers and picture post cards).

As you can see, editor Morton Nash really gets a lot into a single issue, and regular membership is only $4.00 a year! One way that they make this possible is by mailing at the 5.3c non-profit rate. Editors of other Society publications, please note!

Published quarterly by the Vermont Philatelic Society. Information from Dr. Paul Abajian, 93 Saratoga Avenue, Burlington, VT 05401.

* * * * * * *

HAVE YOU SEEN?

NJPH, the Journal of the New Jersey Postal History Society, May, 1985; 16 pages, 8 1/2 x 11, offset, with an additional 24-page insert providing a membership report, and an unbelievable 1177-lot auction! Auction Manager, Brad Arch has assembled a tremendous variety of material that would make any other auction manager jealous, and all from New Jersey towns!

The entire May issue is devoted to reproducing a Post Office "Advertisement inviting proposals for Carrying The Mails in the States of New Jersey and Delaware from July 1, 1901 to June 30, 1905". As with many reprints, there is some "hard to read" text, but that is a small price to pay for the detailed information on how the mails were carried in New Jersey from 1901 to 1905. An "Index to Routes in New Jersey" helps the postal history student find references to service between specific towns. I paid $20.00 for a similar list for Pennsylvania, and here, members of the New Jersey Society receive it "for free" as part of their membership benefits!

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

* * * * * * *

HAVE YOU SEEN?

Long Island Postal History Society Newsletter and Journal, Spring, 1985; 40 pages, offset. Feature articles include "A History of the Central Islip Post Office" illustrated with some interesting covers; Part III of "A Sampler of Long Island Railroad Covers", illustrated with some attractive "LIRR" killers, two Civil War patriotics bearing stamps cancelled by LONG ISLAND R.R. cancels, plus two early double circle "L.I. RAIL ROAD" markings- a "5" and the very rare "10" (Towle #112-A-3). Also included are a number of excellent post card illustrations of L.I.R.R. depots.

"Long Island Post Offices - Part IV - Suffolk County" deals exclusively with post offices in the Town of Babylon (the authors illustrate several). Two pages describing Long Island covers recently sold at auction (with prices realized, and 3 illustrations) plus a page of classified ads conclude the excellent variety of material presented by editor J. Fred Rodriguez.

Published quarterly by the Long Island Postal History Society, P.O. Box 1178, Southold, NY 11971.

* * * * * * *

WANTED

Anyone having stampless covers from post offices in South Carolina (other than Charleston), is asked to please send photocopies to the Eastern Section Editor to assist in preparing a listing of these items that will be printed in a future issue of LA POSTA.

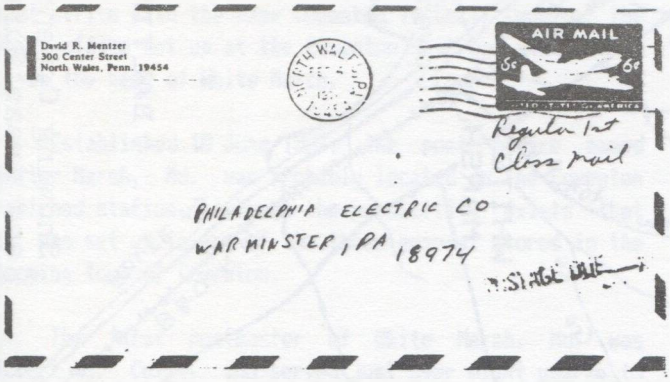
OUT OF THE TRASH CAN

by Bob Stets

The following examples of attempts to use "special services" stamps to pay the regular postage fee (not permitted at that time) were received in daily mail at the Suburban Office of the Philadelphia Electric Co. in Warminster, PA., back in the 1970's. A friend, who knows that I appreciate oddball items salvaged them for me.

July 6, 1970. First Class Rate 6c.
Special Delivery Fee 45c

Warminster, PA. to Warminster, PA. There are no markings to show that the U.S.P.O. provided any special delivery service for the 45c stamp that was affixed, but they did collect 6c postage due from the addressee because they would not accept the 45c Special Delivery stamp as overpayment of the regular postage rate.



Feb. 4, 1971. First Class Rate 6c.
Airmail Rate 10c

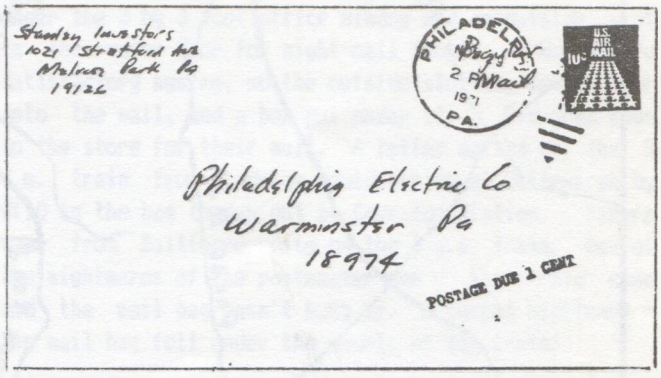
North Wales, PA to Warminster, PA - 10 miles apart as the crow flies, but there were no crows flying and no airplanes flying, either. The U.S.P.O. refused to honor the manuscript request "Regular 1st Class Mail" added by the writer, and charged the addressee 6c postage due.

May 28, 1971. First Class Rate still 6c.
Airmail rate 10c

Levittown, PA to Warminster, PA- 15 miles apart - no airmail service available. Although the 10c stamp paid the correct fee for airmail service, someone at the P.O. (probably at Philadelphia) added the handstamp:

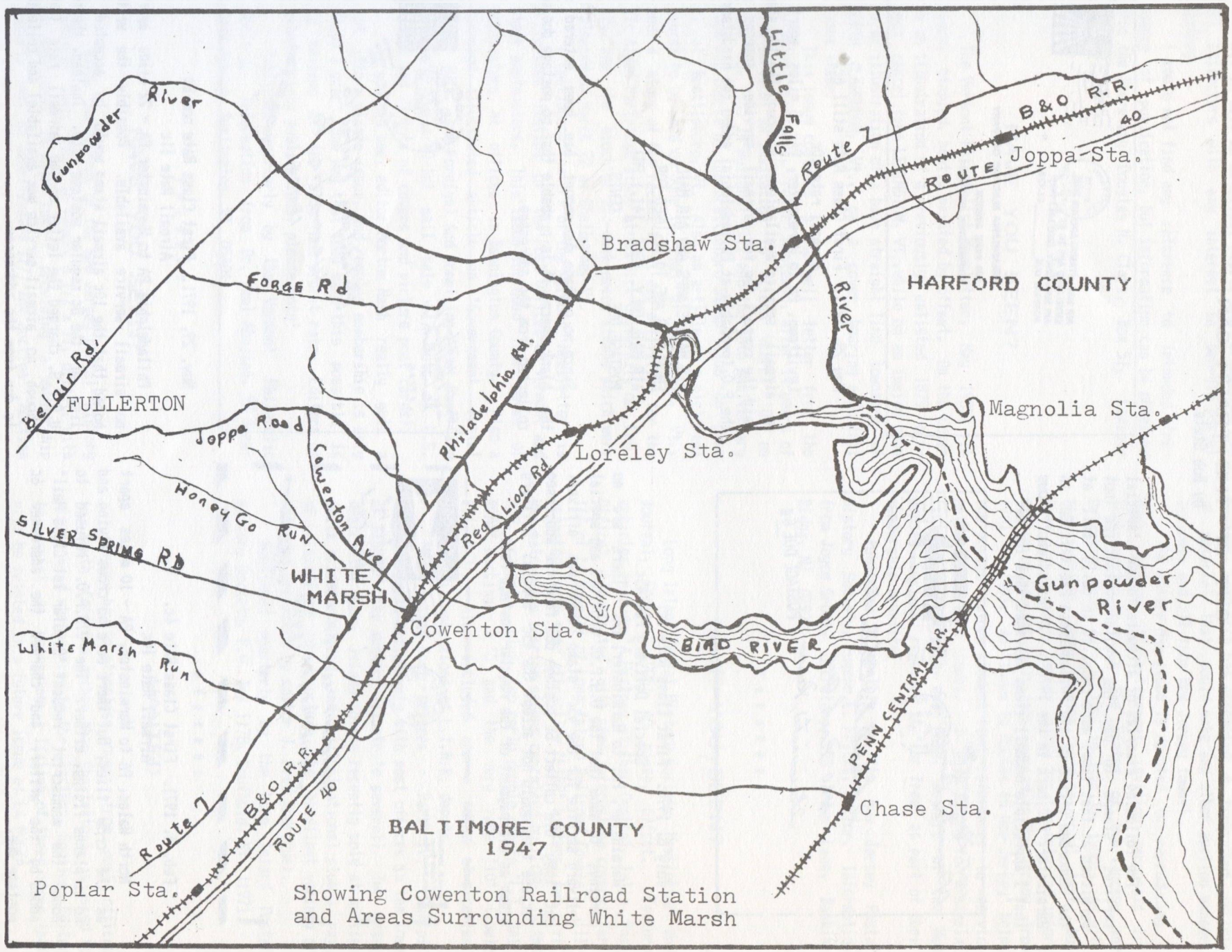
AIR MAIL STAMPS AND AIR MAIL
ENVELOPES ARE TO BE USED FOR
AIR MAIL ONLY. (SEC. 141.1 PM)
POSTAGE DUE _____ CENTS.

Since no postage due amount has been entered in the blank space, it is probable that no postage due was collected from the addressee.



Nov. 29, 1971. First Class Rate now 8c
Airmail Rate 11c

Philadelphia PA to Warminster PA - 22 miles apart, no airmail service available. Possibly the writer hoped that the 10c airmail stamp would be accepted in lieu of the 8c regular postage rate. Instead, the new U.S.P.S. charged the letter at the airmail rate (even though no airmail service was available) and collected 1c due from the addressee.



Showing Cowenton Railroad Station
and Areas Surrounding White Marsh

WHITE MARSH, MARYLAND

by Jane Gambrill Bickel

White Marsh, Maryland is located about twelve miles northeast of downtown Baltimore. (Figure 1)

Back in 1777, Ebenezer Hazard was directed to put the postal service from Philadelphia to Savannah in good order. One of the relay stations for the mail was established in the tavern, known as the Red Lion Inn, kept by a man by the name of Godsgrace, and located in an area known as White Marsh, about 7 miles southwest of the post office at Joppa Cross Roads, in Maryland.

A post office was established for a brief period of time (1860-62) called BACKLINGAN, named for a large land grant adjoining the White Marsh area. Backlingan postmaster, Samuel Pinkerton, lived next door to the 12 Mile House, located at Philadelphia Road and Joppa Road in the area now known as White Marsh.

In 1877, the Baltimore and Ohio Rail Road, having successfully extended its rails to the West, turned its attention toward Philadelphia and New York. Starting from Orangeville (the switching yards in Baltimore City), the B & O pushed northeastward toward Philadelphia, never more than 1/2 mile from the Old Post Road.

As the railroad was extended, the B & O named the stations: Orangeville, Rossville, Cowenton, Morrison, Bradshaw; then, after crossing the Gunpowder River, the new railroad reached Joppa Cross Roads. Post offices were requested for those stations where a post office did not already exist, but since there was already a post office with the name Cowanton in Cecil County, the post office set up at the Cowenton Railroad Station was given the name of White Marsh.

Established 18 June 1887, the post office named White Marsh, Md. was probably located in the Cowenton railroad station, although the possibility exists that it was set up in any of the three general stores in the booming town of Cowenton.

The first postmaster of White Marsh, Md. was Robert J. Cully, who served just over eight years, to December, 1895. He was followed by James B. Roberison (1895-1905) and Charles Roberison (1905-1917). Ida Neepier (1917-1920) kept the post office in the railroad station. In addition to the post office and the agent's office, the station had a waiting room, a luggage or baggage room and a store room on the first floor, while the second floor provided housing for the station agent.(Figure 2) Miss Neepier lived with her parents on Ebenezer Road about 1/2 block from the station, where her father ran a country store.

In 1902, Dun & Bradstreet was still unknown, but R.E.Dun had put out a little book to help the salesman. Train fare to White Marsh was 25c. Trains ran almost hourly from Baltimore, and the following businesses were flourishing in White Marsh (population 250): David Akehurst, blacksmith; George W. Akehurst, wheelwright; Chas.Akehurst & Sons, florist; James Canoles, carpenter & builder; Robert Fitch, saloon; C.M. & G.M. Robinson, groceries; W.W. Smith, groceries; R.Vincent Sons, florists; Bell & Baxter, packing and canning; John Smith, groceries; and Joseph Drayer, general store.

The White Marsh community had a station agent, a storekeeper, a saloon keeper, a carpenter and builder, a blacksmith and a wheelwright. These were the basic necessities of any community. Services at the Cowenton Church were held in the evening on Sunday, with a visiting minister from Baltimore. The main business was farming- truck gardening, really. The produce was hauled to Baltimore by wagon to the wholesale market. Replace the railroad depot and agent with a stage depot and agent; the minister with a "circuit rider" and the list would have as easily served the community 200 years earlier.

From 1928 to 1932, Mr. Fred M. Gambrill was postmaster, and the post office was located in Gambrill's Store (Miss Neepier was now Mrs. F. M. Gambrill). The post office in the store was on the left side of the building in an enclosed porch having an area of about 8 feet wide by 10 to 12 feet long. There was a mail slot under the 3 by 3 foot office window and an outside slot in the outer door for night mail drops. Not a very satisfactory system, so the outside slot was moved over into the wall, and a box put under it. Everyone came to the store for their mail. A letter mailed on the 8 a.m. train from Bradshaw would arrive at Whitemarsh by 8:10 in the bag thrown out at Cowenton Station. Papers came from Baltimore City on the 6 a.m. train. One of the nightmares of the postmaster was - the train came and the mail bag wasn't hung up. A second nightmare - the mail bag fell under the wheels of the train!

One cent was all it cost to mail a local letter to anyone in White Marsh - mail was picked up at the post office. Two cents would send a letter to nearby Fullerton P.O.,or to anyone on the Fullerton R.F.D.,which delivered within a short distance of the White Marsh P.O. When rates were raised to three cents, in 1932, it resulted in some rather unusual postal activities. The White Marsh Post Office was in the general store that sold groceries, dry goods, feed, coal, lumber and almost everything but hard liquor. To have mail

delivered to your neighbor on the Fullerton R.F.D. would cost three cents, but, until 1951, that neighbor could pick up the same letter for only a penny, at the White Marsh P.O., when he got his groceries!

Postmaster Gambrill wore two hats. As proprietor of Gambrill's Store, he regularly mailed out 2500 to 3500 advertising letters to residents within a five mile radius of his store. But by placing only local postage on the ads, and dropping them off at neighboring post offices, he saved $12.00 to $20.00 - close to a week's wages in those days!

When Franklin Delano Roosevelt became president in 1932, James Elste was named Acting Postmaster at White Marsh. Mr. Elste worked for the B & O Railroad at the tower in Poplar. His daughters ran the White Marsh post office, which was now moved across the railroad tracks into Mr. Keithley's store in Cowenton. Helen and Ida May Elste were working in the post office when Mr. Neal became station agent. To Mrs. Neal, the White Marsh Post Office looked like an easy way to earn some extra money - two people and the lobby was crowded; run by two teen-age girls handling all the business. Mr. Elste was only an Acting Postmaster, and he kept his job with the railroad, and Mrs. Neal took over the post office. After a few weeks, she was ready to give it up- the office did far more business than she had thought.

Mrs. Julia Canoles and Mrs. Alice Kellner took over the office. Mrs. Canoles was the wife of a railroad man. After Mrs. Canoles died, Mrs. Kellner and Mrs. Viola Schultz ran the office; then Mrs. Anna Moore became postmaster. All this time, the business kept growing. This was just a little office out in the country where you could park your car, be waited on promptly, ask questions and get answers.

The modern world hit with earth shaking violence in the 1940's. Glenn L. Martin Co. built at nearby Middle River, the U.S. became involved in a World War - where once a ten dollar bill was scarce, and a twenty a rarity to be checked, it suddenly became not uncommon to get as many as two twenties in a weekly pay envelope! Merchants began to expect regular weekly payment of all grocery bills, and monthly payments on all other accounts (instead of yearly, as had been the custom).

Modern industry moved in - Acadia Mfg. Co.- Aluminum storm windows; Imperial Marine - Boats for sale; Silver Top Mfg. Co.- Aluminum awnings and campers; Michigan Silo; Nelson Concrete Block, to name a few. Seven taverns were listed in 1961; six restaurants; five motels; six service stations; plus plumbers, painters, builders, and contractors. A list of 61 different businesses, with most of them spread along Route 40! The various plants of the H.T.Campbell Sons' Corp. at White Marsh were not listed by Dun & Bradstreet, because the main office was in Towson.

World War II brought new people into the area. Route 40 opened up a highway lined with businesses- many of which were served by delivery from another post office, but YOU HAD TO PICK UP YOUR OWN PACKAGES!- and many a business did - parcels were sent to White Marsh for pick up, packages were mailed from White Marsh, stamps purchased there, and postage meters filled. By early 1960 the White Marsh Post Office had outgrown its space and so, in July 1963, Mrs. Moore moved the post office into its present home - its very own building on Ebenezer Road (Figure 3).

For use on advertising letters, stamps were pre-cancelled by the White Marsh P.O. A four by four inch stamper, which had "WHITE MARSH / MD." printed on it 25 times, was used. The stamper was rocked over a hard rubber ink pad and then carefully rocked over each sheet of stamps four times to pre-cancel the 100 stamps (Figure 4). I was never a postal clerk, or employed by the post office in any capacity, but I got the job of pre-cancelling the stamps. It was time consuming, as well as being messy. Until the new post office was built in 1963, the old post office had no water, no rest rooms, no modern conveniences. In fact, even the new building was connected to a well for some years until finally city water was put through the area.

