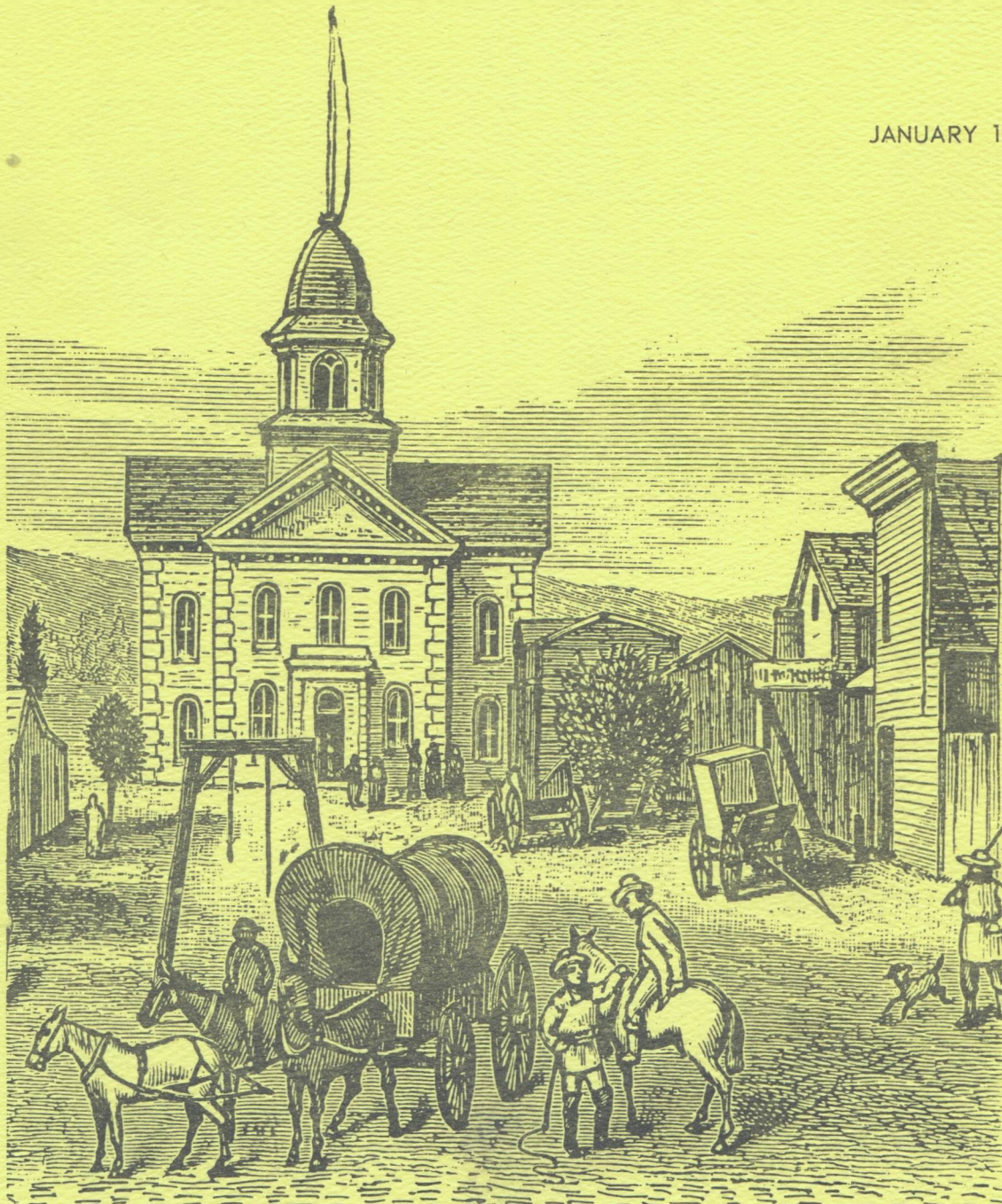


LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JANUARY 1986



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: 'The Nevada State Capitol', a wood engraving in Frank Leslie's Illustrated News—paper, February 23, 1878, is a most appropriate cover for this issue which features articles by Ted Gruber and Rod Crossley which deal with postal history of Nevada.

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SILVER MEDAL, PHILA KOREA, 1984
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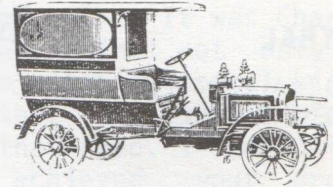
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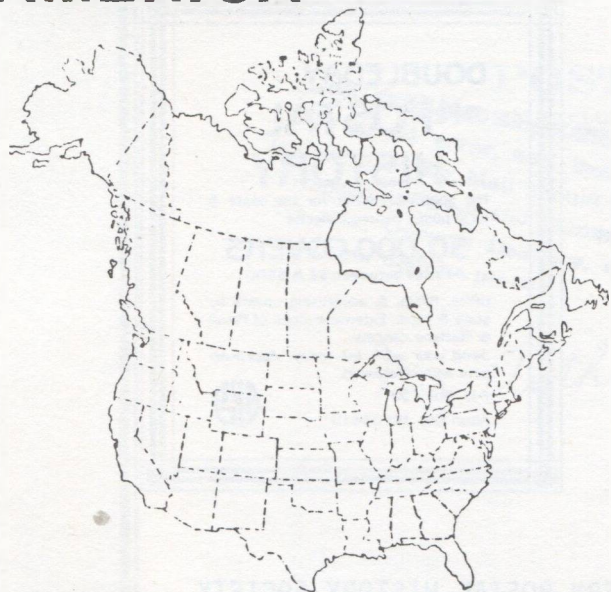
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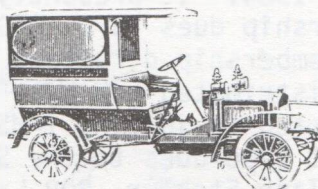
Season's Greetings to you! May your Christmas be full of warm and happy activities, and may the New Year bring you good health, joy, and a renewed zest for life.

I wish to thank you sincerely for making 1985 a busy and productive year for me. Our subscribership topped the 1,000 mark in mid-November for the first time, and, while we have a very large number of renewals still outstanding, it looks like we may begin 1986 with a bit over 1,000 subscribers. My friends, that is a most impressive increase from the 200+ who were subscribers when I moved to Oregon in 1982. I am grateful to all of you who have helped our numbers grow, and to you who have been patient with us while we have been learning the finer points of producing a magazine. We still have a long way to go -- both in producing at the level of quality we desire and in increasing subscribers -- but the attainment of 1,000 is a very happy event for us.

I wish to express my gratitude particularly to four men who have provided the foundation upon which our growth has occurred. Charles Towle, Alan Patera, Bob Stets and Bob Munshower have quite literally given their time and talents to make

LA POSTA a bigger and better publication over the past three years. It was Charles Towle who convinced me that not only was there a need for a national postal history journal, but that LA POSTA could be reshaped to fill that need. I can not yet claim that we've achieved your dream, Charles, but we are on the right path. With the continued efforts of Bob, Alan and Bob, we will make 1986 a banner year for LA POSTA and celebrate a mid-year with our 100th number.

Richard W. Helbock



GROUP ORGANIZES TO STUDY OFFICIAL MAIL

The OFFICIAL MAIL STUDY GROUP is a newly organized philatelic specialty society dedicated to an area which has received little recognition. The initial emphasis of the group will be penalty mail, an area reported to be the least researched and understood aspect of official mail usage in the United States. Other anticipated areas of study include manuscript franking, current printed facsimile Congressional franking, official stamps and postal stationery, official meter cancellations, official bulk rate permit mailings, state/local government mail usages. The scope of the organization will not be limited to official mail usage within the United States.

The study group is most interested in synthesizing the varied research efforts of all concerned with official mail. A quarterly newsletter/journal is projected with the first issue to be mailed in January or February, 1986.

Those joining before January 1, 1986, will become charter members, and will be able to pay a lower dues rate than those joining at a later date. For additional information, write:

OFFICIAL MAIL STUDY GROUP
c/o Bob McDonald
411 E. Market, Apt. 104-B
Iowa City, Iowa 52240-5418

INDIANA POSTAL HISTORY SOCIETY MEETS

The 5th annual meeting of the Indiana Postal History Society was held in Indianapolis on September 6, 1985. Officers re-elected were: Art Hadley, Columbus, Ind., (President); Michael Fleming, Westville, Ind., (Vice-President); and, Zane Stohler (Secretary-Treasurer).

IPHS was organized as an unincorporated association in 1980, and incorporated as an Indiana not-for-profit corporation in 1984. It presently has 67 members. Membership dues are \$5.00 per year. A new membership directory will be prepared and distributed February 1, 1986. Persons interested in joining IPHS should write and remit 1986 dues to the Secretary-Treasurer: Zane Stohler, 808 Lawn St., Winchester, IN 47394.

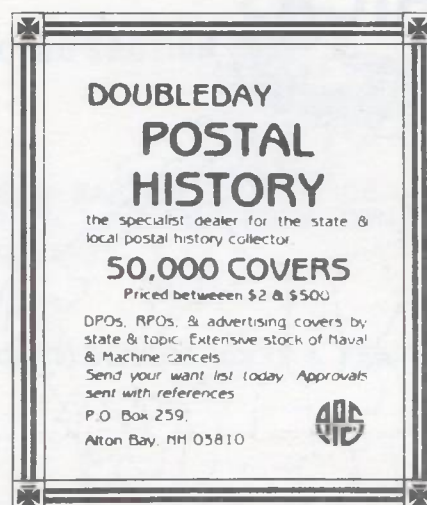
THE OREGON POSTAL HISTORY SOCIETY

One of the more active and interesting state postal history groups in the western United States is the Oregon Postal History Society. Under the presidency of Len Lukens of Phoenix, OR, OPHS holds at least two public meetings each year at various sites in Oregon, and publishes the Oregon Postal History Journal, an award winning quarterly under the able and dedicated editorship of Bernard Griffin of Klamath Falls.

Persons interested in becoming members of the OPHS should contact Dave Ramstead, Secretary, 915 Oak St., Suite 201, Eugene, OR 97401.

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MODERN POSTAL HISTORY SOCIETY

Terence Hines sends along a copy of the latest issue of the Modern Postal History Journal (Vol.3, No.1). Nicely produced in a newsletter format, this 10-page issue contains articles on "Notes on the Early History of Permit Mail," "The New Rates," and "Non-philatelic UN Covers?" among other notes and comments.

The Modern Postal History Society is concerned with the collection, documentation and study of postal history, postal practices and policies from approximately the turn of the 20th century to the present. The journal is published quarterly and contains MPH Auctions from time to time. Yearly dues in MPHS are \$6, and for additional information you may write:

Terence Hines, Psychology Department
Pace University,
Pleasantville, NY 10570

MASSACHUSETTS POSTAL RESEARCH SOCIETY

Bulletin No. 64 (Nov. 1985) of The Massachusetts Postal Research Society contains an article reprinted from the "New Zealand Stamp Collector" entitled "A Whaling Cover to New Zealand", as well as the introductory piece to a "lengthy series" called "The Turnpikes of Massachusetts" by Frederic J. Wood.

For additional information on the MPRS, write: Robert S. Borden, Editor, P.O. Box 202, North Abington, MA 02351.

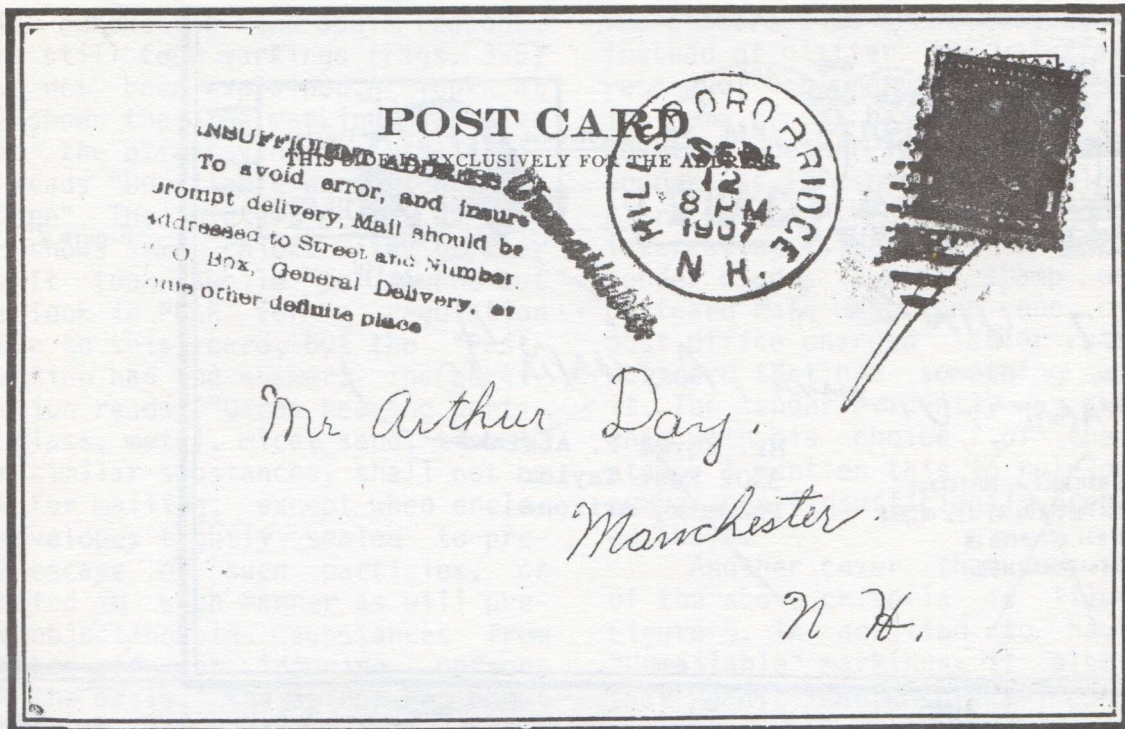


Figure 1

AUXILIARY MARKINGS - "UNMAILABLE"

Part I: All That Glitters...

By Randy Stehle

One of the more ambiguous auxiliary Markings that has caused some confusion as to its meaning is "Unmailable". It may not be readily apparent from an examination of the cover what Postal Law and Regulation (PL&R) has been violated. Often the marking will only read "unmailable" with no other explanation (or an unclear explanation). Even a peek at the PL&R is fruitless if one does not know where to look.

Let us begin our discussion of this marking by listing all the criteria for being unmailable as contained in the PL&R. The following nine reasons were found in the 1902, 1907, and 1924 PL&R under the heading "Unmailable Matter":

1)Insufficiently prepaid. While this situation occurs rather frequently, no marking has been reported with the word "unmailable" in it. Some form of a marking containing "postage due" is usually applied in this case.

2)Misdirected, i.e., incorrect, insufficient, or illegible address. An example of this is shown in Figure 1. The other marking on the card, "Insufficient Address...", helps confirm the reason for the marking. Without the second marking the reason for "unmailable" would not be easy to figure out. Mail could be properly addressed to many small towns without the need for a street address. Just because the card in Figure 1 has no street address does not mean that that is the reason for the marking (without another marking stating such). Other reasons may be the cause of the problem.

3)Harmful. This includes poisons, explosives, inflammable articles, live animals, guano (or any article exhaling a bad odor), liquor, fruits or vegetables liable to decomposition, and comb honey. No examples reported.

4)Mutilated. A piece of mail so badly mutilated that it could not be delivered. No examples reported.

5)Improper Weight or Size. The government postal card shown in Figure 2 is an example of this. The marking reads "Non-

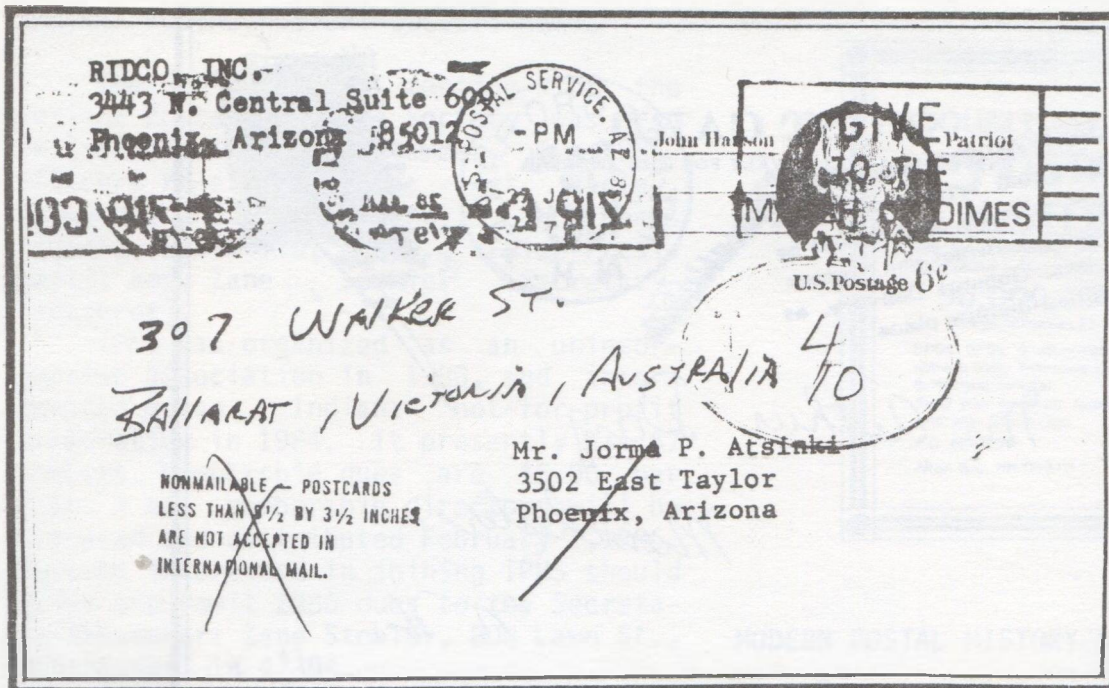


Figure 2

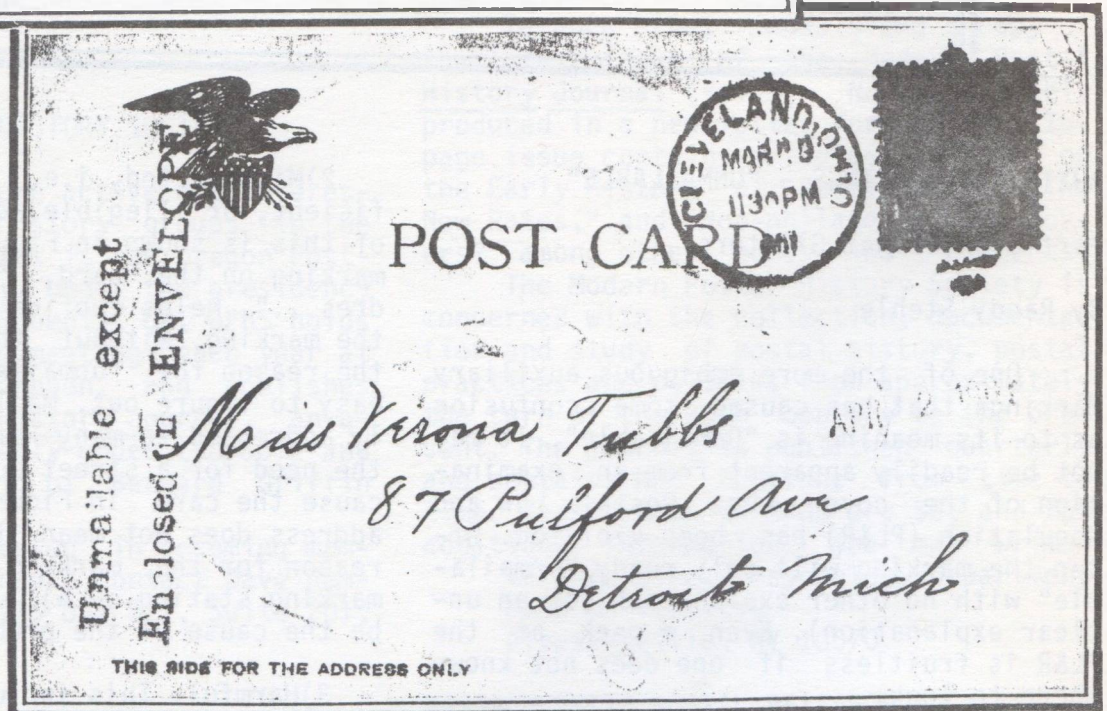


Figure 3

mailable - Postcards/less than 5 1/2 by 3 1/2 inches/are not accepted in/international mail." No other examples have been seen for this reason.

6)Obscene. This will be the basis of the second part of this article, which will appear in the next issue of LA POSTA.

7)Scurrilous, defamatory or threatening material. No examples reported.

8)Lottery tickets or mail relating to fraudulent activities. Many examples of covers bearing other auxiliary markings concerning the above two reasons are known. None however have the word "unmailable" in them.

9)Miscellaneous. These include treasonable material, liquor ads, and publications which violate U.S. copywrite laws. No examples reported.

After exhausting the above reasons, there are still four markings (Figs. 3-6) that have not been explained. A look at Figure 3 shows that the marking does give a clue to the offensiveness of the article. It reads "Unmailable except/Enclosed in Envelope". The picture side of the postcard shows some chicks with glitter on them. It took awhile to figure out where to look in PL&R for a regulation applicable to this card, but the "Postcard" section had the answer. The pertinent section reads, "Cards bearing particles of glass, metal, mica, sand, tinsel, or other similar substances, shall not be accepted for mailing, except when enclosed in envelopes tightly sealed to prevent the escape of such particles, or when treated in such manner as will prevent the objectionable substances from being rubbed off or injuring persons handling the mails." The author has about a dozen cards with glitter on them which have been marked only with the word "unmailable". The card shown in Figure 3 is the only example noted thus far which helps explain the reason for the marking. Glitter is the most commonly seen reason for the use of this marking.

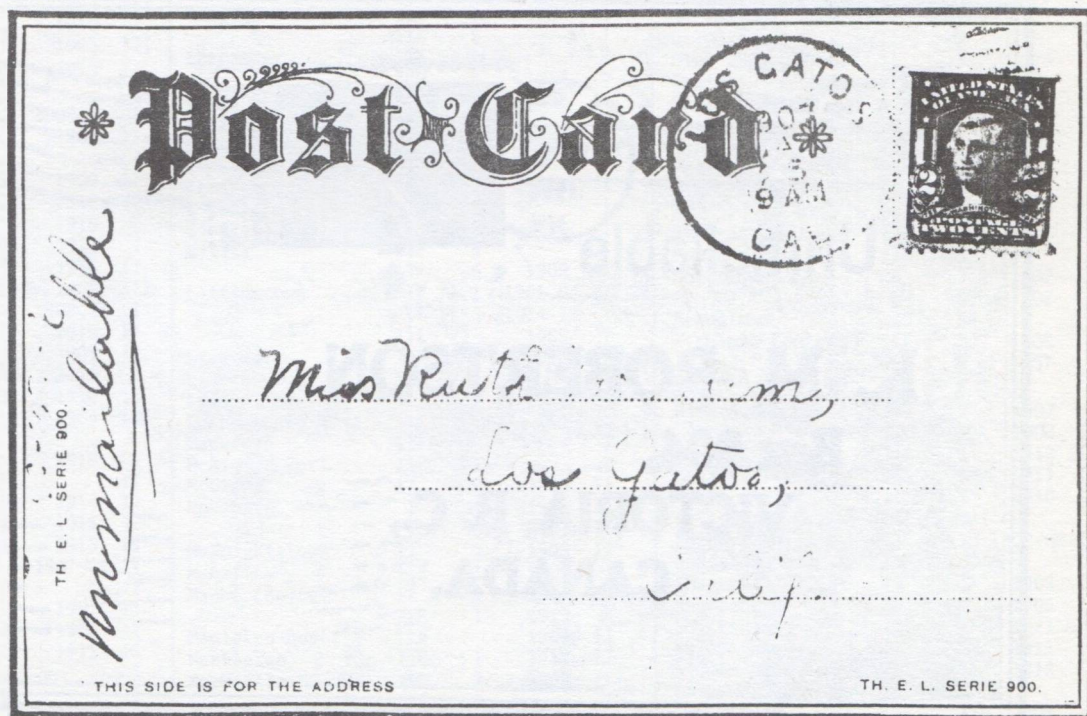
A puzzling use of this marking is shown in Figure 4. A manuscript "Unmailable" has been written on the postcard.

The picture side shows Niagara Falls, but instead of glitter the waterfall has a resinous, "shimmery" substance applied on it. Some of it has rubbed off, but it is doubtful whether it would harm anyone. It appears as if some over-zealous postal clerk decided this card was dangerous. An interesting aside about this card: the sender used a 2-cent stamp on it (the postcard rate was then one cent). The post office charged letter rate on any postcard that had something applied to it. The sender evidently was anticipating this with his choice of the two-cent stamp. I mention this to rule out reason number one (Insufficiently prepaid) listed above.

Another cover that does not fit any of the above criteria is illustrated in Figure 5. In addition to having three "Unmailable" markings, it also bears one that reads, "Contents examined or acceptability/verified under Order No. 19008/At Grants Pass, Oregon/initials". It was sent in care of the fleet post office at San Francisco during WWII. Someone has suggested that there was money in the envelope (a violation of the PL&R), but until someone can find Order No. 19008, this cover will keep its secret.

The last "mystery" cover is shown in Figure 6. It only has a small "Unmaila-

Figure 4



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
Pennsylvania					Pennsylvania					Pennsylvania				
Abbotstown	2B	1	1903	III	Freeport	11F	1		I	Mercersburg	11	1	1910	II
Alexandria	1	1	19038	III	Friedens	6C	2		X		11E	3	1923	I
Andersonburg	11E	1	1912	I		11D	2		I	Meshoppen	11F			I
Athens	11F	25		I	Gap	11E	3	1907	I	Middlebury	11E	2	1909	I
Auburn	11N	2	1906	II	Gettysburg	11E	3	1906	I	Middlebury Center	11P			I
Bald Eagle	11F	1		I		1B*	9	1901	III	Miles Grove	2B	1	1903	III
Bartonsville	11L	1	1908	II	Gipsy	11A		1905	II	Millerstown	11	4	1908	II
Bechtelsville	2F	2	1907-08	III	Girard	11F	3		I		8RA	4	1924	V
Belleville	3EK	2	1915	V	Grand Valley	3JA		1909	V	Millmont	11	2	1909	II
Blooming Valley	11E		1909	I		11F	2		I	Milton	2B	1	1902-03	III
Boothwyn	2B	3	1903	III	Greensburg	11N	5		II		1	3	1902-03	III
Boyers	11A	53	1912	II	Greencastle	11	1	1911	II	Mohrsville	11A	1	1921	II
Brandywine Summit	1C	1	1903	III		11	5	1906	II	Monongahela	1*	2	1901	III
Brookwayville	11F	1		I	Grove City	11E		1913	I	Mont Alto	3DD	1	1907-08	V
Buffalo Mills	11	1	1919	II	Halifax	11	1	1909	II		11B	1		II
Burlington	11C	51	1909	II	Hanover	11	1	1912	II	Montgomery	2F	2	1903	III
Cambridge Springs	11E	26	1915	I		11C	3	1913	II	Montoursville	11F	3		I
Carbondale	11F			I		11	1	1920	II	Mt. Hope	11F			I
Carlisle	11F	2		I	Harmony	11	1		I	Mt. Morris	11F	2		I
	11	3	1907/13	I	Hicksville	11F	1		I	Mt. Pleasant Mills	11F	1		I
	11	4	1905	II	Hilliards	2F*		1903	III	Mowersville	11	1	1908	II
	11	6	1907	II	Holidaysburg	11	3	1909-10	II	Muncy	11	1	1917	II
	11D	8		I	Holtz	11F	1	1914	I	Nescopeck	11F	1		I
Centerville	2F	1	1903	III	Honeybrook	11D	2		I	New Albany	11F	44		I
Chambersburg	1AE	1	1906	III	Hop Bottom	11E	1	1908	I	Newburg	11C	2	1910	II
	1	1	1908	III	Hughesville	11C	3	1909	II	New Holland	11F	1		I
	1	2	1902	III	Huntingdon	11C	2	1913,15	II	New Market	11F			I
	11F	4		I	Huntsdale	11	1	1909	II	New Sheffield	1A	1	1903	II
	11F	8		I	Independence	1	56	1901	III	Newton Hamilton	11C	1	1910	III
	1	9	1904	III	Indiana	11N		1913	II	Newville	11F	1		I
	11F	10		I	Indianola	11F	4		I		11E	4	1908	I
	11C	11	1916	II	Indian Head	11A		1909	II	Nicholson	11A	1	1909-10	II
Chocnut	11	1	1913	II	Jamestown	1	2	1903	III		11E	1	1911-12	I
Cochranon	11F			I	Jonestown	11E		1909	I		11F			I
Cochranville	11E		1907	I	Kempton	11	2	1907	II		11E	3	1918	I
Collegeville	2B	2	1902	III		1XD	2	1907	VI	Norristown	1*	2	1902	III
Columbia X Roads	5G	60		V	Kerrsville	11F	1		I		2F	4	1904	III
Conneautville	11F	31	1909	I	Kersey	11F			I		2FD		1904	III
Coopersburg	11E	2	1911	I	Kittanning	11	2		II	North East	2F	3	1903	III
Coraopolis	2F	1	1904	III		11	4	1913	II	Northumberland	11F	1		I
Corry	11E	2	1910	I	Kutztown	11N	1	1907	II	Oil City	11F	1		I
Covington	2F	2	1903	III		11F	5		I	Oley	11	3	1908	II
Cranesville	11N	1	1913	II	Lancaster	11F	2		I	Option	2F	1	1906	III
Cresson	11F	1		I		3EG	8	1914	V	Orrtanna	11A	1	1908	II
Cumberland Valley	2B	1	1909,11	I	Landenberg	1	1	1902	III	Paradise	2F*	1	1903	III
	11C	1	1909	II	Latrobe	11F	2		I	Penbrook	11E	2	1907	I
Curwensville	11F	1		I	Lebanon	11	7	1907	II	Pennsburg	2B		1902	III
Danville	11A	2	1909	II	Lehighton	11F	1		I	Pittston	11	1	1911	II
	11E	3	1912	I	Lewisburg	11C	3	1908	II		9L	1	1912	VI
Dawson	11E		1918	I	Lickdale	11F	1		I	Pleasant Mount	11D	1	1913	I
Dayton	11E	2	1913	I	Linglestown	11E	2	1910	I	Porters Sideling	11C	1		I
Dornsife	11A	1	1915	II	Lititz	11F	5		I	Pottstown	2B	3	1902	III
Dover	2FD*	1	1909	III		11	6	1908	II		1	5	1902	III
Duncannon	11C	1	1908,11	I	Littlestown	1*	1	1901,04	III	Randolph	11D	64		I
	11L	3	1910	II		11E	3	1914-15	I	Richland Center	11E	2	1908	I
East Earl	11	2	1909	II		11E		1909	I		11E	3	1907	I
Elizabethtown	11E	1	1915	I	Livermore	11E	1	1912	I	Riegelsville	11B	1		I
Elizabethville	11	1	1910	II	Liverpool	11F	1		I	Rimersburg	11E	2	1907	I
Ephrata	2F	4	1906	III	Loysville	11	1	1920	II		11C	2	1908	II
Erie					Luthersburg	11F	1		I	Ronks	11A	1	1912	II
Lawrence Park RS.	1QB		1918	V	Macungie	11F			I	Rouzerville	11	1	1911	II
Evans City	11M	36		II	McAleys Fort	11F	1		I	Ryot	11	1	1910	II
Everett	11	4	1914	II	McClure	11	2	1908	II	Saltsburg	11F	3		I
	11	5	1916	II	McDonald	1	43	1902	III	Scenery Hill	1	13	1902-03	III
	11	6	1913	II		1	89	1901	III	Shadeland	11F	87		I
Mattie Rural Sta.	1OPA		1907-08	V	McKnightstown	11	1	1908	II	Shanksville	11	1	1909	II
Export	11F	1		I	Mahaffey	11E	1	1909	I	Sharpsburg	2F	1	1905	III
Fairfield	11	2	1907	II	Manns Choice	11	1	1907	II	Shickshinny	11F	1	1921	I
	11A	3	1908	II		2KC	1	1913	V	Shippensburg	11	5	1911	II
	11C	3	1911	II	Mapleton Depot	11N		1909	II	Siddonsburg	11A		1912	II
Flicksville	11F	1		I	Markleton	11C	1	1911	II	Slippery Rock	11D	57		I
Forest City	11F	3		I	Meadville	1*	3	1903	III	Smicksburg	11C	2	1909	II
Forksville	11	1	1910	II		11E	5		I	Smithport	11E	3	1911	I
Franklin	1C*	2	1902	III	Mechanicsburg	11F			I					

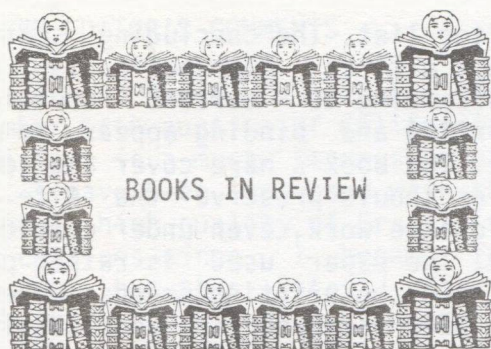
PREVIOUSLY UNREPORTED TOWNS (Continued)

Town	Type	Route	Date	Value	Town	Type	Route	Date	Value	Town	Type	Route	Date	Value
<u>Pennsylvania</u>					<u>Pennsylvania</u>					<u>TENNESSEE</u>				
Snyders	11C	1	1908	II	Wilmore	11F			I	Adamsville	11F	1		II
Souderton	2B	1	1905	III	Winfield	11	2	1910	II		2F	3	1904	IV
Speers	11	1	1909	II	Wrightsville	11F	2		I	Baileytown	11	1	1908	III
Spring Creek	2F	1	1905	III	Wyalusing	11C	39	1907	II		2F	6	1904	IV
	11F	2		I	Wyoming	11C	1	1911/15	I	Beardstown	11F	2		II
Spring Forge	11E	2	1908	I		11A	3	1917	I	Bristol	1	1	1904	IV
Spring Mills	11E	3	1914	I	York Springs	11F	3		I	Bullsgap	2B		1903	IV
	11F	3		I		1A	1	1904	III	Centerville	2B	2	1903	IV
	11E	4	1909	I		11E	1	1907	I	Culleoka	1	2	1903	IV
Springvale	11E	2	1911	I		11A	2	1912	II	Dickson	2B		1903	IV
Springville	11F	1		I		1A	4	1907	III	Jingo	11	2	1910	III
Stony Creek Mills	11A		1906	II	Zelienople	2F	5	1904	III	Knoxville	11F	4		II
Stoyestown	11F	2	1916	I		11E	40	1909	I	Liberty Hill	11	1	1912	III
Susquehanna	11D	6		I		11F	40		I	Linden	2B	2	1904	IV
Sylvan	11	1	1916-17	II	* State spelled Penna.					Lynnville	11	3	1909	III
Telford	1SB	2	1908	III	<u>RHODE ISLAND</u>					Milo	11	2	1909	III
Thompson	11E	1	1908	I	Wakefield	11E	1	1910	II	Morristown	2F	7	1904	IV
Three Springs	11F	1		I	<u>SOUTH CAROLINA</u>					Mosheim	1	3	1902	IV
Tillie	11	1	1907/10	I	Camden	11	3	1918	III	Nashville-West Sta.	2F		1904	V
Towanda	11C	2	1906	II	Chester	2FA	1	1903	IV	Portland	11E	1	1908-09	II
Transfer	1	2	1904	III	Elloree	1	1	1901	IV	Sevierville	2F	15	1903	IV
Troy	11	67	1907	II	Pinewood	11	1	1907	III	<u>TEXAS</u>				
Tunkhannock	11F	3		I	<u>SOUTH DAKOTA</u>					Austin	11	7	1908	V
Tyrone	1	1	1902	III	Alcester	11	3	1909	IV	Baxter	11A		1910	IV
Ulster	11F	18		I	Beresford	1	4	1904	V	Blum	8IA		1904	VI
Union City	11	1	1915	II	Big Stone	11A	2	1908.10	III	Brandon	1	1	1910	VI
	1	3	1902	III	Britton	11E	2	1914	II	Buda	2FA	4	1903	VI
Union Deposit	11C	1	1908	II	Canistoga	11A			III	Bulverde	11A		1907	IV
Unityville	11	1	1918	II	Corsica	11F	3		II	Hillsboro	1	8	1903	VI
	11A	1	1919	II	De'll Rapids	11F	4		II	McKinney	1	2	1902	VI
Virginville	11B	1		II	Elkton	11E		1910	II	Manor	2F		1905	V
Washington	11F	3		I	Faulkton	11A	1	1909	III	Marion	11F	2		III
	11F	4		I	Garretson	11	3	1907	IV	Munday	11A		1908	IV
Washingtonboro	18*	8	1903	III	Geddes	11F			II	Sequin	11C	2	1911	IV
Waterford	11F	1		I	Grind Stone	11F			II	Waco	2FA	6	1904	VI
	11E	3		I	Groton	11	2	1908	IV	Waller	11C	2	1912	IV
Watson town	2B	6	1902	III	Lennox	6C	1		X	Weatherford	11D	2		III
Waynesboro	2B	2	1903	III	Mina	11A		1910	IV		11F	2		III
	3DD	2	1907	V	Parker	2FA	2	1903	V		11C	3	1908	IV
Waynesville	11	3	1908.10	II	Sioux Falls					<u>UTAH</u>				
West Alexander	11F	5	1911	I	West Sioux Falls	10QR		1909	V	Murray	1		1902	VI
	1C	1	1901	III	Sisseton	11E	2	1911	III	Provo City	2F	1	1903	VI
	1C*	1	1901	III	Willow Lake	11F	2		II	Sandy	1	4	1902	VI
	11E	2	1916	I	Please report any unlisted RFD markings to me at P. O. Box 184, Placentia, CA 92670.									
	1C	72	1902	IV										
West Newton	1A*	1	1901	III										
White Deer	11F	1		I										
Wilkinsburg	11F			I										
Williamstown	11D	1		I										
Williamsport	2B		1904	III										
Willow Grove	2F	1	1911	III										

SELECTED COMMON TYPES OF R.F.D. CANCELS *

<p>R.F.D. CHUCKEY CITY, SEP 20 1902 TENN.</p> <p>Type 1</p>	<p>R.F.D. LITTLEFALLS. SEP 3 1903 N.Y.</p> <p>Type 1a</p>	<p>R.F.D. Dubuque. FEB 14 1901 Iowa</p> <p>Type 1b</p>	<p>R.F.D. DEC 18 P.M. 1903 EVANSVILLE, IND.</p> <p>Type 1n</p>
<p>R.F.D. NOV 24 P.M. 1902 DEERFIELD, WIS.</p> <p>Type 2b</p>	<p>AUG 18 1904 P.M. MANOR, TEXAS</p> <p>Type 2fd</p>	<p>R.F.D. FEB 23 1903 P.M. BARTLETT, TEXAS</p> <p>Type 2f</p>	
<p>9/21/15 - <i>Churn out</i></p> <p>apptian Tex. R.F.D #1</p> <p>Type 11</p>	<p>7-14-56</p> <p>Type 11a</p>	<p>1-31-13 <i>RD #2</i></p> <p>Type 11c</p>	<p>Oct 30-17</p> <p>Type 11e</p>
			<p>#</p> <p>Type 11f</p>

*As catalogued in the ENCYCLOPEDIA OF R.F.D. CANCELS by Harold C. Richow



BOOKS IN REVIEW

Sharps Rifles and Spanish Mules: The San Antonio-El Paso Mail, 1851-1881. Wayne R. Austerman. 1985. Published by Texas A&M University Press, Drawer C, College Station, TX 77843-4354. Hardbound, 367 pp., edition of 1500; \$29.50 from the publisher.

