

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: *Our stagecoach scene is intended to call attention to the fine article in our Central Section by Marsha C. Squires Magley on the Leavenworth & Pike's Peak Express.*

AWARDS:

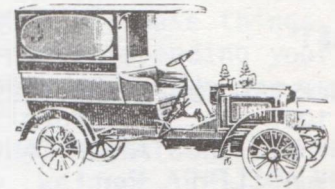
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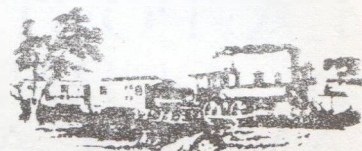
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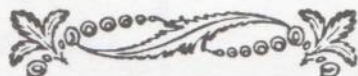
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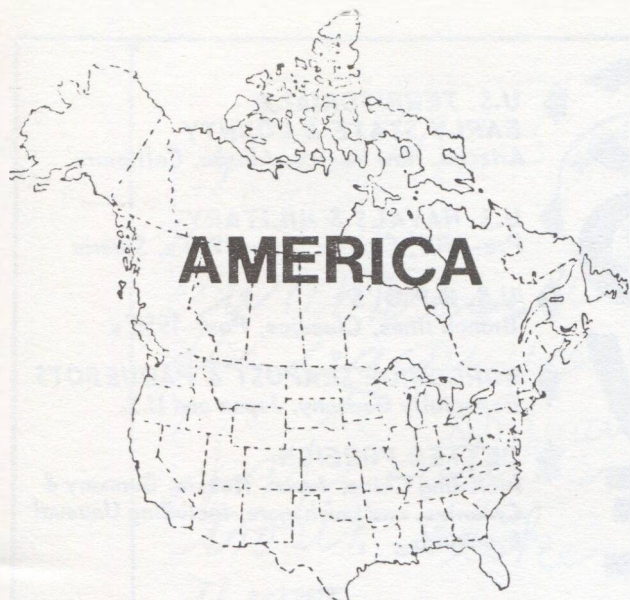
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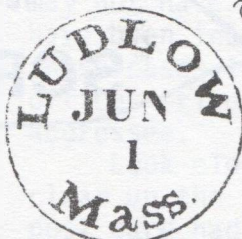
PUBLISHER'S PAGE

First off, I would like to extend my best wishes to you 122 new subscribers who have joined us since the Aug-Sept issue was mailed. Your decision to join us is taken as both a compliment and a challenge. We, the authors and editors, are pleased to see that you consider our work worthy of your support, and we accept the challenge to insure that you will want to stay with us by continuing to improve our journal.

Please consider LA POSTA as a means through which you can increase your knowledge and enjoyment of postal history. We want above all else to be responsive as a communications link among collectors and students of postal history. Our authors and editors are not remote and faceless names in a vacuum, but real people just like you. We do this work because we love postal history. This magazine is a testament to our love for the hobby, and while we might be limited in technical skills, impressive production equipment, and financial support, we are not limited in enthusiasm. So, welcome new subscribers, we are thrilled that you think our work is worthy of your subscription, but we want more than your money. We want you to participate! Ask questions; make suggestions and comments; tell us what you like and what you don't like; share your research and collecting interests with us; patronize our advertisers; advertise your own

wants, goods and services; and join us as buyers and sellers in the Subscribers' Auctions. If you do some of these things, I know you will not regret spending your \$10 for a subscription, and odds are we will become a significant part of your enjoyment of the hobby. Just one other thing before I end my welcome. Tell your friends! We still need more subscribers who are willing to participate in postal history with us. Can we count on you?

Interest in the field of auxiliary markings on cards and covers is growing. Richard Graham's fine articles in recent issues of LINN'S have undoubtedly helped to make collectors more aware of these fascinating non-postmarks, and, as a some time local bourse dealer, I see more and more collectors asking to see auxiliary markings. We are fortunate in this issue to present the first of what Randy Stehle promises to be an ongoing series of articles on various types of auxiliary marks. This is, in my opinion, an excellent example of the way in which one person's article can spur interest and enthusiasm in another person. Randy's first article on "Called Out" marks is both instructive and enjoyable, and we look forward to many more.



PAID

Post Master *East Del*
County of *Ox*
State of **MAINE.**

Herman "Pat" Herst, unquestionably America's most prolific living philatelic author (perhaps that should be America's liveliest philatelic author) has sent us a most generous offer. In years past Pat had arranged for the reproduction of an illustrated advertisement for "Improved Post Office Stamps" (see illustration) which dated from the 19th century. Pat offers to send one of these handsome 4-page reproductions, printed in red and black, to any reader who sends him a stamped, self addressed return envelope

with a request for same. Write Herman Herst, Jr., P. O. Box 1583, Boca Raton, FL 33432, and be sure to remember the stamped envelope.

Before bringing this little column to a close, I would like to announce two forthcoming stamp shows in which LA POSTA will be represented. Bob Stets, our Eastern Editor will be in attendance at SEPAD in Philadelphia in November. Besides his judging duties, Bob will be searching for potential new subscribers and articles to fill his upcoming pages. If you are in Philadelphia for the show, be sure to say hello to Bob.

I will be attending FLOREX in Saint Petersburg in late October. I, too, will be looking for new subscribers, and attempting to extend knowledge of our journal into a region of the country where we are not yet a household word. I look forward to meeting any of you in the Tampa-Saint Petersburg area, or, for that matter any of you visiting the area for the show.

Richard W. Helbock, Publisher

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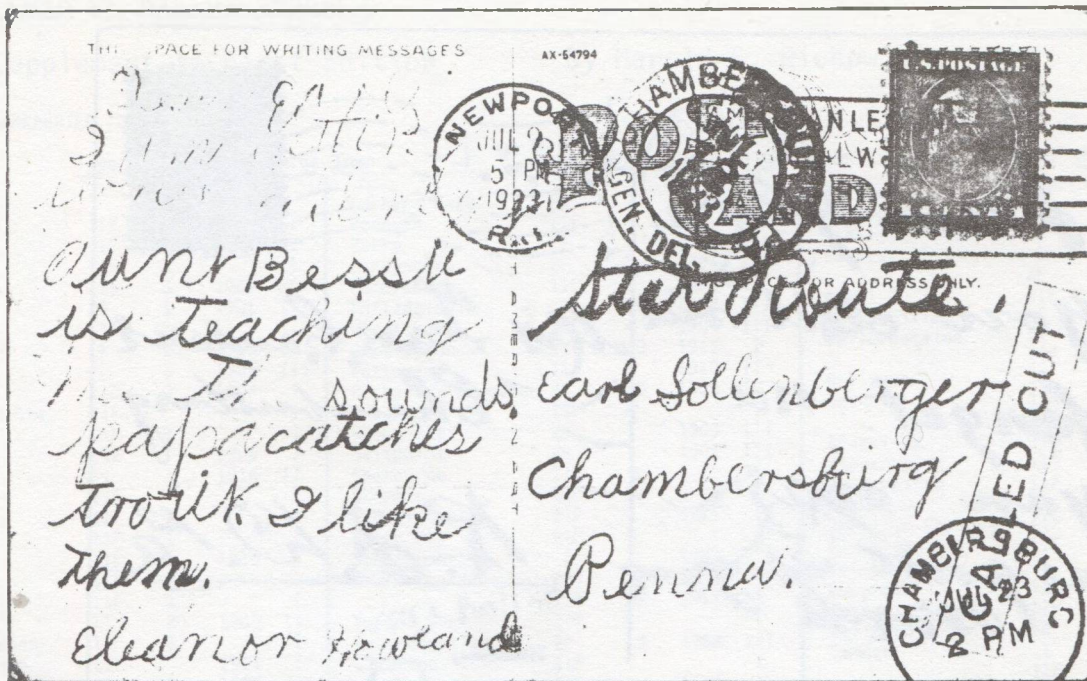


Figure 1

AUXILIARY MARKINGS - "CALLED OUT"

By Randy Stehle

In Douglas Clark's interesting article on "Advertised" covers (LA POSTA, #94 Aug-Sept. 1985) was an illustration of a cover marked "Called". The author wrote that the handstamp was "ambiguous", and this prompted me to dig into my collection of auxiliary markings and to consult the Postal Laws & Regulations (PL & R) in order to learn what this could mean.

While I had no examples that read "Called", there were several with "Called Out". The first item (Figure 1) has no street address and therefore was sent to General Delivery. After being held there for awhile, the "CALLED OUT" marking was applied, and the addressee was found to be living along a Star Route (where mail was delivered by non-postal employees under government contract). So, what does the marking mean?

The next item (Fig. 2) has two markings on it: "Called Out" and "Rural". The card is addressed only to "RFD" and not to a particular route. The question is, how is the post office supposed to figure out which rural route the person lives on?

The PL & R state that when mail has no definite address, it should be sent to General Delivery. If no one claims it in a reasonable time, then a city directory must be used to help determine where the addressee lives. If the person is not in the city directory, then the mail must be advertised in a local paper. Many towns may not have had a directory, or it may have been incomplete or out of date. In these cases I believe that some post offices tried a third way to locate the addressee.

Look closely at Figure 3 in order to clear up the mystery. Once again, the post card had no street address and was sent to General Delivery. After no one claimed it, the "Called to Carriers" marking must have been applied. This was the third method of locating addressees. Imagine, if you will, all the carriers sorting their mail in the early morning prior to delivery. Someone yells out,

"Does anyone know John Doe?" The mail has now been "called to the carriers". If someone knows the person, then the next step of running over to the newspaper office to place an ad (for the cost of one penny) "advertising" the card is avoided.

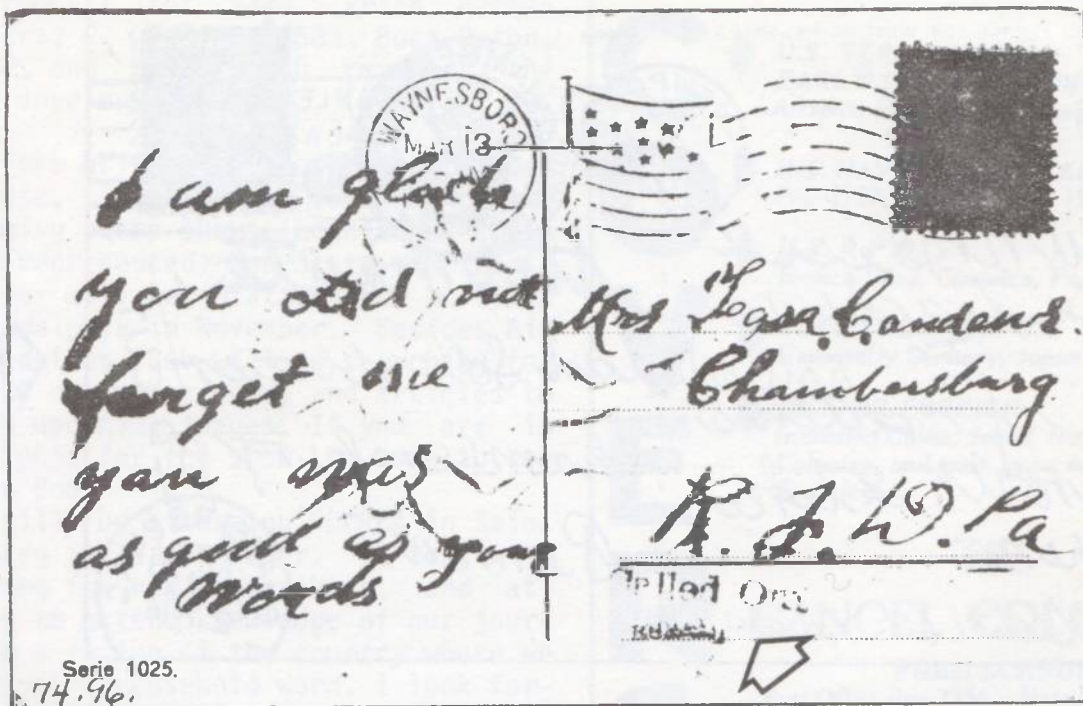


Figure 2

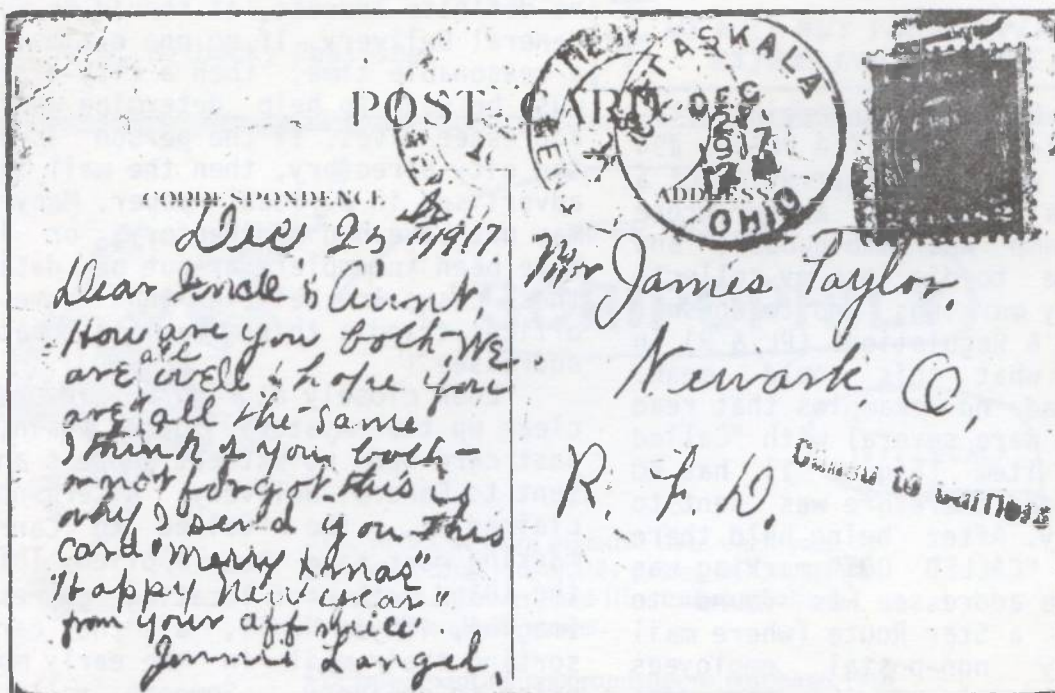


Figure 3

Author Stehle invites comments to be sent to him at: P. O. Box 182, Belmont, CA 94002.

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

Second Supplement to First Edition

By Harold C. Richow

PREVIOUSLY UNREPORTED TOWNS (Continued)

Town	Type	Route	Date	Value	Town	Type	Route	Date	Value	Town	Type	Route	Date	Value
NEW YORK					Orchard Park	2B	2	1903	III	Archbold	11F	8		I
Akin	11F			I	Pennyan	11F	4		I	Arlington	11C	2	1912	II
Amsterdam	11F	1		I	Perry	1	1	1901	III	Ashville	1	3	1904	III
Argyle	11F	1		I	Perrysburg	2F	1	1904	III	Barnesville	1	1	1902	III
	11C	3	1909	II	Petersburg	11C	1	1923	II		2F	1	1904	III
Bemuspoint	2B	1	1901	III	Philadelphia	1	1	1902	III	Basil	11F		1911	I
Brookton	11F	23		I	Plattsburg	2F	4	1904	III	Bealysville	2F	2	1906	III
Byron	2F	23	1906	III	Port Byron	11E	40	1912	I	Bellefontaine	11		1908	II
Camden	2F	3	1905	III	Pottsdam	11N	1	1910	II		11F			I
Cazenovia	11D	3	1907	I	Rochester Junction	2F	40	1906	IV	Bellevue	11	4	1909	II
Chittenango Sta.	11F			I	Rome	11F			I	Bethel	11A	2	1909	II
Clayton	11F	1		I	Rushville	2B	1	1903	III		11D	3		I
Clemons	11E		1909	I	Saltpoint	2B	1	1902	III	Blacklick	11A	2	1910	II
Cooksburg	11	1	1916	II	Sherburne	11D	46		I	Bladensburg	11A	1		II
Cortland	11F			I	Sherman	11F	51		I	Blanchester	11F	5	1912	I
Croghan	11F	1		I	Sidney Center	11F	1	1913	I	Bradford	11	3	1915/22	I
Cuyler	11F	1		I	South Bay	11F	2		I	Brooklyn Station	11F	5		I
Dalton	11F	1	1910	I	Spencerport	1	1	1901	III	Brooklyn	11F	1		I
Delancey	11F	1		I	Trumansburg	2KF	32	1902	V	Brookville	11	6	1908	II
Duanesburg	11F	1		I		11F	32	1911	I	Bucyrus	11	1	1912	II
Dundee	11	20	1908	II	Verona Station	11F			I	Cadiz	11F	4		I
East Lancaster	11F	1		I	Voorheesville	2F	1	1904	III	California	5B	1		VII
East Randolph	11E		1911	I	Waterloo	11F			I	Camden	1	1	1902	III
Eden	2B	2	1902	III	Weedsport	11E		1910	I		11F	5		I
Fly Summit	2DA	1	1915	V	Wellsburg	11E	55	1908	I	Campbellstown	2B		1902	III
Forestville	2B	6	1905	III	Westerlo	11A	1	1912	II	Canfield	11E	1	1913	I
Fort Plain	11F	3		I	Westfield	1	2	1901	III	Carey	11F	1		I
	11F	6		I	West Monroe	11F			I	Carrollton	11E	6	1909	I
Frankfort	11E	3	1906	I						Carrothers	11A		1908	II
Franklinville	2F	1	1904	III	NORTH CAROLINA					Casstown	11	2		II
Gainesville	2FD	2	1907	III	Chadbourn	1N	1	1904	IV	Centerburg	11	2	1909	II
Gansevoort	11	2	1912	II	Fayetteville	11M	2	1911	II	Chardon	11F	5		I
Gasport	1	41	1902	III	Kensington	11F	2		I	Chatfield	11F	2		I
Germantown	2F	2	1904	III	Mount Olive	2F	3	1904	IV	Circleville	2F	1	1904	III
Glenmore	11F	1		I	Murchison	11F	6		I	Clayton	11	1	1909	II
Gouverneur	11E	6	1912	I	New Castle	11A	1	1910-11	II		11	4	1910	II
	11F	6		I	Raleigh	1	4	1902	IV	Coldwater	11F	1		I
Harpursville	11E	1	1923	I	Reidsville	2F	4	1905	IV	Collins	11E	1		I
Harrisville	11F	3		I	Tobacoville	2F	1	1900	IV		11F	1		I
Hewlton	11F			I						Collinsville	11F	1		I
Hinsdale	11E	1		I	NORTH DAKOTA					Coolsville	11F	3		I
Holley	2F	2	1906	III	Barton	11A		1911	III	Crawfis College	11F			I
Homer	11F	3	1918	II	Cavalier	11F			II	Defiance	11C	3		II
Irondequoit	1N	33	1903	III	Columbus	11F		1913	II		11D	3		I
Ithaca					Edgar	11F			II	Degraff	2F	3	1903	III
Forest Home P.S.	10G		1903	X	Fairdale	11C	2		II	Duolin	1	1	1902	III
	11F	1		I	Heimdal	11A		1910	III	East Palestine	11F	1		I
Johnsonburg	11F		1914	I	Independence	11F		1912	II	Eliot	11	3	1909	II
Lancaster	1	1	1902	III	Kindred	11	2	1909,11	III		11A			I
LeRoy	2F		1906	III	Michigan	11F		1912	II	Fayetteville	11E	1	1911	I
Lisbon	11F	1	1910	I	Mayville	11E		1909	II		11F	1		I
Little Falls	11E	4	1912	I	Milnor	11F			II	Findlay	11F	9		I
Lodi	1	1	1902	III	Niagara	11M	1	1908	III	Forest	11E	4	1909	I
Lowville	11F	2		I	Oakes	11F			II	Fort Jennings	11	1	1911	II
McGraw	1	2	1902	III	Oberon	11F			II	Fredericktown	2CA	1	1902	III
Madison	11F	2		I	Pleasant Lake	11F		1918	II	Freedom Station	11C	2	1909	II
Madrid Springs	2FD	1	1909	III	Rock Lake	11A		1914	III	Fremont	11	8	1910	II
Manlius	11F		1911	I	Sanborn	11	2	1910	III	Galion	11	4	1909	II
Maple Hill	11F			I	Spring Brook	11A		1915	III	Grafton	2F		1904	III
Marathon	11F	2		I	Turtle Lake	2F	1	1914	V	Greenwich	11	2	1909	II
Marietta	11F	1	1913	I	Valley City	1N	5	1906	V	Greer	11A		1909	II
Marion	1	3	1904	III	Wahpeton	2F	3	1904	V	Hamden	11F		1911	I
Martville	11F			I	Washburn	11C	1	1909	III	Hamilton	11	1	1912	II
Mayfield	11F			I	Wilton	11F	3	1910	II	Hannibal	11E	1	1911	I
Mayville	11F	27	1909-10	I						Harrison	11F	1		I
Mexico	11F	4		I	OHIO						11F	3		I
Middle Grove	11F	1		I	Atger	11	1	1912	II	Hilliard	1	2	1902	III
Middlesex	11E		1911	I	Alexandria	2B		1904	III	Hillsboro	11E	2	1911	I
Mount Morris	2B	1	1902	III	Allensdale	11E	1	1912	I	Homeworth	11E		1910	I
Mount Vision	11E	1	1907	I	Alliance	11F	3	1915	I	Hopewell	11F	2		I
Moravia	1	5	1903	III	Alvordton	11F			I	Houston	11	1	1908	II
Napies	2B	4	1903	III	Ansonia	11D	2	1910	I		11	2	1910	II
Newark	11F	3		I		11	3	1911	II	Huron	11D	2		I
Nichols	11	1	1909	III	Apple Creek	11E	1	1910	I	Isleta	11	1	1910	II
North Rose	11F		1910	I	Arcanum	11F			I	Jamestown	11	2	1915	II
Oneida	11F	1	1911	I						Jeromeville	11F	1	1916-17	I

PREVIOUSLY UNREPORTED TOWNS (Continued)

Town	Type	Route	Date	Value	Town	Type	Route	Date	Value
Jerusalem	3EC	1		VI	Nutwood	1909-10	II		
Kenton	11E	3	1915	I	Orland	1924	I		
Kingston	11F			I	Peebles	1913	I		
Kinsman	11F	3		I	Pemberton	1909	II		
Lake	2B	1	1904	III	Perrysburg	1908	I		
Leetonia	11E	26	1909	I	Pleasant Valley		I		
Leonardsburg	1B	1	1901	III	Polk	1915	I		
Lewisburg	2F	1	1905	III	Prospect	1907	I		
Lexington	11F			I	Quaker City		I		
Lithopolis	1A	2	1908	III	Republic	1901	III		
London	11	2	1909	II	Richmond	1910	I		
Louisville	11D	2		I	Rockbridge	1909	I		
Lower Salem	11A	1	1910	II	Rome	1911	II		
Lyndon	11F	6		I	Rushsylvania	1909-10	II		
McArthur	11D	5		I	Saint Paris	1924	I		
McComb	11A	1	1908	II	Shanesville		I		
Manchester	11E	2	1920	I	Shelby	1909	II		
Mansfield	2B	1	1903	III	Shreve		I		
Mantua Station	11C	25	1911	II	South Zanesville	1909	V		
Marengo	11F	1	1910	I	Springfield		I		
Marietta	11A	8		II	Stone Creek	1908	II		
Marion	1C	2	1901	III	Sullivan	1910,13	I		
Marshallville	11F	2		I	Thornville		I		
Marysville	1	2	1902	III	Trotwood		I		
Medina	11C	2	1912	II	Troy	1909	II		
Montezuma	11E	3	1911	I	Urbana	1903	III		
Mount Ephraim	11E	7		I	Vincent	1909	II		
Mount Gilead	11	1	1910	III	Vinton		I		
Mount Orab	2B	1	1903	III	Wadsworth	1917	II		
Mount Sterling	11F			I	Washington C. H.	1902	III		
Mount Vernon	2F	2	1904	III	Waynesville	1909,14	II		
	1	7	1904	III	Westerville		I		
	1	8	1903	III	West Liberty	1907-08	II		
Mount Victory	11A	1	1914	II	Weston	1909/15	I		
Navarre	11F	1		I	West Union	1910	II		
Nellie	11E	2		I	Williamsburg	1910	I		
Nevada	11	2	1912	II	Willshire	1911	II		
Newcomerstown	11N	2	1909	II	Wilmington		I		
	11	4	1908	II	Winchester	1907	I		
	11C	4	1910	II	Wooster	1904	III		
New Milford	11E	17		I	Zanesville	1904	III		
New Philadelphia	11F	1		I			I		
	11A	3	1909	II			II		
New Richmond	11F	1		I			III		
North Jackson	11E		1910	I					
North Olmsted	11E		1910	I					
Norwalk	11	1	1910	II					
	11F	1		I					

SELECTED COMMON

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

R.F.D.
LITTLEFALLS,
SEP 3 1903
N.Y.

Type 1

Type 1a

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

AUG 15 1904
MANOF
TEXAS

Type 2b

Tj

9/21/15
apptitan T₄
R.F.D. #1

7-14-56

1-5
R.

Type 11

Type 11a

*As catalogued in the ENCYCLOPEDIA OF R.F.D.

R.F.D. CANCELS *

D.
que.
1901

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

Type 1b

Type 1c

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

Type 2f

Oct 30-17

#

1c

Type

Type 11f

by Harold C. Richow

POSTAL NOTE BUSINESS CANCELS

By James E. Noll

In researching the United States postal note issues of 1883 to 1894, it has come to light that some post offices used cancels with the letters "P.N.B." (Postal Note Business) included as part of the wording in the device. These cancels are similar to the much more commonly used M.O.B. (Money Order Business) cancels, in that they were not intended to be applied to first class mail but were on occasion used in that way.

It is speculated that P.N.B. cancels were used by "Postal Note Offices" designated in 1887 to sell Postal Notes only, in addition to the "Money Order Offices", which both sold and redeemed Postal Notes and Money Orders.

To date only six cancels have been found from six different towns. These are listed in the table below according to a Dike description of their design. Dates of use are shown, and it may be seen that only from Elm Springs, Arkansas, are more than a single date known.

The object of this report, which is obviously highly preliminary, is to ask LA POSTA readers for help in expanding my research. If you are aware of other cancels with the letters P.N.B. in them, or can help me expand the dates of use for these six, please write me at. P. O. Box 3410, Escondido, CA 92025.



POST OFFICE	DIKE CODE	EARLIEST	LATEST	NOTES
TIMOTHEA, LA.	OC1?'?N1B26	28 Dec 1893		(1)
ELM SPRINGS, ARK.	OC1?'?N1B26	24 Jul 1889	28 Sep 1889	(2)
JASPER, KANS.	C31?'?N1BR29	26 May 1890		(3)
CHAMPION, MONT.	C31?'?N1BR29	11 Oct 1891		(4)
HUNTINGTON, UTAH	C31?'?N1R29	Feb 18??		(5)
GERA, WASH.	OC1?'?N1B26	Jul 1894		

- Notes: (1) On 2-cent Columbian entire to Minden, La.
 (2) Earliest on a 1 cent cover to Elm Springs with #212 tied by a rosette; latest as rec'd mark backstamp on a cover to Elm Springs from Wichita, KS.
 (3) On a 2-cent cover as sending postmark to Herm, MO.
 (4) On a 1-cent postal card as sending postmark.
 (5) On a 2-cent envelope as a second cancel.

Reference: Timothea, La., noted in "Postal Markings Magazine", August 1938, p. 7, Heyliger de Wmdt

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



The human mind is a wonderful thing. Especially the memory, for it seems to remember what it wants to remember, with adherence to factual reality a somewhat lesser concern. I have two incidents to relate that illustrate this point.

I was reading a book, Last Rig to Battle Mountain, a rather enjoyable account of a Midwestern family setting off to look for gold in 1896. It was written by Walt Wilhelm, the oldest of six children that grew up on the family odyssey that took them to Colorado, Idaho, California, and finally to a gold strike near Battle Mountain, Nevada in 1910. I was particularly interested in the Colorado portion of the story, as he relates how his mother became postmaster at Guffey while his father worked for wages at a mine in nearby Boaz.

Now, this is a fine remembrance which ties in with postal history, as he gives a taste of the flavor of what Guffey was like as a mining location. I recalled having visited Guffey, a dirt road post office that consisted of a general store, a dispersed group of houses, and a fairly new post office I had difficulty in finding because there was no indication which of the roads through Guffey was the main way. I even stopped at the store and bought a T-shirt for my wife. I thought A-ha! I could work this into a little article for La Posta!

So with a flurry of excitement I got out the microfilms of Postmaster Appointments for Colorado to look up the dates that Dora Wilhelm was postmaster. She was not listed. I puzzled over this for a bit, and my curiosity led me to look up the postmasters for Boaz. Dora Wilhelm was shown as the second of three postmasters that served this short-lived office, as it operated only from March 7, 1895 to October 31, 1898. The story is still a good one, but memory didn't keep the facts straight.

On another recent occasion, on my

way home from work I decided to see if I could find the building that had housed the Ritchie post office, in Prince George's County, Maryland. In the fast-growing metropolitan Washington area much of the past landscape has been obliterated by urbanization, but there was always a chance the post office building was a surviving remnant. There's an old building at the junction of Ritchie Road and Ritchie-Marlboro Pike that now houses a carry-out known as Ritchie Station. So I stopped and asked. Shortly I was talking on the phone to the owner of the building, who said he was 67 years old and he had been living around there all his life and he was sure there had never been a post office named Ritchie, and certainly not at that location.

A few weeks later I sent him a photocopy of the site location report for Ritchie, which pinpoints the post office to that location, just a few feet from the tracks. The tracks are now removed, but one can still trace the route a short ways behind the building that now houses the carryout. The present building may not have been the post office, but it was certainly nearby. It points out that while oral histories and reminiscences add wonderful color and vitality to historical scenarios, they must not be accepted verbatim without checking other sources for facts.

I want to take this opportunity to welcome all the new subscribers to La Posta. In this issue, the largest Central Section issue ever, we welcome back Clarence Monette with the first installation of a multi-part article that will cover Houghton County, Michigan. We still need cancel illustrations for some of the discontinued offices of Houghton County, so if your holdings include any of the offices on the accompanying list of post offices that have operated in Houghton County, please send me a photocopy.

In addition to the Michigan article, we have a very fine article on the first Express Company to establish a stage line to Denver. In 1984 the husband of the author of this article conceived and implemented Project Mailbag, which retraced the route of the Leavenworth & Pike's Peak Express by stage and horseback in an event that drew much local press coverage.

Coming up, we will have another installment of Houghton County, and a presentation of the postal history puzzle of the Red Cloud Indian Agency. Other good articles are in the works, but as always the editors of La Posta are looking for material for future issues -- and we provide an extraordinary amount of assistance in developing ideas, providing additional information, and preparing your articles for publication.

Len Kruse, of Dubuque, Iowa, has been stirring up enthusiasm for the issuance of a stamp commemorating Julien Dubuque in 1988. All you Iowans, Francophiles, and postal historians that would rather have stamps commemorating historical events and personalities rather than institutions or inanimate objects should voice your opinion. Write your comments to: Chairman, Citizen's Stamp Advisory Committee, U.S. Postal Service, 475 L'Enfant Plaza SW, Washington D.C. 20260.

RANDY STEHLE MAIL AUCTION NO. 8
1115 Village Dr., No. 4, Belmont, CA 94002
(415) 595 - 3657

CALIFORNIA

- 01 AMSTERDAM, 1913, VG 4-bar on PPC (90/25) Est. \$8.00
- 02 ANNI LIL, 1908, VF Doane on PPC (89-30). E. \$6
- 03 BROWNELL, 1909, VG 4-bar on PPC (92-12). Est. \$6
- 04 CAHUENGO, 1907, F rec'd on PPC, o/s (04-07) E. \$8
- 05 CANTARA, 1911, VG 4-bar on PPC (02-16). E. \$6
- 06 DEERPARK, 1921, F 4-bar on PPC (1900-29). E. \$5
- 07 EAST SAN PEDRO, 1908, VG Doane on PPC, crease (06-29)E\$5
- 08 ECCLES, 1908, F 4-bar on PPC (93-15). Est. \$5
- 09 EL CASCO, 1910, VG 4-bar on PPC. (88-14). Est. \$8.00
- 10 GERMANTOWN, 1910, VG dplx on PPC. (7718). Est. \$5
- 11 GLEN ALPINE, 1912, VG 4-bar on PPC. (04-18pd.) E.\$5
- 12 GRABNERS, 1928, VG 4-bar on cover (14-33pd.) E.\$5
- 13 HAYDEN HILL, 1907, F duplex on PPC (95/19). E.\$10
- 14 LANCHA PLANA, 1911, VG 4-bar on PPC. (59/19). E.\$6
- 15 LEESVILLE, 1907, VG 4-bar on PPC, crease. (74-20). E.\$5
- 16 LITTLE SHASTA, 1906, F Doane on PPC, o/s (88-20). E.\$4
- 17 MAINE PRAIRIE, 190X, F 4-bar on PPC. (61-13). E. \$6
- 18 MAY, 1909, VG target on PPC. (81-20). Est. \$4.00
- 19 NAPA JUNCTION, 1908, F Rec'd on PPC (75-33). E. \$4
- 20 NAPA SODA SPRINGS, 1914, VG 4-bar on PPC.(82-29). E.\$5
- 21 NARANJO, 1907, F target on PPC. (01/18). E. \$8
- 22 NEW HOPE, 1909, VF 4-bar on PPC (78-09). Est. \$8.00
- 23 OPHIR, 1910, VG Doane on PPC (72-10). Est. \$6
- 24 PLANTATION, 1916, F 4-bar on PPC. (02-33). Est. \$5
- 25 POINT RICHMOND, 1910 F duplex on PPC. (02-12). E.\$6
- 26 PUZO, 1909, F 4-bar on PPC. (78-42). Est. \$4.00
- 27 PRADO, 1910, VF 4-bar on PPC. (07-35). Est. \$6
- 28 SARGENT, 1926, F 4-bar on PPC. (76/33). Est. \$5
- 29 SPOONVILLE, 1910, VG 4-bar on PPC. (03-13). Est. \$10
- 30 SQUAW Valley, 1916, VG 4-bar on PPC. (95-18). Est. \$6
- 31 THE GEYSERS, 1909, VG target on PPC. (93-35). Est. \$4.
- 32 TUDOR, 1911 VG 4-bar on PPC (93-42). Est. \$4.00
- 33 TUTTLETOWN, 1913, F 4-bar on PPC (90-22). Est. \$6
- 34 TYLER, 1924, VG 4-bar on PPC. (10-24). Est. \$6
- 35 UNION, 1911, F 4-bar on PPC. (90-24). Est. \$6

COLORADO

- 36 ARROW, 1912, VG 4-bar on PPC. (05-15). Est. \$6
- 37 LONGO PEAK, 1916, F 4-bar on PPC. (09-36). Est. \$5
- 38 TENNESSEE PASS, 1934, F 4-bar on PPC. (12-60). E. \$4
- 39 WALDORF, 1910, VF 4-bar on PPC. (1908-12). Est. \$10

MONTANA

- 40 ANGAR, 1929, VG 4-bar on PPC.(13-30pd). Est. \$6.
- 41 BANNACK, 1910, F 4-bar on PPC. (98-38). Est. \$5
- 42 ELKHORN, 1908, G 4-bar on PPC. (89-24). Est. \$4
- 43 KENDALL, 1907, VG duplex on PPC. (01-23). Est. \$8.00
- 44 PINEVIEW, 1912, F 4-bar on PPC. (??-37). Est. \$5
- 45 SELWAY, 1911, VG 4-bar on PPC. (??-37). Est. \$5
- 46 STEARNS, 1911, VG 4-bar on PPC. (91-21). Est. \$6
- 47 YELLOWSTONE, 1913, F 4-bar on PPC (09-20). Est. \$5

OREGON

- 48 BERLIN, 1908, VG Doane on PPC rec'd (99-37). E.\$4
- 49 ECOLA, 1912, F 4-bar on PPC (10-22). Est. \$5
- 50 HOLBROOK, 1910, F Doane on PPC. (87-33). Est. \$4
- 51 JASPER, 1911 F 4-bar on PPC. (84-61). Est. \$5
- 52 PEEL, 1909, VG Doane on PPC. (88-21). Est. \$6.00
- 53 SAINT HELEN, 1908, F 4-bar on PPC. (50-13). Est.\$5

WASHINGTON

- 54 AMERICAN LAKE, 1917, VG 4-bar on PPC. (08-17pd.). E.\$6
- 55 KENDALL, 1912, VG 4-bar on PPC, tears, (02-26). E. \$4
- 56 ROCKCUT, 1911, VG lite 4-bar on PPC. (91-19). Est. \$4
- 57 ROCKDALE, 1913. VG 4-bar on PPC. (12-15). Est. \$20
- 58 SUMMIT, 1909, VF 4-bar on PPC. (78-10). Est. \$8

RFD's

- 59 ELKTON (SD), 1910, Ty11F on PPC. Est. \$8.00
- 60 PARKSTON (SD), ca.1908, Ty11F on PPC (LL cnr gone) E.\$5

o/s - overstruck LL - lower left

Minimum bid \$2.00 please. Standard auction rules apply. **BIDS CLOSE: November 30, 1985**

THE POSTAL HISTORY OF HOUGHTON COUNTY, MICHIGAN

PART I

BY

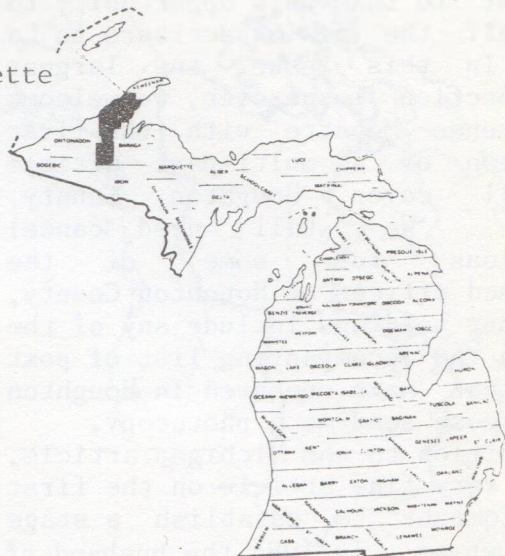
Clarence Monette

Encompassing the southern half of the Keweenaw Peninsula, Houghton County is the heart and soul of the Copper Country, which stretches in a narrow band from Copper Harbor to Ontonagon. The county has been compared to a French colonial farm, "all long and no wide".

Houghton County was named by the legislature of the state of Michigan in honor of one of its distinguished citizens, -- professor and Doctor Douglass Houghton, a gentleman of ripe scholarship and practical talents. He was assigned the task of first surveying and exploring the Upper Peninsula of Michigan for the location and extent of its vast mineral resources. To him we are indebted for the early geological investigations of the rich mineral fields of this region, which have produced such vast wealth and added so largely to the resources of the country.

Prior to 1843 there was no civil organization in the Upper Peninsula of Michigan. The first action in this direction was an act of the Legislature approved on March 9, 1843, "an act to divide the Upper Peninsula into six counties, and to define the boundaries of the same." Copper explorations began in northeastern Houghton County soon after the county was set off in 1845. Houghton County's first active mining operation was the Quincy Mining Company. The company was organized by investors from Detroit and Marshall, Michigan in 1848. Quincy's success began in the mid 1850's when another mining concern, the Pewabic, discovered a sizeable amygdaloid lode of copper west of Portage Lake.

The first post office in Houghton County was established at the Portage Entry on October 10, 1851. At this time it was but a small hamlet of some half dozen houses and about twenty-five persons, including the local Ojibway Indians. Until the establishment of the post office at this hamlet the name Portage Entry was unknown except to the

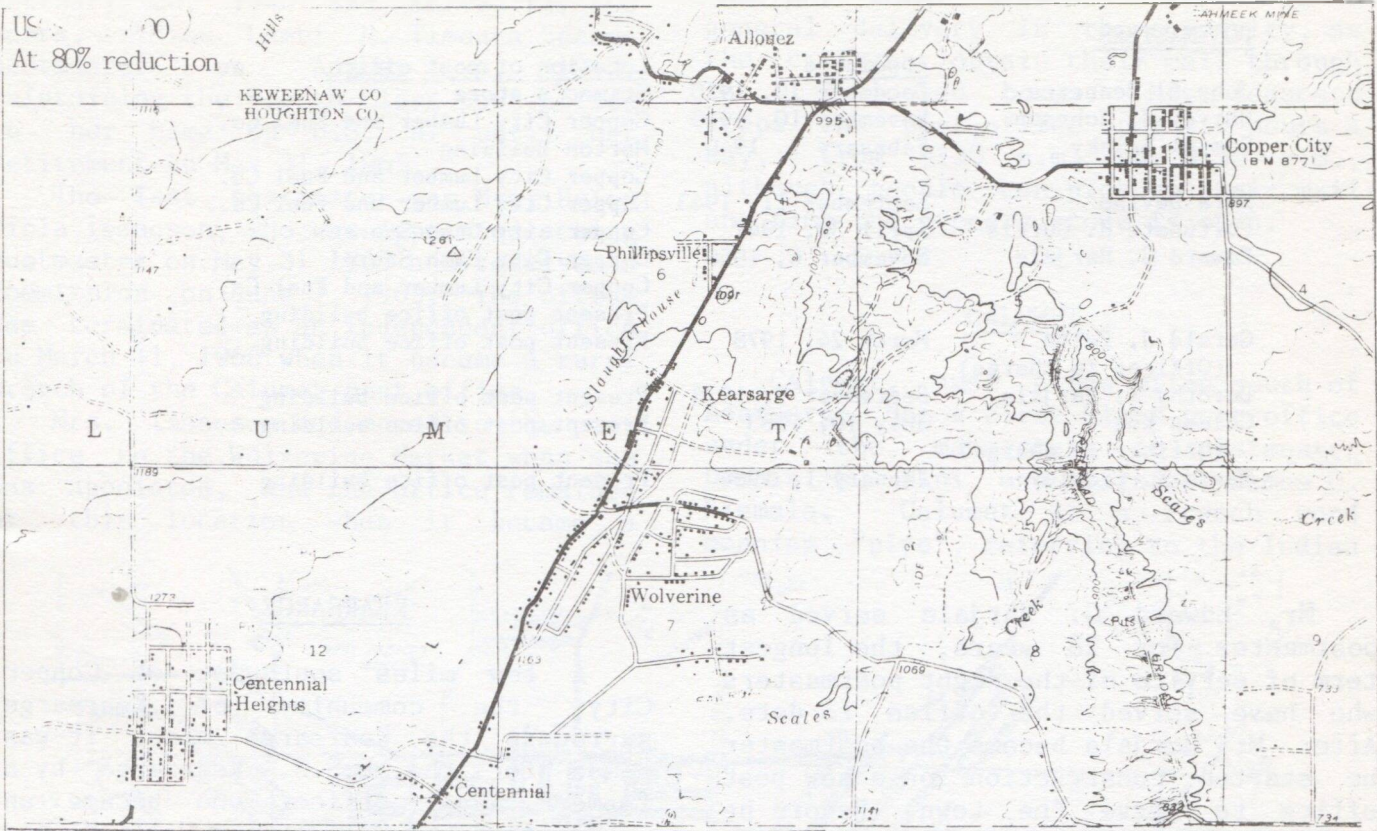


immediate residents of the area. It was called the Portage Entry because this was the point where the Portage Lake enters the Portage River, which connects it with Lake Superior. Ransom Shelden, was the first and only postmaster at the Entry. The post office was undoubtedly located in a small general store he had there, until it was discontinued on August 8, 1853.

In 1852, Ransom Shelden opened another store on the Portage River across from the Quincy's main mine. The community that grew around the store flourished, and the village of Houghton became the governmental seat when the county was organized. Houghton is located about 14 miles northwest of the Portage Entry. The village of Houghton did not have a post office until a year after Portage Entry.

In 1850 the census enumerated only 708 people in Houghton County, but as more mines were opened many people moved there so that by 1860 the population had grown to 9,234. Even with the loss of some territory to Baraga County in 1875 the population had grown to nearly 14,000 by the 1880 census.

In 1875 the Mineral Range Railroad was completed from Hancock to Calumet, allowing the ore that was mined to move



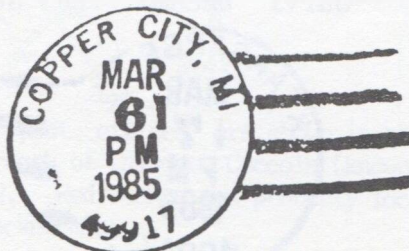
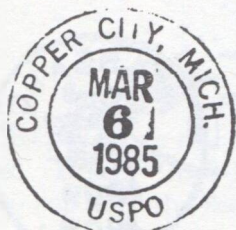
quickly to ore boats. By July 1883 a rail connection was made to the main line at L'Anse.

The end of the 19th century was a prosperous time for the Copper Country, as production was high. Labor troubles caused problems for the mines in the early 20th century, and coupled with depletion of high grade ore close to the surface, many of the smaller mines began to close. At the onset of the Depression most mining had already shut down and the area suffered from severe unemployment. Population for Houghton County dropped from a 1910 high of 88,000 to 72,000 in 1920, and only 53,000 in 1930. The county has lost population in each decade since, to a low of 35,000 in 1970. Since then the county has experienced slow population growth.

COPPER CITY

The village of Copper City has Houghton County's most northern post office; in fact, part of the community is located in Keweenaw County. This village is located in Calumet Township, about one mile east of Allouez. Mr. Edward Ulseth acquired the land, founded and built the town in about 1904. He built homes on the property and sold the land and property to the copper miners who worked in the three nearby mines almost as rapidly as they were erected.

The Copper City post office was established in 1910, seven years before the community was incorporated as a village. Designated as a third-class post office by the Postal Service, it has neither rural nor city delivery routes working out of the office. The residents of the village pick up their mail at the post office from locked combination boxes, many of which are over 60 years old. Approximately 116 families receive their mail each day in this manner.



POSTMASTERS

	<u>Appointed</u>	<u>Location of post office</u>
John R. Bennetts	December 10, 1910	Stimac's store
Harvey H. Johnson	November 10, 1920	Copper City Lumber and Fuel Co.
Samuel Brisky	February 1, 1940	Morton Building
Sara Devine	September 11, 1943	Copper City Lumber and Fuel Co.
Fortunate H. Curtis	April 30, 1947	Copper City Lumber and Fuel Co.
Edward G. Harjala	November 6, 1950	Copper city Cash Store
		Copper City Cash Store
		Copper City Lumber and Fuel Co.
		Present post office building
		Present post office building
Gerald J. Pelon	March 24, 1978	
(Officer in charge)		
Dorothy V. Harjala	September 9, 1978	Present post office building
Coleen Kus	July 10, 1983	Present post office building
(Officer in charge)		
David E. Crowley	January 1, 1984	Present post office building

KEARSARGE

Mr. Edward G. Harjala served as postmaster for 28 years, the longest term of service of the eight postmasters who have served the office to date. After Mr. Harjala became the postmaster he started construction on a new post office to serve the town. Before he could lay the foundation he had to purchase a lot from the town, deciding on a lot that was centrally located. The village approved the sale of fifty feet of property on the corner of Mohawk and Third streets, next to the village's community and fire department building. The groundwork was begun during the summer of 1955 after Mr. Harjala purchased a four-room house, which he dismantled for the lumber. Mr. Harjala had learned carpentry as a youth, and he was one of the carpenters at the Keweenaw Air Force Radar Station when the post office building was authorized.

The new post office was a one-story, wood frame building, 18 by 24 feet with 432 square feet of floor space. The building is used only as a post office, and contains a lobby, offices, and a rest room. The building also serves as a community message exchange center, as many people meet there each day to pick up their mail and exchange bits of information. Several bulletin boards located in the lobby keep the patrons informed on community affairs and special announcements. Mr. Harjala still owns the building and leases it to the Postal Service.

A few miles southwest of Copper City, the community of Kearsarge surrounds the Kearsarge mine. It was named for the U.S.S. Kearsarge by a former naval officer who became an employee of the Calumet and Hecla Mining Company. The settlement was first organized in 1867 and the copper lode was mined by various companies successively from 1882 to 1925 when it closed due to depletion of the copper ore.

Barnett S. Shearen was the first postmaster, obtaining his commission on November 20, 1893. The office became a money order agency on October 24, 1898. The next postmaster was Fernando D. Petermann, who took over on February 12, 1903. He maintained the post office in his store, which was a high wooden structure. William G. Mehrens became postmaster on February 11, 1914, but the office returned to Fernando D. Petermann on December 7, 1928. Petermann continued as postmaster until his retirement on January 31, 1940. Seth H. Jarvi became the acting postmaster on



February 20, 1940 and served for two years. Miss Lembi H. Timonen became postmaster on August 4, 1942, maintaining the Fourth Class post office in her home on U.S. 41 until her retirement on May 31, 1965.

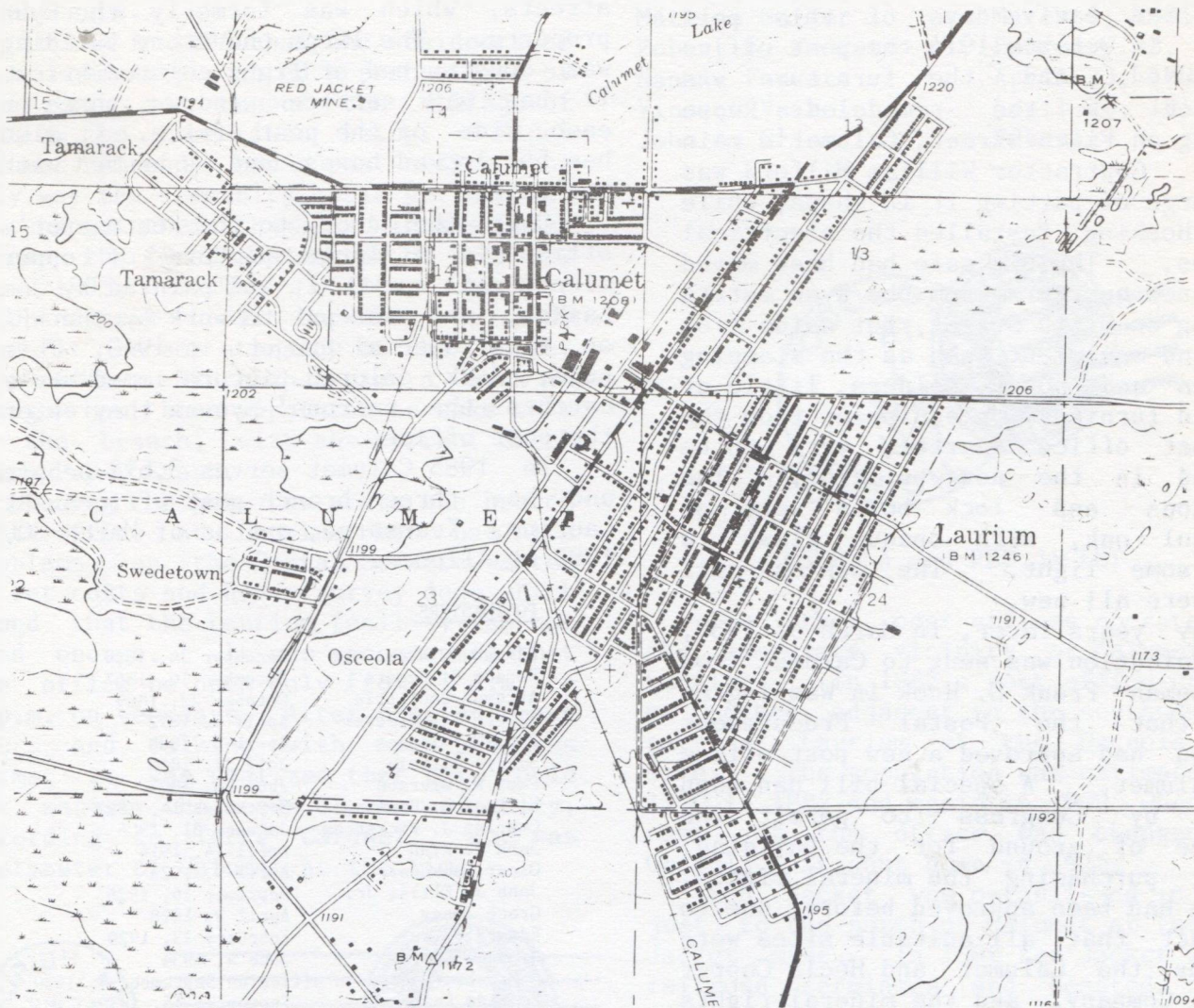
The last postmaster was Mrs. Helen Viola Isaacson, who was appointed acting postmaster on May 31 1965 and received a commission on June 7, 1965. The office was terminated as an independent office on March 11, 1966 when it became a rural branch of the Calumet post office.

Mrs. Isaacson had moved to the post office to the Wolverine Market when she was appointed, and the office remained at this location when it became a

Contract rural branch. There is no general delivery in the community, as the citizens obtain their mail through the 132 locked boxes. Mrs. Isaacson keeps the post office open six hours a day, from 9:30 a.m. to 3:30 p.m., although people can pick up their mail any time the grocery store is open.

CALUMET

Calumet, just a few miles south of Kearsarge, has a First Class post office under the management of postmaster Dennis G. Pini and assistant James O. Niemala. Calumet is a French word meaning "pipe", referring to the Indian

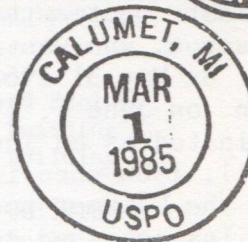


USGS 1:24000. Four post offices are shown in this small area: Calumet is First Class; Laurium (1895-1935) is now a Branch of Calumet; Osceola (known as Opechee 1882-1909, Osceola 1909-1925); and Red Jacket, 1886-1892. Red Jacket was probably located in the cluster of buildings at the top of the map near the Red Jacket mine.

peace pipe. The name was adopted by the copper mining community, beginning as a civil township in 1866. The village was developed around the mines of the Calumet and Hecla Mining Company and actually encompasses the separate communities of Laurium, Hecla, and South Hecla. In 1910 Houghton County had a population exceeding 80,000 people, with Calumet having 40,000 of them. Calumet is the center of northern community activity and the home of the famous Calumet Theatre, which is an official historic movement by the Michigan Historical Society.