Today, the Perry Hall (new name for Fullerton) carrier runs within a block of the White Marsh P.O.; White Marsh Town Center a mile away does not get its mail through White Marsh delivery, but from Baltimore. White Marsh P.O. now has two delivery routes, serving about 1500 families and over 100 businesses. Most of the businesses make a trip to the post office every day to pick up their mail by the cardboard box full. Carrie McBride is now postmaster. Albert Tone and Marilyn Robertson are the clerks; Lorraine and Lingard Dircks are the carriers.

Cowenton Station eventually yielded, and became White Marsh Station. The big brick building was torn down and now a small station handles all the freight on the railroad between Baltimore and Harford County. Gambrill's Store burned a few years ago. Cowenton School was closed and a used car lot sits where the school used to be. However, the old town name can still be seen in the Cowenton Permanent Building and Loan Assn., which sits across from the White Marsh P.O., next to the Cowenton Vol. Fire Co., while around the corner, the Cowenton U. M. Church still clings to the Cowenton that was lost years ago in White Marsh.

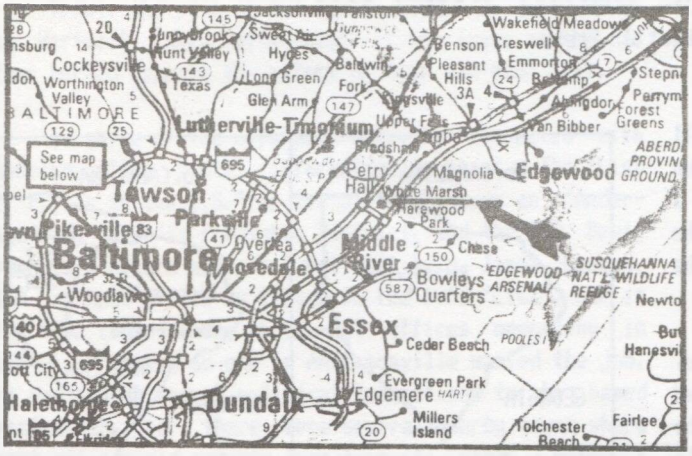


Fig. 1 White Marsh is Northeast from Baltimore

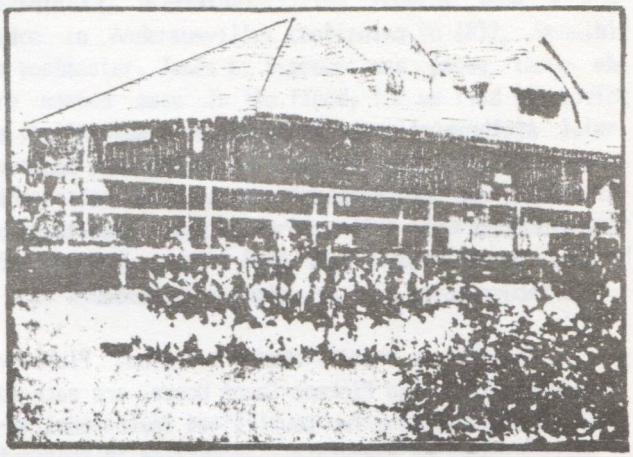
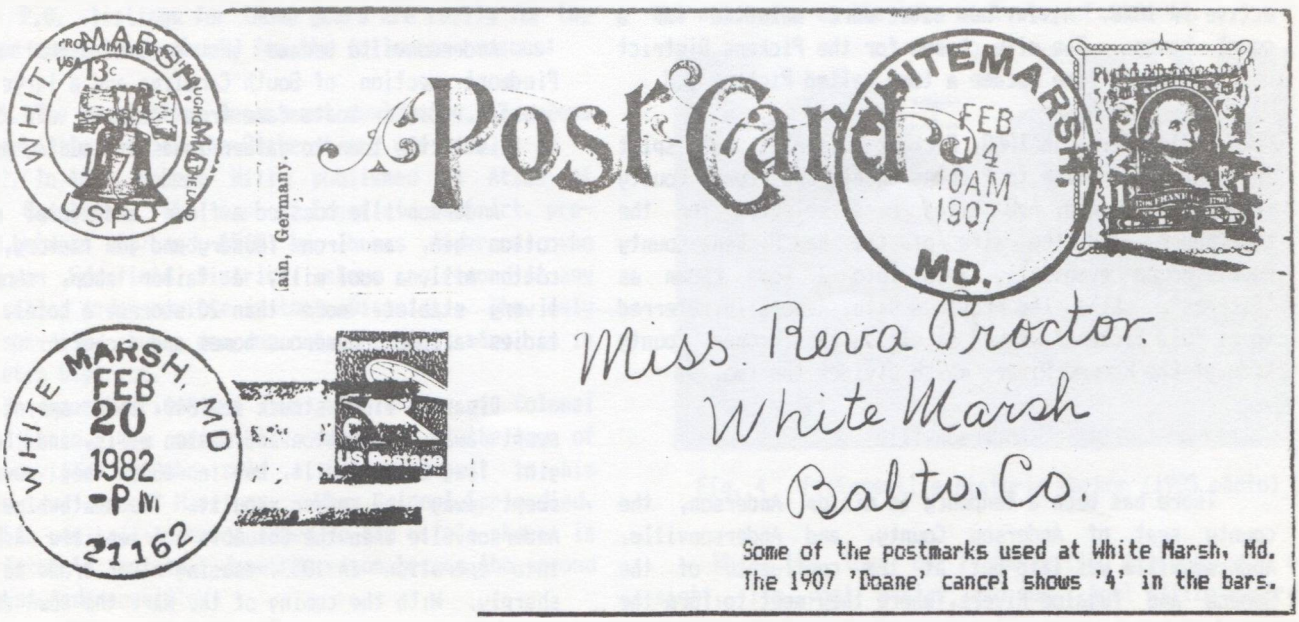


Fig. 2 COMENTON STATION: Probable location of first White Marsh P.O.

Fig. 3 (Left) White Marsh P.O. (1984), showing Carrie McBride, P.M.; Marilyn Robertson and Albert Tone, clerks; plus Lingood & Lorraine Dircks, carriers.

Fig. 4 (Above) Precancels were stamped 25 at a time.



Some of the postmarks used at White Marsh, Md. The 1907 'Doane' cancel shows '4' in the bars.

GHOST TOWNS OF SOUTH CAROLINA

by Robert J. Stets

At the mention of "Ghost Towns", many of us recall the mining towns of the "Old West", that boomed, then died, as the rich veins of ore petered out. But I would like to tell you about some ghost towns of the "Old South" that flourished, then died, when the courthouse moved away or nature intervened.

Three towns that I have in mind, Pickensville, Andersonville and Pickens Court House, are each located in what we call the "up country" of South Carolina- the western part of the state that nestles in the foothills of the mountains. They were all within that section of the state that had been Indian Lands prior to the Revolution, and following the Revolution, were offered to soldiers who survived the struggle.

In the northwest corner of South Carolina there was a judicial district known as Washington District (Figure 1). A district court was located at Pickensville, almost centrally in the District.

By 1798, the number of new settlers in the area was great enough to divide Washington District into Pendleton District and Greenville District, to be effective in 1800. Pickensville, which ended up in Pendleton District, was no longer centrally located, so a new site was chosen for the court house. The town that grew up around the new court house was called Pendleton.(Figure 2)

In 1826, Pendleton District was split in two, forming Pickens District and Anderson District, effective in 1828. Again, new sites were selected for a court house. The site chosen for the Pickens District Court House in time became a town called Pickens C.H..

Still later, in 1868, Pickens District was split in two, giving rise to Pickens County and Oconee County (Figure 3). Again, new sites were selected for the courthouses and the site of the new Pickens County court house eventually grew into a town known as "Pickens", while the previous site, generally referred to as "Old Pickens", found itself on the Oconee County side of the Keowee River, which divides the two.

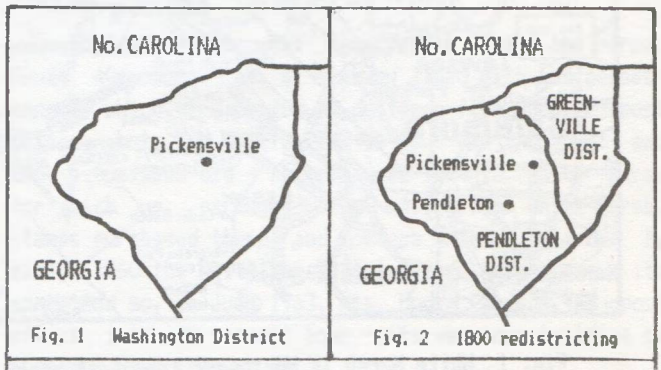


Fig. 1 Washington District

Fig. 2 1800 redistricting

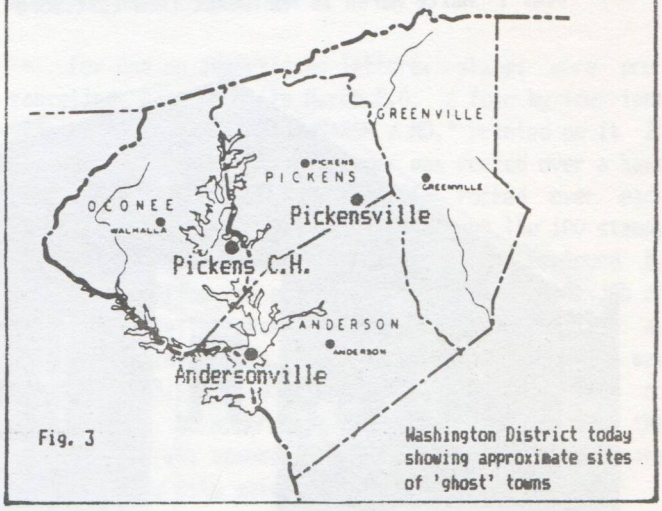


Fig. 3

Washington District today showing approximate sites of 'ghost' towns

Andersonville

There has been a tendency to mix up Anderson, the county seat of Anderson County, and Andersonville. Andersonville was laid out at the confluence of the Seneca and Tugaloo Rivers,(where they meet to form the Savannah River) a few miles southwest of Pendleton, in what is now Anderson County, in 1801, twenty six years before the town of Anderson was started.

Andersonville became the cotton market for the Piedmont section of South Carolina and a large area of Georgia. Bigger boats came from Augusta and Savannah to this little town to gather loads of country produce.

Andersonville boasted a flour and grist mill, a cotton gin, an iron foundry and gun factory, a small cotton mill, a wool mill, a tailor shop, shoe shop, livery stables, more than 20 stores, a hotel, a young ladies' academy, numerous homes and a church.

Disaster first struck in 1840, when spring floods swept away the cotton and woolen mills, and the cotton gin. They were rebuilt, but in 1852 they were again swept away and never rebuilt. The death blow came to Andersonville when the Columbia & Greenville R.R. went into operation in 1853, causing river trade to decline sharply. With the coming of the War, the town died.

Today, the site of Old Andersonville is an island in Hartwell Lake, with most of the ruins of the old town buried beneath the waters of this man-made lake.

In spite of the apparent activity connected with Andersonville, postal information is scant. The "List of P.O.'s in the U.S."for Dec.31, 1807,shows an "Andersonville P.O."in Pendleton District, and the P.O. Dept. reports a return made on 1 Oct 1811 by a James Lawson, but no post office is listed in the 1813 "List", nor is the town listed among those post offices operating in 1814. Possibly no one in Andersonville wanted the job, or had strong enough political connections to be named postmaster, for there were several nearby towns where post offices did operate from time to time: Hatton's Ford was just a few miles north on the Tugaloo River, Saddler's Creek a few miles south along the Savannah, while Earle's Store and Evergreen were just a few miles further.

But the more likely explanation is that there actually was a Post Office at Andersonville between 1816 and 1840 for the following reasons: The P.O. Dept. records of early "returns" do show a return from Andersonville(no county) on 1 July 1816,by a James Harrison. The 1817 "List of P.O.'s in the U.S." shows Andersonville, with James Harrison as Postmaster, but in Edgefield District (not Pendleton), and likewise the 1819 and 1822 "Lists". However, the 1825 "List" shows Andersonville and James Harrison in Pendleton District, and they are likewise shown in the 1828, 1830 and 1836 "Lists" (Pendleton District ended in 1828, remember?)

It is therefore my opinion that the 1817, 1819 and 1822 "Lists" incorrectly show "Edgefield District", instead of "Pendleton District", and that the Andersonville P.O. listings for those years are really for the town we are talking about, for the following reasons:

1. The Post Office Department would only allow one Andersonville P.O. in the State at any one time.

2. In 1825, Robert Mills published an Atlas of South Carolina. The map of Edgefield District, prepared between 1817 and 1819 by Thomas Anderson, who lived in Edgefield District, shows no record of any town called Andersonville in that District. The only Andersonville shown on any of the Mills maps, is in Pendleton District.

3. James Harrison was the son-in-law of Colonel Elias Earle, who originally owned all of the town of Andersonville, and who sold a half interest to his son-in-law, James Harrison. When Colonel Earle died, with his own half-interest added to his wife's share in her father's estate, James Harrison became the second owner of Andersonville.

Finally, in 1846, official records show a post office in Andersonville, continuing to 1852. Possibly the postmaster, James L. Simpson, was among those who were washed away in the flood, for we find him moving the post office to Saddler's Creek. A few days later, however, a staunch resident of Andersonville, Francis E. Harrison by name,was sworn in as the new postmaster at Andersonville. No markings are reported during the C.S.A. period, and the Post Office Department cleared it from its records in 1866.

Pickensville

Pickensville was laid out in 1791 as Rockville, but in 1792, its name was changed to Pickensville, in honor of General Andrew Pickens. The town was located about a mile southeast of the center of the present town of Easley. Pickensville was the location of the district court of Washington District, and the first court session was held here in 1792.

For several years after its founding, Pickensville flourished. The town proper had a number of stores, and a large hotel, which served as the Post Office and stage coach stop. Stage coaches came once a week from Augusta to bring mail and passengers.

However, when the district court was split in 1800 and moved from Pickensville to Pendleton Village and the Village of Pleasantburg (Greenville District) the growth of Pickensville stopped. In 1817, a disastrous fire destroyed the vacant courthouse, and the village was virtually abandoned by 1820 (according to area historian Beth Ann Klosky). Today, all that remains as a reminder of Pickensville is an historic marker at the intersection of South Carolina highways 8 and 135, near the outskirts of the town of Easley (Figure 4).

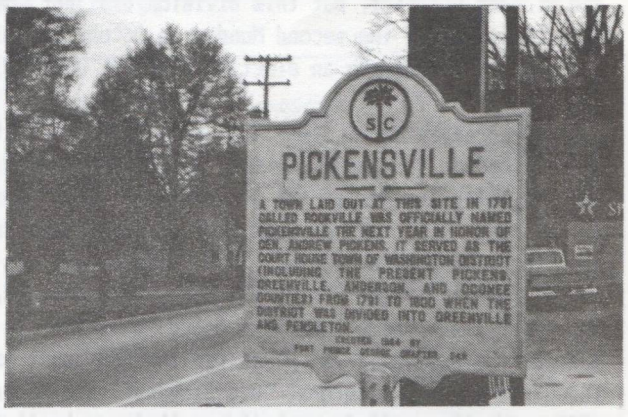


Fig. 4 Pickensville Historic Marker (1985 photo)

While the town of Pickensville dropped out of sight, its post office did not. Post office records

indicate a "return" from William Gunn at Pickensville, as early as 1 April 1798. Records of the post office continue uninterrupted until the Civil War. A marking is even reported from a Confederate Post Office at Pickensville. Figure 5 shows a manuscript marking from Pickensville on a "Paid 3" letter datelined 1851.

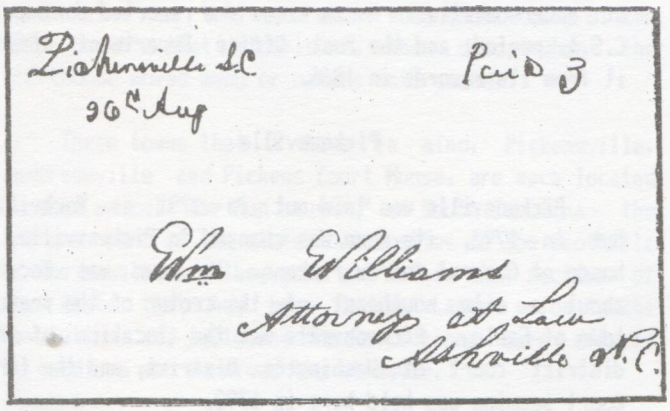


Fig. 5 1851 cover, courtesy of Richard Morgan

After the Civil War, the Post Office of Pickensville was re-established, and in 1875, its name was changed to Easley.

Who was this post office serving for all those years after 1820? Ghosts? I'm sure there's a logical explanation and I just haven't discovered it!

Pickens C.H. ("Old Pickens")

Situated in what is now Oconee County, is the site of Old Pickens, which, from 1828 to 1868 was the seat of government for Pickens District. In December 1826, Pendleton District was divided into Anderson District and Pickens District, but this division did not become effective until the second Monday in October, 1828 and Pickens did not become an election district until 1854.

The commissioners for the new Pickens District were ordered to select a site for a court house that was centrally located in the new district. They stopped on a high hill on the west bank of the Keowee River, near the site which surveys had determined was the center of the new District. Here, they decided, was the ideal place for a town, and drove a stake in the ground to designate a place for the new court house. The first court was held at "Old Pickens" in October of 1828 and the small frame building that was built for a court house stood for 40 years. The community that grew up around the court house included a hotel, a school house, a church, a few stores and a number of homes.