The title stamped on the spine is Sharps Rifles and Spanish Mules, which would draw little attention by most philatelists. It is, however, an extremely well-written account of the development of this route from its initial conception in 1848, to its actual initiation in 1851, to its demise by the arrival of the railroad in 1881. The hardships experienced by the initial developer, Henry Skillman, on through its turbulent history of changes in contractors are vividly developed. The cast of characters involved in this route is also developed so one gets to know the people operating the route. The hardship of travel in this part of the country, due to Indian raids and desert conditions, give the reader a rare opportunity to think about the difficulty of transporting mail through the Texas frontier. The reasons for the route's inception are clearly developed, and show how farsighted businessmen of El Paso, San Antonio, Houston, Santa Fe and New Orleans welcomed and encouraged development of this avenue of commerce that was to be a major route of travel until the railroad. The development of the route from El Paso to Santa Fe, the inclusion part of the San Antonio-El Paso route in the short-lived San Diego route as well as the Butterfield route are discussed.

This book is written in much the same style as The Overland Mail by Hafen, or the Panama Route by Kemble. There are

no covers of the period illustrated in the book, but there are several important maps illustrating the routes. Besides being extremely readable -- really difficult to put down -- this book is very well documented by newspaper articles and other period documents. There are 31 pages of bibliography, not including 68 separate footnotes. The book lacks charts showing mail departures and arrivals that would be of interest to the postal historian, but this does not detract from the usefulness of the book. It does include a 9-page chronological listing of important events that occurred on the route, which is very handy as well as an excellent index. I would highly recommend this book to all postal historians as well as those interested in the development of communications in the West.

William Jay Treat



AMERICAN STAMPLESS COVER CATALOG, Vol. I, David G. Phillips, Editor-in-Chief. 1985. Published by David G. Phillips Pub. Co., Inc., P. O. Box 611388, North Miami, FL 33261-1388. 396 pp. Hardbound (\$50) and Softbound (\$40) postpaid.

This Fourth and latest edition of the American Stampless Cover Catalog is a major improvement over the Third Edition, which was published in 1978. Not only is it larger -- 396 pages versus 280 pages -- it contains more illustrations, both tracings and covers, and a fascinating new section called "Unorganized Territory", which presents a discussion of post offices operating in lands which were not yet part of a state or territory.

Prices have been given a major overhaul, and, as one might expect, the trend has been upward, sometimes dramatically so. The pricing of stampless covers is a particularly tricky operation. So much depends upon condition and other markings besides the normal townmark. But if the reader regards Phillips' prices as a guide to relative scarcity and demand, rather than fixed retail quotation, then the ASCC should prove highly useful.

Production is of a very high quality in all aspects. The paper and printing are first-rate, and the sewn signatures

will hold together for many years of extensive use. Given the high costs of book production today, particularly for books of limited printing, the asking price for ASCC is quite fair. I am most pleased with this Fourth Edition, and recommend it highly as an addition to a postal history library.

☆

Postal History of Nebraska, Part 2 by William F. Rapp. 1985. Published by J-B Publishing Company, 430 Ivy Avenue, Crete, NE 68333. Hardbound, 150 pages. \$18.00 + \$1.50 postage/handling from the publisher.

Part 2 of Bill Rapp's Nebraska Postal History trilogy is a basically a listing of all the post offices, rural stations and branches, and classified and contract branches and stations which have operated in Nebraska. Part 1, now out of print, was limited to Nebraska's Territorial post offices, but since these offices are also listed in Part 2, readers can get by with the current volume quite nicely if they are only interested in dates of operation.

Following an introduction in which Rapp explains his research problems and limitations, the book begins with a set of maps prepared by Sylvia Nimmo which trace the evolution of Nebraska county boundaries from 1854 to 1925. The maps are well-executed and faithfully reproduced, but seem a bit awkward at the beginning of the work. This book is a list of post offices arranged alphabetically. It users will primarily be looking for dates of operation for a particular post office, and the inclusion of 30-odd map pages before the alphabetical listing does not assist the user. In fact, since post offices are listed along with their current counties, the county evolution maps are only of peripheral interest. A much more interesting set of maps would have shown the location of all these post offices within their counties.

Separate lists of "Post Office Stations and Branches" (actually contract and classified stations and branches) and "Rural Stations and Branches", the latter prepared by Art Rupert, follow the master

post office list. The concluding section lists post offices alphabetically (no dates) according to current counties.

Printing and binding appear to be adequate. The book's hard cover and sewn-signatures should preserve the life of this reference work, even under considerable use. The paper used is rather poor quality, and the printing process appears to have been some sort of photocopying, but these are minor criticisms, and have no impact on the utility of the book.

Nebraska Postal History, Part 2, is, without-a-doubt, a useful reference. The retail price seems fair, and I encourage readers in need of a listing of Nebraska post offices to order their copies from J-B Publishing Company.

Richard W. Helbock

☆

"Stock List Number Ten". Leonard H. Hartmann. 1985. Published by Leonard H. Hartmann, Box 36006, Louisville, KY 40233. 96 pages, paperbound. \$2.00 postpaid.

Leonard Hartmann's latest catalog is bigger by 8 pages than Catalog 9. It is to my knowledge the most comprehensive net price list of philatelic literature on postal history and stamps of the US, CSA, GB, Forgery and Maritime. This edition also contains a section of used philatelic books under the heading "Asundry."

Readers unfamiliar with Hartmann's catalogs are urged to write for a copy. In our hobby it is absolutely essential to have access to published works, and you'll find no better listing of what is currently available and at what cost than this catalog.

Richard W. Helbock

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WESTERN EDITOR'S COMMENTS

Richard Frajola's catalog for his December 14th auction of California Postal History is a most impressive piece of work. I have been impressed with the consistently high quality of Frajola's auction catalogs since I became familiar with them, but this latest effort goes far beyond even his high standard.

The first thing that impresses is the cover which reproduces a mid-19th century Colton map of California in full color. Although necessarily reduced from the original, the Colton map is legible and all the delicacy of its hand-painted pastels have been faithfully captured. As an old geographer, I fell in love with my first glance at the cover, but imagine my glee when upon opening the catalog I saw that all 216 of the lots were illustrated in full color. Not only that, but there were explanatory notes describing rates and routes, and a series of 7 pages of sketch maps illustrating routes. This is heady stuff, Frajola. On behalf of those others who opened your envelope to find this little beauty last month, and thereby had their day brightened, I thank you.

To you readers who did not receive a copy of this catalog, but might like one, it has been advertised as a separate item at \$10.00, but a subscription for an entire year of Richard Frajola's outstanding catalogs costs just \$15.00.

The meat of our section for this issue is provided by Lynn Langdon, Ted Gruber and Dan Meschter. Those are familiar names to LA POSTA readers, and their work is deeply appreciated. At the moment, the cupboard is bare of articles to be published in our next issue. This does not mean that you are likely to find 20 blank pages in the next Western Section, but it does mean that I would welcome some help in lining up content for our February-March issue. If you've been pondering a piece of western postal history writings, now is the time. Let's go to press! Drop me a note, or give me a call. Together, we'll bring your work to the attention of over 1,000 readers.

Richard W. Helbock

EARLY OREGON MAIL

Submitted by Tom Staunton

Information on mail contracts is included among the voluminous details in the Daily Journal of Postmaster Orders. The following two entries are the earliest found pertaining to the transport of mail to Oregon.

March 26, 1847. Oregon Mails.

Contract with J. M. Shively at the terms proposed to wit; to transport mail from Independence, Mo., to Astoria, Oregon, 2117 miles leaving Independence on April 15, 1847, arriving Astoria as soon as possible, for the postages collected for the matter so transported by him.

Instruct Postmaster, Independence to deliver to Mr. Shively all mail matter in or which may reach his office by April 15, 1847, certifying to this office of all pre-paid letters.

June 3, 1847. Oregon Mail.

Allow the account presented by J. N. Shively of \$24.95, being the amount of prepaid letters delivered to him under our order of 26 Mar 1847 for transportation to Oregon. Refer to auditor to adjust.

LA POSTA REPRINTS	
VOLUME 1 (1969)	— \$8.00
VOLUME 2 (1970)	— \$10.00
VOLUME 3 (1971)	— \$10.00
VOLUME 4 (1972)	— \$10.00
INDEX (VOLS. 1 — 8)	— \$2.50
ALL POSTPAID	
LA POSTA PUBLICATIONS	
P. O. BOX 135 LAKE OSWEGO, OR 97034	

THE NEVADA POSTMARK CATALOG

Part V: Ormsby County

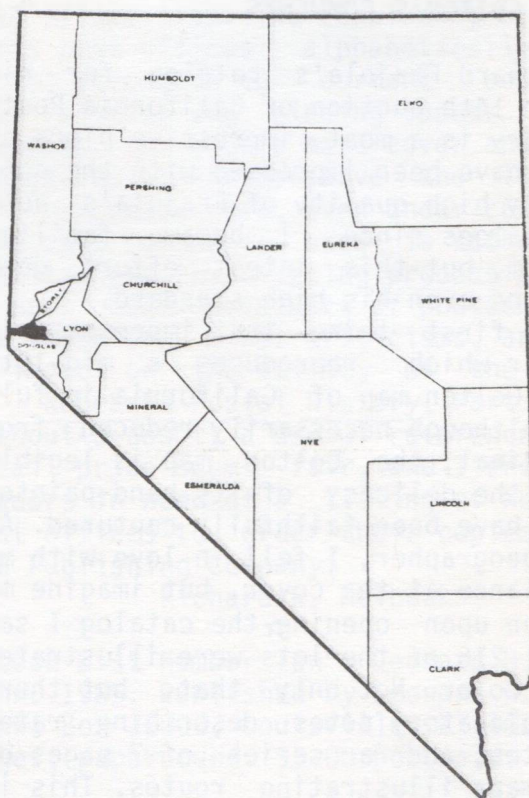
By Ted Gruber

Ormsby County is the smallest county in Nevada in size. In spite of this, it currently ranks third in population. The county has always played an important role in the history and development of Nevada because it contains the state capital, Carson City. Ormsby County was named for Major William Ormsby, a prominent Nevada citizen who was killed in the Pyramid Lake Indian War of 1860.

The first permanent settlers in Ormsby County were six prospectors who came in from California. They established a station in November 1851 on an emigrant road in a fertile valley and planned to take advantage of trading and farming opportunities. This station, located at the present site of Carson City, became known as Eagle Ranch, and the surrounding area became known as Eagle Valley. The valley remained sparsely populated until September 1858 when Abraham Curry laid out a townsite named for frontiersman Christopher "Kit" Carson. The Carson City post office was established in November, and by June 1859 the settlement contained two stores and about a dozen small houses.

With the anticipated creation of a new territory from the western part of Utah, Carson City was promoted as being the most favorable location for the capital of the new territory since it was close to the existing travel routes. The rush to the Comstock Mines brought additional prosperity to the town, and by 1860 Carson City had 700 residents. Carson City briefly served as the seat of Carson County, Utah Territory, from January 1861 until Nevada Territory was created in March 1861. When Ormsby County was created by the new territorial legislature in November, Carson City was designated the territorial capital and also seat of Ormsby County. Because of the new importance of Carson City, its population soon reached 1,500.

Carson City became the state capital when Nevada achieved statehood in October



1864. The population of the capital city climbed to 8,000 in the early 1870's, but when the Comstock production declined after 1878, so did Carson City. Its population numbered 4,200 according to the 1880 Census. From then until 1940 the population declined gradually, and for most of this time Carson City was the smallest state capital in the nation. However, the growth of Nevada since World War II has resulted in Carson City today having over 30,000 residents.

The only other early settlement of any consequence in Ormsby County was Empire City, laid out in March 1860. This town began as a small ranch and station on the north bank of the Carson River in 1855. In the early 1860's Empire City was a busy place with two important industries: milling of ore from the Comstock and logging. The Empire City post office was established in January 1866, and during the next decade the town attained its peak population of over 700. The post office name was shortened to Empire in 1895 during the Post Office Department's attempt to simplify names of post offices.

In 1869 the Virginia & Truckee Railroad was constructed south from Reno (on the Central Pacific) through Ormsby County to Gold Hill and Virginia City., in the heart of the Comstock Region. The railroad passed through Carson City and Empire City, and also served the important ore processing mills along the Carson River.

Lake View was established as a station on the Virginia & Truckee about 1870. It was situated on the summit separating Ormsby and Washoe counties, and was so named because it overlooked Washoe Lake. The station was the terminus for a flume which transported logs from the northeast shore of Lake Tahoe. The Lake View post office operated at two different locations -- in Washoe County during its first period and in Ormsby County during its second period.

The Stewart post office was established in 1905 to serve a school for Indians. This school, situated 3 1/2 miles south of Carson City, was founded in 1891 through the efforts of Senator William Stewart. The post office was converted to a branch of Carson City in 1974 and was discontinued when the school closed in 1980.

Ormsby County and Carson City were consolidated into a single municipal government named Carson City in 1969. Since

that time Ormsby County has officially ceased to exist. For purposes of the Nevada Postmark Catalog, however, the name Ormsby County will be retained.

A total of five post offices have operated in Ormsby County. All of these offices were established before the 1920 cutoff date for this series, and cancellations have been documented from each of them. Carson City is the only post office presently operating in Ormsby County.

In the initial Ormsby County report, 39 different postmark types have been documented from the five post offices. Not surprisingly, Carson City has the most different types reported with 28. Empire City and Empire followed with four types each. Two types are noted for Stewart, and a single type for Lake View.

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

The author is pleased to acknowledge the postmark information contributed to this series by Elwyn Doubleday and Ernest Peyton. Storey County will be the next county considered in these reports, with White Pine County to follow.

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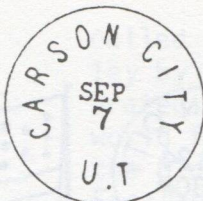
ASDA
NEW YORK

TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Carson City (1858-date)					
1.	SL (35 mm.)	8 Jun 1859	30 Jun 1859?		(1)
2.	M	28 Jul 1859			
3.	SL (42 mm.)	11 Jul 1860?	1 Aug 1860		(1)
4.	C1HA1BBR25.5	7 Sep 1860?	15 Apr 1862	Target	
5.	C31DN1BBR26	17 Jan 1863	22 Aug 1864	Cork	
6.	C31AN1BBR26	21 Dec 1864	12 Jan 1865	Cork	(3)
7.	C1AA1BBR23.5	28 Feb 186?	29 Nov 186?		
8.	C1AA1BBR25.5	18 May 1871		Cork	
9.	C1AA1BBR25	17 Aug 187?			
10.	C1AA1BBR26	17 Oct 187?		Cork	
11.	C1AN1BBR26.5	23 May 1880		Target	
12.	OV1A1,11,12S1B37	30 Jan 1883			
13.	C1AN1B27	10 Apr 1883	29 Jul 1883	Cork	
14.	C1AN1B27	10 May 1883	28 Oct 1884	Cork	
15.	C1AN1B26.5	14 Jun 1885	25 Sep 1885	Duplex	
16.	C1AT1B27.5	1886		Cork	
17.	C21A1,12S1B32.5	12 Jul 1888			
18.	C1AT3B27	11 Jan 1890?		Cork	
19.	SL	20 Mar 1893	7 Dec 1893		(3)
20.	C1AT1B29	30 Dec 1893?			(2)
21.	C1AT1B28	26 May 1895	2 Nov 1900	Cork	
22.	C1AT1B27	30 Jun 1896		Cork	
23.	C1AT1B29.5	15 Nov 1901	23 Apr 1903		
24.	C1A'T6B25.5	24 May 1904	12 Dec 1906	Duplex	
25.	REG	6 Jun 1904			
26.	C1AT7B25.5	29 Mar 1907		Duplex	
27.	C1AT6B22.5	29 Mar 1908	24 Jul 1914		
28.	C1A'T6B22.5	3 May 1912	2 Jan 1919		
Empire (1895-1912)					
1.	C1BN1RBB28	15 Dec 1897	14 Jan 1898	Star	
2.	D2/2	13 Feb 1905	12 Aug 1907		
3.	A	26 Nov 1907	29 Jun 1910		
4.	B	12 Feb 1911	11 Feb 1912		
Empire City (1866-1895)					
1.	M	9 Aug 1867	25 Aug 1867		
2.	C1AA1BBR25	17 Jun 1875			
3.	C1AA1BBR25.5	6 Dec 1887	11 Apr 1888	Cork	
4.	C1AS1RBB28.5	189?			(2,3)
Lake View (1881-1883, 1890-1894)					
1.	C1AN1B29	1 Jan 1893	30 Nov 1893	Star	(2)
Stewart (1905-1974)					
1.	D2/1	4 Apr 1907	30 Aug 1912		
2.	B	13 Mar 1913			

NOTES: (1) Manuscript month and day appears next to postmark.
(2) Earliest example is on piece. (3) Not illustrated.

CARSON CITY, U. T.

1



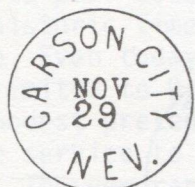
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5

CARSON CITY, U. T.

3



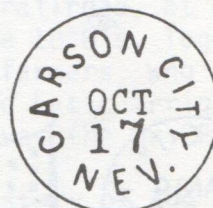
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8



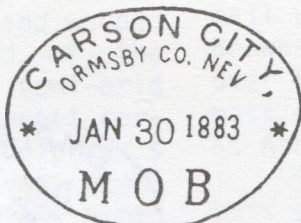
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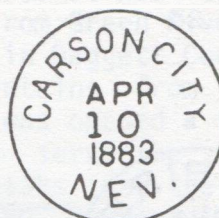
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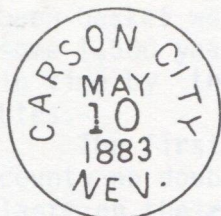
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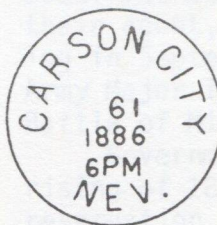
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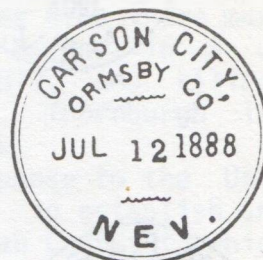
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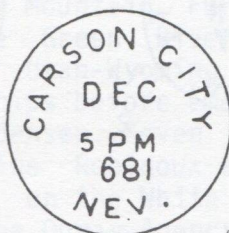
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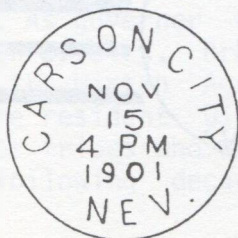
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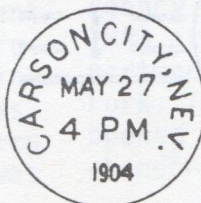
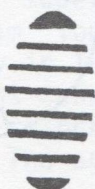
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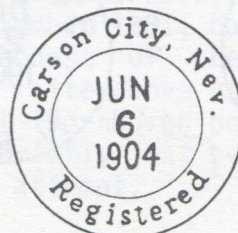
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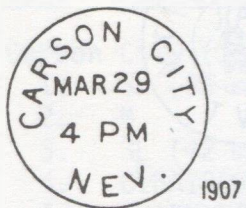
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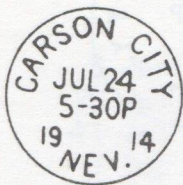
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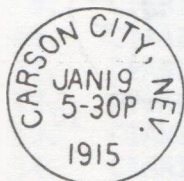
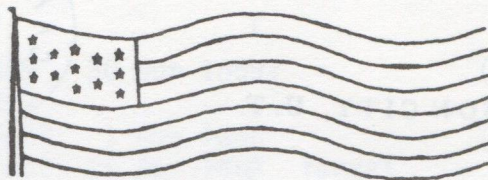
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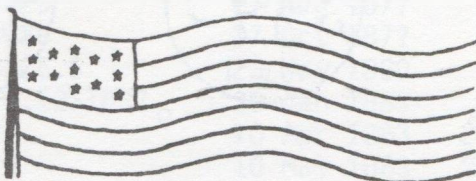
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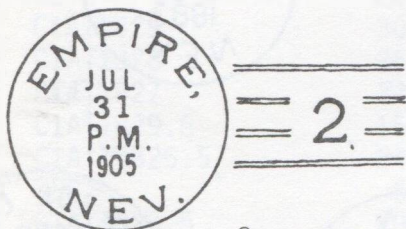
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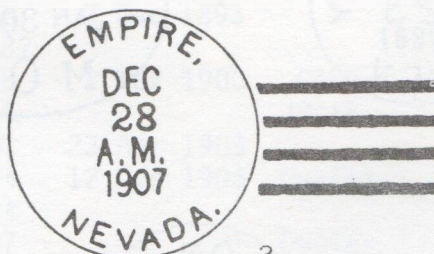
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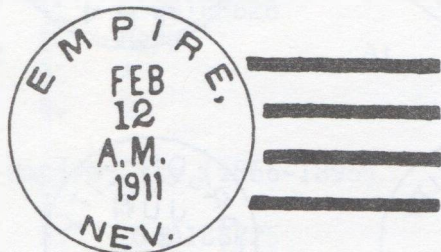
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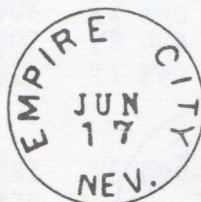
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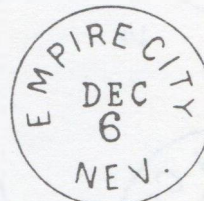
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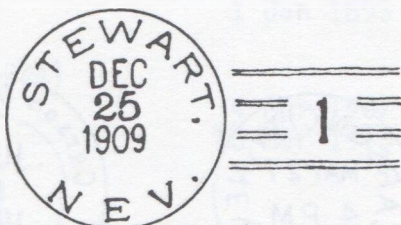
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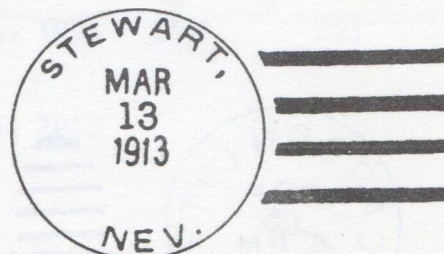
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THE POST OFFICES OF UTAH

By Dan Meschter with Arthur E. Rupert

Part XXI: Uintah County

Uintah County may just be one of Utah's best kept secrets, due, probably, to its poor access. Penetrating the area in historic times was a memorable adventure. Even today, transportation into it is limited to U.S. Route 40 - a highway of modest pretensions - and commuter airline service to Vernal.

The geographic focal point of the county is the confluence of the Green, White, and Uinta Rivers in its central basin. To the north, the land rises to the crest of the well-watered and wooded Uinta Mountains. The south end of the county is occupied by the high, semi-arid Tavaputs Plateau. From the northeast corner, where it emerges from Colorado's Canon of Lodore, the Green River wends its way southerly into the aptly named Desolation Canyon along the southeast side of the county.

The first peoples are said to have been basket weavers along the river banks some 1,500 years ago. They were followed in time by the ancestors of the modern Utes.

The first white men to enter the county no doubt were Dominguez and Escalante on their epic journey through the American west in 1776. Then came the fur traders and mountain men. In 1825, William Ashley of the Rocky Mountain Fur Company floated down the Green River from Henrys Fork, near the Utah-Wyoming line, suffering great hardships before emerging from the canyon near Jensen. Seven years later, in 1832, Antoine Robidoux established a trading post on the White River not far from where the Ouray Agency was later located.

The role of the Uinta Basin came to be recognized as an accommodation for the Indians. As governor and superintendent of Indian affairs, Brigham Young proclaimed the Uintah Agency in 1851 to include the resident Uintahs and Yampas, and other tribes who were relocated there in the following decade. The agency was

called Fort Uintah, and then Uintah Valley by the time postal service was inaugurated. Communication with the outside world for the next 17 or 18 years was by the Old Spanish Trail of Dominguez and Escalante toward Salt Lake City.

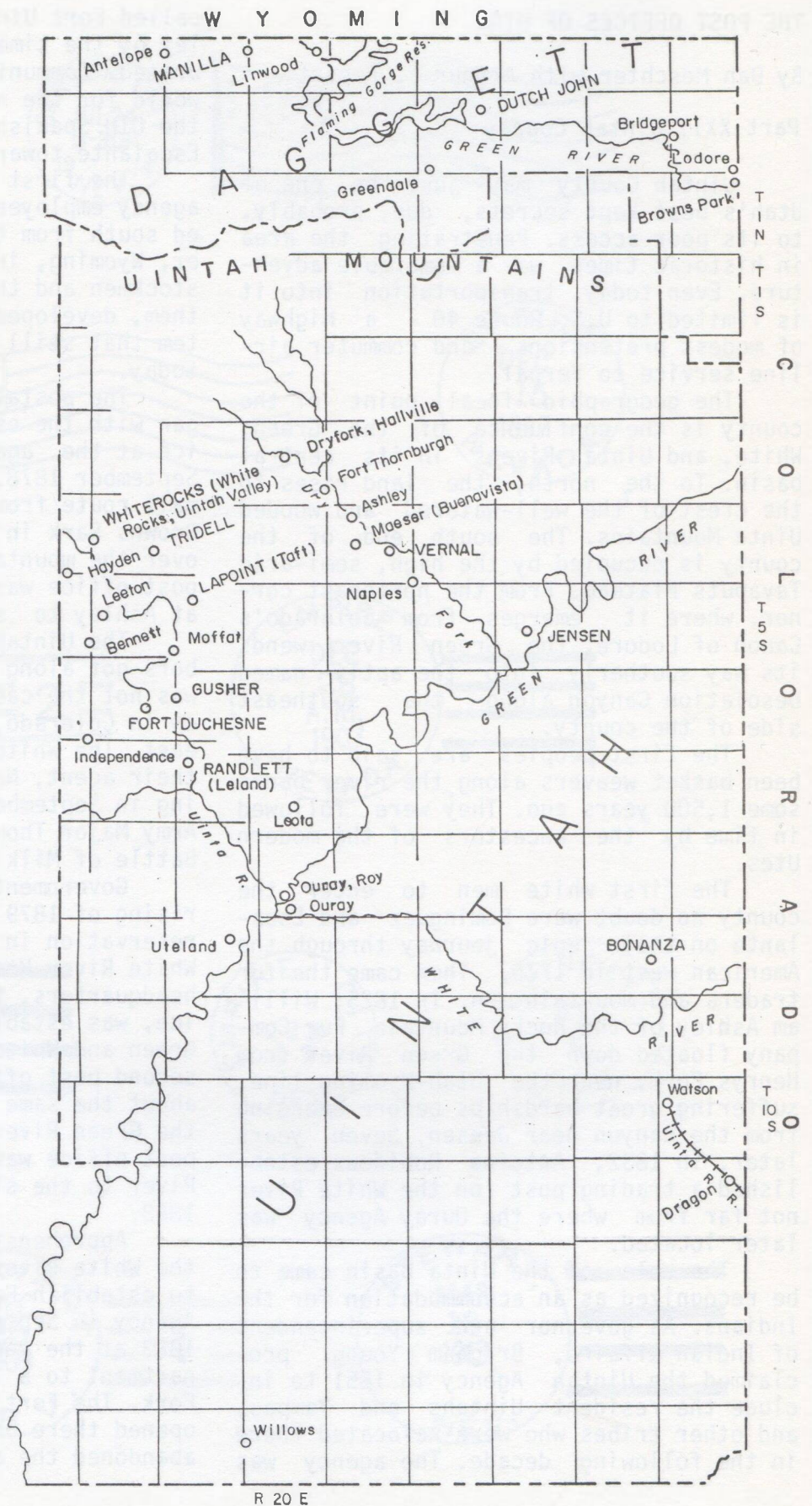
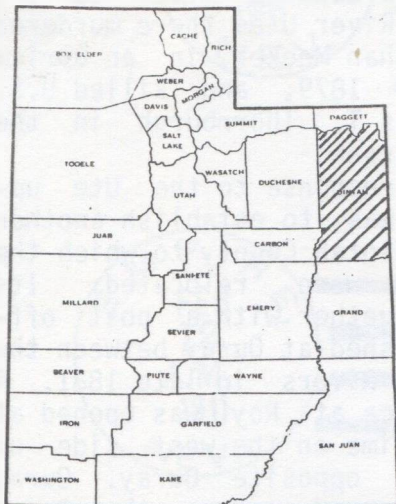
The first white settlers, aside from agency employees, were stockmen who pushed south from the railroad at Green River, Wyoming, in the 1870's. Together, the stockmen and the farmers who followed them, developed the basic irrigation system that still serves the Dry Fork Valley today.

The postal history of the county began with the establishment of a post office at the agency at Uintah Valley in September 1878. It was the terminus of a mail route from Green River, Wyoming, via Browns Park in Daggett County and a road over the mountains from there. A second post office was opened a few months later at Ashley to serve the white settlers.

The Uintahs and their white neighbors got along reasonably well, but such was not the case at the White River Agency in Colorado, a hundred miles to the east. The White River Utes there murdered their agent, Nathan Meeker, in an uprising in September 1879, and killed U.S. Army Major Thomas T. Thornburgh in the Battle of Milk Creek.

Government response to the Ute uprising of 1879 was to establish another reservation in Uintah County to which the White River Utes were relocated. Its headquarters, together with a post office, was established at Ouray between the Green and White Rivers in late 1881. A second post office at Roy was opened at about the same time on the west side of the Green River opposite Ouray. Ouray post office was moved across the Green River to the site of Roy in the summer of 1882.

Apprehensive of the threat posed by the White River Utes, the Army attempted to establish Fort Thornburgh at the Ouray Agency in September 1881, but moved it in 1883 at the request of the Interior Department to a site above Ashley on Dry Fork. The Fort Thornburgh post office was opened there briefly just before the Army abandoned the attempt.



UTAH POST OFFICES
Uintah County

<u>Post Office</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Ashley	27 Dec 1878	17 Nov 1899	M. to Vernal
Bennett	10 Apr 1909	15 Sep 1924	M. to Roosevelt
Bonanza	5 Jun 1941	31 Aug 1942	M. to Jensen
	15 Jun 1946	Operating	
Buenavista	4 Oct 1900	28 Nov 1903	N. chg. to Maeser
Dale	26 Nov 1888	2 Sep 1891	M. to Ashley
Dragon	14 Feb 1905	16 May 1939	M. to Jensen
Dryfork	8 Jul 1895	31 Oct 1906	M. to Maeser
Fort Duchesne	20 Jun 1887	Operating	
Fort Thornburgh	24 May 1883	8 Jun 1883	M. to Green River, Wyoming Terr.
Gusher	2 Mar 1921	23 Nov 1967	Conv. to Rural Br.
Gusher Rural Br.	24 Nov 1967	Operating	Of Fort Duchesne
Hallville	15 Sep 1881	no data	
Hayden	18 Jun 1907	31 Dec 1953	M. to Neola
Independence	20 Jun 1906	15 Jun 1918	M. to Myton
Jensen	21 Jun 1888	Operating	
Lapoint	2 Aug 1915	Operating	Was Taft
Leeton	29 Apr 1912	15 Oct 1928	M. to Whiterocks
Leland	12 Apr 1899		Was Randlett
		13 Aug 1903	N. chg. to Randlett
Leota	19 Jun 1926	31 Jul 1941	M. to Randlett
Maeser	28 Nov 1903	15 Mar 1910	Was Buenavista
Millward	18 Oct 1892	19 Jul 1893	M. to Vernal
Moffat	13 Dec 1905	15 Aug 1911	M. to Duchesne
Naples	20 Aug 1889	15 Feb 1905	M. to Vernal
Ouray	8 Nov 1881	3 Mar 1882	M. to Ashley
	26 Jun 1882	30 Dec 1964	Conv. to Rural Br.
Ouray Rural Branch	31 Dec 1964	Operating	Of Fort Duchesne
Pack	5 Nov 1917	15 Oct 1918	Rescinded
Randlett	14 Sep 1896	12 Apr 1899	N. chg. to Leland
	13 Aug 1903	15 Aug 1975	Conv. to CPO
Randlett CPO	16 Aug 1975	Operating	
Roy	14 Dec 1881	5 Jun 1882	M. to Ashley
Taft	28 Apr 1909	2 Aug 1915	N. chg. to Lapoint
Tridell	29 Oct 1918	29 Dec 1964	Conv. to Rural Br.
Tridell Rural Br.	30 Dec 1964	Operating	Of Fort Duchesne
Uintah Valley	20 Sep 1878	22 Apr 1879	N.chg. to White Rocks
Uteland	10 Mar 1911	31 May 1914	M. to Ouray
Vernal	10 Jun 1886	Operating	
Watson	2 Aug 1913	16 May 1939	M. to Jensen
White Rocks	22 Apr 1879	8 Feb 1895	N. chg. to Whiterocks
Whiterocks	8 Feb 1895	Operating	
Willows	19 Apr 1911	29 Sep 1917	M. to Ouray

A military fort finally was established in 1886 at Fort Duchesne, further up the Uinta River. This post was abandoned in 1910, at which time its buildings became the headquarters for the Uintah Reservation.