Edmund F. Krellwitz was named the first postmaster of this village on December 24, 1866. Little can be found about the early days of this post office. In October 1914 the post office was moved, and the furniture was installed in the remodeled Ruppe building on Fifth Street, Calumet's main street. Contractor William Milford was in charge of putting it in shape, while Harry Hosking installed the electrical fixtures. The big safe had been moved to the new quarters from the Ryan estate building on Sixth Street, but aside from this and equipment such as the stamping machines and pouch holders, little of the old furniture or equipment from the old post office quarters were to be utilized in the new building. The partitions and lock boxes were of beautiful oak, with opaque glass to admit some light. The lock and call boxes were all new.

Many years later, in March of 1938, a communication was sent to Calumet from Congressman Frank E. Hook in Washington D.C. that the Postal Procurement Division had approved a new post office for Calumet. A special bill had been passed by Congress to permit the purchase of ground for the building, without purchasing the mineral rights. No site had been approved before, due to the fact that all suitable sites were held by the Calumet and Hecla Copper Mining Company, and the mineral rights were not for sale. The Procurement Division had to do special drawings for this new post office, as it was larger than the usual type of building for



towns the size of Calumet. The building was started in July of 1938 on the northwest corner of Sixth and Portland streets, which was formerly the Ryan property. The large one-story building was constructed of light colored brick. It has six service windows, three on each side of the post office. It also has 551 locked boxes, and is heated with hot water.

Over the door to the Postmaster's office is a large picture of copper miners at work. It was painted by Joe Laskey, who was put to work by the WPA on this special project in 1940. This huge, dark colored picture immediately catches the patrons' eye as they enter the post office.

In 1985 Calumet serves 3,618 people and has three branch post offices, at Laurium, Kearsarge, and as of March 30, 1985 at Allouez.

POSTMASTERS

Edmund F. Krellwitz	December 24, 1866
Horace B. Rogers	December 16, 1867
Artemus Doolittle	October 22, 1869
Albert T. Streeter	April 2, 1872
Paul W. Giersen	April 5, 1888
Sakris Silvola	July 21, 1890
Paul W. Giersen	June 26, 1893
William H. Hosking	September 14, 1897
Charles J. Wickstrom	January 31, 1906
John R. Ryan	April 24, 1914
Oscar Keckonerr	April 9, 1923
John J. Ellis, Jr.	September 16, 1926
Grace Josey	April 9, 1928
Edward Keisul	February 13, 1929
Michael Leary	June 4, 1934
Mr. Leary died in office on September 4, 1939	
Leonida Leary	September 15, 1939
Hazel J. Meunler	February 27, 1941
Joseph Schneller	October 29, 1941
William J. Whelle	October 31, 1963
Judy Partington	January 1976
Terry Cardwell	May 1981
Dennis G. Pini	January 19, 1985

LAURIUM

Just a little south of Calumet is the village of Laurium. They are so close that one side of the street on the north is Boundary Street in Calumet and the south side is Calumet Street in Laurium. This is a residential community named by its founder after the mining center in ancient Greece called Laurium, where copper and silver were mined. It was incorporated by the supervisors as Calumet in 1889, but was reincorporated and renamed Laurium in 1895. The area of the town is 278 acres in which there are approximately 11 miles of streets. The greatest recorded population was in 1910 with about 8,900 inhabitants.

It was in 1895 that the residents of this community wanted a post office of their own and caused the Village of Laurium to come into being. Since Calumet already had a post office, the only way the community could get one was to change their name. Thomas Buzzo became the first postmaster on February 28, 1895. The office operated independently until December 31, 1935 when it became a branch of the Calumet post office. Since that time a Clerk in Charge has been appointed to take care of the branch, with the current Clerk being Bob McGrath.

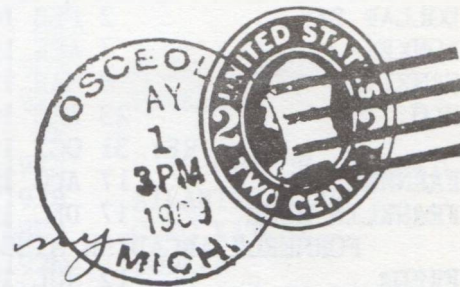
During the past few years the branch post office at Laurium has had its problems, as the Postal Service wanted to cut costs and had a survey done which found that the Laurium facility was not used enough. It was recommended that the office be open only from 11 a.m. to 1 p.m. on weekdays. After posting these hours and talking with area business firms, it was realized that this could not satisfy the needs of the community, according to Terry Cardwell, who was postmaster of Calumet at the time.



Through the efforts of the postmaster and the Chamber of Commerce, USPS decided to keep the Laurium post office open and to extend the hours.

POSTMASTERS

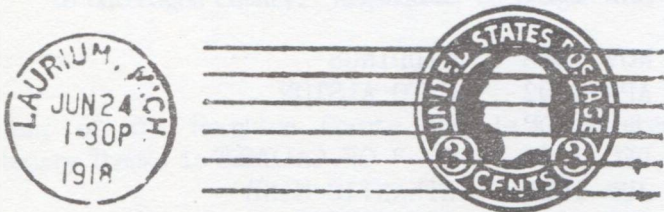
Thomas Buzzo	February 28, 1895
Mathias Sailer	March 1, 1901
Robert C. Faucett	February 23, 1905
Nannie Faucett	April 23, 1906
Vincent Vairo	April 20, 1910
John A. Gries	February 4, 1928



OSCEOLA and RED JACKET

Two other post offices operated in the immediate vicinity of Calumet and Laurium. In 1882 a post office opened at Opechee, adjacent to the southwestern part of Laurium at the Osceola mine site. The population was estimated at 1200 in 1882 and again in 1909, when the name of the office was changed to Osceola. It shut down in 1925.

Red Jacket was established in 1886 just to the north of Calumet at the Red Jacket mine. In 1886 Red Jacket was a railroad terminous and boasted 5,000 postal patrons, but the glory faded quickly so that by 1892 the office was closed and Calumet took over the mail service for the area.



HOUGHTON COUNTY MICHIGAN

POST OFFICE	ESTABLISHED	DISCONTINUED	MAIL TO
ADAMS	27 JAN 1870	22 JUL 1870	HOUGHTON
ALSTON	16 APR 1902	30 JUN 1957	PELKIE
FORMERLY LAIRD			
ARCADIAN MINE	14 MAR 1899	16 DEC 1904	C TO FRANKLIN MINE
ASKEI	6 FEB 1908	1919	
RE: 8 JUL 1920		28 FEB 1943	ARNHEIM
ATLANTIC MINE	8 MAY 1876	OP	
BALTIC	6 NOV 1902	10 OCT 1975	ATLANTIC MINE
BEACON HILL	11 DEC 1901	31 AUG 1952	FREDA
BOSTON	26 JAN 1900	1 APR 1906	C TO DEMMON
BROTHERTON	7 DEC 1889	15 APR 1896	PORI
CALUMET	24 DEC 1866	OP	
CHASSELL	2 FEB 1888	OP	
COPPER CITY	6 DEC 1910	OP	
CRAIG	19 APR 1884	15 MAY 1896	JACOBSTVILLE
CRYSTAL LAKE	30 JUL 1890	15 OCT 1897	KITCHI
DEMMON	2 APR 1906	30 NOV 1933	CALUMET
FORMERLY BOSTON			
DESMOND	16 FEB 1901	14 APR 1901	HOUGHTON
DODGEVILLE	15 JAN 1912	15 DEC 1984	HOUGHTON
ALL SERVICES TERMINATED PRIOR TO OFFICIAL DISCONTINUANCE DATE.			
DOLLAR BAY	2 FEB 1888	OP	
DONKEN	7 APR 1919	OP	
ELMRIVER	8 MAR 1900	14 APR 1907	WINONA
ELO	23 DEC 1908	31 JAN 1917	PELKIE
RE: 31 OCT 1922		31 OCT 1957	PELKIE
FARNHAM	17 AUG 1889	14 DEC 1891	C TO WITHEY
FRANKLIN MINE	17 DEC 1904	3 MAY 1957	HANCOCK
FORMERLY ARCADIAN MINE			
FREDA	12 JUL 1907	13 MAR 1964	C TO RS OF HOUGHTON
FREDA RS	14 MAR 1964	30 DEC 1967	HOUGHTON
GROVERTON	13 NOV 1886	20 AUG 1889	C TO SOUTH LAKE LINDEN
HANCOCK	10 JAN 1860	OP	
HORJU	9 APR 1919	15 JAN 1921	OSCEOLA
HOUGHTON	22 MAY 1852	OP	
HUBBELL	19 NOV 1903	OP	
FORMERLY SOUTHLAKE LINDEN; SOUTH LAKE LINDEN; GROVERTON			
JACOBSTVILLE	29 NOV 1887	30 DEC 1964	LAKE LINDEN
KEARSARGE	20 NOV 1893	11 MAR 1966	C TO RB OF CALUMET
KEARSARGE RB	12 MAR 1966	OP	CALUMET
KENTON	18 FEB 1889	16 JAN 1976	C TO CPO OF TROUT CREEK
KENTON CPO	17 JAN 1976	OP	TROUT CREEK
KITCHI	3 AUG 1889	15 MAR 1901	KENTON
FORMERLY VANZILE			
LAIRD	16 AUG 1887	10 NOV 1888	GIDDINGS
RE: 12 NOV 1888		15 APR 1902	C TO ALSTON
LAKE LINDEN	23 JUN 1868	OP	
LAURIUM	28 FEB 1895	31 DEC 1935	TO ? OF CALUMET
LIMINGA	26 DEC 1908	16 JUN 1926	ATLANTIC MINE
NEW HOME	6 FEB 1891	15 FEB 1893	BROTHERTON

POST OFFICE	ESTABLISHED	DISCONTINUED	MAIL TO
NISULA	7 JUL 1903	OP	
ONNELA	6 JUL 1909	30 NOV 1925	ATLANTIC MINE
OPECHEE	10 JUL 1882	17 FEB 1909	C TO OSCEOLA
OSCEOLA	18 FEB 1909	21 NOV 1925	CALUMET
FORMERLY OPECHEE			
OSKAR	2 FEB 1888	15 OCT 1928	HOUGHTON
PAAVOLA	8 JUN 1909	30 DEC 1966	HANCOCK
PAINESDALE	6 MAR 1901	OP	
PLATO	13 OCT 1910	28 FEB 1933	ROUSSEAU
SAME LOCATION AS PORI			
POINT MILLS	14 MAR 1899	15 OCT 1919	DOLLARBAY
PORI	12 DEC 1889	14 JAN 1904	RUBICON
PORTAGE ENTRY	10 OCT 1851	8 AUG 1853	
RED JACKET	21 MAY 1886	25 JUL 1892	
REDRIDGE	2 NOV 1895	31 JUL 1957	HOUGHTON
REDROCK	15 AUG 1893	15 DEC 1898	JACOBSTOWN
RIPLEY	23 FEB 1886	29 FEB 1888	HOUGHTON
SENER	30 APR 1910	14 NOV 1914	HOUGHTON
SIDNAW	7 DEC 1889	OP	
SILVER	21 MAR 1898	30 NOV 1929	ALSTON
SOUTH LAKE LINDEN	21 AUG 1889	14 SEP 1894	C TO SOUTHLAKE LINDEN
FORMERLY GROVERTON			
SOUTH RANGE	9 MAY 1905	OP	
SOUTHLAKE LINDEN	15 SEP 1894	18 NOV 1903	C TO HUBBELL
TAPIOLA	21 APR 1903	15 JUL 1922	PELKIE
TOIVOLA	19 JAN 1905	OP	
TRIMOUNTAIN	29 MAR 1900	22 JUN 1973	C TO CPO OF ATLANTIC MINE
TRIMOUNTAIN CPO	23 JUN 1973	28 OCT 1978	ATLANTIC MINE
VANZILE	31 OCT 1888	2 AUG 1889	C TO KITCHI
WINONA	5 APR 1899	30 JUN 1920	DONKEN
RE: WINONA CPO	6 NOV 1920	12 SEP 1975	C TO CPO OF TOIVOLA
WITHEY	13 SEP 1975	1 JAN 1982	TOIVOLA
	15 DEC 1891	7 MAY 1897	KENTON
FORMERLY FARNHAM			

When established, Houghton County was considerably larger than it is today. The following post offices were established in Houghton County but transferred to other counties as they were created:

To Baraga County: Arvon, Baraga, Bristol, Keweenaw Bay, L'Ance, Spurr Mountain.

To Keweenaw County: Clifton, Copper Falls Mine, Copper Harbor, Eagle Harbor, Eagle River, Fort Wilkins, North American Mine, Northwest Mine.

To Marquette County: Carp River

To Ontonagon County: Algonquin, Ontonagon

Many of the Houghton County cancels illustrated in this issue were supplied by Dave Ellis, to whom a hearty Thanks is due!

"CLERK NUMBERS" and "HIGH NUMBERS"
of
LOUISVILLE, KENTUCKY
By Louis Cohen

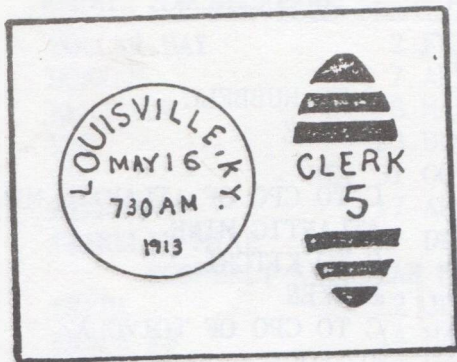
Two categories of unusual hand cancels are found on Louisville, Kentucky covers, "high numbers" and "clerk numbers". I have found these cancels as early as 1907 (clerk 12) and as late as 1945 (high number 109).

Clerk numbers are found in the killer portion of the cancel with "clerk" either spelled out (Figure 1), or abbreviated "clk." (Figure 2). The cancels illustrated in Figure 1 are ellipse killers without the barrel, while those in Figure 2 have the solid barrel ellipse with inner circle. The "55" cover has a slightly larger circle date stamp and "clerk" lettering.

The clerk numbers are also found as back receiving marks (Figure 3).

Perhaps the key to these unusual postmarks is found in Figure 4. This mark was found on a blank piece of manila paper.

Speculation has it that these "clerk" number cancels were really intended only for use on "facing slips" which were "placed on top of each bundle of tied letters, and bear the identification of the employee who sorted and bundled them." (from Stamps at Work, by Paul H. Segnitz, in Philately, Volume 1, Number 2, 12 August 1946.)



12	44	45	51	55
1907	1908 1912	1920	1917	1916

FIGURE 1

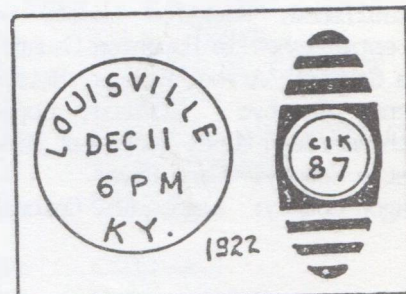
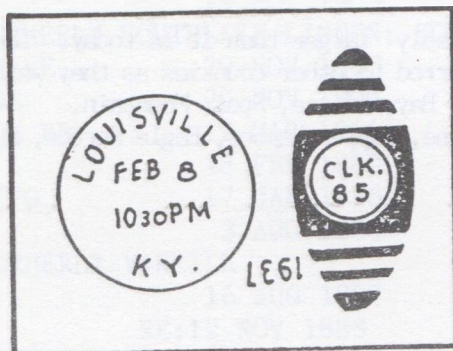


FIGURE 2

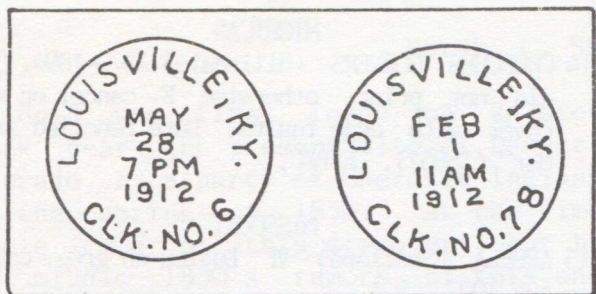


FIGURE 3

The Segnitz article indicates that the "clerk number" cancels were known only in Louisville, Kentucky and Minneapolis, Minnesota, and perhaps in Chicago, Illinois.

The second category is that of "high number" cancels. Figure 5 illustrates the high numbers found in solid barrel ellipse with inner circle; Figure 6 solid barrel ellipse without inner circle.

The Segnitz article speculates that

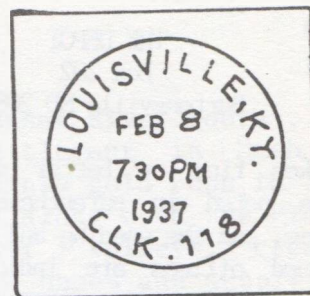


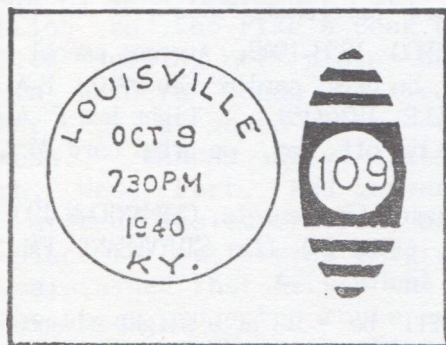
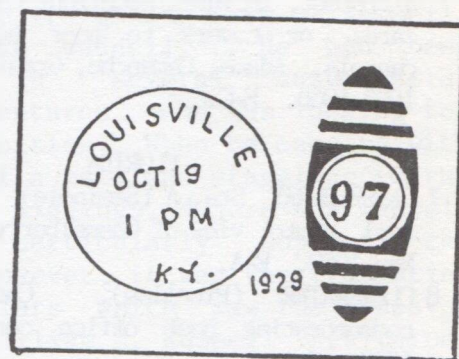
FIGURE 4

the Louisville post office continued to give progressively higher numbers to new equipment rather than replacing the old number on worn out equipment. The article added a term to my philatelic vocabulary, indicating that the oval killer hand stamps were known as "bumpers".

Whatever the correct explanation for "clerk numbers" and "high numbers", knowledge of their existence makes for more interesting searches through boxes of 20th century covers.

61	89	93	96	98	102	103
1917	1926	6261	1861	1933	1934	

FIGURE 5



105	106	108	110
1936	1936	1941	1938

FIGURE 6

Mail Bid
Sale #11

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, and the opening and closing dates for discontinued offices are indicated. Beginning with this auction we are using a range symbol for the estimated value for each lot:

A \$ 2.00 to \$ 5.00
B \$ 5.00 to \$10.00
C \$10.00 to \$15.00
D \$15.00 to \$25.00

CALIFORNIA

- 1 BLACKS STATION (Yolo) 1876-1915. Light, no "-on" but otherwise F 4-bar on Easter greeting card, 16 Apr 1911. E-B.
- 2 CAMINO (El Dorado) 1904+ VF 4-bar on comic card, 11 Oct 1907, 3rd year of office. E-A.
- 3 GRAFTON (Yolo) 1854/1925. Light but fine 4-bar on view of state Capitol, 6 Sep 1911. E-B.
- 4 MONO LAKE (Mono) 1889/1963. F 4-bar on view card, 4 Aug, 1948. Card faulted. E-A.
- 5 VENICE (Los Angeles) 1905+ VF Doane "1" on viewcard "The Amphitheatre, Venice". 26 Feb 1910? "-ice" and date on stamp. E-A.
- 6 25 DISCONTINUED CALIFORNIA OFFICES, all different. Includes excellent cancels on faulty cards or covers to poor but decipherable cancels. Adams, Camanche, Graniteville, Watts. 1907-1966. E-C.

FLORIDA

- 7 CASSELBERRY Sta. A (Seminole) First Day on VF real photo view of Casselberry post office, 2 Nov 1959. E-A.
- 8 CLEARWATER (Pinellas). Cacheted envelope commemorating post office centennial, 20 Aug 1959. E-A.
- 9 LAKE HELEN (Volusia) F Duplex on viewcard "Grapefruit tree, Lake Helen Fla.", 22 Jan 1907. E-A.
- 10 LONG KEY (Monroe) Near perfect 4-bar on superb viewcard "Seminole Indian hunting in the Everglades, Florida", 11 Feb 1917. E-B.
- 11 MASCOITTE (Lake) VF 4-bar on VF viewcard "Hotel Royal Poinciana, Palm Beach", 31 Oct 1907. E-A.
- 12 MINNEOLA (Lake) VF 4-bar on VF viewcard "Date Palm in fruit", 1 Apr 1912. E-A.
- 13 THONOTOSASSA (Hillsborough) Near perfect 4-bar on VF viewcard "Lilien Farm", 12 Mar 1910. E-A.

MICHIGAN

- 14 CHURCHES CORNERS (Hillsdale) 1870-1894. "-rs" did not print, otherwise F cancel on small cover with edge faults. Date penciled in "31 Mar" (1885?). E-B/C.

MISSOURI

- 15 ARBELA (Scotland) VF Duplex on grtg. card, ? Aug 1907. E-A.
- 16 ELKHEAD RS (Christian) First day cancel on cover-sized card, 15 Mar 1964. E-A.
- 17 FARBER (Audrain) VF 4-bar on grtg. card, 25 Aug 1911. E-A.
- 18 GLASGOW (Howard) F Duplex on Postal Card, 26 Oct 1877. E-B.
- 19 GRAIN VALLEY (Jackson) F CDS on cover, 9 Sep 1893, Kansas City Sta. A backstamp, E-B.
- 20 LIBERTY (Clay) Perfect Duplex on photo viewcard "Liberty Ladies College", 8 Jan 1907. E-B.
- 21 OSCEOLA (St. Clair) VF Duplex on viewcard "Main St. by night, Kansas City Mo.", 9 Sep 1913. E-A.
- 22 SMITHTON (Pettis) VF 4-bar on Easter grtg. card., 22 Mar 1910. E-A.
- 23 WEATHERBY (De Kalb) VF 4-bar on viewcard "Canon of the Grand River, Colorado", 23 May 1910. E-A.

NEW YORK — Columbia County

- 24 ANCRAM LEAD MINES 1838-1930. Light 4-bar on greeting card, 2 Nov 1910. E-A.
- 25 BLUE STORES 1871-1923. Average 4-bar in purple on Easter grtg. card, 25 Mar (year blurred). E-A.
- 26 CANAAN FOUR CORNERS 1822-1907. Cancel partly on stamp, on viewcard real photo "Echo Farm cottages", 11 Jul 1906. E-A.
- 27 CATHAY CENTER 1893-1964. F Doane 3 on greeting card, 13? Apr 1909. E-A.
- 28 GLENCO MILLS 1856-1921. Average+ Doane 1 on grtg. card, 22 Dec 1906. E-A.
- 29 GREENDALE #2 1910-1944. Near perfect 4-bar on viewcard "Katerskill Falls", 18 Jul 1912. E-A.
- 30 LINLITHGO 1858-1948. Average cancel partly on stamp, on grtg. card 6? Feb 1910. E-A.
- 31 RAYVILLE 1874/1912. Light but F 4-bar very slightly off top, on grtg. card 24 Mar 1910. E-A.
- 32 3 Columbia Co. cancels, GERMANTOWN 1908; NEWTON HOOK (1902-55) LD; STUYVESANT FALLS 1917. Minor faults. E-A.

Items will be sold at a slight advance over the second highest bid. Buyer will pay postage.

Bids close November 30, 1985.

LEAVENWORTH & PIKE'S PEAK EXPRESS

By

Marsha C. SQUIRES Magley

Gold was first found on Ralston Creek near the present site of Denver, Colorado, by a party of Cherokee Indians in the spring of 1850. At the time little came of this discovery, but by the middle 1850's rumors of this and other discoveries began to attain a widespread circulation.

By the fall of 1858 these rumors were more fully substantiated and spread like wild fire east to the Missouri River towns and beyond. A new expedition to the Rockies commenced, but little gold was found. After a time the expedition disbanded with the exception of a few men. Under the direction of William G. Russell they found gold in paying quantities on Cherry Creek, a branch of the South Platte River.

Soon a Leavenworth, Kansas Territory paper reported: "The gold fever has risen in our city to the highest degree of temperature and in less than 30 days from this date there will be not less than two hundred persons leave this city for the diggings."

The first contingent arrived at the Cherry Creek location late in October, 1858, and found the remaining members of the William G. Russell expedition erecting cabins. Despite the lateness of the season, wagon after wagon wended its way westward to the diggings, many inadequately prepared for the rapidly approaching winter. Throughout the winter of 1858-59 the prospectors built dwellings and made ready for the busy season, all expecting a great migration to the area in the spring.

With the prospect of a huge migration to the Pike's Peak area, the frontier "jumping off" places on Kansas' eastern borders began to vie with one another for a share of the outfitting business. Kansas City, Atchison, St. Joseph, West Port, and Leavenworth -- each argued its superiority as the the best place for outfitting emigrants, and each maintained that it was the terminal of the best projected route across the Kansas plains, such as the Platte, Smoky

Hill, and Arkansas River routes.

Mormon settlement in Utah in 1846 and the California gold rush in 1848 had started travel along both the Platte and Arkansas River valleys, creating a demand for Army bases and supply depots. Fort Leavenworth had become the chief military depot for supplies bound to the west, and was the western terminus of the Fort Leavenworth military road (also known as the California Trail or Salt Lake Road). The actual settlement of Kansas started about the time of the passage of the Kansas-Nebraska Act in 1854.

On 15 March 1859 an exploring party of seven under the direction of Colonel William J. Preston set out from Leavenworth to find the shortest possible route to the gold fields near Denver, as the Platte and Arkansas River routes went far to the north and south respectively. The explorers had been engaged at Leavenworth by William H. Russell, not to be confused with William G. Russell of the gold discovery party. William H. Russell was a tycoon business man of the freighting firm of Russell, Majors, and Waddell. He had been involved in several unsuccessful business ventures, and was looking for new opportunities. When he came up with the idea of a mail and stageline to the Pike's Peak diggings, Majors and Waddell did not particularly support the project; however, it was the freighting firm's dollars which saw the endeavor through. William H. Russell then turned to John S. Jones, a friend from another partnership and a resident of Leavenworth. Jones and Russell had been at least acquainted since 1850 when they were involved in an enterprise of freighting to Santa Fe, New Mexico. Russell turned to Jones for help in laying out the shortest route from Leavenworth to Denver, a route that would eventually come to be known as the Jones-Russell Wagon Road, or the original Leavenworth & Pike's Peak Trail.

On 28 March and 1 April 1859, with the route in the process of being broken, an advance wagon train left Leavenworth in two sections under the leadership of Beverly D. Williams. Their task was to locate and equip relay and overnight stage stations at suitable points where stock could be exchanged for fresh and rested animals.

When the first wagons reached Junction City, at that time the western edge of civilization, a border newspaper reported that the advance train had

arrived, consisting of forty wagons, many carrying 5,000 pounds, drawn by four and eight mule teams. The train included four hundred fifty mules, and 120 men and women to be located along the road at stations about 25 miles apart.

The arrival of the first stage into Denver City caused great rejoicing, as is evidenced by the following article which appeared in an early issue of Denver's first newspaper, The Rocky Mountain News, Wm. N. Byers, Publisher - Cherry Creek, Saturday, May 14, 1859:

ARRIVAL OF THE FIRST EXPRESS

On Saturday evening last - 7th inst. - two coaches, the first of the Leavenworth and Pike's Peak Express, arrived in our city, having made the trip in nineteen days, bringing news from the States down to the 18th. ur.; also nine through passengers.

This is the beginning of the stupendous enterprise and undertaken by the above named express company - the making of a new road, over a comparatively unknown country, and immediately stocking it with a working force of men, animals and wagons, sufficient to forward with promptness and dispatch a daily mail and passenger coach from each end of the line. The coaches which we have seen are the very best of Concord coaches, finished in the best style, and perfectly new, having never turned a wheel until their departure from Leavenworth.

We are indebted to B.D. Williams, Esq., the very able and efficient superintendent, who had sole charge of this pioneer company, and the location of the road and stations, for the following outline of the company's operations, and description of the route:

They started March 28th and April 1st, a large train of wagons carrying material, camps and supplies for establishing stations on the route. These stations are established at intervals of twenty-five miles after passing Junction City, 135 miles out, to this place. Each station is supplied with tents (soon to be replaced by houses) sufficient to accommodate all the employees, and passengers, and occupied by a man and his family - a new feature, and a decided improvement over most stage stations on the plains.

The road, after passing Fort Riley, follows an entirely new route, all the way, keeping along the divide between the Republican and Solomon's forks of Kansas River, crossing the heads of the tributaries of the latter named fork for some distance, then bearing a little northward, crossing the heads of Prairie Dog, Sappa and Cranmer Creeks, tributaries of the Republican, and striking that river near the mouth of Rock Creek, between Longitude 101 and 102 degrees; it then follows the south side of the Republican to a point near its source, thence striking due west it crosses

the heads of Beaver, Bijou and Kiowa Creeks, tributaries of the Platte, passing through a beautiful pine country for sixty miles, and striking Cherry Creek twenty miles above its mouth.

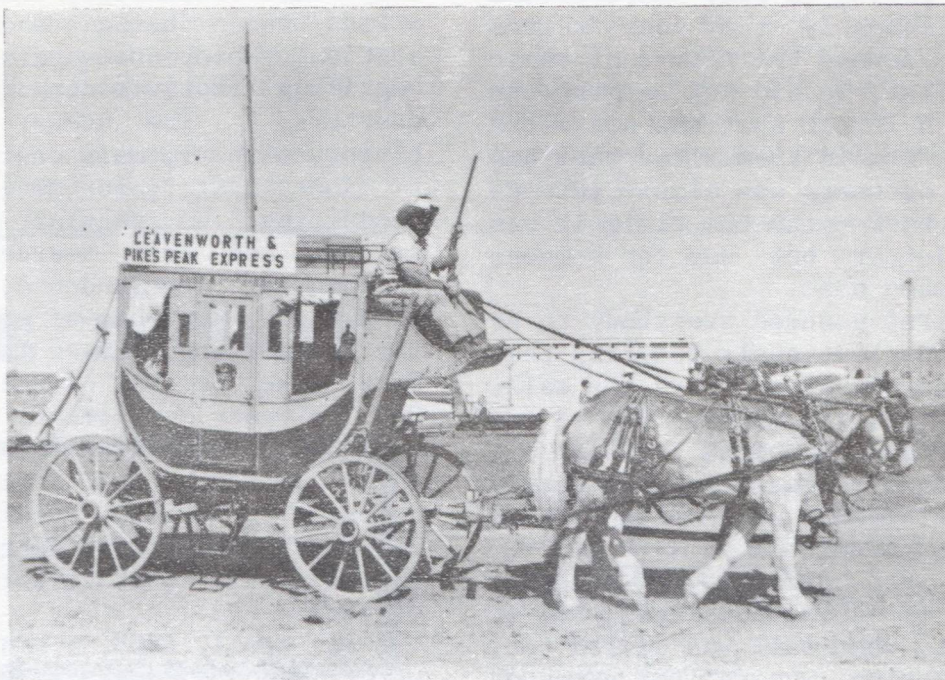
The whole length of the road is 687 (689 according to B.D. Williams) miles by odometer measurement, but it will probably be shortened 75 miles by cut-offs in various places - one very considerable one at this end, terminating the road directly at the mouth of Cherry Creek. The road throughout its whole length is good when broken and traveled, but the coaches that have just arrived made the first track over it. Water is found at convenient intervals throughout the whole distance; also abundance of wood, except for about 150 miles along the Republican, where it is somewhat scarce. The road throughout its whole length is between Lat. 30 deg. 30 min. and 40 deg. north.

The Company have 52 coaches, one of which will leave each end of the route each day, except Sunday, at six A.M., and make the trip in ten to twelve days.

They will also dispatch from Leavenworth every ten days a freight and provision train to distribute supplies to the several stations and keep a large stock on sale at this place.

In addition to the passenger business a money, package and letter express will be carried at reasonable rates, and after the first of June next a regular United States mail. John S. Jones, Esq. is the resident agent at Leavenworth, Dr. J.M. Fox, at Cherry Creek, and Nelson Sergeant, Esq. is route agent on the western division of 150 miles.

By the energy of the company a new route is marked out for the emigrant across the plains, one that can be followed without the risk of starvation and lingering death which so many unfortunate victims have met on the Smoky Hill route this spring.



Mountain stagecoach, one of several used in Project Mailbag in 1984. Project Mailbag followed the original route of the L&PP Express in a trail ride commemorating the 125th anniversary of the inauguration of stage service between Leavenworth and Denver. Courtesy St. Francis Herald.

A dependable mail service to Denver City and points west! That was cause for rejoicing! Prior to that time, mail to the gold diggings had been at best by chance. Now, those sturdy spirits had a dependable line of communication with their loved ones back home. The Leavenworth & Pike's Peak Express, arriving at regular intervals, allowed the prospectors to once again feel as though they were part of civilization. A twenty-five cent fee over and above the normal rate of postage was required for every letter delivered. It wasn't cheap, and may have been a hardship on some, but those in the Pike's Peak region were hungry for news, so they paid the price.

One mail clerk had the following to say: "The post office was usually the first place emigrants inquired for. The average time consumed in travelling across the plains was about thirty days; the stage made it in less, and this naturally led the travelers to expect to hear from home immediately on arrival.

"Our office was often the place of amusing incidents. Our patrons were continually trying to play smart tricks on us. Frequently they would return letters and demand the return of their money. At first, we did not see through the trick. A letter that was not worth twenty-five cents to them after they had learned its contents was almost sure to be brought back with the claim it was not their letter but was for someone else of the same name.

"We at first assumed everybody to be honest and conscientiously desiring that the right person should have his mail, we would refund the money. But it was not long before we were paying out almost as much money as we were taking in and were loaded down with letters marked 'Opened by Mistake'.

"We saw the necessity of changing our method of doing business, so, in case of doubt, when mail was called for, after questioning whence the expected

mail was from, we satisfied ourselves (in case as a last resort a letter had to be opened to prove its identity) by opening it ourselves at the supposed owner's request.

"I remember, on one occasion, of opening a letter that the applicant requested me to read. It commenced by saying 'Dear Bill - Your wife has been raising hell ever since you left.' The man said 'Hold on, don't read no more - I think that's my letter.' He took it and paid for it and disappeared in the crowd which was constantly hanging around the window.

"Another case of about the same character was from some point in Iowa. It commenced by saying: 'My Dear Beloved John - Your brother was hung for horse stealing, and...' He said, 'Wait, I'll pay you the quarter and read the rest myself.' He took the letter and paid for it without any further public reading."*

The question may be justly asked what caused the abandonment of this route across Kansas Territory. After all, the road from Leavenworth to Denver City was continually improving. The miles were being shortened, stage station employees were established and beginning improvements on their living quarters. The answer lies in the history of early mail contracts.

The first government contract for conducting a regular overland mail service had been awarded to Samuel H. Woodson of Independence, Missouri, in 1850. Mr. Woodson was engaged to serve the route lying between Independence and Salt Lake by way of the Oregon Trail. Due to poor equipment, Indian raids, rough terrain, and the lengthy distance, the contract was sold to another concern. In the ensuing few years several contractors were in possession of the mail contract for short periods of time.

In April, 1858, a contract was made with John M. Hockaday of Independence

* From "Reminiscences of General William Larimer and of His Son William H.H. Larimer", Herman S. Davis ed., Lancaster PA, 1918, as reprinted in Kansas Historical Quarterly, Vol. XII, no.8, November 1945.

for a weekly mail from St. Joseph, Missouri, to Salt Lake by way of Fort Kearney, Nebraska and Fort Laramie, now in Wyoming. When Congress failed to pass the customary appropriation for the support of the Post Office Department early in 1859, the Postmaster General felt obligated to review the existing mail service with a view to its curtailment. Hockaday & Co. found themselves in a tight squeeze and were forced to sell out.

Jones, Russell & Co. of the Leavenworth & Pike's Peak Express had made a bid for the purchase of the mail contract from Hockaday. They apparently, however, had failed to read the fine print. On 11 May 1859 the contract became theirs, but it stipulated that the mail was to be transported "from St. Joseph, Missouri, by way of Fort Kearney and Fort Laramie, to Salt Lake City, Utah Territory, and back once a week in twenty-two days each way, at \$190,000 per annum, the service to be performed in carriage or covered wagon, drawn by four mules or horses."

These terms obligated Jones and Russell to adopt the Platte River route regardless of their earlier preference for the shorter route by way of the Solomon and branches of the Republican River.

A writer in the Leavenworth Herald of 18 February 1860 said: "It became in

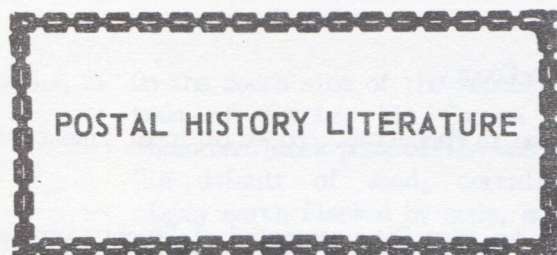
the interest of the express company to move their coaches and stock to the Kearney route - not from choice of routes as I understood from the agent - but they having purchased the government contract for carrying the mail to Salt Lake City by Kearney, therefore, the express company changed the passenger route also, but retained the Republican River route for their freighting wagons, etc."

The route was indeed retained as a freight road from Leavenworth to Denver for many years. When the Kansas - Colorado state line was surveyed in 1872, the surveyors made the notation "Cross wagon trail of troops", indicating it was used for a time by the military as well.

E.D. Boyd, surveyor of the Leavenworth & Pike's Peak Express original route through Kansas Territory, had this to say: "If it had not been for Jones and Russell's connection with the Salt Lake City mail, the change would never have been made."

By the end of June, 1859, all employees and equipment of the Leavenworth and Pike's Peak Express had been moved to the South Platte River route. Even so, today there are remnants of the old road yet visible in Kansas, remnants of white man's first commercial wagon road through northern Kansas.

THE DEPOT



CHECKLIST SERIES

CHECKLIST OF ARKANSAS POST OFFICES \$6.50
CHECKLIST OF IDAHO POST OFFICES \$5.00
CHECKLIST OF NORTH DAKOTA
POST OFFICES \$5.00
CHECKLIST OF WYOMING POST OFFICES \$4.50

All Prices Postpaid

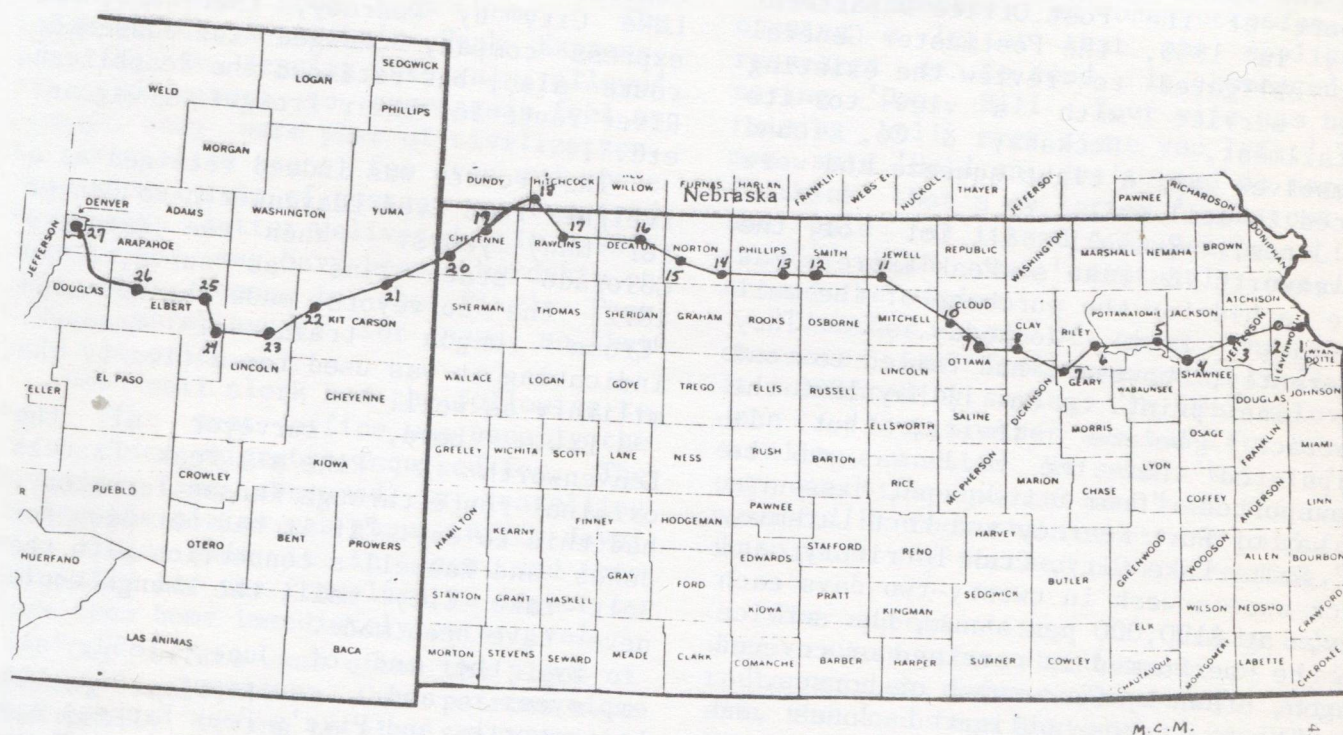
Box 202

Burtonsville, MD 20866

LEAVENWORTH & PIKE'S PEAK EXPRESS

April to July 1859

Original route across Kansas Territory with approximate stage station locations.



LOCATION OF L. & PP STAGE STATIONS by Marsha C. SQUIRES Magley

- Station 1 Basement of the Planter's House Hotel, Leavenworth.
- Station 2 At Easton, northwest Leavenworth County
- Station 3 At Osawkie, Jefferson County, at the crossing of Grasshopper Creek (near what is now Grasshopper Falls).
- Station 4 Located at Silver Lake, Shawnee County, on the Pottawatomie Indian Reservation. Manned by a halfbreed Indian.
- Station 5 At St. Mary's Catholic Mission, Pottawatomie County.
- Station 6 Located in what is now the William Deam home in Manhattan. Built of local limestone by Mr. Oesterhaus.
- Station 7 At Junction City, Geary County. In 1859 Junction City consisted of "twenty very poor houses and a poorer hotel, kept by a German.", according to Barney.
- Station 8 On the west side of Chapman's Creek, not far from the town of Industry. Two small tents and a brush arbor furnished accommodations for 6 to 15 persons at this station, which was manned by a married couple. This was apparently an overnight stop.

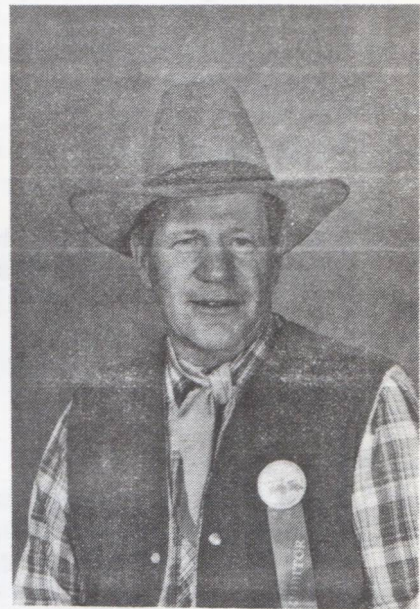
- Station 9 On Pipe Creek, probably northeast of present day Minneapolis, Ottawa County.
- Station 10 Evidently a dining stop, this station was located near the Solomon River, west of Glasco, Cloud County Ks. Richardson related they had dined "sitting upon billets of wood, carpet-sacks and nail kegs, while the meal was served upon a box." Several days earlier Barney had reported seeing buffalo.
- Station 11 Located 2.5 miles north of Ionia, Jewell County, This station was an overnight stop, manned by two men. The station was a main point on the route, for it was here that travelers on the parallel road would catch the stage, having traveled from Atchison on their own.
- Station 12 Located about 7 miles southwest of Smith Center, Smith County, a little south of the forks of Beaver Creek.
- Station 13 In the area of present day Kirwin, Phillips County, near the junction of Deer Creek and the Solomon River.
- Station 14 On the high divide northwest of Logan, at the head of the Wood River.
- Station 15 An overnight stop, manned by an ex-Cincinnati lawyer and his wife. The station was located on the 100th Meridian at approximately the point where it crosses Prairie Dog Creek, about 5 miles southwest of present Norton.
- Station 16 Six miles east and four miles north of Oberlin, Decatur County. The station was kept by a Vermont boy.
- Station 17 Just west of Ludell, Rawlins County, on top of a steep bluff. The station was manned by a married couple. Horace Greeley's stagecoach overturned near the site.
- Station 18 Located on the south bank of the Republican River, in Section 29, Twp.2 Range 35 in Hitchcock County, Nebraska. This was a tent station, with a pole corral for mules.
- Station 19 On the south side of the Republican River, Section 34, Twp.1, Range 39 in Cheyenne County Kansas. It was kept by a man named Murphy. As late as the 1940's the station site was quite visible.
- Station 20 On the south side of the Republican River, Section 30, Twp.4, Range 41 in Cheyenne County. A site visit concluded the station had been a cutbank in the high river bank. Several hundred feet to the southwest of the cutbank, alkali dirt is present, indicating that sod was removed at that spot. There must have been a structure built on the alkali location, for square nails and pieces of wood were discovered in the immediate vicinity. To the north and east of the cutbank location, the L&PP wheel ruts are yet discernable.
- Station 21 On the south side of the Republican River, and south of what is today known as the ghost town of Tuttle, Kit Carson County Colorado. In May 1984 the remnants of the Tuttle limestone block post office was still standing, but one corner has caved in. Boyd wrote "in default of wood, corrals are formed at the stations by laying up a heavy wall of clayey earth flanked by sods, and thus excavating a deep ditch on the inner side, except at the portal, which is closed at night by running a wagon into it."
- Station 22 On the south bank of the Republican River, about 5.5 miles northwest of Seibert.
- Station 23 On the south fork of the Republican River, about 16 miles east and a little north of present Hugo, Lincoln County. Here Pike's Peak first becomes visible.

- Station 24 Located near what is now the ghost town of River Bend, Elbert County, on the Big Sandy River where it makes an abrupt turn to the southwest.
- Station 25 An overnight stop, located on the top of a hill, on the west bank of East Bijou Creek, about 5 miles southwest of the ghost town of Godfrey, Elbert County.
- Station 26 A dining stop, about 10 miles north of Kiowa, Elbert County.
- Station 27 On reaching Denver, L. & P.P. agent John M. Fox and Superintendent Beverly D. Williams procured a windowless log house with a thatched roof. The location of the station was very near to what is now 14th and Larimer streets. A few weeks later the office was moved to a frame building.

Cited information sources include: Barney, Liebus "The Bennington Letters", Western History Dept., Denver Public Library (Barney departed on the first westward bound stagecoach, April 18, 1859); Boyd, E.D. Field Survey Notes, June 25, 1859; Greeley; Horace. "An Overland Journey from New York to San Francisco". He traveled from Manhattan to Denver from May 26 to June 7 1859.

PROJECT MAILBAG A Postal History Re-enactment

Project Mailbag was a trail ride from Leavenworth, Kansas to Denver, Colorado in commemoration of the 125th anniversary of the Leavenworth & Pikes Peak Express. A stage, accompanied by other wagons and horseback riders, left Leavenworth on April 28, 1984, carrying letters of greeting from historical societies and local officials. The original route was followed as closely as possible. Organizer of the event was Fred Magley, of Bird City, Kansas.



Fred D. Magley
President, Cheyenne Co. Historical Society

All along the route the procession was met with enthusiasm, as local societies organized Buffalo Bar-B-Ques and other festivities, including a mock stage robbery.

Project Mailbag arrived in Denver on May 18, where a ceremony was held at the Rocky Mountain News. Actors from the Denver Center Theater Company portrayed original Rocky Mountain News editor William Byers and Henry Villard, a Cincinnati newspaper man who reported on his journey on the stage in 1859.

The mailbag was turned over to the supervisor of special delivery for the Denver post office. The mailbag itself was donated to the Colorado State Historical Society. The event was acclaimed a success, and had much local media coverage.

WESTERN EDITOR'S COMMENTS

The two months which have passed since the last issue of LA POSTA was mailed have brought a tremendous increase in the number of LA POSTA subscribers. As of this date (October 8th) we stand at 962; an increase of 132 over the August figure, and it looks like we might attain our goal of 1,000 by year's end. A large share of this increase can be attributed, of course, to Elwyn Doubleday's kind help in making available his mailing list for a sample issue, but other dealers such as Ernie Peyton, Bill Robinson, Chuck James, Gordon Twedt, Web Stickney, and Kirk Wolford are also responsible for adding to our numbers during the past two months. In addition, Bob Stets, our Eastern Editor, has attracted several new subscribers during this period, and we received a nice plug in the "Canadian Stamp News", which resulted in a few new subscriptions. Taken as a whole, it has been a most exciting month, and I wish to publicly thank all of you fine folks who have contributed your time and trouble to create this surge in subscriptions.

Now it's up to us -- the people who produce the journal -- to make sure your efforts on our part have been justified. I believe you will find this issue of LA POSTA lives up to your expectations. We have an abundance of fine, original articles in this and our other sections; over 500 lots of postal history being offered in our various auctions; an increased number of readers using our Classified Section; and a variety of displays advertisements which may be pursued to acquire new material for your collections. In other words, this issue is, in my opinion, on the right track. It contains good, solid information of the kind necessary to make our hobby more enjoyable, and offers access to dealers and collectors to participate in the market.

In our next Western Section, we will continue Lynn Langdon's series on James Twogood. Space limitations in this issue have forced this postponement, and I apologize to Lynn, for I am well aware that he has several other fascinating

projects in the works for us. In addition, Ted Gruber reports that the next county in the Nevada Postmark Catalog will be available for the December issue. Beyond those two items, however, contents of the West is as yet undetermined for December. We still have lots of room for new articles, and are eager to assist first-time authors.

On other fronts, I am pleased to announce that the long-anticipated move of the Alan Patera Family to Oregon is about to come to pass. The Pateras will be moving to Lake Oswego in early December, and shortly thereafter Alan will become a partner in Raven Press. He plans to continue editing the Midwestern Section of LA POSTA, but also to concentrate more of his time on producing new titles in postal history.

Several major projects are nearing completion. Chief among these is Chuck Whittlesey's OREGON POSTMARK CATALOG, 14 years in preparation. This is certain to become an important reference for both collectors of Oregon and others seeking to keep abreast of the postal history market.

Dale Forster's OREGON EXPRESS COMPANIES is now available from the author. Containing over 100 photos of beautiful express covers, numerous original display ads from contemporary newspapers, and fascinating biographies of the expressmen involved, this 240-page, cloth bound book is destined to become a collectors item itself in a very short time. The limited, numbered edition of 500 copies will not last long.

Tim Boardman reports that his book on the post offices of Washington is just about ready to go into production. There have been several factors responsible for the delay in publication; not the least of which was a desire of Tim's part to insure that the record as published will be both accurate and complete. We look forward to an announcement of the availability of this book in the near future.

Finally, I would like to announce that a Third Edition of POSTMARKS OF TERRITORIAL ALASKA is now underway. Publication is expected sometime in the Spring.

RICHARD HELBOCK MAIL AUCTION NO. 19
P. O. BOX 135, LAKE OSWEGO, OR 97034
(503) 657 - 5685

ALASKA

- 01 CAPE FANSHAW, S.E., 1931, F Tyl on UX27. Est. \$30.
- 02 CHENA HOT SPRINGS, 1929, F Tyl on UX27. Est. \$50
- 03 DENALI, 1931, F Tyl on UX27. Est. \$25.00
- 04 DOYHOF, 1931, VG Ty2 on UX27. Est. \$20.
- 05 GODDARD, 1932, G-VG Tyl on UX27. Est. \$15.00
- 06 KALSKAK, 18 Nov 1932, VF Tyl on UX27. (Jun-Oct '32). E. \$50
- 07 LAKEVIEW, 1932, F Tyl on UX27. Est. \$30.
- 08 LAWING, 1932, F+ Ty2 on UX27. Est. \$30.
- 09 PERRYVILLE, 1931, VF Tyl on UX27. (1931-43pd.) Est. \$12
- 10 PILGRIM SPRINGS, 1931, VG Tyl on UX27. Est. \$25.
- 11 POINT AGASSIZ, 1930, VF Tyl (early) on UX27. Est. \$30
- 12 SAINT TIMOTHYS, 1932 about G (LSK not struck) on UX27. E. \$15
- 13 TIGARA, 1930, F+ Tyl on UX27. Est. \$20
- 14 WOODCHOPPER, 1932, VG Tyl on UX27. Est. \$20
- 15 YENTNA, 1929, F+ Tyl on UX27. Est. \$30

CALIFORNIA

- 16 ADENVILLE, c.1875, about G cds on U163. (Modoc 1871-76) E. \$12
- 17 ANGEL ISLAND, 1918, VG 4-bar on YMCA Patr. cvr. E. \$8
- 18 BERRYVALE, 1889, VG dcds on cvr w/2ct gr. (Sisk.1870-88) E. \$15
- 19 BIEBER, 1887, about G cds on cvr w/minor stains. E. \$5
- 20 HEBER, 1912, VG 4-bar on PPC. (Imperial). Est. \$4.
- 21 PALM CITY, 1918, VG 4-bar on cvr. (S.D. 1914-56). E. \$5
- 22 QUARTZ, 1899, about G cds on cvr. (Tuol. 1897-24). E. \$12
- 23 SANTA BARBARA, c.1880, Fair cds on cvr w/pair of 3ct greens & attractive framed cc. of MORRIS HOUSE. Pretty. Est. \$12.
- 24 STATELINE, 1908, VG cds on cvr. w/cc of LAKESIDE PARK, LAKE TAHOE. 1/4-inch nick at Top not affecting pm or cc. Est. \$8.00
- 25 SUTTER CREEK, 1894, light, readable fancy cds on cvr. E\$8

IDAHO

- 26 AVON, 1906, G lite Doane on PPC w/add'l markings of ASOTIN & CLARKSTON, Wash & PARADISE, Oreg. Est. \$6.