Mr. Silas Kirksey was the first postmaster, at Pickens C.H., appointed May 16, 1827, but it was Mr. Pleasant Alexander, the second postmaster, who served for many years. There was a stage coach line from Greenville to Dahlonega, Georgia, that brought mail and passengers to "Old Pickens", or Pickens Court House, as it was called, twice a week. The stage was drawn by four horses, and horses were changed every 15 miles. The country post offices sent men on horseback to the stage stops to pick up their mail.

After Pickens District was divided into Oconee County and Pickens County in 1868, the court was moved to a "new" Pickens, about 20 miles away, in Pickens County, and gradually the citizens of "Old Pickens" began to leave town. Only seven years after the removal of the court house, there was very little to show where a thriving country town, with comfortable, happy homes had once stood.

Fig. 6 Old Pickens Presbyterian Church (1985 photo)

Not even an historic marker locates Pickens C.H. today. Only the Old Pickens Presbyterian Church remains closed and padlocked, with a small sign on the door stating simply, "Established 1830; served the old town of Pickens until the town's dissolution in 1868".

Bibliography

It Happened in Pickens County. by Pearl Smith McFall. Published 1959 by Sentinel Press.

The Pendleton Legacy. by Beth Ann Klosky. Published 1971 by Sandlapper Press.

Historic Oconee in South Carolina. by Mary Cherry Doyle. Privately published, 1935.

Traditions and History of Anderson County. by Louise Ayer Vandiver. Published 1928 by Ruralist Press.

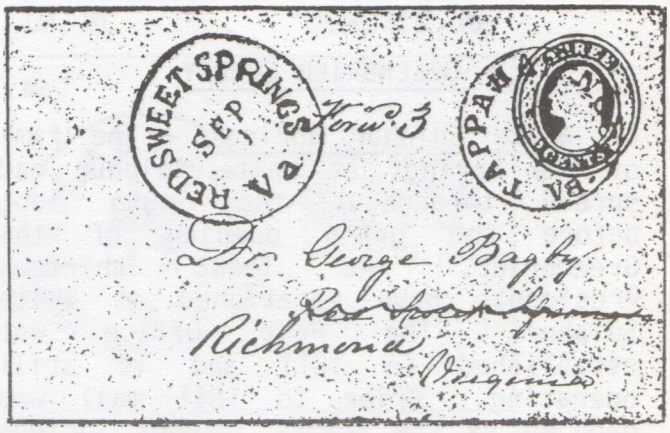
THE SPRINGS OF WESTERN VIRGINIA

by Charles L. James

PART II

ALLEGHANY COUNTY

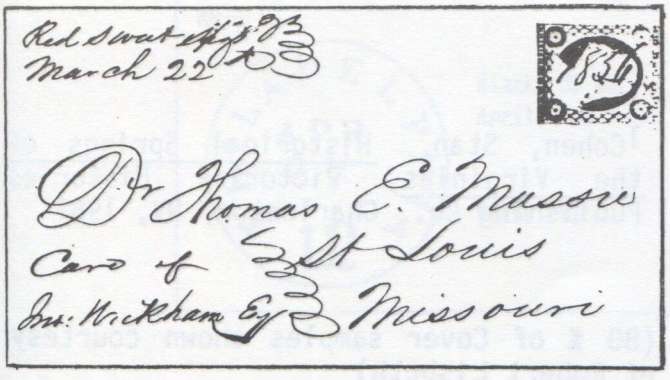
Red Sweet Springs (later called Sweet Chalybeate) - A well known resort as early as the 1700's. The Red Sweet has a constant 78° temperature all year and it is said to be the strongest mineral water in America.[1] As with most of the other Springs, popularity declined sharply after the Civil War. Some of the original buildings have been restored and are used as residences. The Post Office was established 9 September 1851 and discontinued 9 March 1860, when it was changed to Sweet Chalybeate. The Sweet Chalybeate Post Office was established 10 March 1860, discontinued 10 May 1887, and reopened 10 May 1888. It was permanently discontinued 30 December 1965, when all mail operations were shifted to Covington, VA. Red Sweet Springs often hosted those who could not gain entry at White Sulphur because of crowded conditions, which may explain the reason for the "Forwarded" cover from White Sulphur Springs which will be shown later.



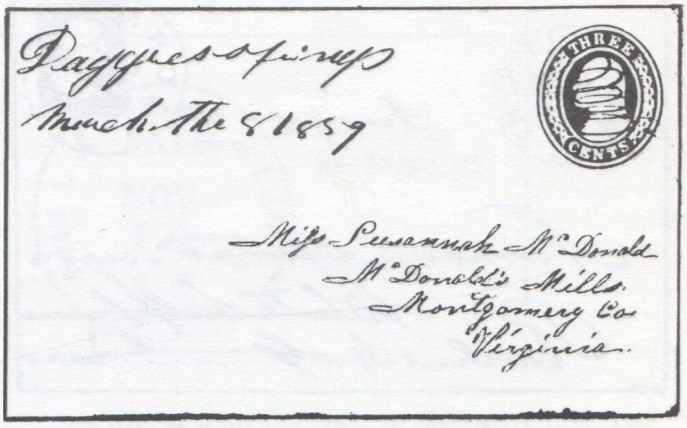
1857 First Issue Nesbitt TAPPAHANNOCK Va. VPHS Type C10 32 MM Black CDS RED SWEET SPRINGS Va. 37MM VPHS Type 26 CDS and "Ford 3" to Richmond. Serif Letters.

BOTETOURT COUNTY

Daggers Springs (later known as Dibbrell's Springs) - The resort operated for business as early as 1820. Daggers was popular with many who either could not afford, or could not get reservations at, spas like White Sulphur. The hotel accommodated 70 to 80 persons. The Post Office was established 27 April 1849 and discontinued 12 August 1869. The Post Office reopened and was discontinued five times for short periods during the 1870's.



1856 Scott #11 m/s Red Sweet Springs Va to St. Louis, MO.

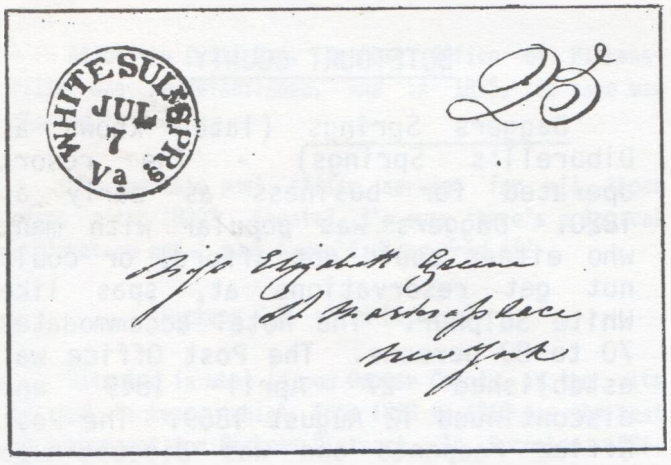


1859 First Issue Nesbitt m/s Daggers Springs to McDonald's Mills Montgomery County Virginia

(Continued)

GREENBRIER COUNTY

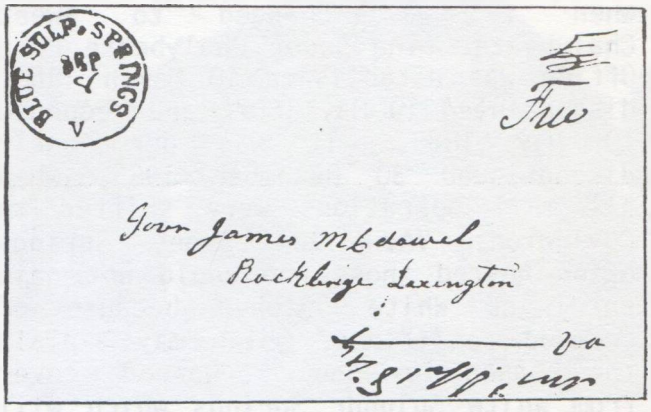
White Sulphur Springs - The fame of the Springs at White Sulphur had spread throughout the South long before the grand opening of the Greenbrier. At least thirteen Presidents have vacationed at White Sulphur. The Post Office was established in 1811 and is still operating. Prior to 1811 mail was handled by the Boyers Sulphur Springs Post Office.



ca. 1840's WHITE SUL[r] SPR[S] V[a] VPHS Type C11 30 MM Red CDS m/s "25" rate to New York, Serif Letters.

1852 Scott #11 RICHMOND Va. VPHS Type C10 35 MM Black CDS WHITE SUL[r] SPR[S] V[a] 30 MM Black CDS as receiving mark and "Forwarded" by additional "5" cts. (Non-prepaid rate) to Red Sweet Springs.

Blue Sulphur Springs - White Sulphur was invariably crowded and short of lodging. As a result, prospective guests often proceeded to the nearby spa at Blue Sulphur Springs. The Blue Sulphur resort accommodated about 200 guests in it's heyday. Famous guests like Andrew Jackson, Henry Clay, and Robert E. Lee visited. The buildings of the resort were destroyed by Union troops in 1864. The Post Office was established in 1813 and operated during the first part of the Civil War.



1849 BLUE SULP. SPRINGS V 27 MM Red CDS "5" rate changed to "Free" on cover to Govr James Mcdowel Lexington, Serif Letters.

[1]Cohen, Stan. Historical Springs of the Virginias, Pictorial Histories Publishing Co., Charleston, WV, 1981

(80 % of Cover samples shown courtesy of Robert Lisbeth)

(to be Continued)

PHILADELPHIA MARITIME MARKINGS
"NUMERAL" EXCHANGE MARKINGS

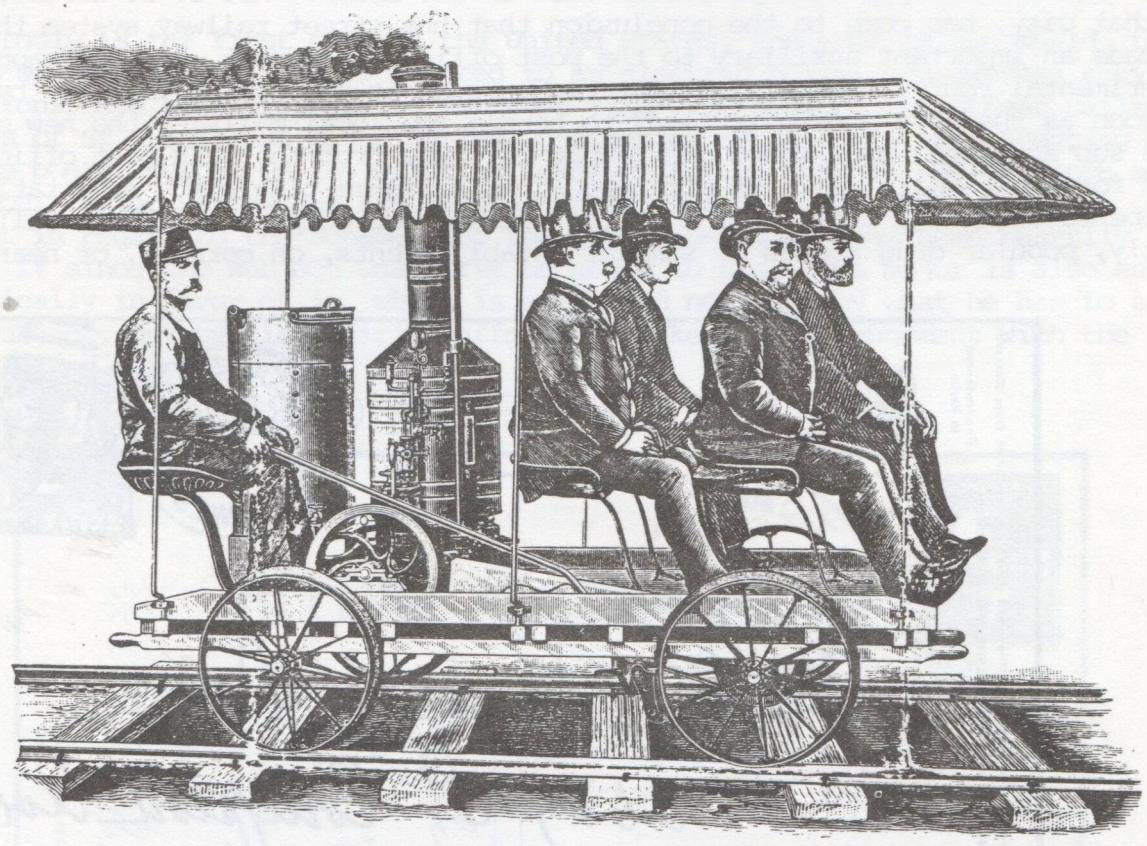
CAT. NO.	COLOR, SIZE, USE	CAT. NO.	COLOR, SIZE, USE
NR-1	Red, 31 mm. July'58-Oct.'67 Value V	NR-2	Black, 31 mm. Mar.'59-June'65 Purple, 31 mm. Oct.'67-Dec.'69 Value V
NR-3	Red, 31 mm. Apr.'57-Apr.'67 Purple, 31 mm. Aug.'68-July'69 Value IV	NR-4	Black, 31 mm. Sep.'60-Dec.'66 Purple, 31 mm. June, '69 Value V
NR-5	Black, 31 mm. June'61-Oct.'62 Value VI	NR-7	Red, 31 mm.. Mar.'58-May'67 Purple, 31 mm. Jan.'68-Sep.'69 Value V
NR-8	Black, 31 mm. April, '60 Value VI	NR-10	Red, 32 mm. May'57-Sep.'65 Value V

PHILADELPHIA MARITIME MARKINGS
"NUMERAL" EXCHANGE MARKINGS

CAT. NO.	COLOR, SIZE, USE	CAT. NO.	COLOR, SIZE, USE
NR-11	Black, 32 mm. May'57-Dec.'57 Value VI	NR-11a Black, 32 mm. June '58 Similar to NR-11 but 1858 year date Value VI	NR-11b Black, 32 mm. May '59 Similar to NR-11 but 1859 year date Value VI
NR-12	Black, 32 mm. June'60-Oct'64 Value V	NR-14 PHILADELPHIA DATE 18 no tracing available	Black May '65 Value VI
NR-18	Red, 32 mm. April '66 Purple, 32 mm. April '69 Value V	NR-20	Red, 32 mm. Feb. '59 Value VI
NR-22	Black, 31 mm. June'54-Dec.'56 Value VI	NR-23	Red, 32 mm. May'56-June'60 Value VI

TO BE CONTINUED

THE SECOND SECTION



A recently found, long forgotten picture taken at the Colorado Railroad Museum sometime during May, 1984. The exact details of this special excursion are not accurately recorded, but it is felt to be a Director's Special following the annual meeting of the Delay Junction, Marching and Total Abstinence Society. Messr's Towle, Richardson, Nettleship, Ozment and Munshower in attendance. The special was able to operate the 0.7 miles between Delay Junction and No Agua Tank well within the limits of the twelve hour law.

CONTENTS

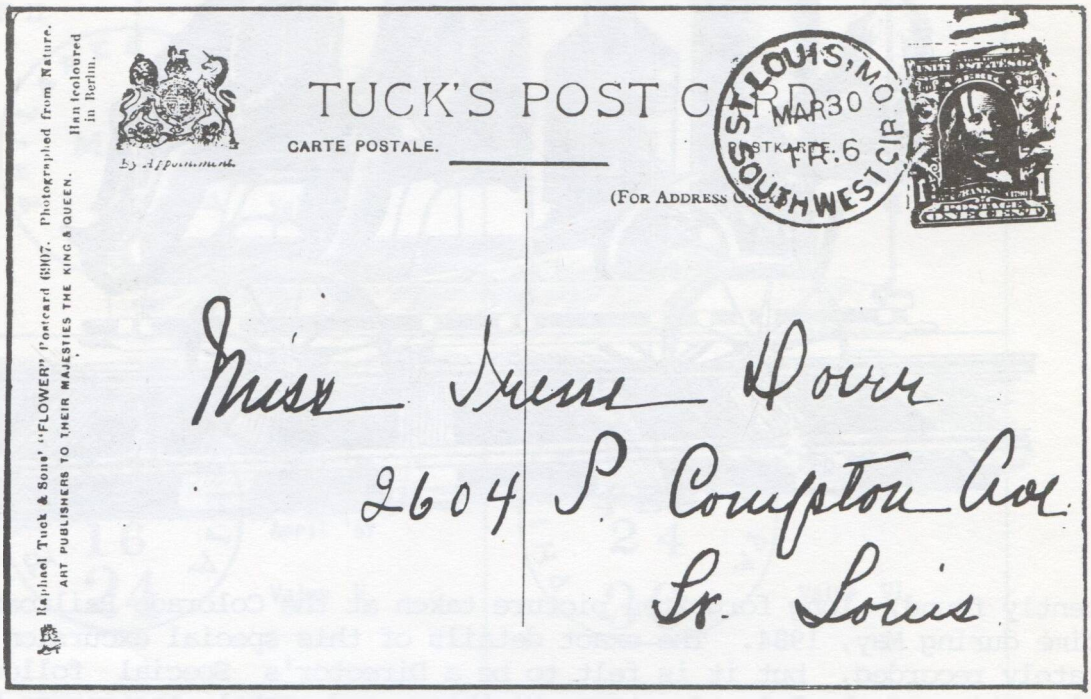
This issue contains excerpts from various issues of the Electric Railway Journal and the Street Railway Journal. While the majority of these journals contain mostly construction, legislative and operating information on the various electric and interurban railways, occasionally an article can be found detailing railway mail route operation. Particularly interesting are the two articles dealing with very early service in St. Louis, Missouri.