Although the feasibility of a railroad route down the White River had been recognized much earlier, the closest a railroad came to construction was David Moffat's Denver and Salt Lake Railroad, which reached Craig, Colorado, in 1913, and progressed no further.

However, one railroad was built into the county to the everlasting delight of railroad buffs. This was the famous narrow gauge Uinta Railroad, which was built northerly from the Rio Grande mainline at Mack, Colorado, in 1904, and operated until 1937. Its principal function was to haul a kind of natural tar called gilsonite from mines around Watson and Dragon - both now ghost towns -- to a refinery at Fruita, Colorado. It also carried mail, so that it played a role in one of the best postal history stories of all times.

This happened in 1916 when W. H. Coltharp, a Vernal banker, decided to build a new bank using a kind of brick available only from Salt Lake City. In order to economize on the high cost of wagon freight, Coltharp ordered the bricks, some 80,000 in all, shipped in 50-pound packages by parcel post from Salt Lake City via the Rio Grande Railroad to Mack, the Uinta Railroad to Watson, and the last 65 miles to Vernal by wagon at a substantial saving. Part of today's Zion First National Bank in Vernal still is housed in the building "sent by mail". It is claimed that the Post Office Department revised its regulations to limit the pounds of parcel post one consignee could receive in one day as a result of Coltharp's ingenuity.

The most important development in the county was land reclamation along the Uinta River in the first and second decades of this century. It is for this reason that the majority of the post offices in the county serve farming towns in the Uinta and Dry Fork River valleys.

Today, among its other outstanding

tourist attractions is Dinosaur National Monument, based upon a fabulous deposit of dinosaur fossils discovered near Jensen in 1909.

A total of 35 post offices are listed in Uintah County, including five name changes, one rescinded, and one (Hallville) for which no further data has been found. Ten post offices were still operating recently.

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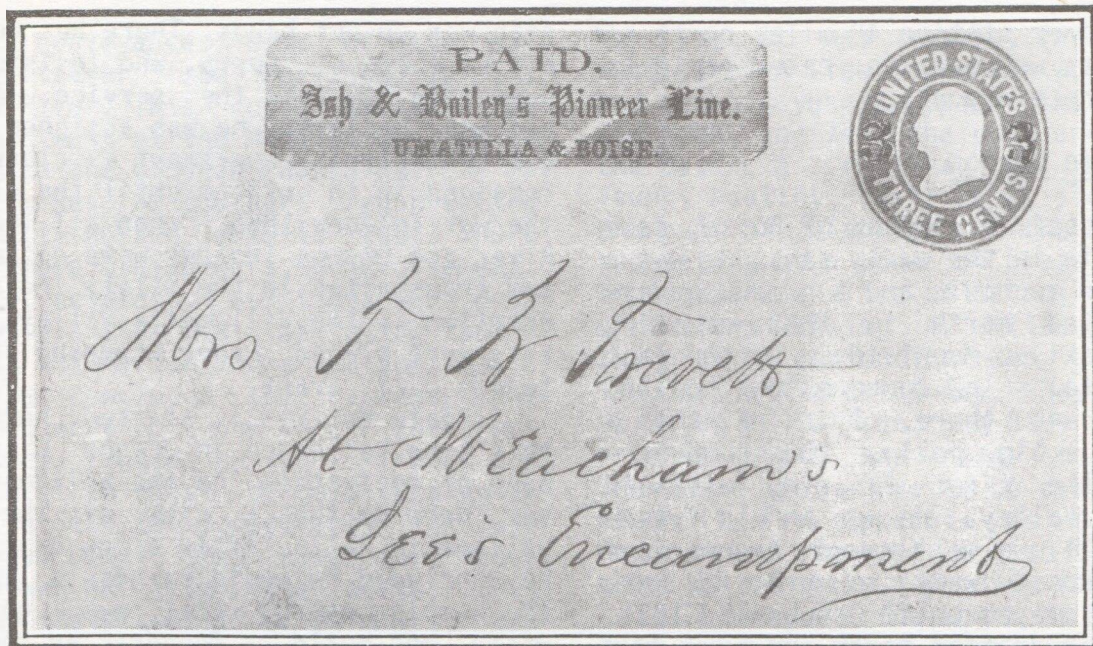


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THE REMINISCENCES OF JAMES H. TWOGOOD

Arranged By Lynn Langdon

(Continued from Volume 16, Number 4)

[EDITOR'S NOTE: Mr. Twogood's reminiscences were recorded by him about 1910 in Boise, Idaho. When he refers to "now" and "here", it is in that context. Readers should be cautioned that no attempt has been made to censor or correct these writings, and, while they are undoubtedly true to the memories of the author, there may be instances of conflict with historical facts found elsewhere.]

Early Settlement in Southern Oregon

It was in the fall of 1851, or early spring of 1852, that gold was first discovered in the Rogue River Valley. It was found on a little creek in paying quantities by a man named Jackson, who called it Jackson Creek, close to where Jacksonville, the seat of Jackson County, is located today. Sterling Creek was located by Mr. Sterling later. That proved rich and built up Jacksonville.

In 1851 there was no sickness on the Plains, but in 1852 there was a big immigration, and people died by the hundreds

of cholera, all owing to the fact of their not taking the precaution of providing themselves with a bottle of Perry Davis' Pain Killer. In Chicago during the summer of 1849, when the epidemic was raging, there were 30 deaths in one day. I was taken with the cramps one day; I took a big jolt of Perry Davis' Pain Killer, laid down on a lounge and went to sleep, and waked up in the evening feeling as frisky as a young colt.

In the spring of 1852 a big immigration from the Willamette Valley went out to what is today Josephine County. There was no county then; no sheriff or tax collectors, but a happy, happy people. The valley and villages settled up very rapidly, many coming up from around Portland and that section -- Dave Birdseye, Colonel G. W. T'Vault, Captain Angel, the Millers, and many whose names I have forgotten. C. C. Beekman is the only one left whom I know of from Yreka. My good friend, a banker today, rode the first pony express from Yreka to Jacksonville.

It was about 1859 that another great mining excitement broke out, away up north in the Frazer River Country. It fairly set people crazy. They flocked up there by the thousands, by steamer from 'Frisco, and by the California and Oregon Stage Route. The stages were loaded to the guards every trip. At Grave Creek

House, a dinner station 40 miles north of Jacksonville, we used to cater to 10 to 12 passengers every day.

Alex Rossi in Oregon

Alex Rossi, a pioneer of Boise, came to California in the early days. He was a natural born mechanic and a good surveyor. He drifted north in 1853, crossing over the Siskiyou Mountains. At the foot of the mountains he found a town called Ashland. It was there, I think, that a Mr. Thomas, a big, jolly, 200-pound German, built the first flouring mill in Rogue River Valley. He was an old friend of John Krall, a well-known pioneer of Boise. Mr. Rossi went to work for Mr. Thomas, and stayed until October 1, 1855. Then he again drifted north and came down to the Grave Creek House. He stayed all night with us before leaving for Salem.

In the meantime the Indians in the Rogue River Valley, under Chiefs Joe and Sam, had been committing depredations, robbing and killing white men. About October 3 the citizens of Jacksonville commenced to talk of the matter of retaliation. About October 8 they raised a company of volunteers and started for the Indian headquarters at Table Rock, near Fort Lane, which was established by General Joe Lane during the Indian War of 1853. This volunteer company was under command of my good friend, Major Lupton. They attacked the Indians Sunday morning, October 9. Quite a number of the whites were wounded, and Major Lupton was shot through with an arrow that proved fatal. Hon. John Hailey, one of our most honored pioneers of this city (Boise), helped extract the arrow. That fight gave the Indians a start and the whole tribe came rushing down Rogue River, killing and burning everything before them. The caught me with a pack train down at Galice Creek, and I did not get home for three days, but that is another long story for the future. Suffice to say, this precipitated the biggest Indian war ever known on the Pacific Coast, reaching from California on the south to British possessions on the north, and where Idaho now stands on the east. When Mr. Rossi reached Salem, we had a full-fledged In-

dian war on our hands. There he met Governor George L. Curry, who insisted upon mustering him into the service. As war had been declared, he was assigned to the Quartermaster's Department as clerk, and remained in the office until the close of the war in June 1856, when all the Rogue River and Umpqua Indians were gathered up and transported to the Siletz Indian Reservation in the Willamette Valley, where they were placed under command of Lieutenant U. S. Grant.

Again Mr. Rossi started north, and this time he landed in Oregon City, the head of navigation on the Willamette River. Here he took a view of the great Willamette Falls. After a few days' study he concluded he would harness a little of the surplus energy that was going to waste, and build a foundry, as there was none at that time north of San Francisco. He did so, and Len Richardson, now Clerk of the Supreme Court of Idaho, went to work for him learning how to make patterns.

Man builds up, but frequently in a few hours the elements of fire and water destroy the accumulations of a lifetime. It was in the spring of 1861 there came the most disastrous flood ever known on the Pacific Coast. I well remember traveling down the Sacramento River in the fall of 1862, and seeing large fine ranches entirely devoid of all signs of habitation. Houses, barns and everything had been swept down the river and out through the Golden Gate into the Pacific Ocean, leaving the ranches all covered with debris.

On to Idaho

It was in 1862 that gold was first discovered in north Idaho. Florence, Orofino, and several other camps were opened. After the flood Alex Rossi took a view of the field, and then and there came to the conclusion that he was "busted", and would have to begin life all over again. Knowing that the mines were a last resort for getting a new start, he accordingly, with Richardson and Albert H. Robie from French Prairie, packed their blankets, got a grubstake and hiked for Florence. At that time there were

no public conveyances west of Utah, except the steamer from Portland up the Columbia River. This route avoided the worst road west of the Mississippi, which ran through the Cascade Mountains.

The mines of southern Oregon seemed to be mostly worked out in 1862. There were no more Indian wars, no excitement. People got restless, as times were dull and they felt they must be doing something. It was Marion Moore and company, I think, that concluded that Florence and such mines were not good enough for them, and so they rigged up pack trains and started east in quest of gold. Coming up Snake River to the Boise, they followed this stream until they came to a creek which flowed in from the north. They packed up that some 15 or 20 miles, and came to the place where Idaho City now stands. There they discovered gold in what they thought was paying quantities. They called the place the Basin Country, owing to its peculiar formation. It proved to be the best diggings ever struck on the Pacific Slope, and there has since been millions of dollars taken from that small gold field. It was in the spring of 1863 that news of the discovery in the Basin Country reached Jacksonville, causing great excitement there, and a stampede toward Idaho began. Some of the best and most prominent citizens of Oregon, finding this a most delightful climate, camped here. Many of that early company have crossed the river, but a few are left today and make this their home.

Ish and Hailey's Saddle Train

In the spring of 1863 the Idaho mining excitement ran high in California, Oregon, and the East. People flocked in by the thousands -- a conglomerated mass of humanity of all nations and professions of the civilized world -- and quite a number of soldiers from the sunny South, who tried to dominate the camps and run things their own way, but it did not last. People coming from the west could take steamers from Portland, and land at Umatilla all right, but here their troubles began. Many young men came up there without any visible means of support, but with them it seemed a ground

hog case. It was rustle, for gold they must have. A few young men would chip in and get a cayuse to pack their blankets and grub, and lead the pony and walk into the Basin, a distance of 285 miles. Young, healthy, husky boys, sleeping with one pair of blankets on the wet ground, subsisting on a pone of bread baked in a frying pan, a slice of bacon, and a cup of coffee, walking 40 miles a day, were the pink of perfection and good health. They are different today. They come into Boise on a Pullman, and have to rest for a week. People are never more healthy than when they have to go camp out and rough it. The appendix is something I never heard of until I came to Boise. It seems to be quite a popular fad here now.

It was in the month of March 1864 that the big crowd came in with a mad rush for the Basin Country in the quest of gold. Steamers from California landed at Portland and left their crowds. From their people took the Oregon Steam and Navigation Company's boats to The Dalles. Big crowds congregated at Umatilla. In order to relieve the congestion, Bill Ish and John Hailey, my old friend from Jacksonville, conceived the idea of putting on a combination saddle and pack train. The fare was \$50, with a reasonable amount of luggage, including blankets and clothing, grub and cooking utensils, furnished for the trip. Passengers were obliged to do their own cooking. They camped at 3 or 4 p.m., went to bed with the chickens and were up again at daybreak, tramping, tramping, until they wore out another day, and all living in hopes. Gentle reader, if it were not for HOPE, what would there be worth living for in this cold and uncharitable world, where so many good people meet with a sort of refrigerator reception?

The summer of 1863 Messrs. Ish and Hailey did a very good business with their saddle train. Of course, in the winter time there was no travel, as it was impossible to get feed and everything was shut down. That summer Mr. Ish ran the office, while Mr. Hailey made the trail trips. He tells me today that some of the crowd of California miners were the most congenial, whole-souled men that he ever met. Getting into camp they would

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" " " to Idaho City.....	305	40 00
" Kelton, Utah, to Boise City.....	200	35 00
" " to Baxter City, Or.....	390	50 00
" " to Union Or.....	425	50 00
" " to La Grande Or.....	440	50 00
" " to Pendleton Or.....	490	50 00
" " to Umatilla Or.....	525	50 00
" " to Walla Walla, W. T.....	535	50 00
" " to The Dalles, Or.....	675	60 00

JOHN HAILEY, Superintendent.

General Office, Boise City, Idaho.

spread their blankets, tie down to rest, take a smoke, and then take turns getting supper, after which they would rest and smoke again until bedtime. They were up at daylight to get breakfast while he went hunting the mules, with never a kick or a growl out of any of them.

In 1864 there were a good many pack trains on the road, so Ish and Hailey had to give up their saddle train, just as they were accumulating a little wealth. They then established a stage line up in the Blue Mountains, and about the first of June they put on a line through to

Placerville, over what was then a very rough road. They had just begun to gather in their shekels on this line when another Richard appeared on the field. It was my old friend, George L. Thomas, of the California Stage Company. I had kept stage station for him for eight years, and knew with their great mail contracts from Sacramento to Portland that they had become very wealthy and were a hard proposition to buck up against.

Mr. Thomas concluded to camp at Umatilla, and stocked the road in fine style with American horses, good wagons, and Concord harness. There was no hay or grain in the country then, which was necessary for the American horses, and which they had to have to be kept in condition even though the expense was great, while Mr. Hailey could keep his hardy broncos in good condition on bunch grass.

The first stage line, carrying the mail from Yreka to Jacksonville, was in 1857, when, with fine stock and Dan Cawley and Joe Leach as conductors, the first trip was made. Many a fine ride I have had with them.

Mr. Ish saw the style with which the new outfit started out, and I think that he must have got stuck on Mr. Thomas, as he sold out with Hailey and bought in with Thomas, but the California Stage Company without a mail subsidy was too great a proposition for that section, and the next winter they threw up the sponge and pulled off. Mr. Hailey stayed with it for several years and ran the Overland Stage from Kelton, Utah from the Central Pacific Railroad station, 250 miles from Boise to Umatilla. In 1870, when the Northwestern Stage Company got the mail contract, Mr. Hailey sold out to them.

Ben Holliday and Others

I think it was Ben Holliday, that indefatigable man of nerve, push and energy, that carried the first United States mail across the plains by pony express, away back in the fifties, that put on the first stage line from Ogden, Utah, to Boise. He sold out to the Wells Fargo Company, which put on a line from Utah up into Montana. Also in 1870 they put on a line from Salt Lake to Pioche.

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PARTICULAR ATTENTION of Bankers
and Business Men generally is invited
to the establishment of an
EXPRESS,
to all parts of
THE EAST,
BLACKFOOT, SALT LAKE
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RELIABLE AND TRUSTWORTHY MES-
SENGERS,
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and also between
BOISE AND IDAHO CITIES,
AND
BOISE CITY AND OWYHEE,
so that Bullion, Coin, Gold Dust, and all kinds of
TREASURE, LETTER AND EXPRESS PACKAGES
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Silver City, and letters ordered in them will
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line.
BEN. HOLLADAY,
President.
JNO. N. TODD,
Agent.
Boise City, July 25d, 1861. 1m

They were a pretty stiff firm, and, aside from the old California Stage Company, I am told they did some of the best staging ever done in the world. It was Ben Holliday that first had the nerve to try and connect Oregon and California with steel rails.

In the sixties there were many people engaged in running stages up in the Basin Country. Among them were Ebner and Joseph Pinkham, and George and Henry Greathouse. George in the 1870's had a bank in one of John Broadbent's little stone fronts on Main Street, east of George H. Twitchell's hardware store, situated at Eighth and Main streets. George had a splendid family, and these good neighbors lived in A. H. Robie's



Express frank of Holladay Overland Mail & Express Company used into Idaho.

cottages, the finest in town in the sixties. Today it stands next to the Elks' Hall, and is but a mere shack in comparison to the thousands built here since. About the year 1875 George Great-house and George Bayhouse, both old-time pioneers, went to Silver City. There they passed over the great divide, mourned by a host of friends.

Pioneers of Boise

In 1863 Robie, Rossi, and Richardson drifted up into the Basin Country, where they found one of the liveliest mining camps on the Pacific Coast. There were 4,000 men working on Buena Vista Bar, where some men were taking out over \$100 a day. Ten dollars per day did not count at all during those times. Everybody had money and jolly good times. No sheriffs or tax collectors, and everything free as water. There was a big crowd of my old Oregon friends congregated there. Nearly all are gone now. It was in 1864 or 1865 that Robie and Rossi came down to Boise and built a sawmill on a little tributary of Moore's Creek, 12 miles above Boise. Today it is called Robie Creek, where so many people have gone picnicking, hunting, and fishing for the past 40 years,

and so this creek stands as a lasting monument to Albert H. Robie, one of the best men I ever knew. They had their lumber yards located at Fourth and Main streets, where it still stands today. They afterwards moved the mill up to the Shafer Creek district, 20 miles north, where they worked a big crew of men. Len Richardson was office clerk. Lumber here in 1864 sold for 10 cents per foot. In 1872 common rough sold for \$40 per thousand, and cleared for \$60 per thousand. Later, W. B. Morris bought out Robie and ran the business with Mr. Rossi until his death, when it turned over to his nephew, W. H. Ridenbaug, who still operates the yard and mill.

The Northwestern Stage Company

It was in the spring of 1870 that some eastern capitalists got the Overland contract for carrying the United States mail. Parker, Huntly & Barlow came here, bought out John Hailey's Overland Stage Line, and established the Northwestern Stage Company, with a young man named Matthews as manager. In 1871 W. B. Morris was sent out (from the East) and took charge of the business. Matthews was made chief clerk. The Northwestern Stage Com-

Kelowna Road. *Wm Deutter*
This is to Certify, That *Wm Deutter*
Commenced work as DRIVER on the first day of April 1874

FOR THE

North Western Stage Company,

ON THE FOLLOWING CONDITIONS:

To strictly avoid intoxication or drinking whilst on duty. To be accountable for all loss and damage occasioned by neglect or carelessness.

To enter the name and amount of fare collected from each Way Passenger, and forward same by Division Agent or connecting Driver to next office or in default thereof be liable for double amount each fare omitted.

This Certificate is not transferable. Payments on account will be made by the Division Agent, or on his order by an office Agent of the Company.

Wages to be \$ *15* per month

Received Stock from *Self*

Hired by *Wm Deutter*

Quit Work

MONTH.	DAY.	FROM WHOM RECEIVED.
		<i>Wm Deutter</i>

GENERAL OFFICE,
Northwestern Stage Company,
BOISE CITY, IDAHO,
WM. B. MORRIS, Sup't.

Miss Robt & Sulton
Attys at Law
Astoria
Or.

Received *City of Rocks July 22* 1874 of
NORTH WESTERN STAGE CO. *Two Hundred and Twenty Five* 100 Dollars,
being in full for services rendered from the *first* day of *April* 1874 to the
30 day of *June* 1874, inclusive at the rate of *75.00*
Dollars per month.

WM. B. MORRIS, General Superintendent.

Wm Deutter

pany bought out and ran all the stage lines in 1870 in the Territory of Idaho, portions of Oregon and Washington including Kelton, Utah, to Boise; Boise to The Dalles via Umatilla and Walla Walla; Boise to Winnemucca via Silver City; Boise to Placerville via Idaho City; and, Boise to Canyon City, Ore., covering some 1,200 miles in all, so you can see they were a pretty stiff company.

Hill Beachey, the veteran sheriff of north Idaho, ran the Silver City stage for awhile. I well remember in the sixties there was a man killed in northern Idaho. Beachey, as sheriff, started after the murderer and followed him to Portland. There the slayer of Mr. Magruder took a steamer for 'Frisco. There was no other steamer leaving for 10 days, but nothing daunted Beachey. He purchased a good saddle horse and started after his man overland. He rode 700 miles to Sacramento. At my place (Grave Creek), after a 300-mile ride, he made a short stay and the next morning seemed fresh, and pushed off to 'Frisco where he got his man and brought him back. He was tried by jury, and the judge sent him an affectionate invitation to a necktie party, where he could perform on a single string.

William B. Morris

When W. B. Morris came to Boise he was possessed of considerable means, and was the most energetic business man ever to come to the town. He was a most indefatigable worker, putting in night and day, and I never knew him to take one night off until it was in order to patronize the Boise Fire Department. He purchased a \$5 ticket to their masquerade ball, which was held in the Good Templars Hall with a sumptuous spread at the Turnverein Hall, the best affair ever given there. Mr. Morris and his estimable lady took the character of ye old folks away back in the seventeenth century. They were dressed in the height of fashion, and that night Mr. Morris had the time of his life. Dear good man; why is it that such useful men to a community have to go?

The Issac brothers came to Boise in the early sixties a build a toll bridge

over the Boise River, also a big flour mill and a distillery. Mr. Morris purchased all this, and also Mr. Robie's interest in the lumber business. At the time, I think Mr. Morris must have run out of a job, but his energetic instincts would not permit him sitting down or going home and folding his hands, for besides being a benevolent man he was a deep thinker. People thought he was spending his money wildly, and had "a little surplus money to throw at the birds" when he conceived the idea of building a canal from the Boise River to irrigate a vast tract of sagebrush land that was considered good for nothing but jack rabbits and coyotes. Land which people would not have taken at that time as a gift if they had to pay the taxes on it, and which could have been secured for \$1.25 per acre. Today that same land is covered with beautiful orchards, and cannot be bought for \$500 per acre.

It was in the summer of 1887 that Mr. Morris conceived the idea of starting that "folly", as people called it, the building of an irrigation canal. Those same people today can see his foresight, wisdom, and judgement. Alexander Rossi, a partner of Mr. Morris, was a practical engineer, and was prevailed upon to make the survey, and I think that he told me that he gave it a grade of one-eighth of an inch to the rod. The canal was started on the river bank two miles above town and ran to the top of the bench within two and one-half miles. The Oregon Short Line could not possibly get into Boise in 1884 as the grade was too steep, to hear them tell it. In the fall of 1887 the Morris Canal was started in earnest. It was pretty dull here then, and lots of men were idle. Many of them would have gone hungry before spring if they had been unable to get work, and the building of that canal was a godsend to them. Mr. Morris had a little wad, and he proposed to scatter seeds of kindness where they would do the most good. He employed all the men and teams he could get and appointed Virgil Lamb as his timekeeper. Lamb at that time lived on the corner where the great six-story Kerr Hardware Building is being put today. He could not see to write very well in the evening,

and being a near neighbor, he used to come down and have me make out his time checks.

Mr. Morris crowded work on the canal as fast as possible, but it was not finished until 1888, and he did not live long enough to reap any benefits from his hard labor. At the time Mr. Morris started that canal, he did not dream and could not possibly realize, that he was sowing the seed and laying the foundation to made Idaho one of the biggest little empires of any state in the Union, but that canal was the starter of what Idaho is today.

William B. Morris passed away August 23, 1887. His funeral was the largest ever held in Boise, and the floral offerings were the finest I ever saw. His friends here and all the employees of the Northwestern for 100 miles around were in attendance, and it was one of the saddest funerals I ever witnessed.

Concluding Remarks

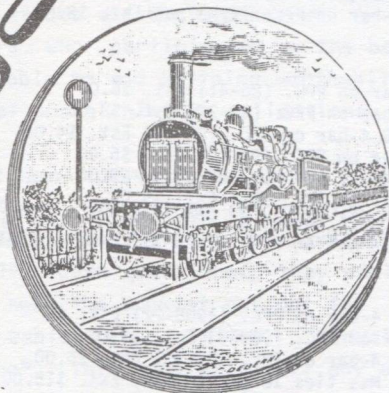
In conclusion, dear reader, I hope you have not gone to sleep over my long article, which I trust has not been too tiresome. Although I realize I am no wri-

ter, but just an old foggy in my dotage. I was 10 years old before matches were made, and burned tallow dips and lard in a cast iron saucer with a rag for a wick. There were no free public schools in my day. My last "skule" days were in Chicago. Sam Bennett was my teacher, and the school was at State and Madison streets. It was during the years 1842-43. I was the chief dunce in the school, having an impediment in my speech, my mouth balking whenever I wanted to say anything, so I was not allowed to get up on the floor with the class. I never could learn anything; I was always too much taken up with pretty girls, which I thought were the prettiest things on earth except a full-rigged ship. I still hold that opinion today, except in regards to the ship.

I have endeavored to give a brief history of the up builders and pioneers of southern Oregon and Idaho, but I cannot remember the names of more than one out of a hundred of my old friends.

J. H. TWOGOOD

August, 1910.



Postal History – Scripophily

Ernest S. Peyton
Beverly G. Peyton

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BIDS CLOSE: JANUARY 31, 1986 10 PM Pacific

STANDARD AUCTION RULES APPLY

ALASKA

- 01 ALATNA, 1930, VG Ty1 on UX27. (1925-38). Est. \$15.
- 02 AKULURAK, 1929, G (overstruck) Ty1 on UX27. Est. \$12.
- 03 AKUTAN, 1929, VG Ty1 on UX27. Est. \$12.
- 04 BELKOFISKY, 1930, VG Ty1 on UX27 (1921-51). Est. \$15.
- 05 CAPE POLE, 1953, F Ty1 on FFC. (1949-53). Est. \$12.
- 06 CHATHAM, 1932, F Ty1 (Doane) on UX27 w/closed tear.E.\$8
- 07 CROOKED CREEK, 1931, VG Ty1 on UX27. Est. \$8.
- 08 FRANKLIN, 1930, F Ty2 on ph.card. (1902-45). Est. \$8.
- 09 GOODNEWS BAY, c.1930, F Ty1 on UX27. Est. \$12.
- 10 HAWK INLET, 1932, VG Ty1 on UX27. (1913-66). Est. \$10
- 11 IGIUGIG, 1938, F magenta Ty1 on FFC. (1934-54). E. \$8.
- 12 IGL00, 1938, F Ty2 on FFC. (1935-52pd.) Est. \$8.00
- 13 KIMSHAN COVE, 1936, F Ty1 on FFC. (1930-51). Est. \$10.
- 14 McKINLEY PARK, 1929, G magenta Ty2 on GPC. Est. \$8.
- 15 NABESNA, 1937, F Ty1 on FFC. (1934-42). Est. \$15.00
- 16 PILGRIM SPRINGS, 1935, VG Ty1 on FFC. (1924-41). Est. \$10
- 17 POORMAN, 1938, G Ty1 on FFC. (1915-43pd). Est. \$6.00
- 18 STUYAHOK, 1939, VG Ty1 on UX27. (1922-40). Est. \$12.
- 19 TAKU HARBOR, 1931, F Ty1 on UX27. (1912-45). Est. \$10
- 20 TOKEEN, 1930, VG Ty2 on GPC. (1909-38). Est. \$15.00

CALIFORNIA

- 21 AGER, 1913, G 4-bar on PPC. (Sisk. 88-40). Est. \$4
- 22 BESWICK, 1911, F 4-bar on PPC. (Sisk. 82-47) Est. \$5
- 23 BETTERAVIA, 1905, VG Doane on PPC. (S.Barb. 00-70). E.\$4
- 24 CASA VERDUGO, 1913, F 4-bar on PPC. (LA 06-13). Est. \$8
- 25 CORAM, 1911, VG 4-bar on PPC. (Shasta 06-22). Est. \$9
- 26 FORT JONES, c.1880, VG cds on cvr w/3c bnknote. Est. \$30
- 27 GRAHAM STATION, 1914, G 4-bar on PPC. (LA 1911-18) E. \$10
- 28 HAPPY CAMP, c.1880, VG cds on cvr w/3c bnknote. Est. \$30
- 29 KIMBERLY, 1911, VG 4-bar on PPC. (Sisk. 1907-13). Est. \$8
- 30 MARTINEZ, 1858, VG cds ties #11 to folded ltr headed "Baypoint". Est. \$30.00
- 31 PINCHOT, 1910, VG 4-bar on PPC. (LA 1908-11). Est. \$15.

COLORADO

- 32 DAYTON, 1908, F bold Doane on PPC. (1897/1911) Est. \$30
- 33 PARLIN, 1910, VG 4-bar on PPC. Est. \$4.00
- 34 PEARL, 1909, VG Doane on PPC. (89-19). Est. \$25.00
- 35 PEORIA, 1910, VG 4-bar on PPC. (1906-14). Est. \$30.
- 36 POWDER HORN, 1909, VG 4-bar on PPC. Est. \$4.00

FLORIDA

- 37 BERMONT, 1912, F 4-bar on PPC. DPO. (Charlotte) Est. \$8
- 38 ORMOND, 1904, G cds on PPC. DPO. (Volusia). Est. \$4.00
- 39 TAYLORVILLE, 1907, VG 4-bar on PPC. DPO (Lake) Est. \$15.
- 40 WOODROW, 1916, VG blue 4-bar on cvr. DPO (Lee) Est. \$10.

IDAHO

- 41 CLARA, 1911, VG 4-bar on PPC. (1903-13). Est. \$25.00
- 42 GILMORE, 1910, VG 4-bar on PPC. DPO. Est. \$8.00
- 43 KIDDER, 1906, F Doane as rec'd mark on PPC. (04-10).E.\$6
- 44 KIPPEN, 1908, VG Doane on PPC. (96-09) Est. \$25.00
- 45 ONEIDA, 1910, G lite 4-bar on PPC. (78-12) Est. \$10.00
- 46 SINCLAIR, 1920, F 4-bar on PPC. (1914-33) Est. \$20.
- 47 SUNNYDELL, 1914, F 4-bar on GPC. (1900-21) Est. \$20.00
- 48 WENDELL, 1909, F 4-bar on PPC. Est. \$3.00

NEBRASKA

- 49 BARADA, 1910, VG 4-bar on PPC. (77-63) Est. \$3.00
- 50 HARMONY, 1911, F 4-bar on PPC. (1908-25) Est. \$12.
- 51 MARION, 1916, F 4-bar on PPC. (1902-53) Est. \$5.00
- 52 MARTINDALE, 1912, F 4-bar on PPC. (1910-16) Est. \$25.00
- 53 OREN, 1907, VG 4-bar on PPC. (1906-19) Est. \$12.00

NEVADA

- 54 FALLON, 1905, F Ty 1 Doane on cover. (Only reported example of this postmark on cover) Est. \$40.
- 55 KENNEDY, 1905, VG cds on cover. (92-17) Est. \$50.00
- 56 RHYOLITE, 1908, VG Doremus on cvr w/BULLFROG BANK cc. E.\$20
- 57 ROSEBUD, 1907, F 4-bar on cvr opened ruffly into Mine cc. (Humboldt 1907-09). Est. \$150.00
- 58 SODAVILLE, 1910, F 4-bar on PPC. (82-17) Est. \$25.00
- 59 SULPHUR, 1934, F 4-bar on cvr.(no flap)(1910-43pd.) E. \$15
- 60 WILLOW POINT, 1909, F 4-bar on cvr.(uneven @ rt. not into stamp or pm) (1908-10) Est. \$90.

NEW MEXICO

- 61 LANARK, 1908, VG Ty 1 (Doane) on PPC. Est. \$20.
- 62 MESILLA PARK, 1909, G Ty9 on PPC. Est. \$6.00
- 63 TAIBAN, 1907, F Ty1 (Doane) on PPC w/minor crease.E.\$15.

NORTH DAKOTA

- 64 BLABON, 1908, VG bold magenta Doane on PPC. (00-57) E.\$5
- 65 CLEMENT, 1909, F cds & target on PPC. (88-44) Est. \$6.
- 66 DURKEY, 1910, F 4-bar on PPC. (1905-16) Est. \$12.
- 67 FAYETTE, 1910, G 4-bar on PPC. (98-56) Est. \$4.00
- 68 GIRARD, 1909, VG cds & target on PPC. (1901-09) Est. \$15
- 69 HARLEM, VG 4-bar on PPC. (87/12) Est. \$10.00
- 70 HELENA, 1908, G 4-bar on PPC. (82-12) Est. \$8.
- 71 HUME, 1912, VG red 4-bar on PPC. (1908-17) Est. \$15.
- 72 SILVERLEAF, 1911, VG 4-bar on PPC. (87-38) Est. \$6.
- 73 STAR, 1910, VG 4-bar on PPC. (98-11) Est. \$12.00
- 74 WIRCH, 1909, VG 4-bar on PPC. (1900-34) Est. \$6.00

OREGON

- 75 FOLEY SPRINGS, 1909, VG 4-bar on PPC. (84-40) Est. \$6
- 76 RAINBOW, 1935, F 4-bar on cover. (1924-37) Est. \$9.00
- 77 SAMPSON, 1907, F Doane on PPC. (98-12) Est. \$10.00
- 78 TIMBERLINE LODGE, c.1943, VG 4-bar on PPC(r.ph.Lodge)E.\$6
- 79 UNION CREEK, 1935, about G 4-bar on PPC.(1924-45) E. \$6
- 80 WINLOCK, 1911, F 4-bar on PPC. (11-37pd) Est. \$8.00

SOUTH DAKOTA

- 81 BEND, 1916, VG 4-bar on PPC. (86-41) Est. \$6.00
- 82 EALES, 1910, VG 4-bar on PPC. (95-20) Est. \$8.00
- 83 CHALKBUTTE, 1914, G 4-bar on PPC. (08-52) Est. \$4.00
- 84 ELLIS, 1911, F 4-bar on PPC. (93-42) Est. \$6.00
- 85 HARDING, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
- 86 JAMES, 1916, F 4-bar on PPC. DPO. Est. \$5.00
- 87 MAITLAND, 1906, F cds & target on PPC. (02-25) Est. \$8
- 88 PENVILLE, 1909, VF 4-bar on PPC. (1908-19) Est. \$15.00

WASHINGTON

- 89 CLAY CITY, 1909, G 4-bar on PPC. (1908-22) Est. \$8
- 90 OSO, 1910, VG 4-bar on PPC. (90-58) Est. \$5.00
- 91 PAHA, 1909, G lite 4-bar on PPC. (86-43) Est. \$6.00
- 92 ST. ANDREWS, 1910, Mss ties 1c gr. to PPC. Est. \$15.00
- 93 SLATER, 1908, VG 4-bar on PPC. (1906-19) Est. \$12.00
- 94 SOLDUC, 1913, G lite 4-bar on PPC(Resort) (1911-16) E.\$12
- 95 VEGA. 1913, VG 4-bar on PPC. (1904-57) Est. \$5.00

WYOMING

- 96 WIND RIVER, 1912, G 4-bar on PPC. (1905-44) Est. \$7.
- R.P.O.
- 97 SALIDA & OURAY, 1906, G (RPO not strk) on PPC.(957-M-3).E\$10
- 98 SEATTLE & KODIAK, 1917, G on PPC (X-48-b) Est. \$25.