- 27 RUPERT, 1909, readable dplx on MAIN STREET PPC. Est. \$6

NEBRASKA

- 28 CUSHING, 1912, VG 4-bar on PPC. (87-67). Est. \$4
- 29 DUSTIN, 1912, VG 4-bar on PPC. Est. \$4.00
- 30 WIM, 1912, VG cds on PPC. (1886/1912). Est. \$15
- 31 RFD/BOELUS, 1910, G (over inked) Ty2F on PPC. Est. \$10

NEVADA

- 32 AMOS, 1911, G light cds (no bars) ties 2ct red on cvr. E. \$15
- 33 BEGWAVE, 1899, VG cds w/target on U362. est. \$20
- 34 CARLIN, 1895, G cds on cvr cut just into RAILROAD HOTEL cc at right. Est. \$12
- 35 GARDNERVILLE, 1898, VG cds on cover. Est. \$15
- 36 GENOA, 1888, F cds on cvr w/2ct green. Est. \$15
- 37 GOLCONDA, 1909, VG cds on cvr. w/mining explor. cc. E. \$10
- 38 HAWTHORNE, 1929, VG dplx on cover. Est. \$5.00
- 39 HAZEN, 1907, G 4-bar socked on nose of 2 ct red on cvr. E\$6
- 40 HUMBOLDT HOUSE, 1909, G 4-bar on cover. (72-09). Est. \$30
- 41 KENNEDY, 1912, F Doane as b/s on cover. (92-17). E. \$12
- 42 LEETVILLE, 1905, G cds on cvr. Scarce PO (95-07). E. \$80
- 43 MILL CITY, 1902, VG cds on cover. (64-48). Est. \$30
- 44 NATIONAL, 1909, VG 4-bar on cover. (1908-19). Est. \$75
- 45 NORTHAM, 1911, F+ 4-bar on cover. (1908-28). Est. \$60
- 46 PARADISE VALLEY, 1928, F+ 4-bar on cover. Est. \$5
- 47 REBEL CREEK, 1926, G 4-bar on cover. (1902-47). Est. \$12
- 48 SHERIDAN, 1905, beautiful, bold Doane Tyl ties 2ct red to cvr w/water stain at far left. Est. \$20
- 49 SULPHUR, 1935, VF 4-bar on cover. (1910-43pd). Est. \$15
- 50 UNIONVILLE, 1921, VG dbl strk. 4-bar on PPC. Est. \$8
- 51 WATERLOO, 1909, VG 4-bar ties pr. 1ct greens to cover opened uneven at lwr rt. (1907-11). Est. \$40

- 52 WINNEMUCCA, 1899, VG cds on cvr w/Eagle Drug Store cc. E. \$8

NORTH DAKOTA

- 53 COAL HARBOR, 1914, G 4-bar on PPC. (83/22). Est. \$6
- 54 STRAIN, 1909, VG Doane on PPC. (1904-14). Est. \$12

OREGON

- 55 ALGOMA, 1913, VG 4-bar on PPC. (1912-43). Est. \$10.
- 56 CLINE FALLS, 1911, G Doane on PPC. (1904-19). Est. \$15
- 57 DALLAS, 1892, VF rimless circle on cover. Est. \$12.00
- 58 FRENCHGLEN, 1932, VG 4-bar on cvr w/BRADEEN BROS cc. E. \$10
- 59 GATEWAY, 1917, VG 4-bar on PPC. (1913-56). Est. \$10.
- 60 GOLD HILL, c.1894, VG cds on U349. Early. Est. \$10.
- 61 ROCK POINT/Jackson Co., 1893, G cds w/star in circle ties 2ct Columbian to cvr w/Ag Impl. dlr cc. Est. \$35
- 62 YOUNGS, 1909, G Doane on PPC. (1906-13). Est. \$12.

SOUTH DAKOTA

- 63 POTTER, 1909, VG 4-bar on PPC. (87-12). Est. \$15
- 64 STAMFORD, 1913, G 4-bar on PPC. DPO. Est. \$4.00
- 65 TRCY, c.1912, G 4-bar on PPC. Est. \$4.00

WASHINGTON

- 66 ETNA, 1907, F 4-bar on PPC. (82-18). Est. \$12.00
- 67 NEMAH, 1912, VG cds on PPC. (94-23). Est. \$15
- 68 RAINIER, 1895, VG (overstrk) cds as fwd. mark on cvr. E. \$8
- 69 TAUNTON, 1911, G 4-bar on PPC. (1908-13). Est. \$15.

RPO

- 70 BELLEVILLE & J.CITY, 1912, G on PPC. (915-J-2). E. \$5
- 71 BILLINGS & RED LODGE, 1911, F on PPC. (891.4-A-1). E. \$3
- 72 CLUTE & VALLEJO JC., 1908, G on PPC. (983-F-1). Est. \$6
- 73 K.O. & OKLAHOMA, 1908, VG on PPC. (910-G-1). Est. \$5
- 74 MISSOULA & WALLACE, 1915, G on PPC. (891.11-A-1). E. \$4.
- 75 RICH. & HUNTINGTON, 1910, G on PPC. (303-AC-1) Est. \$3.
- 76 S.B. & SAN JACINTO, 1912, VG n PPC. (987-J-1). E. \$10
- 77 UNION DEPOT/DENVER, COLO., 1911, G (959-A-7) on PPC. E. \$4

TROLLEY RPOS

- 78 ARL. & SO. BALTO., 1903 VG (BA-1-a) on small cvr w/#E5. E. \$20
- 79 ROLAND PARK & ST. HELENA, 1903, bold (BA-3-c) on cover pmk. THOMASVILLE, GA. Est. \$25.
- 80 ROLAND PARK & ST. HELENA, 1900, G (BA-3-e) on GPC. E. \$10
- 81 ROL. PK. & ST. HEL., 1908, VG (BA-3-k) on PPC. Est. \$6
- 82 ROL. PK. & HIGHLAND, 1912, G (BA-4-k) on cover. Est. \$5
- 83 TOWSON & CATONSVILLE, 1899, VG (BA-5-d) on cvr w/HOTEL RENNERT cc. Est. \$15
- 84 TOWSON & CATONSVILLE, 1901, F (BA-5-fb) on cover. Est. \$10
- 85 TOW. & CATONS., 1910, F (BA-5-g) on cover. Est. \$5
- 86 BALTIMORE/TOWSON & CATONSVILLE, 1917, F FLAG (BA-5-ob) on cover. Est. \$6.00
- 87 CHI. & CLARK ST/2, 1903, G (CH-1-b) on cvr to Germany. E. \$6
- 88 ROCHESTER, N.Y. CAR COLL. SERVICE/B, 1906, VG (RO-2-a) on cvr. E. \$1
- 89 ST. LOUIS/SOUTHWEST, 1908, VG (SL14-Ba) on PPC. Est. \$5

SHIPS

- 90 USS ARKANSAS, 1933, VG 3-bar w/HILO/T.H. in bars on cvr. E. \$4
- 91 ASIATIC/FLEET, 1941, VG w/CAVITE, P.I. btwn bars ties 50 ct Clipper Air (C22) on cvr. Est. \$8
- 92 USS HAAS (DE-424), 1944, US/NAVY pmk on cens. cvr. E. \$3
- 93 USS SAUKLEY, 1945, pmk US/NAVY w/BUY WAR/BONDS slogan on censored cvr. Est. \$3.00
- 94 USS SNOOK, 1944, w/US NAVY machine pmk. on censored cvr. Clipping accomp. noting sinking of this SUBMARINE. E. \$12
- 95 USS TARPON, 1945, US/NAVY mach. on cens. cvr. SUB. Est. \$6
- 96 USS/TULSA, Aug 1941, bold 3-bar ties 50 ct. Clipper Air on cover. Est. \$6.00

MILITARY

- 97 OLD POINT COMFORT/VA, (1865), w/mss. Soldiers Letter & handstamp Due 3 on U.S. Christian Comm. cvr. to Maine. E. \$30
- 98 PRESIDIO, CAL., 1898, G cds on cvr w/Multicolor Patriotic illus. cc of TROOP "A", 1st NEVADA VOL. CAV. Est. \$25

STANDARD AUCTION RULES APPLY

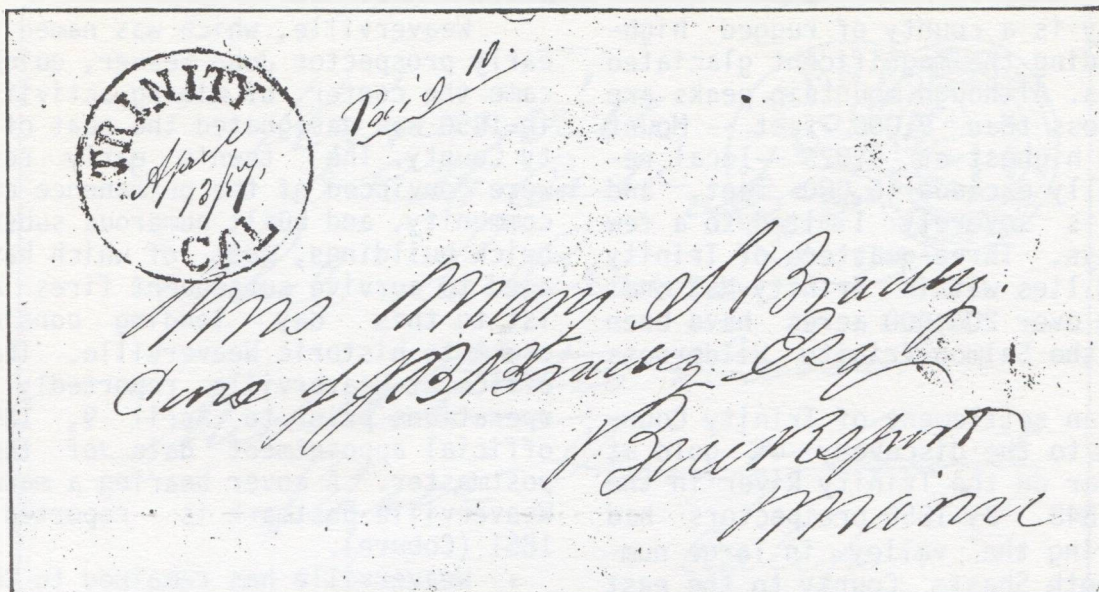
BIDS CLOSE: NOVEMBER 30, 1985 10PM



OUR OCTOBER AND APRIL PUBLIC AUCTIONS AND OCCASIONAL MAIL SALES ARE PACKED WITH UNUSUAL LOTS OF U.S. POSTAL HISTORY, STAMPS AND LARGE LOTS. ASK FOR OUR NEXT CATALOG!

Wm. B. Robinson
1641 Bruce Ln.
Green Bay, WI 54303





This 1857 cover bears a TRINITY postmark with manuscript 'Paid 10', the prevailing rate for prepaid letters traveling over 3,000 miles.

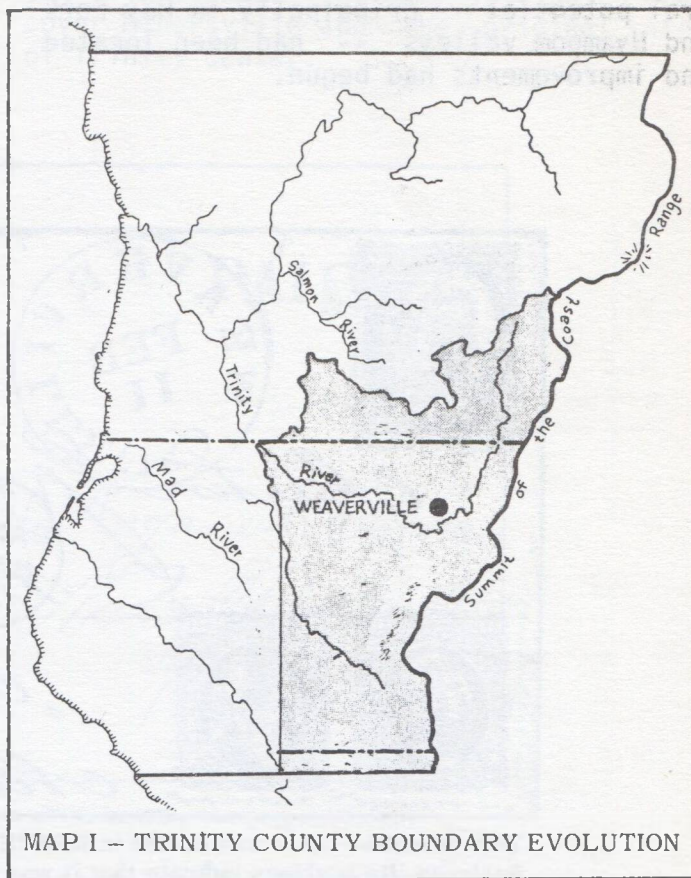
THE POST OFFICES OF TRINITY COUNTY, CALIFORNIA

By Richard W. Helbock with John Williams and John Thomas

Trinity, one of the original California counties, was created February 18, 1850. As initially delimited Trinity was huge, encompassing all lands between the Pacific and the crest of the Coast Range from 40 degrees latitude north to the Oregon border (Map 1). For its first year of life Trinity County existed only on paper, as it was attached to Shasta County for judicial and administrative purposes. In 1851 the area of the county was greatly reduced by the creation of Klamath County from its northern half, and in 1853 the remaining western half of Trinity was organized as Humboldt County. Subsequent border revisions were made, including the 1855 restoration of land surrounding the headwaters of Trinity River from Klamath County, but for the most part the boundaries of Trinity County have remained fairly stable since the mid-1850's.

The county was named for Trinity River, which was itself so named in the belief that it flowed into Trinidad Bay. The Bay was discovered on Trinity Sunday in 1775 by Captain Bruno Heceta. Unfortu-

nately, the name of the river led to considerable confusion in the early days of mining excitement as many tried to reach the gold region by following rivers which had mouths around Humboldt Bay.



MAP I - TRINITY COUNTY BOUNDARY EVOLUTION

Trinity is a county of rugged highlands including the magnificent glaciated Trinity Alps. Although mountain peaks are generally less than 9,000 feet -- Mount Eddy is the highest at 9,025 -- local relief typically exceeds 6,000 feet, and level land is severely limited to a few small valleys. Three-quarters of Trinity County land lies within Trinity National Forest, and over 200,000 acres have been designated the Salmon-Trinity Wilderness Area.

American settlement of Trinity County was tied to the discovery of gold at Reading's Bar on the Trinity River in the summer of 1848. By 1850 prospectors had begun entering the valley in large numbers from both Shasta County to the east and from the coast traveling along the Klamath and Trinity Rivers. So many came that by the end of 1851 all the gold bearing sections of the county had been explored and prospected, and by spring of 1852 small communities had grown up at nearly every gravel bar along the Trinity between Salyer and Carrville. At the same time, those lands which offered agricultural potential -- principally in Hay Fork and Hyampom valleys -- had been located and improvements had begun.

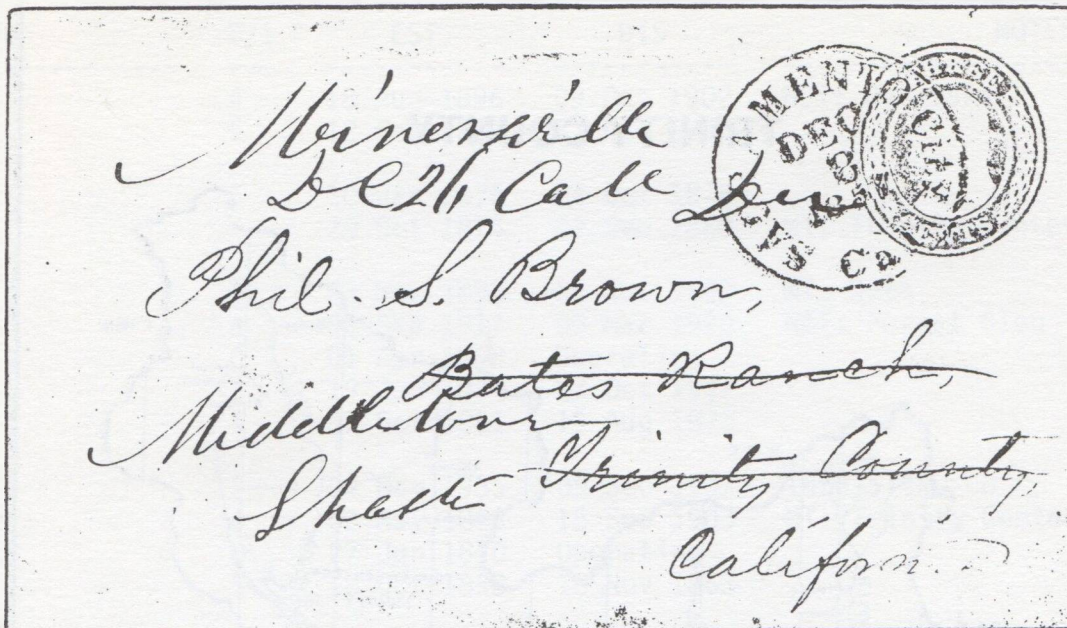
Weaverville, which was named for the early prospector John Weaver, quickly became the center of mining activity, and in 1850 was designated the seat of Trinity County. The town's early residents were convinced of the permanence of their community, and built numerous substantial brick buildings, most of which have managed to survive subsequent fires and exist to this day lending considerable charm to historic Weaverville. The post office at Weaverville reportedly began operations prior to April 9, 1850, the official appointment date of the first postmaster. A cover bearing a manuscript Weaverville postmark is reported from 1851 (Coburn).

Weaverville has remained to this day the county seat, and is in fact the most sizeable population center in the county. With some 3,500 of the county's total population of about 11,500, Weaverville has economy based on local government, tourism, and lumber processing. It is the headquarters for the Trinity National Forest, and offers accommodations and services for travelers along U.S. Highway 299.

Other gold rush era post offices were established to serve mining camps at



This attractive cover was mailed in WEAVERVILLE in 1869 to an addressee in Australia. Its markings indicate that it was routed by way of Panama and London.

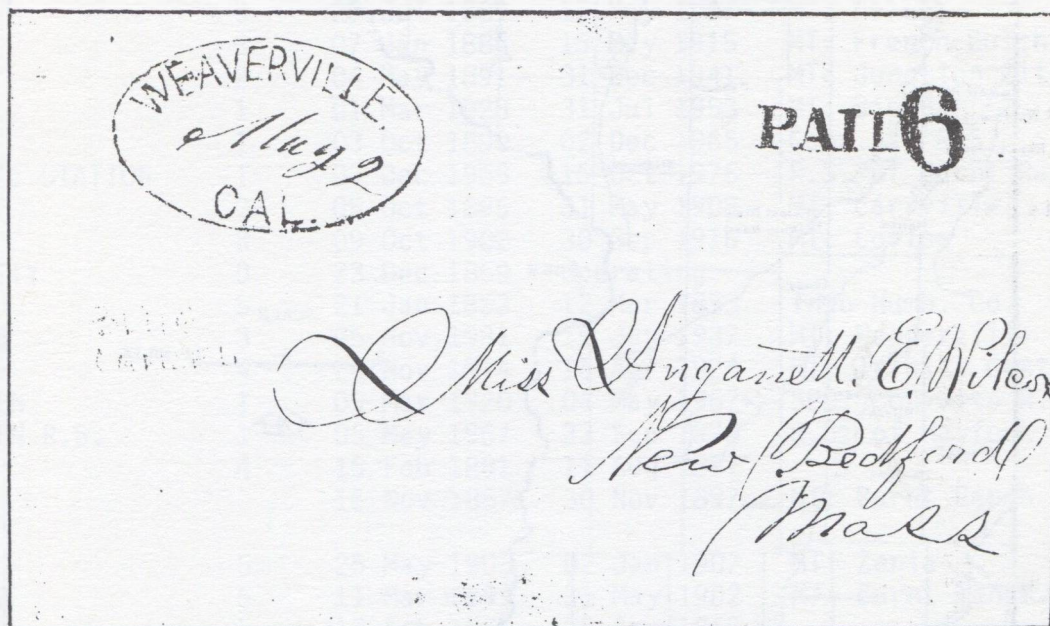


This cover was mailed from Sacramento in 1857 to an addressee in Trinity County. It received a manuscript forwarding postmark of MINERSVILLE about two weeks later.

Big Bar (1851), Trinity (1854), Lewiston (1854), Trinity Centre (1855), Canon City (1856), Minersville (1856), Burnt Ranch (1858); and Douglas City (1859). Surprisingly, five of these are still in service today.

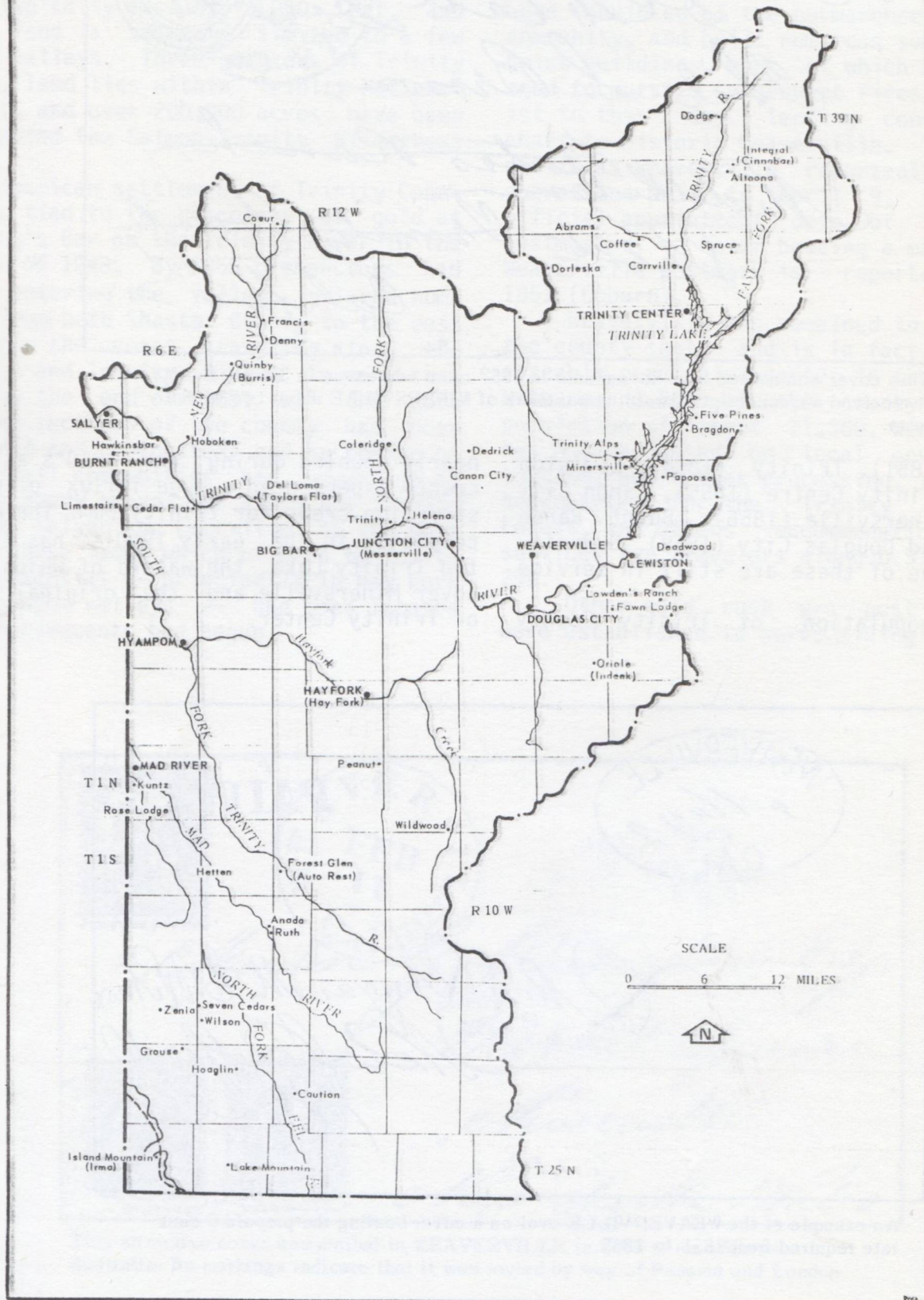
The population of Trinity County

nearly doubled during the 1950's as the county experienced a huge influx of construction crews for Trinity Dam. The dam, completed in the early 1960's, has created Trinity Lake, the waters of which now cover Minersville and the original site of Trinity Center.



An example of the WEAVERVILLE oval on a cover bearing the prepaid 6 cent rate required from 1851 to 1855.

TRINITY COUNTY

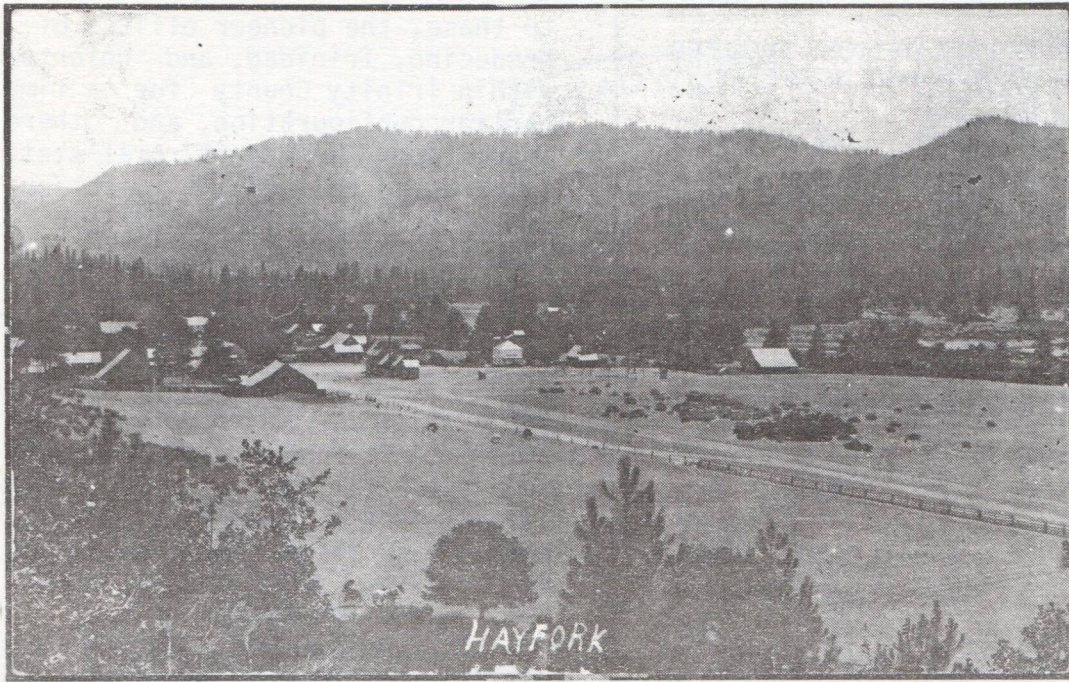


TRINITY COUNTY POST OFFICES

PO	S/I	EST	DIS	NOTES
ABRAMS	4	18 Aug 1896	09 Oct 1902	NCT: Dorleska
	5	12 Feb 1895	31 Dec 1895	
ALTOONA	5	10 Jan 1876	04 Oct 1876	
		20 Oct 1876	02 Sep 1880	MT: Trinity Center
ANADA	4	03 Mar 1898	30 Nov 1907	MT: Ruth
AUTO REST	4	03 Sep 1917	09 Mar 1920	NCT: Forest Glen
BIG BAR	0	01 Apr 1948	Operating	
	2	19 Jun 1874	27 Oct 1942	
	4	07 Oct 1851	15 Aug 1872	
BIG FLAT	2	04 May 1935	09 Sep 1937	Into Sisk. Co.
BRAGDON	4	03 May 1898	15 Sep 1903	MT: Trinity Center
BURNT RANCH	0	27 Jun 1870	Operating	
	5	18 Oct 1858	18 Nov 1863	
BURRIS	4	20 Dec 1904	07 Mar 1907	NCT: Quinby
CANON CITY	5	05 Apr 1856	06 Nov 1857	MT: Weaverville
CARRVILLE	2	31 Jan 1882	28 Feb 1943	MT: Trinity Center
CAUTION	2	08 Jan 1915	15 Jul 1938	MT: Lake Mountain
	3	31 Aug 1901	31 Jul 1913	
CEDAR FLAT	5	19 Jun 1879	17 Sep 1883	MT: Weaverville
CINNABAR	4	13 May 1895	24 Oct 1901	Site & NCT: Integral
COEUR	4	26 Jan 1885	31 Oct 1896	MT: Denny
COFFEE	2	16 Feb 1901	15 Feb 1937	MT: Carrville
	4	24 Jun 1891	10 Jun 1895	
	5	31 Jan 1882	26 Feb 1887	
COLERIDGE	3	22 Jul 1889	15 May 1907	MT: Helena
DEADWOOD	3	07 Jan 1886	15 May 1915	MT: French Gulch
DEDRICK	2	04 May 1891	31 Dec 1941	MT: Junction City
DEL LOMA	1	01 Mar 1928	31 Jul 1953	MT: Big Bar
DENNY	1	03 Oct 1890	02 Dec 1965	Conv. to R.S.
DENNY RURAL STATION	1	03 Dec 1965	15 Oct 1976	R.S. of Burnt Ranch
DODGE	3	05 Oct 1895	31 May 1908	MT: Carrville
DORLESKA	3	09 Oct 1902	30 Sep 1916	MT: Coffee
DOUGLAS CITY	0	23 Dec 1859	Operating	
EUREKA*	5	21 Jan 1853	12 Mar 1853	Into Humb. Co.
FAWN LODGE	3	05 Nov 1931	15 Jun 1937	MT: Weaverville
FIVE PINES	4	24 Nov 1914	15 Apr 1924	MT: Trinity Center
FOREST GLEN	1	09 Mar 1920	04 May 1967	SPO; Conv. to R.B.
FOREST GLEN R.B.	1	05 May 1967	23 Sep 1978	R.B. of Hayfork
FRANCIS	4	15 Feb 1881	11 Aug 1887	
		15 Nov 1887	30 Nov 1897	MT: Burnt Ranch
GROUSE	5	25 May 1905	02 Jan 1907	MT: Zenia
HAWKINSBAR	5	11 Mar 1899	31 May 1902	MT: Burnt Ranch
HAY FORK	5	13 Feb 1861	20 Apr 1863	
HAYFORK	0	27 Jan 1873	Operating	One word after 17 Jan 1895
HELENA	1	14 Sep 1891	14 Aug 1964	Conv. to R.B.
HELENA RUR. BR.	0	15 Aug 1964	Operating	CPO of Weaverville
HETTEN	4	01 Oct 1890	31 Jan 1900	MT: Anada
HOAGLIN	2	21 Sep 1893	31 Aug 1936	Site & NCT: Lake Mountain

TRINITY COUNTY POST OFFICES

PO	S/I	EST	DIS	NOTES
HOBOKEN	5	19 Mar 1892	29 Apr 1893	MT: Francis
HYAMPOM	0	22 Oct 1890	Operating	
INDEEK	5	29 Nov 1882	15 Oct 1883	MT: Weaverville
INTEGRAL	4	24 Oct 1901	31 Dec 1903	Was Cinnabar; MT: Castella
	5	03 Mar 1893	31 May 1895	
IRMA	4	07 Aug 1907	16 Aug 1915	Was Island; NCT: Island Mountain
ISLAND MOUNTAIN	1	16 Aug 1915	07 Jul 1961	Was Irma; Conv. to R.S.
ISLAND MOUNTAIN R.S.	1	08 Jul 1961	15 Jun 1973	R. S. of Willits
JUNCTION CITY	0	19 Aug 1861	Operating	Was Messerville
KUNTZ	3	03 Oct 1906	15 Jul 1913	MT: Ruth
LAKE MOUNTAIN	1	01 Sep 1936	31 Jul 1953	Was Hoaglin; MT: Covelo
	3	03 Aug 1909	31 Aug 1917	
	4	28 Apr 1920	15 Feb 1923	
	5	18 Apr 1878	24 May 1878	
LEWISTON	0	19 Feb 1855	Operating	
	5	24 May 1854	28 Dec 1854	
LIMESTAIRS	3	27 Oct 1916	31 May 1928	MT: Sayler
LOWDEN'S RANCH	3	10 Aug 1874	29 Feb 1908	MT: Lewiston
MAD RIVER	0	01 Nov 1952	Operating	
	2	08 Jan 1932	31 Mar 1943	
	5	22 Mar 1872	08 Jan 1877	Listed in Humboldt Co.
MENDOCINO*	5	19 Oct 1852	20 Dec 1853	Into Humb. Co.
MESSERVILLE	5	02 Apr 1860	19 Aug 1861	NCT: Junction City
MINERSVILLE	1	24 Jun 1874	30 Apr 1954	MT: Lewiston
	5	23 Apr 1856	12 Dec 1864	
ORIOLE	5	29 Dec 1905	14 Dec 1907	MT: Douglas City
PAPOOSE	4	10 Dec 1904	31 Jul 1909	MT: Minersville
PEANUT	2	20 Jan 1900	15 Aug 1933	MT: Hayfork
QUINBY	3	07 Mar 1907	16 Sep 1915	Was Burris; MT: Burnt Ranch
ROSE LODGE	-	21 Aug 1930	28 Oct 1931	Rescinded
RUTH	1	03 Jun 1902	26 May 1961	Conv. to R.S.
RUTH RURAL STA.	0	27 May 1961	Operating	CPO of Bridgeville
SALYER	0	16 Apr 1918	Operating	
SEVEN CEDARS	4	16 May 1912	31 May 1916	MT: Alderpoint
SPRUCE	-	01 Apr 1907	30 Sep 1907	Rescinded
TAYLORS FLAT	5	06 Jan 1874	05 Jan 1876	MT: Burnt Ranch
TRINIDAD*	5	ca. Mar 1851	25 Apr 1851	Into Klam. Co.
TRINITY	4	24 May 1854	07 Nov 1878	MT: Big Bar
TRINITY ALPS	1	28 Apr 1928	30 Apr 1954	MT: Lewiston
TRINITY CENTER	0	15 Jan 1894	Operating	Was Trinity Centre
TRINITY CENTRE	3	03 Feb 1873	14 Jan 1894	NCT: Trinity Center
	4	31 Jul 1855	30 Dec 1872	
UNIONTOWN*	5	19 Oct 1852	12 Mar 1853	Into Humb. Co.
WEAVERVILLE	0	09 Apr 1850	Operating	
WILDWOOD	4	02 Oct 1888	15 Dec 1893	
WILDWOOD RUR. BR.	0	22 Oct 1966	Operating	CPO of Redding
WILDWOOD RUR. STA.	1	01 Mar 1958	15 Jun 1961	R.S. of Redding
WILSON	5	05 Jan 1880	12 Oct 1881	MT: Blocksburg
ZENIA	0	24 Apr 1899	Operating	



A postcard view of Hay Fork dating from about 1910.

Hay Fork (the POD adopted Hayfork in its silly rush to eliminate two-word names during the 1890's) was settled as a farming center in the early 1850's. By 1853 a Mr. E. M. George had planted 150 acres in grain, the Ewing Ranch had 300 head of cattle and four yoke of oxen, and Bayles and Company operated both a grist mill and a sawmill. The village was first known by the descriptive name Hay Town, but in 1854 it became known as Hay Fork after the river along which it is situated. The river is really the North Fork of South Fork Trinity, but settlers wisely chose to call it Hay Fork.

By 1860 there were 14 businesses operating in Hay Fork: two general stores, a hardware, two hotels, two blacksmiths, a drug store, a livery stable, three saloons, and two dance halls. The population was estimated at about 1,200. Hay Fork post office was first established February 13, 1861, and, while it remained open for only two years, it was later re-established and has continued in service to this day. Boom times came and went with a local quartz mining excitement from 1906-1918, and the opening of new timber tracts, but the population of Hay Fork has remained remarkably stable, and today numbers about 900.

In addition to post offices serving mining towns and agricultural centers, there have been several Trinity County post offices which served resorts. Five Pines, Fawn Lodge, Forest Glen (Auto Rest), and Trinity Alps are illustrative of these.

Trinity County is one of the most historically interesting and scenic of California's counties. Its residents, although relatively few in numbers, are well aware of these advantages, and in 1955 the Trinity County Historical Society began publishing "Trinity", an annual yearbook filled with fascinating stories and pictures recalling the county's past. Those interested in learning more about Trinity County are urged to contact the Trinity County Historical Society, Weaverville, CA 96093.

COLLECTING TRINITY COUNTY POSTMARKS

The listing of Trinity County post offices which accompanies this article indicates a rich tradition of local postal history which presents a formidable challenge to the collector. There have been about 64 different named post offices which have operated within the modern boundaries of Trinity County. In addition

TRINITY COUNTY POST OFFICES GROUPED ACCORDING TO POSTMARK SCARCITY

OPERATING

BIG BAR
BURNT RANCH
DOUGLAS CITY
HAYFORK
HELENA RUR. BR.
HYAMPOM
JUNCTION CITY
LEWISTON
MAD RIVER
RUTH RURAL STA.
SALYER
TRINITY CENTER
WEAVERVILLE
WILDWOOD RUR. BR.
ZENIA

GROUP I

DEL LOMA
DENNY
DENNY RURAL STATION
FOREST GLEN
FOREST GLEN R.B.
HELENA
ISLAND MOUNTAIN
ISLAND MOUNTAIN R.S.
LAKE MOUNTAIN
MINERSVILLE
RUTH
TRINITY ALPS
WILDWOOD RUR. STA.

GROUP II

BIG BAR
BIG FLAT
CARRVILLE
CAUTION
COFFEE
DEDRICK
HOAGLIN
MAD RIVER
PEANUT

GROUP III

CAUTION
COLERIDGE
DEADWOOD
DODGE
DORLESKA
FAWN LODGE
KUNTZ
LAKE MOUNTAIN
LIMESTAIRS
LOWDEN'S RANCH
QUINBY
TRINITY CENTRE

GROUP IV

ABRAMS
ANADA
AUTO REST
BIG BAR
BRAGDON
BURRIS
CINNABAR
COEUR
COFFEE
FIVE PINES
FRANCIS

HETTEN
INTEGRAL
IRMA
LAKE MOUNTAIN
PAPOOSE
SEVEN CEDARS
TRINITY
TRINITY CENTRE
WILDWOOD

GROUP V

ABRAMS
ALTOONA
BURNT RANCH
CANON CITY
CEDAR FLAT
COFFEE
EUREKA*
GROUSE
HAWKINSBAR
HAY FORK
HOBOKEN
INDEEK
INTEGRAL
LAKE MOUNTAIN
LEWISTON
MAD RIVER
MENDOCINO*
MESSERVILLE
MINERSVILLE
ORIOLE
TAYLORS FLAT
TRINIDAD*
UNIONTOWN*
WILSON

Consult alphabetical
listing for applicable
dates of operation of
offices listed more
than once.

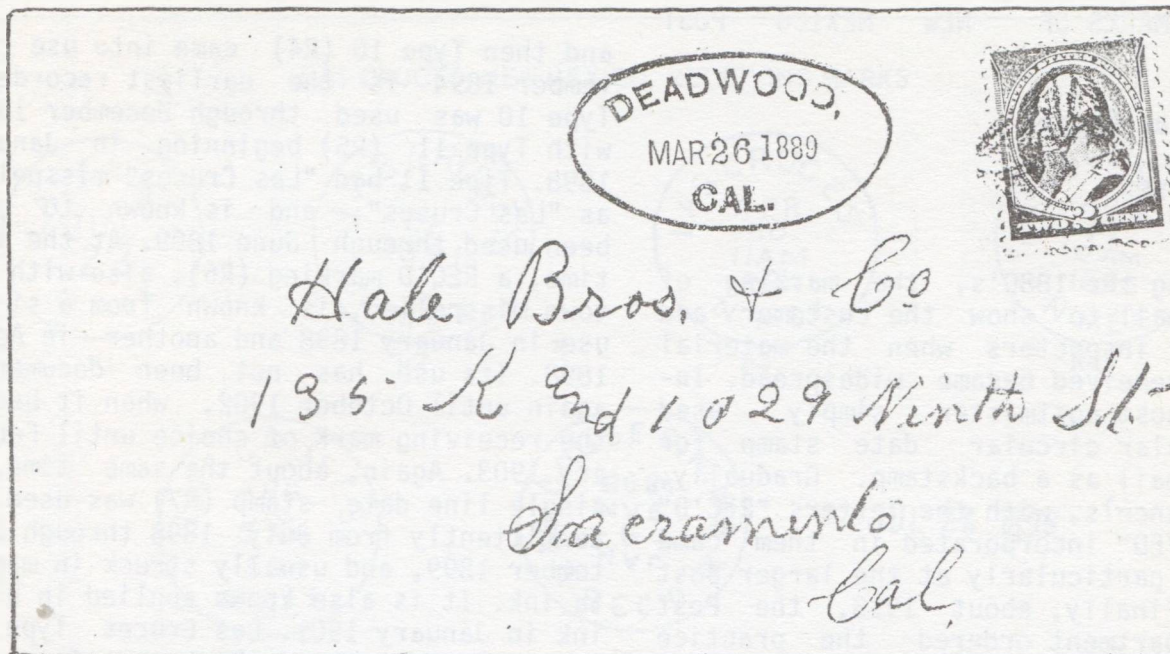
to these, the pioneer offices of Eureka, Mendocino, Trinidad, and Uniontown were within Trinity County for a time in its earlier configuration, and there have been a good variety of rural stations and interrupted periods of operation. If we assume as a goal the assembly of a representative collection of Trinity County postmarks, what might that entail?

There are today 12 operating post offices and three CPOs (formerly Rural Branches and Stations) in Trinity County. The acquisition of recent or current examples of postmarks from these facilities should not present much difficulty. Most collectors will naturally seek earlier examples of postmarks from these operating offices, and these might well prove elusive in some cases.

Nine additional Trinity County post offices have been discontinued within the recent past. These offices, listed under Group I and indicated by an S/I value of "1" in the alphabetical list, along with the four Rural Stations in the same category should be represented by surviving postmark examples which are relatively easy to find and inexpensive to purchase. Once again, it may not be so easy to find early postmark examples from these offices and branches.

Eight more post offices make up our listing of Group II offices in addition to the 1932-43 period of operation for Mad River. For the most part, these are post offices which operated well into the present century, and from which the number of surviving postmark examples, from either philatelic or local mail, should be fairly plentiful. Reasonable prices to pay for nice examples of the most common postmarks from Group II offices should be in the \$5-\$10 range in today's market, but for the collector willing to search the flea markets, post card bourses, and antique stores, it should be possible to find some Group II post offices.

These same sources might also yield a few examples from the 12 post offices listed as Group III, but finds here are likely to be fewer and farther between. These offices generally operated into the first quarter of the 20th century, and should therefore be represented by postmark examples on picture post cards, but



Cover bearing an oval DEADWOOD postmark of 1889 with a Maltese Cross tying a 2-cent brown.

some such as Trinity Centre ceased to exist before the post card era, and others such as Limestairs operated after the post card era had passed. A reasonable price to pay for the most common postmark examples from Group III offices in the current market is \$10-\$20.

The Group IV post offices of Trinity County will present a serious challenge to the collector. Most of these offices closed prior to the post card era, or were in service for just a few years in the early 20th century. Surviving examples will therefore generally be found on covers, and, as we all know, the number of 19th century covers available for sale outside the postal history market is not great. The best sources for finding postmarks from Group IV Trinity County offices will therefore be auctions, postal history dealers, and fellow collectors. Reasonable prices for the most common postmark examples from Group IV offices may be expected to be \$20-\$50 or more. The scarcity of these offices is such that even the collector with a large budget may expect to search many years before attaining anything near completion of the group.

It is not impossible to find post-

mark examples from the offices listed in Group V; difficult and/or expensive, but not impossible. For the most part, these are post offices which had very short lives, and often operated during the earliest years of American settlement in Trinity County. Examples have been documented from some, but not all of these post offices. In no cases however are postmarks plentiful, and discovery and acquisition of even one is likely to bring great joy to the heart of a Trinity County collector.

What then should we consider to be a representative Trinity County postmark collection? Certainly such a collection would include examples from all the post offices and CPOs still operating. It will include all the Group I offices and stations, and most of the Group II offices. We believe a representative collection should also include at least half of the Group III post offices, and a smattering of Group IV offices. In total, a representative Trinity County collection may include postmarks from 40 or more different post offices plus additional markings from rural branches and stations. It will be no small task to assemble such a collection, but the thrill of the hunt will be exhilarating.

RECEIVING MARKS OF NEW MEXICO POST OFFICES

Part I - Las Cruces

By Tom Todsen

During the 1880's, the marking of incoming mail to show the customer and the postal inspectors when the material had been received became widespread. Initially, most postmaster simply used their regular circular date stamp for outgoing mail as a backstamp. Gradually, special cancels, with the letters "REC'D" or "RECEIVED" incorporated in them came into use, particularly at the larger post offices. Finally, about 1913, the Post Office Department ordered the practice stopped since it was felt that too much time was being spent on it.

This same pattern is characteristic of the eleven receiving marks known from Las Cruces, New Mexico. The earliest recorded such mark is the use of Las Cruces Territorial Type 5 (labelled R1 below) on 4 October 1883. It was not seen again until 7 February 1887, after which it was used regularly through 1890. Type 7 (R2) was used from 1891 until late 1893, when Type 9 (R3) became the receiving mark. The latter is recorded until August 1894,

and then Type 10 (R4) came into use (November 1894 is the earliest recorded). Type 10 was used through December 1897, with Type 11 (R5) beginning in January 1898. Type 11 had "Las Cruces" misspelled as "Las Cruses", and is known to have been used through June 1899. At the same time, a REC'D marking (R6), also with the town misspelled, is known from a single use in January 1898 and another in April 1898. Its use has not been documented again until October 1902, when it became the receiving mark of choice until February 1903. Again, about the same time, a single line date stamp (R7) was used intermittently from July 1898 through September 1899, and usually struck in magenta ink. It is also known applied in black ink in January 1901. Las Cruces Type 12 (R8) was used as a backstamp from July 1899 through December 1902, although its use as a regular postmark is known to have continued throughout 1904. This device was replaced by R4, as stated above, which was in turn replaced by Type 14 (R9) beginning in April 1903. Use of R10 began sometime in 1908 and continued through December 1911. Finally, R11 use began in January 1912, and continued until the practice of applying receiving marks (except registry and special markings) was discontinued in May 1913.

LAS CRUCES RECEIVING MARKS

Description	Earliest and Latest Known as a	
	Receiving Mark	Regular Cancel
R1 I.. C. Type 5	4 Oct 83 - 3 Sep 90	19 Feb 75 - 10 Oct 90
R2 I.. C. Type 7	27 Feb 91 - 22 Sep 92	12 Nov 90 - 22 Jul 93
R3 I.. C. Type 9	-- Dec 93 - 25 Aug 94	27 Feb 94 - ? Jul 94
R4 I.. C. Type 10	9 Nov 94 - 28 Dec 97	? Nov 94 - 29 Dec 97
R5 I.. C. Type 11	13 Jan 98 - 22 Jan 99	21 Jan 98 - 19 Jun 99
R6 Clb'(REC'D)T1B28.5	9 Jan 98 - 3 Feb 03	
R7 S.I.. Date only	21 Jul 98 - 9 Jan 01	
R8 I.. C. Type 12	15 Jul 99 - 23 Dec 02	10 Jan 00 - 25 Nov 04
R9 I.. C. Type 14	28 Apr 03 - 25 Jan 08	19 Jun 03 & 13 Oct 07
R10 Clb'(REC'D)T1B29	23 Aug 08 - 11 Dec 11	
R11 Clb'(REC'D)T6B30	4 Jan 12 - 28 May 13	

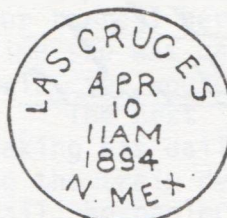
LAS CRUCES, NEW MEXICO, RECEIVING MARKS



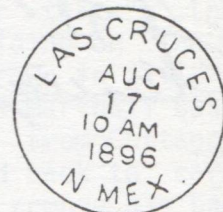
R1



R2



R3



R4



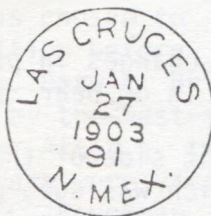
R5



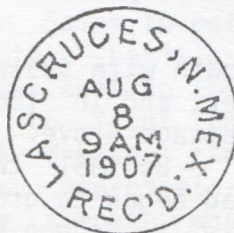
R6

JUL 26 1898

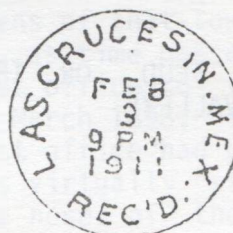
R7



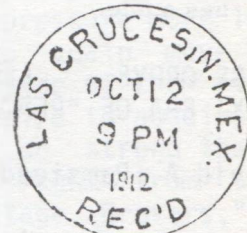
R8



R9



R10



R11

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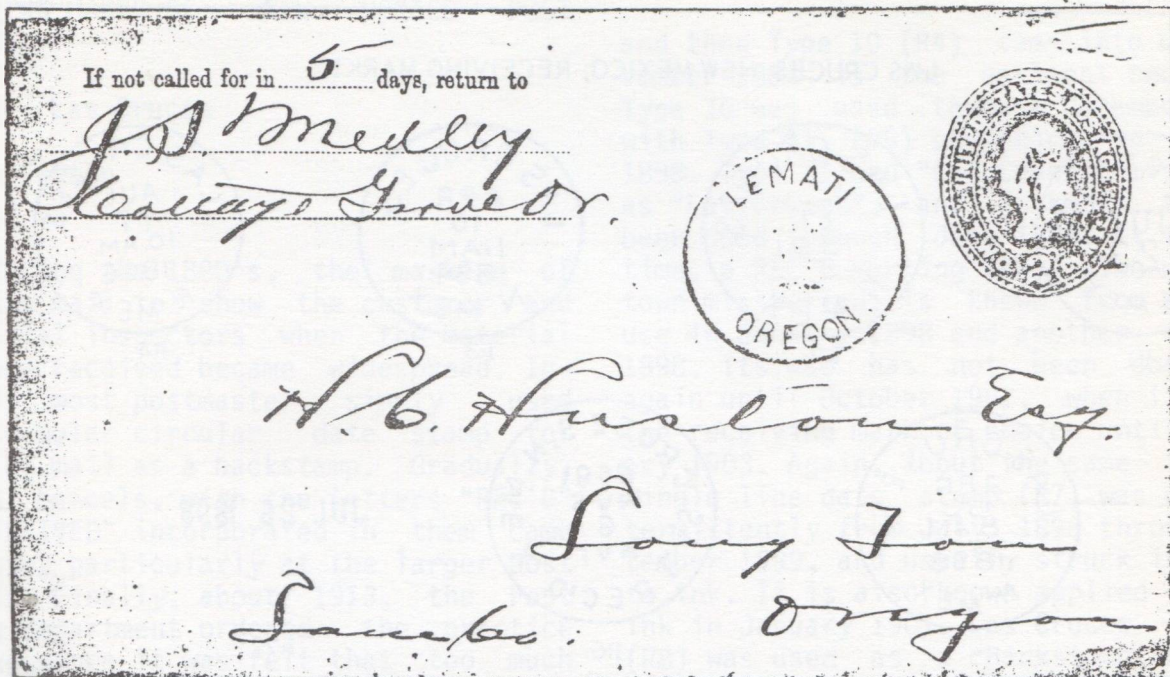
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This cover bears a postmark of LEMATI and a return address of Cottage Grove. Therein lies a tale.

COTTAGE GROVE - LEMATI FEUD, OR THE 'ROWDY' ERA OF "PEACEFUL VALLEY"

By David A. Ramstead

Back in 1893 the peaceful little Coast Fork River ran through the center of the then mining town of Cottage Grove, Oregon. The river indirectly became the cause of a split between the citizens of the community living on the west side and those living on the east side, although the real bone of contention soon came to be over the location of the post office.

When Cottage Grove first came into existence, around 1853, it was located on the west side of the river. Sidewalks were scarce and the mud plentiful, which accounts for the town acquiring the name "Slabtown," because of the numberless slabs of lumber laid down to serve as makeshift sidewalks. The first post office of Preston, established October 11, 1853, with Henry Small postmaster, was on the west side of the river in what is now southwest Cottage Grove. It closed March 30, 1855. The Cottage Grove post office opened March 3, 1855, and was located near Creswell, nine miles north of present Cottage Grove. It gradually moved

south with subsequent changes in postmaster, and in 1865 was in or near present Cottage Grove.

By 1891 the east side of the river had begun to grow, which was due, primarily, to Oregon & Central Railroad locating on this side of the Coast Fork River in the 1870's. The depot was about three-fourths of a mile northeast of the post office. Stores, hotels, livery stables, saloons and residences appeared. By 1893 the east side of the river was equal in population and business to the west side. The school, an important part of early Oregon towns, was also located on the east side.

About this time some members of the council of Cottage Grove, living on the east side, advocated moving the post office over nearer the depot and the trains. The west-siders would have no part of it, and thus began the argument which was to grow into the now famous "Lemati Feud."

The east-siders proceeded to add fuel to the fire by suggesting that the highway be rerouted to run parallel with the railroad, thus avoiding the west side of the river altogether, where it was then located. The east-siders also wanted to vote bonds for a water system, a mea-

sure on which the members of the council on the west side voted "NO." In addition, the west side of the river had always been referred to as Cottage Grove proper, with the east side being known by the name "East" Cottage Grove; a name the people living on the east side objected to by strong words, preferring to be called "Cottage Grove."

Lemati post office was first established November 21, 1893, with Laban Franklin Wooley postmaster by change of name from Cottage Grove. On September 5, 1894, the name was changed back to Cottage Grove.

By 1894 the disagreements had reached such proportions that the east-siders decided to secede and make an effort to incorporate into a separate town. They settled on the name "Lemati" for their new town, which is a Calapooya Indian word meaning "Peaceful Valley."

A prominent east side citizen, O. F. Knox, was chosen to go to Salem to put the petition before the State Legislature. Mr. Darwin Bristow was sent to the capitol by the west-siders to fight the petition. After a two-week debate, the east-siders were victorious. Representative D. C. Baughman, whose sympathy was with the east side, lent his aid to the bill, and the new city of Lemati came into existence. O. F. Knox became the first mayor. The west-siders then made J. I. Jones, builder of the first large-scale sawmill in the Cottage Grove area, mayor of the City of Cottage Grove.

With the east side now a separate town, the quarrels seemed to heighten, rather than diminish as expected. Jack Baker, the Marshall of Cottage Grove, was especially hostile toward everyone and everything in Lemati. To torment him some of the younger rowdies took delight in congregating in the West Side Saloon and picking a fight with him. They would run over to the middle of the bridge connecting Cottage Grove and Lemati, in order to be inside the city limits of Lemati, and thus render him powerless to arrest them.

In another amusing incident, which occurred the day after the Cottage Grove council had passed an ordinance prohibiting bicycle riding on the sidewalks, Marshall Baker spied the 10-year old daugh-

ter of the Lemati mayor riding on the sidewalk of the main street. He lost no time in apprehending her, leading her to the middle of the bridge, and admonishing her to tell her father that "...the next time she was caught riding on the sidewalk, she would be thrown in jail."