STREET RAILWAY JOURNAL

August 11, 1891

Street Railway Postal Cars in St. Louis

The use of street railway cars to facilitate the collection and delivery of mail will soon be put to a practical test in St. Louis. Mr. J. B. Harlow, postmaster of that city, has come to the conclusion that the street railway system there can be made an important auxiliary to the post office department, and has mapped out an experimental route, intending to put two cars on it and having them run by September. As soon as the post office is ready to handle the local mails by the new method, the five sub-stations, upon which the people far away from the main post office now depend for their mails, will be abolished. At the same time sixty sub-stations will be opened along the lines of the street railway car companies. These will be, mostly, popular drug stores or similar establishments, on corners, or near them.



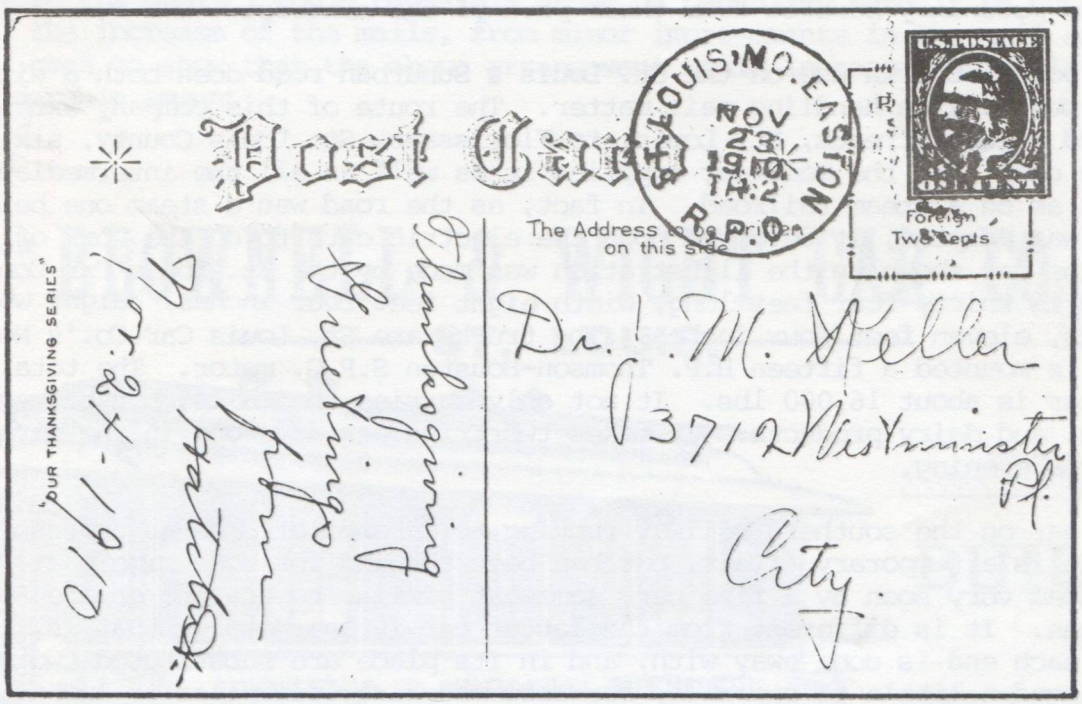
Postal trains will be run on the street railway tracks continuously and in circuit. Each postal train will carry a flag on the motor car, lettered "St. Louis R.R.P.O." and the motor man of every train that precedes a postal train will notify each postal station, as he arrives at it, by his bell, that the postal train is following, so that everything can be gotten ready. All trains will run on schedule time. Each postal car will be in charge of an expert clerk and will be fitted up not unlike the ordinary postal car for steam railway service. A slot in the side will enable a person to mail a letter in it as it rolls along. The interior will be arranged to facilitate to assorting and distribution of letters, and mail bags will line the sides. The mails for the stations will be made up in the general office, each station having a bag, which will be sent out to the postal car. As the car goes along and the clerk gets mail from the different stations, he will distribute it on his table and place it in the proper bag. At each station he will receive a bag of miscellaneous mail and throw off a bag for that station, so that the delivery, reception and distribution of mail will be continuous. Postmaster Harlow estimates that he will save the government $12,000, in the pay of carriers alone, by the postal cars.

STREET RAILWAY JOURNAL

April 4, 1891

Electric Postal and Express Cars in St. Louis

St. Louis is the first city in the United States, and thus in the world, to put into operation special cars devoted to an electric postal and express service. Negotiations have been progressing for some time past between the street railway companies of St. Louis and Major Harlow, postmaster of the city, for adopting an extensive postal system on the existing lines which are most in need of such an innovation. Major Harlow has had several interviews with Postmaster General Wanamaker in regard to the scheme, and the latter gentleman has been heartily in favor of it since the subject was first broached to him. The major is also enthusiastically in favor of it, which is evidenced not only by what he has to say on the subject, but by his untiring efforts to make some arrangement with the street railway companies.



The reasons for wanting postal street cars to do service are apparent to all, and to St. Louisans especially. The city of St. Louis occupies a territory of sixty-two square miles, or more than the area of the District of Columbia. Within these limits are the central post-office and five sub-stations, or, there is one post office to every ten square miles. It is very evident that the number is not sufficient to accommodate the public. In consequence, there are many complaints about the time required by a letter to get from one part of the city to the other, and to do away with all trouble the adoption of postal railway cars on the street railway lines of the city has been suggested.

Electric Postal and Express Cars in St. Louis

cont'd

The road upon which this system will be tested first will be the Linden Avenue Electric railway, and Pres. Geo. D. Capen has already agreed to furnish two cars for the experiment. The Citizens' Street Railway have proffered the use of their road to the postal authorities, and the system will, in all probability, be extended to that road should it prove a success on the route already decided upon.

The street railway managers and the postal authorities, however, have come to no definite agreement as yet. Postmaster Harlow claims that the remuneration demanded by the street railway companies puts out of the question the adoption of the system, and this, too, although the street railway managers say that they will derive no pecuniary benefit from their part of the contract.

The postal car in use on the St. Louis & Suburban road does both a city and a country business in handling mail matter. The route of this company extends from Sixth and Locust Streets, St. Louis, to Florissant, St. Louis County, sixteen miles from the city, and the mail car supplies it as well as all the intermediate post offices, as on a steam railroad. In fact, as the road was a steam one before electricity was adopted, it devolved upon the electric cars to do the work of the steam cars. The car shown in the illustration was made by the St. Louis Car Company. The body is thirty-four feet long, width eight feet four inches, height when mounted on trucks, eleven feet four inches. The trucks are St. Louis Car Co.'s No. 5, and on each is mounted a fifteen H.P. Thomson-Houston S.R.G. motor. The total weight of the car is about 16,000 lbs. It not only carries the mails, but baggage, express packages, and dairy products. It makes two trips per day, one in the morning and one in the evening.

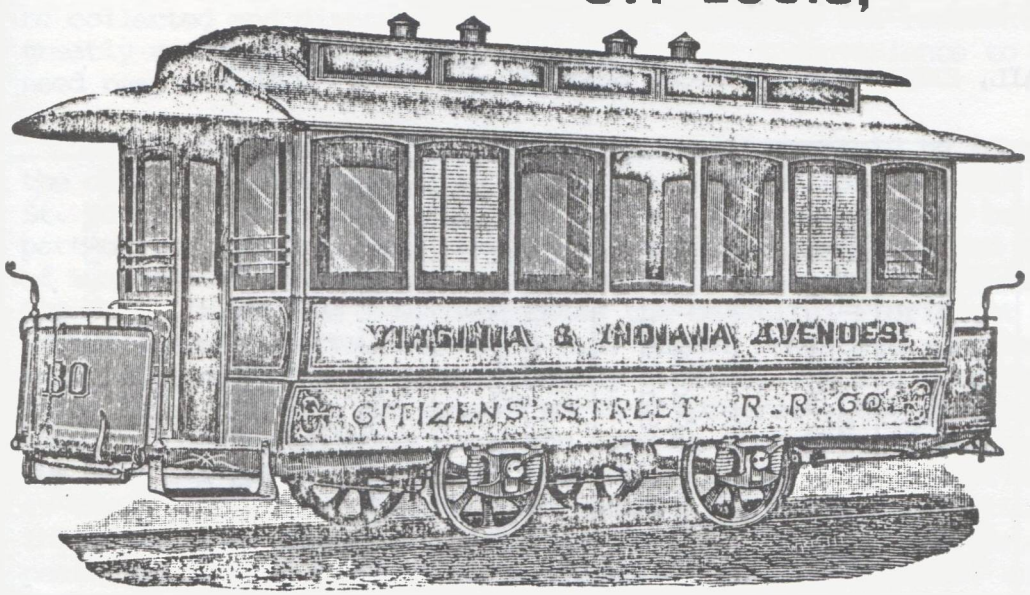
The car on the southern railway running to Carondelet does an express business only. It is a temporary affair, but has been running for some time past. It will be replaced very soon by a fine car, somewhat similar to the one on the St. Louis & Suburban. It is different from the latter car in one detail, that is, the narrow door at each end is done away with, and in its place are substituted two swinging doors placed a little to one side, for accommodating long pipes or lumber in case long material of this nature should be expressed to anyone. There is no dasher, but the ordinary iron grab handles and posts are used as on a railroad car. The car makes two trips a day, at eleven a.m. and five p.m. The St. Louis & Suburban car is divided up, one part being provided with the ordinary facilities for handling mail matter, such as pouches, pigeon holes, etc., and the other for the express and baggage. Express matter to be sent to Carondelet or intermediate points is delivered at the "South St. Louis Electric Express Office," corner 6th and Market Streets, the downtown terminus of the line, and is put on the car, which delivers to all the sub-stations between the termini of the line. At these sub-stations packages are delivered to their owners by the express agent.

Major Harlow's plan in running these cars is as follows: Along the proposed route there are to be established at least forty sub-stations. A whole car, or an apartment in a car is to be fitted up in the same manner as in a postal car for steam roads, with all the necessary pigeon holes for letters, etc., and be run upon a regular schedule. When the city mails are to leave the central post office each bag is to be designated for a certain sub-station, and the number of bags to be put on each car is to be attended to by a clerk familiar with that part of the city through which the car runs, and whose duties also include delivering to each sub-station the bag or bags belonging to it, and while the car is in progress receiving whatever mail matter is given him through the mail box provided on the car. This arrangement will insure an exchange of mail matter between all the sub-stations. After the bags are left at each sub-station the carriers receive the letters belonging to their routes, and after delivering them return to the sub-station with all mail matter they have collected from mail boxes and individuals, which will be in readiness for the car on its return trip to the central post office. This would do away with all necessity of the postman making several trips to the central office each day, and would mean a saving of from eighty to 100 hours per day, the equivalent of an additional force of ten to twelve postmen.

This arrangement, it is almost needless to say, outside of all the convenience it would afford the public, would certainly prove of pecuniary benefit to our government. The increase of the mails, from minor improvements in the mail service of the past, goes to show that the above arrangement would increase our mails to a very considerable amount.

ESTABLISHED 1857. BROWNELL & WIGHT CAR CO., INCORPORATED 1875.

ST. LOUIS,



No. 522. Regular Closed Car, High Sash and Ceiling.

BUILDERS OF HORSE CARS

STEAM MOTOR CARS

THE STREET RAILWAY JOURNAL

November, 1894

Report of the Committee on "Mail, Express and Freight Service on Street Railway Cars."

By Richard McCulloch - Committee

In beginning a discussion of this service, it seems necessary to explain that the first word of the subject is spelled with an 'i', because a gentleman from the rural districts of Wisconsin proudly wrote, in answer to a circular asking for information regarding the carrying of mails, that "His road sometimes carried females too." He desired, however, that all information given should be regarded as confidential, so the name of this most fortunate road is withheld. That the street railroads of this country operate a heavy freight business has long been the opinion of the itinerant tinware peddler, the "umbrellas to mend men," the lady who takes in washing, and all the merchant princes of the tribes of Israel, notwithstanding the fact that a generation of sweet tempered conductors have talked themselves hoarse in endeavoring to explain matters differently.

In order to ascertain, as well as possible, how much has already been done, a circular asking for information in regard to mail, express and freight service was sent to every street railroad company in North America. 978 letters were sent out and 413 replies were received. These replies are tabulated below. As a great many railroads were not heard from, it cannot be assumed that the table is absolutely correct, but it is probable that most of the railroads having such a service answered the circular. Roads which are enumerated, as having express or freight services, are only those which have the service fully developed.

The mail is usually carried either under a direct contract with the Government or under a sub-contract with a mail contractor. The income from the transportation of the mails varies according to the amount of mail, the number of trips per day, and the length of the haul, from $100 to $1,000 per annum.

TABLE OF MAIL, EXPRESS AND FREIGHT SERVICES IN NORTH AMERICA

	Any Form of Such Service.	Under Contract with Express Co. or U.S. Government.	Haul Steam R.R. Freight Cars Over Street R.R. Tracks	Operate Special Cars for this Service.	Carry Small Bundles on Passenger Cars for Pay.	Contemplate Such Service.	Distribute Matter Beyond Station.	Use Combination Express and Passenger Car.
Mail.....	62	58	.....	5	.....	10	.....	.....
Express....	35	8	.....	9	31	7	2	8
Freight....	55	.....	6	37	.....	12	2	.....

MAIL SERVICE

That the street railroads of this country are already alive to the possibilities of the mail service is shown by the table. Sixty-two street railroads are now carrying Uncle Sam's mail, while fifty-eight have Government contracts. Most of these railways are suburban roads or roads joining towns; but the postal authorities realizing the advantage of quick delivery, and collection, are now beginning to make arrangements with the large city systems for transportation of the mails from main post offices to branches and for distribution and collection throughout the city.

Various methods utilizing street railways for this purpose have been proposed by different local post office authorities. In one large Western city, in which all the roads are controlled by one company, it was proposed to equip one car of each line with a mail receptacle. At stated times, the carriers along the route were to meet this car and drop into the receptacle all the mail collected by them, which was in turn to be taken from the receptacle as the car passed the main post-office. This plan, however, did not meet with the approval of the great fathers at Washington, and in consequence was abandoned by the local authorities. Any system of this kind would greatly expedite the collection of mails, but the weak point seems to be that no provision is made for their distribution.

The only method of handling a large mail service, in which it is necessary to collect and distribute along the route, and handle it satisfactorily both to the patrons of the road and the post office department, seems to be in the use of a separate car - an independent mail car in charge or a railway mail clerk. This system is already in use on street railroads in St. Louis, Brooklyn and several other places, and so far as we can learn is giving excellent satisfaction, both to the railway companies and post office authorities. The mail is quickly and promptly handled; the service is regular and certain; great and small quantities of mail may be collected and distributed with equal facility, the residents along the line are greatly accommodated, and no interruption or inconvenience to the passenger traffic need result.

As an example of such a service, it would probably be interesting to describe the operation of a United States mail car, which has been run by a street railway in St. Louis for some time. The St. Louis & Suburban Railway begins in the business part of the city and runs through the choicest residence and suburban settlements of the town of Florissant, sixteen miles from the center of the city. After leaving the city limits, the line penetrates the beautiful Florissant Valley, thickly dotted with pleasure resorts, country clubs, summer homes and suburban villas. The down-town portion of the road was formerly a cable, and the suburban part a narrow gauge steam line, but with the onward march of progress, the grip and the locomotive have gone to join the mule car, and the road is now electric throughout its entire length. The mail car makes three trips each day, two through to Florissant and one as far as the city limits. The railroad company furnishes a conductor and motorman, while the post office department supplies the mail clerks. The car, which was built especially for this purpose, is equipped with its own motors, and is furnished with the necessary desks, cases, racks for mail bags, etc. At a schedule time it is run up in front of the post office and receives the mail put up in pouches from a wagon there to meet it. The mail clerk receives a bag for each station outside the city limits, and for each carrier along the route a bag designated by his number. He also

receives all mail which has come in too late for assortment, which is distributed on the car to the proper bags before reaching the first station. Letters are received, canceled and distributed on this car, just as in the ordinary steam railway mail car. The first stop is at a point about one and a half miles from the post office. At this point six carriers meet the car and each carrier receives from the mail clerk the pouch bearing his number. Another stop is made about two miles out, another two and a half, another three, and another four miles from the post office. Any mail for the suburbs is handed to the mail clerk by the carriers and dropped into the proper bag by him. After the city limits are passed, bags are exchanged at each station just as on a steam railroad. On the return trip the same system is followed until the city limits are reached. Within the city, the post office department has placed letter boxes at the principal corners along the line. Each carrier brings the mail collected in his district to the nearest box on the line of the railroad. Stops being made at each box, the mail clerk removes the mail, and assorts it before arriving at the next station. The letters thus canceled and assorted are delivered at the main post office, tied up in bundles ready for shipment. The mail car makes no stops for passengers, and for this reason can easily keep out of the way of the passenger cars. A light freight business is also done on the car. Provisions, light furniture, milk, trunks, etc., are carried and the charges collected by the conductor. The mail service has now been in operation three years. New features are constantly being added to it, and aside from the accommodation afforded the residents of the territory through which the road runs, it is a source of profit to the railroad company.

The system just described seems the best that has yet been devised for the handling of a large mail business. Where the mere carriage of the mails in pouches from the main post office to branches, or from depots to post offices, is undertaken and there is no attempt made at collection or distribution along the route, there can be no objection to carrying the mail sacks on the front platform, if their number is not too great; but passenger cars should not be stopped and held for mail collections, nor should valuable space within a passenger car be taken up with mail sacks.