RURAL STATIONS

- 99 ZENO POSTAL STA/CUMBERLAND, OHIO, 1909, VG dbl.circ 4-bar on PPC missing 1/2" LL. Scarce. Est. \$40.00

END OF SALE

THE EASTERN SECTION

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

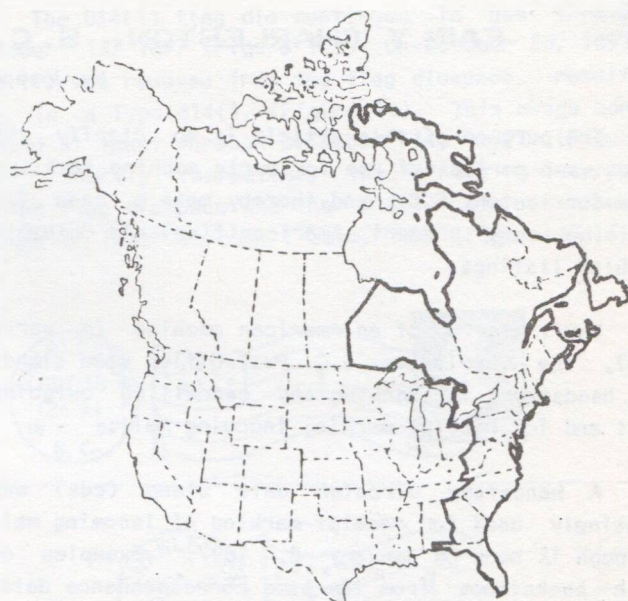
I want to apologize to any LA POSTA readers who were unable to find me at the SEPAD '85 show. With 356 frames (61 exhibits) to be judged, the panel required almost half the show to reach its decisions, finishing about noon on Saturday.

I did get a brief opportunity to talk to a few of LA POSTA's advertisers, and to search through their stocks and the stocks of a few of the 60 dealers who participated in the bourse, but sadly, was unable to add anything worthwhile to any of my several postal history collections.

I never cease to be amazed at the number of exhibitors who attend the judging critique and ask, in effect, "Why didn't my exhibit get a higher award?" When questioned, they admit that they have never seen the booklet put out for use by judges, and exhibitors, called "Manual of Philatelic Judging". This book will tell any exhibitor how to get a higher award. Prepare your exhibit so it matches what the judges are instructed to look for, and you'll get that higher award.

Remember: you can collect any way you please, but to win awards, you must exhibit by the rules.

The Second Edition is available from American Philatelic Society, P.O. Box 8000, State College, PA 16801. Price is \$6.00, postpaid.



This issue's Eastern Section is a series of similarities. Thanks to two of LA POSTA's readers, we have two specialized articles on machine cancels (and this is indicative of today's collecting habits), one by Joe Holleman, covering the early machine cancels at Charleston, S.C., the other by Bob McKain, discussing the Barry machine cancels at Pittsburgh, Pa. Regular readers of LA POSTA will remember Bob McKain, whose article on Fancy Cancels of Pittsburgh, Pa. appeared in the first Eastern Section (Oct.-Nov., 1984).

The second coincidence appears in two articles on "Station Cancels"—one discussing those of New York City, by Martin Margulis, the other being the second and final installment about those of Philadelphia, Pa.

Then, to balance the mechanical influence, there's an article by Harvey Teal, telling how an early mail contractor pledged his future income in order to buy a mule with which to carry out his mail contract.

There's not much in the pipeline for next issue, so please, send in your article, favorite cover, or whatever for inclusion in the Eastern Section.



AMERIPEX '86 will take place May 22 - June 1 at the O'Hare Exposition Center in Rosemont, Ill.

EARLY CHARLESTON, S.C. MACHINE CANCELS

by Joseph T. Holleman

The purpose of this article is to clarify the types and periods of use for early machine markings from Charleston, S.C., and thereby make a case for revising some present American(flag) and Columbia machine listings.

Until startup of an American machine in early 1897, the Charleston, S.C. Post Office used standard handstamps for marking and cancelling outgoing mail and for receipt-marking incoming mail.

A handstamp circular date stamp (cda) was routinely used for receipt-marking of incoming mail through 12 noon on January 8, 1897. Examples of such backstamps from the same correspondence dated January 3, 4, 7 and 8 are shown in Figure 1.

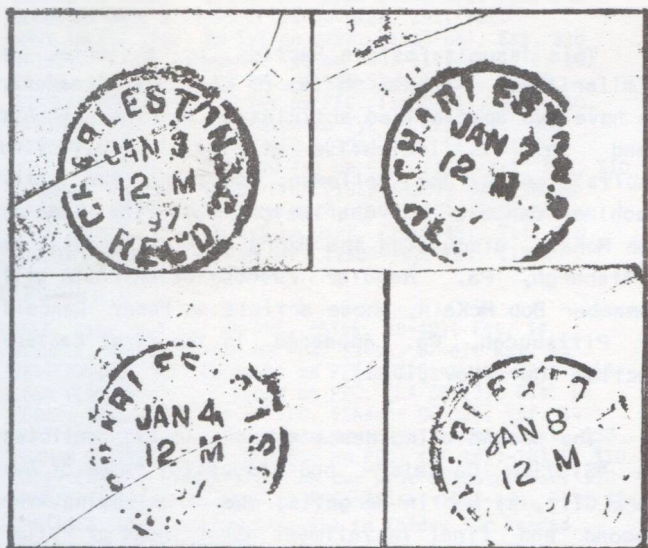


Fig. 1. Charleston handstamped backstamps

On Friday, January 8, 1897, at 10:30 p.m., the earliest recorded strike from the newly installed American machine occurred. The strike, a Type "B" dial only, used as a receipt marking, is shown in Figure 2. While probably not apparent in the illustration, the strike is exceptionally fine and sharp, indicative of a brand new die.

On Monday, January 11, 1897, the first recorded strike of Charleston's complete flag cancel, Type B14(1), occurred, and is shown in Figure 3.

The receipt marking showing Type B dial only, continued in use through 16 June 1899, as shown in Figure 4. On 17 June, the machine was also equip-

ped with an oval "RECEIVED 1" service marking die (Figure 5) which was used at least through December 19, 1899 (Figure 6). Some time between December 19 and December 22 (Figure 7) the oval service die was removed and use of dial only was resumed, with its last observed use on September 13, 1900 (Figure 8).

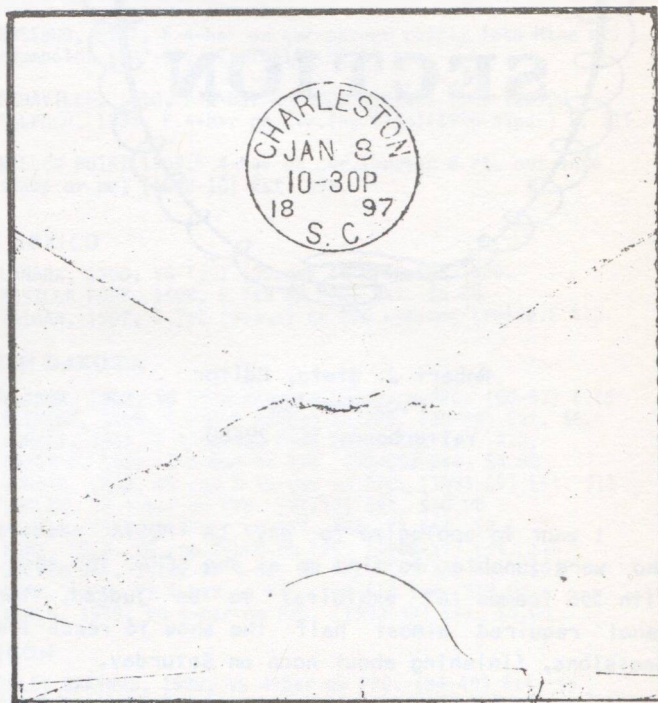


Fig. 2. Earliest recorded American machine marking (backstamp)

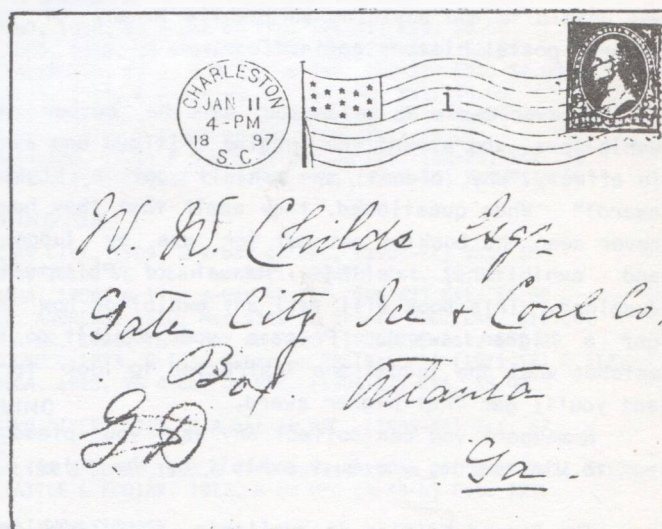


Fig. 3. Earliest recorded Charleston Flag cancel

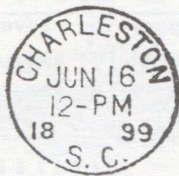
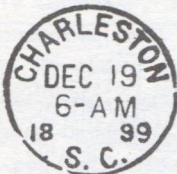
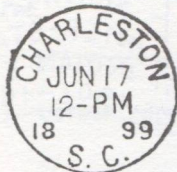
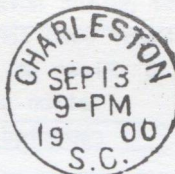
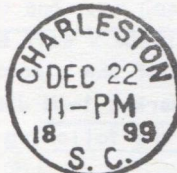


Fig. 4. "Dial only" backstamp in use from Jan. 8, 1897 to June 16, 1899.



Figs. 5,6. Oval "RECEIVED/1" backstamp used June 17 to Dec. 19, 1899.



Figs. 7,8. "Dial only" backstamp again used Dec. 22, 1899 to Sept. 13, 1900

No machine cancel study seems to be without its unanswered question, and this study is no exception. Figure 9 shows a "RECEIVED 1" oval used on May 7, 1900, and is an absolute maverick. In looking at hundreds of pieces of Incoming Charleston correspondence from the 1896-1902 period, this is the only example of the "RECEIVED 1" oval marking observed outside the period of June 17 to December 19, 1899.



Fig. 9 "The Maverick"

The B14(1) flag die continued in use through October 19, 1897 (Figure 10). On October 20, 1897, the (1) was removed from the flag diespace, resulting in a Type B14(), (Figure 11). This usage continued at least through December 14, 1897 (Figure 12). Shortly thereafter, the "1" was re-inserted in the flag diespace and the B14(1) die continued in use at least through 1 June, 1899 (Figure 13).

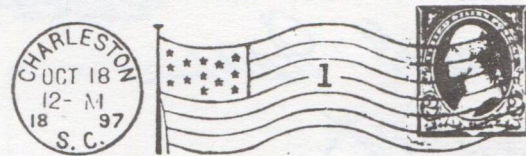


Fig. 10. The B14(1) Flag cancel was in use from Jan. 11 to Oct. 19, 1897

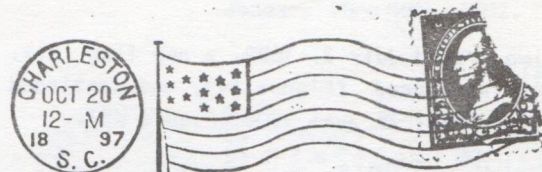
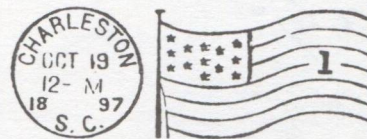


Fig. 11. On Oct. 20, 1897, the "1" was removed from the flag cancel

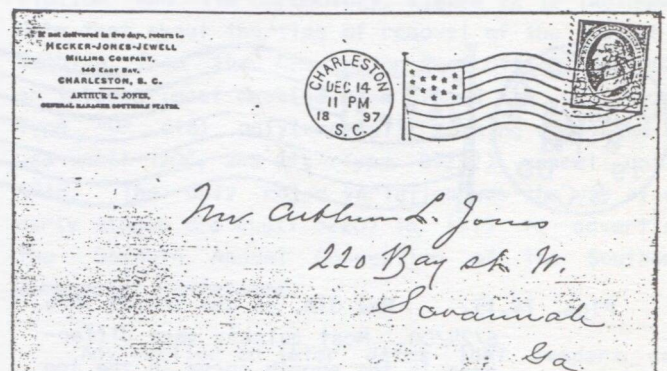
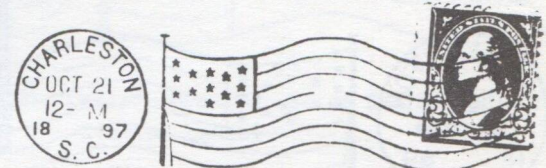


Fig. 12. Latest reported use of Flag die without "1" in diespace.

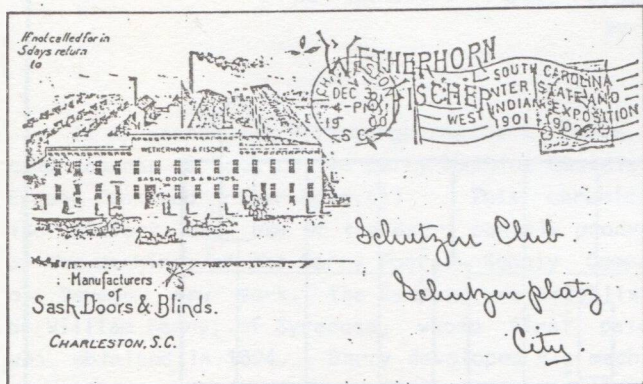


Fig. 17 Latest reported slogan: Dec.3,1900

In early December, 1900, a change of machines evidently occurred at the Charleston Main Post Office. No further strikes from an American machine have been found from the Main Post Office, but starting on December 13, 1900 (Figure 18), strikes are regularly found from a Columbia machine with a Type 1 die, continuing through 19 July, 1902 (Figure 19). It should be noted here, that while some early listings also attribute the use of a Columbia Type 2 cancel to Charleston, this is believed to be in error. In looking at thousands of covers to and from Charleston during this period not a single Type 2 marking has been found.

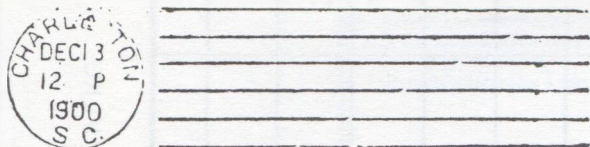


Fig. 18. Earliest reported use of Columbia machine.

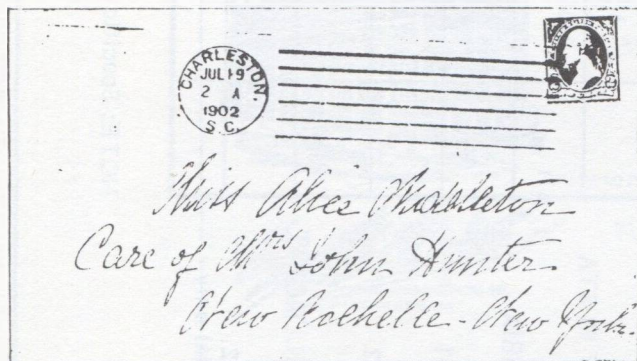


Fig. 19. Latest reported use of Columbia machine.

The remaining American flag cancel used in Charleston is that of the Post Office's "WEST INDIAN STATION" (Type B 27 W.I.STA.). This flag cancel was used from January through May of 1902, at the Post Office Department's exhibit at the South Carolina Interstate and West Indian Exposition in Hampton Park, in Charleston. Figures 20 and 21 show the earliest and latest usages that I have seen, however, I believe there were both earlier and later usages, which I hope readers will report to me.



Fig. 20. Exposition Station cancel in use January thru May, 1902.

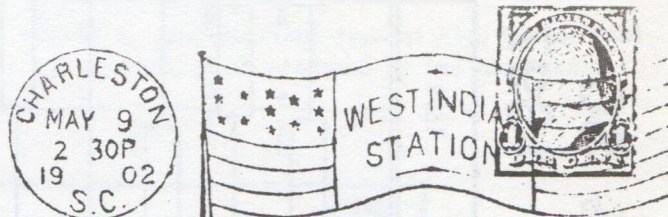
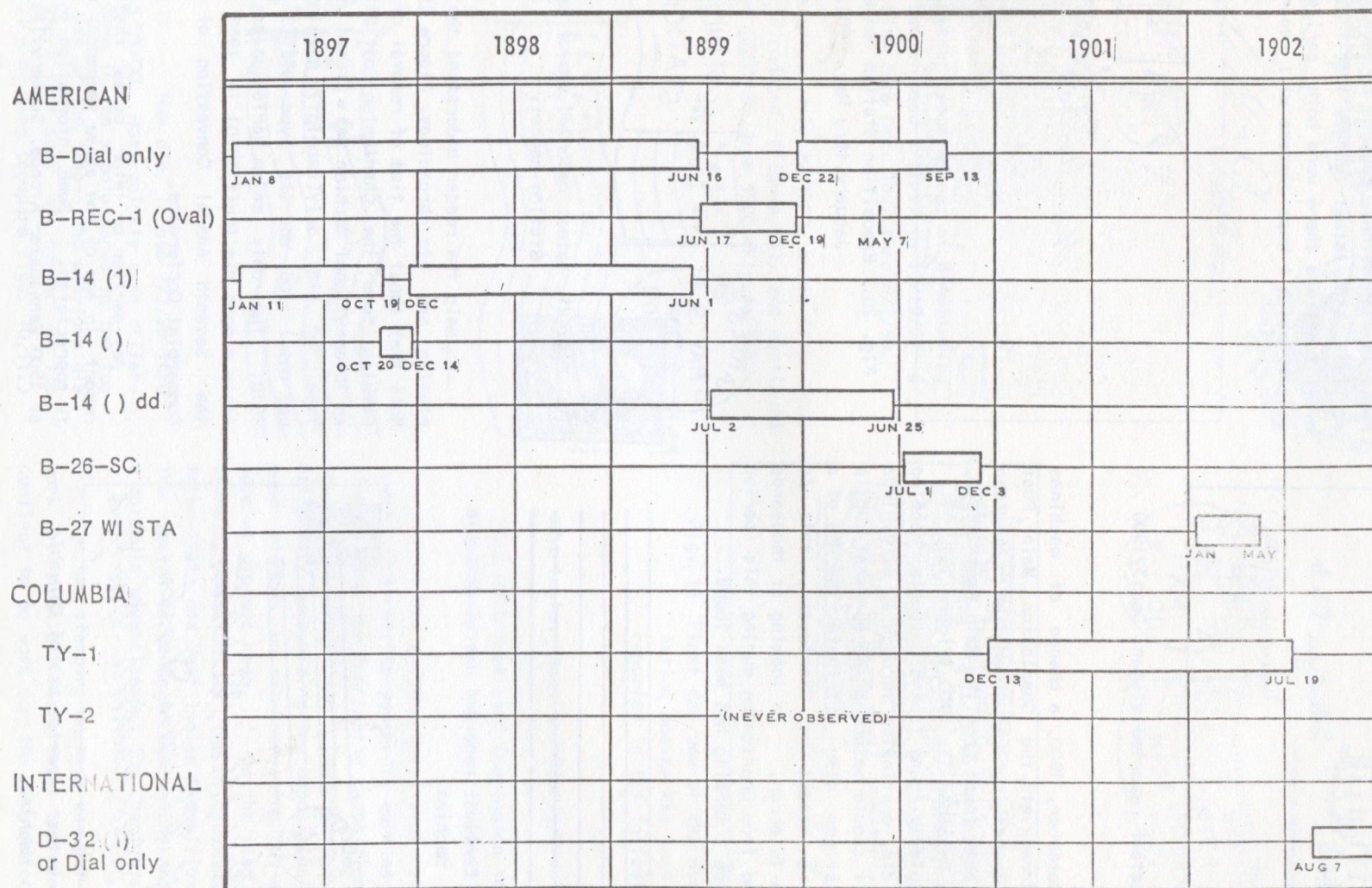


Fig. 21. Latest reported use of Exhibition Station cancel.

To help the reader understand the above description and its chronology, Figure 22 is included. Note that about the time of removal of the Columbia machine from the Charleston Post Office, in 1902, an International machine was placed in use. Its Type "D" dial only (receipt) marking continued in use until 1906, and its Type D32(1) cancel until 1918. The only major variation was the use of an early slogan die (Luff 5220) in 1915 to advertise the Seventh Annual Convention of the Southern Commercial Conference.

Any earlier or later dates that readers can report in any of the above sequences will be greatly appreciated. Send information to the author, at 1500 Wannamaker Avenue, Summerville, SC 29483.

CHARLESTON, SC MACHINE CANCELS 1897-1902



NOTE: Specific dates are EKU/LKU

Fig. 22

THE BARRY MACHINE CANCELS OF PITTSBURGH

by Bob McKain

In my search for Pittsburgh postmark types, I came across a book on the Barry Machine Cancels by Eugene Funk and Arthur Bond.(1) This chronicles the history and use of the Barry cancels produced by the machines of the Barry Postal Supply Company of Oswego, New York. The Company was established by William Barry, of Syracuse, whose first patent was obtained in 1894. Barry developed his machine at a time when the Post Office Department was encouraging inventors to develop better, more efficient power driven machines.

THE EARLY MACHINES

The Barry machines were not the first power driven machines to be used at Pittsburgh. Probably the first were the Goff-Hursy machines of 1871-72, although there is argument among machine cancel specialists as to whether or not these were true power driven machines. These were followed by the scarce Leavitt machine cancel known used only in December of 1879. The next machine cancels to make their appearance in Pittsburgh were the International machine cancels produced by the International Postal Supply Company of New York.(2) (Figure 1)

The Internationals made their first appearance in Pittsburgh in 1892 and continued until 1895. Their usage was resumed in 1900. The "Flag Cancels" of the American Postal Machines Company are not known in Pittsburgh until 1896.(Figure 2) These "Flag Cancels" were used from 1896 until 1900 with both numerals 1 and 2 in the die space.

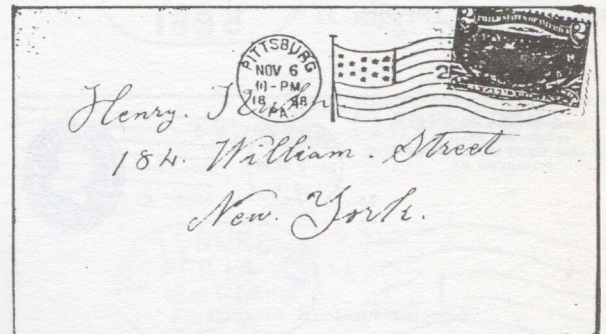


Figure 2. The earliest type of Flag Cancel used in Pittsburgh as produced by the American Co.

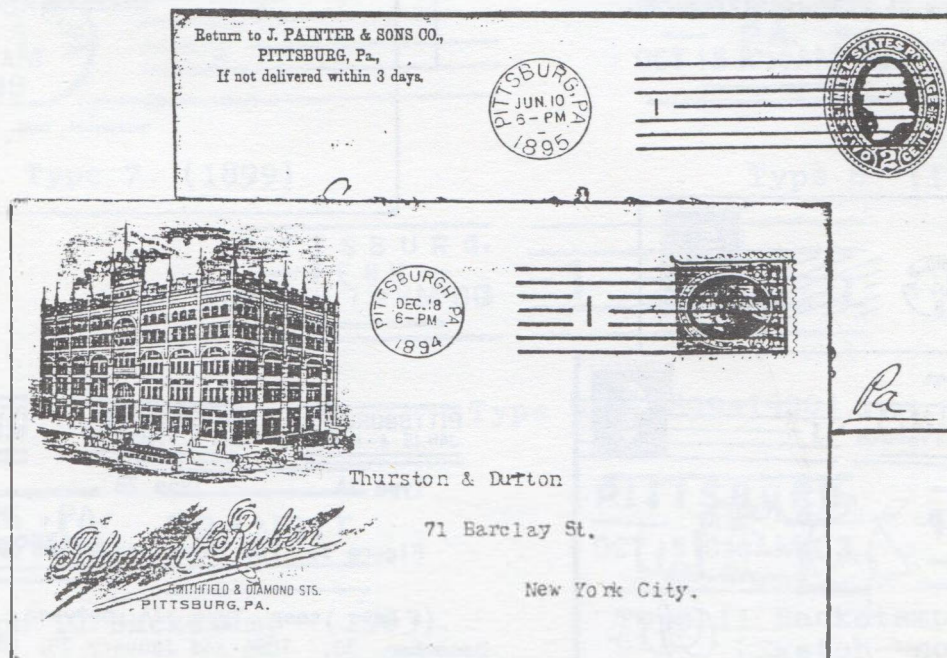


Figure 1. Typical straightline cancels as produced by the International machines in Pittsburgh, beginning in 1892.

THE BARRY MACHINES

The Postmaster General contracted in mid 1895 with Barry to supply 100 of his machines. The service provided by the Barry machines did not perform up to the standards set by the machines of the International Postal Supply Company, and by 1900, the contract was reissued to International. Having been replaced by superior machines supplied by both International and American in the larger cities, the Barry's began to be phased out at about that time. Except for the scarce backstamps, the Barry machines at Pittsburgh were replaced in early 1901. By about 1909, the remaining Barry machines were supplanted by those of the Time-Marking Machine Company. (Figure 3)

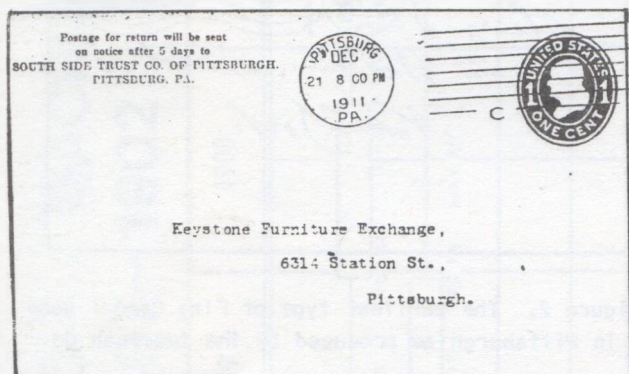


Figure 3. A typical marking of the Time Marking Machine Company as used in Pittsburgh.

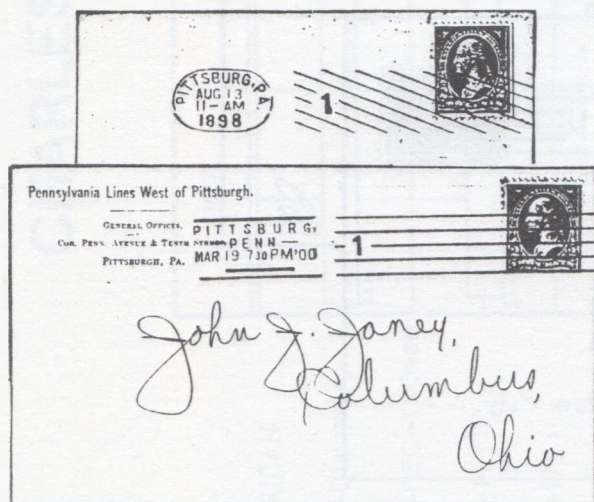
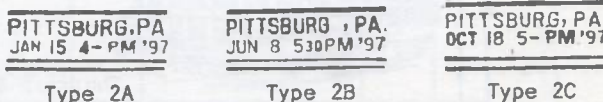
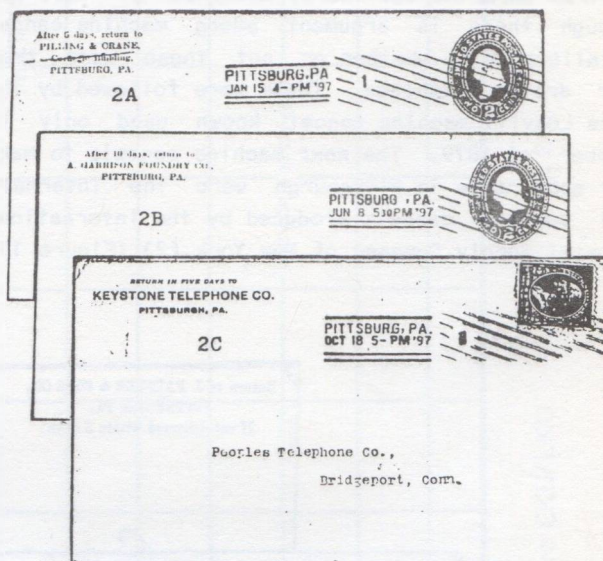


Figure 4. Typical Barry markings used at Pittsburgh.

Barry machines are known to have been used at 146 post offices in 129 American cities and, in 1900, at the U.S. Postal Station at the Paris, France, Exposition. The first slogan cancel used in the United States appeared at the Buffalo, N.Y. post office in July 1899, on a Barry machine. It advertised the Pan-American Exposition.

Barry postmarks may be identified generally in three modes; circles, ovals, and straight lines. Pittsburgh used only the oval and straight line types (Figure 4). The "killers" consisted of either diagonal, straight or wavy lines and were intermixed with the postmark types as can be seen in the accompanying Table 1.

The only major variety that I have seen is shown as Figure 5, and fits into the Type 2 category. They shall be called Types 2A, 2B, and 2C.



Type 2A

Type 2B

Type 2C

Figure 5. The three varieties of Type 2.

I have seen Type 2A between the dates of December 30, 1896 and January 28, 1897. It can be categorized as having no space between the "G" of "PITTSBURGH" and the comma, thus: "G,". There is also no period after "PA".

TABLE 1

THE BARRY MACHINE CANCELS OF PITTSBURGH, PENNSYLVANIA

PITTSBURG, PA.
MAY 9 430 PM '96



Type 1 (1895-1896)

PITTSBURG, PA.
JUN 9 630 PM '97

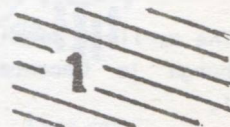
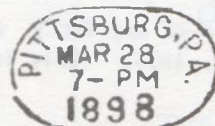


Type 2 (1896-1899)

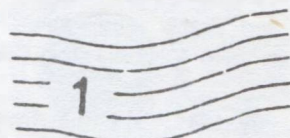
PITTSBURG,
— PENN —
DEC 22 1- PM '97



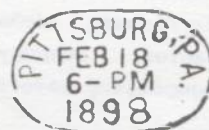
Type 3 (1897-1898)



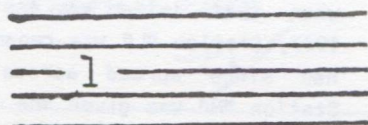
Type 4 (1898-1899)



Type 5 (1898)

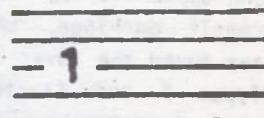


Type 6 (1898)



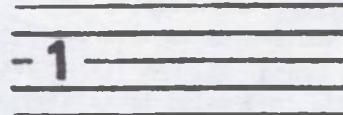
Type 7 (1899)

PITTSBURG,
PA.
OCT 15 1030 AM '00



Type 8 (1899-1901)

PITTSBURG,
— PENN —
MAR 19 730 PM '00



Type 9 (1899-1900)

PITTSBURG, PA.
AUG 23 530 PM '03

TRANSIT

Type 10 Backstamp (1903)

PITTSBURG,
PA.
OCT 15 1030 AM '03

TRANSIT

Type 11 Backstamp (1903-1904)
(Sketch--not seen)

Type 2B has been observed between the dates of June 4, 1897 and October 2, 1897. Here we find a distinct space between the "G" of "PITTSBURG" and the comma, thus: "G," and there is always a period after "PA". Perhaps some reader can close the gap between the January 1897 latest use of Type 2A and the June 1897 earliest use of Type 2B.

Type 2C goes back to the "no space between "G" and comma" mode, but the letters are not as tall as those of Type 2A, and there is a period after "PA". Type 2C has been observed from October 18, 1897 on.

The earliest known use of any Barry cancel at Pittsburgh is December 7, 1895. This is a Type 1 cancel.

Two types of Barry cancels are known used in Allegheny, Pa., once an independent city, but since 1911, known locally as the "North Side" and today a station of the Pittsburgh Post Office. In addition, Barry cancels are also known from the following Pennsylvania cities: Harrisburg, Johnstown, Oil City, Philadelphia, Scranton, Sunbury, Warren, Wilkesbarre and York, encompassing several types.

In regards to scarcity, suffice to say that machine cancel collecting in general is a virtually untapped field, except for a small group of specialists. In regard to the Barry cancels of Pittsburgh, none appear to be hard to come by, except the transit markings, which are extremely scarce. I have found the oval postmarks with wavy killers (Types 5 and 6) to be less common than the other types of postmarks.

I would be interested in receiving updates on new types, and date extensions on all types, and especially Xerox (or similar) photocopies of the two transit types. I would also be interested in hearing from anyone, in care of Box 135, Lake Oswego, OR 97034, who is interested in cataloging the postmark types used in the city of Pittsburgh, its branches and stations.

Sources:

1. BARRY MACHINE CANCELS by Eugene M. Funk and Arthur H. Bond, published by U.S. Cancellation Club, Box 286, Bonsall, CA.
2. THE INTERNATIONAL POSTAL SUPPLY COMPANY of NEW YORK, Catalog of Machine Markings 1888-1910 by Reg Morris, published by Machine Cancel Forum.
3. MACHINE CANCEL FORUM, Box 98, Greenbelt, MD.
4. U.S. MACHINE POSTMARKS, 1871-1925, 2nd Edition, by R.F. Hanmer, P.O. Box 614, Wallingford, CT.

THE LETTER STATION CANCELS OF NEW YORK CITY

by Martin Margulis

In 1857, in order to meet the needs of a growing population and business community, New York City opened six branch post offices; Stations A, B, C, D, E and F. Another letter post office was opened in 1862- Station G.

In addition to these post office branches, there were post offices in the villages of Harlem (1808-63), King's Bridge (1839-63), Manhattanville (1850-63), Washington Heights (1852-63) and Yorkville (1849-63). The village of Harsenville also had a post office for two years (1861-63).

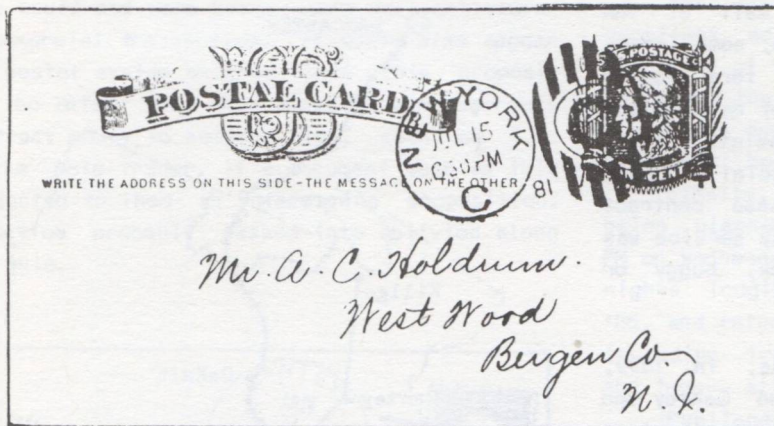
On July 1, 1863, these villages were annexed to New York City and their post offices, now part of the New York City Post Office, were assigned letters: Harlem- "L", Manhattanville- "O", Washington Heights- "M", Yorkville- "H", and Harsenville- "J". The post office at King's Bridge was closed for two years and then moved across the Harlem River into Westchester County, Town of Kingsbridge.