The next day, as Marshall Baker was making his daily trip from Cottage Grove to the train depot and back to carry the mail, he neglected to remove his badge on entering the Lemati city limits. This was, of course, an infraction of the law, for which the Lemati Marshall promptly arrested him and took him to jail, where he languished until he could get word to someone on the west side to bail him out.

During these years of quarreling between the two towns, the train conductors, on entering Lemati, would shout out "Slab Town, Yellow Dog, Cottage Grove, and Lemati." The very fact that the railroad ran through Lemati impelled the citizens of that town to pressure more loudly, as time passed, to again move the post office to their side of the river. By March 1898, the desire to acquire the post office had grown so strong that it was virtually "stolen right from under the noses of the Cottage Grovers," and physically moved to the east side. On March 28, 1898, the name of the post office was again changed to Lemati from Cottage Grove with Percy B. Sherwood as postmaster. Postmaster Sherwood located his office on Lot 1, Block 1, Shields Addition to Cottage Grove, which is at the southeast corner of present Fifth and Main streets. The post office name was changed back to Cottage Grove May 10, 1898, and, although this time the office operated as "Lemati" for only 43 days, the east-siders were ultimately victorious in their fight for the post office since the site has remained on the east side of the river to this day.

The Eugene "Register" of April 28, 1898 related the story as follows:

"The post office known as Cottage Grove has been dropped and hereafter all mail intended for people in that neighborhood must be addressed to Lemati. This is a late order of the department.

The Lemati office was once established and then abolished. A while back the office was removed from Cottage Grove to Lemati during the night. It is claimed that this was done on petition of seven people, while 700 people signed a remonstrance against it. Now the name Cottage Grove has been dropped and the people up there are very wrathful, even to the residents of Lemati and that the department in Washington will in a few days be in receipt of a vigorous 'kick'."

As the months went by, the dissension between the two communities gradually lessened. Finally, in 1899, the members of both city councils got together and buried the hatchet. The name Cottage Grove was accepted as applying to all the town on both sides of the Coast Fork River. Cottage Grove was permanently incorporated as a town in the State of Oregon February 20, 1901, thus forever ending the rousing feud of "Peaceful Valley," the Cottage Grove-Lemati Feud.

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DIRT ROAD POST OFFICE

GUFFEY, COLORADO

Guffey is located in the southern part of Park County, about 20 miles west of Pike's Peak. It is reached by a dirt road off Colorado State Highway 9.

Guffey was established during the height of the mining excitement at Cripple Creek with the name Idaville, on April 12, 1895. The name Guffey was adopted on May 23, 1896. One can continue by dirt road from Guffey to Cripple Creek through beautiful, un-touristed mountain scenery.



The Guffey general store is more picturesque than the new post office

Part IV: Lyon County

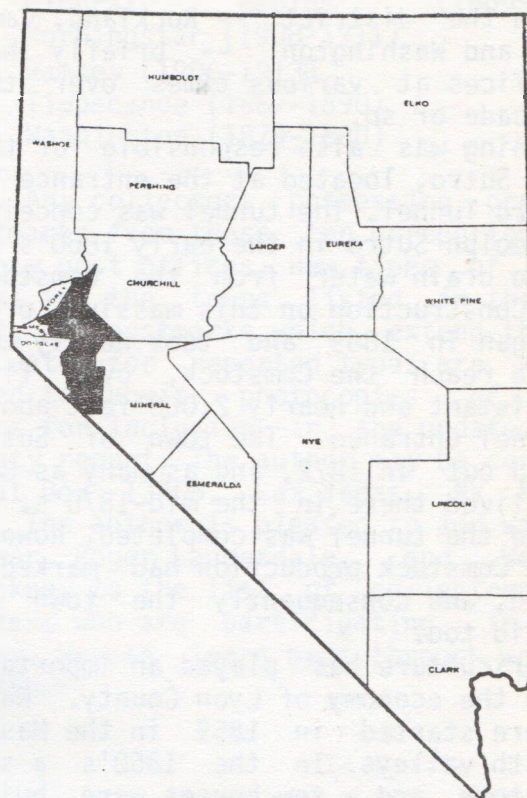
By Ted Gruber

The first mineral discovery in Nevada was made in 1849 in Gold Creek, which flowed down Gold Canyon into the Carson River near the present town of Dayton. By 1853 a permanent trading post was established on the north bank of the Carson River to serve the placer miners who had set up their tents farther up Gold Canyon. This scattered collection of tents became known as Johntown, Nevada's first mining camp. Construction began in 1855 on a ditch to bring water from Carson River to the trading post at the mouth of Gold Canyon. Many Chinese laborers were brought in to work on this project, and as a result the place became known as Chinatown by 1856.

With the discovery of the Comstock Lode in 1859, nearly everyone left Chinatown and Johntown for the new mining excitement a few miles north. Chinatown never-the-less acquired a post office in April 1860, which took the more pleasant name of Mineral Rapids. The office operated less than one year, while the region was still administratively part of Carson County, Utah Territory.

Post offices were also established during the Utah Territorial period at Silver City and Fort Churchill. Silver City was an important town founded in late 1859 at the southern end of the Comstock region. The post office was established in May 1860, and by the next year Silver City had a population of 1,200. Fort Churchill was a major military outpost constructed in 1860 to protect stations on nearby emigrant routes from Indian raids. It acquired a post office in October 1860.

Nevada Territory was created from western Utah Territory in March 1861. Lyon County was one of the nine original counties erected by the new Territorial Legislature in November. The county seat was placed at Dayton, the new name selected just three weeks earlier by the residents of Chinatown for their commun-



ity. The Dayton post office was established in January 1862. As mills were built along the Carson River to process the ore from the Comstock, Dayton's population climbed to 2,500 by 1865.

Some controversy exists over the origin of the county's name. In their classic 1881 History of Nevada, Thompson and West claim that the name commemorates General Nathaniel Lyon, who was killed during the Civil War in the Battle of Wilson's Creek, near Springfield, Missouri. Most other historians, however, are of the opinion that the name honors Captain Robert Lyon, who came to Nevada in 1850, and fought in several Indian battles.

Mining was the dominant industry in Lyon County's early days. Gold discoveries in the Pine Nut Mountains in the early 1860's gave rise to the towns of Palmyra and Como. Farther south, in an area then part of Esmeralda County, gold was discovered in the Pine Grove Hills in 1866. By 1868 the town of Pine Grove had formed around the activity and had grown to a population of 200. Other smaller

camps in the district -- Rockland, Cambridge, and Washington -- briefly had post offices at various times over the next decade or so.

Mining was also responsible for the town of Sutro, located at the entrance to the Sutro Tunnel. The tunnel was conceived by Adolph Sutro in the early 1860's as a way to drain water from the Comstock mines. Construction on this massive project began in 1869 and took nearly ten years to reach the Comstock, over five miles distant and nearly 2,000 feet above the tunnel entrance. The town of Sutro was laid out in 1872, and as many as 800 people lived there in the mid-1870's. By the time the tunnel was completed, however, the Comstock production had markedly declined, and consequently the town of Sutro did too.

Agriculture has played an important role in the economy of Lyon County. Ranches were started in 1859 in the Mason and Smith valleys. In the 1860's a saloon, store, and a few houses were built in the Mason Valley, forming a town known as Pizen Switch. The residents soon renamed their town Greenfield, but when a post office was established in 1871 it took the name Mason Valley. The town and the post office were renamed Yerington in 1894 to honor Henry Yerington, a prominent railroad official who held interests in both the Carson & Colorado and the Virginia & Truckee. This was done in an attempt to get one of these two railroads to extend a line into the Mason Valley. Even though the valley did not get its railroad, the name Yerington stuck.

Wellington was the first settlement in the Smith Valley. It was situated where the roads through the valley converged to form a single road south to Aurora. The community acquired a post office in 1865. Another small community serving ranches in the valley is Smith, which has had a post office since 1892. Two more Smith Valley farming settlements, Artesia and Simpson, were founded early in this century.

The narrow gauge Carson & Colorado Railroad was built through Lyon County in 1881. The northern terminus of this line was chosen to be Mound House, a station on the standard-gauge Virginia & Truckee.

Mound House became an important railroad town where freight between the two lines changed trains because of the difference in rail gauges. Wabuska, a small settlement with a post office that served the northern Mason Valley from 1874 to 1879, was made a station on the Carson & Colorado and later that same year had its post office re-established.

Beginning early in this century, Lyon County experienced a major copper mining boom. The new towns of Mason and Morningstar (later known as Ludwig) acquired post offices in 1908. The 12-mile Nevada Copper Belt Railroad was built south from Wabuska, west around the Singatse Mountains, and north to Ludwig in 1910-1911. Mason, Wabuska, Nordyke, and Hudson became stations on this line. A large smelter was built near Wabuska to process the ore transported there by the new railroad, and the town of Thompson grew around it. The copper mining also stimulated the growth of Yerington enough that it acquired the county seat from Dayton in February 1911. Today, Yerington is the largest town in Lyon County with a population of 2,000.

Other mining activity in the county during the early part of this century included revivals at Como and Rockland. Both these post offices were re-established for a short period. The new mining camp at Ramsey emerged in 1906 when gold was discovered. Although the boom wore off by 1907, Ramsey's mines were worked periodically until about 1940.

Two major additions have been made to Lyon County since its creation. Both of these changes affected post offices. In March 1883, several hundred square miles of northwestern Esmeralda County became part of Lyon County. This area contained the Mason and Smith valleys, including the two post offices operating at Mason Valley and Wellington. Nevada's last significant county boundary change occurred in March 1933 when part of the northwestern corner of Mineral County was annexed to Lyon County for financial reasons. This region included the Wichman post office, as well as the sites of former post offices at Cambridge, Elbow, Pine Grove, Rockland, Sweetwater, and Washington.

A total of 35 post offices have operated in what is today Lyon County. Three of these post offices -- Silver Springs, Weed Heights, and Weeks -- were established after the 1920 cutoff date for this series. Currently there are seven post offices operating in the county.

In the initial Lyon County report, 75 different postmark types have been documented representing 22 of the 32 pre-1920 post offices. Ten different types have been reported for Dayton and Silver City, while Wabuska and Wellington follow with six types each.

The ten Lyon County post offices from which no postmarks have been documented are:

Antesia (1914-1926)
Cambridge (1879-1881)
Como (1879-81 & 1903-05)
Elbow (1881)
Marshland (1886-1888)

Mineral Rapids (1860-1861)
Morningstar (1908-1911)
Ramsey (1906-1913)
Tippecanoe (1887-1890)
Washington (1879-1880)

Any collectors possessing pre-1920 postmarks from these ten unreported Lyon County post offices, new types of postmarks for the towns listed in this report, and postmarks which extend the usage dates for reported types are kindly asked to submit photocopies of these items for inclusion in the updated Lyon County report. The author may be contacted at Box 13408, Las Vegas, NV 89112.

The author is pleased to add William Helmer, Roger Lauderdale, and Webster Stickney to the list of collectors and dealers who are participating in this study. We can learn best through working together.

TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Dayton (1862-date)					
1.	C1AA1R31	4 Feb 186?			(4)
2.	C1AA1BBR24.5	5 Jun 186?		target	
3.	C21BS1RRB38	27 Jan 1881			(4)
4.	C1BS1B29	27 Jan 1883	16 Mar 1886	cork,tgt.	
5.	C21BN1RRB31	29 Dec 1886	5 Dec 1887	target	
6.	C1B'9N1RRBB29	20 May 1890	18 Oct 1890	star	
7.	C1AT1B27	12 Dec 1891?			(1)
8.	C1AT1B27	11 Jul 1898		cork	(4)
9.	A	6 Jul 1907	3 Sep 1911		
10.	B	27 Jul 1914	11 Aug 1919		
Fernley (1908-date)					
1.	A	9 Feb 1910	22 Dec 1916		
Fort Churchill (1860-61, 1878-82 & 1905-24)					
1.	M	7 Aug 1861	18 Aug 1861		
2.	D2/1	13 Jul 1905	4 May 1909		
Hudson (1911-17 & 1918-43)					
1.	B	30 Jan 1914	24 Feb 1916		
2.	B	8 May 1916			
Ludwig (1911-1932)					
1.	B	30 Sep 1912	21 Jul 1913		
2.	B	23 Dec 1913	24 Jan 1916		



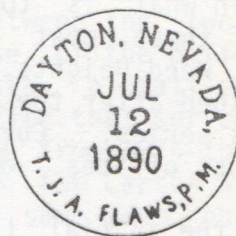
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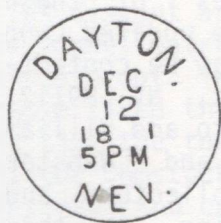
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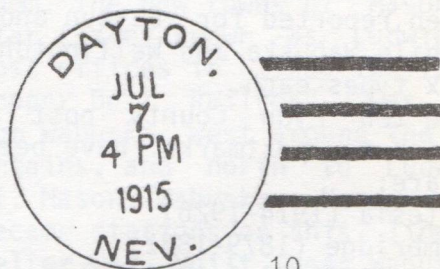
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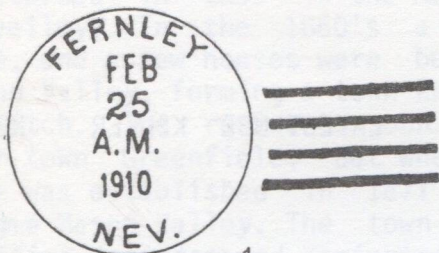
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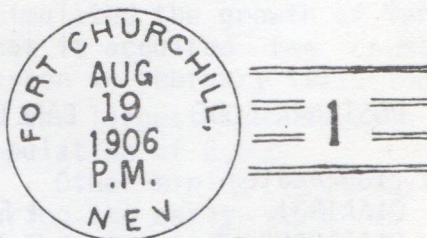
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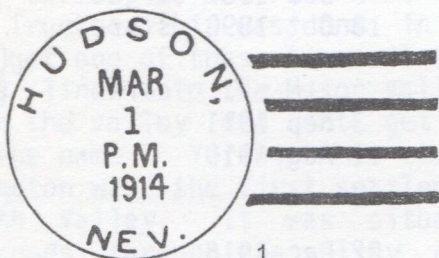
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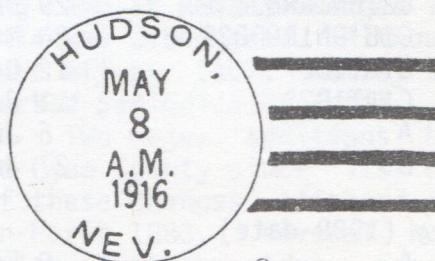
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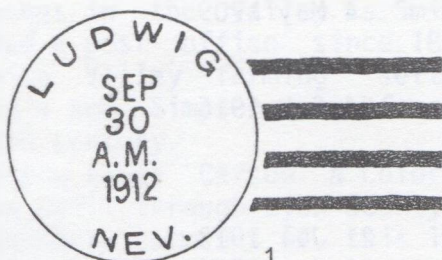
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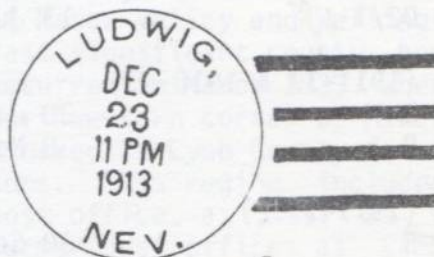
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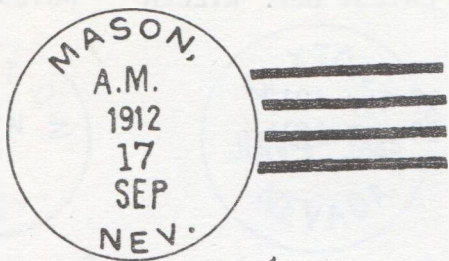


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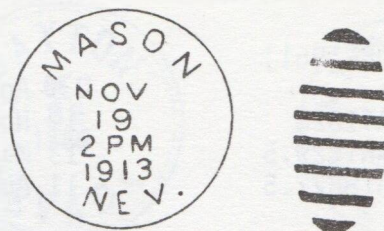


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TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Mason (1908-1961)					
1.	A	9 Apr 1909	17 Sep 1912		
2.	C1AT1B28	19 Nov 1913	29 Jun 1916		
3.	C1AN1B29.5	13 May 1917			
4.	C1AT8B22.5	11 Aug 1917			
Mason Valley (1871-1894)					
1.	C41AN1B27.5	26 Mar 1883		cork	
2.	C1BN1B30	4 Mar 1890	17 Aug 1893	star	
Mound House (1877, 1884-1905 & 1907-29)					
1.	C21BN1B33	16 Apr 1887	1 Mar 1890	Malt. cross	
2.	C1AN1BBR27	23 Jul 1896?		target	(4)
3.	C1AN1B30	9 Dec 1904		duplex	
4.	A	6 Sep 1908	22 Dec 1913		
Nordyke (1892-1914)					
1.	A	24 Dec 1910			
Palmyra (1863-1866)					
1.	C1AA1BBR27.5	1 Feb 186?		grid	
Pine Grove (Pinegrove) (1868-69 & 1869-1912)					
1.	M	c.1870			
2.	C1AN1B28	11 Jul 1899		target	
3.	D3/2	19 Oct 1907	4 Oct 1910		
Rockland (1871-72, 1877, 1906-09)					
1.	A	30 Jul 1907			
Silver City (1860-date)					
1.	M	25 Jun 1860	13 Dec 1861		
2.	C1CN1BBR28.5	12 Feb 1862	27 Sep 1862		(3)
3.	C1CN4B28.5	13 Oct 1862		cork	
4.	C31FN1BBR26	27 Apr 1863	10 Mar 1864?	cork	
5.	C31FA1BBR26	7 Sep 186?	12 Oct 186?	target	
6.	C1AA1BBR23	8 Feb 1870	31 Jul 187?		
7.	C1AN1BBR27	3 Apr 1889			
8.	C1AN1BBR27.5	13 Feb 1891	13 Jul 1895	target	(2)
9.	D3/4	24 Dec 1906	24 Dec 1908		
10.	A	24 Dec 1909	23 Dec 1915		
Simpson (1913-1943)					
1.	B	3 Jun 1915	14 Jul 1917		
Smith (1892-date)					
1.	C1AN1B29	27 Feb 1894			(1)
2.	C1AN1B28	30 May 1898	28 Dec 1898	target	
3.	D3/2	19 Jan 1906	5 Jul 1911		
4.	B	10 Dec 1913	18 Jun 1919		



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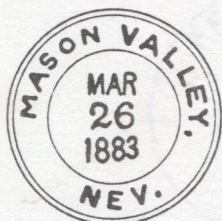
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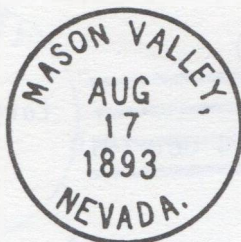
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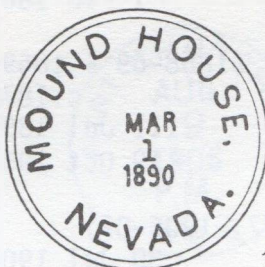
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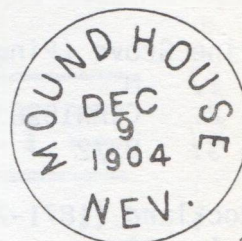
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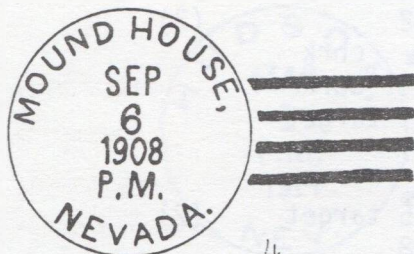
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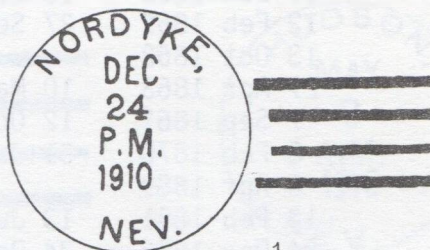
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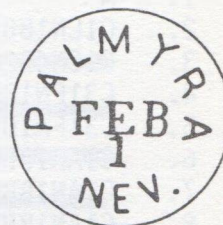
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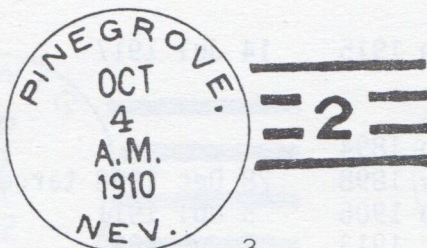
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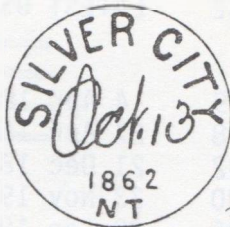
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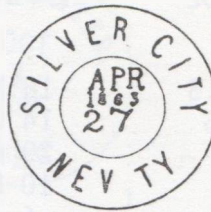
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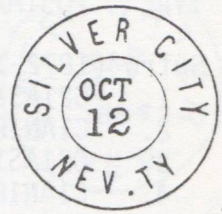
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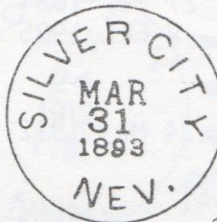
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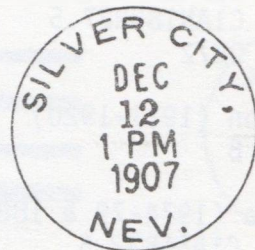
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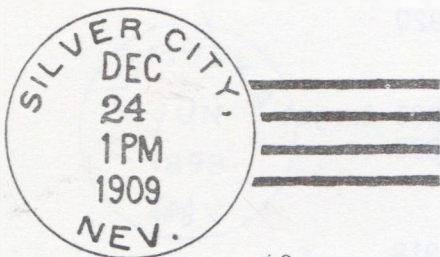
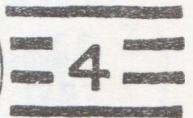
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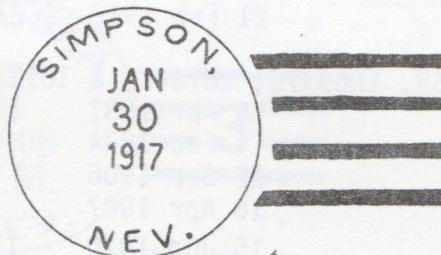
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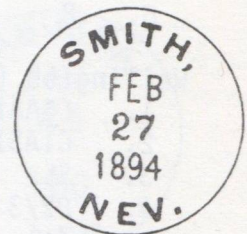
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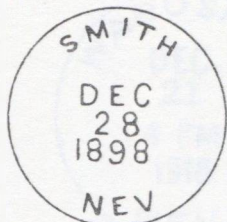
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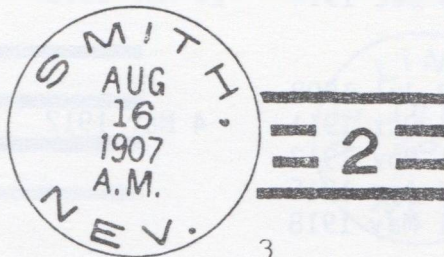
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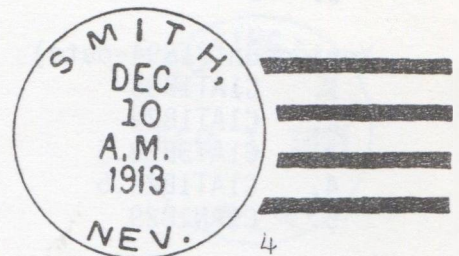
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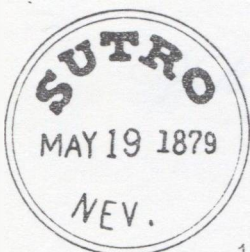
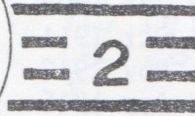
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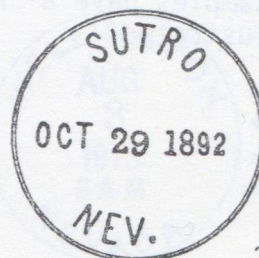
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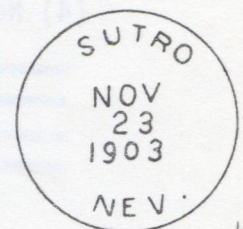
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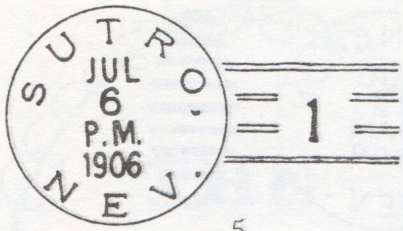
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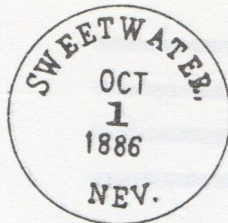
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TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Sutro (1872-1920)					
1.	C21AS1RBB31.5	19 May 1879	4 Apr 1881	target	
2.	C1AN1RRB26.5	14 Oct 1888	27 Apr 1890	target	
3.	C21AS1B32	29 Oct 1892	21 Dec 1892		
4.	C1AN1B28	10 Dec 1900	23 Nov 1903	target	
5.	D2/1	6 Jul 1906	28 Sep 1910		
Sweetwater (1870-1925)					
1.	C1AN1RRB28	15 Sep 1882	1 Oct 1886	Malt. cross	
2.	C1AN1BBR27.5	27 Mar 1894			(1)
3.	D2/2	8 Feb 1905	9 Apr 1909		
Thompson (1911-1920)					
1.	B	24 May 1912	29 Oct 1912		
Wabuska (1974-79 & 1881-1966)					
1.	C1AS1B32.5	c.1894			(4)
2.	C1AN1B27.5	9 Sep 1897			(1)
3.	C1AN1B27.5	?? Jun 1898			(1)
4.	D3/3	5 Sep 1906	25 Mar 1908		
5.	A	24 Jan 1910			
6.	B	21 Feb 1913	21 Dec 1920		
Wellington (1865-69, 1869-72, 1873-76 & 1878-date)					
1.	C1AA1BBR27	5 Apr 188?	23 Jul 1889	target	
2.	C1AS1B29	1 Feb 1894	4 Nov 1895		
3.	SL	22 Sep 1906			
4.	D2/3	16 Apr 1907			(4)
5.	A	15 Jun 1910	17 Feb 1918		
6.	B	19 Feb 1916			(4)
Wichman (1911-1941)					
1.	B	19 Dec 1914	27 Mar 1916		
Yerington (1894-date)					
1.	C1AT1B28	12 Jul 1908			
2.	C1AT1B29	6 Oct 1911	4 Mar 1912		
3.	C1AT3B28.5	1 Nov 1913			
4.	C1AT1B29.5	4 Apr 1915			
5.	C1AN1B29	31 May 1918			

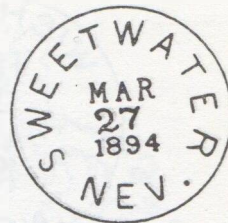
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 (4) Not illustrated.



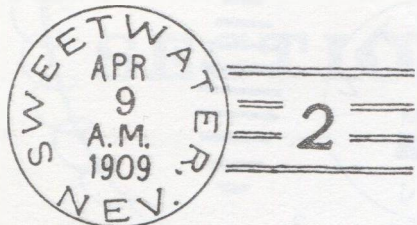
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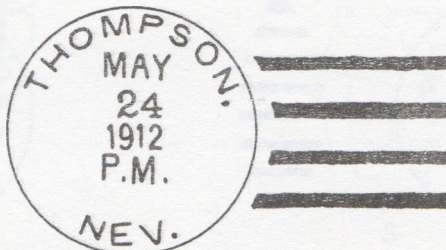
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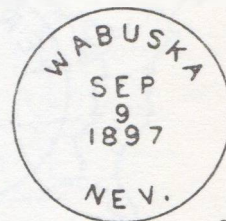
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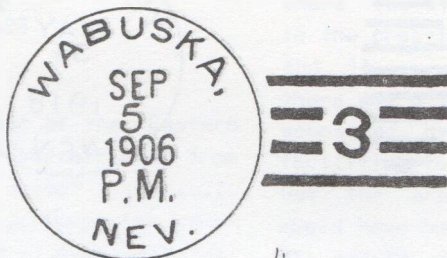
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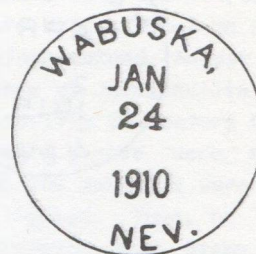
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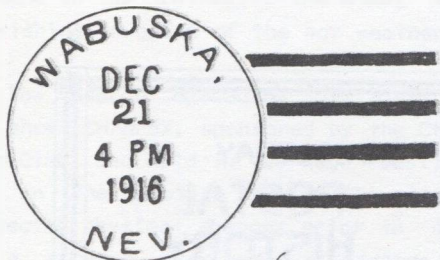
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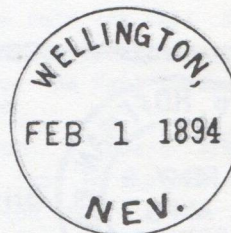
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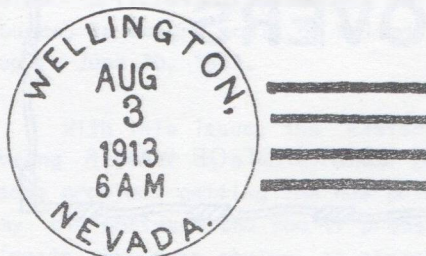
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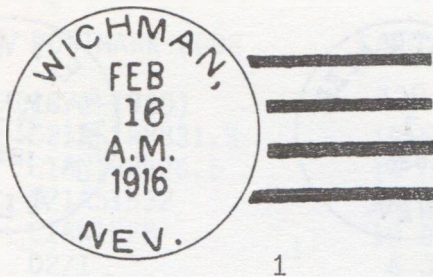
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*Wellington,
Lyon
Nevada*

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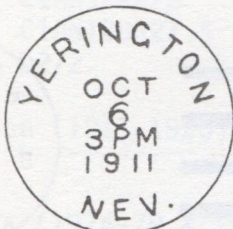
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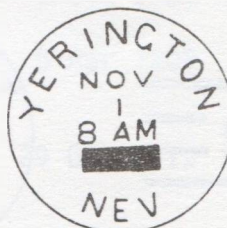
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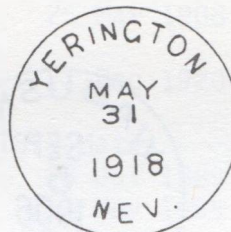
2



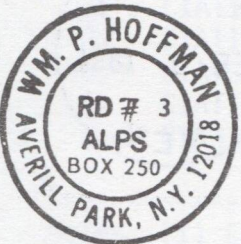
3



4



5



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THE EASTERN SECTION

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

We're starting this second year of the Eastern Section with an old appeal- we need articles from readers- short, long, a "favorite cover" Share the results of your investigations with other students and just plain collectors....Please!!!!!!

Summertime is considered by some as a "slow" period for stamp collectors and postal historians, but here in the Southeast, the hobby is alive and flourishing in spite of the hot weather.

The "season" opened on July 26-28 with a three day show CHARPEX, sponsored by the Charlotte, N.C. Stamp Club, and held in the huge Eastland Shopping Mall on the eastern edge of the city. Although unexpected physical changes prior to showtime made for a crowded show area, attendance was good, the exhibits were interesting, the bourse had some fine material for sale, there were meetings of the North Carolina Postal History Society and the Carolina Federation of Stamp Clubs, and my wife enjoyed a three-day shopping spree in the huge shopping mall.

One feature that impressed me was the presence of a photocopy machine supplied by one of the members of NCPHS for copying North Carolina covers of members or cooperating dealers. This group now has a huge, well organized file of photocopies of covers showing North Carolina postal markings.



Two weeks later we were off to Savannah, Ga., where the 5th Annual Exhibition and Bourse was held in the prestigious DeSoto Hilton Hotel on August 10 and 11. The following weekend, August 16 to 18, there was a three day show at Jacksonville Florida, sponsored by the Jacksonville Collectors Club. The facilities for the 37 table bourse were excellent, but the area in which the exhibits were displayed could have been better lighted. Then, on September 14 and 15, our own Charleston, S.C. Stamp Club held its "Fall Bourse" at the Sheraton Airport Inn in North Charleston. Although billed as a "bourse", we had a few frames of exhibits, including two by "yours truly". Finally, on September 21 and 22, the Spartanburg, S.C. Club held its Fall Bourse at the Ramada Inn, just outside Spartanburg. All in all, a great head start for the Fall Season.

Following last issue, I heard from Henry Beecher, who pointed out that in the article in the Aug.-Sept. issue, entitled "Our First Newspaper Wrapper", the statement "transient matter or newspapers" was ambiguous. He is correct. The words "transient matter or" can be removed. Not only newspapers, but periodicals, unsealed circulars and other articles of printed matter not exceeding 3 ounces in weight could be mailed in the 1c wrapper up to June 30, 1863.

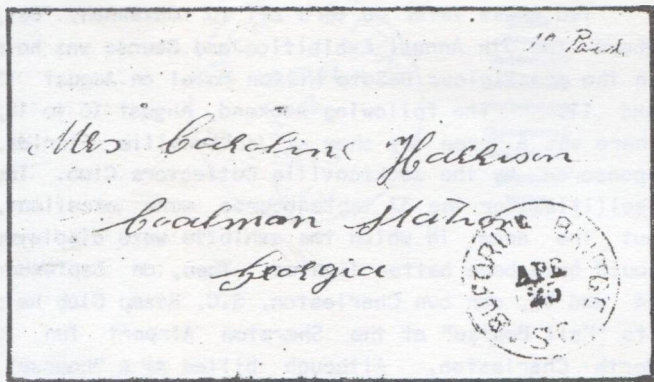
With this issue, the Eastern Section is now being typeset on a daisy wheel printer. I'm having some problems getting the new printer to work with my old software, and you'll probably see some experiments with type styles, so please be patient.

UNLISTED CONFEDERATES

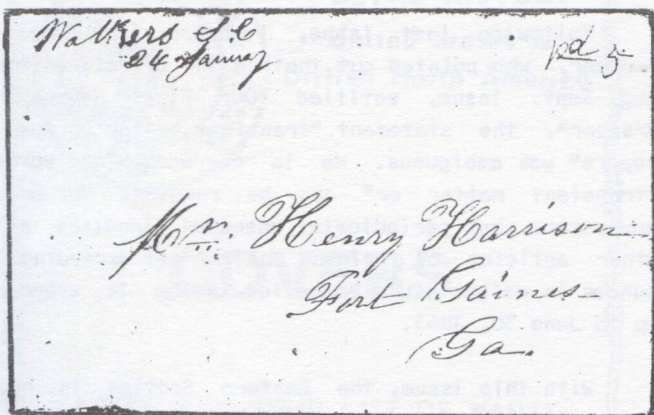
In its alphabetic arrangement, the 1862 edition of "List of Post Offices in the United States" includes post offices which had been operating in those States that seceded from the Union, but shows no postmaster name for such offices. Post offices are also listed by specific States, and under South Carolina, there are listed the names of 578 post offices that had been operating during 1861.

"Confederate States of America Stampless Cover Catalog", First Edition (1980) lists markings from only 148 of these 578 South Carolina offices, so you can see, there are many offices from which markings are yet to be reported. A similar condition is true for most of the States that were members of the Confederate States of America.

Shown below are two of these unreported towns.



BUFORD'S BRIDGE/S.C./APR/25 cds with a faint "10 Paid" in manuscript on an envelope addressed to Coalman Station, Georgia.



Walker's S.C/ 24 January and manuscript "pd 5" on folded letter headed "Colleton Dist. Jan 22nd/62" and addressed to Fort Gaines, Georgia.

An Apology by Robert J. Stets

In the last issue of LA POSTA (Aug-Sept) there was an article entitled "20th Century 'Advertised' Covers", published with the name of Douglas N. Clark as author. That article was written by me, using information and photocopies sent me by Douglas N. Clark. Mr. Clark objects to my showing his name as author of the article, and for this, I hereby apologize to my readers and to Mr. Clark.

* * * * *

HAVE YOU SEEN?

Georgia Postal History Society Bulletin, August 1985; 8 pages, 8 1/2 x 11, neatly printed by offset. This second issue is as good as the first, including an editorial comparing stamping one's name on the back of a cover (a la H. C. GIBSON, VAN DYKE, KOHN, etc.) to vandalism. There is an excellent article on how to make philatelic "finds" in your own back yard by seeking out the local "odd job man" who cleans out garages, attics, etc., and making it worth his while to leave the interesting philatelic material at your house. Dr. Ervin E. Underwood provides an unusually clear discussion of a usually clouded subject- color in philately- advocating use of the NBS (National Bureau of Standards) and ISCC (Inter-Society Color Council) system. For \$23.00, one can purchase a Dictionary of Color Names (which cross-references earlier color dictionaries) and a set of color charts, each with 10 to 20 graded color chips for visual comparison. Unfortunately, Dr. Underwood did not mention the address from which these items can be ordered. This issue's "Feature County" is Spaulding County, with a listing of post offices, dates of establishment, discontinuance, and names of first postmasters supplied by our Midwest Editor, Alan Patera.

Published irregularly by the Georgia Postal History Society. Information from Secretary/Editor Douglas N. Clark, Box 51, Lexington, GA 30648.

AMERIPEX

Make sure you get a hotel reservation so you won't miss this once-in-a-decade International Philatelic Exhibition scheduled at Chicago's O'Hare Exhibition Center from May 22 to June 1, 1986.

Almost 1200 requests for the hotel brochure were received within two weeks of the announcement of its availability.

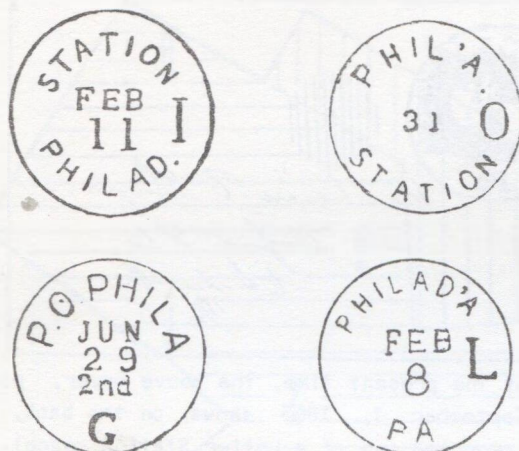
Send a SASE to AMERIPEX, 5944 W. Montrose Ave. Chicago, IL 60634 and ask for the hotel brochure.

THE LETTER STATION CANCELS OF PHILADELPHIA

Part I

by Robert J. Stets

When this article was first considered, the story of the letter station cancels used in Philadelphia seemed like a natural follow up to a previous article on the independent post offices in Philadelphia County. When the independent offices were closed, they were replaced by a system of letter stations- all very simple!



These are some of the types of Letter Station cancels being discussed in this article

But the more information that was gathered, the more complicated it became! The changeover was intimately wrapped up with the problems of revenue, the problem of carrier compensation, the competition from Blood's Local Post, and the start of free city delivery! Therefore, a brief review is in order.

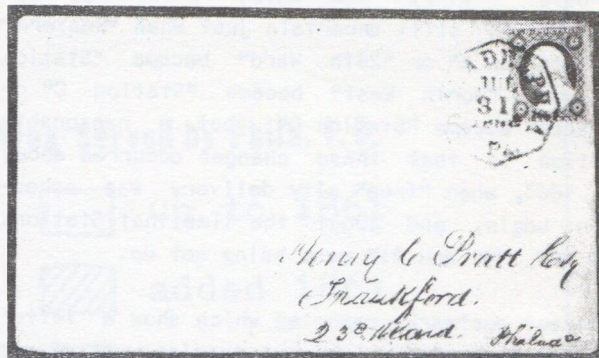
An Act of the Pennsylvania Legislature in 1854 merged the City of Philadelphia and its surrounding boroughs, districts and townships into a single political entity called the City of Philadelphia. But the changes required to similarly consolidate the postal services of the same area took another 13 years.

The first step toward consolidation of postal services, according to official records, took place the year following consolidation (1855) when records (1) show that Philadelphia Station "B" came into existence. However, since no one has yet reported a postal marking from Station B earlier than 1864, it is my opinion that this Station was not activated until some years later. I believe the reason for such delay was a simple economic one- to prevent loss of revenue.

The Act of March 3, 1847 (Sec. 10) authorized the Postmaster General (PMG) "to establish branch offices to facilitate the operation of the post office in any city which, in the opinion of the PMG, may require such additional accommodation for the convenience of the inhabitants...and no additional postage shall be charged for the receipt or delivery of any letter or packet at such branch post office".

Under the system in effect in 1854, a letter from the Philadelphia P.O. to the West Philadelphia P.O. cost 3c. If Station "B" were activated as a branch of the Philadelphia Post Office, no allowance was provided for the loss in revenue. This view is substantiated by a paragraph in the 1861 Report of the PMG, titled "BRANCH OFFICES":

"Requests have been made from several cities for the establishment of branch offices for the receipt and delivery of letters auxiliary to the city post office. I have been unwilling to establish them without some provision being made to meet the additional expense, for which the same fee allowed to carriers, one cent, would be sufficient." (2)



1860 cover to Frankford, then within the City of Philadelphia, but outside the area served by the Philadelphia Post Office, hence a 3c charge.

INITIAL BRANCH OFFICES ESTABLISHED

On April 20, 1861, Cornelius A. Walborn was appointed Postmaster of Philadelphia. James Rees, a clerk in the Philadelphia Post Office, writing around 1866 (3) says, "The bringing of all these rural districts under one general postal head was

one of the first suggestions that Mr. C.A. Walborn made to the department shortly after he became postmaster of the city. Postmaster-General Blair entered fully into his views upon this subject, and thus the whole rural district is under one general postal head. Mr. Walborn established station offices, engaged carriers, and letters are now distributed within an area over 100 square miles with as much ease and facility as they were in the limits of the old city proper."

Kay and Smith (1) record that stations A, C and D were established during 1861, however, the Report of the PMG for 1860 (page 537) states that "Branch offices have been established in the City of Philadelphia". Also, the 1860 Philadelphia City Directory lists the addresses of four "UNITED STATES SUB POST OFFICES". The 1861 City Directory identifies them as "Western", "24th Ward", "North West", and "North East"(24th Ward at that time was West Philadelphia) These stations were located at distances of one to two miles west, northwest and north of the Philadelphia Post Office, and probably served as "tryout areas" for Postmaster Walborn's idea. We have not yet seen a cancel showing these station names.

It was these "name" stations that later became the letter stations A, B, C and D, respectively.

The distinction between "name" stations and "letter" stations was unclear at the time "Pennsylvania Postal History" was being researched, and indeed, it is still uncertain just when "Western" became "Station A" or "24th Ward" became "Station B" or when "North West" became "Station C" or "North East" became "Station D", but a reasonable supposition is that these changes occurred about July 1, 1863, when "free" city delivery was scheduled to begin, and about the time that Stations "E", "F", "G", "H" and "I" were being set up.

The earliest postmarks reported which show a letter in the postmark, and to which a precise year of use can be assigned, date from September, 1863, only 22 days after the latest date reported for use of the U.S. PENNY MAIL carrier marking.

(1.) Pennsylvania Postal History; John L. Kay and Chester M. Smith, Jr., Quarterman Publications, 1976

(2) Report of Postmaster General, Dec. 2, 1861, pg 581

(3) Footprints of a Letter Carrier, by James Rees, 1866, page 249.

From this we can conclude that the large 31mm cancel which I have called Type 1, (Figure 3) was the first type of cancel placed in use at the letter stations of the Philadelphia Post Office.

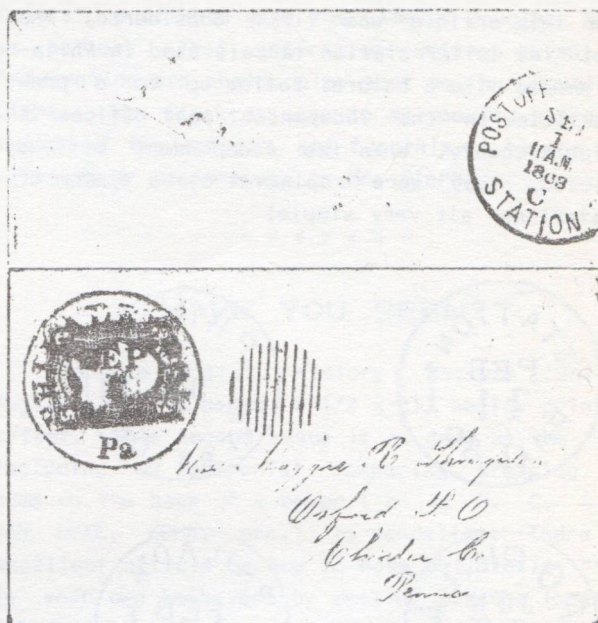
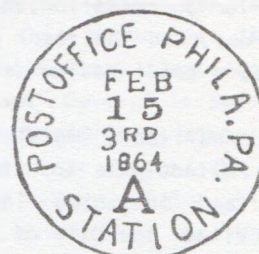


Fig. 3 At the present time, the above cover, postmarked September 1, 1863 shows, on the back, the earliest reported use of a Letter Station cancel.

Early use of this type of marking follows the pattern used by carriers during the period when they charged a fee- on the back of covers addressed out of town and struck twice on the front of local letters- once on the stamp, and again on the cover.



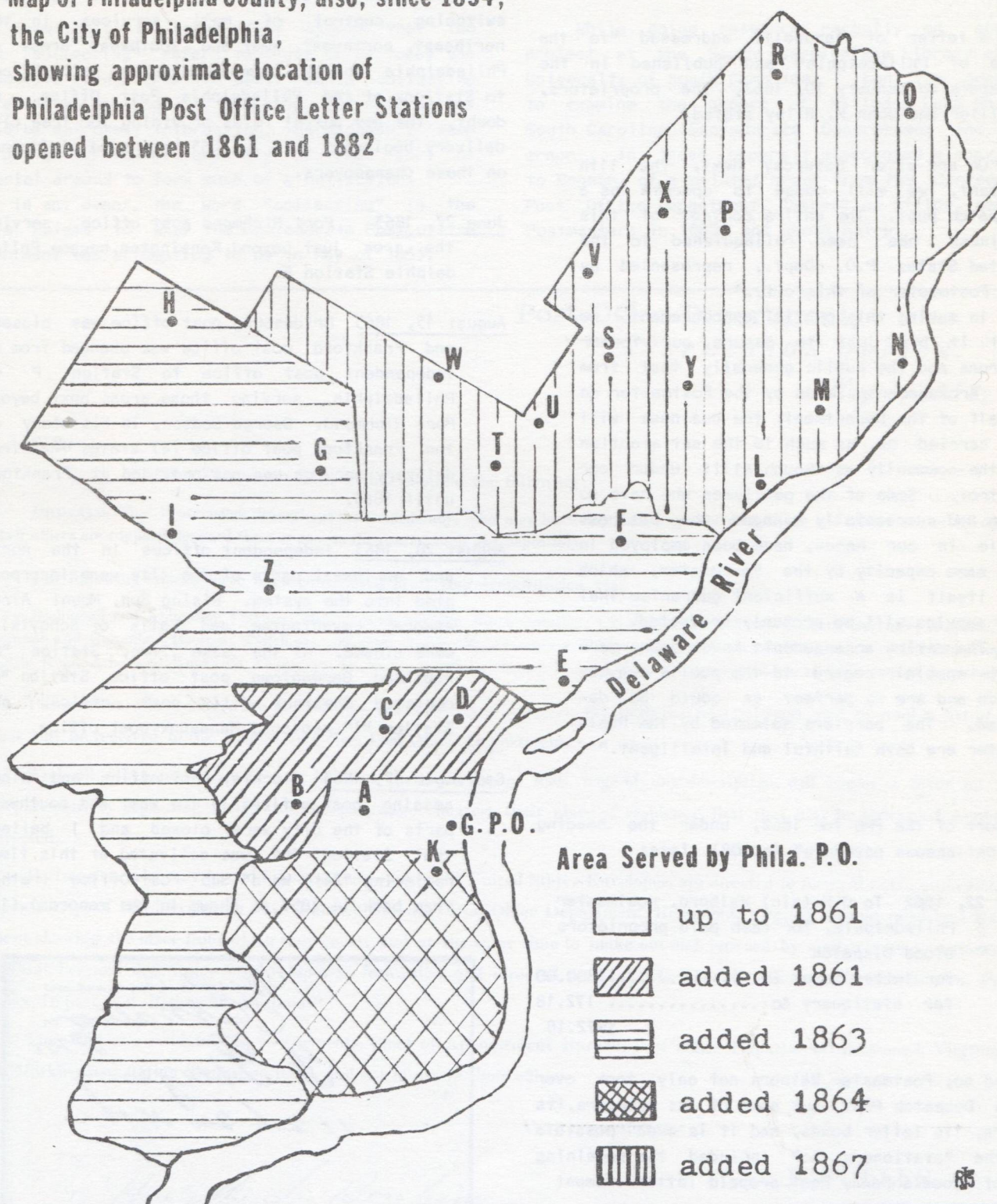
TYPE 1 31mm 1863-64
STA. A, B, C, G, H

Who has this cancel used from Stations D, E or F, which were established about the same time?

1862 - AN EVENTFUL YEAR

Early in 1862, an event took place that gave impetus to Postmaster Walborn's plan for consolidation of U.S. Mail delivery services throughout Philadelphia County. On January 11, 1862, Blood's

Map of Philadelphia County, also, since 1854,
the City of Philadelphia,
showing approximate location of
Philadelphia Post Office Letter Stations
opened between 1861 and 1882



The earlier postal history concerning these post offices is provided in a 44 page booklet, "Independent Post Offices of Philadelphia County, 1800-1867", available from Robert J. Stets, P.O.Box 142, Walterboro SC 29488. Price \$5.50, postpaid.

Local Post, the only remaining competitor to the U.S. Post Office, ceased operations.

In a letter of farewell, addressed "to the Citizens of Philadelphia" and published in the local papers on January 10, 1862, the proprietors, Hiram Miller and John M. Riley stated:

"On and after Saturday next, the 11th instant, we will cease to operate as a Despatch post. The entire control of this business has been relinquished to the United States P.O. Dept., represented by the Postmaster of this city."

In making this public announcement, we feel it but just to assure our former patrons and the public generally that from the arrangements made by the Postmaster on behalf of the Department, the business will be carried on as much to the satisfaction of the community as though still under our control. Some of the gentlemen who have so long and successfully managed the business while in our hands, have been employed in the same capacity by the Postmaster, which of itself is a sufficient guarantee that the service will be properly conducted.

The entire arrangements have been made with special regard to the public convenience and are as perfect as could be devised. The carriers selected by the Postmaster are both faithful and intelligent."

The Report of the PMG for 1862, under the heading "miscellaneous payments" (p.208) lists:

July 22, 1862 To C.H.(sic) Walborn, postmaster Philadelphia, for cash paid proprietors Blood Dispatch
for letter boxes &c\$800.00
for stationery &c 172.18
\$972.18

And so, Postmaster Walborn not only took over Blood's Despatch Post, but some of its managers, its carriers, its letter boxes, and it is even possible that the "stationery &c" included the remaining stock of Blood's Penny Post prepaid letter stamps!

On March 31, 1862, the first of a series of changeovers occurred, when the independent post office at Kensington, Pa. was closed and postal service for that area was provided from North East Sub Post-Office, only a short distance away.

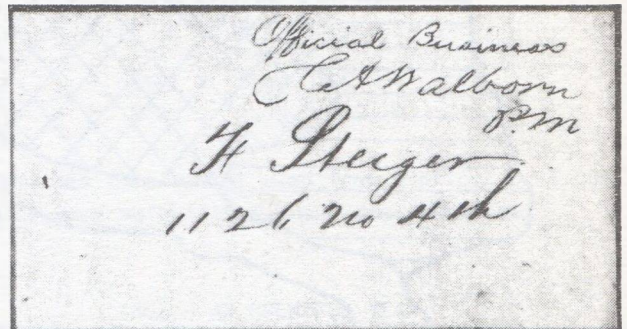
Four separate actions took place during 1863, switching control of mail services in the northeast, northwest, west and southwest areas of Philadelphia County from independent post offices to Stations of the Philadelphia Post Office. No doubt, the new postal rates providing for free city delivery beginning July 1, 1863 had some influence on these changeovers.

June 27, 1863 Port Richmond post office, serving the area just beyond Kensington, became Philadelphia Station E.

August 15, 1863 Bridesburg post office was closed, and Frankford post office was changed from an independent post office to Station F of Philadelphia, serving those areas next beyond Port Richmond. George Dodson, in his story of the Frankford post office (4) states that free delivery service was not provided at Frankford until 1865.

August 28, 1863 Independent offices in the north and northwest parts of the city were incorporated into the system. Rising Sun, Mount Airy, Andora, Leverington and Falls of Schuylkill were closed. At the same time, Station "G" replaced Germantown post office, Station "H" replaced Chestnut Hill post office, and Station "I" replaced Manayunk post office.

September 15, 1863 Blockley post office and Kingessing post offices in the west and southwest parts of the city were closed and I believe that Station "B" was activated at this time, replacing "24th Ward" Sub Post-Office (rather than back in 1855, as shown in the records).(1)



Handstamped frank of Philada's Postmaster Walborn.

(4) Postal History of Frankford, George L. Dodson, Jr. Linn's, October 12, 1964. (to be continued)

COLLECTING CONFEDERATE MAIL BAGS AND OTHER POST OFFICE PARAPHERNALIA

by Harvey S. Teal

From the title, one might assume that the word "collecting" refers to those of us today who accumulate things from the past. While collecting Confederate mailbags or marking and rate stamps would be extremely interesting, there doesn't seem to be a sufficient quantity of that sort of material around to form much of a collection.

In any event, the word "collecting" in the title refers to what the Confederate Post Office Department was attempting to do in May of 1863.

While doing research recently on another project at the South Caroliniana Library at the University of South Carolina, I had the occasion to examine the papers of Milledge Luke Bonham, South Carolina Confederate Congressman and Governor. In those papers I discovered a copy sent to Bonham, of a printed order from the Confederate Post Office Department, Inspection Office, sent to Postmasters in 1863, and shown below.

Post Office Department,

INSPECTION OFFICE,

May 1, 1863.

SIR:

The Postmaster General has adopted the following:

ORDERED, That Postmasters throughout the Confederacy, who may have any mail bags not actually in use on the routes by which their offices are supplied, forward them *at once* to the nearest mail bag depository.