The question as to whether or not mail service is called for depends almost entirely upon local conditions - the length of the road, the territory through which it runs, the proximity of depots and post offices to the line of the road, and many others. An advantage in estimating the advisability of inaugurating a mail service is that a certain fixed income may be assumed, which is not the case with any other service. It is usual in Government contracts to pay a certain sum per 100 lbs. per mile, the weight being determined at stated intervals by weighing the mail. For this reason a certain fixed income is assured during the interval. A number of cases may be cited in which it would be well for the managers to look into the profits which might accrue from a mail service. Large city systems, covering various parts of the city and passing close to post offices and public buildings would afford great advantages in distributing and collecting the mails. Suburban roads, roads connecting towns, and roads running to depots in the outskirts of the city are other instances of openings for mail service.

An advantage, independent of any financial return, and one which is regarded by many as the one reason for street railways embarking in this service, lies in the prestige of Uncle Sam's name. This point was never so thoroughly illustrated as in the late labor troubles in Chicago. Rioters have no fear of the city police or of the state militia, both of whom are often in sympathy with them, but they regard with the greatest awe a company of regulars armed with Springfield rifles. Uncle

Sam will tolerate no interference with the distribution of the mails, and no other point has been so thoroughly impressed upon the dangerous element in our communities during the last year. Some railway managers, on securing mail contracts, have proposed to paint upon each car "U.S. Mail," as an official announcement that their roads are under the protection of the U.S. Government. How effective will be the protection against blockades and riots, and how great a moral influence this will exert to prevent strikes and other stoppages, remains to be seen.

EXPRESS AND FREIGHT SERVICE

The answers to the circulars showed that thirty-five roads are now engaged in the express business, while fifty-five are hauling freight. As a matter of fact, however, few roads through the country are doing a regular freight business, most of the so-called freight services partaking more of the nature of express. As operated upon street railways, the distinction between express and light freight service is so ill-defined that it is deemed best to consider both subjects together.

There are many points in the street railroad as now conducted, which make it almost an ideal agent for the transportation of packages and light freight. The great number of points reached by the cars, the absolute certainty with which they run, the thousand and one precautions taken against any stoppage of however short a duration, the rapidity with which distant points are reached, and many other causes combine to make the street railroad of today a common carrier of exceptional advantages, when only short distances are considered. Many conditions will suggest themselves to railway managers, in which an express or freight service may be made a paying institution. In the case of a town, in which the railway station is some distance from the business part of town, there can be no quicker, safer and better plan of conveying express and freight to some distributing point in the heart of the town, than by the street railroad. Whether or not this will pay depends upon the amount of material, the competition, the distance, and the scope of the street railway franchise. A case often met with through the country is that of two towns connected by an electric railroad, one of which, having no steam railroad, is obliged to get all its supplies through the other town. The installation of a freight service of some kind would at once suggest itself in this case, and the profits would depend upon the size of the towns, the character and occupations of the inhabitants, the distance between the towns, etc.

The operation of an express service on large city systems has not been attempted to any great extent, but it has been contended by some enthusiasts on the subject, that a street car express service will eventually take the place of the many city deliveries and city express wagons now in use. As an example of a city road operating an express and freight service, involving collection and a house to house delivery, it would be interesting to cite the case of the Southern Railway, of St. Louis, which has been operating an express service on this plan for almost two years. The Southern Electric Railway begins in the heart of the city, and runs in a southerly direction for seven miles, following the general direction of the river, to Carondelet. The territory penetrated is thickly settled for almost the entire distance, and in no essential does the road differ from the ordinary city street railway. Three trips per day are made upon schedule time by the express car, which is entirely independent, being mounted upon motors of its own. At the downtown end is a receiving station where a clerk receives all express consigned to the company, and keeps all

the books pertaining to the service. The especial feature of the service, however, is the collection and delivery. This is effected by means of wagons, two of which are kept at the downtown end of the road, and three of which meet the car on all trips at certain points along the line. On receiving notice by mail, telephone or otherwise, a wagon calls for a package, delivers it at the car, from which it is handed to the proper wagon, and delivered to the address marked on the package. A charge of ten cents per package is made for this delivery, and trunks are taken from houses to the Union Depot, checked, and the checks returned, for the sum of fifty cents. A corresponding charge, according to size, is made for the delivery of large boxes and bundles. A compliment to the efficiency of the service is paid by the large dry goods and clothing houses, who have ceased to run their delivery wagons into this part of the city, and now consign all of their bundles to the railroad company. Where formerly one delivery daily was made by the wagons, three are now made by the railway. An interesting feature of the service is that several large factories located in the southern part of the city consign all their freight to the electric express. The goods are put on the car, taken to the proper railroad stations, shipped, and the bill of lading returned to the consignor. Packages are received by the express car C.O.D., the charges collected, credited to the proper account, and settlements made at the end of each month. The railway company assumes all the responsibilities of a common carrier, holding itself liable for all loss and damages. This, however, is a contingency which seldom occurs. The service has now been in operation for about two years. It is well patronized both by the residents along the line and the large retail stores in the center of the city. It does not interfere with the regular running of the cars, and since its inauguration has never failed to pay.

Up to this point we have considered an express and freight service merely as a paying or non-paying institution, to be adopted in the one case and to be rejected in the other. There is another view which may be taken in the case, however, which is in many instances the most proper solution of the problem. This is to regard the establishment of this service merely as an auxiliary to the passenger traffic, to be operated whether or not it pays in order to gain increased passenger travel. The most notable instances of this sort are the roads which run from the hearts of our large cities out into the suburbs. It is manifestly to the interest of these roads to promote building and settlement along their lines, and how can they better attract builders than by giving their patrons all of the advantages of city life, not only in furnishing them with rapid transportation to and from the city, but in aiding them in receiving their provisions and supplies. This calls for some form of express service, and although the receipts from this source may not equal the expenses, the increased passenger receipts and the advertisement given the road must also be taken into account.

In all street railroad practice, the cardinal point of any service, whether mail, freight or express, must be that it does not interfere in the least with the passenger travel, and this point should always be kept in view in the arrangement of such a service. For this reason we would strongly advocate the use of separate cars, operated by separate motive power and by separate men. In roads between towns, or suburban roads operated on the same plan as a steam railroad, where stops are made only at certain stations, a combination car or a trailer might be used; but in city roads the system of piling trunks and boxes in the passenger cars and on the front platform, and stopping for these to be put on and taken off, is not of the era of the electric railway. Another system more fitted to the mule and the bobtail is the custom, yet in vogue in some places, of receiving small packages for

transportation and allowing the conductor to deliver them along the route, stopping the car and forcing the passengers to wait. If the addition of a package service renders necessary such a reduction in the efficiency of the passenger service, it is difficult to perceive the gain in accommodation. A passenger car should carry passengers. It should stop and start for passengers alone, and it should reach the end of the road in the shortest possible time.

If mail bags may be thrown on the front platform of a car, carried to their destination and delivered without causing any long stops, this is perhaps the best way of solving a mail service on a small scale; but in a freight or express service it is better that the work should be done with cars especially devoted to such a service and by men especially trained for it. A single box car equiped with motors of its own will handle the light freight and express of quite a territory without any interference with the regular running of cars. A twenty-five foot car, equipped with double trucks, supplied with the most approved form of motors and controllers, and fitted up either as a mail car, express car or combination car, can now be obtained for $2,000 to $2,500. A smaller car, mounted on a single truck, can be obtained for less money. If heavy freight is to be hauled, it should be carried in motor and trailer cars built especially for this purpose.

Information received from several of the states, as before stated, shows that in some places the transportation of freight or express over street railroad tracks is prohibited by state law or municipal ordinance, and it has been suggested that associations of managers of street railroads in those states be formed, for the purpose of securing favorable legislation. The enactment of these laws may be due to hostile steam railroad influence, or it may be due to a misconception of the nature of the services which street railroads would put in operation. Surely, a smooth running electric car, moving swiftly onward, would not prove such a nuisance as the great lumbering wagons which block the streets of our large cities. Where a freight or express service is needed, the accommodation to the public would be so great that many citizens might be enlisted on the side of the railroads to secure proper legislation.

In closing, it would perhaps be well to note some of the principal points which it is hoped, have been brought out in this paper:

1. That a mail service involving collection and distribution is best handled on a separate car, operated on the same plan as a United States railway mail car.

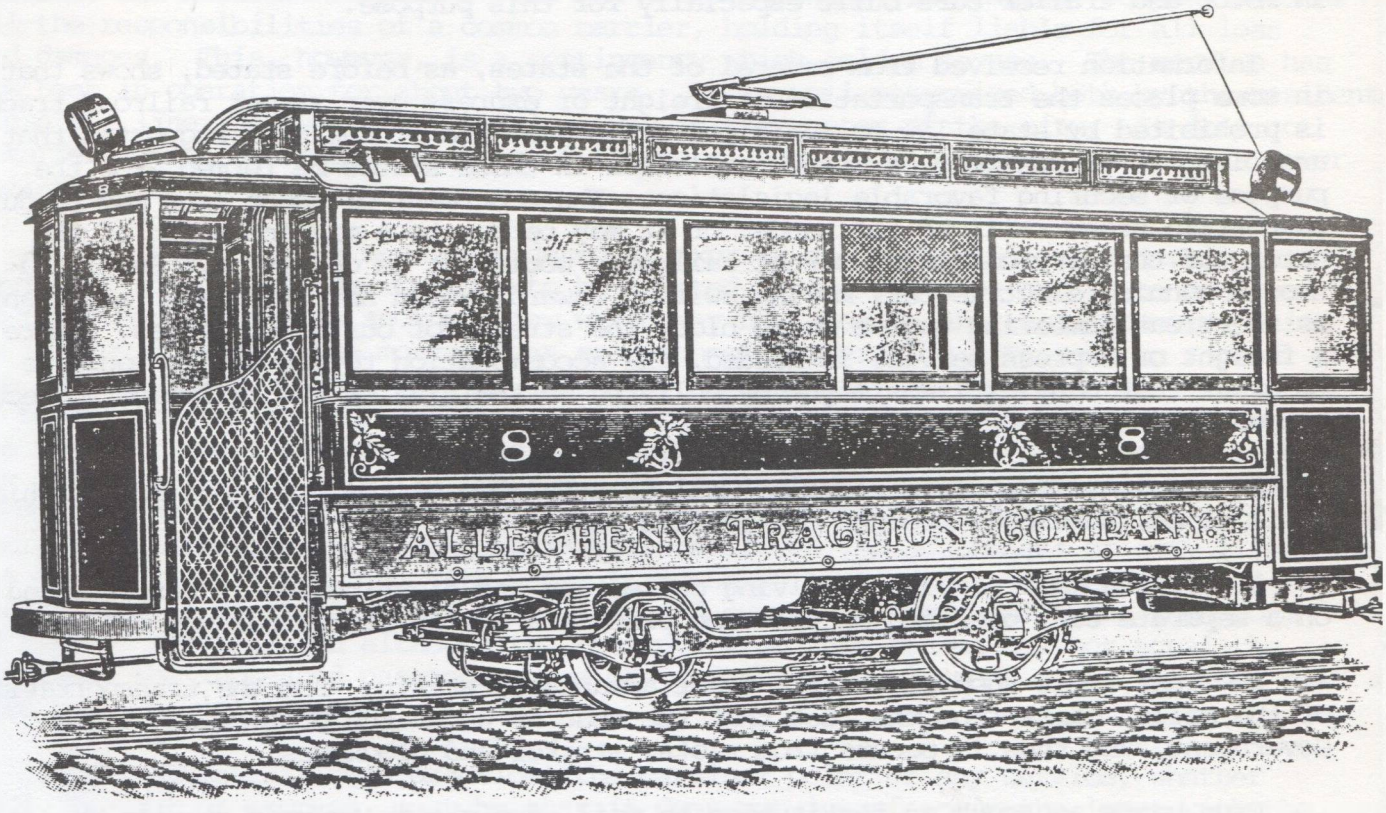
2. That it is supposed that a great advantage, arising from the transportation of the mails, comes from the fact that the road is under the protection of the Government, and thus is secure from riots, strikes and blockades.

Five years ago such an institution as mail, freight or express service on street railroads would not have been thought possible. Such a service has always been considered as a prerogative of the steam railroad, and the fact that some street railroads have already gone into this business and that many others are engaging in investigating its merits, goes to show how eagerly the street railroad is encroaching on the domain of its elder brother. And it is not only in this respect that the electric railway is pushing the steam railroad. Belt lines, suburban lines, dummy lines, summer resort roads, mining roads and many others are rapidly being converted to the electric system. Everywhere we see instances of the screech of the locomotive being hushed by the busy hum of the trolley. We peer into the darkness of the

future and we see great systems of railroads operated by power houses located in the neighboring coal fields; we see the great cities connected by electric lines, operated at marvelous speed, and perhaps at no distant date will some new "Empire State Express" or "999 Limited" be pointed out as the development of the electric street railroad.

LACLEDE CAR CO.

ST. LOUIS, MO.



BUILDERS OF STREET RAILWAY CARS

OF ALL KINDS.

STREET RAILWAY JOURNAL

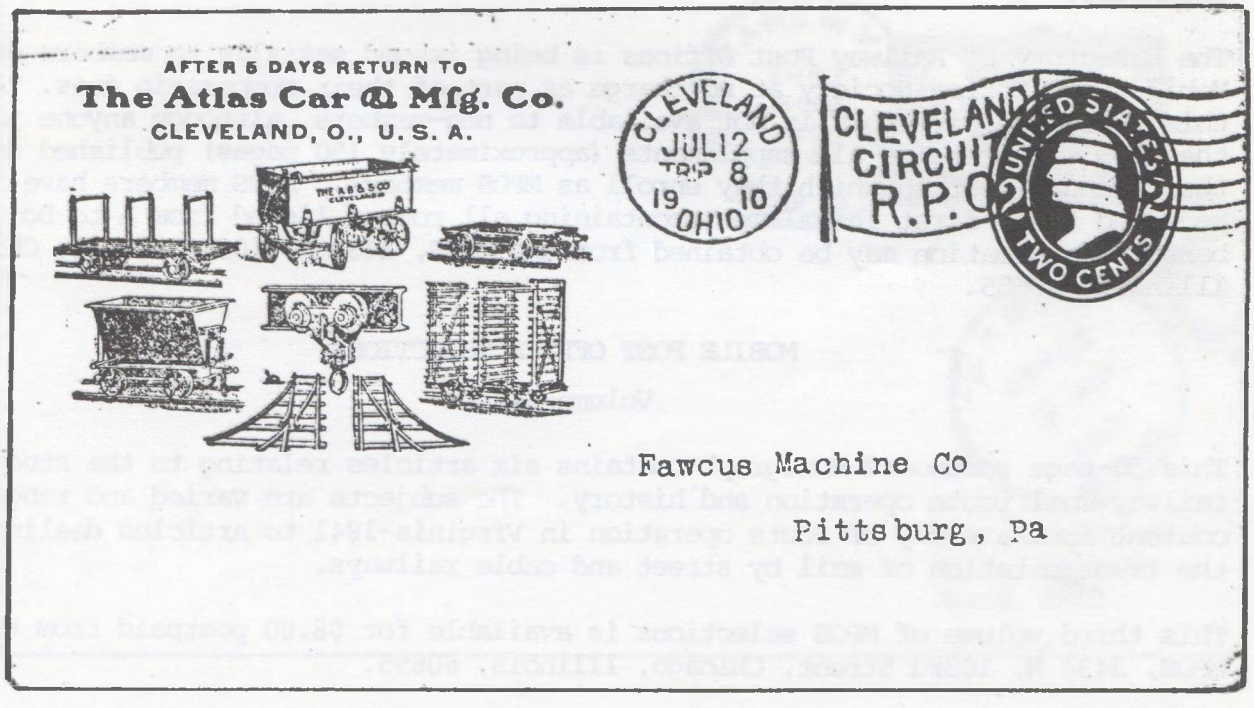
April 11, 1908

Postal Car in Cleveland

A postal car was put into service in Cleveland last week that had been fitted out in the shops of the Cleveland Electric Railway Company under the supervision of T. Scullen, master mechanic. It is one of the ordinary 30-ft. cars used by the company for some time but rebuilt so as to meet the demands of the postal service. To all intents it is the same as the cars used on the steam roads. A letter rack occupies the space toward the rear on the left side of the car, while a sorting table and a bag rack take up a like space on the other side. At the end is a canceling machine. The clerks are enabled by means of these accommodations to handle the mail gathered from boxes along the street and the local mail put on the car at the sub-stations and have it ready for delivery on arrival at the main office. The foreign mail will also be sorted on the car and made ready for the outgoing bags when the post-office is reached.

Midway of the body one of the windows has been cut down for a slide door. This is provided with hand-holds and a step for the convenience of the clerk who takes up the mail from the boxes along the streets. A slit for mailing letters on the car is cut in the door, the same as in regular postal cars.

The front end is used for the through mail bags, made up at the branch offices or sub-stations. It is separated from the rear by a partition made of iron pipes, as will be seen from the accompanying illustration. Racks are provided for the bags. This mail is ready for the regular mail trains and the clerks do not have to handle it until they reach the main office.



The vestibules are the same as in the ordinary cars. The doors have been left at each end, so that they may be used when necessary. The train crew, it is understood, will be furnished by the street railway company.

The exterior of the car is pure white, the car number and the lettering being in gold.

Lamps dropped from the sides of the car furnish light for the clerks at night. As several lines are operated all night, the postal car can be run night and day if necessary.

The car will make nine trips a day over the following route: Public Square to West Side station, to St. Clair Avenue N.E. and East Fifty-fifth Street, to Euclid Avenue and East 105th Street, to Broadway and East 105th Street, to Woodland near East 105th Street and back to the Public Square. The first trip will begin at 1:30 a.m. and the last will be completed at 11:04 p.m.