By 1947, all the letter post offices had been either closed or given names. "A" was renamed Prince; "B", Knickerbocker; "C", Village; and "D", Cooper; "E" was closed in 1914; "F" became Murray Hill. Station "O" was closed from 1877 to 1890, when that letter was assigned to Old Chelsea. In 1947, Station "L" was renamed Triborough. Harlem had since spread across the island of Manhattan. Station "M" was given the name of Audubon; Station "H" was named Cathedral, and Station "G" named for its Radio City location. All of the branches mentioned are still in operation.

In Volume II of his "The United States Two Cent Red Brown of 1883-87", Edward L. Willard has illustrated several "ellipse cancellations" used by the New York City Stations. The author has identified the various types illustrated by Willard, and added a couple more to come up with the following types of Letter Station Cancels used at New York City, roughly 1881-93.

Type	Willard#	cds	dia.	Killer	Bars	Letters
1	1244	23 mm	27 x 19	V	A - M, P,R,S,T	
2	none	23 mm	28 x 16	V	"D"	
3	none	25 mm	28 x 16	V	"F"	
4	1248	23 mm	29 x 18	V	A - M, P,R,S,T	
5	1247	23 mm	29 x 18	H	A-H, J-N, P, R	

LETTER STATION CANCELS OF NEW YORK CITY

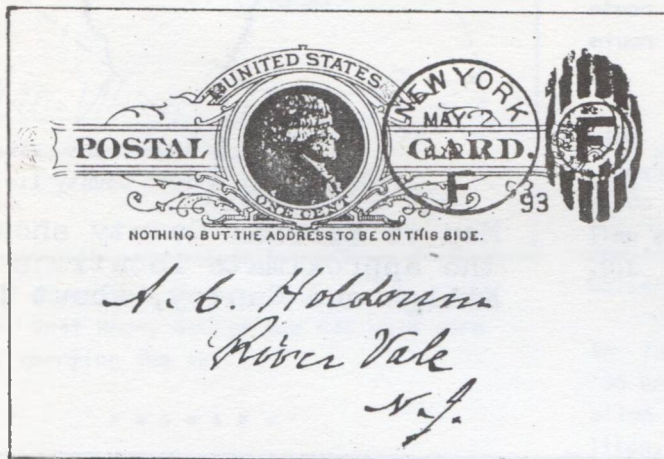


Type 1: 23mm cds; 'killer' with vertical bars
'killer' is 27mm x 19mm



Type 2: 23mm cds;

'killer' with vertical bars
'killer' is 28mm x 16mm

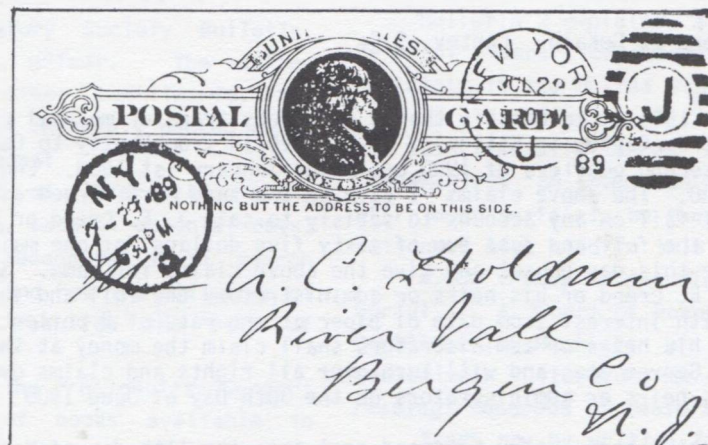


Type 3: 25mm cds; 'killer' with vertical bars
'killer' is 28mm x 16mm



Type 4: 23mm cds;
no year date;

'killer' with vertical bars
'killer' is 29mm x 18mm



Type 5: 23mm cds 'killer' with horizontal bars
'killer' is 29mm x 18mm

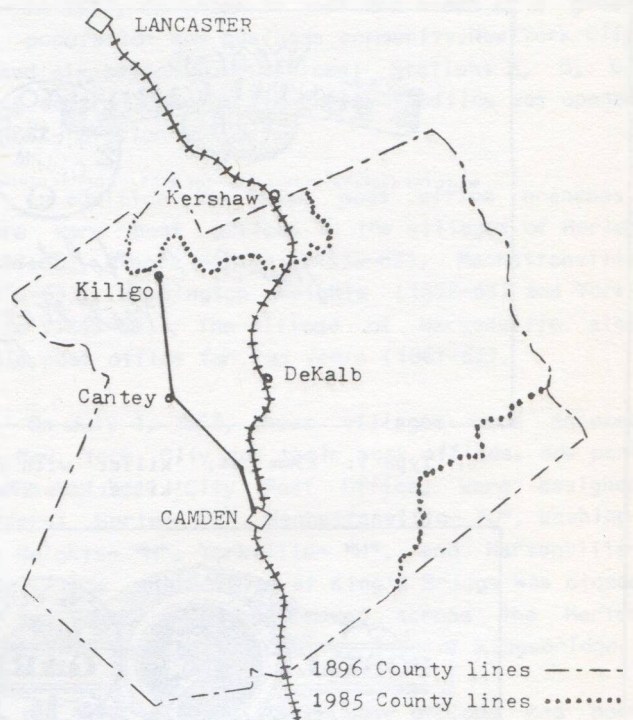
MULES AND MAIL

by Harvey S. Teal

When one explores the movement of mail at the outer extremities of the postal system, some interesting information surfaces. By the term "outer extremities" I refer to the delivery of mail on the contract routes servicing the small hamlets, towns and villages in rural America and especially during the horse and buggy era. On many of these contract routes between post offices, no railway service was available and mail moved by horseback, buggy or wagon.

In Kershaw County, South Carolina, in 1899, there were two small villages named Cantey and Killgo, located approximately nine and eighteen miles, respectively, northwest from the more prominent town of Camden. One Henry George held contracts to transport the mail on contract route #20217 from Cantey to Killgo and on contract route #20218 from Cantey to Camden.

It seems that Henry was in need of a mare mule to transport the mail or for some other purpose. In any event, he bought a mule and put up as collateral, the money he was to receive from his mail contracts. The text of his contract with J.C. Creed, the "mule trader", is carried below.



Map of Kershaw County showing the approximate locations of Killgo and Cantey, about 1896

Office of J. E. Creed,

Cantey, S. C. _____ 189

Branch Store at DeKalb. Cantey, S C.

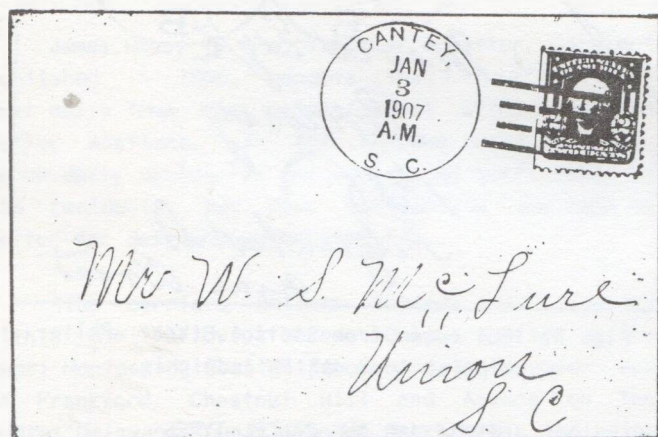
March 11th 1899,

this is to certify that I do hereby transfer my mail claims, per route, #20217 from Cantey to Killgo's, S. C., #20218 from Cantey to Camden, S. C. for the first and second quarters of 1900 beginning January 1st 1900. Ending on the last day of June 1900. The above claims I give to the said J. E. Creed as claim on one mule. Should I fail on any account to satisfy to said J. E. Creed or his heirs or administrators the full and just sum of sixty five dollars for one mair (mare) mule of which I have this day bought and give the above claims for same. Should I not pay to the said J. E. Creed or his heirs or administrators the full and just sum of sixty five dollars with interest from date of paper at the rate of 8 percent then the said J. E. Creed or his heirs or administrators shall claim the money at the postoffice and I the said Henry George does and will turn over all rights and claims over to the said J. E. Creed his heirs or administrators on the 30th Day of June 1900

With witness I here set my hand and seal this the 11th day of March 1899.

Signed Henry George

This contract or agreement with the mule trader provides us today with information about who had the mail contracts on these two routes, how much he received in payment, and the fact that contracts could and were being used as collateral in a commercial transaction. It would also appear that the postal system entered into this proposition to the extent that they would give Mr. George's mail contract money to someone else, such as J.E. Creed, the mule trader, if a document such as this were presented to them— an interesting proposition. This practice probably passed into oblivion along with the mule.



A 1907 cover from Cantey, S.C. Do you think that Henry George and his mule were still carrying the mail?

HAVE YOU SEEN?

Empire State Postal History Society Bulletin, October, 1985, 10 pages, offset. The editor explains that because of other commitments, the issue is small, but he has certainly packed a lot of information into those pages!

There's a reprint of an interesting story about Jacob the Roman, who, back in colonial days, hired the post-rider of the Hudson Valley to search for his long lost love, and how the diligence of the post-rider eventually reunited the pair of immigrants.

Other features include the President's Corner; Society News; a listing of books available to members at a considerable discount; the "Trading Post" (free ads for members— mostly seeking specialist material for their collections); and a 100-lot Club Auction, with prices realized for the

last sale. ESPHS members are obviously willing to pay for good material, as I note realizations of \$105.00, \$72.50, \$55.00 (twice), \$31.00 (twice), and many others between \$10.00 and \$30.00!

The editor's "Clippings File" produces an excellent editorial by Jim Magruder, Editor and Publisher of "Stamp Collector" on how to join the "clique" that's running your local stamp club, and a humorous explanation provided by a postmaster to his postal headquarters, in answer to a complaint.

Finally, there's an announcement of a trip being planned to AMERIPEX '86. Leaving Albany late PM on Wednesday, May 21, flying to Chicago, four nights lodging in Chicago, four days at AMERIPEX '86, and return to Albany on Sunday night, May 25, including transportation, lodging, tax, gratuities, and fees— all for under \$300.00!

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

AMERIPEX '86 WORLD'S FAIR OF STAMPS

Bulletin 2 is now off the presses! This 40 page booklet, with many illustrations in color, is now available by writing AMERIPEX '86, 5944 West Montrose Avenue, Chicago, IL 60434, and asking for Bulletin 2.

Once every 10 years, the United States hosts an International Stamp Show. The upcoming AMERIPEX '86 has been classified by the International Federation of Philately (FIP) as a World Class Exhibition, and the United States Department of Commerce has declared that AMERIPEX '86 meets all the requirements of a "Fair". Therefore AMERIPEX '86 will truly be a "World's Fair of Stamps".

Bulletin 2 explains all about this "World's Fair of Stamps", celebrating 100 years of organized philately in the United States.

In a brief space, I can't begin to do justice to the fantastic array of philatelic treats that the AMERIPEX '86 committee is planning for you. It will most certainly be the biggest and best "International" ever held in this country!

4,000 frames of the finest collections in the world! A "Court of Honor" presenting great World Rarities! Meetings of most of the National Societies! Literature on display and available for reading! Hundreds of dealers! And much, much more!

Start now by writing for Bulletin 2. Then, put some money aside each week from now until next May, and finally, be sure to be among the thousands who will be thrilled by AMERIPEX '86!

THE LETTER STATION CANCELS OF PHILADELPHIA

Part II

by Robert J. Stets

EARLY STATION CANCELS

As of this writing, the earliest date of a Philadelphia "Station" marking is STATION C, Sept. 1, 1863, illustrated in Part I of this article. This marking was applied only 22 days after the latest reported use of the carrier marking "U.S. PENNY MAIL"

Beginning July 1, 1863, the carriers who staffed the Main Philadelphia Post Office and the outlying "Stations", were no longer paid a fee for delivering mail to the addressee, nor were the "collectors" paid a fee for taking mail to the post office. During the period from 1863 to about 1867, mail originating out of town, addressed to Philadelphia, and delivered by Philadelphia carriers, shows no carrier marking either on the front or back of the letter.

During the same period, mail for destinations outside the area served by the Philadelphia Post Office that was brought to the "Stations" by the "collectors", was apparently struck on the back of the envelope with a cancel indicating the Station where applied, the date, and the collection number. The stamp paying postage (on the front of the envelope) was apparently left uncanceled until the letter reached the main Philadelphia Post Office, where a duplex canceller applied the Philadelphia postmark and cancelled the stamp (Figure 4)

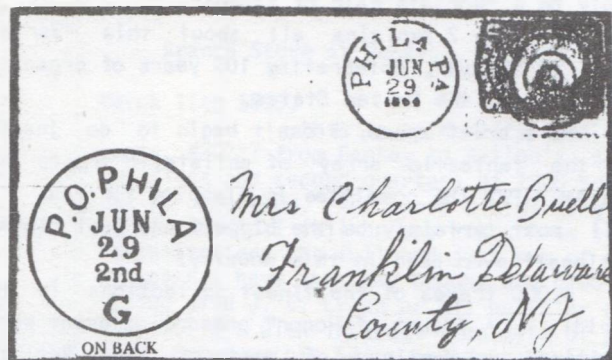


Fig. 4. 1864 cover originating in Germantown, with Type A Station "G" marking on back, Philadelphia G.P.O. cancel on stamp.

On letters to be delivered within the area served by the Philadelphia P.O. (postage 2c per 1/2

ounce) the stamp was cancelled by the "Station" cancel and usually, another station cancel was applied on the front of the envelope.(Figure 5)

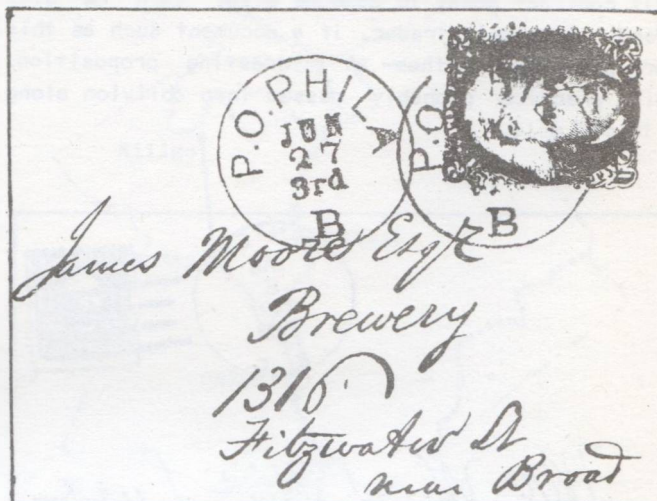


Fig. 5. 1864 cover from Station B(West Philadelphia) to South Philadelphia.

IDENTIFYING THE CANCEL TYPES

To identify the various types of cancels used at the Philadelphia Stations, I have assigned both numbers and letters. Cancels identified by numbers (Type 1, etc.) are those that have the word "STATION" in the cancel. Types identified by a letter (Type A, etc.) do not include the word "STATION", but do show a letter in the cancel. A separate chart accompanies this article, showing the various types, their approximate periods of use, and the Stations from which they have been reported. None of these markings are common, but the most elusive seem to be the "rural area" markings—Stations "L" through "Z".

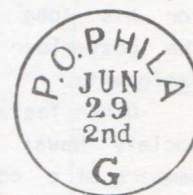
Earliest Station markings reported are Type 1 (1863-64), Type 2 & 2a (1864-69) and Type A (1864).



Type 1
1863-64



Type 2
1864-67



Type A
1864

HELP WANTED!

There are a number of stations that were operating during the 1863-67 period from which these markings have not yet been reported.

Readers are requested to check the backs of envelopes bearing 1863-67 Philadelphia postmarks to search for these unreported cancels. Please send photocopies of any unreported markings that you may find to the Eastern Section editor, indicating the year and date of use, where possible.

DELIVERY SERVICE IN 1865

James Rees, in "Footsteps of a Letter Carrier" published in 1866, reports that "Four mails are sent daily from the general post office to the letter stations. In the extreme rural sections, three daily deliveries are considered sufficient by the residents, but four collections are made of matter for delivery or mailing."

"The carriers deliver letters and papers within the following bounds: Delaware River on the east; Montgomery County line on the west; upper end of Frankford, Chestnut Hill and Andora on the north; Delaware County line on the south, including the old districts of Kensington, Port Richmond, Bridesburg, Frankford, Rising Sun, Nicetown, Germantown, Mount Airy, Chestnut Hill, Falls of Schuylkill, Manayunk, Leverington, Andora, Blockley, Belmont, Haddington, Hestonville and Kingessing. If thrown into a square, this would form a territory of about ten by fifteen miles."

Rees further reports that the area between the Delaware River and the Schuylkill River, generally south of Columbia Avenue, was served by the general post office and four stations-- A, C, D & K (this latter in Southwark, near 5th & Washington Ave). Station K was not assigned to Kensington until years later. (Station B was in West Philadelphia)

Rees reports that in 1865, this central area was served by 63 carriers, making 4 deliveries daily, and by 34 collectors, making 5 collections daily from the lamp post collection boxes.

In the outlying rural districts, Rees reports that six stations (E, F, G, H, I & B) employed 24 persons, making three collections and deliveries each day, in a crescent shaped area surrounding central Philadelphia.

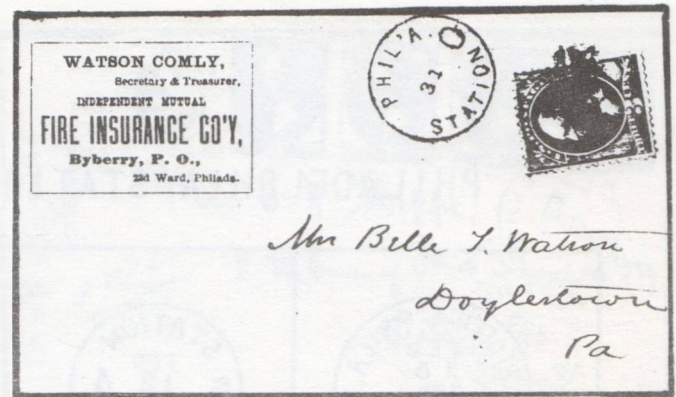


Fig. 6. A nice Type 5 marking from Station O (Byberry, in the extreme Northeast).

CHANGEOVERS IN 1867

Apparently Postmaster Walborn was satisfied with the improvements he had made during his five years as Postmaster of Philadelphia, as no further changes took place during his term, which ended in 1866.

Postmaster Hall succeeded Walborn, but it was Postmaster Henry H. Bingham, who replaced Hall in 1867, who presided over the final changes to the Philadelphia postal system.

August 19, 1867 was the fateful day that saw the final changeover from the old independent offices to the new Philadelphia Letter Stations, when the two post offices in what was formerly Bristol Township (Milestown and Olney) became Stations "T" and "W" respectively.

At the same time, all the remaining independent post offices in the northeast section of Philadelphia were brought into the station system.

These changes included: Tacony to Station "L"; Holmesburg to Station "M"; Torresdale to Station "N"; Byberry to Station "O"; Bustleton to Station "P"; Somerton to Station "R"; Oxford Church to Station "S" and Fox Chase to Station "V".

In order to avoid possible mixups, the letters J and Q were not assigned until years later (1895), therefore it is possible that the beautiful Station "J" marking illustrated in the book about the Allen Collection of Blackjacks, and a similar marking in the collection of Harry Yeager, came from a postmarker supplied by mistake to Station "I". The Station "J" markings are from August 1865 and

PHILADELPHIA STATION CANCELS 1863-1884

Type 1 1863-64	Type 2 1864-67	Type 2a 1864-69	Type 3 1867-70's
Stations A, B, C, G, H	Sta. A, B, C, D, F, J, K	Sta. A, B, C, D, E, F, G, H, K, O	Sta. A, C, D, E, F, G, K
Type 3a 1866-68	Type 3b 1868-80	Type 4 1870's	Type 4a 1877-82
Stations A, B, C, G, I	Sta. A, E, G, H, I	Sta. A, B, C, I, N, R, S, T, V	Sta. A, B, D, E, F
Type 5 1870's	Type 6 1875-76	Type 7 1873	Type 8 1869
Stations O, M, R, V	Station B	Station V (blue)	Station X (blue)
Type A 1864	Type B 1873-84	Type C 1870-76	Type D 1880-83
Stations B, C, G, H	Sta. B, E, G, I, L, V	Stations B, G	Stations B, E, F, G, H

September 1866, with the earliest Station "I" marking reported as July 1866. Apparently there was some period when both Station "I" and Station "J" markings were in use at Manayunk.

STATION CANCELS AS POSTMARKS

Although Station cancels have been reported cancelling the stamps on drop letters beginning in 1863, 1867 is the first year that station cancels have been reported as postmarks on the front of letters addressed to out of town destinations. Prior to that year, all station cancels reported on out of town mail have been on the back of the cover with the regular Philadelphia G.P.O. postmark used to cancel the stamp on the front of the envelope.

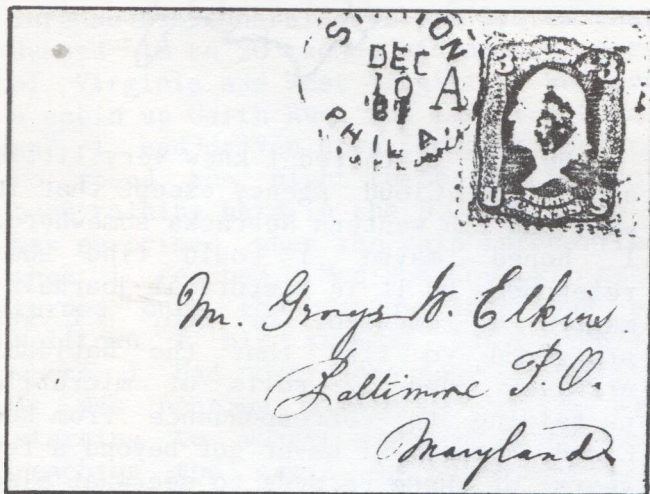


Fig. 7. Type 3a (with year date) STATION A postmark on front of cover in 1867.

FINAL DEVELOPMENTS-- 1869 AND LATER

In 1869, Postmaster Bingham expanded service in the northeast by opening two additional stations-- Station "X" in an area known as Verrees Mills, and Station "Y" in the Wheatsheaf area. In 1873, Station "U" was opened in Crescentville, and sometime before 1883 (as yet undetermined) Station "Z" was opened in the Falls of Schuylkill area, rather than in 1863, as previously reported (1).

CANCELS FROM RURAL AREAS

The areas affected by the changeovers in 1867 were still rural in character, and based on reports to date, probably did not cancel outgoing mail until well into the 1870's. Adding to the uncertainty is the fact that few of the covers reported to date can be identified as to exact year of use.

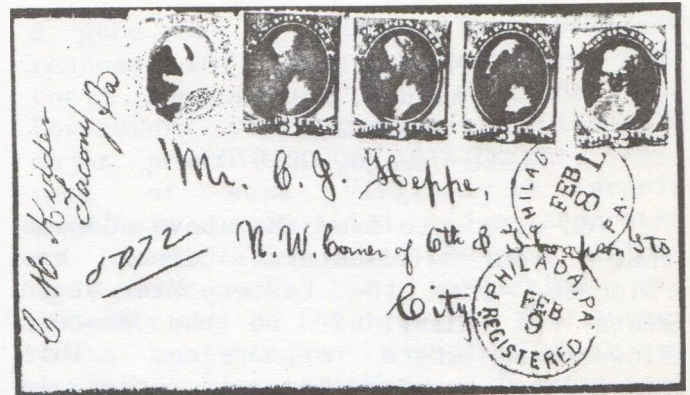


Fig. 8. 2c postage, plus a 10c Registry fee, with Tacony, Pa. return address, postmarked with a Type B Station "L" marking, Feb. 8, and bearing a PHILAD'A, PA./REGISTERED marking dated the following day. Reverse has a fancy date stamp "Feb. 9, 1878".

If any of my readers has a cover bearing the Civil War issue, or the 1869 issue, cancelled from any of the Stations, "L" through "W", please send a photocopy to the Eastern Section editor.

HAVE YOU SEEN?

Pennsylvania Postal Historian, Whole No. 76 (Nov.-Dec. 1985) 16 pages, 8 1/2 by 11, commercially printed on 11 by 17 inch paper, folded, stapled and punched to fit a 3-ring binder. President Joseph von Hake, who has filled in as interim editor, retires as president after four years in that post, and takes on the full time job as editor.

The greater portion of this issue is devoted to the second part of a study of the Postal Markings of Erie, Pa. (covering the period 1861 to 1899) by Thomas C. Mazza. The editor apparently chose not to retype the double spaced copy provided by the author, and though the pages look beautiful, with huge margins, the 13 page article would have filled only about 8 pages of LA POSTA's Eastern Section.

The other article appearing in this issue presents an interesting and unusual cover from Frankford, (Phila.Co.), Pa. in 1850, showing a handstamped "X" rate marking. The article is by Norman Shachat, whose name is familiar to LA POSTA Eastern Section readers.

Published bi-monthly by the Pennsylvania Postal History Society, Joe von Hake, editor. Information from John L. Kay, 329 Milne Street, Philadelphia, PA 19144.

THE MIDWESTERN EDITOR
Alan H. Patera
Box 2093
Lake Oswego, OR 97034

You will note from the above address that your Midwestern Editor has relocated from the Eastern Midwestern state of Maryland to the Western Midwestern state of Oregon. This represents a major change in career, in which I will be able to devote more of my time to researching, writing, and publishing postal history and local history on the areas I love best.

Of course, despite the many positive aspects of the move, it has not been kind to the organization of my files. With boxes stacked everywhere it will surely take a while to be able to find things.

Because of the disruption of preparing for the move I have shortened the Central section a bit. The remainder of the northern portion of Houghton County will appear in the February issue, along with several shorter articles.

There are people and things I will miss about not living in the Washington D.C. area, not the least of which are the libraries. The research resources there are staggering, and though I spent nearly 10 years pecking away at the postal records stored in the National Archives I have hardly made an appreciable dent in them. The locational sources of the Library of Congress Geography and Map Division are perhaps unmatched anywhere.

To compensate I have built up a sizable research library, consisting of books, magazine articles, photos, photocopies of cancels, even newspaper clippings. It's a good beginning, and I hope to add to it continuously.

The subject of sources for information is one that commands a lot of attention for postal historians. A problem came to me a few months back that caused me to delve into records of the Bureau of Indian Affairs, and has resulted in this issue's article on the Red Cloud Indian Agency.



Before I started I knew very little about Red Cloud Agency except that it was out in western Nebraska somewhere. I hoped maybe I could find some references to it in historical journals, maybe a document or two. I was staggered to find that the National Archives had 12 rolls of microfilm pertaining to correspondence from Red Cloud Agency; I never got beyond a few years of these records to see what else might be available.

The limited time I spent on these records did not resolve the problem, as you can learn from reading the article. But there were fascinating glimpses into the history of the place, and there was information pertaining to the problem, including a few references to postal matters. I had the feeling that if I delved deeper there would be more information, perhaps even an elusive answer.

The point is that postal history is not just covers and cancels, and can and should go far beyond locating information on the establishment and discontinuance of post offices or appointment dates of postmasters. The serious pursuit of postal history can lead one into many byways of research, tapping information sources not commonly considered, reaching into the very fabric of American historical documentation.

HOOD (VA) CENTENNIAL and

THE FLOODS OF WEST VIRGINIA

Your editor visited the post office at Hood, VA on the occasion of its centennial on November 4, 1985. It was a mild but rainy day. Postmaster Mary Hood baked a large cake and decorated it to commemorate the event. A reporter from the Madison Eagle came early to take photographs for an article. Those who chanced to stop by on post office business were cheerfully informed of the postal birthday and invited to have a piece of cake and cup of coffee.

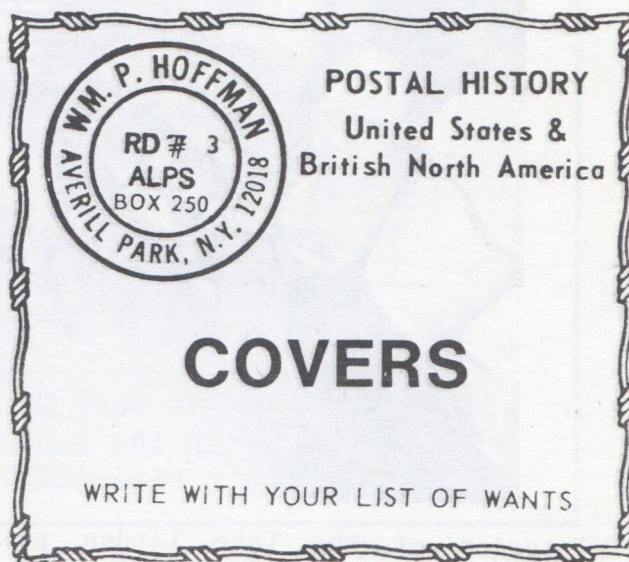
The rains that day were part of the intense but unheralded storm system that dumped 18 to 20 inches of rain on parts of Virginia and West Virginia. We have a cabin up Garth Run, not far from Hood, and I had driven down the night before to spend the night there. It had not been raining hard in the D.C. area, so I was surprised when the rain intensified when I reached Madison County. As I turned onto the narrow lane out of Wolftown I hit several large puddles where I had never seen puddles before. It was nearing midnight, and I was starting to wonder about my chances of reaching the cabin, as the gravel road crossed it at two fords on the way up. When I got to the first ford I knew there was no way I was going to cross that normally mild-mannered rivulet in a Chevette. Assessing my chances, I finally resolved to spend the night in the car. Next morning several pick-ups carrying hunters came up the road, looked at the raging torrent, and turned back. I learned that the road up the Rapidan to Graves Mill was closed by high water.

The reason I mention all this is that Graves Mill has a post office, and on this particular day it had no mail service. I don't know if it sustained any damage; quite possibly, as it sits not far from a small creek. But it was certainly not out of service for long, and in this respect was much more fortunate than post offices further west and north. Many towns in northeastern West Virginia were devastated, and I suspect that when the paperwork is done

a good many small post offices will not reappear. I know from local news that the communities of Albright and Rowlesburg were wiped out, including a major power station at Albright. This part of West Virginia is largely parallel, steep-sided ridges separated by narrow valleys, and the post offices and most of the population are concentrated in the valleys. The larger towns are frequently located where two streams come together. I have seen reports of extensive flooding from Marlinton in the south to Point Marion PA in the north. When the impact of this disaster on the postal system can be ascertained I will include a report on it in La Posta.

NEBRASKA

There have been lots of recent activity in Nebraska postal history. Bill Rapp has published Postal History of Nebraska. I have not seen a copy, but it will probably be an improvement over existing sources. The Dawes County Historical Society has been issuing a series by William A. Woodward which lists all the postmasters for every office that has operated in one county. To date 11 counties have been issued. For information write the society at Box 1319, Chadron NE 69337.

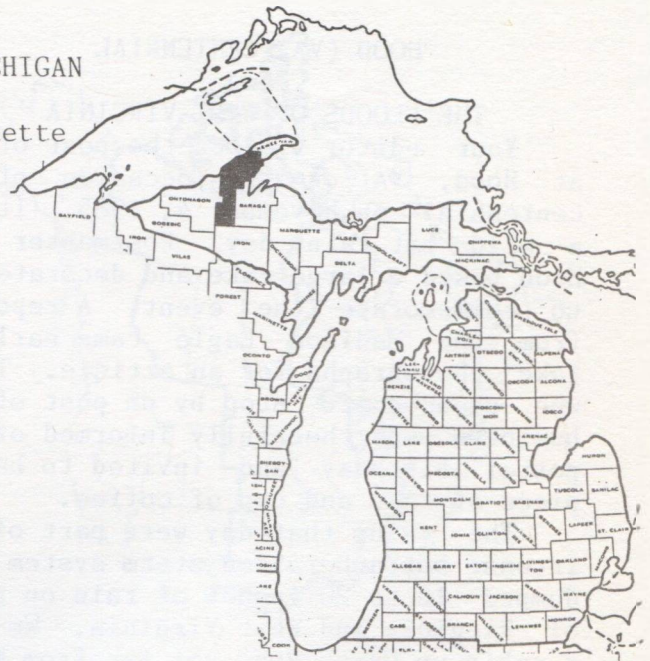


HOUGHTON COUNTY MICHIGAN
Part 2
by Clarence J. Monette

LAKE LINDEN

Just travel five miles south from Laurium on M-26 and you will come to the friendly village of Lake Linden. This community was first settled in 1851 and called Torch Lake City from its location near the head of Torch Lake. When the post office was established on July 23, 1868, it was called Linden Lake, which in 1882 was transposed into Lake Linden. History has it that the town and lake was named for the linden trees that lined the shores of the lake.

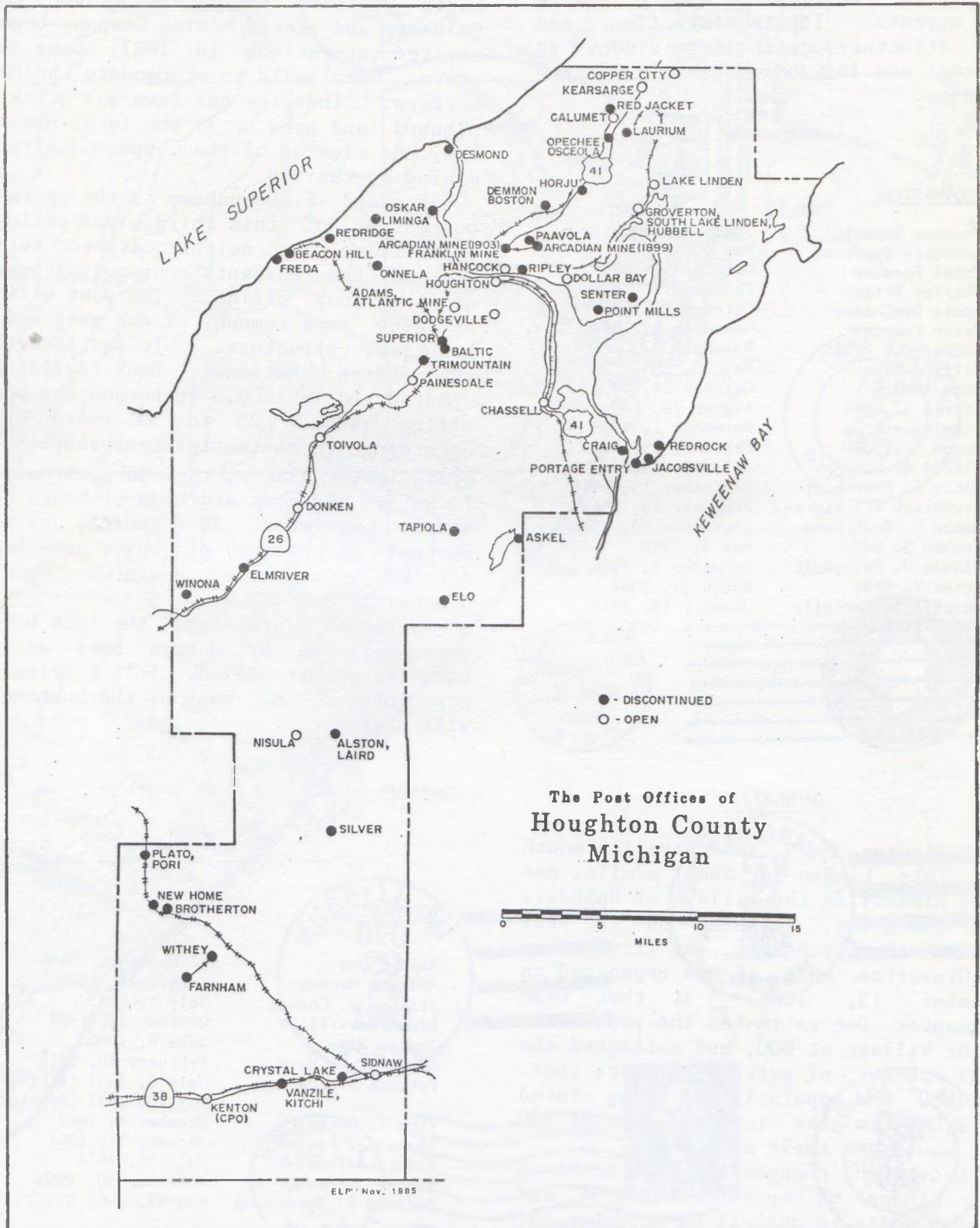
Prosper Roberts was the first postmaster. On the site location report for the post office Roberts estimated the population to be served at 250. For the first quarter of its existence the total receipts of the office were \$7.46, and the salary of the postmaster for the same period was \$2.28. The



total receipts of the office for the quarter ending June 30, 1882 were \$372.76, with the postmaster's pay for the period \$199.21. The post office was kept in the Lake Linden Drug Store by R. Rechtel, who was also the Clerk of Schoolcraft Township. It was a third



Interior of the Lake Linden post office in 1900, when it was located in the Sutton Building. The clerk is Miss Adele Ames. (G. Walton Smith collection).



class post office until 1937, when it was advanced to second class. House to house delivery was started in July 1952. The current building is located on the main street. It is a one floor, red brick structure, with large windows in the front and lock-boxes just inside the main door.