The following Offices have been constituted Mail Bag Depositories, viz:

Richmond and Abingdon, Virginia; Raleigh and Ashville, North Carolina; Charleston and Columbia, South Carolina; Augusta, Savannah and Columbus, Georgia; Tallahassee, Florida; Mobile, Montgomery and Huntsville, Alabama; Jackson and Natchez, Mississippi; Little Rock, Arkansas; Knoxville, Tennessee; Galveston, Clarksville and Nacogdoches, Texas; Alexandria and Shreveport, Louisiana.

Postmasters, whose offices are depositories, are directed to assist in the collection of mail bags, and to send a list of all that may be received to the Inspection Office, Post Office Department.

And all other persons, who may have in their possession mail bags of any description, will confer a favor on the Department by depositing them with the postmaster nearest their place of residence, that they may be forwarded as above directed.

Postmasters who may have in their possession any old United States Envelopes, are directed to forward them, immediately upon receipt of this Circular, to the "Finance Bureau," Post Office Department, Richmond, Virginia, accompanied by a statement showing the office from which they come; and at the same time to make out and forward by mail a statement showing the number and description of envelopes so forwarded, and directed to "John L. Harrell, Chief of Finance Bureau, Post Office Department, Richmond, Virginia."

They will also send to "B. N. Clements, Chief of Appointment Bureau, Post Office Department, Richmond, Virginia," all Marking and Rating Stamps on hand, and not in use in their offices.

Very respectfully,

To *Hon. M. L. Bonham*

B. FULLER,
Chief Clerk P. O. D.

*Edgfield
S.C.*

Before reporting this "discovery" and writing it up, I checked with several local Confederate collectors to ascertain if they knew of this matter, or had seen it reported anywhere. They had not.

The background or reason for this order probably lay with the fortunes of war, especially the pinch the blockade was creating in the procurement of materials for the operation of most Confederate institutions, including the Postal System. Note that the order encouraged local postmasters to collect mail bags that might have been in the hands of private citizens. Perhaps Bonham himself communicated this need to his constituents, although no evidence could be found that he did so. The order sent to him did have manuscript brackets around the "private citizens" part of the order, indicating he or someone took special note of this request.

Several interesting questions and suppositions arise from this order. How successful was this effort? How many mail bags were collected? Were they restenciled and recycled for mail use, or converted to military use? How many "old U.S. envelopes" were sent in? Are many, or any of the U.S. envelopes overprinted by the Confederacy from this period? How many "Marking and Rating Stamps" were collected from around the Confederacy? Were they reissued to different Confederate Post Offices? Are there rate markings on Confederate covers that represent examples of the above possibility?

In my mind, this "order" raises more questions or possibilities than it answers. Perhaps some knowledgeable "Confederate Colonel" has information on this topic. Opinions, speculations or hard information about this matter would be welcomed. Correspondence can be addressed to me c/o Columbia Philatelic Society, P.O. Box 1675, Columbia, SC 29202.

AMERIPEX

Make sure you get a hotel reservation so you won't miss this once-in-a-decade International Philatelic Exhibition scheduled at Chicago's O'Hare Exhibition Center from May 22 to June 1, 1986.

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Send a SASE to AMERIPEX, 5944 W. Montrose Ave. Chicago, IL 60634 and ask for the hotel brochure.

HAVE YOU SEEN?

Long Island Postal Historian, Summer 1985; 31 pages, photocopied. Please note the new name, which is 23 letters shorter than the old one, and doesn't lose anything by shortening.

Once more, the editor has shown how to make a good thing better, in one of the feature articles, "Manuscript Post Offices of Long Island". Starting with listings in the Empire State Postal History Society's "Manuscript Post Offices of New York State", J. Fred Rodriguez has abstracted those that pertain to Long Island and added 16 new towns, plus dozens of "earlier" or "later" dates that have been reported by members of the LIPHS. Fred has then illustrated these listings with numerous covers showing some of the manuscript postmarks. Great work! Another feature is Part V of "Long Island Post Offices" by John M. Price, Jr. and J. Fred Rodriguez. Part V presents additional post offices in Queens County, shown on "real photo" postcards that have reproduced exceptionally well. Each post office photo is accompanied by a nice cover showing a postmark from that office— a very nostalgic presentation. There are several pages of Society news, and a report of the Society's Spring meeting.

Edited by J. Fred Rodriguez. Published quarterly by the Long Island Postal History Society, P.O. Box 1178, Southold, N.Y. 11971.

HAVE YOU SEEN?

Vermont Philatelist, August 1985; 12 pages, 5 1/2 x 8 1/2, stapled, neatly printed by offset. The Vermont Philatelic Society will be publishing "The Postmasters of Vermont", which had been appearing serially in the Vermont Philatelist, as a separate handbook, possibly by the time you read this.

This issue contains an article by Donald B. Johnstone on some early Vermont "Way Mail", describing three early covers, one from 1792 and two from 1811. Another article by Jason J. Granger describes the Doremus Machine Cancels known from Vermont towns. There is Part II of an article by John C. Wriston, Jr. on post offices located in Vermont railroad stations, and Terrence Hines provides illustrations of documents with revenue stamps cancelled in Vermont. Finally, a 28-lot auction. Also included are reports of the biennial meeting of the Society, held at VERPEX, in June, and a financial report from the Treasurer.

Editor Morton Nash continues to provide an excellent variety of material. Published quarterly by the Vermont Philatelic Society. Contact Dr. Paul Abajian, 93 Saratoga Ave., Burlington, VT 05401.

RAILROADS OF SOUTH CAROLINA 1830 - 1863

by Robert J. Stets

My original intention had been to include here just a brief description of each railroad shown on the accompanying map, but when I read the story of the construction of the first railroad in South Carolina, I was so impressed that I thought some of my readers might appreciate a few specific details.

I was amazed that a group of merchants and business men, most of whom had never seen a railroad before, would have the courage and ingenuity to construct what was, in its day, the longest railroad in the world!

SOUTH CAROLINA CANAL & RAILROAD CO.

The first railroad in South Carolina was conceived during the 1820's while steam engines were still in the experimental stage.

It was a daring venture, spearheaded by Charleston business men and merchants who, by an act of the South Carolina legislature on December 19, 1827, were authorized to set up "The South Carolina Canal and Railroad Company". One of the conditions of the Act specified that when the subscription of stock amounted to or above one-half the authorized capital of \$700,000, the Company was to be considered formed.

Books for the subscription were opened on March 17, 1828 at Columbia, Camden, Hamburg and Charleston, for four days. Upon closing the books at the end of the four days, it was found that no

shares were taken at Columbia, Hamburg or Camden. At Charleston, however, \$350,000 was subscribed, thus the condition of the Charter was satisfied, and a formal organization was set up.

The Board of Directors then had the responsibility for constructing a new mode of transportation in a new country, with little knowledge of the details involved, and with scarcely any experienced talent they could employ.

THE ROUTE

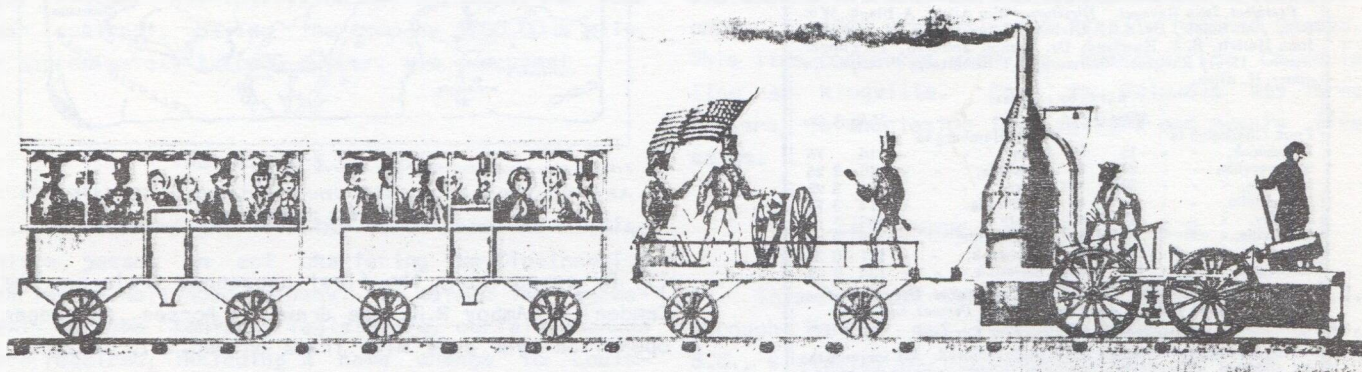
Several surveys of possible routes were made. Finally, on April 25, 1831, Horatio Allen, chief engineer for the project, decided on a route from Charleston to Hamburg via Aiken, covering a distance of about 135 miles.

CONSTRUCTION BEGUN

Although beset by many difficulties, the work progressed, rights of way were purchased, the form of construction for the roadbed decided upon, and actual work of construction began January 9, 1830.

LOCOMOTIVE BUILT

On March 1, 1830 the Board of Directors authorized the construction of a steam locomotive to provide the motive power for the new railroad. The engine was built during the summer of 1830 at the West Point Foundry in New York City.



From The History of the First Locomotives in America, by William H. Brown, 1871

THE "BEST FRIEND OF CHARLESTON" AND ITS TRAIN ON THE OCCASION OF THE STOCKHOLDERS EXCURSION JANUARY 15, 1831

LOCOMOTIVE PLACED IN OPERATION

The locomotive arrived in Charleston on the ship "Niagara" on October 23, 1830. Local machinists were hired to put the machine together and prepare it for the road. On November 2, 1830, with Nicholas Darrell as engineer, a trial trip of the "Best Friend of Charleston" (as the locomotive was called) revealed that the wheels were too weak for the strains placed on them by the curves in the road, and they had to be replaced.

FIRST PASSENGERS CARRIED

On December 14 and 15, 1830, after the replacement was made, the engine was tried again, carrying some forty or fifty passengers in four or five cars at speeds of 16 to 21 miles an hour! On December 24, 1830, the first time table was published in the Charleston Mercury, and the formal debut was made on Christmas Day, 1830, by hauling 141 persons. These early trips ended at the forks of State and Dorchester Roads.

ROAD EXTENDED WESTWARD

Only six miles of the road were actually completed by the end of 1830. By May 1831, 65 miles from Charleston to the Edisto River were under contract, and beyond the Edisto, 34 of the total 70 miles were also under contract.



SOUTH-CAROLINA RAIL-ROAD,

Between Charleston and Hamburg, S. C. opposite Augusta. (Geo.)

Distance 136 miles, performed in daylight, from 6 A. M. to 6 P. M.
President, John Ravenel. Directors—Wm Aiken, A. Black, Wm. Bell, J. J. Bulow, Dr. S. H. Dickson, John Dixon, H. F. Faber, John Haslett, B. J. Howland, Dr. Joseph Johnson, T. Tupper.
Auditor, Henry Ravenel. Secretary, J. T. Robertson, Principal Engineer, H. Allen.

RATES OF PASSAGE.

Miles \$ Cts.		Miles \$ Cts.	
From Charleston to		From Hamburg to	
Woodstock, -	15 50	Aiken, -	16 75
Summerville, -	21 75	Blackville, -	46 25
Inabnet's, -	32 1 62	Midway, -	74 3 25
Branchville, -	62 3 00	Branchville, -	74 3 75
Midway, -	72 3 50	Inabnet's, -	103 5 12 1/2
Blackville, -	90 4 50	Summerville, -	115 6 00
Aiken, -	120 6 40	Woodstock, -	121 6 25
Hamburg, -	136 6 75	Charleston, -	136 6 75

And from one intermediate Station to another, FIVE CENTS per MILE. Children under 12 years and Coloured Persons, half-price

Regulations for the Passenger Carriage.

1st. All baggage at owner's risk—75 lbs. allowed. 2d. servants the not admitted, unless having the care of children, without the consent of all the Passengers. 3d. Passengers not allowed to stand on the outside platform. 4th. smoking prohibited. 5th. No Gun or Fowling Piece shall be permitted to enter the Car unless examined by the Conductor. 6th. The feet not to be put on the Cushions, nor the Cars

From Miller's Planters and Merchants Almanac, 1835

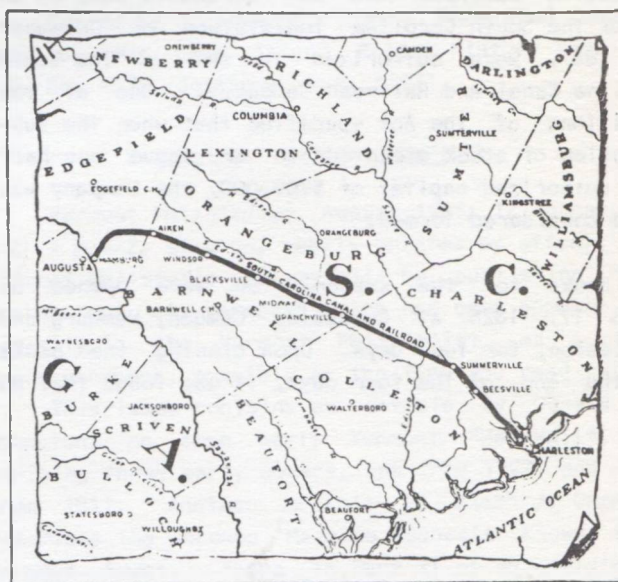
During 1831, the whole line was placed under contract and the work progressed with all possible speed. In May 1832, 15 miles of the road were actually in operation from Charleston to Woodstock, carrying both mail and passengers. The road was opened to Branchville on November 7, 1832, a distance of 62 miles, (1) and on February 7, 1833, 72 miles were in operation to Midway.

ROAD COMPLETED

On October 3, 1833, the entire distance was opened to traffic. The Governor of South Carolina and his party were transported to Aiken, 120 miles from Charleston, arriving at 5 p.m. The car with the Augusta (Ga.) mail and passengers was let down the inclined plane and arrived at Hamburg about 8 p.m., having travelled 136 miles in approximately 14 hours! (2)

At the time of its completion, the South Carolina Rail Road was the longest railroad in the world, and twice as long as any other in America.

The total cost of the road was \$951,148.36, or \$6,993.74 for every mile of road constructed.



From a map of the Carolinas and Georgia 1835

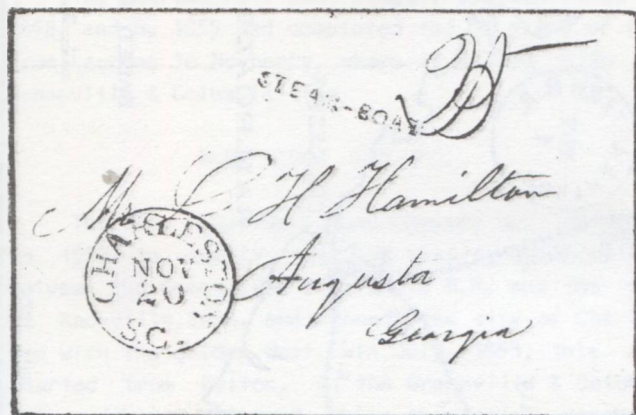
AS THE RAILROAD WAS IN 1833 UPON COMPLETION OF THE LINE FROM CHARLESTON TO HAMBURG

(1) By comparison, the first passenger train on the Camden & Amboy R.R. was drawn by horses, and began operation over a 34 mile track on Dec. 17, 1832.

(2) The mails were first transported by special mail train on the Camden & Amboy R.R. on Dec. 29, 1834. (per "Annals of Camden" by Charles S. Boyer)

CARRYING THE MAILS

The Charleston Courier, in various issues during November and December, 1831 reports that the locomotive was being used to carry the mails. In a statement to the Board of Directors in May, 1832, it was reported that income from carrying the mails was \$483.34. However, in November, 1835, the Post Office Department refused to pay the company for carrying the mails, claiming that no legal contract existed; consequently the service was discontinued on Dec. 1, 1835.



This folded letter from New York (Nov. 15, 1834) to Augusta, Ga., shows a straight line "STEAMBOAT" and CHARLESTON cds of Nov 20. It very likely was carried over the South Carolina Rail Road.

In the latter part of 1836, an arrangement was made by which the mails were to be carried from Charleston to Hamburg for \$10,000 a year. This did not prove satisfactory to the company, and in 1838, the time for making another contract, the company demanded \$20,000 a year. The Post Office Department refused. Eventually, on May 20, 1839, a four year contract, paying the company \$200.00 a mile, or approximately \$27,600 a year, was executed!

THE L. C. & C. R.R.

On December 19, 1835, the South Carolina legislature passed an act chartering the Cincinnati & Charleston Rail Road Company. To obtain the agreement of the Kentucky legislature, certain changes were required, including a name change to Louisville, Cincinnati & Charleston Rail Road Company.

On December 28, 1837, the L. C. & C. R.R. purchased the stock of the South Carolina Canal &

Rail Road Company. The financial Panic of 1837 and failure of the states of Kentucky, Tennessee and North Carolina to purchase sufficient shares in the new railroad, stopped plans for building across the mountains. Money paid by subscribers in Kentucky, Tennessee and North Carolina was returned, and all efforts centered on completing a line from Branchville to Columbia.

Contracts were let early in 1838 for preparing the roadbed. By September, 1839, all of the road had been put under contract. The line was completed in 1842. Passenger trains entered Columbia on June 20, 1842, and freight trains on July 1, 1842. Total cost of constructing the road was \$2,274,906.21.

FORMATION OF SOUTH CAROLINA R.R.

By an Act of the South Carolina legislature, approved December 19, 1843, the L.C. & C. R.R. and the South Carolina Canal & Rail Road Company were merged into a new corporation called the South Carolina Rail Road Company.

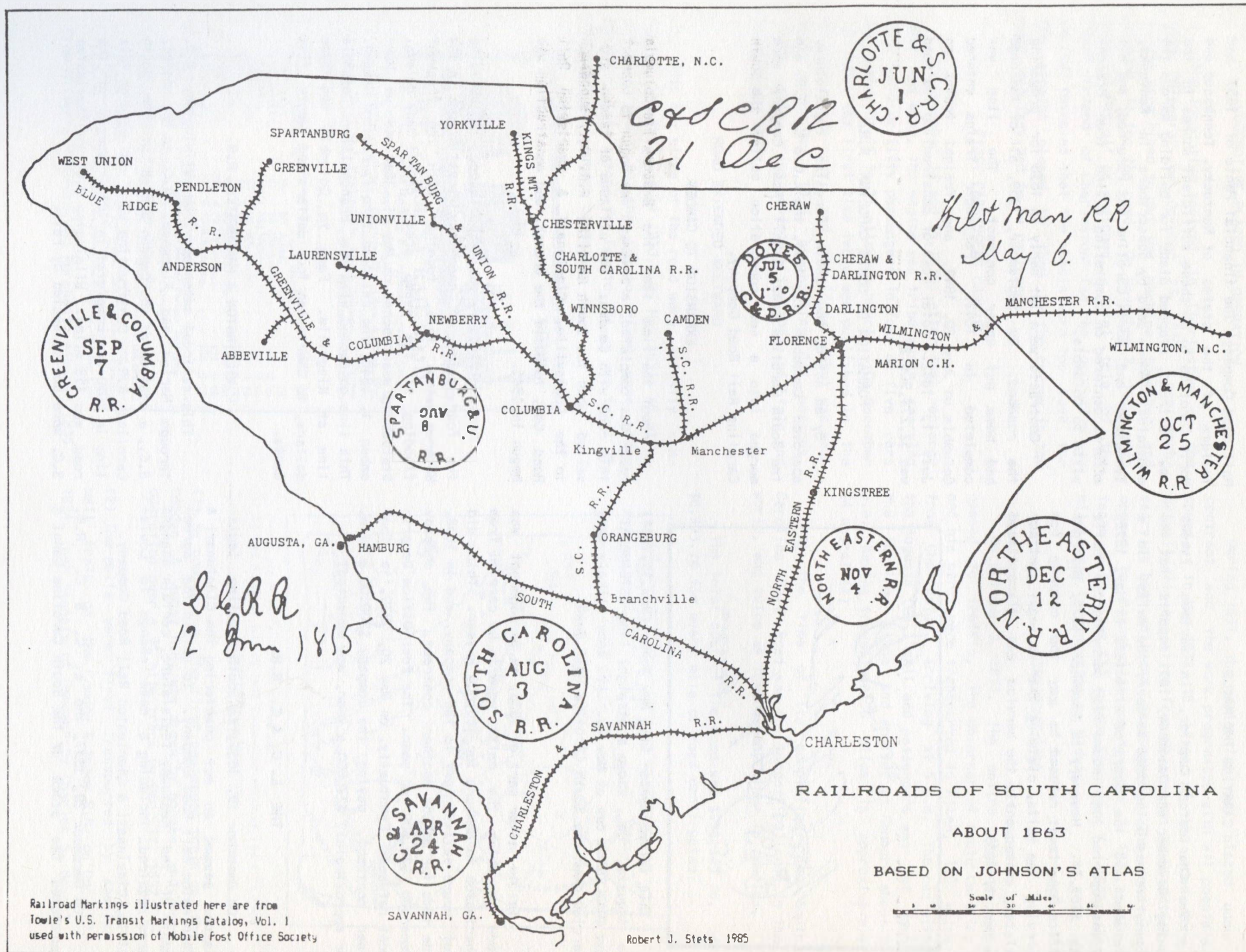
EXPANSION TO CAMDEN

About the time that the Branchville-Columbia road was completed, a movement was begun to connect this road with Camden. The citizens of Camden prevailed upon the South Carolina R.R. Co., successor to the Louisville, Cincinnati & Charleston Rail Road Co., to build the branch, and construction was begun in 1845.

Great difficulty was experienced in building the four miles of necessary trestle work in the Wateree swamp. This, together with the frequent flooding of the swamp areas, caused many delays. Statesburg was reached on May 31, 1848 and on November 1, 1848, the railroad finally reached Camden. This line connected with the Branchville-Columbia line at Kingville. Fare to Columbia was three dollars, to Charleston four dollars and twenty five cents.

WILMINGTON & MANCHESTER R.R.

This railroad extended from Wilmington, N.C. through Marion and Florence, S.C. to Manchester, S.C., a station on the Camden branch of the South Carolina R.R. Construction work was begun on this line in 1850 and completed in 1853. Length of the road was 158 miles. Wilmington N.C. and Charleston S.C. were now connected by rail.



Railroad Markings illustrated here are from
Towle's U.S. Transit Markings Catalog, Vol. 1
used with permission of Mobile Post Office Society

GREENVILLE & COLUMBIA R.R.

In 1846, the Greenville & Columbia Rail Road Company was chartered to build a road from Columbia to Greenville. After much jockeying with local interests as to the towns through which the road was to pass, track laying was begun from the Columbia end in 1849. Newberry was reached in March 1852, Greenwood in July 1852, Anderson in June 1853 and Greenville in December 1853.

LAURENS R.R. CO.

The Laurens Rail Road Company was chartered in 1852 and by 1855 had completed the 32 miles of road from Laurens to Newberry, where it joined with the Greenville & Columbia line.

BLUE RIDGE R.R. CO.

The Blue Ridge Rail Road Company was chartered in 1852 to supply the 150 missing miles of road between the Greenville & Columbia R.R. and the city of Knoxville, Tenn. and connect the city of Charleston with the golden West. In July, 1853, this road started from Belton, on the Greenville & Columbia R.R. and built westward, while the major resources of the company were engaged in the construction of tunnels in Georgia and the mountains of northwest South Carolina. By 1856, trains were running to Pendleton, and by 1857, they reached West Union, a distance of about 43 miles.

Meanwhile, about 1,000 laborers were cutting a tunnel into Stumphouse Mountain, through which trains would have to pass to reach Georgia. A shanty town called Tunnel Hill had been established there for the workmen and their families. A post office was established at Tunnel Hill on 7 December 1853. More than a half mile of tunnel had been cut into the mountain, using only hand tools and blasting powder (dynamite had not yet been invented) when the work was halted for lack of funds.

The line was not extended into Walhalla until after the War.

SPARTANBURG & UNION R.R. CO.

The Spartanburg & Union Rail Road Company was chartered in 1847. It built a line 60 miles in length from Spartanburg through Union to Alston, where it connected with the Greenville & Columbia R.R. The first train to reach Spartanburg arrived about 1 p.m. on November 25, 1859. A great railroad barbecue was held to celebrate the event.

CHARLOTTE & SOUTH CAROLINA R.R.

The Charlotte & South Carolina was chartered in 1846, with the original purpose of building a road from Charlotte N.C. to Camden S.C. However, because of the large subscription of stock taken by Columbia, the southern terminus was placed at that point, instead of Camden. Work began at the Columbia end and by October, 1850, 30 miles of road had been completed. In November 1852, Charlotte was reached. Three years later, in 1855, a road was built from York to Chester to connect with this Columbia to Charlotte line.

CHERAW & DARLINGTON R.R.

The Cheraw & Darlington Rail Road Company was chartered by an Act of the South Carolina Legislature in December, 1852.

By 1855, the entire 38 mile length had been graded, and the road was completed about November 1855. First trains began operating early in 1856.

NORTH EASTERN RAIL ROAD CO.

The North Eastern Rail Road Co. of South Carolina was chartered in February 1852. The route surveyed began at the South Carolina R.R., near the six mile house, and continued in a nearly straight line to its terminus at the Wilmington & Manchester R.R., 2 miles east of Jame's Station, on the land of Samuel O. McCown, Esq., in Darlington District, he having given the Company five acres of land for that purpose.

Construction began in 1855, and by December 1856, trains were in daily operation, conveying freight and passengers to and from the Santee River, a distance of 49 miles.

While work progressed on a bridge over the Santee, the remaining 53 miles of road to Florence were being built, and late in 1857, the 102 miles were opened to traffic between Charleston and Florence.

In February 1865, this railroad was used to evacuate General Harlee's troops from Charleston.

CHARLESTON & SAVANNAH R.R.

The Charleston & Savannah Rail Road Company received a charter from the South Carolina Legislature on December 20, 1853, and on February 18, 1854

from the Georgia Legislature.

In June, 1855, the report of the Chief Engineer, locating the road from the Ashley River to the Savannah River was accepted.

Great difficulty was found in constructing the road, and to avoid lowland swamps and the broad estuaries of several rivers, the tracks extended 100 miles from St. Andrews, S.C., on the south bank of the Ashley River, opposite Charleston, to Central Junction, Ga. From that point, the tracks of the Central R.R. & Banking Co. (of Georgia) were used for the remaining five miles to Savannah.

The road was completed in 1860, using a ferry to cross the Ashley River, into Charleston. In 1861 a bridge was constructed over the Ashley River that joined the tracks of the Charleston & Savannah R.R. with the other railroads entering Charleston.

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1860, by Eugene Alvarez (1974)

Report of the President and Directors of the
Cheraw & Darlington R.R.Co., 18 Nov. 1856

Various Reports to Stockholders of North
Eastern R.R.

Various Reports to Stockholders of Charleston
& Savannah R.R.

* * * * *

HAVE YOU SEEN?

NJPH, the Journal of the New Jersey Postal History Society, September 1985; 16 pages, 8 1/2 x 11, offset, with an additional 10 page insert providing a membership report, a report on the last club auction, and a new 218-lot auction list. The auction manager reports that it cost more to print and mail the last auction (approx. 1200 lots) than the commissions earned on the lots sold! Therefore NJPHS auctions will group covers submitted, into lots estimated to bring \$5.00 or more, beginning with the January 1986 auction. Even a non-profit organization can't operate at a loss!

This issue features a reproduction of a North Jersey Railroad, Express and Stage schedule from 1851. Most of the contents of this issue include attractive and interesting covers submitted by members. Two covers showing postal rates and endorsed for carriage by the Swiftsure Stage Line; two more covers with octagonal postmarks- from Flemington, 1867 and Butzville 1877; a cover showing use of a Hudson Fulton imperf at Hackensack in 1926. Jim Walker shows a Wells Fargo cover of the 1860's that passed through the Elizabeth, N.J. post office, and there is a \$1.00 black "Series of 1902" (Farragut) used on an oversized, registered cover from Lakewood, N.J. to England in 1907. Two covers are shown postmarked from offices that don't appear in the postal records- Manville, N.J. with a 3c Banknote, and North Station, Irvington, N.J. (1956). There are also two letters from Russia that traveled via Prussian Closed Mail to Newark, N.J. in 1856, and a letter from Germany in 1852, addressed to Snufftown, N.J. that seems to have been delivered without difficulty- except that today, the author of the presentation, Samuel Osgood, cannot find any postal record of a place called Snufftown, N.J.!

Editor E.E. Fricks has put together an interesting issue. Published bi-monthly by the New Jersey Postal History Society. Information from Joyce Groot, Secretary, 28 Briar Lane, Basking Ridge, N.J. 07920.

* * * * *

POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in November and December of 1885. After a dearth of post office establishments in the early part of 1885, the pace picked up so by the end of the year new post offices were being established at a faster rate than before Grover Cleveland became president. The years 1886 and 1887 had a lot of post office establishments, and many of the post offices that date from this era are still operating today.

NOVEMBER 4 Hood VA
5 Mammoth PA
6 Granger IA
9 Saint David, ME
10 Bruno AR
11 Alpine CA, Campbell CA, Onley VA, Sanford VA
13 Belle Mead NJ, Maynard AR
19 Ventress LA
23 Hester LA
24 Yuma CO
25 Emerald ND, Walston PA
27 Dresden* ME, Ekalaka MT

DECEMBER 2 Weed NM
4 Dennison MN
8 Arroyo Hondo NM
9 Street MD, Greeley NE
10 Marsland* NE
11 Brackenridge* PA
14 Gem KS, Imperial NE
15 Penasco NM
16 Olanta PA
18 Colwich KS
23 Compton MD, Fort Hill PA, Platte SD, Keeling VA
30 Given WV
31 Greenland* AR,

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

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CENTENNIAL SALUTE

HOOD, VIRGINIA

by Alan H. Patera

The post office is on the left, the bakery on the right.

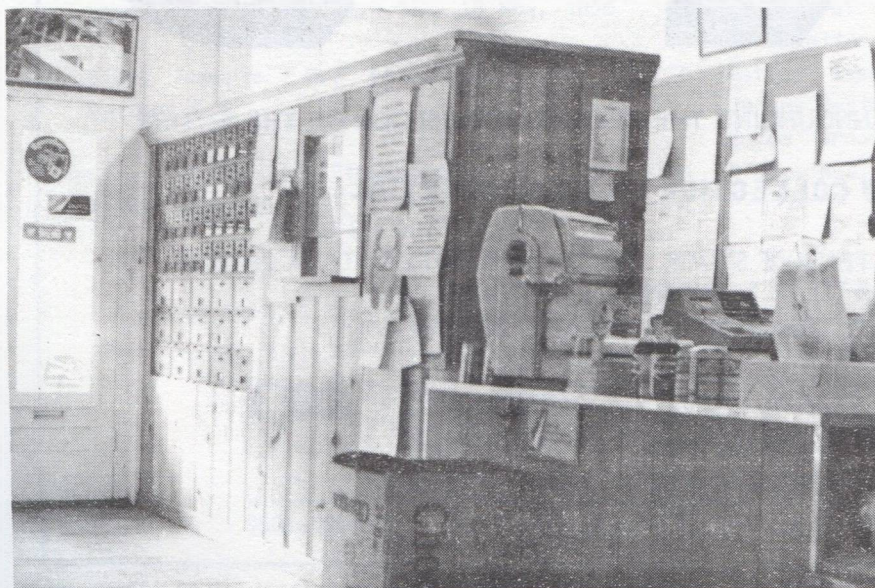


Hood is a rural post office located near the southwestern border of Madison County, Virginia, on the eastern flank of the Blue Ridge. Hood will celebrate its Centennial on November 4, 1985. It is notable that the post office is in the original building, and with the exception of the period from 1890 to 1896 all the postmasters have been from the Hood family.

William A. Hood, son of first postmaster William R. Hood, was postmaster for nearly 44 years. He was succeeded in the job by his son, Walker Hood, who served nearly as long, and even though retired as postmaster still works in the store. The present postmaster, Mary Hood, is Walker Hood's daughter-in-law.

There have been changes in the appearance of the building. Gas pumps were added out front in 1928, and in 1939 the road from Madison to Stanardsville was paved, passing by Hood's front door. Most recently the front part of the store was remodeled, installing a bakery that has been acclaimed a tremendous success.

For the Centennial, envelopes cacheted with a photo of the post office will be on sale at the store, and the bakery is sure to have something tempting... if you're in the area, stop on in!



Interior view of the area set aside for the post office.

Photos by the author, September 1985.

The Second Section

Robert G. Munshower, Jr.
Editor

RAILWAY MAIL SERVICE
Fourteenth Division
SCHEDULE OF MAIL TRAINS
NEBRASKA, COLORADO
AND WYOMING
AUG 7, 1917

This issue contains a reprint of a 1917 Fourteenth Division Railway Mail Service Schedule. This is being reprinted due to the requests of several of our readers. The first 123 routes are contained in this issue, the 63 remaining routes will be included in the next issue of LAPOSTA. If any of our readers have schedules or other items they would like to see reprinted, please feel free to send them to me for inclusion in a future issue of LAPOSTA.

Ed.

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*BILLINGS & DENVER R. P. O.

B. & Q. R. R. (Casper Div.) and Colorado & Southern Ry. (Northern Div.)
669.90 miles. Route 164,501:Trains 29 and 30, N. Div. 328.26 miles; S. Div.
341.58 miles. Trains 22 and 23, 98.73 miles. Trains 31 and 32, 242.4 miles.
Trains 22, 23.—Dist. 4. Trains 29, 30, 31, 32.—Dist. 5.

	213a	211a	July 29, 1917.	212a	214a	
1 30	7 40	Lv.	Billings, Mont.	Ar	6 20	12 15
8 05			Laurel, Mont.		6 00	
8 25			Silesia, Mont.		6 40	
2 55	9 05		Fromberg, Mont.		4 50	10 50
10a	30a				29a	wa
2 55	9 05				4 50	10 50
4 20	10 34		Frannie, Wyo.		3 37	9 40
4 20	10 44		Frannie Jet. (n.o.), Wyo.		3 27	9 40
4 25	10 46		Thermopolis, Wyo.		3 25	9 30
32a	3 29		Bonneville, (n.o.) Wyo.		11 05	
4 47			Casper, Wyo.		9 45	
8 30			Douglas, Wyo.		6 25	
8 45			Orin, Wyo.		6 09	9 50
10 44			Wendover, Wyo.		4 25	8 14
11 20			Wheatland, Wyo.		3 57	7 41
32a	12 40		Cheyenne Jet. (n.o.), Wyo.		2 50	31a
6 45	12 50		Cheyenne, Wyo.		2 50	6 45
7 45	1 55				1 55	4 45
11 15	5 28				10 25	1 20
11 20	5 40				10 20	1 15
227a	229a				228a	226a
1 45	5 50				10 05	12 45
1 50	5 55				9 58	12 38
32a	30a				29a	31a
9 58	12 38				23a	231a
22a	22a				1 50	5 55
2 10	8 00		Greeley, Colo.	Ar	6 40	12 15
9 05			Ft. Collins, Colo.		8 15	5 35
9 10	3 20		Loveland, Colo.		8 05	11 00
9 38	3 48		Longmont, Colo.		7 39	10 29
10 20	4 30		Boulder, Colo.		7 05	9 50
10 50	5 00		Louisville Jet. (n.o.), Colo.		6 38	9 15
10 55	5 08		Burns Jet. (n.o.), Colo.		6 09	8 42
11 26	5 40		Utah Jet. (n.o.), Colo.		6 06	8 36
11 29	5 44		Argo Jet. (n.o.), Colo.		6 42	8 12
11 53	6 06		Denver, Colo.	Lv	6 39	8 09
11 55	6 09				6 30	8 00
12 05	6 20				6 30	8 00

CLASSIFICATION:—(B) Trn. N. D. 211-30, 29-212; S. D. 30, 29, 31, 32
Cheyenne-Denver)
(A) Trn. S. D. 22, 23, 31, 32., Cheyenne-Wendover.)
Trains 211-30-225-30, 29-228-29-212, 30' apts.
Trains 31-226-31, 32-227-32, 30' apt. Denver-Cheyenne, 15' apt. Cheyenne-
Wendover.
Trains 22, 23, 15' apt.
Train 31, 7' storage. (e) Denver-Loveland.
Trains 231, 232, 213-10, 9-214, 3' C. P.
Clerks in trains 29 and 30 divide runs at Casper, Wyo.
Train 29 meets tr. 30 at Basin, Wyo., 1-12.
*Alliance & Casper R. P. O.

Train 29 (S. D.)	From	Wall Street, Colo.	aBoulder
Bill. & Den., N.D., 29	aCasper	Ward, Colo.	aBoulder
Chad. & Lander, 603	aOrin	Windsor, Colo.	bFt. Collins.
Chey. & Den., 168	aCheyenne	Lafayette, Colo.	aLouisville Jet.
Om. & Ogden, 6	aCheyenne	Lakewood, Colo.(Way)	aBoulder
Om. & Ogden, 9	aCheyenne	Louisville, Colo.	aLouisville Jet.
Return tr. 30	aWheatland	Om. & Ogden, 19	aCheyenne
Train 29-212 (N.D.)	From	Return tr. 22	aLongmont
Byron, Wyo.	bCody	Sugar Loaf, Colo.	bBoulder
Cody, Wyo.	bFrannie	Train 30 (S. D.)	From
Garland, Wyo.	bFrannie	Den. & Am., 2	aDenver
Lincoln & Bill., 44	aBillings	Denver Term. R.P.O.	aDenver
Miles C. & Spok., 41	aBillings	Stk. Yds Sta. Den. Colo.	aDenver
Miles C. & Spok., 4	aBillings	Om. & Ogden, 2	aCheyenne
Powell, Wyo.	bFrannie	Return tr. 31	aBoulder
Ralston, Wyo.	bFrannie	Return tr. 29	aWheatland
Return, 30	aWheatland	Train 211-30 (N. D.)	From
Shoshoni, Wyo.	bBonneville Sta.	Bill. & Den., S.D. 30	aCasper
Train 31	From	Belfrey, Mont.	bBridger
All. & Casper, 31	aWendover	Beauregard, Mont.	bBridger
All. & Casper, 32	aWendover	Chad. & Lander, 603	aBonneville Sta.
Cardinal, Colo.	aBoulder	via Shoshoni	bFrannie
Crisman, Colo.	aBoulder	Cody, Wyo.	bFrannie
Eldora, Colo.	aBoulder	Garland, Wyo.	bFrannie
Gold Hill, Colo.(Way)	bBoulder	Powell, Wyo.	bFrannie
Greeley, Colo.	aFt. Collins	Ralston, Wyo.	bFrannie
Hawthorne, Colo.	aMarshall Sta.	Return tr. 29	aGreybull
Timnath, Colo.	bFt. Collins	Shoshoni, Wyo.	bBonneville Sta.

Train 22	From	Star Route.
Den. & Amar., 2	aDenver	
Den. Term. R.P.O.	bDenver	
K.C. & Denver 102	aDenver	
Train 32	From	
AIL. & Den., 302	aDenver	
Den. & Gr. Jet., 15	aDenver	
Den. Term. R.P.O.	aDenver	
Colo. Spgs. & Gr. Je. 3	aDenver	
K. C. & La Junta, 6	aDenver	
via La Junta	aDenver	

BLANCA & JAROSCO C. P.

San Louis Southern Ry. Co., 31.06 miles. Route 165,029.—Dist. 4.

	1e	1b	November 6, 1911.	2b	2c
8 00	8 00	Lv.	Blanca, Colo.	Ar	5 50 12 00
9 50	10 15	Ar.	Jaroso, Colo.	Lv	3 30 10 00

CAMBRIA & NEWCASTLE C. P.

C. B. & Q. R. R. (Sheridan Div.), 7.11 miles. Route 164,006.—Dist. 3.

	2b	Sent. 20, 1913.	1b	3b
4 00	Lv.	Cambria, Wyo.	Ar	9 00 2 30
6 00	Ar.	Newcastle, Wyo.	Lv	8 00 1 30

BLOOMFIELD & WAYNE C. P.

C. St. P. M. & O. Ry. (Nebr. Div.), 42.59 miles. Route 167,541.—Dist. 7.

	50b	52b	Apr. 29, 1917.	53b	51b
5 50	11 30	Lv.	Bloomfield, Nebr.	Ar	8 45 1 15
12 05					12 50
6 10			Wausa, Nebr.		8 20
12 05					12 50
6 50	1 00	Ar.	Randolph, Nebr.	Lv	7 45 12 00
7 40	2 10	Ar.	Wayne, Nebr.	Lv	6 50 10 55

All trains 3' C. P.

BOULDER & ELDORA C. P.

(Narrow Gauge)

Denver, Boulder & Western R. R., 33.40 miles. Route 165,518.—Dist. 4.

	1a	July 5, 1917.	2a	
9 30	Lv.	Boulder, Colo.	Ar	4 55
10 50		Sunset, Colo. (n.o.)		3 53
12 30	Ar.	Eldora, Colo.	Lv	2 15

All trains 3' C. P.

BRIGGS DALE & GREELEY C. P.

Union Pacific R. R. (Colo. Div.), 28.03 miles. Route 165,526.—Dist. 4.

	553a	July 1, 1917	557a	
1 35	Lv.	Briggsdale, Colo.	Ar	11 59
2 23		Cloverly, (n.o.) Colo.		11 06
2 39		Greeley Jet., (n.o.) Colo.		10 57
2 40	Ar.	Greeley, Colo.	Lv	10 51

All trains 3' C. P.

BURLINGTON TERMINAL R. P. O., OMAHA, NEBR.

Located at the Burlington Station, Omaha, Nebr., for handling of ordinary and parcel post mail and registered matter in transit.—Dist. 2. Class (A)

Omaha & Kan. City 106	a10 50	So. City & Omaha 6	a7 20
Omaha & Chadron 1	a 7 40	Un. D. P. Sta., Omaha	a 8 05
So. City & Omaha 4	a5 20		a10 45

BRIGHTON & BOULDER C. P.

U. P. R. R. (Colorado Div.), 27.56 miles. Route 165,002.—Dist. 4.

	551a	July 1, 1917.	554a	552a
9 25	Lv.	Brighton, Colo.	Ar	3 10 9 10
9 41		Saint Vrain, Colo.		2 48 8 45
10 01		Erie, Colo.		2 26 8 24
10 35		Boulder Jet., (n.o.) Colo.		1 55 7 55
10 40	Ar.	Boulder, Colo.	Lv	1 50 7 50

BUFFALO GAP & HOT SPRINGS C. P.

C. & N.-W. Ry. (Black Hills Div.), 13.83 miles. Route 159,519.—Dist. 2.

	803a	801a	Apr. 29, 1916.	805a	802a
10 15	8 45	Lv.	Buffalo Gap, S. D.	Ar	8 03 9 55
11 05	9 35	Ar.	Hot Springs, S. D.	Lv	7 15 9 05

All trains 3' C. P.

CARBONDALE & MARBLE C. P.

Crystal River R. R. and Crystal River & San Juan Ry., 27.50 miles. Route 165,014, Carbondale to Redstone; 165,066, Redstone to Marble.—Dist. 4.

	1c	Aug. 1, 1917.	2c	
12 45	Lv.	Carbondale, Colo.	Ar	12 16
2 00		Redstone, Colo.		11 10
3 00	Ar.	Marble, Colo.	Lv	10 00

*CHADRON & LANDER R. P. O.

(Mountain Time)

C. & N.-W. Ry. (Black Hills Div.), and Wyo. & N.-W. Ry., 341.58 miles E. Div. 193.23 miles. W. Div. 148.35 miles. Route 157,555.—Dist. 5.

	603a	May 13, 1917.	602a	
7 00	Lv.	Chadron, Nebr.	Ar	6 00
7 11		Dakota Jet. (n.o.), Nebr.		5 45
8 07		Crawford, Nebr.		5 06
11 42		Orin, Wyo.		3 30
12 26		Douglas, Wyo.		1 05
12 45				12 45
2 30		Casper, Wyo.		11 05
2 45				10 45
6 50		Shoshoni, (n.j.) Wyo.		7 34
7 30	Ar.	Lander, Wyo.	Lv	6 00

Runs divide at Casper.

Class (B)

30' apt. Chadron-Casper. 15' apt. Casper-Lander.

Train 603 (E.D.)	From	Chd. & Lan. E.D. 602a	Casper
Chd. & Lan. W.D. 603	aCasper		
Line. & Bille., 44	aCrawford		
Bill. & Denver, 29	aOrin		
Return, 602	aOrin		
Reg. Return, 602	aLander		
Train 602 (W.D.)	From		
Bill. & Den. 29	bShoshoni		
via Bonneville			
Train 602 (E.D.)	From		
Dead. & Chad, 3	aChadron		
Line. & Billings, 42	aCrawford		
Om. & Chad, 2	aChadron		
Reg. Return, 603	aCasper		
Return, 603	aChadron		

R. P. O.'s meet at Okaton, S. D.

24

25

Class (B)
Train 103 meets 106 at Ft. Lupton, 8.15.
Trains 101, 103, 104, 106, 30' apt.
Trains 21, 102, 562, 3' C. P.
Train 103, 3' storage (e)
Train 109, 15' storage (b) 3' C. P. (e)

CHICAGO & COUNCIL BLUFFS R. R. CO.

Omaha city distribution performed in train No. 15, and Chicago city distribution in train 8, of trains 7, 8 and 15 are exclusive mail trains.

C. & N. W. Ry. (Galena and East and West Iowa Divs.), 490.17 miles; via Fulton, 491.3 miles.—(Sixth Div.)

Trains Nos. 9, 15 and 26 are exclusive mail trains
Train Lv. Co. Bluffs on Sundays.

***COUNCIL BLUFFS & KANSAS CITY R. P. O.**
Chi. Burlington & Quincy R. R. (St. Joseph Div.), 196.21 miles. (Short run 133.6 miles.) Route 157.550—Dist. 6.

										Dec. 3, 1916.									
										21a	23a	27a							
										6 05	6 40	11 50							
										6 50	6 15	11 35							
										6 39	5 58	11 25							
										4 55	5 30	10 55							
										4 40	4 45	10 30							
										4 08	4 10	10 07							
										3 53	3 50	9 53							
										3 23	3 05	9 20							
										3 06	2 45	9 00							
										2 56	2 32	8 48							
										2 43	2 12	8 35							
										2 33	2 02	8 25							
										2 24	1 51	8 14							
										1 57	1 15	7 41							
										1 40	12 55	7 25							
										1 30	12 35	11 50							
										1 18	12 21	11 11							
										1 05	12 11	11 00							
										12 53	12 05	10 54							
										12 43	11 59	10 48							
										1 11	11 10	11 25							
										12 39	10 30	10 52							
										12 26	11 30	10 23							
										12 20	11 25	10 17							
										12 37	10 35	10 45							
										12 01	9 55	10 11							
										11 35	10 40	9 30							

Train 20	From
Atchison, Kans.	aArmour
Line & K. C., 31	aParkv'l, Mo.
Chi. & C. B., 4	aPacifc Jct.
Chicago, Roodh & K. C., 28	bKans. City
Emex, Iowa (Sack)	aHamburg
Farragut, Ia. (Sack)	aHamburg
Kans. City, Kans.	bKans. City
Kan. Cy. & Cald., 31	aKans. City
K. C. & Denov., 105	bKans. City
K. C. & Tulsa, 207	bKans. City
K. C. & Mem., 105	aKans. City
K. C. Mo. Term., R. P. O.	aKans. City
Leavenworth, Kans.	aBuxton
Line & K. C., 41	aNapier
Mound City, Mo.	aBigelow
Nebr. City, Nebr.	aPayne
Oregon, Mo.	aForest City
Platte City, Mo.	bBeverly
Reg. ret. tr., 21	aForest City
Reg. ret. tr., 31	aWeston
Riverton, Ia. (Sack)	aHamburg
Rockport, Mo.	aLangdon
St. Joseph, Mo. Term.	aSt. Joseph
R. P. O.	aSt. Joseph
St. Joe & Oxford, 17	aNapier
Via T. R.	aKans. City
Sedalia & K. C., 624	aKans. City

Train 21	From
Atchison, Kans.	aArmour
Chi. & C. B., 8	aPac. Jct.
Chi. & Omaha, 26	aU. P. Trans.
Co. Bluffs Term.	aU. P. Transfer
Leavenworth, Kans.	aE. Leaven'b
Maitland, Mo.	aBigelow
Mar. & Omaha, 6	aU. P. Trans.
Minn. & Omaha, 210	aU. P. Trans.
Minn. & Om. N.D. 10	aU. P. Transfer
Mound City, Mo.	aBigelow
Nebr. City, Nebr.	aPayne
Omaha & Kan. City, 104	aAtchison
Oregon, Mo.	aForest City
Platte City, Mo.	bBeverly
Reg. return tr., 20	aWeston, Mo.
Reg. return tr., 26	aHamburg
Return tr., 20	aSt. Joseph
Return tr., 26	aPac. Jct.
Rockport, Mo.	aLangdon
St. Joe. Term. R.P.O.	aSt. Joseph
St. L. & Om., 14	aU. P. Trans.
Un. D. P. Sta.	aOmaha
Omaha, Nebr.	aOmaha

Train 22	From
Atchison, Kans.	aArmour
Chi. & Co. Bluffs, 11	aPac. June.
(Sack)	aPac. June.
Chi. & Co. Bluffs, 15	aPac. June.
Via Creston	aKans. City
Chi. F.M. & K.C., 8	aKans. City
Chi. Roodh & K.C., 26	aKans. City
Chi. & K. C., 4	aPac. June.
Creston, Iowa	aPac. June.
Creston & St. Joe, 5-30, (sack)	aPac. June.
Gateway Sta., Kan. City, Mo.	aKans. City
Kans. City, Kans.	aKans. City
K. C. & Cald., 35	aKans. City
K. C. & Den., 23	bKans. City
K. C. & La J., 7	bKans. City
K. C. & La Junta, 113	aKans. City
K. C. & Mem., 127	aKans. City
K. C. & Springfield, 21	aKans. City
K. C. Mo. Term., R. P. O.	bKans. City
K. C. & Tulsa, 201	aKans. City
Leavenworth, Kans.	aBuxton
Mound City, Mo.	aBigelow
Northeast Station, Kansas City, Mo.	aKans. City
Pec. & Crest, 178	aPac. Jct.
Via Crest.	aPac. June.
Red Oak, Iowa	aPac. June.
Return tr., 23	aCorning
St. L. & K. C., 8	aKans. City

Train 23	From
Chi. & C. B., 6	aOmaha
Chi. & Omaha, 12	aU. P. Trans.
Chi. & Om., 32	aU. P. Trans.
Chi. W. L. & Om., 26	aCo. Bluffs
Co. Bluffs Term. R.P.O.	aU. P. Transfer
Hay & Om., 16	aOmaha
Line & Bill., 39	aOmaha
Mar. & Omaha, 12	aU. P. Trans.
Minn. & Om., 204	aU. P. Trans.
Mound City, Mo.	aBigelow
Nebr. City, Nebr.	aPayne
Ogd & Sparks 1 Cal. via Ogden	aOmaha
Om. & Chadron, 1	aOmaha
Om. & Denver, 15	aOmaha
Om. & Denver, 1 via Lincoln	aOmaha
Om. & Og., 5	aU. P. Trans.
Om. & Ogden, 11	aU. P. Trans.
Oregon, Mo.	aForest City
Return tr., 20	aOmaha
Return tr., 22	aForest City
St. Joseph, Mo. Term. R. P. O.	aSt. Joseph
San Fran., Cal.	aOmaha
U. D. Postal Station, Omaha, Nebr. City	aOmaha
Un. D. P. Sta.	aOmaha
Omaha, Nebr.	aOmaha
U. D. & Stock Yds., 3	aOmaha

Train 26	From
Atch. & Stock, 501	aSt. Joseph
via Atch.	aBigelow
Burlington Jc., Mo.	aSt. Joseph
Atchison, Kans.	aSt. Joseph
Burl. & St. L., 1, via Hannibal	aSt. Joseph
Burl. & St. L., 16, via Hannibal	aSt. Joseph
Chi. & K. C., 55, via Macon	aSt. Joseph
Hannibal, Mo.	aSt. Joseph
Kans. City, Mo.	aSt. Joseph
Kans. C. Mo. Term., R. P. O.	aSt. Joseph
K. C. & Memphis, 103	aSt. Joseph
K. C. & Sapulpa, 111	aSt. Joseph
K. C. & Sil. Spgs., 3	aSt. Joseph
Kan. Cy. & Tucum., 1	aSt. Joseph
Leavenworth, Kans.	aSt. Joseph
Line & Falls Cy., 127	aPayne
Line & K. C., 43	aForest City
Nebr. City, Nebr.	aPayne
Oregon, Mo.	aForest City
Rockport, Mo.	aLangdon
Red Oak & Neb. Cy., 12	aHamburg
St. Joseph, Mo. Term. R. P. O.	aSt. Joseph
St. L. & Om., 14, via Chillicothe	aSt. Joseph
St. L. & K. C., 10	aSt. Joseph
Thurman, Iowa	bMcPaul

Clerks in all trains run through to Omaha, Nebr.
Kansas City city distributors in train 22 and Omaha city distributors in train 23 except Saturday.
Train 26 meets train 21 at Island Park (n.o.), Iowa.
Train 20 meets train 27 at Bartlett, Iowa.
CLASSIFICATION:—(C) Trs. 20, 21, 22, 23; (B) Trs. 26, 27.
Trains 20, 21, 22, 60' mail.
Train 23, 60' Full R. P. O. car (a) 15' storage (b)
Train 27, 30' apt.
Train 26, 30' apt. Omaha-St. Joseph, 7' (d) 3' (f) storage Omaha-U. P. Transfer
15' storage (b) 7' C. P. (e) St. Joseph-Kansas City.
Train 15a, 15' storage (b) 3' C. P. (e).
Train 17, 24, 3' C. P.
Train 41, 44, 7' C. P.
Train 43, 15' storage (b) 7' C. P. (e)
Train 52, 3' C. P. Bigelow-Napier.
Train 112, 3' C. P.

Train 27	From
Burlington Jc. Mo.	aBigelow
Chi. & Omaha, 6	aU. P. Trans.
Chi. & C. B., 4	aPac. Jct.
Clarinda, Ia.	aCorning
Clearmont, Mo.	aBigelow
Fairfax, Mo.	aCorning
Graham, Mo.	aBigelow
Maitland, Mo.	aBigelow
Mound City, Mo.	aBigelow
Nebr. City, Nebr.	aPayne
Om. & G. Isl., 27	aOmaha
Omaha & Ogden, 9	aU. P. Trans.
Oregon, Mo.	aForest City
Quitman, Mo.	aBigelow
Red Oak & Neb. Cy.	aHamburg
Reg. return tr., 20	aHamburg
Return tr., 20	aPayne
Rockport, Mo.	aLangdon
Skidmore, Mo.	aBigelow
Tarkio, Mo.	aCorning
Un. D. P. Sta.	aOmaha
Omaha, Nebr.	aOmaha
U. D. & Stock Yds., 13	aOmaha
Westboro, Mo.	aCorning

COLORADO SPRINGS & CRIPPLE CREEK R. P. O.
Crip. Cr. & Colo. Spgs. R. R. and Mid. Term. Ry., 51.05 miles. Route 165, 108.—Dist. 4.