PUBLICATION NOTICES:

DIRECTORY OF RAILWAY POST OFFICES

by

John L. Kay

Compiled by Mobile Post Office Society Director of Railway Post Office Research and Literature, John L. Kay, this is the first time an alphabetical listing of all known railway post office routes has been made available for study and research. In addition to listing each route in alphabetical order, Mr. Kay, through his diligent research, has provided the dates of establishment and discontinuance for the period of operation for each route. Also given is the corporate title of the railroad operating the route, as well as any predecessor or successor companies.

The Directory of Railway Post Offices is being issued serially to members of the Mobile Post Office Society at no charge as part of their membership dues. At this time, the directory is not available to non-members, although anyone joining the MPOS will receive all supplements (approximately 150 pages) published during the calendar year in which they enroll as MPOS members. MPOS members have already received their first installment containing all routes listed from A to Bo. Membership information may be obtained from the MPOS, 2434 W. 103rd Street, Chicago, Illinois, 60655.

MOBILE POST OFFICE SELECTIONS

Volume III

This 50-page softbound Monograph contains six articles relating to the study of railway mail route operation and history. The subjects are varied and range in content from a study of route operation in Virginia-1841 to articles dealing with the transportation of mail by street and cable railways.

This third volume of MPOS selections is available for $8.00 postpaid from the MPOS, 2434 W. 103rd Street, Chicago, Illinois, 60655.

ELECTRIC RAILWAY JOURNAL

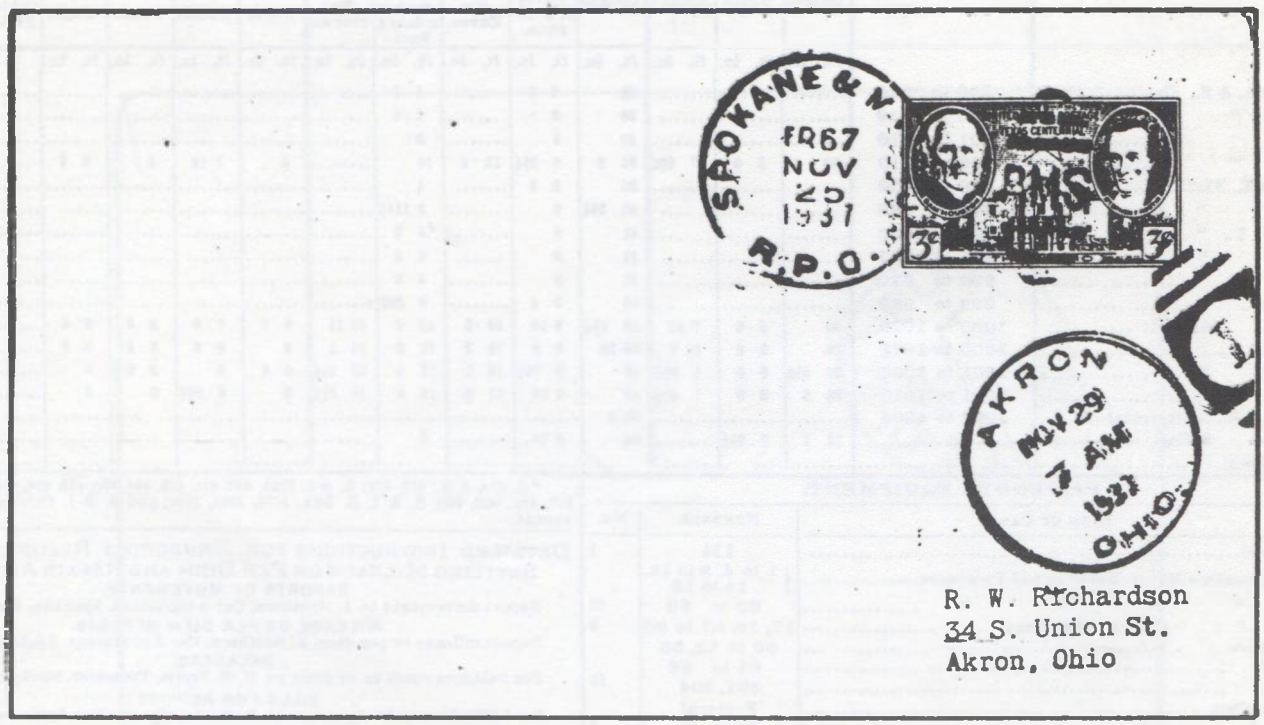
March 12, 1910

Inland Empire Mail Service

About the first of the year the Spokane & Inland Empire Railroad Company increased its already well-established mail service by putting a fully equiped mail motor car into service on the Inland division of that road between Spokane, Spring Valley and Colfax, Wash. Immediately after this schedule was inaugurated several of the towns along the Spring Valley-Moscow division petitioned for electric railway mail service and as a result a closed pouch service has just been established between Spring Valley Junction and Moscow, 34.4 miles apart. Spring Valley Junction ia about midway between Colfax and Spokane. The Inland Empire system now has on its southern division mail car service covering 76 miles of track and a closed pouch service covering 90.4 miles. It is expected that the pouch service soon will be replaced by a combined railway mail, express and baggage car just rebuilt at Spokane.

The Inland Empire system has carried mail on the Couer d'Alene division since the road was opened. During the summer of 1907 the company made a contract to collect and deliver regular United States mail at important points, making two round trips daily between Spokane and Couer d'Alene. The mail car is in charge of a mail clerk.

The accompanying illustrations show three views of one of the rebuilt mail and baggage cars used on this road. The cars are fitted with the regular mail equipment required by the United States postal department and are largely the product of the shops of the railway company.



1910

SPOKANE AND INLAND EMPIRE RAILROAD. CO.

CONSOLIDATION OF

SPOKANE & INLAND RY. CŒUR D'ALENE & SPOKANE RAILWAY.

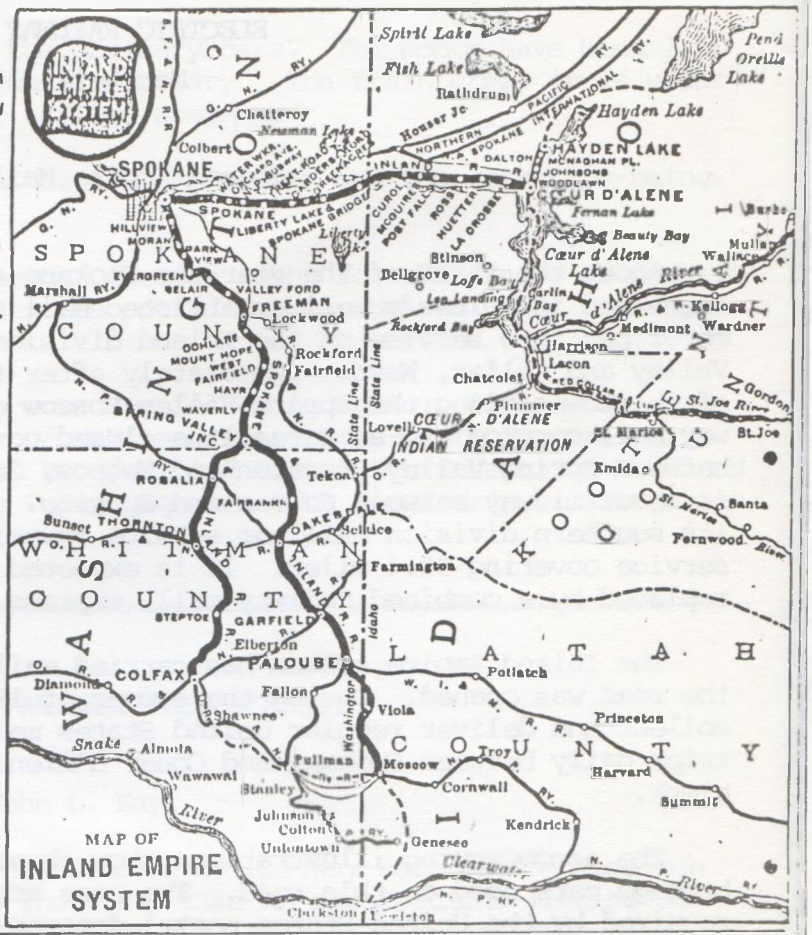
GENERAL OFFICERS.

Jay P. Graves, President	Spokane, Wash.
A. L. White, 2d Vice-President	"
C. M. Graves, General Manager	"
W. G. Davidson, Secretary	"
H. B. Ferris, Treasurer and Comptroller	"
R. B. Bird, Auditor of Disbursements	"
I. A. Pedersen, Auditor of Receipts and Frt. Claim Agt.	"
W. G. Paine, Traffic Manager	"
A. M. Loppee, Chief Engineer	"
C. L. Bankson, Purchasing Agent	"
A. Southern, Car Accountant	"
H. C. Bowdish, Superintendent	"
J. B. Ingersoll, Chief Electrical Engineer	"

GENERAL OFFICES, SPOKANE, WASH.

Miles of road operated, 170. Gauge, 4 ft. 8½ in. Locomotives (electric, 10; coal burning, 4). Great Northern Express Co. operates over this line.

Limit of load allowed to pass over this line in excess of marked capacity, 10 per cent.



FREIGHT EQUIPMENT.

The freight cars owned and operated by this company are marked, numbered and classified as follows:

KIND OF CARS.	NUMBERS.	DIMENSIONS. Inside. Length	Inside. Width	Inside. Height	Outside. Length	Outside. Width at Eaves or Platform.	Outside. Height from Rail. To Eaves.	To Top of Platform or Running Board.	To over all	Doors. Side. Width	Side. Height	End. Width	End. Height	Capacity. Cubic Feet	Capacity. Pounds.	No.
		ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.			
C. d'A. & S., Flat.....*	200 to 219	.....	.....	.....	36	8 6	.....	4 1	.....	.....	.....	.....	.....	.....	50000	12
" "	220 to 239	.....	.....	.....	36	9	.....	4 1	.....	.....	.....	.....	.....	.....	50000	20
" "	301 to 310	.....	.....	.....	40	9	.....	3	.....	.....	.....	.....	.....	.....	60000	10
" Box.....*	400 to 419	36	8 6	7 8½	36 8	9 9½	12 4	13	.....	6	7 10	2	2 6	.....	60000	19
S. & I., Flat.....	400 to 439	.....	.....	.....	36	9 3	.....	4	.....	.....	.....	.....	.....	.....	60000	40
" " ....*	441 to 460	.....	.....	.....	40	9¾ 9	.....	3 11½	.....	.....	.....	.....	.....	.....	40000	18
S. & I. E., " .....*	900 to 959	.....	.....	.....	41	9	.....	4 2	.....	.....	.....	.....	.....	.....	80000	
" "	961 to 967	.....	.....	.....	41	9	.....	4 2	.....	.....	.....	.....	.....	.....	80000	76
" " .....*	969 to 979	.....	.....	.....	41	9	.....	4 2	.....	.....	.....	.....	.....	.....	80000	
S. & I., "	980 to 999	.....	.....	.....	40	9 4	.....	3 8½	.....	.....	.....	.....	.....	.....	80000	20
I. E., Box.....	1000 to 1029	40	8 6	7 10	40 7½	9 10	12 5	13 1	13 11	6 3	7 9	2 3	2 3	.....	80000	30
S. & I. E., " .....*	1600 to 1673	36	8 6	8 7	36 10	9 4	12 3	12 3	14 1	6	8 2	2 3	2 3	.....	80000	74
" " .....*	1901 to 2000	39 4½	8 6	8 6½	40	9 7½	12 5	13 4	13 2½	6 3	8	2 3	4	.....	80000	98
I. E., Stock.....	2001 to 2010	39 5	8 9	7 4½	40	9 10	11 6	12 4	13 6½	5	6 8½	2	2	.....	60000	10
S. & I. E., Refrigerator	4000 to 4005	.....	.....	.....	36 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	60000	6
" Ballast.....	.....	23 1	7 6½	.....	23	8 10	.....	6	.....	.....	.....	.....	.....	.....	60000	18
Total.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	452

PASSENGER EQUIPMENT.

KIND OF CARS.	NUMBERS.	No.
Official.....	111	1
Combination Motor, Baggage and Passenger.....	1 to 4, 8 to 12, 14 to 16	
" " " "	80 to 86	19
" " and Passenger.....	17, 18, 87 to 90	6
Coaches.....	50 to 53, 55	
"	61 to 68	
"	301, 304	15
Chair Cars.....	Kootenai	
"	Shoshone	2
Combination Motor and Express.....	25 to 30, 41 to 43	9
" Passenger and Observation.....	300, 302	
" " "	303, 305	4
Total.....		56

* C. d'A & S., 217, 402; S. & I. Flat, 440, 441, 443, 444, 450, 453, 454, 455, 456; S. & I. E., 917, 921, 960, 968; S. & I. E. Box, 1674, 1980, 1990; and S. & I. Caboose, 5 and 6 are vacant.

DETAILED INSTRUCTIONS FOR RENDERING REPORTS AND FOR SETTLING MILEAGE OR PER DIEM AND REPAIR ACCOUNTS.

REPORTS OF MOVEMENTS.

Report movements to A. Southern, Car Accountant, Spokane, Wash.

MILEAGE OR PER DIEM REPORTS.

Report mileage or per diem A. Southern, Car Accountant, Spokane, Wash.

BALANCES.

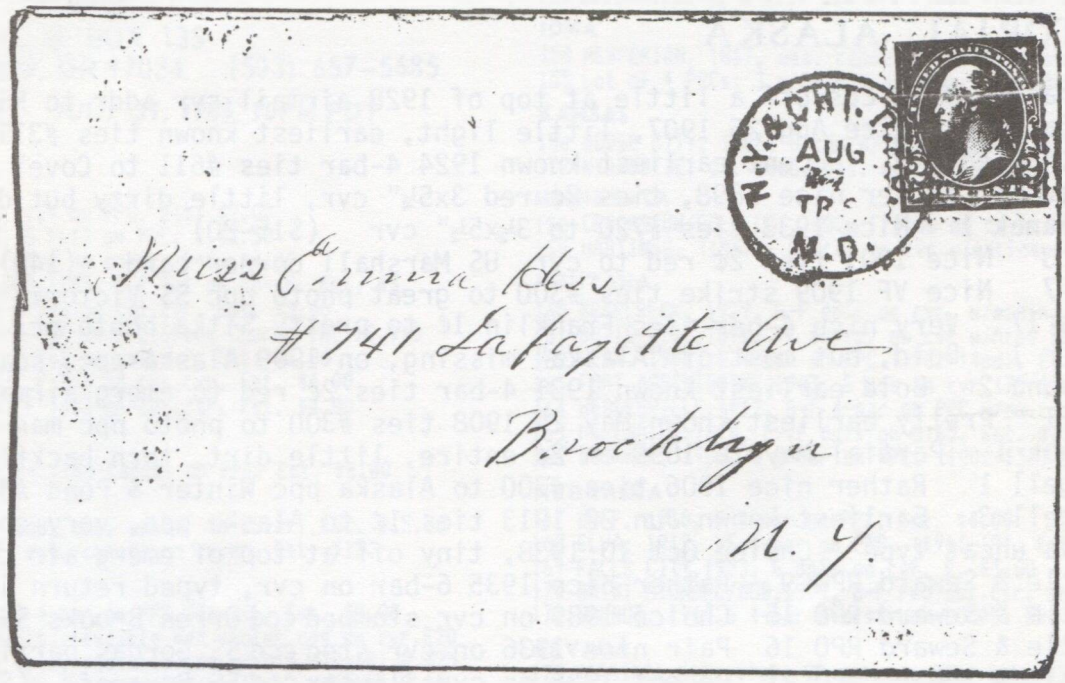
For balances remit to or draw on H. B. Ferris, Treasurer, Spokane, Wash.

BILLS FOR REPAIRS.

Send bills for repairs to cars to H. B. Ferris, Comptroller, Spokane, Wash.

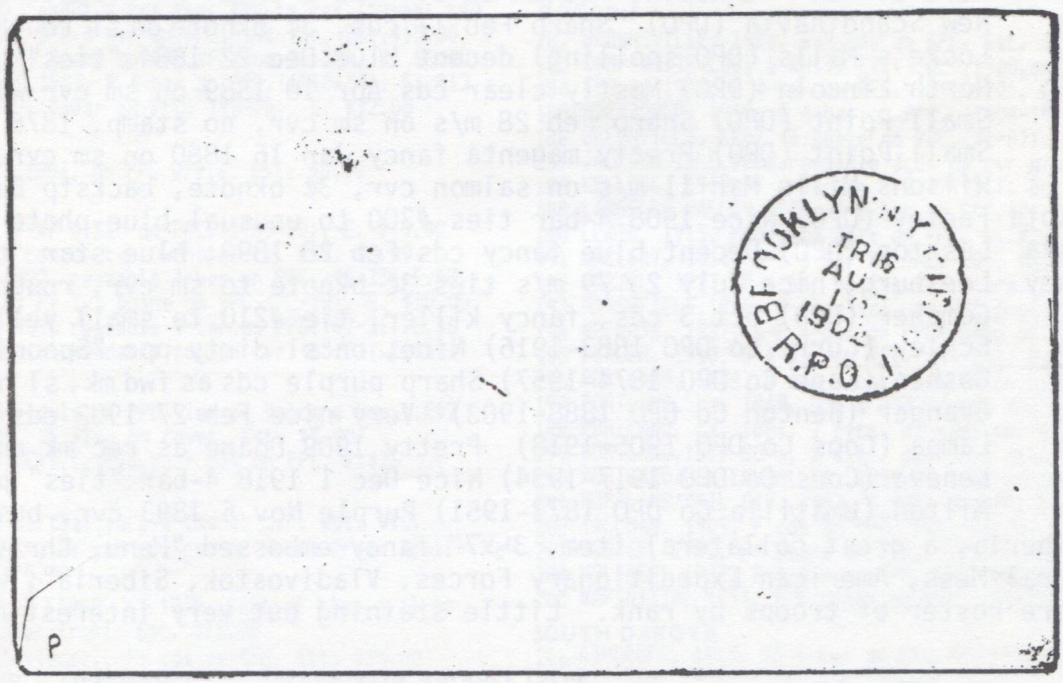
EMBARGOES.