POSTMASTERS

Prosper Robert	June 23, 1868
Lawrence Saprenaw	May 10, 1870
Petal Parades	October 9, 1871
Charles Briggs	February 9, 1872
Louis DesChamps	October 5, 1875
Peter Prenian	November 4, 1885
Euchariste Brule	November 27, 1886
William Harris	May 28, 1889
John Amesse	October 24, 1891
Alfred A. Guck	August 29, 1894
John Amesse	November 1, 1898
Jacob Steffes	February 25, 1915
Alfred A. Guck	July 15, 1918
Harry E. Penninger	September 13, 1918
Frederick St. Pierre	February 29, 1944
Homer R. Beauchamp	September 30, 1944
Reuben S. Eddy	May 6, 1948
Claude G. Perreault	December 3, 1959
Peter V. Pini	March 31, 1961
Darrell L. Lancelle	January 18, 1979
LeRoy W. Codere	April 4, 1980

HUBBELL

Following M-26 and traveling south from Lake Linden for about a mile, one finds himself in the village of Hubbell. This community, situated on the west bank of the Torch Lake, was first known as Groverton when it was organized on November 13, 1886. At that time postmaster Dee estimated the population of the village at 600, and estimated the total number of patrons at twice that. By 1889 the populatio was being etmted at 2,000 in the town and another 500 that would get their mail there.

Groverton changed its name to South Lake Linden on September 15, 1894, and changed again to Hubbell on November 19,

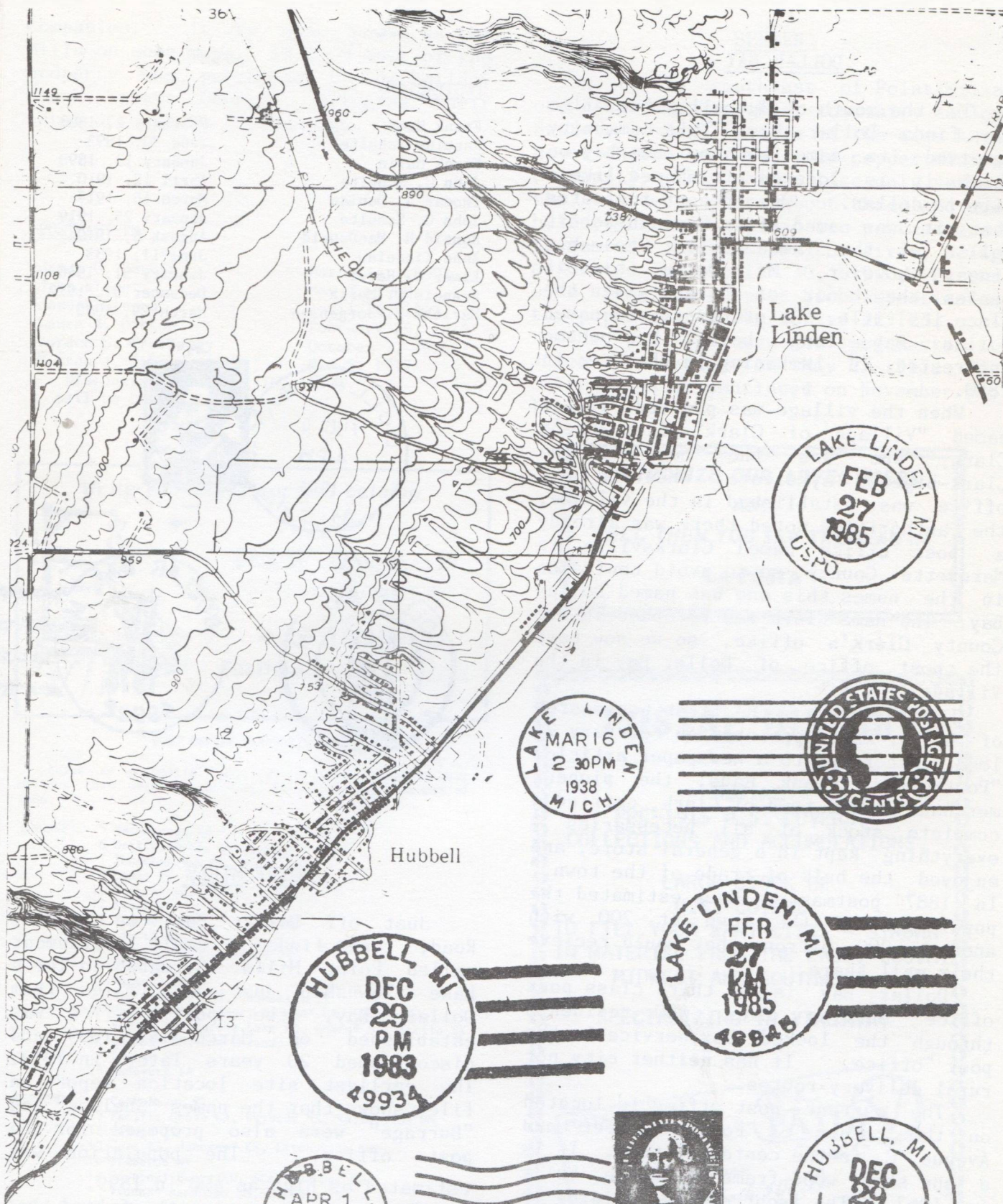
1903. The final name was to honor the Honorable Jay Abel Hubbell, a representative to Congress from the North District of Michigan. When the Calumet and Hecla Mining Company began smelter operations in 1887, homes and stores were build to accomodate the new workers. Thus the new town was quickly planned and grew until the fatal strike and the closing of the Copper Country's mining operations.

Bernard F. Beauchamp is the current postmaster of this third class office. The office has neither city nor rural routes; the residents rent postal boxes at the post office. The post office building is a remnant of the past and a beautiful structure. It was formerly the First National Bank Building, constructed in 1909. It became the post office about 25 to 30 years ago, according to postmaster Beaucahmp. The brass letter plates, the old combination locks , and rows and rows of boxes are almost artistic in their design. Several of the very old boxes have been donated to the Houghton County Historical Museum.

Several years ago, the lock boxes were replaced by modern ones as the building was remodeled. It's a friendly post office, as most of the customers will attest.

POSTMASTERS

Martin Dee	November 13, 1886
Modeste Manseau	August 21, 1889
William J. Conway	July 1, 1893
Edwin Trevillian	October 27, 1898
Joseph Wise	June 8, 1900
Margaret C. Hany	February 20, 1912
Patrick J. Scanlon	July 6, 1933 (Acting)
	May 15, 1933 (Appointed)
Vina T. Gerbe	October 1, 1943
Thomas J. Kaufman	January 31, 1944
Elmer Learmont	July 31, 1954
Alfred J. Pini	November 30, 1955
Bernard F. Beauchamp	May 11, 1962



USGS 1:24000

DOLLAR BAY

To the south of Hubbell a few miles one finds Dollar Bay. This community received its name because the bay on which it is located is shaped like a silver dollar. One report indicates that it was named after Captain Robert Dollar of the famed Dollar Steamship Lines; however, Mr. Dollar himself denies the honor of having given the place its title. He states it was named Dollar Bay long before he became interested in lumbering in the area in 1880.

When the village was platted, it was named "Village of Clark" after Joseph Clark, who was the head of the Clark-Bigelow syndicate. When the post office was established in the village, the authorities noted there was already a post office named Clarksville in Marquette County, so to avoid confusion in the names this one was named Dollar Bay. The name Clark was recorded in the County Clerk's office, so we now have the post office of Dollar Bay in the Village of Clark.

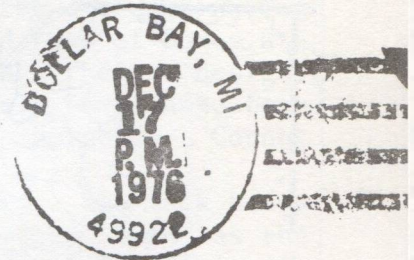
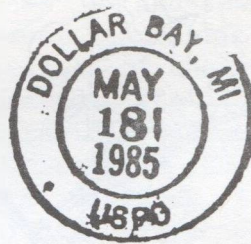
Frank Haus was the first postmaster of Dollar Bay, appointed on February 2, 1888. According to a newspaper article, "Postmaster Frank Haus, the pioneer merchant of the town of Clark, carried a complete stock of all necessities - everything kept in a general store, and enjoyed the bulk of trade of the town." In 1887 postmaster Haus estimated the population of the town at 200, with another 200 patrons that would receive their mail there.

Dollar Bay is a third class post office serving over 400 residents through the locked box service in the post office. It has neither city nor rural delivery routes.

The current post office is located on the corner of Fourth Street and Avenue C, in the center of town. It is a one story wood-frame structure, built in 1967. The front of the building is of white and red Jacobsville sandstone, with modern glass and aluminum windows and doors. The building is a credit to the community.

POSTMASTERS

Frank Haus	February 2, 1888
Antoine Schulte	June 30, 1893
Frank Harin	January 13, 1898
John C. Schulte	April 12, 1910
Thomas J. Donlan	March 16, 1917
John C. Schulte	January 25, 1919
Ronald H. MacDonald	August 8, 1919
Anna Kindelau	June 11, 1933
Elmer O. Hoyer	January 31, 1946
Francis D. Morin	December 31, 1972
Marlene E. Jorgensen	March 29, 1985



POINT MILLS

Just off Dollar Bay, on a County Road, one finds a small settlement called Point Mills. Situated in Torch Lake Township just 3.25 miles from Dollar Bay, the post office was established on March 14, 1889 and discontinued 20 years later, in 1919. The earliest site location report on file shows that the names "Sheldon" and "Burrage" were also proposed for the post office. The population was estimated as high as 400 in 1899.

The site is on a point of land that extends into Portage Lake, formed around the iron ore and stamp mills of the Arcadian and Franklin copper mining

companies. It is also known as the Mills on some maps. In 1973 most of the property was purchased by the Holiday Ranch Sports Company, bringing their total acreage to 2,100 acres.

POSTMASTERS

James O. Baudin	March 14, 1899
John Kline	May 3, 1900
Joseph Gibson	April 14, 1903
Laura A. Gibson	February 26, 1915
Horace G. Trethewey	October 7, 1916
Milton J. Gibson	May 5, 1917
Discontinued October 16, 1919, mail to Dollar Bay	

Write for latest auction catalog



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POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in January and February of 1886.

JANUARY	5 Machipongo VA	
	6 Driftwood TX, Tatum TX	
	7 Thonotosassa FL, Stark KS	
	8 Lamar SC	
	11 Central AZ, Otis CO	
	12 Ethel WA	
	14 Van Horn TX	
	17 Leoti* KS	
	18 Blue River OR, Seneca SD	
	20 Clint TX	
	21 Matador TX	
	22 New Germany* MN, Valentine TX	
	25 Uniondale IN, Avery Island* LA, Oberon ND,	
	Rolla* ND, Turtle Lake ND, Bemis* SD, Etoile TX	
	26 Quemado NM, San Lorenzo NM	
	27 La Luz NM	
	28 Andover* IA	
	FEBRUARY	4 Cantonment FL
		5 Pacific Grove CA, Wayside MS, Vallecitos NM
		12 Cayuga IN
		13 Gove KS, Johnson* KS, Litchville ND,
		16 Newberne WV
		18 Sentinel Butte ND, Starkweather ND,
		Vienna* Randolph MN, SD, Yale VA
		23 Orient SD
		24 Essig MN
		26 Perris CA, Altura* MN, Telephone TX

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

SENER

A little southeast of Point Mills one finds another ghost community called Sener. Many people of the area have never heard of the old copper mining community. This post office only served the residents for about three and one half years and only had two postmasters. Thomas M. Nichols was the first, being appointed on April 30, 1910. On the site location report Nichols estimated the population to be served at 125.

He was followed as postmaster by James P. Hanley on May 2, 1911. The office was discontinued on November 14, 1914.

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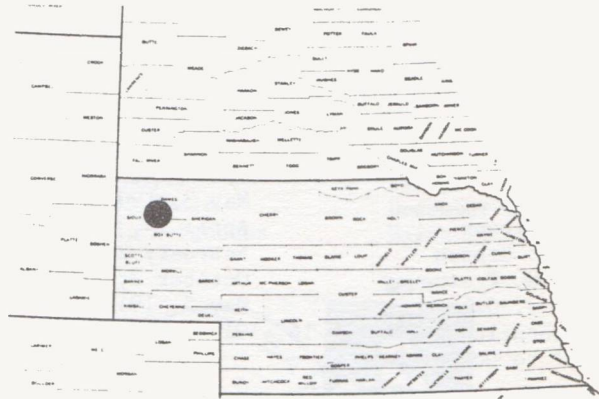
(703) 526-0962

RED CLOUD
A Postal History Mystery
by
Alan H. Patera

Red Cloud was a Dakota Indian chief whose bands roamed the area of western Nebraska and adjacent portions of South Dakota and Wyoming during the 1860's and 1870's. As this area was astride the established westward route along the Platte River it was important that the peace be kept. The Red Cloud Indian Agency was set up in 1871, and the Indian agents assigned to this agency conducted official negotiations with Red Cloud from at least four locations. The movement of the agency plus the confusion of the various boundaries during this time has generated a perplexing postal history puzzle that I will attempt to describe.

As background, let it be known that Nebraska was admitted to statehood on February 9, 1867 and with the exception of the addition of a small area north of the Keya Paha River, had the same boundaries that it has today. The western boundary had been set at 25 degrees Longitude west of Washington in 1864. This line was surveyed in 1869, just after Wyoming Territory was created in 1868, so that the location of the boundary should have been known. Nonetheless, it appears that much of the area north of the Platte River in western Nebraska was administered as part of Dakota Territory, and the postal records reflect even more administrative confusion. The post office at Sidney, on the rail line in Nebraska, was first listed in Dakota Territory when established on July 2, 1868, and then transferred to Laramie County, Wyoming, where it remained on the books through two more postmasters before it was properly transferred to Cheyenne County, Nebraska, on January 15, 1870.

The first Red Cloud agency was set up in 1871 at a site on the north bank of the North Fork of the Platte about 30 miles downstream from Fort Laramie. The exact site seems to be uncertain, but several sources seem to concur that it was from 1.5 to 3 miles inside Wyoming.



The agent assigned to Red Cloud Agency, J.W. Daniels, headed dispatches of January 18 and May 27, 1873, "Red Cloud Agency, Wyoming Territory". It did not have a post office at this time.

By 1873 pressure had mounted to move Red Cloud away from the transportation routes. The Cheyenne Daily Leader was quite vocal on this matter. Indian Agent Henry Alvord sent letters and occasionally telegrams advising on this matter, all of which were sent from Cheyenne, Fort Laramie, or Sidney. Finally, by telegram on June 23, 1873, Alvord advised his superiors that "Council closed Saturday. Red Cloud & Co. agree to move to White River but yield nothing else." On August 4 further word came that "At council Red Cloud said they had moved" and requested no white men should cross the White River, no wood or timber should be cut on their lands, and supplies for Spotted Tail were not to come through their agency.

That the change was affected at this time is not in doubt. On September 8, 1873, the new agent J.J. Saville requested 10 head of horses for Red Cloud Agency, Dakota Territory. The designation "Dakota Territory" is of interest because it not only shows a shift from the previously used "Wyoming Territory", but it also illustrates the administrative confusion at the time, for the site chosen for the agency on

the White River was near Camp Robinson (now Fort Robinson), clearly within Nebraska. On October 26, 1873 agent Saville took a deposition from Blue Horse, in which he said "The reason we moved here was that the Great Father advised us to do so."*

It is not clear what shelters the agency had during the winter of 1873-74. By the following summer much of the correspondence from agent Saville dealt with construction matters. On July 13, 1874 he said, "The Agency buildings remain unfinished, that lumber is required to fence the Agency garden". On August 13 he reported that buildings now in course of erection included a warehouse, barn, office, employees quarter, and the Agent's dwelling. It was in this state of incompleteness that a post office was established. The post office of Red Cloud (not Red Cloud Agency), was authorized on July 2, 1874, with James Roberts as first postmaster. In the postal records it was placed in "Dakota Territory, County unknown".

Prior to letters dispatched in the summer of 1874 I did not find any mention of mail service in connection with Red Cloud Agency. That there had been no earlier direct postal service seems confirmed by Saville's inquiry of July 25, 1874: "relative to the expense of mail service, I respectfully request instructions as to whether it should be paid from the funds for 'Pay for Employees' or for that of 'Incidental Expenses'". A later letter, headed "Dakota Territory" stated that "The mail carrier saw 4 white men with the stolen horses near the Platte River."

Red Cloud post office, Dakota Territory, received a new postmaster with the appointment of B.F. Walters on October 19, 1874. Walters was succeeded by the appointment of George Knox on December 19, 1874. Then on January 8, 1875, the name of the post office was changed from Red Cloud to Red Cloud

Agency, and the administrative designation was changed from Dakota Territory to Nebraska. The post office of Red Cloud Agency, Nebraska operated for three years until February 14, 1877. At this time the agency was moved to a site at the mouth of Medicine Creek on the Missouri River (Red Cloud and his bands never actually moved there), and the post office was relocated a short distance and renamed Camp Robinson. A year later the agency was moved once again to a location just north of the Nebraska-South Dakota state line and a new post office named "Red Cloud Agency" was established, with J.W. Dear as postmaster. The name was later changed to Pine Ridge Agency, and it still operates with the name shortened to Pine Ridge.

This concludes a lot of background, and thus brings us to the mystery. The cover illustrated here quite plainly displays the undated cancel "Red Cloud Agency Wyo"; moreover, the return corner reads "J.W. Dear, Red Cloud Agency, Wyo. Ter.". Yet Red Cloud did not have a post office while the agency was in Wyoming, and the stamp was not even issued until about the time the agency relocated to the White River! If the postal information is correct this cover had to have been mailed on May 11, 1874. Professor Marsh had visited Fort Laramie in 1868 and returned in October 1874, which would make this sequence of dates reasonable -- but why does the cancel indicate "Wyo"?

The second illustrated cover, also from J.W. Dear, Wyo. Ter., also shows an undated cancel from Red Cloud Agency, with no indication of "Wyo" or "Dakota Ter.". A logical explanation would be that they discovered the "Wyo" on the cancel was in error and simply cut it out -- but there is nothing to indicate the post office was ever thought to have been in Wyoming. The agents and the

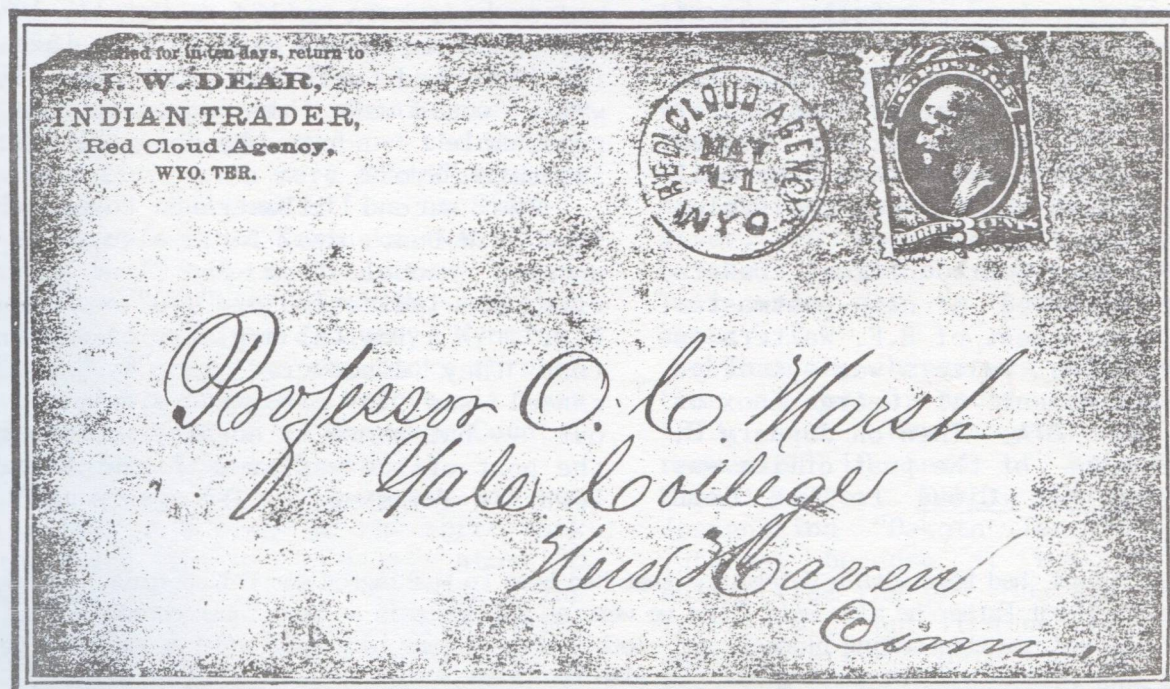
* Blue Cloud had been with a delegation that had been to Washington and Philadelphia. In his letter to the Great Father he also said "When we were at Philadelphia we were taken through a great many factories and saw them making blankets and cloth. When we came back and looked at our goods we found that they send us all the worst goods. We wish the Great Father to send us better goods."

postal officials considered the post office to be in Dakota Territory, not Wyoming. Furthermore, the Post Office Department considered the name of the office to be "Red Cloud", not "Red Cloud Agency".

The third illustration shows an imperfect cancel that is still clearly identifiable as "Red Cloud Agency, Neb". It is also dated Jan 4, 1878, which

shows by this time the postal officials finally had the correct designation figured out.

The answer to the riddle of these Red Cloud Agency cancels may yet lie in the voluminous correspondence dispatched from the agency. Or perhaps one of you good readers have some information, or additional cancels that may shed some light on the problem.



The Second Section

Robert G. Munshower, Jr.
Editor

CALIFORNIA
RAILWAY POST OFFICE
MONOGRAPH
PART II
THE BOOM TOWN R.P.O.'S
By
Rod Crossley

This trip of the Second Section contains the second installment of railway historian Rod Crossley's Eight Part California Railway Route Operation.

On this trip, Rod details the route operation and history of the mail routes of Eastern California and Nevada, including some of the more interesting short lines and the ghost towns they once served.

Please note that there will be no Second Section in the February-March Edition of La Posta. Publisher and Editor-in-Chief Dick Helbock has been most generous during the past year in allowing me many extra pages. Now I feel I should repay Dick by giving up space to allow him to catch up with overdue items and articles of his choosing. We will return in April with an article on mail route operation on the Sumpter Valley Railroad.

by Rod Crossley

California is a land cut off from the rest of the nation by mountains, desert and ocean. Due to this isolation the state has always done things a little different than the other parts of the nation. This difference can be seen in the railway mail service offered within the state. There were both standard and narrow gauge railroads, river and ocean going vessels, street cars, interurbans and cable cars plus terminal operations. In addition there was pony express, the only county RFD system in the west plus mail delivered by bicycle, airplane, helicopter, etc.

The post office started railway mail service in the late 1860's as the Central Pacific built east towards the Union Pacific. The RPO service in many forms lasted close to 100 years, the last RPO operation in the state was 1967.

Due to the size of the state in addition to the great number of routes, it was impossible to cover California in one issue. This meant that the state had to be broken into 8 sections. As the Eastern California section was being developed it was noted that when it was finished only one other RPO operation in the state of Nevada would not be covered. Therefore, the monograph will cover all RPO operations within the state of Nevada.

It is our hope that the 8 sections of the California Railway Post Office Monograph will be published in Las Posta over the next 2 year period.



EASTERN CALIFORNIA WESTERN NEVADA RAILROADS

ROUTE
NUMBER

RAILROAD

NORTHERN PART

2	CENTRAL PACIFIC
50	(SP) FERNLEY AND LASSEN (FERNLEY-SUSANVILLE/WESTWOOD)
51	(SP) NEVADA CALIFORNIA AND OREGON (RENO-WENDEL-ALTURAS)
71	NEVADA NORTHER

SOUTHERN PART

13	(SP) CARSON AND COLORADO (MOUND HOUSE-KEELER)
21	TONOPAH AND GOLDFIELD (MINA JCT-GOLDFIELD)
22	(SP) NEVADA AND CALIFORNIA (HAZEN-CHURCHILL) (OWENYO-MOJAVE)
23	TONOPAH AND TIDEWATER (BEATTY-LUDLOW (STAGG))
49	(SP) LAKE TAHOE RAILWAY AND TRANSPORTATION (TRUCKEE-LAKE TAHOE)
68	(SP) FALLON RAILWAY
69	VIRGINIA AND TRUCKEE (RENO-VIRGINIA CITY AND MINDEN)
70	BULLFROG AND GOLDFIELD (GOLDFIELD-BEATTY)

TO NOTE

10	SANTA FE
11	WESTERN PACIFIC
12	UNION PACIFIC

2. CENTRAL PACIFIC

The Central Pacific crossed the Sierra Nevada at Donner Summit in November 1867. The line reached Truckee in April, Reno in June Winne in October 1, 1868, Elko January and Promontory in May 1869. The section between Wadsworth to Brown near Lovelock was replaced by a new line in 1902. The new route was through Fernley and Hazen.

For mail service see Northern Section.

11. WESTERN PACIFIC

See Northern Section for History and mail service.

68. FALLON RAILWAY

The line was incorporated in October 1905 by the Southern Pacific to build the 15 miles between Hazen and Fallon. The company had built several miles when in 1906 it came under the control of the Nevada and California Railway. The line was completed in January 1907 and still is in operation today.

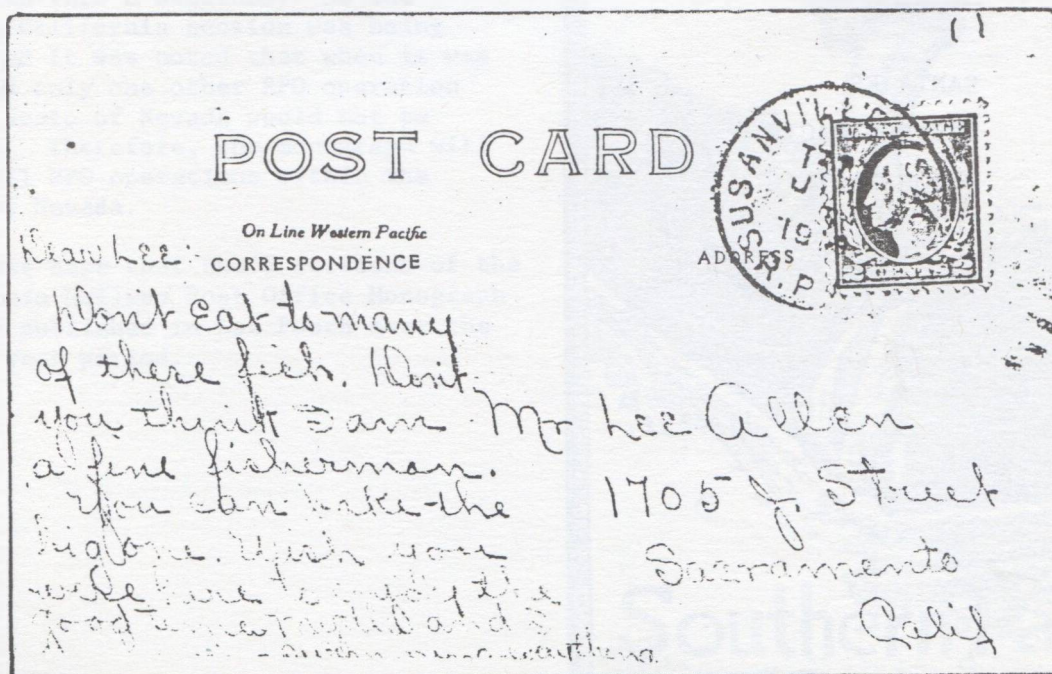
The only mail service on the line was a closed pouch operation which lasted as long as there was passenger service.

12. SAN PEDRO, LOS ANGELES AND SALT LAKE (UNION PACIFIC)

See Southern Section.

10. SANTA FE

See Southern Section. This is former Southern Pacific track.



THIS IS THE ORANGE SEASON IN CALIFORNIA



OVERLAND ROUTE—SAN FRANCISCO, OAKLAND, BERKELEY AND SACRAMENTO, TRUCKEE, RENO, HAZEN, OGDEN



SAN FRANCISCO, SACRAMENTO, TRUCKEE, RENO, OGDEN																	SAN FRANCISCO AND OGDEN AND GOLDFIELD.									
34 Daily	110-38 Daily	10 Daily	6 Daily	2 Daily	24 Daily	4 Daily	5 Daily	STATIONS		Eleva- tion	23 Daily	9 Daily	3 Daily	1 Daily	5 Daily	33 Daily	37-109 Daily	No. 24 Daily	5 Daily	STATIONS		Road	Eleva- tion	No. 23 Daily		
2 15	9 00	6 40	10 40	11 20	9 00	0	Lv. San Francisco (Market St. Depot)	Ar.	6	7 48	1 08	2 48	7 28	8 28	10 38	11 20	0	Lv. San Francisco	Sou. Pac.	Ar.	6	7 48				
2 40	9 30	7 10	10 58	11 47	9 30	4	Lv. Oakland Pier	Ar.	14	7 18	12 35	2 15	6 55	8 00	10 15	11 47	4	Lv. Oakland Pier	"	Ar.	14	7 18				
VIA MILES																										
8 29	6 46	10 25	10 46	8 46	0	Lv. Alameda (Frank St.)	Ar.	15	8 02	1 02	2 42	7 20	8 23	11 08	11 52	6	Lv. Oakland 16th St.	"	Ar.	12	7 11					
9 17	7 16	11 17	11 52	9 36	6	Lv. Berkeley	Ar.	187	7 40	1 00	2 40	7 20	8 20	10 40	12 05	14	Lv. Sacramento	"	Ar.	30	4 20					
9 37	7 16	11 17	11 52	9 36	6	Lv. Oakland (14th St.)	Ar.	12	7 11	12 27	2 09	6 48	7 54	10 09	6 05	144	Lv. Colfax	"	Ar.	2 22	1 23					
9 54	8 00	12 37	10 20	32	Ar.	Richmond	Ar.	14	6 54	1 51	6 30	7 37	9 53	10 55	209	Lv. Truckee	"	Ar.	5820	10 00						
10 25	8 33	12 57	10 42	35	Ar.	Port Costa	Ar.	12	6 25	11 31	1 20	6 00	7 10	9 25	12 50	234	Ar. Reno	"	Ar.	4437	7 40					
10 53	8 33	12 57	10 42	35	Ar.	Bentley	Ar.	10	6 00	11 23	12 57	6 45	9 05	12 50	244	Lv. Reno	"	Ar.	4437	7 30						
11 24	9 08	1 32	11 24	49	Ar.	Suisun	Ar.	12	5 28	12 19	12 01	5 38	7 53	1 10	248	Ar. Sparks (P.T.)	"	Ar.	4413	7 15						
9 26	1 52	11 42	60	Ar.	Elmira	Ar.	73	5 10	12 01	11 27	4 00	6 00	7 38	2 20	248	Lv. Sparks (M.T.)	"	Ar.	4413	7 55						
9 41	2 08	12 09	68	Ar.	Dixon	Ar.	67	4 45	11 27	11 00	4 00	6 00	7 38	3 30	240	Ar. Hazen	"	Ar.	4400	6 20						
9 55	2 22	12 09	77	Ar.	Davis	Ar.	53	4 45	11 27	11 00	4 00	6 00	7 38	6 40	0	Lv. Ogden	"	Ar.	4301	5 35						
12 30	10 20	2 10	2 50	12 35	90	Lv. Sacramento	Ar.	30	4 05	9 51	10 45	3 50	4 50	9 30	6 00	12 32	137	Lv. Coble	"	Ar.	5317	12 32				
5 03	7 25	12 45	10 40	2 15	3 10	12 50	90	Lv. Elvert	Ar.	162	3 28	9 1	10 05	3 10	4 10	8 50	5 20	3 30	228	Lv. Liko	"	Ar.	5054	5 28		
5 12	7 37	1 22	3 22	1 33	3 43	104	Lv. Antelope	Ar.	163	3 20	9 1	10 05	3 10	4 10	8 50	5 20	6 35	309	Lv. Battle Mountain	"	Ar.	4513	6 58			
5 33	7 58	1 43	3 43	1 43	4 03	110	Lv. Roseville	Ar.	249	3 10	9 54	8 42	5 10	6 00	6 30	6 30	11 02	340	Lv. Lovelock	"	Ar.	4400	12 57			
5 40	8 05	11 20	2 50	3 50	4 03	112	Lv. Rocklin	Ar.	391	3 00	9 38	8 26	4 48	5 30	6 00	6 30	6 30	4 40	230	Lv. Hazen	"	Ar.	4300	6 10		
5 50	8 13	11 30	4 03	4 03	4 15	115	Lv. Loomis	Ar.	635	2 50	9 38	8 26	4 48	5 30	6 00	6 30	6 30	4 40	232	Ar. Churchill	"	Ar.	4300	5 10		
5 58	8 25	11 38	4 15	4 15	4 25	117	Lv. Fern	Ar.	970	2 38	9 24	8 26	4 48	5 30	6 00	6 30	6 30	4 40	234	Lv. Wabuska	"	Ar.	4424	4 40		
6 08	8 28	11 47	4 25	4 25	4 40	121	Lv. Newcastle	Ar.	130	2 20	9 15	8 26	4 48	5 30	6 00	6 30	6 30	4 40	235	Lv. Schurz	"	Ar.	4210	3 35		
6 20	8 42	11 5	4 40	4 40	4 50	124	Lv. Auburn	Ar.	1622	2 07	9 15	8 26	4 48	5 30	6 00	6 30	6 30	4 40	236	Lv. Thorne	"	Ar.	4400	2 24		
6 40	9 15	2 20	12 16	5 00	2 25	126	Lv. Bowman	Ar.	1760	1 57	9 15	8 26	4 48	5 30	6 00	6 30	6 30	4 40	237	Lv. Luning	"	Ar.	4400	1 30		
6 50	9 25	2 30	12 16	5 10	2 32	127	Lv. Copper Gap	Ar.	2022	1 48	9 15	8 26	4 48	5 30	6 00	6 30	6 30	4 40	238	Ar. Mina	Sou. Pac.	Ar.	4350	1 12		
7 00	9 35	2 40	12 16	5 10	2 34	130	Lv. Appleton	Ar.	2280	1 38	9 15	8 26	4 48	5 30	6 00	6 30	6 30	4 40	239	Ar. Mina (M.T.)	T. & G. Ar.	Ar.	4350	1 02		
7 08	9 42	2 50	12 16	5 10	2 36	133	Lv. New England Mills	Ar.	2280	1 38	9 15	8 26	4 48	5 30	6 00	6 30	6 30	4 40	240	Lv. Tonopah Junc. (P.T.)	"	Ar.	4450	12 35		
7 18	9 50	3 00	12 16	5 10	2 38	136	Lv. Lander	Ar.	2422	1 23	7 4	8 23	1 37	2 31	3 30	6 30	6 30	4 40	241	Lv. Coaldale	"	Ar.	4450	10 53		
7 23	9 55	3 05	12 16	5 10	2 40	141	Lv. Colfax	Ar.	2422	1 23	7 4	8 23	1 37	2 31	3 30	6 30	6 30	4 40	242	Ar. Blair Junction	Silver P. Ar.	Ar.	4400	10 03		
7 30	10 05	3 10	12 16	5 10	2 42	144	Lv. Capron	Ar.	2587	1 10	7 4	8 23	1 37	2 31	3 30	6 30	6 30	4 40	243	Ar. Blair	"	Ar.	4720	18 15		
SEASON MAY - OCTOBER																										
5 00	9 25	8 03	6 30	8 25	10 55	8 10	20	Lv. Truckee	Ar.	5820	9 45	4 2	4 33	9 45	10 55	7 55	4 35	10 45	0	Lv. Blair Junction	Silver P. Ar.	Ar.	4400	10 03		
5 23	9 52	8 25	6 52	8 25	11 18	8 32	21	Lv. Boca	Ar.	5534	9 20	4 08	4 08	9 45	10 33	7 17	4 10	11 30	17	Ar. Blair	"	Ar.	4720	18 15		
6 40	10 17	8 42	7 10	11 35	8 50	22	Lv. Floriston, Cal.	Ar.	5350	9 00	3 44	3 44	9 45	10 17	6 54	3 17	2 42	10 40	9	Ar. Silver Peak	"	Ar.	4400			
6 07	10 43	9 15	7 34	11 58	9 18	23	Lv. California-Nevada Line	Ar.	4904	8 10	3 18	3 18	9 45	9 55	6 29	2 42	2 30	10 40	9	Ar. Silver Peak	"	Ar.	4400			
6 35	11 10	9 55	8 00	9 50	12 50	10 20	24	Lv. Reno	Ar.	4437	7 30	3 0	2 45	8 00	9 20	6 00	2 30	10 50	9	Ar. Silver Peak	"	Ar.	4400			
6 45	11 14	10 10	8 35	10 10	1 10	10 40	25	Lv. Sparks (P.T.)	Ar.	4413	7 15	3 0	2 35	7 45	9 10	5 50	2 30	11 00	10	Ar. Silver Peak	"	Ar.	4400			
11 40	10 35	9 55	11 10	2 20	11 55	26	Lv. Sparks (M.T.)	Ar.	4413	7 55	3 15	8 35	9 55	6 35	5 50	2 30	11 00	10	10	6	Ar. Silver Peak	"	Ar.	4400		
11 58	10 47	10 35	12 13	3 30	12 40	27	Lv. Derby	Ar.	4165	7 04	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
12 30	12 40	11 15	12 13	3 30	12 52	28	Lv. Fernley	Ar.	4009	6 49	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
2 35	1 07	1 40	2 40	3 34	2 40	29	Lv. Hazen	Ar.	3883	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
3 35	2 12	2 45	3 32	382	3 45	30	Lv. Parran	Ar.	3980	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
3 58	2 30	2 45	3 45	385	3 55	31	Lv. Lovelock	Ar.	4259	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
4 21	3 43	3 43	3 55	391	4 00	32	Lv. Rye Ranch	Ar.	4237	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
4 43	4 05	4 05	4 15	398	4 24	33	Lv. Humboldt	Ar.	4391	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
4 58	4 21	4 21	4 42	402	4 50	34	Lv. Mill City	Ar.	4513	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
5 08	4 43	4 43	4 58	409	5 07	35	Lv. Winnemucca	Ar.	4607	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
5 18	4 53	4 53	5 17	416	5 27	36	Lv. Golden	Ar.	4843	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
5 22	5 05	5 05	5 26	421	5 31	37	Lv. Battle Mountain	Ar.	4905	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
5 30	5 19	5 19	5 41	428	5 38	38	Lv. Hawthorne	Ar.	5066	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
5 40	5 28	5 28	5 50	435	5 43	39	Lv. Palisade	Ar.	5232	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
5 48	5 40	5 40	6 02	442	5 45	40	Lv. Carlin	Ar.	5342	6 20	2 10	1 51	2 10	8 50	6 24	2 42	12 30	12	10	6	Ar. Silver Peak	"	Ar.	4400		
5 58	5 50	5 50	6 12	449																						

50. FERNLEY & LASSEN RY

FERNLEY-SUSANVILLE & WESTWOOD

The railroad was incorporated in 1909 by the Southern Pacific. Construction was started but there was little progress prior to transfer to the Central Pacific in 1912.