June 24, 1917.			
11 50	Lv. Colorado Springs, Colo.	Ar	6 50
2 15	Cameron, (n.o.) Colo.		4 46
2 37	Victor, Colo.		4 25
2 55	Ar. Cripple Creek, Colo.	Lv	4 05

Class (A) 15' apt. cars.

Train 4	From
Colo. Spgs., Colo. Dis.	Colo. Springs
Den. & Amar., 1.	Colo. Springs
Om. & Colo. Spgs., 6	Colo. Springs

COLORADO SPRINGS DIVIDE & CRIPPLE CREEK R. P. O.

Colo. Mid. & Mid. Term. Rys., 57.67 miles. Route 165, 507.—Dist. 4.

June 24, 1917.			
7 00	Lv. Colo. Spgs., Colo.	Ar	11 05
7 10	Colo. City, Colo.		10 50
7 20	Manitou, Colo.		10 40
7 45	Cascade, Colo.		10 22
8 30	Divide, Colo.		9 45
9 30	Cameron, (n.o.) Colo.		8 47
9 50	Victor, Colo.		8 23
10 10	Ar. Cripple Creek, Colo.	Lv	8 00

Class (A) 15' apt. cars.

Train 11	From	Train 8	From
Colo. Spgs. & Glen Spgs.	aDivide	Colo. Spgs. Colo. Dis.	aColo. Spgs.
Colo. Spgs. & Glen Spgs. 3	aDivide	Den. & La Junta, 12	aColo. Spgs.
		Den. & La Junta, 607	aColo. Spgs.

***COLORADO SPRINGS & GLENWOOD SPRINGS R. P. O.**

Colorado Midland R. R. Co., 209.49 miles. Route 165, 506.—Dist. 4.

June 24, 1917.			
10 55	Lv. Colo. Spgs., Colo.	Ar	4 10
11 07	Colo. City, Colo.		3 58
11 17	Manitou, Colo.		3 48
11 50	Cascade, Colo.		3 30
3 53	Divide, Colo.		2 55
4 25	Buena Vista, Colo.		11 32
	Granite, Colo.		10 52
6 15	Ark. Jet., Colo.		10 20
6 25	Basalt, Colo.		10 10
8 10	Carbondale, Colo.		6 15
6 35	Cardiff, Colo.		5 47
9 00			5 25
9 10			5 15
9 25	Ar. Glenwood Spgs., Colo.	Lv	5 03

Trains 3 and 6, 15' apt.

Train 3, 7' storage (b) Colo. Springs-Ark. June. 3' (a) storage Ark. June-Glen. Springs.

Train 3 meets train 6 at Howbert 1.53. Class (A)

Train 7 Den. & Amarillo waits at Colo. Springs until 4.35 for train 6.

Train 3	From	Train 6	From
Aspen, Colo.	aBasalt	Aspen, Colo.	aBasalt
Clifton, Colo.	aGlen. Spgs	Colo. Spgs. Colo. Dis.	aColo. Spgs.
Debeque, Colo.	aGlen. Spgs	Denver, Colo.	aColo. Spgs.
Grd. Jet., Colo.	aGlen. Spgs	Colo. Spgs. Div. & C. Cr. 8	aDivide
Grd. Valley, Colo.	aGlen. Spgs	Denver Term. P.P.O.	aColo. Spgs.
Newcastle, Colo.	aGlen. Spgs	Denver & La Junta, 12	aColo. Spgs.
Palaade, Colo.	aGlen. Spgs	Leadville, Colo.	aArk. Jet.
Rifle, Colo.	aGlen. Spgs	Om. & Colo. Spgs., 8	aColo. Spgs.
Silt, Colo.	aGlen. Spgs	Return, 2	aHowbert
Leadville, Colo.	aArk. Jet.		
Return tr. 6	aFlorissant		

COLORADO SPRINGS & MANITOU C. P.

D. & R. G. R. R. (First Div. Colo. Lineal), 5.25 miles. Route 165, 030.—Dist. 4

June 24, 1917.			
4 30	Lv. Colo. Spgs., Colo.	Ar	8 35
4 38	Colo. City, Colo.		8 20
4 45	Ar. Manitou, Colo.	Lv	8 05

COLORADO SPRINGS & PUEBLO C. P.

Chi. R. I. & Pac. Ry., 44.45 miles. Route 165, 062.—Dist. 4.

July 15, 1917.			
8 00	Lv. Colo. Springs, Colo.	Ar	8 35
9 25	Ar. Pueblo, Colo.	Lv	7 05

31

CHICAGO, WEST LIBERTY & OMAHA R. P. O.

C. R. I. & P. Ry., 503.4 miles. (Sixth Division.)

May 27, 1916.			
10 00	Lv. Chicago, Ill.	Ar	4 40
10 15	Chicago, Ill. (Lo. Saile St. Station)		4 25
10 30	Englewood, Ill.		4 10
10 45	Joliet, Ill.		3 55
11 00	Olney, Ill.		3 40
11 15	Bureau, Ill.		3 25
11 30	Moine, Ill.		3 10
11 45	Rock Island, Ill.		2 55
12 00	Davenport, Ia.		2 40
12 15	West Liberty, Ia.		2 25
12 30	Des Moines, Ia.		2 10
12 45	Valley Jet., Ia.		1 55
1 00	Atlantic, Iowa		1 40
1 15	Council Bluffs, Iowa		1 25
1 30	U. P. Trans., Iowa		1 10
1 45	Omaha, Nebr.		1 00

Chicago city distribution performed in train 6.

†Train daily, R. P. O. Sunday only.

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30

COLUMBUS & ALBION R. P. O.

Union Pacific R. R. (Nebr. & Wyo. Div.), 47.96 miles. Route 157, 518.—Dist. 1.

July 15, 1917.			
8 55	Lv. Columbus, Nebr.	Ar	5 45
9 15	Oconee, (n.o.) Nebr.		5 15
9 42	Genoa, Nebr.		4 40
10 40	Ar. Albion, Nebr.	Lv	3 15

Class (A)

Trains 81, 82, 15' apt.

All express trains 3' C. P.

Train 81	From	Train 82	From
Belgrade, Nebr.	aGenoa	Platte Center, Nebr.	aOconee
Cedar Rapids, Nebr.	aGenoa	Primrose, Nebr.	aGenoa
Fullerton, Nebr.	aGenoa	Spalding, Nebr.	aGenoa
Humphrey, Nebr.	aOconee	Tarnov, Nebr.	aOconee
Madison, Nebr.	aOconee		
		Train 82	From
		Om. & Ogden, 18.	aColumbus

COLUMBUS & LINCOLN R. P. O.

C. B. & Q. R. R. (Lincoln Div.), 70.61 miles. Route 157, 539.—Dist. 3.

Dec 31, 1916.			
5 00	Lv. Columbus, Nebr.	Ar	9 00
6 20	David City, Nebr.		8 16
7 42	Ulysses, (n.j.) Nebr.		7 42
8 55	Seward, Nebr.		7 10
10 30	Ar. Lincoln, Nebr.	Lv	6 10

Class (A)

Trains 21 and 22, 15' apt.

Train 31, 3' C. P. Lincoln-Bellwood.

Train 32, 3' C. P. (e) Columbus-Staplehurst.

†Pouches carried Sunday only.

Train 22	From	Train 21	From
Lin. & Billings, 39.	aLincoln	Colo. & Albion, 81.	aColumbus
Om. & Wymore, 89.	aLincoln	Om. & Ogden, 14.	aColumbus
Omaha & Denver, 6.	aLincoln	Om. & Ogden, 13.	aColumbus
Om. & Wymore, 24.	aLincoln		

COLUMBUS & SPALDING R. P. O.

Union Pacific R. R. (Nebr. & Wyo. Div.), 64.85 miles. Route 157, 517.—Dist. 1.

July 1, 1917.			
7 00	Lv. Columbus, Nebr.	Ar	11 55
7 30	Oconee, (n.o.) Nebr.		11 34
8 25	Genoa, Nebr.		11 04
9 42	Ar. Spalding, Nebr.	Lv	9 15

Class (A)

Trains 31, 32, 15' apt.

Express trains, 3' C. P.

32

33

34

35

36

COUNCIL BLUFFS & OMAHA C. P.
Om. & Co. Bluffs St. Ry. Co. (Electric). Council Bluffs to Omaha, 4.39 miles.
Omaha to Council Bluffs, 4.50 miles. Route 357,005 pt.—Supt.

	7j	May 22, 1915.	2a	4j	
	2 34	Lv. Council Bluffs, Ia.	Ar 7 00	3 00	
	2 58	Ar. Omaha, Nebr.	Lv 6 38	2 38	

***COUNCIL BLUFFS IOWA, TERMINAL R. P. O.—Dist. 1.**

(Located at Union Pacific Transfer and handles all classes of mail including registers.)

Council Bluffs, Iowa.	a 7 00	Omaha & Ogden, S.	a 9 05
Oakland, Cal.	a 7 00	Omaha & Ogden, 13.	a 11 00
Ogd. & Sparks Tr. 1	a 7 00	San Francisco, Cal.	a 7 00
via Ogd. Cal.	a 7 00	Union D.P.Sta., Omaha.	a 9 50
Omaha & Chadron, 3.	a 3 20		b 11 50

Class (A)

CRESTED BUTTE & GUNNISON C. P.

(Narrow Gauge)

D. & R. G. R. R. (Third Div. Colo. lines), 27.65 miles. Route 165,016.—Dist. 4

	348b	Sept. 1, 1915.	347b	
	1 50	Lv. Crested Butte, Colo.	Ar 1 25	
	4 00	Ar. Gunnison, Colo.	Lv 11 00	

CROFTON & WAKEFIELD C. P.

C. St. P. M. & O. Ry. (Nebr. Div.), 48.60 miles. Route 157,540.—Dist. 7.

	40b	42b	Apr. 29, 1917.	43b	41b	
	6 00	11 50	Lv. Crofton, Nebr.	Ar 8 35	1 15	
		12 10			12 55	
	6 20		Ar. Fordyce, Nebr.	8 15		
		12 10			12 55	
	6 40	12 35	Ar. Hartington, Nebr.	7 55	12 35	
	7 20	2 00	Ar. Laurel, Nebr.	7 10	11 20	
	8 00	2 50	Ar. Wakefield, Nebr.	6 35	10 35	

All trains 3' C. P.

CUCHARAS & WALSENBURG C. P.

D. & R. G. R. R. (First Div. Colo. Lines), 6.52 miles. Route 165,528.—Dist. 4.

	109a	107a	June 14, 1917.	108a	110a	
	3 10		Lv. Cucharas, Colo.	Ar 3 50	10 10	
		9 25	Ar. Wye Jet. (n.o.) Colo.	3 50		
	3 20	9 35	Ar. Walsenburg Jet. (n.o.) Colo.	3 35	9 50	
	3 25	9 40	Ar. Walsenburg, Colo.	3 30	9 45	

All trains 3' C. P.

***DEADWOOD & CHADRON R. P. O.**

C. & N.-W. Ry. (Black Hills Div.), 149.20 miles. Route 157,553.—Dist. 2.
(Mountain Time)

	704a	6a	Apr. 29, 1917.	3a	707a	
	10 55	6 00	Lv. Deadwood, S. D.	Ar 12 30	9 15	
		6 40	Ar. Whitewood, S. D.	11 48	8 35	
		8 10	Ar. Rapid City, S. D.	11 38		
		10 10	Ar. Buffalo Gap, S. D.	10 17		
		12 15	Ar. Hot Springs, S. D.	8 35		
		6 20	Ar. Chadron, Nebr.	6 45		
		6 20	Ar. Omaha, Nebr.	4 32		

Class (B)

Trains 3, 6, 30' apt.

Trains 704, 707 3' C. P.

Train 6	From	Hot Springs, S. D.	a Buffalo Gap
Bellefourche, S. D.	b Whitewood	Lead, S. Dak.	a Deadwood
Chad. & Lander, 603	a Chadron	New & White, 703.	a Whitewood
Dead. & Edge, 141.		Spearfish, S. D.	a Whitewood
via Minnekahta.	a Buffalo Gap	(By Star Route)	
Hot Spgs., S. Dak.	a Buffalo Gap		
Hur. & Rap. Cy., 514.	a Rapid City		
Om. & Chad., 6.	a Chadron		
St. Onge, S. D.	b Whitewood		
Train 3	From		
Central City, S. D.	a Deadwood		
Dead. & Edge, 142.	a Deadwood		
Fl. Meade, S. Dak.	a Sturgis		
(By Star Route)			

DEADWOOD & EDMONT R. P. O.

C. B. & Q. R. R. (Alliance Div.), 106.83 miles. Route 159,516.—Dist. 2.

	26r	10r	142a	Oct. 1, 1916.	141a	9r	19r	
	4 15	9 30	3 00	L. Deadwood, S. D.A	1 00	9 25	1 30	
	4 22	9 37	3 07	Pluma (n.o.), S. D.	12 52	9 17	1 22	
			3 40	Englewood, S. D.	12 20			
			4 47	Mystic, S. D.	11 12			
			7 25	Minnekahta, S. D.	8 35			
			8 05	A. Edgemont, S. D.L	7 50			

Class (A)

Trains 141, 142 15' apt.

All express trains 3' C. P.

Train 142	From	Hot Springs, S. D.	a Minnekahta
Dead. & Chad., 6.	a Minnekahta	Lead, S. Dak.	a Pluma
via Buffalo Gap.	a Minnekahta		
Hot Spgs., S. Dak.	a Minnekahta		
Line. & Bill, 42.	a Edgemont		

DEADWOOD & LEAD C. P.

(Narrow Gauge)

C. & N.-W. Ry. (Black Hills Div.), 4.63 miles. Route 159,003.—Dist. 2.

	3a	Apr. 29, 1917.	6a	
	12 40	Lv. Deadwood, S. D.	Ar 6 45	
	1 00	Ar. Lead, S. Dak.	Lv 6 25	

***DENVER & AMARILLO R. P. O.**

Colorado & Southern Ry., (Southern Div.), and Ft. Worth & Denver City Ry., 465.53 miles. Short run 212.4 miles. Routes 165,520.—Dist. 4.
(Mountain Time, Denver to Sixela, Central Time, Sixela to Amarillo.)

	2a	8a	Oct. 1, 1916.	7a	3a	
	12 15	11 15	Lv. Denver, Colo.	Ar 7 00	9 30	
	12 41	11 41	Ar. Littleton, Colo.	6 30	9 03	
	1 07	12 06	Ar. Sedalia, Colo.	5 58	8 37	
	2 45	1 45	Ar. Colorado Springs, Colo.	4 05	7 00	
	2 59	1 50		3 55	6 55	
	4 05	3 05	Ar. Pueblo, Colo.	2 35	6 40	
	4 15	3 15		2 15	6 35	
	4 35	3 35	Ar. Southern Jet. (n.o.), Colo.	1 55	6 15	
	6 37	4 37	Ar. Lascor, Colo.	12 56	4 20	
	6 08	5 08	Ar. Walsenburg Jct. (n.o.), Colo.	12 26	3 52	
	6 15	5 15	Ar. Walsenburg, Colo.	12 25	3 50	
	7 50	6 50	Ar. Trinidad, Colo.	10 45	2 15	
	10 12		Ar. Des Moines, N. M.	7 26		
	12 17		Ar. Sixela, (n.o.) N. M.	5 08		
	1 17			6 09		
	1 23		Ar. Texline, Tex.	6 05		
	1 25			6 00		
	2 45		Ar. Dalhart, Tex.	4 25		
	6 40		Ar. Amarillo, Tex.	1 10		
	6 45		Ar. Fort Worth, Tex.	11 05		
	9 30		Ar. Galveston, Tex.	7 00		
	8 55		Ar. New Orleans, La.	7 00		

CLASSIFICATION:—(A) Trs. 2, 3; (C) Trs. 7, 8.

Denver, Colo. city distributors in train 7.

Train 7 meets tr. 8 between Channing and Hartley, Tex.

Train 7 waits at Colorado Springs until 4.35 for Colo. Springs & Grd. June. 6.

Trains 2, 3, 7, 30' apt.

Train 8, 30' apt. (a) 7' (l) 15' (g) storage.

Train 2	From	Train 3	From
1Aguilar, Colo.	bLynn Sta.	1Aguilar, Colo.	bLynn Sta.
2Den. & Amar., 8.	aTrinidad	2Col. Spgs. & Gln. Spgs. 3	aColo. Spgs
3Forbes, Colo.	bForbes Jet.	3Den. Term. R. P. O.	aDenver
4Kan. Cy. & Pueblo 12	aPueblo	4Forbes, Colo.	bForbes Sta.
5La J. & Albuq., 7.	aTrinidad	5Ideal, Colo.	bMayne Sta.
6Rouse, Colo. (Way)	bMonson Sta.	6Om. & Denver, 2, via	
7Pueblo Term. R.P.O.	aPueblo	7McCook.	aDenver
		8Pueblo Term. R.P.O.	aPueblo
		9Rushv. Colo.	bRushv. Sta.
Train 7	From	Train 8	From
1Billings & Den., 31.	aDenver	1Am. & Ft. W., 8.	aAmarillo
2Chey. & Denver, 103	aDenver	2Amarillo, Tex. Dis.	aAmarillo
3Colo. Spgs., Colo. Dis.	aColo. Springs	3Col. Spgs. Div. & Ck. 11	aColo. Spgs
4Colo. Spgs. & Crip.		4Colo. Spgs., Colo. Dis.	aColo. Springs
5Creek, 3	aColo. Springs	5Dawson, N.M., (Sk.)	aTrinidad
6Den. Term. Carrier	aDenver	6K.C. & Tucum, 1.	aTrinidad
7Den. Term. R.P.O.	aDenver	7La J. & Albuq., 9	aTrinidad
8Colo. Spgs. & Cripple	aColo. Springs	8Rouse, Colo. (Way)	bMonson Sta.
9Creek, 3		9McAl. & Sayre, 44	
10K. C. & La Junta, 2.	aTrinidad	10via Sayre	aAmarillo
11K. C. & Tucum, 1.	aDalhart	11Newt. & Am., 114.	aAmarillo
12La J. & Albuq., 7.	aTrinidad	12Pueblo Term. R.P.O.	aPueblo
13Manitou, Colo.	aColo. Spgs	13Return tr., 7.	aDalhart
14Om. & Colo. Spgs., 8.	aColo. Spgs.	14Rugby, Colo.	aRugby Sta.
15Pueb. & Ala., 115.	aWalsenburg	15Transfer Clerk, Al-	aTrinidad
16Pueblo Term. R.P.O.	aPueblo	16buquerque, N.M.	
17Return tr., 8.	aPueblo	17Trinidad, Colo. Dis.	aTrinidad
	aChanning		

Star Route. ↑Tues., Thurs., Sun.

DELTA & GRAND JUNCTION C. P.

D. & R. G. R. R. (Third Div. Colo. Lines), 51.38 miles. Route 165511, pt., 165500 pt.—Dist. 4

	319a	Aug. 15, 1917.	320a	
	3 45	Lv. Delta, Colo.	Ar 10 56	
	6 00	Ar. Grand June, Colo.	Lv 8 30	

All trains 3' C. P.

***DENVER & CRAIG R. P. O.**

Denver & Salt Lake R. R., 254.92 miles. Route 165,504.—Dist. 4.

	1a	Apr. 16, 1917.	2a	
	9 00	Lv. Denver, Colo.	Ar 5 55	
		(North Western Sta.)		
	9 14	Ar. Utah Jet. (n.o.) Colo.	5 41	
	3 34	Ar. Sulphur Spgs., Colo.	11 20	
	8 05	Ar.	Lv 6 40	
		Steamboat Spgs., (n.j.) Colo.		
	8 15	Lv.	Ar 6 30	
	10 00	Ar. Craig, Colo.	Lv 5 00	

Class (B)

Trains 1, 2, 30' apt.

Train 1	From	Train 2	From
Grand Lake, Colo.	bGranby	1Den. Term. R.P.O.	aDenver
(Way)	aTolland	2All. & Denver, 302.	aDenver
Reg. Return tr., 2.		3Den. & Gr. Jet. 15	aDenver
		4via McCook	aDenver
		5Reg. Ret. tr., 1.	aKremmling
		6Wolcott, Colo.	bState Bridge

Star Route.

40a		18b	June 24, 1917.		17b	39a
2 30	6 15	Lv	Denver, Colo.	Ar	6 25	10 50
5 20	10 25		Eastonville, (n.j.) Colo.		2 35	7 50
	11 10	Ar	Falcon, Colo.	Lv	2 05	

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27b	26b	23a	21b	Nov. 1, 1916.		24a	30a	28r
3 20	12 30	9 00	6 55	Lv.	Denver, Colo.	10 20	6 25	4 35
3 40	12 52	9 23	7 13		Mil. Jet. (n.o.) Colo.	10 00	6 06	4 14
					Fort Logan, Colo.	9 52		
		9 30	7 20		Littleton, Colo.		6 03	
		9 43	7 35		Mil. Jet. (n.o.) Colo.	9 43	6 02	
3 46	1 00	9 50	7 41		Fort Logan, Colo.	Lv	5 45	3 47
				Ar	Littleton, Colo.	9 38		

49

		15	May 22, 1916.		16		
		1 00	lv	Denver, Colo.	Ar	2 00	
		2 00	Ar	Golden, Colo.	lv	1 00	

May 26, 1917.									
	64r	60a					61a	65r	
.....	4 20	8 30	Lv.	Denver, Colo.	Ar	10 40	6 30	
.....	4 45	8 35	Lv. Sheridan Jct., (n.o.)	Colo.	Ar	10 15	6 06	
.....	5 20	9 30	Ar.	Mount Morrison, Colo.	Lv	9 40	5 00	

50

	51a	51b		June 24, 1917.	54b	52a	
.....	3 15	8 10	Lv	Denver, Colo.	Ar	5 49	9 50
.....	3 24	8 19		Argo. (n.o.) Colo.		6 30	9 40
.....	4 02	8 57		Golden, Colo.		4 60	8 57
.....	5 00	9 55		Forkscreek, Colo.		4 02	8 10
.....	6 10	10 03				3 55	8 05
.....	6 50	11 50	Ar	Silver Plume, Colo.	Lv	2 30	6 40

Train 51	From	Train 54	From
Black Hawk, Colo...	bForks Creek	Central City, Colo...	bForks Creek
Central City, Colo...	bForks Creek	Denver Term. R.P.O.	bDenver
		Blk & Den. 29...	bDenver

		May 28, 1917.			
	70a			71a	
8 15	Lv	Denver, Colo.	Ar	6 15	
8 42		Sheridan Jct. (n.o.) Colo.		5 48	
12 12				2 29	
		Grant, (n. j.) Colo.			
12 12				2 29	
1 40				1 16	
2 00		Como, (n.j.) Colo.		12 50	
3 45				10 40	
85a		Dickey, (n.o.) Colo.		87a	
3 45				10 40	
3 58				10 30	
89a		Dillon, (n.j.) Colo.		86a	
3 58				10 30	
4 05				10 20	
70a		Dickey, (n.o.) Colo.		71a	
4 05				10 20	
6 15	Ar	Leadville, Colo.	Lv	8 15	

Train 70	From	Train 71	From
		Den. Term. R. P. O.	Denver

Train 5 meets tr. 16 between Mitchell and Pando.
Train 15 meets tr. 4 at Pando, Colo.
Train 15 meets tr. 16 between Portland and Florence and between Palumade and De Beque.
Train 5 meets tr. 4 between Swallows and Concrete and between Debeque and Palumade.
Denver, Colo., city distribution performed on train 16.
Class (C)—E. D.—(B)—W. D.

<u>Train 15 (E.D.)</u>		<u>From</u>		
Col. Springs Dis.	a	Colo. Spgs.	{ Penrose, Colo.	a
Colo. Spg. & Gr. Jc. 3	a	Colo. Spgs.	Pueblo Term. R.P.O.	a
Den. & Gd. Jet. 15.	a	Leadville	Return Tr. 8	a
Gm. & Leadville, 71.	a	Leadville	<u>Train 4 (W.D.)</u>	<u>From</u>
Morrison, Colo. (St.)	a	Colo. Spgs.	{ Den. & Gd. Jet. 4 E.D.	a
Pueblo & Aha., 115	a	Pueblo	Leadville, Colo.	a
Pueblo Term. R.P.O.	a	Pueblo	Return tr. 5	a
Sol. & Ouray, 315	a	Salida	Return tr. 15	a
<u>Train 15 (W.D.)</u>		<u>From</u>	<u>Train 16 (E.D.)</u>	<u>From</u>
Ampex, Colo.	a	Glen. Spgs.	{ Billings & Den., 31.	a
Carbonade, Colo.	a	Glen. Spgs.	Col. Springs Dis.	a
Fama, Colo.	a	Glen. Springs	{ Den. & Sil. Pl. 51	b
Friza, Colo.	a	Grand Jet.	Den. & Am., 8	a
Marble, Colo.	a	Glen. Spgs.	Den. Term. Carriers.	a
Radiance, Colo.	a	Glen. Spgs.	Den. Term. R.P.O.	a
Sol. Jet. & Og., 75	a	Grand Jet.	K. C. & La Junta, 8.	a
<u>Train 4 (E.D.)</u>		<u>From</u>	No. 1, via La Junta,	a
Allamore & Den., 302.	a	a Denver	K. C. & La Junta, 8.	a
Cheyenne, Wyo.	a	a Denver	No. 2, via La Junta,	a
Col. Spgs. Col. Dis.	a	Col. Spgs.	Pueblo Term., R.P.O.	a
Den. Term. R. P. O.	a	a Denver	Om. & Colo. Spgs., 8.	a
H. C. & Den., 104.	a	a Pueblo	Om. & Denver, 10	a
Man. Cy. & Pueblo, 12	a	a Pueblo	{ Salida & Ouray, 315.	a
Morrison, Colo.	a	Colo. Spgs.	<u>Train 16 (W.D.)</u>	<u>From</u>
Om. & Den. 3 via McF.	a	a Denver	{ Den. & Gd. Jet. 16.	a
Om. & Ogden 19 via	a		Return tr. 5	a
Cheyenne	a	a Denver		a

DENVER, COLORADO, TERMINAL R. P. O.

Located at the Union Station, Denver, Colo., for handling of all classes of mail and registered matter in transit.—Dist. 4. Class (A)

Agua, Colo. (Sack).....	8 45	Fort Logan, Colo.....	8 40
Akron, Colo.....	12 25	Fort Morgan, Colo.....	8 50
All. & Denver, 304.....	3 00	Georgetown, Colo.....	3 05
All. & Denver, 302.....	7 05	Golden, Colo.....	12 25
Arapahoe, Colo. (Sack).....	8 45	Greeley, Colo.....	7 55
Arrada, Colo.....	7 55	Greenland, Colo. (Sack).....	3 00
Bennett, Colo. (Sack).....	3 00	Hartman, Colo.....	7 55
Billings & Denver, 31.....	8 45	Hilltop, Colo.....	7 55
Billings & Denver, 23.....	8 00	Hilltop, Colo. (Sack).....	2 15
Bill. & Denver, 29.....	6 15	Hillside, Colo. (Sack).....	8 00
Blackhawk, Colo.....	7 55	Hugo, Colo. (Sack).....	8 45
Bovero, Colo. (Sack).....	8 45	Hygiene, Colo.....	2 45
Bristol, Colo.....	7 30	Idaho Springs, Colo.....	7 55
Buena Vista, Colo.....	8 00	Johnstown, Colo.....	3 00
Byers, Colo. (Sack).....	8 45	Julesburg, Colo.....	2 45
Canon City, Colo.....	8 00	K. C. & Denver, 102.....	9 45
Cattle Rock, Colo.....	8 00	K. C. & Denver, 104.....	12 55
Central City, Colo.....	2 45	K.C. & LaJ., 6, via DodgeCy.....	8 15
Chayenne, Wyo.....	7 55	K.C. & Pueblo, 14, via Pueblo.....	7 30
Chy. & Denver, 103.....	3 00	Keensburg, Colo. (Sack).....	12 25
Chy. & Denver, 101.....	7 15	Kit Carson, Colo. (Sack).....	8 45
Chyenne Wells, Colo. (Sack).....	7 05	Lafayette, Colo.....	2 45
Colo. Springs, Colo.....	4 20	La Junta, Colo.....	7 30
Colo. Spgs. & Gr. Jc. 3.....	8 45	Lamar, Colo.....	7 30
Dacono, Colo.....	7 30	Larkspur, Colo. (Sack).....	3 15
Deertrail, Colo. (Sack).....	7 45	Las Animas, Colo.....	7 30
Denver, Colo.....	4 35	Leadville, Colo.....	8 00
Denver, Colo.....	8 45	Lawson, Colo.....	7 55
Denver, Colo.....	6 45	Limon, Colo. (Sack).....	8 45
Denver, Colo.....	8 05	Littleton, Colo.....	6 40
Denver, Colo.....	8 35	Louviers, Colo.....	12 05
Denver, Colo.....	9 05	Lyons, Colo.....	2 45
Denver, Colo.....	10 20	McCook, Nebr.....	9 30
Denver, Colo.....	11 35	Milliken, Colo.....	7 45
Denver, Colo.....	12 10	Monument, Colo. (Sack).....	4 35
Denver, Colo.....	12 20	Mt. Morrison, Colo.....	3 15
Denver, Colo.....	4 40	No. Platte & Den., 12.....	8 15
Denver, Colo.....	6 80	No. Platte & Den., 14.....	4 05
Denver, Colo.....	7 06	No. Platte & Den., 14.....	2 30
Denver, Colo.....	7 40	No. Platte & Gering, 93 via.....	8 30
Denver, Colo.....	9 00	No. Platte.....	9 45
Denver, Colo.....	10 25	Om. & Colo. Spgs., 5, via.....	8 30
Denver, Colo.....	6 45	Om. & Colo. Spgs., 6, via.....	8 30
Denver, Colo.....	8 35	Om. & Colo. Spgs., 8, via.....	9 45
Denver, Colo.....	10 20	Om. & Colo. Spgs., 40, via.....	1 05
Denver, Colo.....	12 10	Om. & Denver, 6.....	2 45
Denver, Colo.....	2 20	Om. & Denver, 10.....	8 45
Denver, Colo.....	3 00	Om. & Den., 2, via McCook.....	9 30
Denver, Colo.....	7 45	Om. & Og., 9, via Chey.....	7 15
Denver, Colo.....	8 35	Omaha & Ogden, 6, via.....	9 45
Denver, Colo.....	7 55	Otis, Colo. (Sack).....	12 25
Denver, Colo.....	3 00	Otis, Colo.....	9 30
Denver, Colo.....	7 45	Overland, Colo.....	8 15
Denver, Colo.....	6 00	Palmer Lake.....	8 00
Denver, Colo.....	12 05	Parker, Colo.....	3 15
Denver, Colo.....	11 00	Parker, Colo. (Sack).....	6 00
Denver, Colo.....	9 00	Pueblo, Colo.....	2 15
Denver, Colo.....	7 30	Ridge, Colo.....	8 00
Denver, Colo.....	8 45	Rocky Ford, Colo.....	7 55
Denver, Colo.....	3 15	Roggen, Colo. (Sack).....	7 30
Denver, Colo.....	8 00	St. Joe & Oxf., 16, via Oxf.....	12 25
Denver, Colo.....	7 55	St. Joe & Oxf., 16, via Oxf.....	9 00
Denver, Colo.....	8 00	St. Vrain, Colo.....	7 45
Denver, Colo.....	7 45	Salida, Colo.....	4 35
Denver, Colo.....	7 45	Salida & Ala., 317, via Salida.....	8 00
Denver, Colo.....	6 00	Salt Lake City, Utah.....	12 45
Denver, Colo.....	7 45	Silver Cliff, Colo. (Sack).....	8 00
Denver, Colo.....	4 35	Silver Plume, Colo.....	7 55
Denver, Colo.....	8 45	Sterling, Colo.....	3 00
Denver, Colo.....	8 00	Strasburg, Colo. (Sack).....	9 45
Denver, Colo.....	7 45	Watkins, Colo. (Sack).....	8 45
Denver, Colo.....	7 45	West Cliffe, Colo. (Sack).....	8 45
Denver, Colo.....	4 35	Wild Horse, Colo. (Sack).....	8 45
Denver, Colo.....	7 45	Wray, Colo.....	12 25
Denver, Colo.....	4 35	Yuma, Colo.....	9 30

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DENVER & LA JUNTA R. P. O.

A. T. & S. F. Ry. (Colo. Div., Second Dist.), 182.39 miles. Route 165,524.—Dist. 4

Feb. 7, 1915.			
607a	11a	5a	603a
7 45	9 00	3 30	Lv. Denver, Colo.....
8 10	9 30	3 55	Littleton, Colo.....
8 37	9 55	4 25	Sedalia, Colo.....
8 54	10 13	4 42	Castlerock, Colo.....
10 20	11 40	6 05	Colo. Spgs., Colo.....
10 30	11 45	6 25	Fountain, Colo.....
10 48	12 07	6 46	Pueblo, Colo.....
11 40	1 00	7 48	Pueblo Jct. (n.o.) Colo.....
8 30	1 25	7 45	Nyburg, Colo.....
8 35	1 55	8 30	Boone, Colo.....
8 52	12 13	1 48	Swink, Colo.....
9 03	12 23	1 58	La Junta, Colo.....
10 10	1 20	3 03	Ar. Albuquerque, N.M. Lv
10 20	1 30	3 15	Ar. El Paso, Tex. Lv
2 30			Ar. Los Angeles, Cal. Lv

Train 610, 30' apt.
 Trains 12, 607, 605. 15' apt.
 Train 5, 3' C. P.
 Train 6, 7' C. P. (b) 3' C. P. (e) Denver-Colo. Springs 3' C. P. (a) Colo. Springs-La Junta.
 Train 11, 30' apt. (a), 15' storage La Junta-Pueblo, Thurs., Fri., Sat., Sun., 7' storage Mon., Tues, Wed.
 Train 602, 15' apt. (a) 3' storage (d).
 Train 603, 30' storage, Ex. Mon., & Tues., 15' storage Mon., Tues.

CLASSIFICATION:—(A) Trn. 602, 605; (B) Trn. 610, 607, 11, 12.
 Train 11 meets tr. 610 between Sedalia and Castle Rock.

Train 605		Train 607	
From		From	
Den. & Amarillo, 3.....	aPueblo	Bill. & Den., 23.....	aDenver
Pueblo Term. R.P.O.....	aPueblo	Colo. Spgs. & Cripple Creek, 3.....	aColo. Spg.
Train 602		Train 610	
From		From	
K. C. & La Junta, 8.....	aLa Junta	Den. Term. R.P.O.....	aDenver
La Junta & Albuq., 9.....	aLa Junta	No. P. & Denver, 12.....	aDenver
Undercliffe, Colo.....	aRocky Ford	Omaha & Denver, 6.....	aDenver
(Way).....	aRocky Ford	Pueblo Term. R.P.O.....	aPueblo
Train 12		Undercliffe, Colo., (way).....	
From		aAvondale Sta.	
Avondale, Colo.....	aAvondale Sta.	Train 610	
Col. Spgs. & Crip. Cr., 3.....	aColo. Spgs.	From	
Cheraw, Colo.....	aSwink	Ashf. & Los Ang., 7.....	aLa Junta
K. C. & La Junta, 12.....	aLa Junta	Colo. Spgs. Div. & C. Ck.....	aColo. Spgs.
W. D.....	aLa Junta	K. C. & La J., 10.....	aLa Junta
La Junta & Alb., 7.....	aLa Junta	La J. & Alb., 7.....	aLa Junta
Pueblo Term. R.P.O.....	aPueblo	Pueblo Term. R.P.O.....	aLa Junta
Train 11		Walsenburg, Colo.....	
From		aPueblo	
Alli. & Den., 302.....	aDenver		
Colo. Spgs., Colo. Div.....	aColo. Spgs.		
Den. & Grd. Jct., 5.....	aPueblo		
Denver Term. R. P. O.....	aDenver		
Manitou, Colo.....	aColo. Spgs.		
Omaha & Ogden 9.....	aDenver		
via Cheyenne.....	aDenver		
Pueblo Term. R.P.O.....	aPueblo		
Walsenburg, Colo.....	aPueblo		

Star Route

DENVER & MAIL STATIONS C. P.

Denver City Tramway (Electric) Co., 36.04 miles. Route 365,001.

Oct. 1, 1916.									
Denver, Colo.....	Lv	7 12	7 22	8 00	12 52	4 33			
Alcott Sta., Colo.....	Ar	7 42	7 52	1 27	6 08				
Arvada, Colo.....	Ar			8 33					
Arvada, Colo.....	Lv	5 7	18 4	30 7	42 7	46 7			
Alcott Sta., Colo.....	Lv	8 00	10 35	1 00	5 35				
Denver, Colo.....	Ar	8 26	11 00	1 26	6 00	6 00			
Denver, Colo.....	Lv	6 7	11 4	16 7	19 4	21 4	31 7	35 7	37 4
Edgewater, Colo.....	Ar	7 25	7 14	7 21	7 50	9 00	12 52	3 45	4 03
Englewood Sta., Colo.....	Ar	7 50			8 15	9 25			4 28
Edgewater, Colo.....	Lv	2 7	8 7	12 4	14 4	20 4	32 7	36 7	44 7
Englewood Sta., Colo.....	Lv	7 43		8 05	9 15			4 23	
Denver, Colo.....	Ar	8 08	8 37	8 30	9 40	12 31	1 37	4 48	6 22
Denver, Colo.....	Lv	5 7	13 4	25 7	25 7	33 7	41 7		
Stock Yards Sta., Colo.....	Ar	7 12	7 22	9 32	12 52	3 52	10 52		
Stock Yards Sta., Colo.....	Ar	7 39	7 49	9 59	1 19	4 19	11 19		
Stock Yards Sta., Colo.....	Lv	4 7	22 4	34 4	40 7	48 7	52 7		
Stock Yards Sta., Colo.....	Lv	10 00	8 25	12 10	5 25	5 55	1 15		
Denver, Colo.....	Ar	10 27	8 52	12 37	5 52	6 22	1 42		
Denver, Colo.....	Lv	7 7	15 4	27 7					
Aurora, Colo.....	Ar	7 14	7 40	1 00					
Aurora, Colo.....	Ar	7 54	8 20	1 40					
Aurora, Colo.....	Lv		26 4	24 7		38 7			
Denver, Colo.....	Ar	10 20	10 20		5 00				
Denver, Colo.....	Ar	11 00	11 00		5 40				

54

55

DURANGO & FARMINGTON C. P.

D. & R. G. Ry. (Fourth Div. Colo. Lines), 49.45 miles. Route 183,502.—Dist. 4.

June 14, 1917.			
472a		471b	
8 20 Lv.	Durango, Colo.	Ar	4 40
9 30	Carbon Jet. (n.o.), Colo.	Ar	4 30
12 30	Farmington, N. M.	Lv	1 45

3' C. P.

EDGAR & SUPERIOR C. P.

C. B. & Q. R. R. (Wymore Div.), 27.84 miles. Route 157,556.—Dist. 2.

Dec. 31, 1916.			
131a	129b	130a	132b
9 35	4 45 Lv.	Edgar, Nebr.	Ar 8 30
10 15	5 20	Nelson, Nebr.	Ar 7 50
11 00	6 00	Superior, Nebr.	Lv 7 15

All trains 3' C. P.

EUREKA & SILVERTON C. P.

(Narrow Gauge)

Silverton Northern R. R., 8.50 miles. Route 165,055.—Dist. 4.

June 1, 1916.			
2a		1a	
10 40 Lv.	Eureka, Colo.	Ar	10 15
11 20	Silverton, Colo.	Lv	9 00

FAIRMONT & CHESTER R. P. O.

C. B. & Q. R. R. (Wymore Div.), 47.69 miles. Route 157,558.—Dist. 3.

Dec. 31, 1916.			
107a	106b	106a	108b
8 45	2 30 Lv.	Fairmont, Nebr.	Ar 11 15
9 45	3 55	Geneva, Nebr.	Ar 10 55
10 15	3 15	Strang, Nebr.	Ar 10 30
10 35	3 50	Belvidere, Nebr.	Ar 10 15
11 30	4 27	Hebron, Nebr.	Ar 9 36
12 05	4 47	Chester, Nebr.	Lv 9 18
12 45	5 20		Lv 8 40

Class (A)

Trains 105, 104, 15' apt.

Trains 107, 106, 3' C. P.

Train 105		From	
1 Neb. C. & Hold., 97.	Strang	1 Neb. City & Hold., 98	Strang
1 St. Joe. & Ox., 17.	Chester	1 Omaha & Den., 2.	Fairmont
		1 Omaha & Den., 5.	Fairmont
		1 Strom. & Alma, 162.	Fairmont
		1 via McCool Jet.	Fairmont

FAIRMONT & ENDICOTT C. P.

St. Joe. & Gr. Island Ry. and C.B. & Q. Ry. (Wymore Div.), 49.30 miles. Route 157,534.—Dist. 3.

Dec. 31, 1916.			
134a		133b	
8 45 Lv.	Fairmont, Nebr.	Ar	6 00
10 00	Tobias, Nebr.	Ar	4 35
11 45	Fairbury, Nebr.	Ar	3 40
12 10	Endicott, Nebr.	Lv	1 10

3' C. P.

FORKSCREEK & CENTRAL CITY C. P.

(Narrow Gauge)

Colo. & So. Ry. (Northern Div.), 11.16 miles. Route 165,021.—Dist. 4.

June 24, 1917.			
106b	151a	153a	
10 00	10 00	8 05 Lv.	Forkscreek, Colo.
11 30	11 00	6 05	Central City, Colo.

3' C. P.

FORT COLLINS & DENVER C. P.

Union Pacific R. R. (Colo. Div.), 67.79 miles. Route 165,517.—Dist. 4.

July 1, 1917.			
160a	162a	161a	163a
7 45	2 45 Lv.	Fort Collins, Colo.	Ar 10 15
8 25	3 25	Milliken, Colo.	Ar 9 30
8 30	3 30	Dent (n.o.), Colo.	Ar 9 25
9 20	4 15	St. Vrain, Colo.	Ar 8 45
10 05	5 00	Denver, Colo.	Lv 8 00

Trains 160, 3' C. P. (a) Milliken-Denver.

Trains 161, 162, 131, 163, 3' C. P. (a).

FT. DODGE & OMAHA R. P. O.

Ill. Cent. R. R. (Iowa Div.), 143.6 miles. (Sixth Division.)

July 22, 1917.			
13a	11a	12a	14a
1 30	6 30 Lv.	Chicago, Ill.	Ar 8 30
4 50	10 30	Dubuque, Iowa.	Ar 3 20
11 20	3 55	Fort Dodge, Iowa.	Ar 9 25
11 32	4 07	Tara (n.o.), Iowa.	Ar 9 13
12 06	4 35	Rockwell City, Iowa.	Ar 8 40
12 52	5 20	Wall Lake, Iowa.	Ar 7 50
1 40	6 53	Denison, Iowa.	Ar 7 05
1 53	7 03	Arion, Iowa.	Ar 6 53
3 30	7 53	Council Bluffs, Ia.	Ar 5 20
3 50	8 20	Omaha, Nebr.	Lv 5 00

(Union Station.)

FRANNIE & CODY C. P.

C. B. & Q. R. R. (Casper Div.), 42.41 miles. Route 164,502.—Dist. 5.

July 24, 1917.			
10a	20b	18b	
4 20	3 40	11 00	Lv. Frannie, Wyo.
4 25	3 45	11 05	Ar 3 10
11a	15b	17b	
4 25	3 45	11 05	Lv. Frannie Jet. (n.o.), Wyo.
6 00	5 30	12 35	Ar 3 05
			Lv 1 30

All trains 3' C. P.

FREMONT & HASTINGS R. P. O.

C. & N. W. Ry. (Eastern Div.), 126.42 miles. Route 157,522.—Dist. 2.

Apr. 29, 1917.			
139a	105b	106b	140a
4 00	4 15	Lv. Fremont, Nebr.	Ar 3 10
4 30	4 27	Platte River (n.o.), Nebr.	Ar 2 52
5 35	5 00	Linwood, Nebr.	Ar 2 15
6 15	5 16	David City, Nebr.	Ar 1 23
7 25	6 53	York, Nebr.	Ar 12 01
10 35	7 15	Harvard, Nebr.	Ar 10 50
12 45	8 39	Inland, Nebr.	Ar 10 35
3 45		Hastings, Nebr.	Lv 10 15

Class (A)

Train 106, 15' apt.

Train 105, 15' apt. 3' storage Fremont-Linwood.

Train 139, 3' C. P. (e) Fremont-Charleston.

Train 140, 3' C. P. (b) Hastings-Gresham. 3' C. P. (e) York-Gresham.

Train 105		From	
1 St. Jo. & Gr. I., 2.	Hastings	1 Mo. Val. & Linc., 25	Fremont
1 Linwood & Sup., 205	Linwood	1 Mo. Val. & Linc., 22	Fremont
1 Omaha & Den., 6.	Hastings	1 So. Cy & Linc., 16	Fremont
		1 Omaha & Chad., 8.	Fremont
		1 Omaha & Chad., 6.	Fremont

GERING & HAIGVILLE C. P.

U. P. R. R. Co. (Nebr. and Wyo. Div.) 6.70 miles. Route 157,554.—Dist. 1.

July 15, 1917.			
53b		54b	
1 25	Lv.	Gering, Nebr.	Ar 3 30
1 45	Ar.	Haigville, Nebr.	Lv 3 10

3' C. P.

GLENWOOD SPRINGS & ASPEN C. P.

D. & R. G. R. R. (Second Div. Colo. lines), 42.65 miles. Route 165,018.—Dist. 4.

Dec. 12, 1915.			
229a		230a	
11 40	Lv.	Glenwood Spgs., Colo.	Ar 7 45
12 25		Carbondale, Colo.	Ar 7 00
2 40	Ar.	Aspen, Colo.	Lv 6 15

GLENWOOD SPRINGS & GRAND JCT. C. P.

Colorado Midland R. R. Co. 89.01 miles. Route 165,506 pt.—Dist. 4.

June 24, 1917.			
3a		6a	
9 25	Lv.	Glenwood Spgs. Colo.	Ar 5 03
10 00		Newcastle, Colo.	Ar 4 45
10 30		Grand Jct., Colo.	Lv 2 15

3' C. P.

GRAND ISLAND & ST. PAUL C. P.

U. P. R. R. (Neb.) 21.9 miles. Routes 157,529 and 157,532 pt.—Dist. 1.

July 15, 1917.			
35a	51a	51a	36b
1 00	7 00	Lv.	Grand Island, Neb.
1 50	8 00	Ar.	St. Paul, Neb.

Trains 35, 36, 51, 52, 3' C. P.

Trains 511, 7' C. P.

GRAND JUNCTION & FRUITA C. P.

Grand River Valley Ry. Co. (Electric) 16.13 miles. Route 365,006. Dist. 4.

July 1, 1917.			
4b		5b	
4 18	Lv.	Grand Junc., Colo.	Ar 9 50
5 07	Ar.	Fruita, Colo.	Lv 9 00

GRAND JUNCTION & OGDEN R. P. O.

R. G. W. R. R. 329.23 miles. (Eighth Div.)

June 22, 1916.			
4a		4a	
3 10	Lv.	Grand Jct., Colo.	Ar 1 20
3 42		Mack, Colo.	Ar 12 32
8 30		Mounds, (n.o.) Utah	Ar 8 15
9 00		Price, Utah	Ar 7 50
10 42		Colton, Utah	Ar 6 43
12 10		Thistle, Utah	Ar 4 56
12 34		Springville, Utah	Ar 4 15
12 48		Provo, Utah	Ar 4 04
1 12		American Fork, Utah	Ar 3 38
1 18		Lehi, Utah	Ar 3 32
1 48		Midvale, Utah	Ar 3 05
2 10		Salt Lake City, Utah	Ar 2 45
2 25			Ar 2 25
3 25	Ar.	Ogden, Utah	Lv 1 25

GREELEY & ERICSON C. P.

C. B. & Q. R. R. (Lincoln Div.), 18.22 miles. Route 157,061, Greeley to Ericson.—Dist. 3.

	171b	Dec. 31, 1916.	172b	
6 15	Lv.	Greeley, Nebr.	Ar	7 15
6 15	Ar.	Ericson, Nebr.	Lv	6 15

GREELEY & MILLIKEN C. P.

Denver, Laramie & Northwestern Ry. Co. 12.60 miles. Route 165,066.—Dist. 4.

	4r	2r	May 2, 1915.	1r	3r
3 10	8 20	Lv.	Greeley, Colo.	Ar	12 20
3 35	8 45	Ar.	Milliken, Colo.	Lv	11 53

HASTINGS & RED CLOUD C. P.

C. B. & Q. R. R. (McCook and Wymore Divs.), 41.26 miles. Route 157,557.—Dist. 2.

	1169	173	11b	Dec. 31, 1916.	4b	174	1170
6 15	7 20	3 40	Lv.	Hastings, Nebr.	Ar	11 40	5 20
8 15	9 10	4 37		Blue Hill, Nebr.		10 45	3 05
9 10	10 43	5 20		Lester Jet. (n.o.), Nebr.		10 10	1 45
9 30	11 00	5 30	Ar.	Red Cloud, Nebr.	Lv	10 10	1 30

*Tuesday, Thursday, Friday and Saturday.
†Monday and Wednesday.

HAYFIELD & OMAHA R. P. O.

Chi. Great Western R. R. (Western Div.), 265.04 miles. Route 143,564.—Dist. 2.

87a	565b	11a	15a	May 27, 1917.	16a	12a	566b
7 25	8 00	Lv.	Minneapolis, Minn.	Ar	8 25	8 05	
7 55	8 30	Lv.	St. Paul, Minn.	Ar	7 50	7 30	
7 15	10 20	11 50	Lv.	Hayfield, Minn.	Ar	5 05	5 00
8 45	10 54	12 35		Austin, Minn.		4 30	4 25
	11 16	12 58		Lyle, Minn.		4 04	4 04
	11 54	1 35		Manly, Iowa		3 25	3 25
6 30	12 15	1 55		Mason City, Iowa		3 05	3 10
6 50	1 22	3 15		Belmond, Iowa		1 47	2 03
7 15	1 43	3 40		Clarion, Iowa		1 23	1 43
	1 50	3 48				1 15	1 35
	2 08	4 08		Eagle Grove, Iowa		12 55	1 16
						12 15	
	2 46	4 52		Ft. Dodge, Iowa		16a	
						12 15	12 37
	3 08	5 20		Moorland, Iowa		11 54	12 16
	3 22	5 38		Somerset, Iowa		11 37	12 03
	3 42	5 58		Lohrville, Iowa		11 16	11 45
	4 22	6 50		Carroll, Iowa		10 33	11 07
	4 25	6 53				10 30	11 04
	4 55	7 23		Manning, Iowa		10 01	10 36
	5 42	8 07		Harlan, Iowa		9 16	9 55
	6 16	8 40		Minden, Iowa		8 40	9 23
	7 09	9 39		Council Bluffs, Iowa		7 50	8 40
	7 17	9 35		U. P. Transfer, Iowa		7 44	8 35
	7 32	9 50	Ar.	Omaha, Nebr.	Lv	7 29	8 20

Train 11, 3' C. P. Hayfield-Mason City.

3' C. P. Ft. Dodge-Harlan.

Train 12, 3' C. P. Omaha-Ft. Dodge.

3' C. P. Clarion-Mason City (b).

3' C. P. Mason City-Austin (a).

Train 15, 15' apt. (b).

Train 16, 15' apt. (b) 15' apt. Omaha-Ft. Dodge (c) 3' C. P. Ft. Dodge-Hayfield (e).

Train 87, 3' C. P. Hayfield-Waltham.

Trains 565, 566, 3' C. P.

Class (B)

Train 15	From	Train 16	From
A. Lea. & Waterloo, 514.	bLyle	Belmond, Iowa.	eFt. Dodge
Ft. Dodge & Des. M. 16.	bFt. Dodge	Chi., Dub. & Minn., 9	bHayfield
Minn. & Burl., 64.	bManly	Chi. & Omaha, 6.	aCarroll
Oel. & Omaha, 6.	bLidderdale	Chi. & Omaha, 15.	aCarroll
Ua. D.P. Sta.	bOmaha	Clarion, Ia.	eFt. Dodge
Omaha, Nebr.	bMason City	Eagle Grove, Ia.	eFt. Dodge
Return, 16.	bMason City	Oelw. & Omaha, 5.	bSomers
St. Lake & Des M. 35	bLohrville	Return, 15.	bMescrovey
		Spirit Lake & Des Moines, 33.	bLohrville
		Tama & So. City, 3.	bLohrville
		Tr. Clk., St. Paul, Minn.	eFt. Dodge

HOLDREGE AND STERLING R. P. O.

C. B. & Q. R. R. (Sterling Div.), 229.55 miles. Route 157,504.—Dist. 3.

	151b	June 24, 1917.	152b	
8 30	Lv.	Holdrege, Nebr.	Ar	6 30
11 40		Curtis, Nebr.		3 20
2 08		Elsie, Nebr.		1 14
2 23		Madrid, Nebr.		12 55
2 53		Grant, Nebr.		12 35
3 05				12 10
4 31		Holyoke, Colo.		10 37
6 30	Ar.	Sterling, Colo.	Lv	8 30

Class (B) 15' apt.

Train 151 meets tr. 152 at Wallace, Nebr.

Train 151	From	Train 152	From
IAH. & Den., 303.	bSterling	Omaha & Den., 3.	bHoldrege
IN.P. & Den., 12.	bSterling	Omaha & Den., 10.	bHoldrege
		Reg. return, 151.	bElsie

HOLLY & LA JUNTA C. P.