Address embargo notices etc., under Per Diem Rules 13 and 15 to A. Southern, Car Accountant, Spokane, Wash



Brooklyn Circuit R.P.O.

Take a very common railway post office marking, add a very common street railway post office, and what do you end up with? An unusual, uncommon cover, no less. This cover might serve as an example of almost door-to-door service and delivery via rail.



La Posta MAIL AUCTION SALE 1

Closes July 31, 1985
All standard covers
Send me some bids!

TERRITORIAL ALASKA

1) Alatna 1 Bold cds off a little at top of 1928 airmail cvr addr to Roessler ($40)
2) Fairbanks 4 Nice Aug 25 1907, little light, earliest known ties #319 to ppc ($25)
3) Fortuna Ledge 2 Decent earliest known 1924 4-bar ties #611 to Covel Mfg cvr ($30)
4) Juneau 6 Rather nice 1898, ties 2¢ red 3x5¼" cvr, little dirty but decent ($50)
5) Kanakanak 1 Nice 1933 ties #720 to 3½x5½" cvr ($15-20)
6) Nome 3 Nice 1901 ties 2¢ red to cvr, US Marshall corner card ($40)
7) Nome 7 Nice VF 1909 strike ties #300 to great photo ppc SS Victoria & Olympia ($20)
8) Sitka 17 Very nice 4-bar ties Franklin 1¢ to pretty Sitka photo pc ($15)
9) Sulzer 1 Bold, but most of "Alaska" missing, on 1909 Alaska ppc, scarce town ($25)
10) Tolovana 2 Bold earliest known 1931 4-bar ties 2¢ red to emerg airmail cvr ($20)
11) Tyee 1 Pretty earliest known May 24 1908 ties #300 to photo ppc man in boat ($40)
12) Tyoonok 1 Partial May 18 1899 on 2¢ entire, little dirt, torn backflap RARE ($50)
13) Wrangell 1 Rather nice 1906 ties #300 to Alaska ppc Winter & Pond #36 ($20-25)
14) Wrangell 3 Earliest known Jun 22 1913 ties 1¢ to Alaska ppc, very choice item ($20)
15) Yentna uncat type Choice Oct 10 1938, tiny off at top of emerg air cover ($20)
16) Seattle & Seward RPO 9 Rather nice 1935 6-bar on cvr, typed return SS Yukon ($20)
17) Seattle & Seward RPO 15 Choice 1939 on cvr stamped ccd Orren Brooks SS Aleutian ($20)
18) Seattle & Seward RPO 16 Pair nice 1936 on cvr stpd ccd SS Gorgas partly off top ($15)
19) Seattle & Seward RPO 21 Decent 1938 on cvr illustr ccd SS Baranof ($15-20)
20) Seattle & Seward uncat type Nice, with "James McGee" ties #736, cc SS Alaska ($40)

OTHER STATES

21) Alabama Mulberry Apr 16th m/s (DPO), very clear on U27 entire, attractive.
22) Arkansas Heckatoo Dec 3 1888 (DPO), nice strike on 2¢ green entire.
23) Florida Fort Drum Nov 23 1903 (DPO) decent duplex on 2¢ entire backstp Quay (DPO).
24) Georgia Bulah Mar 20 (DPO) bold m/s on ragged U3 entire "Replied Apr 4 1857".
25) Georgia Warthins Store March 23 (DPO) bold m/s on rather rough U2 entire.
26) Hawaii Volcano House (DPO) Feb 29 1916 duplex on unusual wood-like fiber cvr ($50)
27) Illinois Partial red "Hennepin, Putnam Co Ill Feb 3 1890" on Circuit Clerk entire.
28) Kansas New Scandinavia (DPO) Sharp Feb 17 cds, 3¢ bknote on sl rough small cover.
29) Maine Locke's Mills (DPO spelling) decent blue Dec 22 1884 "ties" UX7 postal cd.
30) Maine North Lincoln (DPO) Mostly clear cds Apr 10 1889 on sm cvr with #213.
31) Maine Small Point (DPO) Sharp Feb 28 m/s on sm cvr, no stamp, 1876 contents.
32) Maine Small Point (DPO) Pretty magenta fancy Jan 16 1880 on sm cvr, no stamp.
33) Maine Wilsons Mills Mar 11 m/s on salmon cvr, 3¢ bknote, backstp Bethel Mar 12 1881
34) Minnesota Feeley (DPO) Nice 1908 4-bar ties #300 to unusual blue-photo ppc.
35) Nebraska Lushton (DPO) Decent blue fancy cds Feb 25 1892, blue star "tie" postal cd.
36) N Jersey Leesburg, nice July 2 / 79 m/s ties 3¢ bknote to sm cvr, rough open at left.
37) Ohio Compher (DPO) Oct 3 cds, fancy killer, tie #210 to small yellow cover.
38) Oregon Eckley (Curry Co DPO 1883-1916) Nice, on sl dirty ppc "Spooning in Eckley".
39) Oregon Goshen (Lane Co DPO 1874-1957) Sharp purple cds as fwd mk, sl rough cvr 3¢ bank
40) Oregon Granger (Benton Co DPO 1888-1903) Very nice Feb 27 1902 cds on cvr.
41) Oregon Lampa (Coos Co DPO 1905-1918) Pretty 1909 Doane as rec mk on back cvr ($8)
42) Oregon Leneve (Coos Co DPO 1917-1934) Nice Dec 1 1918 4-bar "ties" postal cd ($10)
43) Oregon Milton (Umatilla Co DPO 1873-1951) Purple Nov 6 1893 cvr, business ccd ($20)
44) AEF Siberia, a great collateral item, 3½x7" fancy embossed "Menu, Christmas Day 1918, General Mess, American Expeditionary Forces, Vladivostok, Siberia", with menu and entire roster of troops by rank. Little staining but very interesting, attractive.

Richard A. Long

POST OFFICE BOX 472
BANDON OR 97411
PHONE 503-347-3824

WANTED - Scarcer pre-1920 Alaska covers, Oregon and other Western states.

LA POSTA SUBSCRIBERS' AUCTION

NUMBER FOUR

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

BIDS CLOSE: JULY 31, 1985 10PM PDT

ALASKA

100 JUNEAU,1953, F Ty24 on PPC. Est. $2.00
101 KETCHIKAN,1945, G Ty13 on PPC. E.$2.50
102 RUBY, 1958, G-F Ty4 on cover. Est. $4.00
103 SAINT PAUL ISLAND,1955, G-F Ty1 on cover. Est. $5.
104 SAVOONGA,1958, F Ty3 on cml.cvr. Est. $5.00
105 SITKA, 1909, G-F Ty4 on PPC(Greek Church int.)E.$10
106 STERLING,1956, F Ty1 on cml.cvr. Est. $5.00
107 UNALAKLEET,1957, F Ty6 on cml.cvr. Est. $4.00
108 UNALASKA, 1956, F Ty13 on cml.cvr. Est. $4.00

ARIZONA

109 PHOENIX, 1910, F+ flag cancel on PPC. Est. $6.00

ARKANSAS

110 CHERRY GROVE, 1888, mss. cancel on cover. Est. $15.00
111 SHERIDAN, 1877, mss. cancel on cover. Est. $12.

CALIFORNIA

112 BERENDO, 1910, G 4-bar on PPC.(81-19). Est. $8.00
113 BERRYVALE,1888, lt.,readable red violet cds on cvr.E20
114 BERNARDO,1881, lite, readable cds on UX5.(72-18).E.$25
115 BROCKWAY, 1937, VF 4-bar on PPC(real ph. resort).E.$4
116 CAMBRIA, 1937, partial dplx on PPC(Herst Castle).E.$3
117 COLOMA,1949,VF 4-bar on phil.cvr.w/pix of PO. E.$3.
118 COOK, 1914, F 4-bar on PPC.(94-24). E.$6.00
119 EAGLENEST,1909, G 4-bar on PPC. (1908-10). Est. $15.
120 ENCINITAS,1905, F-VF Doane Ty1 on GPC. ESt. $5.
121 ERLE, 1906, G Doane Ty1 on PPC.(1892-1909). Est. $10.
122 GAZELLE,1909, G 4-bar on PPC. Est. $2.50
123 HOBERGS, 1930, F 4-bar on PPC. (1929-62 Lake). E. $4.
124 HOT SPRINGS,1910, about Fine 4-bar on PPC.(00-26).E.$6.
125 HUNTERS, 1913, G-F 4-bar on PPC. (88-30). Est.$8.00
126 LIVERMORE,1906, 2 readable dcds on Reg. cvr. E. $6.
127 LOS ANGELES,1916, w/Panama Calif Expo slogan PPC.E$2
128 MOTT, 1908, G cds litely overstrk on PPC.(87-10)E.$12
129 PIKE, 1910, G 4-bar on PPC. Est. $3.00
130 PLACERVILLE,1908, F dplx on PPC. E. $2.00
131 RED DOG,(1863), about G cds ties #68 to cvr.(55-69).E40
132 ROSEDALE, 1911, G-F 4-bar on PPC. (91-13). Est.$15.00
133 SHAVER, 1905, F+ Doane on PPC.(Fresno 96-25). E. $6.00
134 SKYLAND HEIGHTS,1912, F 4-bar on PPC.(1910-19). E. $12
135 WALDO, 1911, G-F 4-bar on PPC. (98-15). E. $12.00

CANAL ZONE

136 CRISTOBAL/C.Z.,1906, on PPC w/#16. Est. $5.00

COLORADO

137 CHERRY, 1912, F-VF 4-bar on PPC.(1900-20). E. $10.00
138 DENVER,1887, F cds on cvr. w/hotel cc. Est. $8.00
139 GOODPASTURE, 1922, readable 4-bar on PPC.(95-23).E.$8
140 GREENWOOD,1910, F+ Ty1 Doane on PPC.(72-18). E. $15.00
141 MORAINE PARK,1909, readable 4-bar on PPC.(02-21).E.$6
142 VALMONT,ca.1880,lt.readable cds on cvr.(65-01).E.$15.

HAWAII

143 HILO, 1914, G-F dplx on PPC(view of Volcano Hse.).E$7
144 HONOLULU, 1909, VF flag on cover. Est. $5.00
145 SCHOFIELD BARRACKS,c.1915,poor cds on PPC. E.$2.

IDAHO

146 HAILEY, 1887, partial purple cds on cvr. Est. $10.
147 IDAHO CITY, 1868, FV red octagon on Money Order Application. Est. $75.00
148 IDAHO CITY WELLS FARGO, ca.1870, partial blue oval on unaddressed cover front. Est. $15.00
149 LEWISTON, 1888 (Terr.), F+ cds on GPC. Est. $15.00
150 ROCKVILLE,1908, G partly overstruck cds on PPC. E. $12.
151 SANTA, 1946, G 4-bar on cover. Est. $2.00
152 SQUIRREL, 1948, F+ 4-bar on cvr w/fancy squirrel.E.$10

ILLINOIS

153 CHICAGO,1875, G blue cds w/x-roads killer on GPC.E$3

IOWA

154 HESPERIAN, 1867, mss. cancel on cover w/encl. E. $6.
155 Lot of 4 PPCs: 3 w/BEAMAN 4-bars; 1 GLADBROOK. E. $3

KANSAS

156 DODGE CITY, 1896, G cds w/SKULL cancel on cvr. E. $20
157 WYANDOTTE, ca. 1865, mss. on cvr. w/$65. E. $12.00

MINNESOTA

158 CROOKSTON/POLK CO.,1882, F dcds on cover. Est. $12.00
159 HASTINGS, (1867), G dcds on cvr w/enclosure. E. $3.

MONTANA

160 BEARCREEK, 1929, G-F dplx on cvr. w/mining cc. E. $3.
161 BUTTE CITY,1891, VF duplex on cvr w/Mine Soc.cc.E.$8
162 DEAN, 1908, G 4-bar on PPC.(1902-14pd). E. $8.00
163 FORT ASSINIBOINE,1903, G cds on cvr.(79-11). E. $10.
164 HEDGESVILLE,1912, G-F 4-bar on PPC w/sm.closed tear.E4
165 HELENA,ca.1878, F-VF dplx on U165. Est. $15.00
166 LOTHROP, 1908, G 4-bar on PPC. (1900-13). E. $12.

NEBRASKA

167 DUFF, 1910, F 4-bar on PPC. Est. $4.00
168 ELVA, 1912, VF 4-bar on PPC. (1911-19). Est. $12.
169 FALLS CITY,1903, G dplx on cvr. E. $3.00
170 SAINT MICHAEL/MOB,1909, G-F red dbl.cir. on PPC.E. $8.
171 WALNUT, 1910,G 4-bar overstruck LUCAS, SD. Est. $3.

NEVADA

172 VIRGINIA CITY,1909, VF dplx on PPC. Est. $3.00
173 WATERLOO, 1908, F+ as rcv. mark on PPC. Est. $4.

NEW MEXICO

174 CLAPHAM,1912(Apr 1), G Ty 3 on PPC w/lt.stains. E. $5.
175 COLMOR,1911, F Ty3 on Reg.Rct.cd w/LAJUNTA & ALBUQ. RPO marking. Est. $25.00
176 SILVER CITY,1910, partial Ty 19 on PPC. E.$4.00

NORTH DAKOTA

177 FORT RANSOM, 1899,F+ cds on cover. Est. $4.00
178 FORT YATES, 1899, F cds on cvr. Est. $4.00
179 HOLLAND,1911, about G Doane on PPC. E. $2.00
180 RONDA, 1910, VF 4-bar on PPC. (1907-13). Est. $25.

OKLAHOMA

181 TULSA,1917, flag xcl. on Wells Fargo COD env. Est. $15.

OREGON

182 BROWNSVILLE, 1901, G-F cds on GPC. Est. $2.50
183 CAMP WHITE(LDC) & WHITE CITY(FDC),1960,on 2 cvrs.E.$4
184 ECOLA, 1911, F 4-bar on PPC. (1910-22). Est. $10.
185 EDENBOWER, 1910, G 4-bar on PPC. (1908-19). E. $8.00
186 GREENVILLE, 1907, G Doane on PPC.(71-07). Est. $8.00
187 JACKSONVILLE,1888,readable dcds on cvr w/scribbles.E$2
188 KELLOGG, 1909, F 4-bar on PPC.(79-21). Est. $6.00
189 LANGELLS VALLEY,1909, F 4-bar on PPC.(71-24). E.$12.
190 LENTS, 1915, readable dplx on PPC. E. $2.
191 MACLEAY, 1914, G-F 4-bar on GPC. ESt. $5.00
192 MARIAL, 1927, F 4-bar on Reg.Rct. card. Est.$2.50
193 MARSHFIELD,1908, F flag xcl. on PPC(photo"STR.PLANT")E6
194 NETARTS, 1937, G-F 4-bar on PPC(photo of resort).E.$4.
195 PLACER, 1910, G 4-bar on PPC. (94-24). Est. $8.00
196 PORTLAND, 1888, G cds w/cork killer on cvr. E. $2.50
197 PORTLAND, ca. 1868, U58 & U59 w/same pm, F+. Est. $10.
198 PORTLAND, ca. 1881, 2 cvrs. w/ same pm. G-F. E. $5.
199 PORTLAND,1870-80's, 2 diff. pms on 3 entires. E.$10.
200 PORTLAND/CENTENNIAL BR.,1959,VF dcds on ph.cvr. E$3.
201 PORTLAND/MAIL DIV.,1907, G dplx on PPC. Est. $3.00
202 TALLMAN, 1909, F cds on PPC. Est. $4.00
203 VESPER, 1912, F+ Doane on PPC. (79-19). Est. $10.
204 VOLTAGE, 1933, F 4-bar on PPC. Est. $12.00
205 WAPINITIA, 1911, G-F Doane on PPC. (78-35). E. $6.00

SOUTH DAKOTA

206 ASHCROFT, 1913, VF 4-bar on PPC.(89-19). E. $6.00
207 BISSTONE,1908, G dplx on PPC. E. $2.00
208 BONESTEEL,1913, G dplx on PPC w/real photo view of Indian Love Feast/Indian Fair. Est. $5.00

SOUTH DAKOTA (Cont)

209 COAL SPRINGS,1914, F 4-bar on PPC. (1909-19). E. $12.
210 EDGERTON, 1893, G-F cds on cvr.(1885-1900). E. $15.
211 FORT PIERRE, 1899, F cds on cover. Est. $4.00
212 GOVERT, 1911, G 4-bar on PPC. Est. $5.00
213 WENDTE, 1909,readable 4-bar on PPC. Est. $4.
214 Lot of 5 diff. hand cancels on cards (1910-42) from small town POs. Est. $5.00

TEXAS

215 CLINTON,ca.1860, readable cds on cvr w/pen cancelled $26 to South Carolina. Est. $20.

UTAH

216 HARRISVILLE,1893,G cds on 2-ct. Col. ent. Est. $20.
217 HINCKLEY, 1917, G-F 4-bar on cvr w/Deseret cc. E. $3.
218 WEBER, (1893), partial cds on Col. 2-ct. ent. Est.$25