Susanville was reached in 1913 with completion of the 136 mile line to Westwood in 1914. The railway never operated any equipment under its name. Today the section from Fernley to Wendel is part of the Modoc line with the rest being part of the Westwood Branch.

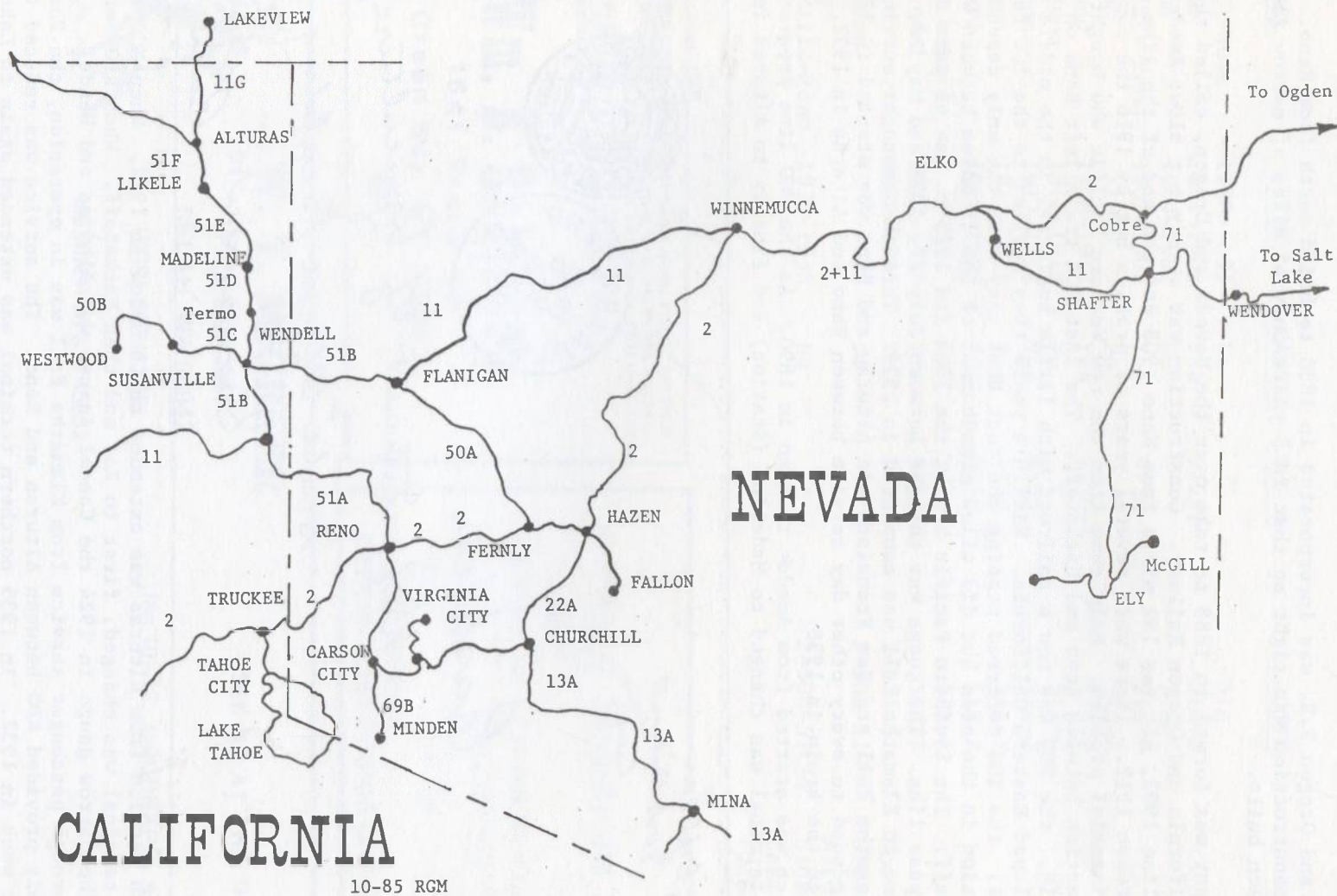
Closed pouch service was started in 1912. This was expanded to full RPO service from Hazen in 1915 to Susanville. The route was extended to Sacramento via the Western Pacific in 1919. This was cut back to a Reno-Susanville via Fernley RPO service in 1920. The year 1927 saw service extended to Westwood. All RPO service on the line was discontinued in 1933.

<u>CANCEL</u>	<u>YEAR</u>	<u>CANCEL</u>	<u>TMC #</u>	<u>ROUTE</u>	<u>NOTES</u>
Hazen-Susanville	1915-1918	Yes	992.7A	2-50A	
Susanville-Sacramento	1919-1920	Yes	995L	11.50A	
Reno-Susanville	1920-1924	No		2-50A	
Reno-Westwood	1927-1933	Yes	992.7B	2-50A-B	

SWISS DAIRY
RICHMOND ROAD
SUSANVILLE, CALIFORNIA



Dept. of Agriculture,
Division of animal industry,
State Office Bldg.,
Sacramento, Calif.



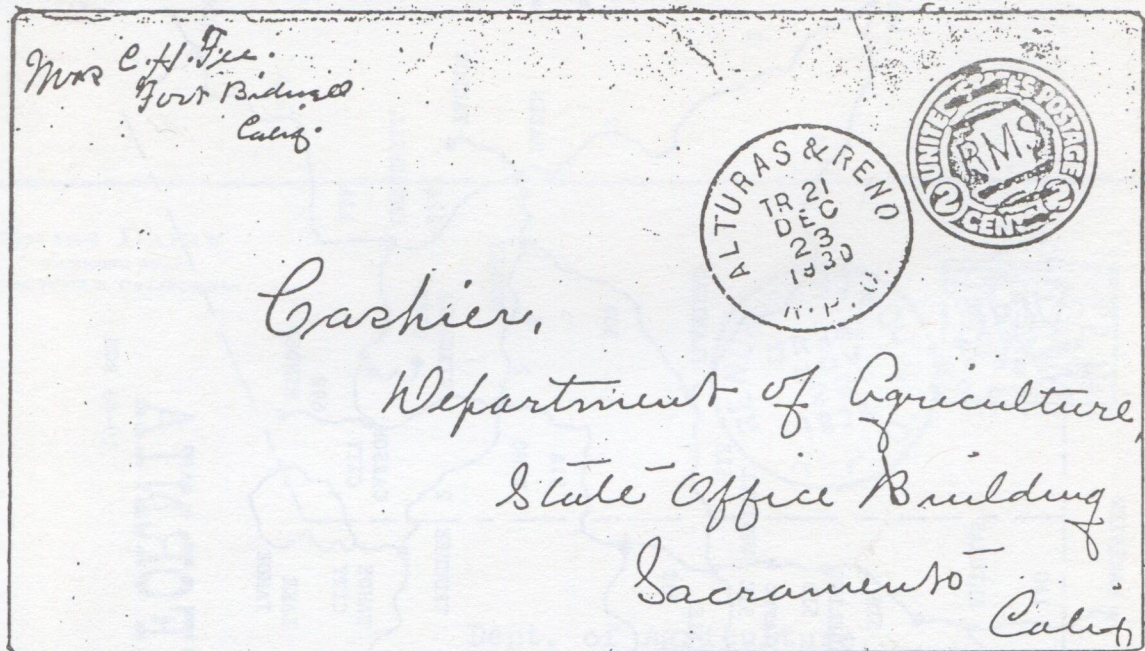
51. NEVADA, CALIFORNIA AND OREGON

RENO-WENDEL-ALTURAS

The Nevada and Oregon R.R. was incorporated in 1880 to build north from Reno. Money for construction was tight so that in 8 years only 45 miles of narrow gauge line had been built.

A new company was formed in 1888 to take over the Nevada and Oregon, called the Nevada California and Oregon Railway. Construction was steady but slow; Amedee 1890, Madeline 1902, Alturas 192 miles from Reno 1908 and the end of the line Lakeview Oregon 1912. There were several years of profits but by 1916 the company was in a financial problem. Help came from the new Western Pacific who bought the 64-miles section between Reno and Hackstaff. The last NCO train left Reno on Jan 30, 1918. the NCO was now a railroad with little business, in the middle of the undeveloped Eastern California. Within 4 years they applied to the ICC for abandonment. The ICC deferred stating the fact that they were the only dependable transportation in the area but did allow abandonment of the 16 miles between Wendel and Hackstaff. The Southern Pacific bought the line in 1925 to use as part of the Oregon by-pass line. The gauge was changed between July 27, 1925 and May 28, 1926 and the line to Klamathe Fall was completed in 1929. Through passenger service between Klamathe Fall and San Francisco via Alturas and Reno was started in 1930. This was reduced to every other day service between Reno and Alturas in 1932. Bus replaced the train in 1938.

Mail service was started from Amedee to Reno in 1890. As the NCO line progressed north the terminal was changed to Madeline (Station) and finally to Alturas in 1908.



Close Pouch service from Alturas was extended to Lakeview in 1912. When NCO left Reno that terminal was changed, first to Ray and then Hackstaff. When RPO service ended on the narrow gauge in 1924 the Cancel in use was Alturas and Wendel. In 1930 through passenger service from Klamathe Fall was in operation, the Post Service only provided RPO between Alturas and Reno. The service was reduced to 3 days per week in 1932. In 1935 northern terminal was extended again to Lakeview but with RPO service only to Alturas with the remaining miles being Closed Pouch. The final route adjustment was in 1936 when service was extended from Alturas Klamathe Fall via Star Route. All mail service ended in 1938 when the Bus replaced the Train.

NEVADA, CALIFORNIA AND OREGON

<u>CANCEL</u>	<u>YEAR</u>	<u>CANCEL</u>	<u>TMC #</u>	<u>ROUTE</u>	<u>NOTES</u>
Liegan (ST)-Reno	1890-1891	No	-	51A	
Ameder-Reno	1891-1900	Yes	975F1	51A-B	
Teerno-Reno	1900-1902	No	-	51A-C	
Madeline (ST)-Reno	1902-1908	Yes	975H-1+J-1	51A-D	
Likely-Reno	1908	No	-	51A-E	
Alturas-Reno	1908-1912	Yes	975D-1	51A-F	
Lakeview-Reno	1912-1917	No	-	51A-G	
Alturas-Reno	1917-1918	Yes	975D	51A-F	
Alturas-Reno	1917-1918	Yes	975D	51A-F	
Alturas-Rayl	1918-1922	Yes	975C	51B-F	
Alturas-Hackstaff	1922	Yes	975B	51B-F	
Alturas-Wendel	1922-1924	Yes	975E	51C-F	
Alturas-Reno	1929-1935	Yes	975D	2-50A-51C-F	Now standard gauge.
Lakeview-Reno	1935-1936	No	-	2-50A-51C-F	Closed Pouch after Alturas.
Klamathe Falls-Reno	1936-1938	No	-	2-50A-51C-F	Closed Pouch Alturas Lakeview Star route to Klamathe Falls.



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Green Bay, WI 54303



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WESTERN COVERS also BETTER
U.S. and FOREIGN 1840 - 1920

EASTWARD

WESTWARD

EASTWARD

(Narrow Gauge)

WESTWARD

Capacity of allings in car lengths	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 24				Distance from Mina	FIRST CLASS	THIRD CLASS		Capacity of allings in car lengths	THIRD CLASS	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 24				Distance from Mina	FIRST CLASS	SECOND CLASS		THIRD CLASS
	194	190	24	STATIONS		23	189	193	180		196	192	24		STATIONS	23	195	191	179										
	Local Freight	Mixed	Tonopah Express			Tonopah Express	Mixed	Local Freight	Freight		Mixed	Mixed	T. & G. Tonopah Express			T. & G. Tonopah Express	Mixed	Mixed	Freight										
	Leave Monday, Wed. and Fri.	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Tuesday, Thurs. and Sat.	Leave Tuesday, Thursday, Saturday		Leave Daily Ex. Sunday	Leave Tuesday, Thursday, Saturday	Leave Daily			Arrive Daily	Arrive Daily Ex. Sunday	Ar. Monday Wednesday Friday	Ar. Monday Wednesday Friday										
100	5.30AM		8.15PM	288.1	TO-R HAZEN	128.9	f 5.35PM	2.00PM			7.30AM	2.40AM	417.0	TO-R MINA	159.8	f 12.45PM	6.30PM						159.8	f 12.45PM	6.30PM				
100	5.45	f 8.26	292.9	BANGO	124.1	f 6.26	1.45			f 7.40	f 2.55	420.5	106.0	f 12.30		f 6.19							106.0	f 12.30	f 6.19				
		f 8.32	295.2	LAHONTAN (Spur)	121.8	f 5.19				f 8.00	f 3.10AM	426.0	108.0	f 12.16		f 6.01							108.0	f 12.16	f 6.01				
			296.2	LAMAR (Spur)	120.8								428.4	TO-R TONOPAH JCT	100.5	12.16PM	6.01						100.5	12.16PM	6.01				
100	6.20	f 8.37	297.9	RUGBY	119.1	f 5.12	1.25			f 8.36		432.4	108.4	BELLEVIEWE	144.1		f 5.20						144.1		f 5.20				
100	6.35	f 8.45	302.5	BAWES	114.5	f 5.02	1.05			f 8.45		435.4	108.4	FILLEN	141.1		f 5.05						141.1		f 5.05				
100	7.00	f 8.55	307.0	APPIAN	110.0	f 4.52	12.45					438.7	108.4	LITTLE SUMMIT (Spur)	137.8		f 4.50						137.8		f 4.50				
100	7.20	f 9.05	312.5	PAWNEE	104.5	f 4.41	12.15PM					444.8	108.4	RAYDEL (Spur)	131.7								131.7						
100			313.8	WEEKS	103.2							450.4	108.4	BABALT	126.1		4.05						126.1		4.05				
100	7.40	12.40PM	316.4	TO-R CHURCHILL	100.6	f 4.32	11.50AM					458.1	108.4	TO MT MONTGOMERY	118.4		3.35						118.4		3.35				
100			327.8	M. C. B. CROSSING	99.2							466.7	108.4	QUEEN	109.8		2.60						109.8		2.60				
100	8.40	1.06PM	328.0	TO-R WABUSKA	99.0	f 4.10	1.40PM	11.15				468.8	108.4	STATE LINE	107.7								107.7						
100			331.9	LUX (Spur)	95.1							476.0	108.4	BENTON	100.5		2.20						100.5		2.20				
100	9.00	f 10.02	334.6	MOQUIST	92.4	f 3.50	10.05					487.0	108.4	HAMMIL	89.5		f 1.45						89.5		f 1.45				
100	9.25	f 10.20	343.7	RIO VISTA	79.3	f 3.33	9.37					489.4	108.4	DEHY (Spur)	87.1								87.1						
100	9.40	f 10.29	347.7	RESERVATION	69.8	f 3.23	9.25					491.8	108.4	SHALY (Spur)	85.2		f 1.30						85.2		f 1.30				
100			349.3	ZAIS (Spur)	57.7							499.1	108.4	CHAMPANT	77.4		f 1.10						77.4		f 1.10				
100	10.15	1.10AM	354.2	TO SCHURZ	52.8	f 3.08	9.05					506.8	108.4	TO-R LAWS	69.7		11.55AM	12.45PM	11.30AM				69.7		11.55AM	12.45PM	11.30AM		
100	10.40	f 11.03	361.4	STUCKEY	55.6	f 2.53	8.35					509.6	108.4	POLITA (No Biding)	66.9		f 11.38		11.10				66.9		f 11.38	11.10			
100	11.00	f 11.16	367.8	GILLIS	49.7	f 2.40	8.15					511.7	108.4	BIGELOW	64.8		f 11.30		10.65				64.8		f 11.30	10.65			
100			369.8	NOLAN (Spur)	47.7							516.1	108.4	BLACK CANYON	60.4		f 11.17		10.40				60.4		f 11.17	10.40			
100	11.30AM	f 11.32	376.6	MAGNUS	40.4	f 2.23	7.45					522.7	108.4	TO ZURICH	58.8		f 11.00		10.15				58.8		f 11.00	10.15			
100			378.8	WALKER (Spur)	38.2							526.5	108.4	MOSOLA	51.0		f 10.40		9.45				51.0		f 10.40	9.45			
100	12.01PM	1.15PM	384.4	TO THORNE	30.6	f 2.10	7.25					529.4	108.4	ELNA	47.1		f 10.31		9.30				47.1		f 10.31	9.30			
100	12.17	f 12.06AM	389.4	DOVER	27.6	f 2.00	7.00					536.2	108.4	ABELLEEN	40.8		f 10.16		9.10				40.8		f 10.16	9.10			
100	12.32	f 12.18	394.0	KINEKAD	26.0	f 1.50	6.45					550.8	108.4	TO KRAHMANGE	26.2		f 9.45		8.30				26.2		f 9.45	8.30			
100			397.6	ACME TANK (No Biding)	19.4							556.2	108.4	MANZANAR	21.8		f 9.25		8.05				21.8		f 9.25	8.05			
100			401.1	ACME	16.9	f 1.35	6.25					559.9	108.4	OWENYO	16.7		f 9.10		7.50				16.7		f 9.10	7.50			
100	1.23	f 12.43	408.2	TO LUNING	9.8	f 1.23	6.00					563.7	108.4	MT WHITNEY	12.8		f 8.30		6.50				12.8		f 8.30	6.50			
100	1.50PM	1.00AM	417.0	TO-R MINA	C.O	1.00PM	5.30AM					566.7	108.4	ALDOO (Spur)	7.8		f 8.15						7.8		f 8.15				
100				(189.9)								570.5	108.4	DELEMITA (Spur)	6.5		f 8.00						6.5		f 8.00				
100	Ar. Monday Wed. and Fri.	Ar. Monday Wed. and Fri.	Ar. Monday Wed. and Fri.									571.4	108.4	MOORE (Spur)	5.1		f 7.45						5.1		f 7.45				
100	15.40	27.84	27.13									572.2	108.4	TRAMWAY	4.8		f 7.45		6.50				4.8		f 7.45	6.50			
100												576.8	108.4	TO-R MEELER	0.0		7.30AM		5.30AM				0.0		7.30AM	5.30AM			
100	(5.30) 15.40	(0.25) 27.84	(4.45) 27.13																										
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Westward trains are superior to trains of the same class in the opposite direction

EASTWARD				MINA SUB-DIVISION				WESTWARD							
SECOND CLASS				Time Table No. 24				THIRD CLASS							
190				January 28, 1923				189							
Mixed								Mixed							
Leave Daily				STATIONS				Arrive Daily							
71	BEPPY	10.40AM	842.4	TO-R	MOUND HOUSE	20.0	8.20PM	20	W	11.10	836.0	TO	DAYTON	20.0	8.35
			839.0		GOLDY	(Spur)	22.6				834.1		RANDALL	(Spur)	17.7
			830.2		CANTY	(Spur)	13.8				827.4		SPUR A	(Spur)	11.0
			824.8		CLIFTON	(Spur)	8.4				822.3		LYON	(Spur)	5.9
			820.7		TUGELA	(Spur)	4.3				816.4	TO-R	CHURCHILL	(26.0)	2.10PM
Yard	PFY	12.35PM	816.4				0.0								2.10PM
(1.43)				Time Over District				(2.15)							
12.56				Average Speed per Hour				11.56							

EASTWARD				MINA SUB-DIVISION (NARROW GAUGE)				WESTWARD			
Time Table No. 24				January 28, 1923							
STATIONS											
Y		0.0	FILSEN	5.6							
P		5.6	CANDELARIA	0.0							
(5.5)											

EASTWARD				SPARKS SUB-DIVISION				WESTWARD			
SECOND CLASS				Time Table No. 24				THIRD CLASS			
204				January 28, 1923				205			
Motor								Motor			
Leave Daily				STATIONS				Arrive Daily			
BEPPY	8.40PM	1.10PM	8.00AM	288.1	TO-R	HAZEN	16.8	8.10AM	8.40PM	7.35PM	
W	5.68	1.33	8.20	293.5		MAHALA	10.4	7.50	5.13	7.17	
41	6.12	1.53	8.35	298.1		MTRAGE	8.8	7.35	4.54	7.03	
				300.2		SANLAN	(Spur)				
Yard	6.30PM	2.20PM	8.55AM	303.9	TO-R	FALLON	0.0	7.18AM	4.30PM	6.45PM	
(8.50)				(16.8)				(17.33)			
13.54				Time Over District				13.54			
17.33				Average Speed per Hour				13.54			

EASTWARD				SUSANVILLE SUB-DIVISION				WESTWARD			
SECOND CLASS				Time Table No. 24				FIRST CLASS			
198				January 28, 1923				5			
Local Freight								Nevada			
Leave Daily				STATIONS				Arrive Daily			
244	PYBK	9.15AM	8.42AM	276.1	TO-R	FERNLEY	135.2	6.21PM	2.00PM		
W		9.30	8.61	278.1	TO	WADSWORTH	133.2	6.16	1.50		
63	Y	9.45	8.58	281.2		DODGE	130.1	6.10	1.30		
64		10.10	9.13	290.5		NUMANA	120.8	5.54	1.00		
65		10.25	9.23	295.5		LIBBY	115.5	5.46	12.45		
		10.40	9.30	299.4		HESLIP	111.9	5.39	12.32		
		10.55	9.40	304.8		ROMOLO	106.5	5.29	12.17		
97	W	11.15	9.48	308.2		SUTCLIFFE	108.1	5.22	12.06PM		
66		11.40	10.04	316.8		BRISTOL	94.7	5.06	11.40AM		
64	W	11.55AM	10.16	321.8		BIG CANYON	89.5	4.56	11.20		
66		12.10PM	10.24	326.1		ZENOBA	85.2	4.48	11.08		
65		12.28	10.36	332.8		AUTOR	78.5	4.37	10.51		
64		12.35	10.41	335.8		EASTON	75.7	4.31	10.41		
		12.42	10.44	336.4	TO	FLANIGAN (No Siding)	74.9	4.28	10.25		
65		1.10	10.59	345.2		STACY	66.1	4.13	10.00		
109		1.40	11.14	354.8		AMEDEE	56.5	3.56	9.30		
76	PW	2.35	11.30	358.8	TO	WENDEL	52.5	3.48	9.00		
				361.6		ANTOLA (No Siding)	49.7				
125		3.28	11.50AM	367.1	TO	LITCHFIELD	44.2	3.28	8.20		
135		3.50	12.03PM	374.9		LEAVITT	36.4	3.12	7.50		
15				379.7		GEIGER (Spur)	31.6				
Yard	PYBK	11.20AM	4.20PM	381.4		SUSANYARD	29.9	3.00	7.30AM		
80	BEPPY	11.25AM	12.30	381.9	TO-R	SUSANVILLE	29.4	2.55	10.15		
63		12.05PM	12.51	390.1		BUNNEL	21.2	2.27	9.35		
64	W	12.30	1.05	394.8		GOUMAZ	16.5	2.10	9.15		
71	Y	12.55	1.23	400.1		22 WESTWOOD JCT.	11.2	1.55	8.50		
64		1.00	1.42	406.6		300 PACT	4.7	1.42	8.20		
65		1.55	4.10.1	410.1		CONMAN	1.2	1.34	8.08		
Yard	PWYBK	2.15PM	2.00PM	411.8	TO-R	WESTWOOD	0.0	1.30PM	8.00AM		
As Daily Ex Sunday				Arrive Daily				Arrive Daily			
(8.50)				(1.28)				(8.18)			
10.35				14.06				25.50			
								Time Over District			
								(4.51)			
								(8.30)			
								Average Speed per Hour			
								37.37			
								19.20			
								12.21			

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS			
Train	At	Receive or Discharge	
203			
204	Leotiville		
205		Receive and discharge	
206			

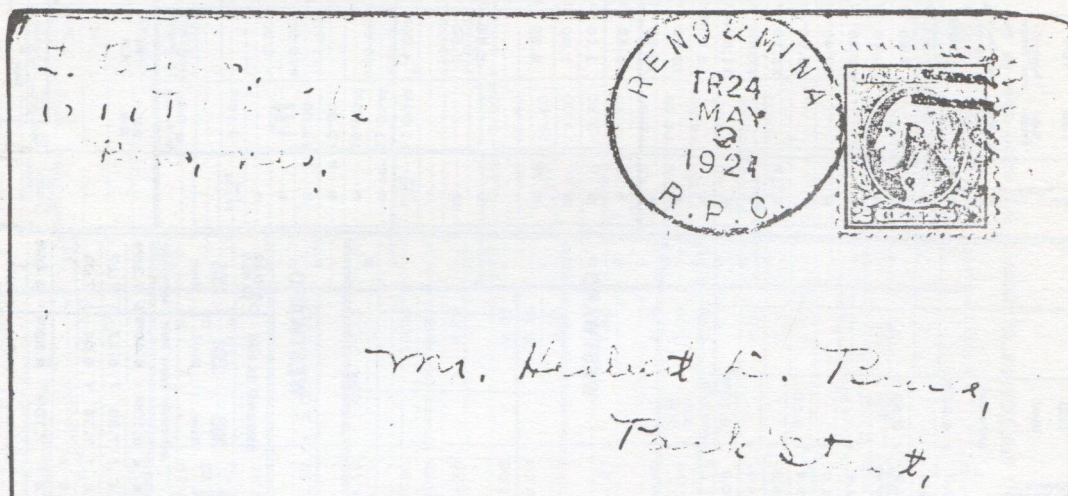
Westward trains are superior to trains of the same class in the opposite direction.

CALIFORNIA RAILWAY POST OFFICE MONOGRAPH

PART II EASTERN CALIFORNIA AND NEVADA BOOM TOWN RPO

The railroads of Eastern California and Nevada are over on the dry side of the Sierra Nevada Mountains. As soon as you leave the pine forest of the eastern slopes the majority of the country travelled is high desert. This hot, desolate country has some of the richest mineral deposits in the United States. The history of the railroads in this region are the same as the mining industry built during the boom, died during the bust.

This section of the monograph covers the secondary mail operation within the region. The 4 major routes through the area will be covered in the Northern and Southern section.



Post Office Department
OFFICIAL BUSINESS

RETURN TO:
Postmaster
Gold Hill
Street and No.
Post Office
State *Nevada*

**PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300**

RENO & MINN.
Postmark of Office on R.P.O.
which returns this card,
and DATE of RECEIPT

RMS

The Dispatching Postmaster or Railway Postal Clerk must address this card for return to himself. 65-7712

13. CARSON & COLORADO

MOUND HOUSE TO KEELER

The company was incorporated in 1880 to build South from Mound House Nevada on the Virginia and Truckee toward the mining districts of eastern California and Nevada. Although construction was slow at first, once in full swing progress was very rapid reaching Caldwell in 1882, Laws in April 1883. Construction down the Owen Valley was along the east side which bypassed all the towns in the Valley. Keeler at the end of the Valley was reached in August 1883 where construction was stopped. Sometime later while the directors were travelling the line, Mr. Shanon of the V & T stated that the line was built 300 miles too long or 300 years too soon. After 20 years of little or no profits the line was sold to the Southern Pacific 2 months prior to the start of the Tonopah boom. The resulting traffic glut caused the Southern Pacific to change the gauge from Mount House to Tonopah Junction in 1904-1905. Upon Southern Pacific's failure to buy the Virginia and Truckee, construction was started at Hazen for a line to the Carson and Colorado at Churchill, thus bypassing the V & T. The town of Mina, Nevada, was established in 1905 at the service point for the 2 gauges plus the start of the Tonopah and Goldfield. That same year Carson and Colorado came under the control of the Nevada and California Railway.

22. NEVADA & CALIFORNIA

HAZEN-CHURCHILL, OWENYO-MOJAVE

This company was formed to build the line from Hazen to Churchill in 1905. It also took over the Fallon Railway and Carson and Colorado both in 1905. The Owen River project which was to deliver water from the Owen Valley to Los Angeles was started in 1907. This division of water caused a complete loss of all farm product traffic from Owen Valley by the narrow gauge. The need for a large amount of construction material for the project lead to construction of the Jawbone branch starting from Mojave in 1908. The branch was completed in 1910 to Owenyo on the narrow gauge. This allowed through passenger service between Los Angeles and Reno via Mojave and Mina. The Nevada and California became part of the Central Pacific in 1912. In 1922 the Service was reduced to 3 days a week mix service between Mina and Owenyo with daily service from there to Mojave.

The traffic decline along the railroad lead to abandonment of service. The first to go was the section between Mound House and Churchill, little used after the Hazen cutoff was finished. Next was the section between Mina and Laws, which was down to a weekly train in 1938. The remaining part of the narrow gauge Law to Keeler was abandoned in 1960. The Jawbone was cut back to Searless in 1983 and the Mina branch is now up for abandonment.

21. TONOPAH AND GOLDFIELD

MINA JCT-GOLDFIELD

The discovery of silver in 1901 in the area around Tonopah leads to the construction of the Tonopah railroad in 1904. It was narrow gauge starting from Soda Spring on the Carson and Colorado. Due to the change of gauge at Mound House there were problems moving freight and passengers. When the Southern Pacific changed their gauge so did the Tonopah. This, however, did not correct the traffic problems. Gold was discovered 30 miles to the south of Tonopah around Goldfield in 1904. The next year a railroad was constructed between the 2 towns. The two sections were then combined into the Tonopah and Goldfield.

21. MINA JCT-GOLDFIELD

The excessive high traffic flow continued until the panic of 1907. This caused hard times for a while within the districts. Once these problems had passed the company made a profit until the early 20's. After that it was a struggle with receivership in 1932 and abandonment in 1947.

For mail service see Carson and Colorado.

MAIL SERVICE ON THE CARSON AND COLORADO PLUS THE NEVADA AND CALIFORNIA

The start of RPO mail service was from Mound House to Candelaria in 1883. This was expanded to Bishops Station (Laws) and to Keeler at end of track in 1884. There are no known Cancellations for the first two listings. Mound House and Keeler lasted until after the gauge was changed. With the narrow gauge now at Mina the Cancellation was changed to read Mina and Keeler in 1905. When through passenger service between Mina and Mojave was discontinued in 1922, there was still a daily train on the narrow gauge between Laws and Owenyo which is shown to have had RPO service but there are no known cancellations.

When the standard gauge line was finished between Hazen and Churchill, RPO service could now start from Reno to service the expanding mining area of Tonopah/Goldfield. The RPO car was routed from Reno on Mina on the SP where it was turned over to the Tonopah and Goldfield for delivery to Goldfield. World War I was to cause the service to be cut back to Mina. In 1935 the Reno and Mina RPO was expanded by Star Service from Mina to Goldfield, later to Las Vegas 1938. This routing was to last until the end of passenger service in 1952.

Service on the Jawbone was changed from Closed Pouch to RPO some time around 1914. The Cancellation assigned was Owenyo and Mojave which lasted until 1935. That year the designation was changed from Owenyo to Mina then in 1938 to Tonopah. In both cases the only RPO service was south of Owenyo, the rest was via a Star route or closed pouched. All RPO service on the south end stopped in 1941.