A. T. & S. F. Ry. (Ark. River and Colo. Divs.), 114.53 miles. Route 165,510.—Dist. 4.

	583b	Feb. 7, 1915.	584b	
6 30	Lv.	Holly, Colo.	Ar	8 00
7 45				6 45
8 00		Kornman Jet. (n.o.)		583b
7 45				6 45
8 00				6 30
586b		Lamar, Colo.		587b
8 05				6 25
8 20				6 10
583b		Kornman Jet. (n.o.)		584b
8 20				6 10
9 53				4 40
576b		Waveland Jet. (n.o.)		578b
9 53				4 40
10 05				4 25
576b		Las Animas, Colo.		577b
10 10				4 25
10 25				4 10
583b		Waveland, Jet. (n.o.)		584b
10 27				4 10
11 40				3 00
584b		Swink, Colo.		583b
11 44				2 55
11 55	Ar.	La Junta, Colo.	Lv	2 40

All trains 3' C. P.

HORTON & NELSON R. P. O.

C. R. I. & P. Ry. (Mo. & Nebr. Divs.), 166.2 miles. Short Run 114.8 miles. Route 157,507.—Dist. 6.

	353b	305a	June 4, 1916.	306a	354b
4 05	8 10	Lv.	St. Joseph, Mo.	Ar	7 05
5 50	9 55	Lv.	Horton, Kans.	Ar	6 00
6 46	11 00		Sabetha, Kans.		3 55
7 39	11 53		Dubois, (n.j.) Nebr.		3 08
7 50	12 15		Pawnee City, Nebr.		2 47
8 10	12 37		Steinauer, (n.j.) Nebr.		2 27
8 33	1 05		Lewistown, (n.j.) Nebr.		2 03
8 46	1 20		Virginia, Nebr.		1 50
9 00	1 35		Rockford, Nebr.		1 35
9 22	2 00		Beatrice, Nebr.		1 15
10 10	3 10		Jansen, Nebr.		12 30
10 25	3 25				12 17
89b			Fairbury, Nebr.		80b
7 20	5 05				11 40
8 40	6 10		Hebron, Nebr.		10 33
10 25	7 10		Nora, Nebr.		9 35
11 00	7 35	Ar.	Nelson, Nebr.	Lv	9 15

Class (A)

Trains 305, 306, 353, 354, 15' apt.

Train 89, 3' C. P.

Train 80, 3' C. P. Deshler-Fairbury.

Train 305	From	Train 306	From
St. Jo. & Gr. Isl., 3.	aFairbury	Om. & Colo. Spgs., 6.	aFairbury
Return tr., 306.	aVirginia	Om. & Wymore, 90.	aBeatrice
Om. & Colo. Spgs., 5.	aFairbury	Reg. return tr., 353.	bGermantown
Train 353	From	Reg. return tr., 305.	aBeatrice
Om. & Colo. Spgs., 7.	bFairbury	St. Joe. & Top., 78.	aHorton
Om. & Colo. Spgs., 8.	bFairbury	St. Joe. & Top., 53.	aHorton
Return tr., 354.	aFairbury		
St. Jo. & Gr. Island, 1.	bFairbury		
St. Jo. & Gr. Island, 2.	bFairbury		
Train 354	From		
Reg. Return tr., 305.	bPowhattan		
St. Joe. & Top., 54.	bHorton		
St. Joe. & Top., 77.	bHorton		

HOT SPRINGS & MINNEKAHTA C. P.

C. B. & Q. R. R. (Alliance Div.), 13.15 miles. Route 159,521.—Dist. 3.

	214a	212a	Oct. 1, 1916.	211a	213a
6 40	7 35	Lv.	Hot Spgs., S. Dak.	Ar	9 30
7 20	8 25	Ar.	Minnekahta, S. Dak.	Lv	8 45

All trains 3' C. P.

*HURON & RAPID CITY R. P. O.

C. & N. W. Ry. 288.35 miles.—10th Div. (Mountain Time west of Pierre)

	517a	503b	April 29, 1917.	514a	516a
9 35	10 30	Lv.	Huron, S. D.	Ar	7 45
9 44	10 40		James Val. Jet., (n.o.) S. D.		7 27
10 00	11 00		Wolsey, S. D.		7 10
12 30	1 40		Blunt, S. D.		4 32
1 35	2 40				3 45
2 10			Pierre, S. D.		2 35
2 25			Pt. Pierre, (n.j.) S. D.		2 25
5 21			Philip, (n.j.) S. D.		11 34
8 40	Ar.		Rapid City, S. D.	Lv	8 15

LINCOLN & BETHANY C. P.

Omaha, Lincoln & Beatrice Ry. Co. (Electric), 4.87 miles. Route 357,004.—Dist. 9.

6b	3f	1b	Dec. 18, 1912.	2b	4f	6b
4 50	12 20	7 20	Lv. Lincoln, Nebr. Ar	8 20	11 50	4 50
5 20	12 50	7 50	Ar. Bethany, Nebr. Lv	7 50	11 20	4 20

*LINCOLN & BILLINGS R. P. O.

C. B. & Q. R. R. (Lincoln, Alliance and Sheridan Divs.), 841.43 miles.—East Div. 365.5 miles. Mid. Div. 333.07 miles; West Div., 180.73 miles; Trains 39 and 40, 127.74 miles. Route 157,545.—Dist. 3.

37a	39a	41a	43a	Dec. 31, 1916.	44a	42a	40a	38a
6 40	11 00	6 20	2 15	Lv. Lincoln, Nebr. Ar	11 05	12 50	4 10	.....
7 44	12 20	7 10	3 05	..... Seward, Nebr.	10 15	11 54	2 55	.....
8 40	1 20	7 52	3 47	..... York, Nebr.	9 37	11 12	1 54	.....
9 30	2 05	8 27	4 22	..... Aurora, Nebr.	9 03	10 37	1 05	7 38
10 10	2 25	8 07	4 55	..... Grand Island, Nebr.	8 25	10 00	12 22	7 00
11 00	3 07	9 00	5 50	..... Ravenna, (n.j.) Nebr.	7 35	9 05	11 20	.....
12 00	4 30	10 05	6 05	..... Broken Bow, (n.j.) Nebr.	7 25	8 55	11 10	.....
1 00	6 21	11 20	7 25	..... Seneca, (n.j.) Nebr.	5 55	7 25	9 10	.....
2 00	6 35	11 30	7 35	..... (Central Time)	3 32	5 00	6 35	.....
3 00	1 39	9 52	.....	..... Alliance, Nebr.	3 27	4 50	.....	.....
4 00	1 49	10 02	.....	..... (Mountain Time)	12 28	1 40	.....	.....
5 00	4 50	1 45	.....	..... Crawford, Nebr.	44a	.....	.....	.....
6 00	4 15	1 05	.....	..... Edgemont, S. Dak.	10 48	12 10	.....	.....
7 00	6 00	2 52	.....	..... Newcastle, Wyo.	8 54	10 19	.....	.....
8 00	7 30	3 44	.....	..... Gillette, Wyo. (n.j.)	8 44	10 09	.....	.....
9 00	7 50	4 44	.....	..... Sheridan, Wyo. (n.j.)	7 15	8 35	.....	.....
10 00	9 20	6 16	.....	..... Huntley, Mont.	7 05	8 10	.....	.....
11 00	11 29	8 56	.....	..... Billings, Mont.	5 45	6 55	.....	.....
12 00	11 34	9 00	.....	..... Butte, Mont.	3 25	4 33	.....	.....
1 00	2 45	12 35	.....	..... Spokane, Wash.	3 15	4 25	.....	.....
2 00	3 00	12 50	.....	..... Seattle, Wash.	11 50	12 50	.....	.....
3 00	7 12	5 25	.....	..... Tacoma, Wash.	11 35	12 35	.....	.....
4 00	7 45	5 55	.....	.....	7 15	8 20	.....	.....
5 00	4 55	7 15	.....	.....	6 45	7 50	.....	.....
6 00	3 55	6 00	.....	.....	7 00	9 15	.....	.....
7 00	8 00	8 15	.....	.....	11 45	8 15	.....	.....
8 00	8 00	8 15	.....	.....	10 00	7 10	.....	.....
9 00	8 00	8 15	.....	.....	.....	7 00	.....	.....

Train 43 meets tr. 42 between Newcastle and Upton, Wyo.
 Train 43 meets tr. 44 between Verona and Sheridan, Wyo.
 Train 43 meets tr. 44 at Lakeside, Nebr.
 Train 41 meets tr. 42 at Hyannis, Nebr.
 Train 41 meets tr. 42 at Elm, Wyo.
 Train 39 meets tr. 40 at Bradshaw, Nebr.
 Train 39 meets tr. 42 at Ruby, Nebr.
 Train 41 meets tr. 44 between Edgemont and Provo.
 Clerks divide runs at Alliance, Neb. and Sheridan, Wyo. W. D. clerks run between Clearmont, Wyo. and Billings, Mont.
 Omaha City Distribution performed in train 42 (E. D.)
 CLASSIFICATION:—(B) Tr. E. D. 39, 40.
 (C) Tr. E. D. 41, 42, 43, 44.
 Trains 41, 42, 43, 44, 60' Mail Lincoln-Alliance 30 apt. Ravenna-Seneca.
 Trains 39, 40, 30' apt. Lincoln-Ravenna 3' C. P. Ravenna-Seneca.
 Train 37, 7' C. P. except Mon. and Tues. 15' Storage Tues.
 Train 38, 3' C. P. (b) Grand Island-Murphy, 3' C. P. (e) Grand Island-Phillips.
 Train 41, 15' storage (d).
 Train 43, 15' Storage (d) Lincoln-Ravenna, 7' Storage (d) Ravenna-Alliance
 3' Storage (d) Alliance Edgemont.

LINCOLN & FALLS CITY R. P. O.

C. B. & Q. R. R. (Lincoln and Wymore Divs.), 110.08 miles. Route 157,538.—Dist. 3.

124b	122b	Dec. 31, 1916.	121b
5 00	3 40	Lv. Lincoln, Nebr. Ar	10 20
9 05	5 22	..... Dunbar, Nebr.	8 25
6 50	.....	..... Nebraska City, Nebr.	8 00
127b	.....	..... Nemaha, Nebr.	128b
6 40	.....	..... Salem, Nebr.	7 45
8 00	.....	..... Falls City, Nebr.	6 35
9 00	.....	.....	5 45
122b	.....	.....	121b
9 00	.....	.....	5 45
9 15	Ar. ....	.....	5 30

Class (A)

Train 121-128-121, 15' apt. (b). 3' storage (f). Falls City-Nebraska City.
 Train 122-127-122, 15' apt.
 Train 124, 3' C. P.

Train 122-127-122	From	Train 121-128-121	From
C. B. & Kan. Cy. 26	bNebr. City	Lincoln & Bill. 39	bLincoln
Line. & K. C. 43	bFalls City	Om. & Wymore, 89	bLincoln
Om. & Kan. City, 105	bFalls City	Om. & Den. 5	bLincoln
Om. & Kan. City, 106	bFalls City	Om. & Wymore, 24	bLincoln
Rad Oak & Neb. Cy., 12	bNeb. City		

92

93

94

LINCOLN & COLLEGE VIEW C. P.

Lincoln Traction Co. (Electric), 10.32 miles. Route 357,007 pt.—Dist. 8.

5b	5a	*3	1a	Sept. 15, 1911.	2a	4f	6a	6b
5 05	5 05	12 20	7 45	Lv. Lincoln, Nebr. Ar	9 50	3 10	7 05	7 05
5 35	.....	12 50	8 15	..... Normal, Nebr.	0 20	2 40	.....	6 35
5 45	1 00	8 25	Ar.	College View, Nebr. Lv	9 10	2 30	6 25	.....

*Daily except Saturdays, Sundays and holidays.

McCOOL JCT. & FAIRMONT C. P.

C. B. & Q. R. R. (Lincoln Div.), 7.91 miles. Route 157,558 pt.—Dist. 3.

105b	Dec. 31, 1916.	106b
12 20	Lv. McCool Jct., Nebr. Ar	12 11
12 45	Ar. Fairmont, Nebr. Lv	11 55

All trains 3' C. P.

93

95

96

Union Pacific R. R. (Nebr. & Kans. Divs.), 132.20 miles. Route 157,501.—
Dist. 3.

580b	41b	July 15, 1917.	42b	579b
7 00	Lv	Lincoln, Nebr.	Ar	7 50
8 30				6 20
12 55		Beatrice, Nebr.		12 55
3 00	8 35			6 15
3 35	9 11	B. Springs Jct., (n.o.) Nebr.		6 31
3 40	9 15	Bluesprings, Nebr.		6 25
		(Wymore.)		
3 45	9 17	B. Springs Jct., (n.o.) Nebr.		5 20
4 52	10 17	Marysville, Kans.		4 19
5 26	10 50	Blue Rapids, Kans.		3 49
5 40	11 03	Irving, Kans.		3 39
6 35	12 03	Garrison Jct., (n.o.) Kans.		2 50
		(Garrison)		
7 15	12 40	Manhattan, Kans.	Lv	2 10

Class (A)

Trains 41-126, 125-42, 30' apt.

Trains 579, 580, 15' apt.

Train 41 meets Valp. & Beatrice train 46 at Cortland 7.53.

Train 579 meets 126 at Marietta, Kans., 9.52.

Train 125 meets 580 at Hull, Kans., 4.30.

Train 41-126	From	Train 125-42	From
Garrison, Kans.	bGarrison Junc.	Belle & Jc. City, 127	bGarrison Jct.
K.C. & Den., 103.	bManhattan	via Clay Center.	bGarrison Jct.
K.C. & Den., 104.	bManhattan	Blaine, Kans.	bGarrison Jct.
Wymore, Nebr.	bBluesprings	Clay Center, Kans.	bGarrison Jct.
		Fostoria, Kans.	bGarrison Jct.
		Garrison, Kans.	bGarrison Jct.
		Green, Kans.	bGarrison Jct.
		Idana, Kans.	bGarrison Jct.
		Lasita, Kans.	bGarrison Jct.
		Leonardville, Kans.	bGarrison Jct.
		Lincoln, Nebr. Dis.	bLincoln
		Miltonvale, Kans.	bGarrison Jct.
		Olburg, Kans.	bGarrison Jct.
		Om. & K. C., 106.	bGarrison Jct.
		via Union.	bLincoln
		Omaha & Col. Spgs., 8	bLincoln
		Walburg, Kans.	bGarrison Jct.
		Wheaton, Kans.	bGarrison Jct.
		Wymore, Nebr.	bBluesprings

Train 579	From
Garrison, Kans.	bGarrison Jct.

Train 580	From
Garrison, Kans.	bGarrison Jct.
K. C. & Bellev., 39.	bManhattan
K. C. & Bellev., 39.	bManhattan
K. C. & Den., 119.	bManhattan

LINWOOD & SUPERIOR R. P. O.

C. & N. W. Ry. (Eastern Div.) 122.3 miles. Route 157,523.—Dist. 2.

239	205b	Apr. 29, 1917.	206a
2 15	Lv	Omaha, Neb.	Ar
4 15	Lv	Fremont, Neb.	Ar
6 30	5 20	Linwood, Nebr.	Ar
7 50	6 01	Brainard, Nebr.	Ar
9 35	6 55	Seward, Nebr.	Ar
11 30	7 57	Exeter, Nebr.	Ar
	8 24	Geneva, Nebr.	Ar
	8 48	Shickley, Nebr.	Ar
	9 10	Davenport, Nebr.	Ar
	9 50	Nora, Nebr.	Ar
	10 20	Superior, Nebr.	Lv

Class (A)

Trains 205, 206, 15' apt.

Train 239, 3' C. P. (e) Linwood-Cordova.

Train 205	From	Train 206	From
St. Jo. & Oxford, 14.	bSuperior	Fremt. & Hant., 106	bLinwood
Sup. & Strong, 306.	bSuperior	Omaha & Den., 2	bExeter

LOVELAND & LONGMONT C. P.

Great Western R. R. Co. 29.10 miles. Route 165,069.—Dist. 4.

2b	1b	April 1, 1916.
8 10	Lv	Loveland, Colo.
9 45	Ar	Longmont, Colo.

LUMBERTON & EL VADO C. P.

Rio Grande & So. Western R. R. Co. 33.02 miles. Route 167,003.—Dist. 4.

1b	2b	June 21, 1917
1 30	Lv	Lumberton, N. M.
5 00	Ar	Elvado, N. M.

LYONS & DENVER C. P.

C. B. & Q. R. R. (McCook Div.), 48.31 miles. Route 165,028.—Dist. 4.

182b	181b	Dec. 31, 1916.
9 00	Lv	Lyons, Colo.
9 21		Longmont, Colo.
9 45		Erie, Colo.
9 57		Lafayette, Colo.
10 17		Bu. Jct., (n.o.) Colo.
10 45		Utah Jct., (n.o.) Colo.
11 00	Ar	I. aver, Colo.

McCOOK AND IMPERIAL C. P.

C. B. & Q. R. R. (McCook Div.), 60.27 miles. Route 157,508.—Dist. 3.

175b	176b	Dec. 31, 1916.
8 00	Lv	McCook, Nebr.
8 25		Culbertson, Nebr.
11 00	Ar	Imperial, Nebr.

All trains 3' C. P.

LINCOLN & KANSAS CITY R. P. O.

C. B. & Q. R. R. (Wymore and St. Joseph Divs.), 207.56 miles. Route 157,536.

1120	1120a	42a	44a	Dec. 31, 1916.	43a	41a	119b
3 30	6 00	1 30	11 40	Lv	1 20	5 40	10 15
3 42	6 06	1 59	12 05		12 45	6 08	9 20
3 55	6 35	3 10	1 30		11 34	5 57	7 15
3 59	9 10	3 40	2 00		11 01	5 20	6 30
		3 45	2 10		10 46	5 13	
		4 24	2 47		10 10	2 36	
		4 40	3 02		9 59	2 25	
		5 03	3 19		9 35	2 05	
		5 25	3 43		9 15	1 48	
		5 25	3 50		9 10	1 43	
		6 04	4 27		8 26	12 56	
		6 25	4 50		8 10	12 40	
44a	16a	14a			31a	111a	41a
5 10	6 45	9 45			6 15	9 50	12 30
5 42	7 11	10 13			5 55	9 16	11 54
5 52	7 20	10 20			5 26	9 10	11 48
		7 05	10 05	Lv	5 48	9 21	
		7 39	10 40	Ar	5 01	8 45	
6 25	7 46	10 51			4 59	8 36	11 24
	7 54	10 57			4 51	8 30	11 19
		7 43	10 45	Lv	5 09	8 43	
		8 05	11 05	Ar	4 28	8 10	
7 20	8 43	11 45	Ar		4 00	7 35	10 35

Kansas City, Mo., city distribution performed in train 44.
 Monday and Wednesday. Tuesday, Thursday, Friday and Saturday.
 Train 42 meets tr. 41 between Table Rock and Elk Creek.
 Train 43 meets tr. 44 at Firth, Nebr.
 (C) Train 31-43, 30' apt. (a). 7' storage (b) St. Joseph-Lincoln.
 Train 42-16, 44-14, 30' apt.
 Train 111-41, 30' apt. (a) 7' storage (d) Kansas City-St. Joseph 3' Storage (d)
 St. Joseph-Lincoln.
 Train 119, 3' C. P.
 Train 120, 3' C. P. Elk Creek-Table Rock.

Train 42-16	From	Rock Isl. & K. C., 30	St. Joseph
Atchison, Kans.	bArmour Jct.	Roca, Nebr.	bTable Rock
Atch. & Stock, 501	bArmour Jct.	St. Jo., Mo., Ter. RPO	bSt. Joseph
Chic. & K. C., 56	bSt. Joseph	St. Jo. & Oxford, 15	bTable Rock
Chic. Ft. Mad. & K. C., 4	bKans. City	St. L. & K. C., 6	bSt. Joseph
Chic. Road. & K. C., 12	bKans. City	St. Marya, Nebr.	bTable Rock
Chic. & St. Joe., 31	bFrancis Sta. St. Joseph	Train 31-43	From
12	St. Joseph	Atchison, Kans.	bArmour Jct.
Gateway Sta., Kans.	bKans. City	Creston & St. Joe, 31	bSt. Joseph
City Mo.	bKans. City	Chicago & K. C., 56	bSt. Joseph
Ch. & Coffey, 103	bKans. City	Leavenworth, Kans.	bEast Leav.
E. C. Kans.	bKans. City	Leav. & Milt., 115	bE. Leaven.
E. C. Mo. Term.	bKans. City	Lincoln, Nebr., Dis.	bLincoln
E. P. O.	bKans. City	Lin. & Bill., 43	bLincoln
E. C. & Cald., 23	bKans. City	Lin. & Falls City, 121	bFalls City
E. C. & Denison, 27	bKans. City	Omaha & Den., 9	bLincoln
E. C. & La. J., 9	bKans. City	Omaha & Den., 6	bLincoln
E. C. & La. Junta, 11	bKans. City	Omaha & K. C., 105	bFalls City
E. C. & Mem., 103	bKans. City	Omaha & K. C., 106	bFalls City
E. C. & Sapulpa, 111	bKans. City	Return tr. 16	bSt. Joseph
E. C. & St. Sps., 3	bKans. City	Return, 44	bTecomah
E. C. & St. Sps., 3	bBurton	St. Jo., Mo., Ter. RPO	bSt. Joseph
E. C. & St. Sps., 3	bTecomah	St. Jo. & Oxford, 15	bTable Rock
E. C. & St. Sps., 3	bTecomah	White Cloud, Kans.	bRulo
E. C. & St. Sps., 3	bTecomah	(By Star Route)	bRulo
E. C. & St. Sps., 3	bTecomah	Train 111-41	From
E. C. & St. Sps., 3	bTecomah	Atchison, Kans.	bArmour Jct.
E. C. & St. Sps., 3	bTecomah	Atch. & Stock, 503, via	bArmour Jct.
E. C. & St. Sps., 3	bTecomah	Atchison.	bArmour Jct.
E. C. & St. Sps., 3	bTecomah	Line. & K. C., 14	bArmour Jct.
E. C. & St. Sps., 3	bTecomah	Chic. Beth. & St. J., 111	bSt. Joseph
E. C. & St. Sps., 3	bTecomah	Chi. & Omaha, 26,	bLincoln
E. C. & St. Sps., 3	bTecomah	via Omaha.	bLincoln
E. C. & St. Sps., 3	bTecomah	Col. & Line., 21	bLincoln
E. C. & St. Sps., 3	bTecomah	Creston & St. J., 33	bSt. Joseph
E. C. & St. Sps., 3	bTecomah	Lansing, Kans.	bEast Leav.
E. C. & St. Sps., 3	bTecomah	Leavenworth, Kans.	bEast Leav.
E. C. & St. Sps., 3	bTecomah	Line. & Bill., 41	bLincoln
E. C. & St. Sps., 3	bTecomah	Lincoln, Nebr. Dis.	bLincoln
E. C. & St. Sps., 3	bTecomah	Omaha & Wymore, 91	bLincoln
E. C. & St. Sps., 3	bTecomah	Minn. & Omaha,	bLincoln
E. C. & St. Sps., 3	bTecomah	N. D. 2	bLincoln
E. C. & St. Sps., 3	bTecomah	Omaha & Den., 3	bLincoln
E. C. & St. Sps., 3	bTecomah	Platte City, Mo.	bBeverly
E. C. & St. Sps., 3	bTecomah	(via Star Route)	bTable Rock
E. C. & St. Sps., 3	bTecomah	Return, 42	bSt. Joseph
E. C. & St. Sps., 3	bTecomah	St. Jo. & G. I., 3	bSt. Joseph
E. C. & St. Sps., 3	bTecomah	St. Jo., Mo., Ter. RPO	bSt. Joseph
E. C. & St. Sps., 3	bTecomah	St. Joseph, Mo.	bSt. Joe Yards
E. C. & St. Sps., 3	bTecomah	St. Joe, Mo., Sta. A.	bSt. Joe Yards
E. C. & St. Sps., 3	bTecomah	Tracy, Mo.	bBeverly
E. C. & St. Sps., 3	bTecomah	Un. D. P. Sta.	bLincoln
E. C. & St. Sps., 3	bTecomah	Omaha, Nebr.	bLincoln
E. C. & St. Sps., 3	bTecomah	White Cloud, Kans.	bRulo
E. C. & St. Sps., 3	bTecomah	(via Star Route)	bRulo

Star Route

LINCOLN & UNIVERSITY PLACE C. P.

Lincoln Traction Co. (Electric), 4.73 miles. Route 357,007 pt.—Dist. 3.

7b	8b	3b	1b	July 22, 1913.	2b	4b	6b	8b
3 30	3 52	12 35	5 50	Lv	9 50	12 50	5 00	7 50
7 55	4 05	1 05	6 18	Ar	University P. St. (n.o.)	Neb.	Lv	9 20

Train 10 leaves University Place 4.20, arrives Lincoln 4.50.

* MARION & OMAHA R. P. O.
C. M. & St. P. Ry. 263.4 miles. (Sixth Div.)

9a	33a	19a	11a	3a	July 8, 1917.	12a	16a	20a	36a	10a
.....	.....	10 45	6 05	10 30	Lv. Chicago, Ill. Ar	9 05	7 45	8 50	.....	.....
8 35	.....	4 25	11 50	5 30	Lv. Marion, Ia. Ar	3 12	1 30	2 55	.....	8 45
4 21	.....	6 14	12 40	6 40	Elberon, Ia.	2 05	12 30	1 52	.....	7 39
4 45	.....	6 38	1 09	7 13	Tama, Ia.	1 43	12 09	1 27	.....	7 15
5 00	.....	6 55	1 27	7 35	Pickering (n.o.), Ia.	1 21	11 48	1 05	.....	6 54
5 19	.....	6 16	1 44	8 06	Capron, Ia.	1 02	11 32	12 50	.....	6 38
5 23	.....	6 13	1 47	8 06	Melbourne, Ia.	12 58	11 23	12 47	.....	6 35
5 54	.....	6 51	2 20	8 53	Cambridge, Ia.	12 17	10 48	12 12	.....	6 00
6 00	.....	6 58	2 26	9 05	Huxley, Ia.	12 11	10 43	12 07	.....	5 55
6 06	.....	7 06	2 31	9 14	Slater, Ia.	12 01	10 38	12 01	.....	5 50
6 25	.....	7 20	2 55	9 36	Madrid, Ia.	11 50	10 28	11 50	.....	5 40
6 50	.....	7 42	3 22	10 05	Perry, Ia.	11 12	9 57	11 24	.....	5 15
7 00	.....	7 52	3 29	10 12	.....	11 05	9 52	11 13	.....	5 05
7 20	.....	8 12	3 50	10 52	Herndon, Ia.	10 45	9 34	10 54	.....	4 40
8 14	.....	9 15	4 45	12 20	Manning, Ia.	9 50	8 28	10 03	.....	3 46
8 30	9 40	9 30	5 00	12 40	Manilla, Ia.	9 35	8 13	9 45	.....	3 30
8 40	.....	9 35	5 10	12 50	.....	9 20	7 58	9 35	7 40	3 25
10 01	11 02	11 05	6 20	2 20	Neola, Iowa,	8 07	6 53	8 43	6 06	2 31
10 21	11 23	11 29	6 37	2 40	Weston, Ia.	7 47	6 38	8 28	5 42	2 16
10 40	11 44	11 49	6 38	3 01	Council Bluffs, Ia.	7 32	6 24	8 15	5 22	2 02
10 50	11 55	11 59	7 09	3 10	U. P. Trans., Ia.	7 25	6 17	8 05	5 15	1 55
11 05	12 10	12 15	7 24	3 25	Ar. Omaha, Nebr. Lv (Union Sta.)	7 10	6 02	7 50	6 00	1 40

* MINNEAPOLIS & OMAHA R. P. O.

C. St. P. M. & O. (Minn. and Iowa Divs.), and C. & N.-W. Rys. (Iowa and Sioux City Divs.), 379.29 miles. (Tenth division.)

9a	3a	5b	1a	July 8, 1917.	2k	4a	6b	10a
9 25	9 00	7 00	7 30	Lv. Minneapolis, Minn. Ar	9 20	8 50	4 55	7 55
9 55	9 25	7 25	7 55	St. Paul, Minn.	8 50	8 20	4 30	7 25
10 15	9 45	7 35	8 05	Shakopee, Minn.	8 40	8 10	4 20	7 15
10 59	10 45	8 38	8 59	Mankato, Minn.	7 40	7 17	3 10	6 12
12 40	12 55	10 35	10 40	Worthington, Minn.	6 00	5 30	1 20	4 30
4 15	4 18	2 20	1 40	Sibley, Iowa,	3 28	2 20	9 57	1 30
4 49	4 53	2 57	2 10	Sheldon, Iowa,	2 46	1 40	9 19	12 51
5 21	5 26	3 30	2 45	Alton, Iowa,	2 16	1 15	8 48	12 23
6 55	6 05	4 07	3 14	Le Mars, Iowa,	1 50	12 43	8 18	11 55
6 25	6 40	4 45	3 40	.....	1 20	12 13	7 40	11 25
7 35	7 40	5 50	4 40	.....	12 25	11 20	6 50	10 25
14a	12a	2a	10a	Sioux City, Iowa,	5a	9a	13a	1a
7 45	8 00	5 35	4 50	Sergeant Bluff, Iowa,	12 15	11 10	7 15	10 20
8 07	8 14	5 48	5 03	Omaha, Iowa,	11 58	10 55	7 00	10 00
9 15	9 05	6 45	5 50	Mondamin, Iowa,	11 12	10 10	6 00	9 05
9 55	9 40	7 28	6 23	California, Iowa,	10 37	9 32	5 17	8 25
10 11	9 50	7 45	6 40	.....	10 20	9 13	4 55	8 04
10 10	10 10	8 03	.....	.....	9 00	4 40	.....	.....
20a	20a	21a	20a	Missouri Valley, Ia.	20a	20a	21a	21a
10 15	8 25	.....	.....	.....	8 50	4 35	.....	.....
11 00	10 50	9 10	7 30	Council Bluffs, Iowa,	9 35	8 10	3 50	7 10
11 10	11 00	9 20	7 40	U. P. Transfer, Iowa,	9 25	8 01	3 40	7 00
11 25	11 15	9 35	7 55	Ar. Omaha, Nebr. Lv (Union Station.)	9 05	7 45	3 25	6 45

*R. P. O. in train 5 runs Sundays in train 3.
Train 6 leaves Sioux City 11:40; arrives Mo. Valley 2:05.
Train 136 leaves Worthington 7:55; arrives Sioux City 11:20.
Train 146 leaves Sioux City 3:30; arrives Worthington 7:20.

MISSOURI VALLEY & LINCOLN R. P. O.

C. & N. W. Ry. (Sioux City and Eastern Divs.), 89.29 miles. Route 157,537—Dist. 3.

125a	123a	Apr. 29, 1917.	122a	124a
2 15	8 55	Lv. Missouri Valley, Ia. Ar	6 10	11 05
2 27	9 08	California, Iowa,	4 55	10 52
2 27	9 08	Blair, Nebr.	4 55	10 52
2 42	9 26	Arlington, Nebr.	4 35	10 38
3 15	10 00	.....	4 00	10 00
3 40	10 20	.....	3 30	9 30
.....	.....	Fremont, Nebr. ....	.....	2b
4 00	10 35	.....	3 20	9 10
4 11	10 46	Platte River, Nebr.(n.o.)	3 05	8 56
4 40	11 19	Wahoo, Nebr.	2 30	8 27
5 40	12 15	Ar. Lincoln, Nebr. Lv	1 30	7 30

Class (A).

Train 22-123, 125-25, 15' apt.
Train 24-124, 15' apt. (a) 3' storage (d).
Train 123-21, 15' apt. 7' storage.
Train 28, 3' C. P.

Train 21	From	Omaha & Sebuy., 33	Waboo
Lin. & K. C., 42, ..	Lincoln	S. City & Omaha, 2, ..	Blair
Lincoln, Nebr., Dis. ..	Lincoln	.....	.....
Omaha & Chad., 1, ..	Fremont	.....	.....
Om. & Ogden, 5, ..	Fremont	.....	.....
Train 25	From	Train 22	From
Col. & Lincoln, 21, ..	Lincoln	Chi. & Omaha, 4, ..	Mo. Valley
Fremont & Hast., 10, ..	Fremont	Fremont & Hast., 105	Fremont
Lincoln, Nebr., Dis. ..	Lincoln	Omaha & Chad., 3, ..	Fremont
Lin. & Billings, 41, ..	Lincoln	Omaha & Chad., 5, ..	Fremont
Omaha & Chad., 6, ..	Arlington	Omaha & Chad., 6, ..	Fremont
Omaha & Chad., 5, ..	Fremont	Om. & Grand Isl. 27	Waboo
Omaha & Chad., 3, ..	Fremont	Return tr., 25, ..	Fremont
Om. & Denver, 3, ..	Lincoln	Train 24	From
.....	.....	Omaha & Chad., 1, ..	Fremont
.....	.....	Omaha & Chad., 2, ..	Fremont
.....	.....	S. City & Om., 1, ..	Blair
.....	.....	Return tr., 21, ..	Fremont

MONTE VISTA & CENTER C. P.

San Luis Central R. R., 15.06 miles. Route 165,079.—Dist. 4.

2b	Dec. 6, 1914.	1b
9 15	Lv. Monte Vista, Colo. Ar	6 15
10 15	Ar. Center, Colo. Lv	4 15

MONTPELIER & PARIS C. P.

Oregon Short Line (Idaho Div.). 9.6 Miles. Route 170,518.—Dist. 5.

82a	Sept. 18, 1916	81a
4 25	Lv. Montpelier, Ida. Ar	8 05
5 05	Ar. Paris, Ida. Lv	7 30

Train 81, 3' C. P.
Train 82, 3' C. P. McCammon-Paris.

NEBRASKA CITY & HOLDREGE R. P. O.

C., B. & Q. R. R. (Wymore Div.), 246.39 miles. Route 157,509.—Dist. 3.

97b	Dec. 31, 1916.	98b
9 05	Lv. Nebr. City, Nebr. Ar	6 45
10 16	Nemaha, Nebr.	4 29
10 47	So. Auburn, Nebr.	4 02
.....	(Auburn, Nebr.)	.....
11 48	Tecumseh, Nebr.	3 10
12 50	Rockford, Nebr.	2 45
1 15	.....	1 40
85b	Beatrice, Nebr.	1 15
1 35	.....	87b
2 00	.....	12 35
97b	De Witt, Nebr.	12 13
2 10	.....	98b
3 05	Tobias, Nebr.	11 50
3 43	Strang, Nebr.	10 59
3 59	Shickley, Nebr.	10 30
4 30	.....	10 25
4 40	Edgar, Nebr.	10 10
5 15	Lawrence, Nebr.	9 41
5 50	Blue Hill, Nebr.	9 34
7 30	Wilcox, Nebr.	8 58
7 55	Holdrege Jct. (n.o.), Nebr.	8 28
8 00	Ar. Holdrege, Nebr. Lv	6 29

Class (H) 15' apt.
Extra, 3' C. P. Edgar-Swanton.
Extra stock train leaves Edgar 9:00 Sundays, run to Wymore.

Train 97-88-97	From	Train 98-87-98	From
Angus, Nebr.	Edgar	Auburn, Nebr.	So. Auburn
Auburn, Nebr.	So. Auburn	Co. Bluffs & K. C., 26	Nebr. City
(By Messenger)	.....	Fair. & Chester, 106	Strang
Fair. & Chester, 105	Strang	Hastings, Nebr.	Blue Hill
Fairmont, Nebr.	Strang	Horton & Nelson, 306	Beatrice
Geneva, Nebr.	Strang	Lin. & Falls City, 122-127	Nebr. City
Horton & Nelson, 305	Beatrice	Lin. & K. C., 41, ..	Tecumseh
Om. & Wymore, 90, ..	Beatrice	Lin. & K. C., 42, ..	Tecumseh
Nelson, Nebr.	Edgar	Linwood & Sup., 206	Shickley
Omaha & Den., 3, ..	Holdrege	Om. & Wymore, 89, ..	Beatrice
Omaha & Den., 6, ..	Holdrege	Omaha & Denver, 2	De Witt
Return, 98, ..	Rockford	via Cret.	Edgar
St. Jo. & G. I., 3, ..	Edgar	Nelson, Nebr.	Nebr. City
St. Jo. & Oxford, 17	Edgar	R. O. & Nebr. Cy., 12	Nebr. City
via Superior, ..	Edgar	Return, 97, ..	Beatrice
Superior, Nebr.	Edgar	Stroms. & Alma, 162	Wilcox

NEWELL & WHITEWOOD R. P. O.

C. & N. W. Ry., 42.03 miles. Route 159,515.—Dist. 2.

702a	706a	Apr. 29, 1917.	703a	705a
4 00	Lv. Newell, S. D. Ar	2 20	.....	.....
7 45	5 05	Bellefourche, S. D.	1 10	7 35
8 35	5 55	Ar. Whitewood, S. D. Lv	12 05	6 45
9 15	.....	Ar. Deadwood, S. D. Lv	10 55	.....
9 40	.....	Ar. Lead, S. D. Lv	10 30	.....

Class (A)

Train 703, 706, 15' apt.
Train 702, 705, 3' C. P.

Train 706	From	Train 703	From
Dead. & Chad., 6, ..	Whitewood	Aladdin, Wyo.	Bellefourche
Om. & Chad., 6 via Chadron, ..	Whitewood	.....	.....

NORFOLK & COLUMBUS C. P.

U. P. R. R. (Nebr. & Wyo. Div.), 50.42 miles. Route 157,531.—Dist. 1.

78b	30a	July 25, 1917.	29a	77b
1 00	6 35	Lv. Norfolk, Nebr. Ar	9 00	10 25
2 45	7 38	Humphrey, Nebr.	8 00	8 47
4 10	8 18	Oconee, (n.o.) Nebr.	7 18	6 50
4 35	8 35	Ar. Columbus, Nebr. Lv	7 00	6 25

All trains 3' C. P.

OELWEIN & OMAHA R. P. O.

*Trains 5 and 6 only

Chi. Great Western R. R. (Western Div.), 264 miles. Train 3 and 4, 127.1 miles. Route 143,563.—Dist. 2.

		May 27, 1917.			
3b	6a	3b	6a	4b	4b
8 00	11 30	Lv. Chicago, Ill.	Ar	7 50	9 00
4 10	7 30	Lv. Oelwein, Iowa	Ar	12 50	12 25
4 15	7 35	Lv. Jeff (n.o.), Iowa	Ar	12 45	12 20
6 03	8 23	Lv. Waverly, Iowa	Ar	11 55	11 20
6 17	8 37	Lv. Shellrock, Iowa	Ar	11 43	11 06
6 31	8 50	Lv. Clarville, Iowa	Ar	11 32	10 54
6 05	9 25	Lv. Dumont, Iowa	Ar	10 57	10 15
6 31	9 50	Lv. Hampton, Iowa	Ar	10 35	9 50
7 05	10 21	Lv. Rowan, Iowa	Ar	10 02	9 17
7 27	10 37	Lv. Clarion, Iowa	Ar	9 45	9 00
7 31	10 45	Lv. Eagle Grove, Iowa	Ar	9 37	8 55
7 59	11 04	Lv. Ft. Dodge, Iowa	Ar	9 20	8 34
8 30	11 44	Lv. Moorland, Iowa	Ar	8 37	7 50
11 44	12 11	Lv. Somers, Iowa	Ar	8 13	7 28
12 11	12 27	Lv. Lohrville, Iowa	Ar	7 58	7 13
12 48	1 31	Lv. Carroll, Iowa	Ar	7 37	6 53
2 01	2 49	Lv. Manning, Iowa	Ar	6 21	5 36
2 49	3 22	Lv. Harlan, Iowa	Ar	5 36	4 59
3 22	4 10	Lv. Council Bluffs, Iowa	Ar	4 59	4 10
4 10	4 15	Lv. U. P. Transfer, Iowa	Ar	4 05	3 50
4 30	4 30	Lv. Omaha, Nebr. (Union Station)	Ar	3 50	3 50

CLASSIFICATION:—(A) Trs. 3, 4; (B) Trs. 5, 6.

Trains 3, 4, 15' apt.

Train 5, 30' apt. Oelwein-Omaha (b) Oelwein-Ft. Dodge (c) 3' C. P. Ft. Dodge-Omaha (c).

Train 6, 30' apt. Omaha-Oelwein (b) 3' C. P. Harlan-Carroll (c)

Train 5		Train 4	
From	From	From	From
Belmond, Iowa	bFt. Dodge	Belmond, Iowa	bClarion
Chi. & Omaha, 33.	bCarroll	Chi. Dub. & Minn., 4.	bOelwein
Ca. Bl. & K. C., 26	bFt. Dodge	Chi. Dub. & Minn., 7	bOelwein
Chi. & Omaha, 6 via Carroll	bFt. Dodge	Mason City, Iowa	bClarion
Chi. & S. City, 15.	bFt. Dodge	Meervey, Iowa	bClarion
Harlan, Iowa	bFt. Dodge	Swaledale, Iowa	bClarion
Hay, & Omaha, 16.	bFt. Dodge	Thornton, Iowa	bClarion
Return tr., 6.	bMinden		
Moerland, Iowa	bFt. Dodge		
Union D. P. Sta.	bOmaha		
Omaha, Nebr.	bFt. Dodge		
Return tr., 4.	bHansell		
Somers, Iowa	bFt. Dodge		
Tripp, Iowa	bWaverly		

OGDEN & CALIENTE R. P. O.

O. S. L. and San Pedro, Los Angeles & Salt Lake R. R. Cos. (Eight Div.)

(Mountain Time to Caliente, Nev.; Pacific Time, Caliente to Los Angeles.)

June 20, 1917.		June 20, 1917.	
19a	7a	43a	20a
7 35	4 00	Lv. Ogden, Utah	Ar
8 35	6 00	Lv. Salt Lake City, Utah	Ar
1 00	5 15	Lv. Lynndyl, Utah	Ar
5 00	8 50	Lv. Caliente, Nev.	Ar
11 00	2 30	Lv. Barstow, Cal.	Ar
10 05	1 35	Lv. Los Angeles, Cal.	Ar
8 20	1 15	Lv. Los Angeles, Cal.	Ar
2 30	4 30	Lv. Los Angeles, Cal.	Ar

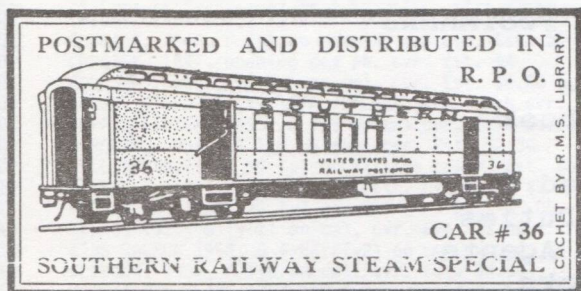
OMAHA & BENSON R. P. O.

Om. & Co. Bl. St. Ry. Co. (Electric), 9.87 miles, via Ames Ave.; 5.38 miles via Cumming St.; 6.72 miles via Farnam St. Route 357,008 pt.

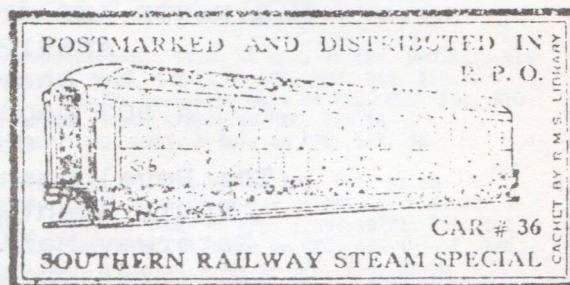
Sept. 11, 1916		1b	2b	3*	4†	5†	6u	6†	7†	18†	18u	18e
Omaha, Nebr.	Lv	6 05	7 45	10 05	10 05	12 35	12 35	3 00	4 55	7 10	7 10	5 04
Ames Ave. Station	Lv	6 24	8 07	10 27	10 27	12 57	12 57	3 22	5 17	7 32	7 32	5 22
Station A.	Lv	6 34	8 14	10 34	10 34	1 04	1 04	3 29	5 24	7 39	7 39	5 29
Walnut Hill Sta.	Lv	6 47	8 27	10 50	10 50	1 20	1 20	3 45	5 40	8 35	8 35	6 24
	[Ar	7 05	8 45	11 05	11 05	1 38	1 38	3 58	5 53	8 48	8 48	6 42
Benson, Nebr.	Lv	7 05	8 45	11 05	11 05	1 38	1 38	3 58	5 53	8 48	8 48	6 42
Walnut Hill Sta.	Lv	7 23	9 03	11 26	11 26	1 56	1 56	4 16	6 11	9 06	9 06	7 00
Omaha, Nebr.	(Via											
Cuming St.)	Lv	7 37	8 28			2 12	1 36		6 32			
Omaha, Nebr.	(Via											
Farnam St.)	Ar			11 08	11 54			4 13		9 23	9 52	7 41

Available through the MPOS, courtesy of Dr. Frank R. Scheer, is a commemorative packet issued in honor of the historic run of the Alexandria & Charlottesville R.P.O. on June 1st and 2nd, 1985. The package contains a commemorative sheet (illustrated below) cancelled on both trips. A USPS philatelic release. A reprint of "The Mail Must Go Through". A cover with cachet and cancel. The price is \$5.00 postpaid from MPOS, RFD 1, Box 91, Contoocook, New Hampshire, 03229.

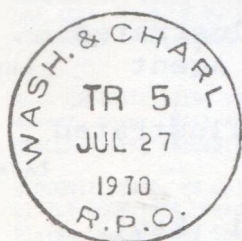
CACHET PROOF



CACHET RUBBER STAMP



WASHINGTON & CHARLOTTE R.P.O. LAST RUN



Route Data

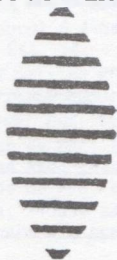
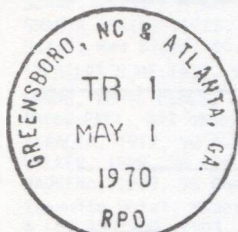
Wash & Charl 382 miles - 1882-1903/1917-1935
1944-1970

Wash & Greens 289 miles - 1903-1917

Wash & Atl ND 382 miles - 1935-1944

Wash & Charl Tr 5 was the last RPO in Virginia

GREENSBORO & ATLANTA R.P.O. LAST RUN



Route Data

Charl & Atl 268 miles - 1881-1903/1917-1935
1944-1967

Greens & Atl 361 miles - 1903-1917/1967-1970

Wash & Atl SD 268 miles - 1935-1944

★WASHINGTON & CHARLOTTE R. P. O.

Southern Ry. Washington to Charlotte, 378.23 miles; Washington to Charlottesville, 113.00 miles.

7 30	8 55	1 50	3 25	9 30	Lv. New York, N. Y.	Ar	4 05	12 15	7 25	9 15	11 30
19cu	29a	37a	135a	31a	July 30, 1944						30a
12 45	11 35	6 25	8 15	3 00	Lv. Washington, D. C.	Ar	9 15	7 34	1 45	4 30	8 40
					(U. Sta.)						
1 03	11 53	6 43	8 33	3 18	... Alexandria, Va.		8 56	7 10	1 26	4 12	8 21
			9 27	3 50	... Manassas, Va.		8 13	6 28			
			9 55		... Calverton, Va. (n. j.)		7 51	6 04			
2 53			11 22	8 00	... Orange, Va.		6 47	5 10			
3 42	2 17	8 58	12 30	5 40	Ar	Lv	6 58	4 25	10 57	1 55	3 30
					... Charlottesville, Va.						
3 42	2 17	8 58	12 30	5 40	Lv	Ar	6 08	4 25	10 57	1 55	3 30
			1 16		... Rockfish, Va.		5 34	3 39			
5 06	3 45	10 17	2 28	7 10	Ar	Lv	4 52	2 55	9 40	12 45	3 13
5 32	4 02	10 34	3 00	7 30	Ar	Lv	4 30	2 35	9 18	12 20	1 50
					... Lynchburg, Va.						
5 33	4 02	10 34	3 00	7 30	Lv	Ar	4 30	2 35	9 18	12 20	1 50
6 02			3 41	8 02	Ar	Lv	3 43	1 56			
7 00	5 15	11 45	4 50	8 55	Ar	Lv	2 48	12 55	7 44	10 57	12 20
					... Danville, Va.						
7 00	5 25	11 55	5 10	9 05	Lv	Ar	2 48	12 45	7 44	10 45	12 10
8 20	6 55	1 10	6 25	10 25	Lv	Ar	1 35	11 45	6 30	8 45	11 10
					... Greensboro, N. C.						
8 20	6 55	1 10	7 10	10 25	Lv	Ar	1 35	11 35	6 20	9 15	10 5
8 45	7 19	1 30	7 45	10 47	Ar	Lv	1 02	11 10	6 00	9 15	10 35
9 45	8 30	2 15	9 15	11 40	Ar	Lv	12 10	10 10	5 00	8 30	9 35
					... Salisbury, N. C.						
10 00	8 40	2 20	10 15	11 45	Lv	Ar	12 01	10 06	4 55	8 25	9 28
11 00	0 40	3 20	12 01	12 45	Ar	Lv	10 50	8 55	3 55	7 25	8 28

Source: 3rd #550 3/8/45, 4th #608 3/21/45

★CHARLOTTE & ATLANTA R. P. O.

37a	33a	10a	29cu	July 10, 1944				30cu	26a	14a	20a
3 20	12 45	11 20	10 10	Lv	Charlotte, N. C.	Ar	10 40	8 45	3 45	7 25	
3 48	1 18	11 55	10 55	Lv	Gastonia, N. C. R. R. Sta.	Ar	10 12	8 10	3 18	6 53	
				Lv	Kings Mountain, N. C.						
				Lv	Shelby, N. C.						
4 18	1 40	12 25	11 45	Lv	Blacksburg, S. C.	Ar	8 32	7 24	2 36	8 20	
4 55	2 30	1 15	12 50	Lv	Spartanburg, S. C.	Ar	8 56	6 30	1 56	8 48	
				Lv	Pisgah Forest, N. C.						
				Lv	Brevard, N. C.						
5 45	3 20	3 15	1 56	Lv	Greenville, S. C.	Ar	8 00	6 35	1 00	4 50	
5 50	3 28	3 25	3 48	Lv	Greenville, S. C.	Ar	7 50	6 25	12 55	4 50	
6 35	4 21	3 35	4 40	Lv	Seneca, S. C.	Ar	6 48	4 25	11 49	3 57	
				Lv	Walhalla, S. C.						
7 00	4 55	4 17	8 25	Lv	Toccoa, Ga.	Ar	6 15	3 44	11 17	3 29	
7 19	5 22	4 41	8 50	Lv	Cornelia, Ga.	Ar	6 56	3 20	10 53	2 14	
7 33	5 30	4 57	8 12	Lv	Lula, Ga.	Ar	6 37	3 04	10 37	3 00	
7 53	5 52	5 25	8 35	Lv	Calhoun, Ga.	Ar	6 20	3 50	10 30	2 48	
9 05	7 30	7 15	8 18	Lv	Atlanta, Ga. (Term. Sta.) ET.	Ar	4 00	1 30	9 00	1 35	

A star, in heavy faced type, prefixed to the title of an R. P. O. denotes that clerks in all trains are equipped with rotary-lock keys.
No junction.
Non-stop station.
Office open all night for receipt and dispatch of mails.
Junction offices exchanging registers with night trains.
a—Daily.
b—Daily except Sunday.
cu—Train daily R. P. O. daily except Sunday; C. P. Sunday only.