WASHINGTON

219 BOSSBURG, 1920, G 4-bar on PPC. (91-42) E. $4.00
220 FORT CASEY, 1916, F 4-bar on PPC. (1900-32). E. $8.00
221 HILLYARD, 1908, G dplx on PPC. (1894-1910). E. $5.00
222 HUNTSVILLE, 1910, G 4-bar overstrk. on PPC. E. $2.50
223 LACEY & WINTHROP, 1909, F+ 4-bars on 2 cvrs. Est. $3.00
224 LONGMIRE, 1938, F 4-bar on PPC. Est. $2.50
225 MOCLIPS, 1909, G-F 4-bar on PPC. Est. $2.00
226 NACHES, 1909, G 4-bar on PPC. Est. $2.00
227 NEW WHATCOM, 1893, F cds on cvr.(1891-1901). E.$10
228 PARADISE INN,c.1935, readable 4-bar on cvr. E. $3.
229 SEATTLE/UNIVERSITY STA.,1937, fancy FDC on ph.cvr.E.$3
230 TACOMA/CITY DIV.,1934, VF cds on GPC. Est. $4.00
231 TOUCHET, 1945, G 4-bar on cover. Est. $3.00
232 WAWAWAI, G-F 4-bar on PPC. Est. $2.50

WISCONSIN

233 SOUTH GERMANTOWN,1911, VF 4-bar on PPC. E. $5.00
234 WISCONSIN VETERANS HOME,1917, G dplx on PPC. E. $6.00

WYOMING

235 BURNS, 1910, G-F dplx on PPC. E. $2.50
236 COLDSPRING, 1936 (LDC), G-F 4-bar on GPC. E. $5.00
237 DIAMONDVILLE,1906, G dplx on PPC(mines). Est. $2.00
238 FONTENELLE, 1942(LDC), F 4-bar on GPC. E. $5.00
239 FOUR CORNERS, 1922, G-F 4-bar on GPC. E. $4.00
240 FREELAND, 1952(LDC), F 4-bar on GPC. Est. $3.00
241 GOOSE EGG, 1946, VF 4-bar on phil.card. E. $4.00
242 HAMPSHIRE, 1940(LDC), F 4-bar on GPC. Est. $5.00
243 MONETA, 1950, about Fine 4-bar on GPC. E. $3.00
244 MORTON, 1951, F 4-bar on GPC. Est. $3.00
245 STANDARD, 1940 (LDC), VF 4-bar on GPC. Est. $5.00
246 TIPPERARY, 1940(LDC), VF 4-bar on GPC. Est. $5.00
247 TRIANGLE F RANCH, 1938(LDC). VF 4-bar on phil.card.E.$5
248 WOLTON, 1906, G Doane on PPC.(1897-1925). E. $6.00

RPO

249 ABERDEEN & S.CITY, 1909, VF on PPC. Est. $4.00
250 ALB.KINGS.& N.Y.,1908, F+ on PPC. E. $4.00
251 ARLINGTON & CAN.CY.,1937, G on 2x4 piece.Scarce.E.$4.
252 ASHFORK & PHOENIX,1908, partial on PPC. Est. $6.00
253 AUSTIN & ALBIA,1909, F+ on PPC. Est. $12.00
254 BAKER & PORTLAND,1919, F on cover. Est. $6.00
255 BERTHOLD & CROSBY,1937, F on GNRR cvr. Est.$8.00
256 BLAINE & SEATTLE,1942, G-F on cover. Est. $5.00
257 BOSTON/BOSTON/CIRCUIT/RPO,1911, flag xl on PPC.E.$3.
258 C.BLUFFS & K.CITY,1905, F+ on GPC. Est. $4.00
259 CENTRALIA & HOQUIAM, 1941, G on GPC. Est. $5.00
260 CENTRALIA & SOUTHBEND,1910, F on PPC. E. $8.00
261 CHAD. & LANDER,1918, G on cvr w/ltr from RR worker on Casper-Thermopolis(WY) line. Est. $8.00
263 COLLECT'N & DISTN./WASH'N.D.C./WAGON No.1,1898, F dplx on cvr w/soldier's ltr. Est. $25.00
264 DAYTON & PASCO, ca.1895, G-F on cvr. Est. $12.00
265 DENVER & GRD.JUNCT.,1913, G-F on PPC. E. $6.00
266 ESCANABA & HURLEY,1909, G-F on PPC. E.$6.00
267 EUREKA & SAN FRAN.,1923, partial on PPC. Est. $3.

RPO (Cont)

268 GREELAY & DENVER,1888,G-F error spelling on cvr. w/ ltr. from C.L.Towle. Est. $30
269 HOLD & STERL., 1946, F on PPC. Est. $4.00
270 KERRIS.& TACOMA,1913, F on Reg.Rct. Est. $8.00
271 KERRISTON & TACOMA,1911, readable on PPC. E. $5.00
272 KETCHUM & SHOSHONE,1919,readable on PPC w/two 1-ct. greens, one of which is torn away. Est. $3.00
273 LOS ANG & SANTA ANA,ca.1910, G on PPC. Est. $8.00
274 OROVILLE & SPOKANE,1922, F on cvr. Est. $10.00
275 PORT & DUNSMUIR,1936, F on cvr. Est. $8.00
276 PORT. & CORVALLIS,1909, G on PPC. Est. $4.00
277 PORTLAND & CORVALLIS,1949 1st Trip HPO on cvr. E. $4.
278 SEATTLE & SEWARD, 1930, (boat) F-VF on PPC. Est. $12.00
279 SEATTLE & SEWARD,1941, F+ Ty15 on cvr w/S.S.Yukon purser mark & O.L.Brooks agent mark. Est. $25.00
280 SPOK. & LEWISTON,1907, F on leater PPC. E. $6.00
281 SPOK. & LEWISTON,1932, F on cover.. E. $8.00
282 SPOK. & TACOMA, 1902, G on cover. Est. $12.00
283 SPOKANE & SEATTLE, 1901 VF on cvr. E. $10.00
284 SUMAS & SEATTLE, 1910, G-F on PPC. Est. $12.00
285 TACOMA & OCOSTA, 1895, partial on folded #10 env.E$6.
286 WALLACE & SPOKANE, 1922, G on PPC. Est. $6.00
287 Two PPCs w/TRANS.CLK. pms.(PORTLAND,OR & SEATTLE,WA), 1909 & 1910. F+. Est. $3.00
288 Lot of 4 HPO covers(2 OKLA),1950's. Est. $2.00

RFD

289 FAIRFIELD (WA),ca.1910, Ty11F on PPC w/sm.tear. E. $8.

SHIPS

290 U.S.S. KANSAS,1911, G 4-bar on cover. Est. $10.
291 U.S.SEAPOST TRANS PACIFIC/No.2,1924,F+ w/RMS killer mailed on board "SS Pres. Grant". E. $5.00
292 U.S.T.P.SEA POST/SS PRES.MADISON,1929,G-F on PPC.E.$4

MACHINE CANCELS

293 LOS ANGELES/STATION C/,c.1906,F Barry on PPC. E. $3.
294 RICHLAND CENTER/WIS.,1913,F+ Cummins Ty6b121 on cvr.E.$5
295 SUMNER/WASH.,1921, F+ Cummins Ty13! on cvr. Est. $4.
296 WATERLOO/WIS.,1913, Cummins F13! on cvr.,F+. Est. $4.
297 WAYNE (MICH),c.1906,G-F Perfection on PPC. Est. $4

AUXILIARY

298 PRESCOTT(AZ) POINTING HAND, 1916, F on cover. Est. $10

MISCELLANY

299 TORONTO DEAD LTR OFFICE,1907, purple oval on PPC. E. $4
300 Lot of 3 unused PPCs from Seattle AYP Expo. Est. $10

END OF SALE

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

PRICES REALIZED: SUBSCRIBERS' AUCTION NUMBER THREE

LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE
100	26.00	141		181	4.50	221	2.00	261	13.00	301	6.50
101	4.00	142	2.50	182	10.00	222	3.00	262	18.00	302	
102	3.50	143	2.50	183	11.00	223	2.00	263	3.50	303	
103	12.00	144		184		224	2.00	264	55.00	304	2.00
104		145		185		225	4.50	265	6.50	305	4.50
105	5.50	146		186		226	2.00	266	6.50	306	11.00
106		147	2.50	187	9.00	227	4.00	267	4.00	307	4.00
107		148	2.00	188	55.00	228	6.50	268	4.00	308	
108	7.00	149	2.00	189		229	2.00	269		309	
109	2.00	150	2.00	190	2.00	230	2.00	270		310	
110	3.50	151	2.00	191	24.00	231	2.00	271	160.00	311	
111	2.00	152		192		232	75.00	272	40.00	312	3.50
112	2.00	153		193		233		273		313	
113	2.00	154		194		234	10.00	274		314	13.00
114	3.00	155		195		235	7.00	275	6.50	315	9.00
115	6.00	156		196		236	4.50	276	3.00	316	15.00
116	12.00	157	5.50	197		237	3.00	277	5.00	317	10.00
117	8.50	158		198	2.00	238	6.00	278		318	14.00
118	2.50	159		199	3.00	239	5.50	279	34.00	319	34.00
119		160	3.50	200	5.50	240		280	8.50	320	
120		161	2.50	201	2.00	241	30.00	281	5.50	321	
121	26.00	162	12.00	202	2.50	242		282	7.50	322	
122	12.00	163	8.00	203	2.00	243		283	14.00	323	
123	7.00	164		204	2.00	244	11.00	284	3.00	324	
124		165		205	2.00	245	2.50	285	5.00	325	
125	9.50	166		206	2.00	246	5.50	286	13.00	326	4.50
126		167		207	15.00	247	14.00	287	4.50	327	
127		168		208	6.50	248	6.50	288	90.00	328	3.00
128	8.00	169		209	2.50	249		289	7.50	329	4.00
129		170	4.50	210	3.50	250	12.00	290	30.00	330	
130		171		211	4.00	251	12.00	291	4.00	331	
131		172	3.50	212	2.00	252	5.50	292	6.50		
132	17.00	173		213	2.50	253		293			
133	2.50	174		214	32.00	254	8.00	294		Total:	1,589.50
134	5.00	175		215	2.00	255	6.50	295	6.00		
135	8.50	176		216	2.50	256	2.50	296			
136	48.00	177	3.50	217	2.00	257	2.50	297			
137		178	13.00	218	13.00	258		298			
138		179	4.50	219	2.00	259	32.00	299			
139		180	4.50	220	4.50	260	7.50	300			
140	2.50										

LA POSTA SUBSCRIBERS AUCTION CONVENTIONS

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

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

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

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

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

* VF (very fine) - all letters well struck and clearly readable.
* F (fine) - one or more letters may be light, but the postmark is clearly readable in its entirety.
* G (good) - one or more letters are indistinct, but the postmark is a representative example.
* P (poor) or "readable" - there is no doubt about the identity of the postmark, but it is not a great example.

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

6) ABBREVIATIONS USED ARE AS FOLLOWS:

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

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RURAL STATIONS
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POSTAL STATIONERY
STAMPS
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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

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$1.25 Minimum Charge Any Ad

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

WANTED: POSTCARDS

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 Schmale, 448 Tanglewood Ct., Santa Rosa, CA 95405

WANTED: POSTCARDS

PHILIPPINE PICTURE postcards of all kinds wanted for my personal collection. (Phone: 313–668–7358). Michael G. Price, Box 7071, Ann Arbor, MI 48107.

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

NEW MEXICO, B–40. Cancellations, covers, photos, articles and all related materials. Send full description, condition and price wanted. Will return postage with reply. Kenneth Bridge, Route 4, Box 553A, Roswell, NEW MEXICO 88201

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: 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, Parwin, KS 67128

WANTED: TOWNS

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

ADAMS COUNTY, Illinois, postal history items wanted. Towns: Quincy, Camp Point, Clayton, Coatsburg, Golden, Liberty, Mendon, Payson. Top prices paid by collector. Philip Germann, Box 195, Quincy, Illinois 62306

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

DAVIDSON COLLEGE, especially stampless & Confederate Darryl Wally, 324 Carlton, Chapel Hill, NC 27514

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.F.O's, stampless, manuscript, and Confederates wanted. Please quote. Harvey Tilles, POB 5466, Highpoint, NC 27262.

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

COVER WITH CHARITY Label of San Francisco Earthquake 1906, issued by Chicago Commercial Assn. Also postcards or covers with 'Postage Free' from San Francisco. Write: Jochimsen, 3546 No. Tucson Blvd., Tucson, AZ 85716

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: COLLECTIONS

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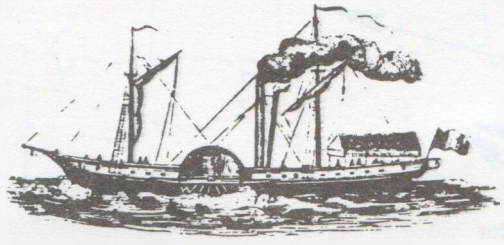

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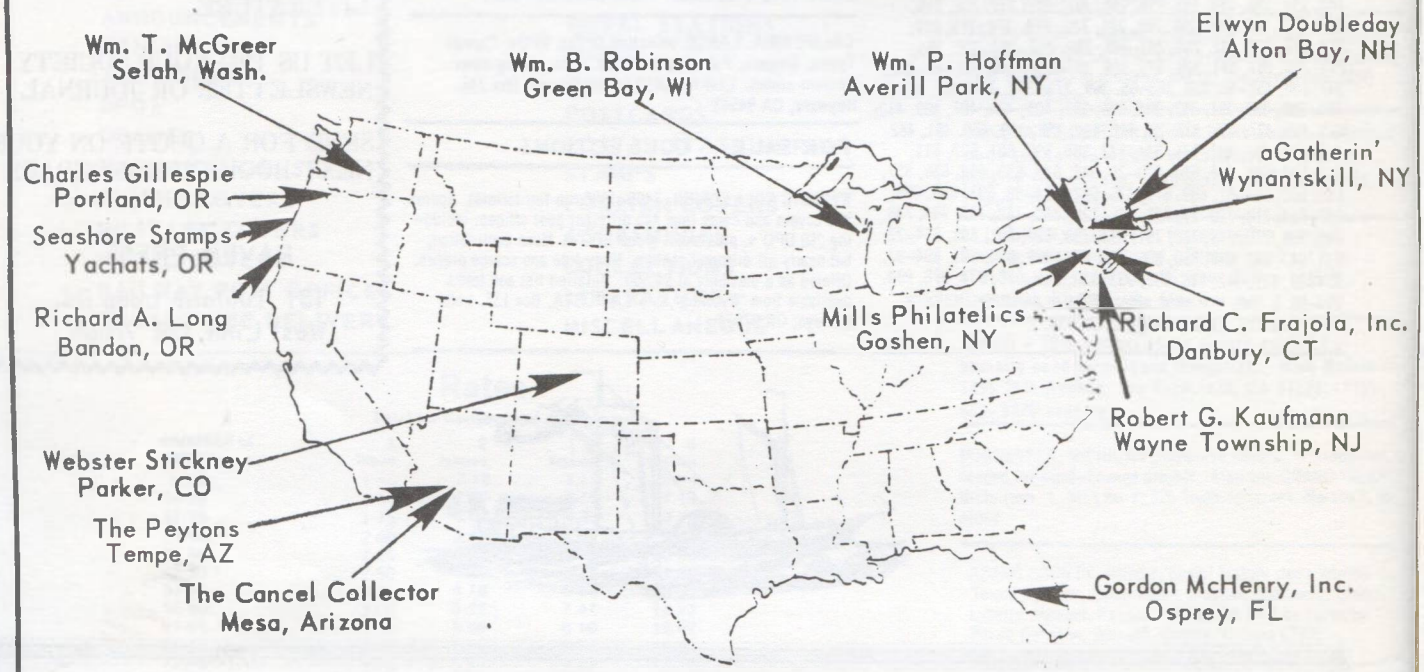

*A contract ad of three consecutive insertions or more will qualify your business to be ON THE MAP

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1	8.00	18.40	33.60
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½–PAGE	55.00	126.50	231.00
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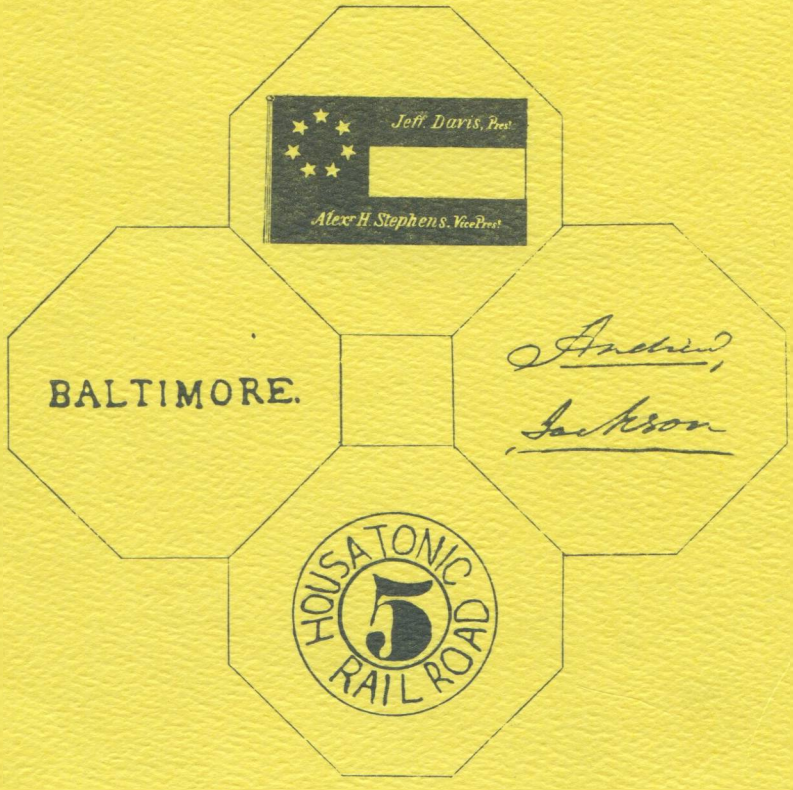

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