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- 100 ALLAKAKET, 1949, F Ty1 on FFC. Est. \$4.00
- 101 BETHEL, 1959(Aug), VG dplx on cover. Est. \$4.00
- 102 CHIGNIK, 1959(Nov), VG 4-bar on cover. Est. \$3.00
- 103 CHUGIAK, 1947, F Ty1 on opening day cvr. Est. \$5
- 104 CHUGIAK, 1947, opening day ph. cvr. Est. \$4
- 105 COLD BAY, 1957, VF Ty1 on cml. cvr. Est. \$6.00
- 106 COLONY VILLAGE (sic) STA./PALMER, 1977, cach.cvr. E.\$5
- 107 COPPER CENTER, 1955, G Ty5 on cml.cvr. Est. \$4.00
- 108 CORDOVA, 1954, VG Ty9 on cml. cvr. Est. \$2.00
- 109 DILLINGHAM, 1958, VG Ty7 on Mission cover. Est. \$5.00
- 110 GAMBELL, 1945, F Ty1 on ph. Patr. cvr. Est. \$5.00
- 111 GIBBELL, 1958, VG Ty1 on cml. cvr. Est. \$5.00
- 112 KENAI, 1957, G Ty 11 on cml. cvr. Est. \$2.00
- 113 KING SALMON, 1958, G 4-bar(Ty2) on cml.cvr. E. \$4
- 114 KLAUOCK, 1955, F Ty6 on cml. cvr. Est. \$4.00
- 115 MOUNTAIN VILLAGE, 1957, VG Ty2 on cml.cvr. Est. \$4.00
- 116 SAINT PAUL ISLAND, 1957, F Ty1 on cml. cvr. Est. \$5.00
- 117 SAVOONGA, 1945, F Ty1 w/GAMBELL b/s on FFC. Est. \$4.
- 118 SKAGWAY, 1909, VG Ty11 on PPC. Est. \$5.00
- 119 UNALAKLEET, 1957, F Ty6 on cml. cvr. Est. \$5.00
- 120 UNALASKA, 1958, F Ty 13 on cml. cvr. Est. \$3.00
- 121 WRANGELL, 1930, about G Ty4 on PPC. Est. \$3

ARIZONA

- 122 AGUA CALIENTE, 1919, VG 4-bar on illus. HOTEL MODESTI advert. cover. Most attractive. Est. \$25.00
- 123 ORACLE, 1915, readable 4-bar on PPC. Est. \$3

ARKANSAS

- 124 JUDSONIA, 1910, VG dplx on PPC. Est. \$2.00
- 125 LITTLE ROCK, 1864, readable (E RO off @ T) on cvr.E.\$5
- 126 Plateau Hotel, Hot Springs, illus. cvr pm HOT SPRINGS Barry machine, 1902, F-VF. Est. \$5.00

CALIFORNIA

- 127 ANGEL ISLAND, 1909, VG 4-bar on PPC. (75-45). Est.\$6
- 128 BIJOU, 1944, VG 4-bar on PPC. (88-67). Est. \$4
- 129 CALABASAS, 1910, G cds on PPC. (LA 88/73). Est. \$3
- 130 CAMP CURRY, 1924, VG mach. on PPC. (as CNBR). E.\$3
- 131 CRANMORE, 1906, F cds on PPC. (Sut 86-28). Est. \$10
- 132 DEL MONTE, 1911, F FLAG on cvr. (Mon 1901/52) E. \$4
- 133 ECHO MOUNTAIN, 1909, VG Doane on PPC. (93-10). E. \$4
- 134 ETNA MILLS, 1909, G 4-bar on PPC. (Sisk. 61-24) E.\$5
- 135 IOAMOSA, 1908, lt.readable 4-bar as rec'd on PPC. E.\$6
- 136 MONETA, 1908, G 4-bar on PPC. (LA 90-44). Est. \$7.50
- 137 MOUNT LOWE, 1915, VG 4-bar on PPC. (LA 10-37). E. \$4
- 138 OILFIELDS, 1910, F 4-bar on PPC. (Fres. 08-51). E.\$5
- 139 PLANTATION, 1917, G 4-bar on PPC. (Son. 1902-33). E.\$6
- 140 PRESIDIO/STA.CAL., 1908, G dplx on PPC. Est. \$10.
- 141 SCHAD, 1913, F 4-bar on PPC. (Sac.1910-18). Est. \$12
- 142 SHASTA SPRINGS, 1912, about G 4-bar on cvr w/Fremont Hotel, Red Bluff, cc. Est. \$4
- 143 SOLDIERS HOME, 1911, VG dplx on PPC. (LA 89-15). E.\$4
- 144 TAHOE, TAHOE PINES, & TAHOE VALLEY (1907-52), G-F, on three PPCs. All obsolete. Est. \$10.
- 145 TERALIA, 1912, VG 4-bar on PPC. (San D. 1911-12).E\$12
- 146 WALKER, 1909, VG cds on PPC. (Sisk. 90-42). Est. \$6
- 147 WAUKENA, 1909, VG Doane on PPC. Est. \$3.00
- 148 Yosemite Hotel, Madera, illus. ad cvr., pmk. SAN FRAN & LOS ANG/RPO, 1903, partial, opened to illus. E. \$10

COLORADO

- 149 BALD MOUNTAIN, 1909, VG dplx on PPC. (69-21). Est. \$3
- 150 DENVER, Int'l Dry Farming slogan, 1915, PPC. Est. \$3
- 151 DUNKLEY, 1911, VG Doane on PPC. (92-43). Est. \$6.
- 152 GFM, 1912, G 4-bar on PPC. (1907-13). Est. \$25
- 153 GFEN, 1909, about G Doane on PPC. (1905-20). Est. \$8
- 154 GRANADA, 1926, G dplx on cvr opened into stamp. E.\$3
- 155 HALFWAY, 1910, VG 4-bar on PPC. (1903-17). Est. \$5
- 156 HAWTHORNE, 1908, F 4-bar on PPC. (1906-30). Est. \$8
- 157 HOOVER, 1916, VG 4 bar on PPC. Est. \$3.00
- 158 MESSEX, 1909, readable 4-bar on PPC. (1909-42). E.\$4
- 159 MONTCLAIR, 1910, VG Doane on PPC. (38-12). Est.\$5
- 160 NEW WINDSOR, 1909, G dplx on PPC. (84-11). Est. \$5
- 161 OWL, 1911, F cds on PPC. (1899-1918). Est. \$25
- 162 POPILAND, 1908, readable 4-bar on PPC. (1900-52).E.\$4

- 163 REDMESA, 1938, F 4-bar on UX27. Est. \$4
- 164 RUSITA, 1914, VG 4-bar on PPC. (74-67). Est. \$5.00
- 165 RUSSELL, 1907, VG Doane on PPC. (76-55). Est.\$5
- 166 SUNSET, 1912, about G 4-bar on PPC. (83-21). Est. \$6
- 167 THURMAN, 1909, G 4-bar on PPC. (88-53). Est. \$4
- 168 TRINIDAD, c.1875 partial cds on U163. E. \$6
- 169 WALDORF, 1908, F 4-bar on PPC w/vert. crease. Est. \$20
- 170 WALDORF. 1908, VG 4-bar on PPC. (1908-12). Est. \$25

CONNECTICUT

- 171 LYME, 1890, VG cds on cover. (1797-1928). E. \$4

FLORIDA

- 172 FERNANDIA, 1897, VG cds on UX12. Est. \$2.00
- 173 LILLIBRIDGE, 1910, VG 4-bar on PPC. Est. \$8

HAWAII

- 174 HAMAKUAPUKO/MAUI, 1918, VG dplx on cvr. DPO.Est. \$15
- 175 MAUNAWAI, 1910, G dplx on PPC. DPO. Est. \$10.
- 176 OLAA, 1908, VG overstrk. dplx on PPC. DPO. Est. \$10
- 177 PAIA/MAUI, 1909, G dplx on PPC. Est \$6
- 178 WAIALUA/OAHU, 1909, F dplx on PPC. Est. \$8

IDAHO

- 179 FRUITLAND, 1915, G 4-bar on PPC. Est. \$2.50
- 180 KAMIAH, 1912, readable 4-bar on PPC. Est. \$2.00
- 181 MACE, 1914, VG 4-bar on PPC. (1899-1922). Est. \$12
- 182 MARKET LAKE, 1908, VG Doane on PPC. (68-10). E. \$20
- 183 MIDDLETON, 1912, VG 4-bar on PPC. Est. \$2.50
- 184 ROBERTS, 1917, readable REC'D mark as sending pm.cvr.E.\$3
- 185 VALLEY, 1912, VG 4-bar on PPC. (1902/23). Est. \$12.
- 186 WILDHORSE, 1916, VG 4-bar on PPC. (1907-52). Est. \$4
- 187 Lot of 2 PPCs(Gooding bldgs. & Boys' Dog Race, Ashton) Latter is very nice photo. Est. \$12.

ILLINOIS

- 188 FIATROCK, 1910, VG Doane on PPC. Est. \$3.00

INDIANA

- 189 JULIETTA, 1909, G Doane on PPC. Est. \$3.00

IOWA

- 190 BEACON, 1899, F cds on Fine Mourning cvr. Est. \$6
- 191 LEROY, 1910, VG 4-bar on PPC. DPO. Est. \$5.00

KANSAS

- 192 ADMIRE, 1899, VG cds on cover. Est. \$5.00
- 193 CLYDE, 1899, VG cds on cvr.(Ruff @ Rt). Est. \$3.00
- 194 COLONY, 1898, G cds on cvr. Est. \$3.00
- 195 COLUMBUS, 1923, G mach. on CHICKENS illus ad cvr. (Ruff at Right) Est. \$4.00
- 196 INDEPENDENCE, 1882, G cds on cvr w/HAMBURG, IOWA b/s. Enclosed letter. Est. \$4.00
- 197 LEAVENWORTH CITY, c.1862, G dcds on cvr w/#65. Addr. to "9th Regt Mo. Vols., In the Field" Est. \$12.00
- 198 MOUND VALLEY, c. 1880, G cds on MOURNING cvr. E.\$7
- 199 PARADISE, 1907, F 4-bar on VF cover. Est. \$4.00
- 200 ROCHESTER, 1897, G cds on cvr. (1879-99). Est. \$15.
- 201 ROUND MOUND, 1899, G cds on cover. Est. \$12.00
- 202 STRONG, 1906, F dplx on cover. Est. \$3.00

MAINE

- 203 LUBEC, 1895, VG cds on UX12. Est. \$2.00

MARYLAND

- 204 CLEARSRING, 1885, G octagon on cvr. w/#210. E. \$6
- 205 UARLINGTON, 1884, F mgta. dcds on drop rate cvr. E.\$10
- 206 GLYMONT, 1888, VG triple cds on cvr. w/#210. E.\$8
- 207 PINEY CREEK, 1896, VG cds on GPC from Sons of Philatelia (67-02). Est. \$15.00
- 208 SASSAFRAS, c.1880, G cds on cvr. (69-09). Est. \$15

MASSACHUSETTS

- 209 ANDOVER, c.1880, VG cds on cvr w/pair 3ct green. E.\$4
- 210 BOSTON, (1853), light red cds on cvr. #11. Est. \$5
- 211 EAST HAMPTON, c.1880, G cds on cvr w/3ct green. E. \$4
- 212 NORTHAMPTON, (1890), VG dplx on cvr w/2ct gr. Est. \$4
- 213 SPRINGFIELD, 1890, VG dplx on cvr w/merch. cc. Est. \$4

MICHIGAN

- 214 ROSS, 1907, VG 4-bar on PPC. DPO. Est. \$5.00

MINNESOTA

- 215 CHENEY, 1911, G 4-bar (overstrk.) on PPC. (86-24). E.\$3
- 216 COPAS, 1911, VG 4-bar on PPC. (1906-27). E. \$4
- 217 DETROIT, 1925, VF machine on PPC. (1906-26). E.\$3
- 218 DOUGLAS LODGE, 1935, VF 4-bar on PPC. (1933-53). E.\$5
- 219 FREELAND, 1914, F 4-bar on PPC. (1896-1917). E. \$8.
- 220 HAUG, 1908, VG Doane on PPC. (97-31). Est. \$4
- 221 HOLT, 1912, G 4-bar on PPC. (1908-69). E. \$4
- 222 HUMBROOK, 1908, F 4-bar on PPC. (1902-13). E. \$8
- 223 LESUER CENTER/REC'D, 1912, G cds as sending pm.PPC.E\$4
- 224 SOUTH STILLWATER, 1909, VG dplx on PPC. (1873-1922).E\$4
- 225 STATE SANITARIUM, 1911, G 4-bar on PPC. (1908-22).E.\$5
- 226 WAGONER, 1913, G 4-bar on PPC. (1912-18). E. \$8

MISSOURI

- 227 APPLETON CITY, 1900, VG cds on UX14. Est. \$2.00
 228 CASSIDY, 1911, VG Doane on PPC. (82-34). Est. \$4
 229 GOODSON, 1920, & HERMITAGE, 1921, G-VG on 2 cvrs. E. \$3.00
 230 LUTESVILLE, 1883, VG cds on UX5. Est. \$4.00
 231 PALMYRA, (1875), G blue cds on UX3. Est. \$4.00
 232 URBANA, c.1870 mss & 1920 4-bar, on 2 tatty cvrs. E. \$3

MONTANA

- 233 ARMSTEAD, 1909, G 4-bar on cvr w/GILMORE & PITTSBURGH RAILROAD cc. (1907-62). Est. \$6
 234 BEAR CREEK, 1907, G magenta Doane on PPC. Est. \$5
 235 BIG TIMBER, 1894, G cds on cvr. w/Hardware dlr cc. E. \$4
 236 CONCORD, 1912, readable 4-bar on PPC. (1908-12). E. \$10
 237 DIXON, 1905, F Doane on PPC. Est. \$5.00
 238 EDWARDS, 1917, VG 4-bar on PPC. (1913-45). Est. \$8
 239 FORT ASSINIBOINE, 1896, F cds on 7 cent rate cvr to Holland. (1879-1911). Attractive. Est. \$25.00
 240 FORT BENTON, 1894, VG cds on U349. Est. \$12.00
 241 GILT EDGE, 1913, P strike on great real photo PPC of the School House w/brand & crowd. Est. \$4.00
 242 HEDGESVILLE, 1913, VG 4-bar on PPC. (1910-59). E. \$4
 243 LIVINGSTON, 1885, G cds on GPC. Est. \$15.00
 244 LOGAN, 1912, VG 4-bar on PPC. (91-60). Est. \$4.
 246 MALTA, 1893, VG cds on cover. Est. \$8.00
 247 MIZPAH, 1915, G 4-bar on PPC. (92-41). Est. \$4
 248 PHILLIPSBURG, 1893, F cds on U349. (1868-94) Est. \$10
 249 PLEVNA, 1911, VG 4-bar on PPC. Est. \$3.00
 250 PONDERA, c.1916, readable 4-bar on PPC. (1914-21). E. \$8
 251 ROTHIE MAY, 1906, VG cds on PPC. (1902-52). Est. \$5.
 252 RUBY, 1907, VG 4-bar on PPC (1901-24). Est. \$8
 253 STARK, 1911, VG Doane on PPC. (90-59). Est. \$4.00
 254 TWINBRIDGES, 1892, G cds on cover. Est. \$5.00
 255 WOLF POINT, 1914, G 4-bar on PPC. Est. \$2.50
 256 YELLOWSTONE, 1913, VG 4-bar on PPC. (1909-20). Est. \$8
 257 Lot of 7 diff. 1932 hand cancels on U525, all VG-F inc: HEART BUTTE, GLENTANA, NYE, PABLO, SWEETGRASS, SUPERIOR and BELT. Nice lot. Est. \$15.00

NEBRASKA

- 258 AMES, 1911, VG Doane on PPC. Est. \$3.00
 259 CHAPMAN, 1911, VG 4-bar on PPC. Est. \$2.50
 260 CHAPPELL, 1910, G dplx on PPC. Est. \$2.00
 261 KOWANDA, 1910, VG Doane on PPC. (1888-1921). Est. \$8
 262 LAKE, 1913, F Doane on PPC. (1904-22). Est. \$12.
 263 MIDVALE, 1908, VG Doane on PPC. (85-22). Est. \$8.00
 264 PRIME, 1895, VG cds on cvr a bit worn. (1890-99). E. \$20

NEVADA

- 265 BLAIR, 1914, G 4-bar on PPC. (1906-16). E. \$25
 266 CALIENTE, 1909, F 4-bar on PPC. Est. \$5.00
 267 CARLIN, 1902, G cds on Priv. Mailing PPC. Est. \$6
 268 CARSON CITY, 1916, VF FLAG on cover. Est. \$4
 269 ELDORADO CANON, 1886, decipherable cds on cvr. E. \$10
 270 FORT CHURCHILL, 1922, about G 4-bar on Pen. card. E. \$10
 271 GOLD HILL, 1914, VG 4-bar on PPC. (62-43). E. \$12
 272 HOTCREEK, 1902, readable cds on Reg. cvr. opened ruff into stamps. (97-12pd). Est. \$8.00
 273 HUMBOLDT HOUSE, 1907, G cds as rec'd mark on PPC. E. \$5
 274 MARBLE, 1909, G (NEV not strk) 4-bar as b/s. E. \$5
 275 MIDAS, 1913, about G 4-bar on postal cd. Est. \$12
 276 MILLETT, 1911, about G Doane on PPC w/stains. E. \$4
 277 RAWHIDE, 1908, magenta REC'D mark on PPC. Est. \$4
 278 SILVERPEAK, 1910, VG 4-bar on PPC. (66-13pd). Est. \$20
 279 UNIONVILLE, 1923, G 4-bar on tiny cvr. (62-56). E. \$12
 280 WONDER, 1910, readable dplx on PPC. (1906-20). Est. \$8

NEW HAMPSHIRE

- 281 REDSTONE, 1900, VG cds on UX14. Est. \$2.00

NEW MEXICO

- 282 ALAMOGORDO, 1911, VG Ty7 on PPC. Est. \$4.00
 283 CLAYTON, 1911, VG Ty9 on PPC. Est. \$5.00
 284 HAGERMAN, 1907, G Ty 3 on PPC. Est. \$5.00
 285 LOS ALAMOS, 1912, about G 4-bar on PPC. (78-14). E. \$8
 286 MAGDALENA, 1905, G Ty6 (DAL off @ T) on cvr w/mining enclosures. Est. \$12.00
 287 MIAMI, 1913, G 4-bar on cover. (1908-75) Est. \$4.00
 288 MORA, MEX/REC'D, 1907 error b/s on cover. Est. \$8
 289 MOUNTAIN PARK, 1911, G Ty 1 on PPC. Est. \$30.00
 290 ORGAN, 1912 (Feb 12), VG 4-bar on PPC. Est. \$5.
 291 ROWE, 1908, readable Ty2 on PPC. Est. \$10

NORTH CAROLINA

- 292 CONOVER, 1906, G Doane on PPC. Est. \$3.00

NORTH DAKOTA

- 293 ANSELM, 1910, about G Doane on PPC. (92-42). E. \$5
 294 BARLOW, 1911, VG 4-bar in red on PPC. (84-65). E. \$3
 295 BOWDISH, 1910, F 4-bar as rec'd mark on PPC. (08-15). E. \$8
 296 COULFE, 1927-37, 3 diff pmks on 3 cvrs. Est. \$3.00
 297 CUMINGS, 1908, F 4-bar on PPC. (81-22). Est. \$6
 298 EASTEDGE, 1908, VF 4-bar on clean cvr. (1902-54). E. \$6
 299 GARSKE, 1911, about G 4-bar on PPC. (1900-60). E. \$4
 300 MELVILLE, 1909, VG 4-bar on PPC. (83-67). Est. \$4
 301 SQUIRES, 1911, F Doane on PPC. (1904-14). Est. \$20

OHIO

- 302 CARROLL, 1921, F dplx on cover. Est. \$2.00

OKLAHOMA (INDIAN TERRITORY)

- 303 DOAKSVILLE/IND. TER., 1884, F dcds on cvr. Est. \$20

OREGON

- 304 AIRLIE, 1910, G Doane on PPC. (82-43). Est. \$4.00
 305 BANKS, 1910, VG 4-bar on PPC. Est. \$2.00
 306 BIGGS, 1909, VG Doane on PPC. (86-54). Est. \$4.00
 307 CHEMAWA, 1908, readable Doane on PPC. Est. \$4
 308 CLATSOP, 1908, G cds on PPC. (94-19). Est. \$10
 309 CLEONE, 1909, VG 4-bar on PPC. (85-14). Est. \$5.
 310 COMSTOCK, 1908, F 4-bar on PPC. (76-24). Est. \$10
 311 ECOLA, 1920, about G cds on PPC. (1910-22). E. \$8
 312 ELKHORN, 1910, F Doane on PPC. (1892-1917). E. \$20
 313 FERNHILL, c.1908, about G cds on PPC. (1901-22). E. \$8
 314 FOREST GROVE, c.1870, about G cds on cvr w/3ct. bnk. E. \$4
 315 FREEWATER, 1912, VG dplx on PPC. Est. \$2.00
 316 GALESCREEK, 1910, G Doane on PPC. (74-59). Est. \$5
 317 GOSHEN, 1911, G purple 4-bar on PPC. (74-57). Est. \$4
 318 GRAVE, 1908, about G cds on PPC. (94-13). Est. \$10
 319 GWENDOLEN, 1912, G 4-bar on PPC. (06-41). Est. \$6
 320 HEMLOCK, 1908, VG Doane on PPC. (1906-21). Est. \$6
 321 HILLSBORO/REC'D, 1908, VG as sending pmk on PPC. E. \$2
 322 HOLBROOK, 1913, about G Doane on PPC. Est. \$2.50
 323 HOT LAKE, 1908, VG Doane on PPC. (83-43). Est. \$4
 324 HUGO, 1912, 2 4-bars on 2 PPCs, G-VG. Est. \$4.
 325 IVISON, 1908, VG Doane on PPC. (1893-1909). E. \$20
 326 JACKSONVILLE, 1895, G cds on cvr w/carved cork klr. E. \$4
 327 LAKECREEK, 1911, G 4-bar on PPC. (86-55). Est. \$6
 328 LINNTON, 1909, G 4-bar on PPC. (89-36). Est. \$4
 329 Lot of 10 Reg. Rcts. ILLAHE(8), MARIAL & AGNESS. E. \$10
 330 MACLEAY, 1911, G 4-bar on PPC. (82-39). Est. \$5
 331 MARSHFIELD, 1910, G FLAG on PPC. Est. \$2.00
 332 MARX, 1910, VG (overstrk) Doane on PPC. (1904-10). E. \$25
 333 MAYVILLE, 1908, G Doane on PPC. (84-58). Est. \$3.00
 334 MILTON, 1914, VG dplx on PPC. Est. \$3.00
 335 OLEX, 1909, F Doane on PPC. (74-59). Est. \$4.00
 336 OREGON CAVES RUR. STA., 1974, 1 cvr & 1 card (Phil). E. \$2
 337 PARKDALE, 1912, G 4-bar on PPC. (1910-76). Est. \$3.
 338 PARKPLACE, 1908, G 4-bar on PPC. Est. \$2.00
 339 PLACER, 1908, readable Doane on PPC. Est. \$6.
 340 POKEGAMA, 1910, F 4-bar on PPC. (99-11). Est. \$25.
 341 PORTLAND, 1904, F WORLD'S FAIR slogan on cvr. Reported to be earliest date. Est. \$4.00
 342 ROSEBURG, 1895, G cds ties 2 ct. red on cover. E. \$3
 343 SALEM, 1895, VG dplx on cvr w/State Treas. cc. E. \$4
 344 SPRINGBROOK R.S./NEWBERG, 1953, VF 4-bar on FDC. E. \$2
 345 SUVER, 1910, about G Doane on PPC. Est. \$3.50
 346 SUVER, 1911, VG Doane on PPC. Est. \$4.50
 347 TELOCASET, 1919, VG 4-bar on PPC. (85-75). Est. \$4
 348 VICTOR, 1909, VG Doane on PPC. (93-12). Est. \$20
 349 WENDLING, 1912, G 4-bar on PPC. (99-52). Est. \$3
 350 WILLOWS, 1914, VG 4-bar on PPC. (78-42). Est. \$6
 351 YAQUINA, 1910, G 4-bar on PPC. (68/58). Est. \$3.00
 352 YOUNGS, 1908, VG 4-bar as rec'd mark on PPC. E. \$6.

PENNSYLVANIA

- 353 BALM, 1899, about G cds on cover. DPO. Est. \$5.00
 354 EPHRATA, 1899, VG cds on UX14. Est. \$2.00
 355 HERRICK CENTRE, 1906, in 2 st. lines in red on PPC. E. \$8
 356 URWIN, 1908, G Doane on PPC. DPO. Est. \$4.

SOUTH DAKOTA

- 357 BOVEE, 1938, VF blue 4-bar on cvr. Est. \$6.00
 358 CASTALIA/DAK., 1886, VG cds on cvr w/Bank cc. Est. \$5.
 359 DEMPSTER, 1901, F cds on cvr w/Gen'l Store cc. E. \$8
 360 DWIGHT/DAKOTA, 1884, F triple cds & shield-in-circ. klr on cover w/minor cnr. nibbles. Enclosure. Est. \$20
 361 FAULTON, 1913, VG dplx on PPC. Est. \$3.00
 362 FLORA/DAK., 1889, G cds on cvr. (84-01). Est. \$20
 363 MITCHELL/DAKOTA, R., 1881, G fancy oval on worn cvr. E. \$8
 364 MOUNT VERNON/DAK., 1884, G cds on cvr w/#210. Est. \$25
 365 TAMA, 1908, VG Doane on PPC. (1905-29). Est. \$8
 366 TERRY, 1909, G dplx on PPC. Est. \$3

UTAH

- 367 GARDEN CITY, 1917, VG 4-bar on PPC. Est. \$3.00
 368 LAKESIDE, 1920, G 4-bar on PPC. (1910-43). Est. \$7.50
 369 LAYTON, 1847, G cds on illus cvr. w/SHEEP in blue.
 Opened into stamp at rt., still attractive. E. \$25
 370 PRUMONTORY POINT, 1909, G purple Doane on PPC. Est. \$8
 371 SLC, 1912 mach. on illus. SEMLOH HOTEL cvr. Est. \$3.
 372 TRENTON, 1911, G Doane as rec'd mark on PPC. E. \$2
 373 TUCKER, 1913, VG 4-bar on PPC. (81-19) Est. \$12.

VERMONT

- 374 RANDOLPH, 1904, F dplx on clean tiny cvr. E. \$3

VIRGINIA

- 375 BASIC, 1909, readable cds on cvr w/photo of W.L.Kerr. E\$5

WASHINGTON

- 376 ALDERTON, 1916, G 4-bar on PPC. (78-65). Est. \$4
 377 AMERICAN LAKE, 1917, VG 4-bar on PPC. (1908-17pd). E. \$8
 378 BELMA, 1907, F cds on PPC w/minor crease. (94-07). E. \$25
 379 DRYAD, 1914, VG 4-bar on PPC. (92-56). Est. \$5.00
 380 EAGLE GORGE, 1907, G Doane as rec'd mark on PPC. Est. \$5
 381 FORT CASEY, 1915, VG 4-bar on PPC. (1900-32). E. \$6
 382 FORT FLAGLER, 1909, VG dplx on PPC. (1900-33) Est. \$6
 383 GOSHEN, 1915, F 4-bar on PPC. Est. \$5.
 384 HOQUIAM/Chehalis Co., 1890, F magenta fancy dbl. oval on
 cvr w/3ct. bnk. Est. \$30.00
 385 ILWACO, 1886, VG cds on cvr w/stain & torn back. E. \$8
 386 KIESLING, 1909, mss. on PPC. (1909-20). Est. \$30.00
 387 LACEY, 1919, G 4-bar on PPC. (90-66). Est. \$4.00
 388 LANCASTER, 1913, G 4-bar on PPC. (1910-66). Est. \$4
 389 MC CORMICK, 1912, VG 4-bar on PPC. (99-29). Est. \$5.00
 390 MILAN, 1908, VG 4-bar on PPC. (1892-1973). Est. \$3
 391 NEWCASTLE, 1908, F Doane on PPC. (94-35). Est. \$8
 392 PORT BLAKELY, 1908, F dplx on PPC. (90-58). Est. \$3.
 393 RICHARDSON, 1909, about G on PPC. (87-53). Est. \$5
 394 RICHMOND HIGHLANDS, 1934, F 4-bar on phil. cvr. E. \$3
 395 ROCK LAKE, 1909, VG 4-bar on PPC. (1907-12). Est. \$30
 396 SEATTLE, 1912, VG PAN-PAC mach. on illus SAVOY HOTEL
 cover. (Red & Black on light blue). Est. \$5
 397 SHERLOCK, 1908, G 4-bar on PPC. (91-15). Est. \$5
 398 SPOKANE, 1912, G mach. on SILVER GRILL cc. cvr. Est. \$4
 399 WHITE BLUFFS, 1911, about G 4-bar on PPC. (1910-43). E\$5
 400 WINSLOW, 1910, VG 4-bar on PPC. (1903-58). E. \$4
 401 YOUNGSTOWN, 1908, F Doane on PPC. (1905-09). E. \$15

WEST VIRGINIA

- 402 HEADSVILLE, 1911, G Doane on PPC. DPU. Est. \$5.00

WISCONSIN

- 403 DETROIT HARBOR, 1911, F 4-bar on PPC. Est. \$4.
 404 DILLY, 1913, VG 4-bar on PPC. Est. \$4.
 405 MARBLEHEAD, 1910, VG 4-bar on PPC. DPU. Est. \$4

WYOMING

- 406 ARCHER, 1914, about G 4-bar on PPC. (87/19). Est. \$12
 407 BURDER, 1909, G overstrk. 4-bar on PPC. (1900-33). E. \$5
 408 CASPER, 1919, VG FLAG on cvr opened into stamp w/encl.
 on Casper Army & Navy Club stationery. E. \$5
 409 CHEYENNE, c.1875, about G cds on cvr w/3ct bnk. E. \$8
 410 CLOVERLY, 1910, F Doane on PPC. (1898-1929). Est. \$15
 411 CUMBERLAND, 1909, G dplx on PPC. (1901-30). Est. \$10.
 412 FORT FRED STEELE, 1909, VG 4-bar on PPC. Est. \$10.
 413 FORT RUSSELL, c.1907, readable 4-bar on PPC. Est. \$3
 414 FREDERICK, 1907, F 4-bar on PPC (Cowboy photo) (94-23) E\$15
 415 LARAMIE CITY, (1877), VG cds on reg. cvr. (closed tear)
 w/Council Chamber cc. Enclosure. Est. \$12.00
 416 LARAMIE CITY, 1888, readable cds on cvr w/CARBON b/s. E. \$8
 417 LUSK, 1894, VF cds w/lt. star-in-circle on U349. Also
 OMAHA & OGDEN RPO/ED b/s. Est. \$15.00
 419 MAMMOTH HOT SPRINGS, 1890, about G cds on cvr. w/encl.
 ltr. on Yellowstone Nat'l Park hotel stationery. E. \$20
 420 MEDICINE BOW, ca.1875, decipherable cds on cvr. E. \$5
 421 POWELL, 1927, VG dcds on rev. of REG. cvr. Est. \$8
 422 RAWLINS, 1914, G FLAG on VF cover. Est. \$4.00
 423 SHELL, 1909, VG 4-bar on PPC. Est. \$2.50
 424 SPRINGER, 1911, F 4-bar on PPC. (1909-14). Est. \$30
 425 SUNDANCE, 1909, about G 4-bar on PPC. Est. \$4.00
 426 WILSON, 1910, VG Doane on PPC. Est. \$3.00

RFD

- 427 Columbus Falls, MT., 1913, Rt.1, Ty 11F. Est. \$12
 428 Lennox, SD, c. 1910, Rt.4, Ty 11F on PPC. Est. \$4

RPO

- 429 AMAR. & LURBUCK, 1941, F on cvr. (489-B-1). Est. \$3
 430 BANG. & BOS., 1906, G on GPC (4-AC-1). Est. \$3.00
 431 BANGOR & BOSTON, 1909, VG on PPC. (4-0-7). E. \$3.
 432 BELLINGHAM & ANACORTES, 1942, about G on cvr. E. \$6
 433 BOS PROV & N.Y., 1913, VG on cvr. (70-N-7). Est. \$4.
 434 BOS. TROY & ALBANY, 1910, VG (overstrk) on PPC. (51-T-1) E\$3
 435 CENTRALIA & SO. BEND. 1941, F on ph. cvr. Est. \$5

- 436 CHAMPION & MILW., 1950, VG on cvr. (648-D-1). E. \$3
 437 CHEY. & POCATELLO, 1907, F (932-Q-1) on PPC. E. \$8
 438 COBRE & ELY, 1934, VF on Reg. Rct. (977.1-A-1). E. \$8
 439 COEUR D'A. & SPOK., 1940, VG on LOC. (906.1-B-1). E. \$8
 440 CORRY & PITTS., 1949, VF on ph. card (216-C-1). E. \$2.50
 441 DANVILLE & THEBES, 1911, F on VF cover. (689-7-1). E. \$8
 442 DEGRAH & C. RAPIDS, 1926, G on cvr. (747-C-1). E. \$4
 443 DENVER & GRAND JUNCT., 1909, G on PPC. (953-L-1). E. \$8
 444 DENVER & LAJUNTA, 1942, VG on cvr. (911-R-2). Est. \$5
 445 DENVER, COLO. RPO/TERMINAL, 1911, G on PPC. Est. \$3
 446 EASTPORT & SPOK., 1945, F as fwd. mark on cvr. Est. \$5
 447 EASTPORT & SPOK., 1953, G on cover. (906.2-A-1). E. \$6
 448 ELROY & HARV., c.1880, G on tatty cvr. (838-D-1). E\$5
 449 ESSEX JUNCT & BOS/RPO, c.1885, VG on UX8. (41-W-2). E. \$6
 450 EUREKA & SCOTIA, 1910, about G on PPC. Est. \$10
 451 GREELEY & DENVER, 1889, G cds on cvr. This was lot #263
 in SubAuct #4 w/drawn due to debate over the spelling
 "GREELEY" or "GREELEY". Arguments accompany. E\$25
 452 HINKLE & YAKIMA, 1955, G on ph. cvr. Est. \$6
 453 HUNT & HOLLIDAYSBURG, 1910, VG on PPC. (174-D-1). E. \$5
 454 L. ROCK & FT. WORTH, 1912, G on cvr w/Hotel cc. Est. \$4
 455 MANDAN & KILLDEER, 1959, about G on cvr. (888.9-B-1). E. \$5
 456 MINIDOKA & BUHL, 1948, VF on PPC. (896.10-B-1). Est. \$15
 457 MISSOULA & WALLACE, 1909, VG on PPC. (891.11-A-1). E. \$8
 458 N.Y. & HORN, ca. 1880, about G on cvr. (125-N-1) Est. \$5
 459 NEW MEADOWS & WEISER, 1925, readable on cvr opened into
 2ct embossed. (904.4-B-1). Est. \$4
 460 OGDEN & L.A.S.D., 1937, F dplx on cvr. Est. \$4
 461 OMAHA & OGDEN RPO/E.D., 1930, F dplx on UX27. Est. \$4
 462 OMAHA & OGDEN/E.D., 1897, F on UX12. (932-R-1). Est. \$5
 463 OMAHA & OGDEN/E.D., 1940 VG on cvr w/Hotel cc. Est. \$5
 464 OROVILLE & SPOKANE, 1922, VG on cvr. (902-1-F-1). E. \$10
 465 POCATELLO & BUHL, 1926, VG on PPC. (896.10-C-1). E. \$8
 466 PORTLAND, OREG./TRANSFER OFFICE, 1940, VG on PPC. E. \$3
 467 PUEBLO, COLO./TRANS. CLK., 1914, VG dplx on PPC. E. \$6
 468 ROYAL TRAIN/USA, 1939, VG on ph. cvr. (RT-2-a). E. \$3.
 469 SEATTLE & NEAH BAY/S.R., 1912, discernable on cvr. E. \$8
 470 SPOK. & COULEE CY., 1941, G on cvr. Est. \$8
 471 SPOK. PASCO & PORT., 1910, VG on PPC. (899.1-C-1) E. \$4
 472 SPOKANE & ADRIAN, 1917, about G on PPC. (906.6-A-1). E. \$8
 473 ST. LOUIS & L. ROCK, 1908, VG on PPC. (456-R-1). E. \$4
 474 ST. PAUL & MINOT, 1898, VG on Gt. Nrn. cvr w/tear T. E. \$6
 475 SUMAS & SEATTLE, 1911, VG dplx on PPC. (901.1-C-1). E. \$10
 476 UNION PACIFIC/RPO, (1875), about G on UX3. Est. \$10
 477 WILLOWS & HEPPNER, 1911, readable on PPC w/closed tear
 at T not into pmk. (896.7-B-1). Est. \$20.

TROLLEYS

- 477A ARL. & SO. BALTO./CAR 2, 1908, F on PPC. (BA-1-b) E. \$8.
 477B SEATTLE & SEATTLE, 1910, VG on PPC. Est. \$20.00

POSSESSIONS

- 478 SHANGHAI, CHINA/U.S. POSTAL AG'CY., 1913, VG on PPC. E. \$8

SHIPS

- 479 US NAVY, 1919, F 4-bar on PPC. Est. \$5.00
 480 USS ARKANSAS, 1920, G 3-bar on PPC. Est. \$5
 481 USS BLACK HAWK, 1932, VF fancy triple cds on penalty
 cvr (legal size) from CHINA w/encl. Stamp removed. E\$5
 482 USS Hartford in st. line on cvr w/mss "Ships Mail" &
 Due/2/cents. pmk. NYC 1902. Also #J39. Ruff @ L. E\$5
 483 USS KANSAS, 1910, G 4-bar on cover. Est. \$10.00
 484 USS PENSACOLA, 1909, VG 4-bar on PPC. Est. \$6.
 485 USS PITTSBURGH, 1913, VG 3-bar on PPC. Est. \$6.00
 486 USS SEAWOLF & SEALION, 1939, 2 subs on ph. cvrs. E. \$5

MILITARY

- 487 MAIL CENSOR/U.S. ARMY BASE, 1917, w/3 bar klr on PPC. E\$6

AUXILIARY MARKS

- 488 POSTAGE DUE 1 CENT/SEATTLE, WASH" in 2 purple st. lines
 on cover from China to Denver. Est. \$4.00

MACHINE CANCELS

- 489 APO 702, 1918, G FLAG on PPC, censored. Est. \$8
 490 BALTIMORE, 1897, F BARRY on clean cvr. Est. \$4.
 491 BILOXI/MISS., 1909, VG OVATE FLAG on PPC. Est. \$4
 492 BILOXI/MISS., 1912, VG OVATE flag on PPC. E. \$4
 493 FORT ETHAN ALLEN, VT., 1935, VG FLAG on Pen. env (legal) E\$3
 494 FORT RILEY, 1918, F FLAG on WWI Pat. (Ruff @ R) E. \$5
 495 HELENA/MONT., 1901, F BARRY on cover. Est. \$3.00
 496 HOMER/N.Y., 1910, VG PERFECTION on VF cvr. Est. \$3
 497 JACKSONVILLE/FLA, 1897, F BARRY on clean cvr. Est. \$4
 498 KANSAS CITY/TERMINAL/RPO, 1918, P flag on PPC. E. \$2
 499 LITTLE ROCK, 1912, F Barry mach. on illus. HOTEL cvr. E\$6
 500 MARSHFIELD (OR), 1912, about G FLAG on PPC. Est. \$2
 501 PORTLAND/ORE, 1898-1900, 4 diff Flags on cvr. VG-F. E. \$6
 502 Lot of 3 diff Nevada FLAGS on cvr, VG-F: TONOPAH (1922)
 WINNEMUCCA (1922) & CARSON CITY (1919). Est. \$5.00

MISCELLANY

503 FDC, #922, (Staehle-Cachetcraft), F-VF. Est. \$3.00
 504 Pair of 1926 FFC, SLC-LA & LAS VEGAS-LA on 2 cvrs.F\$8
 505 Herbert Hoover signature on 1959 letter seeking Boys Town contribution. Est. \$7.50

LITERATURE

506 LA POSTA, a lot of 20 backnumbers consisting of Whole Numbers 36-40, 42, 80-93. Est. \$40

END OF SALE

SEND LOTS FOR SALE NO. 7 BY NOV. 20TH

PRICES REALIZED SUBSCRIBERS' AUCTION NO. 5

100		151		201	2.50	251	2.50	301		351	6.00	401	7.50	451	2.00
101	48.00	152		202		252	2.50	302		352		402		452	2.50
102	4.00	153	3.00	203	3.00	253	8.50	303		353	4.00	403	3.00	453	
103	5.00	154	2.00	204	7.00	254	6.50	304		354	11.00	404	8.00	454	
104		155	2.00	205	5.00	255		305		355		405	6.00	455	
105	42.00	156	3.50	206	6.50	256		306		356	4.50	406	18.00	456	5.50
106	6.50	157	28.00	207	7.50	257	4.50	307	3.50	357		407	8.50	457	9.00
107		158	4.00	208		258		308	3.50	358		408	2.00	458	3.50
108	6.00	159		209		259		309	4.50	359	4.00	409	14.00	459	12.00
109		160	2.00	210	5.50	260		310	9.50	360	3.00	410	5.50	460	5.00
110	4.50	161	6.50	211		261		311	11.00	361	12.00	411	5.50	461	
111		162	36.00	212	5.00	262		312		362	3.00	412	5.50	462	
112		163	2.50	213	3.00	263	7.00	313	3.00	363	4.50	413	5.00	463	2.00
113	13.00	164		214	2.50	264		314	9.00	364		414	9.50	464	
114		165	6.50	215	7.50	265		315	2.00	365		415		465	7.00
115	5.00	166	2.00	216		266		316	3.00	366	6.50	416		466	4.50
116	5.00	167		217		267		317	2.00	367		417	3.00	467	4.00
117	2.50	168	4.50	218		268		318	6.50	368		418		468	
118		169		219	6.00	269		319		369	3.50	419	2.50	469	3.50
119	3.50	170	3.50	220		270	32.00	320		370	7.50	420	6.00	470	4.00
120	3.50	171	12.00	221		271	5.50	321	22.00	371	16.00	421	2.50	471	2.50
121	6.50	172	4.00	222		272	2.50	322	4.50	372	6.50	422	6.50	472	4.50
122		173	5.50	223	6.00	273	6.00	323	5.50	373	4.00	423	65.00	473	
123		174	4.50	224	2.00	274		324		374		424	2.00	474	
124	5.50	175	11.00	225		275		325		375	2.00	425	3.00	475	2.50
125		176	4.50	226	2.50	276	4.00	326		376	4.00	426		476	4.00
126		177	4.50	227		277	7.00	327		377	9.50	427	2.00	477	
127	3.50	178	6.50	228	18.00	278	4.00	328		378	9.50	428		478	
128	16.00	179	6.00	229		279	3.00	329		379	9.50	429	2.50	479	
129	6.50	180	34.00	230	8.50	280	8.50	330		380	8.50	430	5.50	480	5.00
130		181		231	2.50	281	4.00	331	2.00	381	5.50	431	3.50	481	
131	5.00	182	18.00	232	2.50	282		332		382	11.00	432	3.00	482	3.50
132		183		233	5.50	283		333		383	8.00	433	9.00	483	
133	2.50	184		234	6.00	284		334		384	7.50	434	7.50	484	
134		185		235	7.50	285		335	7.00	385	9.50	435	2.00	485	4.00
135	4.50	186	2.50	236	8.50	286	18.00	336	2.50	386	9.00	436	6.50	486	6.50
136		187		237	12.00	287		337	5.00	387		437	22.00	487	4.00
137	26.00	188		238	3.50	288		338	6.50	388	8.50	438	3.00	488	11.00
138	4.00	189		239	12.00	289	3.50	339	2.50	389	3.00	439	4.00	489	6.00
139		190	5.50	240		290	16.00	340	2.50	390	2.00	440		490	8.00
140		191	3.00	241	4.00	291		341	3.00	391	7.00	441	12.50	491	6.00
141	4.50	192	5.50	242	5.50	292		342	4.50	392		442		492	
142		193		243	5.50	293	4.50	343	10.00	393		443		493	6.00
143		194		244	4.00	294		344		394		444		494	
144	3.00	195	3.00	245	3.00	295		345	2.50	395	7.50	445		495	8.50
145		196	2.50	246	5.50	296		346		396	3.50	446	3.50	496	11.00
146	2.00	197	2.50	247	2.00	297		347	4.00	397	14.00	447		497	4.50
147	4.50	198	3.50	248	14.00	298		348	2.50	398	8.00	448	2.00	498	4.00
148	5.50	199		249	3.50	299	5.50	349	3.00	399		449		499	5.00
149		200	3.00	250		300	2.50	350	3.00	400	6.00	450		500	13.00

SUBSCRIBERS' AUCTION CONVENTIONS

The LA POSTA Subscribers' Auction is provided as a regular service which allows readers to buy and sell postal history material through the journal. Up to 20 lots per auction may be submitted by any LA POSTA subscriber for inclusion in an auction. Lots should have a minimum estimated retail value of at least \$2.00. Subscribers may estimate to lot values themselves, or request estimates to be assigned by LA POSTA. LA POSTA reserves the right to return any lot not deemed suitable for the Subscribers' Auction because of condition, lack of scarcity, an unrealistic estimate by the owner, or any other reason.

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3) Owners of lots have the right to submit protective bids for their own material. Such bids will be treated in strict confidence, as will all bids received.

4) Telephone bids are welcome up to the closing, but only an "opening" bid may be communicated by the auctioneer to callers prior to closing. The opening bid will be one increment over the second highest bid or the current price of the lot. In no cases will the highest bid for a particular lot be disclosed.

5) Condition of postmarks is indicated by 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 terms are all qualita-

tive, 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.; 2) return lots improperly described for a refund.

ABBREVIATIONS COMMONLY USED:

PPC - picture post card

GPC - government postal card

cds - circular date stamp

dcds - double circular date stamp

sfc - stampless folded cover; no letter

sfl - stampless folded letter

dplx - duplex postmark & cancel

b/s - backstamp

rec'd - received marking

LDC - last day cover



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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
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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

PHILIPPINE PICTURE postcards of all kinds wanted for my personal collection. (Phone: 313-668-7352). Michael G. Price, Box 7071, Ann Arbor, MI 48107.

FOR SALE: NAVAL

PRE-1920 NAVAL and military cancels, also listing California, Western, DPOs, RPOs. A long list for SASE. Tom Edison, Box 246, Hayward, CA 94543

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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 material. Send full description, condition and price wanted. Will return postage with reply. Kenneth Bridge, Route 4, Box 553-A, Roswell, NM 88201

WANTED: RPO's

MICHIGAN RAILROAD and Steamboat markings pre-1900 wanted. Send description or photocopies to Cary Johnson, College of Pharmacy, University of Michigan Ann Arbor, MI 48123

WANTED: TOWNS

COLORADO 19TH AND early 20th century Postal History wanted. Small towns, DPOs, RPOs. Buy and trade. Steve Morehead, 950 Via Zapata, No. 12, Riverside, CA 92507

TEXAS COVERS wanted. Especially pre-1900, including stampless, CSA, CO'PM, DPO's, also, RFD's and Doanes. Send approvals or pictures. APO, 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 Criderella, Pampa, TX 79065

OWEN, CLAY, Greene Counties, Indiana. Looking for the following Indiana Covers, Cards, etc. Postmarked at: Adel, Alaska, Alligator, Arney, Atkinsonville, Brentonville, Carp, Cataract, Clyde, Coal City, Cuba, Cunot, Daggett, Deem, Denmark, Devore, Falls Eel River, Farmer, Farmers Station, Freeman, Gosport, Hausertown, Hubbel, Jordan Village, Kimball, Mill Grove, Mundy, Mundy's Station, Patrickburg, Quincy, Romona, Shoppell, Spencer, Spring Cave, Stalord, Stockton, Vandalia, Vilas, Wadaville, White Hall, Williamson, Woodsides, Alexander, Alum Cave, Anderton, Anguilla, Art, Asborough, Asnboro, Asherville, Belle Air, Benwood, Birch Creek, Blanton, Bloomfield, Bohley, Bowling Green, Brazil, Buck Creek, Burlington, Calcutta, Calverville, Carbon, Campbell, Cardonia, Centerville, Centre Point, Cherryvale, Christy's Prairie, Cincinnati, Clay City, Cloverland, Coarment, Coffee, Connelly, Corv, Daviston, Dixon, Doans, Dresden, Eaglesfield, Easter, El, Elinston, Elvan, Fair Play, Farm, Fugard, Heaton, Hendricksville, Highland Station, Hobbieville, Hookers, Hoosierville, Hoppers Cove, Howesville, Hunt, Huntersville, Hurricane, Island Grove, Jack's Creek, Jasonville, Johnstown, Knightsville, Kileen, Latifon, Lena, Lester, Linton, Lone Tree, Lyons, Harmony, Huffville, Marco, Marz, McKinley's Store, McVile, Midland, Mineral, Mineral City, Newark, Newberry, New Jerusalem, Oak Ridge, Overshot, Owensburg, Park, Perth, Peyton Creek, Pleasant Ridge, Plummer, Plunge Creek, Point Commerce, Poland, Prairie, Prairie City, Pratt, Robinson, Robinson, Rock Wood, Saline City, Scotland, Sharkey, Sherman, Silver Creek, Sinkards Mills, Salsberry, Staunton, Switz City, Tanner, Tulp, Turner, Van Buren, Vicksburg, Wright, Worthington, Vincent Ross, 6444 Penier No. 22, Oklahoma City, OK 73132

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 49062

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

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

PENNSYLVANIA, LUCERNE County. Always looking for interesting material from stampless onward. Describe with asking price or send photocopies. Dorothy Lee, Box 636, New York, NY 10163

BENICIA (SOLANO County) California, pre-1900 postal history, especially unusual rates, destinations, express, etc. Clay Wallace, 2143 Clear View Circle, Benicia, CA 94510

WANTED: TOWNS

HARTFORD COUNTY, Maryland postal history material needed: Old envelopes, postal cards or post cards postmarked prior to 1970 from: Ady-Aldino-Bagley-Benson-Cainsun-Rum-Chestnut Hill-Clayton-Clermont Mills-Dublin-Earlton-Furnace-Hess-Highpoint-Joppa-Macton-Madonna-Michaelsville-Mill Green-Mountain-Prospect-Shawsville-Webster-Wheel and any other County towns not listed. Prices paid dependent on age and clarity of postmark. Write first: Frank Stewart, 1600 Belvue Dr., Forest Hill, MD 21050

FOR SALE: TOWNS

OLD COVERS price lists. Great selection from most states. Send No. 10, 90-cent SASE for your copy. George Scott, 4470 Lewiston St., NW, Roanoke, VA 24017

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WANTED: MISCELLANEOUS

WANTED: POSTMARKERS, canceling 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

CHRISTMAS SEALS tied with stamp by clear readable postmark on fine cards or covers, paying: 1907 \$25.00; 1908 \$3.00; 1911 \$10.00; 1913, 1914, 1915 \$2.00 each; 1909, 1910, 1912, 1916, 1918, 1928 thru 1940 \$1.00 each. Paying \$1.00 each for D.P.O. cancels on fine cards or covers prior to 1915 from all southern states. George Scott, 4470 Lewiston St. NW, Roanoke, VA 24017 703/362-0679

WANTED: MISCELLANEOUS

COLLECTOR WANTS postally used ad covers, corner cards, post cards related to theatre, music, circus, cinema. M. J. Whitehead, Box 1505, Indianapolis, IN 46206

EARLY WESTERN express paper - Waybills, receipts, bills of exchange. Will purchase or have trades available. Charles Kemp, 2075 Nicholas Ct., Warren, MI 48092

OLD STOCKS & bonds wanted. Prefer pre-1900, scarce, signature, western US, or anything good. Also trade. F. Hammeibacher, 65-09 99 Street, Rego Park, NY 11374 (Ph: 718-897-3699)

FOR SALE: MISCELLANEOUS

SEAPOST & PAQUEBOTS. A large section awaits your requests. Featuring covers and cards from the Classics to 1940. The Cancel Collector, P.O. Box 2356, Mesa, AZ 85204

WANTED: WAGONS

COLLECTION & DISTRIBUTION wagon cancels from New York, Washington, Buffalo. Will buy or trade. Send photocopies to Bruce Corey, 108 Marilyn Ave., Westbrook, Maine 04092

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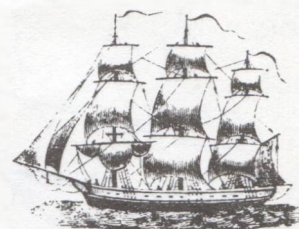
WANTED PRE-1920 postcards, postally used with stamp from smaller countries of: Africa, Asia, Latin America, island countries. Also Russia. Approvals welcome. Tom Edison, Box 246, Hayward, CA 94543

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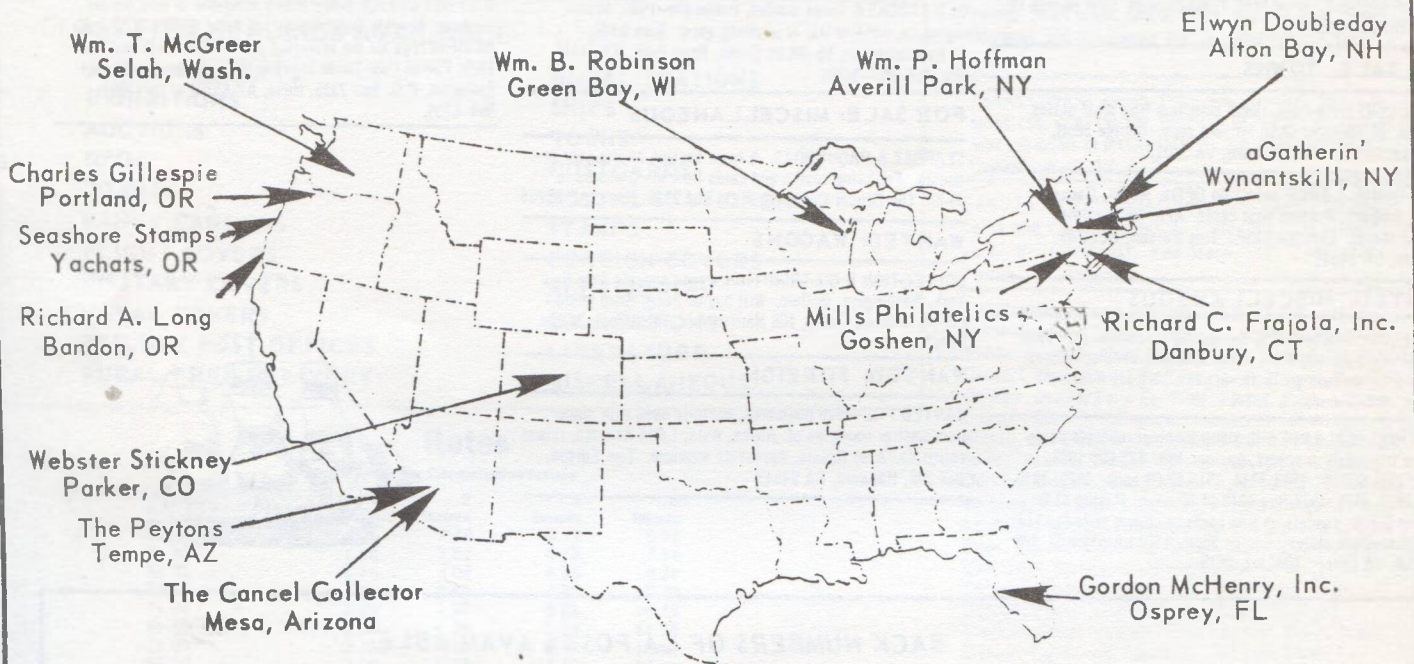
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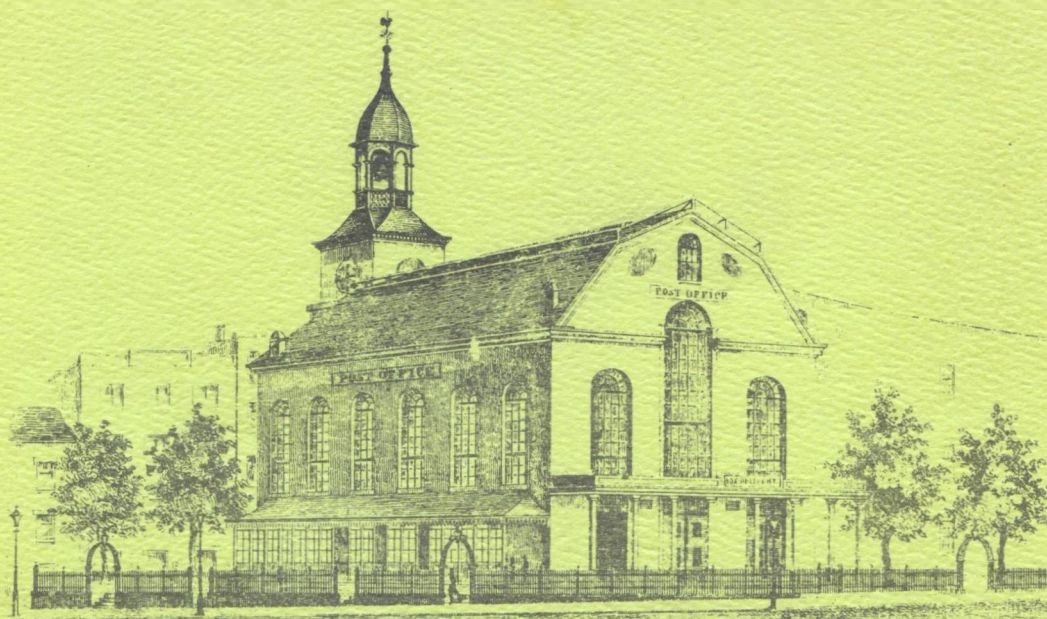
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