CARSON AND COLORADO-NEVADA AND CALIFORNIA-SOUTHERN PACIFIC

<u>CANCEL</u>	<u>YEARS</u>	<u>CANCEL</u>	<u>TMC #</u>	<u>MAP ROUTES</u>	<u>NOTES</u>
Mound House-Calelelalia	1883	No		13A	
Mound House-Bishop St.	1883-1884	No		13A-B	
Mound House-Keeler	1884-1905	Yes	990D	13A-B-C	
Mina-Keeler	1905-1917	Yes	990B	13A-B-C	Used example 1907
Mina-Woenyo	1917-1921	No		13A-B-C	
Laws-Owenyo	1921-1924	No		13C	
Reno-Tonopah	1905	No		2-22-13A-21A	
Reno-Goldfield	1905-1911	Yes	9772B	2-22-13A-21A+B	
Reno-Columbia	1911-1917	No		2-22-13A-21A+B	Example of 977.2B+D used 1911-1918
Reno-Tonopah	1917-1918	Yes	977.2B	2-22-13A-21A	
Reno-Mina	1918-1935	Yes	977.2C	2-22-13A	
Reno-Goldfield	1935-1938	Yes	977.7B	2-22-13A	Star route beyond Mina
Reno-Las Vegas	1938-1952	Yes	977.4A	2-22-13A	" " "
New Owenyo-Mojave	1911-1914	Yes	990E	22B	
Owenyo-Mojave	1914-1935	Yes	990F	22B	
Mina-Mojave	1935-1938	Yes	990C	22B	Closed Pouch
					Mina-Owenyo
Tonopah-Mojave	1938-1941	Yes	990G	22B	Star route Tonopah-Owenyo

TONOPAH AND TIDEWATER

BEATTY-LUDLOW

In the early 1900 the Pacific Borox Co. was looking for a better transportation method than 20 mule team wagon from their Borox operation at Ryan in the Death Valley area.

The company started to build a railroad from Las Vegas in 1904. However, due to pressure from San Pedro, Los Angeles and Salt Lake and Senator Clark construction was stopped. The senator wanted his new company the Las Vegas and Tonopah to be the first to reach the gold and silver mining area of Southern Nevada.

Francis "Borox" Smith, owner of both Pacific Borox and Tonopah and Tidewater re-started construction at Ludlow on the Santa Fe in 1905. Due to the isolation of the region plus the summer weather it was over 2 years before this railroad reached Death Valley district where a branch was built to Ryan. The line kept building north reaching Ryolita/Beatty area just as the panic of 1907 started. This changed the Tonopah and Tidewater plan and instead of building to Goldfield they use the Bullfrog and Goldfield. In 1908 they took over operation of this company which lasted until 1914 and control was regained in 1917 when the Las Vegas and Tonopah was driven out of business.

The lack of business in 1928 caused the Bullfrog and Goldfield to stop operation. This, along with the movement of Pacific Borox operation from Ryan to Boroan was the beginning of the end for the line. The section between Ludlow and Orucero on the UP was removed from service in 1933.

The rainstorm of 1938 caused extensive damage to the line which was repaired. The company filed for abandonment in 1938, however, due to poor roads in the area approval was not given until June 1940.

Mail service started in 1907 as soon as the line was finished to Ryolite using the canancel Tonopah and Stagg. This 3-railroad operation, Tonopah & Goldfield, Bullfrog & Goldfield plus Tonopah and Tidewater, lasted until the Reno and Goldfield started operation north of Goldfield. The Southern terminal was also changed from Stagg to Los Angeles with RPO service from Ludlow being provided on ATSF. This service lasted as long as there was through passenger service between the two towns, some 3-4 years. The mail operation was then changed to closed pouch which lasted into the 30's.

TONOPAH AND TIDEWATER

<u>CANCEL</u>	<u>YEAR</u>	<u>CANCEL</u>	<u>TMC #</u>	<u>ROUTE</u>	<u>NOTES</u>
Tonopah-Stagg	1907-1911	Yes	977.3	21B-70-23	
Columbia-Stagg	1911	No			
Goldfield-Stagg	1911	No			
Goldfield-Los Angeles	1911-1915?	Yes	977.3A	70-23-10	Lasted to end of through passenger service.

Page _____ REGISTERED PACKAGE RECEIPT. Form No. 1556.

Post Office Department.
OFFICIAL BUSINESS.
PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300.

Postmark of Office which returns
this card.

RETURN TO: RHYOLITE, NEVADA

Postmaster at _____ County, _____

Postmark of Dispatching Office.
MAR 17 1910
REGISTERED
and date of Dispatch.

The Dispatching Postmaster must post.
The Receiving Postmaster must compare
must then sign (not stamp) his name, post

Page _____ REGISTERED PACKAGE RECEIPT. Form No. 1556.

Post Office Department.
OFFICIAL BUSINESS.
PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300.

Postmark of Office which returns
this card.

RETURN TO: RHYOLITE, NEVADA

Postmaster at _____ County, _____

Postmark of Dispatching Office.
RHYOLITE, NEV.
APR 11 1910
REGISTERED
and date of Dispatch.

The Dispatching Postmaster must neatly and correctly make up this card, addressing it for return to himself.
The Receiving Postmaster must compare the articles received with the entries on reverse side of this card, and CORRECT ERRORS, if any. He
must then sign (not stamp) his name, postmark the card in the upper right-hand corner, and RETURN IT BY FIRST MAIL.

Carried on the through train via the Tonopah & Tidewater and the Atchison, Topeka & Santa Fe Railroads. Local train schedules are from a 1908 AT & SF Timetable.

Tonopah & Tidewater Company

No. 8 Daily	No. 10 Daily	MIS.	STATIONS	No. 7 Daily	No. 1 Daily
7:30AM	8:00PM	0	Lv. Los Angeles	6:35AM	5:30AM
10:10AM	10:30PM	60	" San Bernardino	3:40	5:35
1:10PM	1:45AM	141	" Barstow	12:45AM	2:15AM
5:00PM	7:15AM	0	Lv. San Francisco	5:30PM	
8:00	7:40AM	0	" Oakland	5:05	
1:15PM	12:25AM	452	" Barstow	1:50AM	
1:40PM	2:05AM	141	Lv. Barstow	12:15AM	2:05AM
2:00	2:25	151	" Daggett	11:50PM	1:40
3:18PM	3:40AM	195	" Ludlow	10:25PM	11:30PM
	4:00AM	0	Lv. Ludlow		10:50PM
	5:13	34	" Soda Lake		9:31
	7:30	91	" Zabriskie		7:13
	7:41	96	" Shoshone		7:02
	8:30	121	" Death Valley Junct.		6:15
	9:20	144	" Leland		5:28
	10:50	168	" Beatty		4:00
	10:23AM	171	" Rhyolite		4:25
	1:45PM	241	" Goldfield		12:00PM
	3:15PM	272	" Tonopah		11:15AM

Through Pullman Buffet Sleepers and free Reclining Chair cars are operated between Los Angeles and Goldfield on Tralus No. 10 and No. 1.

Searchlight Branch

STATIONS	MIS.	No. 2-10	STATIONS	MIS.	No. 7
DAILY EXCEPT FRI			SUNDAY ONLY		
Lv. San Francisco	7:15AM		Lv. Ivanpah	0	11:00AM
" Oakland	7:40AM		" Barstow	15	11:50AM
DAILY EXC. SAT			DAILY EX SUNDAY		
" San Diego	2:00PM		Lv. Searchlight	0	4:00PM
" Los Angeles	5:00PM		" Hitt	16	4:30PM
" San Bernardino	60	10:30PM	" Barstow	22	4:50PM
" Barstow	141	2:05AM	Lv. Barstow	22	5:00PM
" Goffs	279	6:52AM	" Goffs	52	6:15PM
DAILY			DAILY		
Lv. Goffs	279	7:15AM	Lv. Goffs	52	7:40PM
" Barstow	300	6:40AM	" Barstow	190	12:15AM
DAILY EXC. SUN			" San Bernardino	271	3:40AM
Lv. Barstow	300	5:55AM	" Los Angeles	371	6:35AM
" Hitt	315	7:25AM	" San Diego	457	1:10PM
" Searchlight	331	9:45AM	" Oakland	452	3:07PM
SUNDAY ONLY			" San Francisco	452	5:30PM
Lv. Barstow	300	9:30AM			
" Ivanpah	374	10:30AM			

Stage leaves Searchlight for El Dorado Canyon at 12:30PM Mondays and Fridays. Fare \$3.00 each way.
NOTE: * Daily Except Sunday * Daily Except Monday.



49. LAKE TAHOE RAILWAY AND TRANSPORTATION CO.

TRUCKEE-LAKE TAHOE

Lake Tahoe, California has grown from a lumbering operation that supplied mine timber to the Comstock load to one of the primary tourist regions in the United States. The Bliss family who operated several timber operations plus steam boats on the lake decided in 1898 that the area needed a railroad to the Southern Pacific at Truckee. They started in 1899 a narrow gauge line, completing the 15 miles between Truckee and Tahoe in 1900.

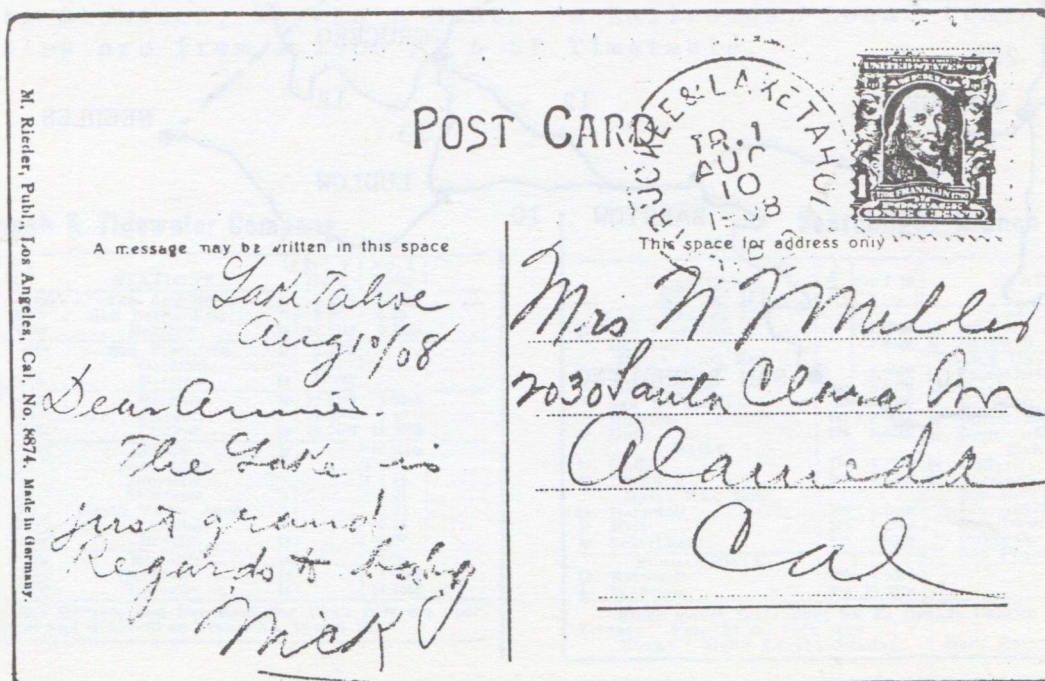
The railway was a tourist operation from the start. It only operated from May 15 to November 15 each year plus the train at Tahoe ran out on the Wharf for easy transfer to the Lake steamer.

In 1925 the line was leased to the Southern Pacific who changed the gauge before the start of the 1926 season. The S.P. advertized their operation heavily changing the name of the American Canyon Route to the Lake Tahoe Route. There was also night pullman service from Oakland Pier to Tahoe. The depression and World War II ended the tourist business so the line was abandoned in 1943.

The Post Office started RPO service in 1900 using the Cancel Truckee - Lake Tahoe which lasted until the end of service in 1942. The route was 51 miles long, of which 30 were by rail, the rest by boat. The RPO Clerk left Truckee each morning then transferred to the steamer to service all the Lake town then return in the evening by train to Truckee.

The RPO only operated from May 15 to Oct 15 each year. It was not until the 20's that closed pouch service was operated in the off season on the Lake plus Star routed between Truckee and Tahoe.

<u>CANCEL</u>	<u>YEAR</u>	<u>CANCEL</u>	<u>TMC #</u>	<u>ROUTE</u>	<u>NOTES</u>
Truckee-Lake Tahoe	1900-1942	Yes	997.4A-B-C	49	Narrow gauge to 1926

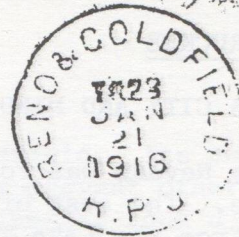




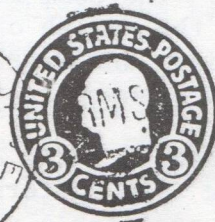
SAN FRANCISCO, OGDEN, GOLDFIELD

No. 24 Daily	Mls.		No. 23 Daily
7 20	0	Lv San Francisco (Market St.) Sou. Pac. Ar	8 10
7 40	6	Lv Oakland (16th St.) Ar	7 27
8 40	243	Lv Reno Ar	7 40
10 43	288	Ar Hazen Lv	6 35
6 30	0	Lv Ogden Sou. Pac. Ar	11 55
9 14	494	Ar Hazen Lv	10 24
11 05	288	Lv Hazen Sou. Pac. Ar	5 30
11 24	295	Lv Lahontan Lv	5 12
12 15	316	Lv Churchill Lv	4 25
12 50	328	Lv Wabuska Lv	4 00
1 50	354	Lv Schurz Lv	2 58
3 03	384	Lv Thorne Lv	2 06
4 05	408	Lv Luning Lv	1 26
4 30	417	Ar Mina Sou. Pac. Lv	1 05
4 50	417	Lv Mina T. & G. Ar	12 45
5 09	426	Lv Tonopah Junction Lv	12 20
6 30	446	Lv Coaldale Lv	10 59
7 00	453	Ar Blair Junction Lv	10 34
11 05	0	Lv Blair Junction Silver P. Ar	10 50
12 00	17	Ar Blair Lv	10 00
8 10	473	Ar Milers T. & G. Lv	9 40
9 05	486	Ar Tonopah T. & G. Lv	9 05
11 00	517	Ar Goldfield T. & G. Lv	7 09

Table 33

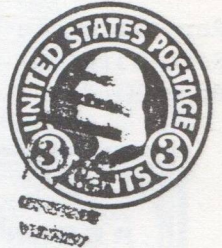
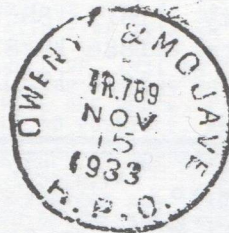


Mrs. C. S. De. Golyer,



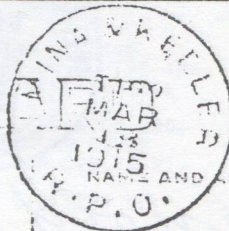
Henry J. Clement
P.O. Box 625
Mojave, Cal.

B.T. Kinnin
P.O. Box 155
Mojave, Cal.



POST CARD

CORRESPONDENCE



Mrs. Earl H. Shry
2037 West 43rd Pl.
Los Angeles
California

Dear Mrs. Shry, I
hasten to tell you
I like it here and
I am already
feeling so much
better. I make
all our calls
from year up, and I
wish all my friends
coming by M.T.

Calif.

69. VIRGINIA & TRUCKEE

RENO-VIRGINIA CITY AND MINDEN

Virginia City Nevada was founded in 1859 following the discovery of gold along the Comstock lode. The cost of moving the raw ore to the Carson river smelters plus mine timber from the Lake Tahoe Flum indicated the need for a railroad. It was not until February 1869 that William Shanon of the Bank of California and others started construction on the 13 miles to the river which they finished in the same year. They then started in July 1871 from the Central Pacific at Reno south to Carson City which was finished in 1872. This was just before the silver boom of 1873 which along with the gold was to make the Comstock the richest mining area in the United States. The boom was to last about 5 years, after that traffic began to decline until the wealth of Tonopah began arriving over the Carson and Colorado. When the Virginia and Truckee refused the Southern Pacific purchase offer, the Hazen cut off caused a sharp traffic decline in 1905.

In 1906 the company built a 14 mile branch south from Carson to Minden for the mining traffic from Eastern California. The decline started in 1905 continued with the last profitable year being 1929. The line to Virginia City was removed in 1938 with final abandonment in 1950.

The Post Office had an agent operation on the Reno-Virginia City route starting in 1873. This was the only agent operation in Nevada. This was changed to RPO in 1886 which lasted until 1926 when Minden replaced Virginia City as the southern terminal. The RPO service was replaced in 1950 with a Star route.

<u>CANCEL</u>	<u>YEAR</u>	<u>CANCEL</u>	<u>TMC #</u>	<u>ROUTE</u>	<u>NOTES</u>
Reno-Virginia City	1873-1886	Yes	978A-B-C	69A	Agent Cancel
Reno-Virginia City	1886-1928	Yes	978E	69A	
Reno-Minden	1928-1950	Yes	978D	69A-B	



BULLFROG & GOLDFIELD

GOLDFIELD-BEATTY

This company was formed in 1906 by Tonopah and Goldfield. Its purpose was to be the first into the area around Rhyolite/Beatty plus prevent other railroads from building into the area. However, due to many problems it took a year to build the 82-mile line. Not only were they not the first company into the area, they arrived at the start of the 1907 panic. They did prevent the Tonopah and Tidewater from building to Goldfield by giving them trackage rights. After one year of operation the Bullfrog and Goldfield came under the management control of the Tonopah and Tidewater until 1914. The Las Vegas and Tonopah and Bullfrog and Goldfield were both servicing the same area and losing money. Therefore, the owners of the 2 companies in 1914 combined the best parts of the two railroads into one line between Goldfield and Beatty.

During World War I all the railroads in the Goldfield area came under Federal Railway Systems. The government, after a review declared the Las Vegas and Tonopah surplus, causing its abandonment. This loss caused Tonopah and Tidewater to take control again of the Bullfrog and Goldfield. This control was to last to the end of the operation in 1928.

See Tonopah & Tidewater for mail service.



Gordon Twedt

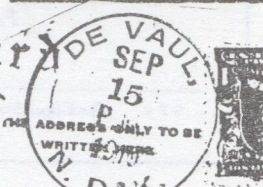
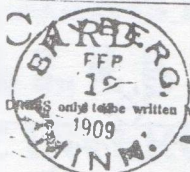
Box 280

Maddock, North Dakota 58348

AUCTION # 4

- COLORADO
1. CARLTON, VF. D-2 1913 ON PPC
IDAHO
2. KLUTERVILLE, DPO 1912 HS. ON GRTG. CRD
MINNESOTA
3. BAYBERG, DPO VF+1909 D-1 #3 ON VF PC (PH)
4. ELBA, DPO 1914 HS. F/VF ON N.Y. CRD
5. HOMER, DPO F. 1910 D-1 #2 ON XMAS CRD.
6. MALUNG, DPO F/VF 1910 HS. ON CRD. SM
7. NORSELAND, DPO VF. 1889 HS. ON CLEAN COVER
8. SIMPSON, DPO F/VF 1909 HS. ON XMAS CRD.
9. SKYBERG, DPO F/VF 1909 HS. ON XMAS CRD.
10. TERRACE, DPO F. 1914 HS. TIES Q-1 ON CARD
11. TORGERSO, SCARCE DPO, VF. 1911 HS. ON CRD.
12. VASA, DPO VF. 1922 HS. ON VF XMAS CRD
13. WITHROW, DPO VF 1910 HS. ON CRD.
NORTH DAKOTA
14. BADLANDS, DPO, VF+1909 HS. ON R.P. SCENE
15. DE VAUL, SCARCE DPO VF+ 1910 HS. ON PPC (PH)
16. DUNN CENTER, VF HS. ON 1918 DRAFT NOTICE
17. KELVIN, DPO VF+1911 HS. ON GRTG. CRD.
18. MINER, ABT. F. 1909 HS. ON R.P. RELATED CRD.
19. ROSEHILL, F. 1902 HS. ON CLEAN AD COVER
20. SOGN, ABT VF. 1905 HS. ON CLEAN CVR. TO WI.
OHIO
21. JUNCTION CITY R.F.D. TYPE 11E 1909 VF.
OKLAHOMA
22. CRESENT, R.F.D. TYPE 11E 1911 V.F.
SOUTH DAKOTA
23. BEMIS V.F. 1910 D-2 #8 ON XMAS CRD.
24. BROADLAND, 1908 HS. UNUSUAL DESIGN (PH)
I WONDER IF THIS IS UNIQUE.
25. CROOK, VF 1911 HS. ON ZIM CARD
26. GROSSE, VF. SL. OVERINKED 1912 ON CRD.
27. HANNA, VF+ 1909 HS. ON GRTG. CRD.
28. HARDING, VF. 1910 HS. ON GRTG. CRD.
29. HARTLEY, VF. 1912 VIOLET HS. ON XMAS CRD.
30. HAYTI, VF. 1911 D-1 #1 ON GRTG. CRD.
31. HURLEY, VG/F 1910 HS. ON GRTG. CRD.
32. JOLLEY, CLEAR F. 1909 D-2 ON CRD.
33. JUNIUS, VF 1903 HS. ON VALENTINE CRD.
34. LEBEAU, VF. 1910 HS. ON GRTG. CRD.
35. (LI)NDSEY 1911 HS. OTHER LETTERS STRONG
36. MANCHESTER, VF. 1915 HS. ON RELATED CRD.
37. OLNEY, VF. 1907 D-1 RECD. MARK 2YR. P.O.

38. RICHARDS VF. 1910 HS. ON GRTG. CRD.
39. RICHLAND V.F. 1898 ON FANCY COVER
40. VERA, VF+1908 HS. TIES 300 ON GRTG. CRD.
41. WETA, F/VF 1914 HS. ON RELATED CARD.
VERMONT
42. WAITSFIELD, VF+1910 PURPLE HS. ON CARD
R.P.O. '8
43. CIN. & LEX. R.R. 1880 JERICO, KY. BLUE (PH)
44. BIG RAPS. H.CY & DET. 1909 ON XMAS CRD.
45. WINONA & HURON VF. 1912 ON EASTER CRD.
46. FARGO & ORTONVILLE ABT. F. 1911 ON CRD.
47. MORRIDGE & FAITH F/VF. 1916 ON CVR./CC
48. TRACY & WATERTOWN VF. 1888 ON REG. REC.
49. PALMER & BURWELL VF. 1931 ON CVR./CC
50. MO. VALL. & L. PINE F. 1899 ON U349
NEARLY ALL OF THESE ARE DPO'S. I HAVE TRIED TO
DESCRIBE AS FULLY AS POSSIBLE. PHOTO COPIES
ARE AVAILABLE FOR .25 AND SASE.
ALL LOTS WILL BE SOLD AT ONE ADVANCE OVER
THE SECOND HIGH BIDDER.
BIDDERS WILL PAY POSTAGE AND INSURANCE.
ALL LOTS FOUND TO BE IMPROPERLY DESCRIBED
WILL BE RETURNABLE FOR FULL REFUND. BIDDING
INCREMENTS WILL BE \$1.00 TO \$25.00 AND
\$2.50 THEREAFTER



AUCTION CLOSES MIDNIGHT 2-1-86

70. NEVADA NORTHERN

COBRE-ELY

Gold was found in the area around Ely Nevada in the 1860's. This proved to be of low quality so there was no great growth until 1902. In that year copper was found at Ruth about 10 miles to the west. After several months of review the Nevada Consolidated Copper Co. decided to mine the 1-2% copper in an open pit operation. The ore would move by rail to McGill east of Ely for reduction to Blister Copper. The reduced ore would then move North by rail to Cobre (Spanish for Copper) on the Southern Pacific. The Nevada Northern was started in August 1905 but due to weather problems the 142 mile line to Ely was not completed until October 1906.

The railroad had been hurried construction so it was not until 1908 that daily passenger service was started. This was after the Western Pacific had reached Shafter on the line in 1907. Passenger service on the Nevada Northern lasted until July 1941. Kennecott Copper, the successor of Nevada Consolidated had to close down the entire operation at Ely, including the Nevada Northern in 1982.

Mail service was started by the post office in 1908 using the Cancel Cobre and Ely. The route lasted 33 years until the end of passenger service in 1941. The original mail route was 42 miles, however, in the 20's the train made a side trip to McGill each way.

NEVADA NORTHERN

<u>CANCEL</u>	<u>YEAR</u>	<u>CANCEL</u>	<u>TMC #</u>	<u>ROUTE</u>	<u>NOTES</u>
Cobre - Ely	1908-1941	Yes		71	

Post Office Department

OFFICIAL BUSINESS

RETURN TO:

Postmaster

or _____

(Railway Postal Clerk.)

Street and No. _____

Post Office _____

State _____

G P O The Dispatching Postmaster or Railway Postal Clerk must address this card for return

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300.

Postmark of Office or R. P. O.
which returns this card.

COBRE & ELY

TR-3

OCT

12 1

1934

and DATE of RECEIPT.

NEVADA NORTHERN RY.

For Connecting Trains, see Page 11.

1 20	0 Lv. Cobre	Ar. 12 05	
1 50	19 Ar. Shafter	Lv. 11 25	
3 20	63 Ar. Currie	Lv. 10 05	
4 15	91 Ar. Cherry Creek	Lv. 9 10	
5 55	139 Ar. Last Ely	Lv. 7 35	
6 00	40 Ar. Ely	Lv. 7 30	
*4 25	*11 30 *6 40	0 Lv. East Ely	Ar. 8 25
4 40	11 45 6 54	8 Lv. Ely Junction	Lv. 8 10
5 22	12 32 7 25	12 Lv. Kimberly	Lv. 7 37
5 25	12 35 7 30	13 Ar. Veteran	Lv. *7 35
			*1 25 *5 35
Lv. Ely	0 *6 35 *2 30 *4 45	*10 30	
Ar. McGill	15 7 15	3 15 5 35	11 15
Lv. McGill	0 *7 45 *3 45 *5 50	*11 45	
Ar. Ely	15 8 30	4 30 6 25	12 30


Light face figures A. M. Dark face figures P. M. f Meals
f Flag stop to receive or

Now that work is well underway on the Mobile Post Office Society's monograph on electric railway mail routes, co-author Rod Crossley and myself are in need of additional examples of known markings to be used as illustrations. To date, we have been able to locate a little over half the needed illustrations. If you would like to provide an example of one the interurban route markings as listed below, I would be most grateful and will provide credit, if desired, in the monograph for the use of any marking provided.

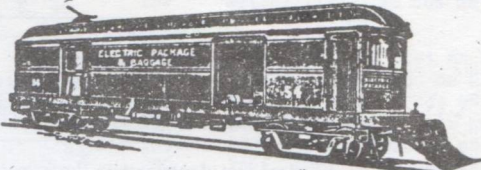
Beaver Falls & Vanport
 Bristol & Doylestown
 Cleveland & Fairport
 Cleveland & Wellington
 Cleveland & Painesville
 Doylestown & Easton
 Ft. Dodge & Des Moines
 Ft. Wayne & Dunreith
 Georgetown & Cincinnati

Hayden Lake & Spokane
 Penn Yan & Branchport
 Peru & Indianapolis
 Portland & Faraday
 Providence & Fall River
 Providence & New Bedford
 St. Helena & San Francisco
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102 WOODBLUFF, 1923, VG 4-bar on PPC. DPO. Est. \$5.00

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- 103 ANCHORAGE, 1948, Ty11 ALASKA RR cachet cvr. E.\$5
104 CANDLE, 1908, F Ty 1 on PPC (w/crease). Est. \$30.00
105 CAPE YAKATAGA, 1959(Nov), F 4-bar on ph.card. Est. \$2.
106 CROOKED CREEK, 1935, VG Ty1 on phil. cvr. Est. \$12.
107 JUNEAU, 1910, G Ty10 on PPC(r.ph. JUNEAU CT.HSE) E.\$8
108 JUNEAU, 1957, ALASKA DAY cachet & PRAY FOR PEACE. E.\$4
109 KETCHIKAN, 1958, ALL AMERICA CITY slogan, cach. Est. \$4
110 PETERSBURG, 1914, G Ty4 on PPC (Seward view). Est. \$30
111 RAMPART, 1908, VG Ty5(early) on PPC. Est. \$20
112 SITKA, 1911, G Ty17 on PPC (Killisnoo natives). E.\$10
113 SITKA, 1957 & 58, 2 ALASKA DAY slogan cvrs. cach. E. \$8
114 U.S./NAVY/BUY U.S./BONDS, 1943, 12th NCB r.a.cens.E.\$8
115 Lot of 2 diff 1942 APOs (937 & 938) on cens. cvrs. E.\$5
116 Lot of 3 diff. 4th NAV. CONS. BN. covers (Types 1,3 & 4) 1942-43. VG-F. Nice group. Est. \$20

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- 117 DON LUIS, 1908, readable Ty2 as rec'd mark on picture side of PPC. Est. \$5.
118 GLENDALE, 1908, F Ty3(w/"") on PPC. Est. \$12.
119 GRAND CANYON, 1903, VG Ty1 on PPC. Est. \$10
120 KAIBAB FOREST, 1928, about G red 4-bar on PPC.DPO.E.\$4

CALIFORNIA

- 121 ALAMORIO, 1910, VG 4-bar on PPC. (Imp. 09-17). E. \$12
122 BENICIA, c.1865, G dcds on U34. Est. \$8.00
123 BERNARDO, 1907, VG 4-bar on cover. (SD 72-18). Est.\$12
124 BLANCO, 1913, VF 4-bar on PPC. (Mont. 73/41). Est. \$6
125 ECHO MOUNTAIN, 1909, VG 4-bar on PPC. (1904-1)0. E.\$4
126 ELINOR, 1911, G magenta Doane on PPC (06-14). E. \$10
127 FOUTS SPRINGS, 1909, VG Doane on cvr w/Hotel cc.DPO.E.\$8
128 FRESNO CITY, c.1880, G cds on cvr. (72-89) Est. \$5
129 GARNET, 1943, VG 4-bar on PPC. (Riv. 27/43) Est. \$6.
130 GLORYETTA, 1924, VG purple 4-bar on cvr.(Oran.15-36)E.\$12
131 GRANT SPRINGS,1888, readable dcds on front.(83-92).E\$10
132 GUATAY, 1923, G-VG 4-bar on cvr. (SD 17-36pd). E. \$6
133 ICELAND, 1922, VG 4-bar on Dept of Int. penalty card. (Nev. 97-23). Est. \$10.00
134 JAMESBURG, 1919, VG 4-bar on PPC. (86-35). Est. \$6
135 KLAMATHON, 1902, VG dplx on 2c red ent. w/water stain along botom 1/2". (Sisk. 97-18). Est. \$10
136 LOS ANGELES/STATION R, 191?, VG PAN PACIFIC FLAG on PPC Est. \$5.00
137 MCKINNEY, 1910, VG Doane on PPC (Placer 84-28) Est.\$6
138 MEYERS, 1918, VG 4-bar on PPC(Tahoe Hotel). Est. \$4
139 OAT HILL, 1907, VG cds on PPC (Napa 91-10) Est. \$12.
140 POTRERO, 1912, VG 4-bar on PPC. Est. \$3.00
141 RAIL ROAD FLAT, 1882, F baloon cds on Reg.Rct. Est. \$6
142 ROUND MOUNTAIN,1901, G cds on cvr. w/ltr. Est. \$5
143 STAGG, 1917, G 4-bar on GPC (S.Bern.02-26). Est. \$8
144 TOWLE, 1909, VG purple 4-bar on PPC. (91-35). E.\$6.
145 WALKERMINE, 1936, VG 4-bar on cml.cvr. (Plum.30-41)E.\$12
146 YOSEMITE, 1910, F dplx on PPC. DPO. Est. \$4.00
147 YUBA CITY (1886), VG cds on U281 w/ltr. Est. \$5.00

CANAL ZONE

- 148 ANCON, 1920 VG TyM-1 on U2 used commercially. Est. \$5

COLORADO

- 149 ARICKAREE, 1923, F 4-bar on cml.cvr. (00-61). E.\$4
150 ASPEN, 1892, VG duplex on 2c entire. Est. \$6.
151 AXIAL, 1907, VG 4-bar on PPC. (83/58). Est. \$5.00
152 BRECKENRIDGE, 1881, readable dcds ties 3c bnt. Est. \$6
153 BUFORD, 1909, G cds on PPC (90-19 pd.) Est. \$5.00
154 EDGEWATER, 1914, G dplx on GPC. (92-37). Est. \$6.
155 GARFIELD, 1907, VG Doane on PPC. (80/63). Est. \$5.
156 GYPSUM, 1902, readable dplx on 2c entire. Est. \$5
157 HALFWAY, 1908, VG 4-bar on repaired PPC. Est. \$4.00
158 HAWTHORNE, 1908, G (overstrk.) 4-bar on PPC. (06-28).E\$5
159 HAWTHORNE, 1912, F 4-bar on PPC. (06-30) Est. \$6.00

COLORADO (Cont.)

- 160 KOKOMO, 1907, F dplx on PPC. (79-66). Est. \$3.00
161 LEROY, 1911, VG 4-bar on PPC. (95-18). Est. \$20.00
162 NEW WINDSOR,1909, G dplx on PPC. (84-11). Est. \$4.
163 OURAY, 1880, VG cds & "Forwarded" on cvr. as forwarding mark. Est. \$5.00
164 READ, 1909, about G 4-bar on PPC. (98-34). E. \$3.00
165 SLIGO, 1909, G 4-bar on PPC. (08-41). Est. \$6.00
166 TENNESSEE PASS,1937, VG 4-bar on PPC. (12-60). Est. \$4
167 TIOGA, 1910, G 4-bar on PPC. (07-54). Est. \$3.00
168 TRAIL RIDGE, 1952, about G 4-bar on PPC.(37-54). E. \$2.
169 Lot of six diff. 1908-10 handstamps on PPC, VG-F, (incl. (DELTA, EATON, LAMAR, SHERIDAN LAKE, LAS ANIMAS) E.\$8
170 Lot of 12 diff. FLAGS on PPC (inc. CARSON CITY, LONGMONT, MANITOU, PUEBLO, SALIDA, STERLING, TRINIDAD, etc.) E. \$10

CONNECTICUT

- 171 ADDISON, 1908, VG 4-bar on PPC. (89-41) Est. \$5.00
172 GILEAD, 1909, G 4-bar on PPC. (28-14) Est. \$5.00
173 LEETE ISLAND, 1908, VG dplx on PPC. (91-18) Est. \$6.00
174 WEST WOODSTOCK, 1908, VG Doane on PPC. (25-16) Est. \$6.
175 WINDSOR, 1879, VG green fancy cds on cvr. Est. \$4

FLORIDA

- 176 BELMORE, 1908, VG 4-bar on PPC. (1885/1917) Est. \$8.
177 BOYTON, 1906, F Doane on PPC. (96-41). Est. \$5.00
178 CHOKOLOSKEE, 1908, VG Doane on PPC. Est. \$3.00
179 CUTLER, 1914, VG 4-bar on PPC. (84-15). Est. \$12.
180 FORT BARRANCAS, 1909, VG 4-bar on PPC. (03-45). E.\$5
181 GREEN COVE SPRINGS,1893, readable cds on U349. Est. \$5
182 HAWKS PARK, 1911, VG 4-bar on PPC. DPO. Est. \$5
183 PEORIA, 1908, F 4-bar on PPC. (86-32). Est. \$8.00
184 SEABREEZE, 1912, VG 4-bar on PPC. (94-25). Est. \$3.00

GEORGIA

- 185 FORSYTH, c.1855, G cds on 3c Nesbitt. Est. \$6
186 HOLLYSPRINGS, 1913, VG 4-bar on PPC. Est. \$3

HAWAII

- 187 HILO, 1905, VG dplx on U385. HONOLULU mach b/s. E.\$10
188 HONOLULU,H.ISLS.,1900, VG dplx on cvr w/Bank cc. and fancy purple KOHALA b/s. Est. \$6.00
189 KEAHWA, 1931, G 4-bar on cover. DPO. Est. \$10.00

IDAHO

- 190 ABBEY, 1909, F 4-bar on PPC. (1902-11). Est. \$25.00
191 BEAVER, 1889, F dcds on cvr w/2 c bnt. (1880-98)E.\$40
192 HEISE, 1909, VG 4-bar on PPC(Hot Sprs. photo)(00-44)E.\$8
193 USTICK, 1909, VG 4-bar on PPC(State Pen).(1908-58)E.\$4
194 WEISER, 1900, VG cds on legal cvr w/triple rate. E. \$4

ILLINOIS

- 195 CAIRO, 1862, G dcds on 3c 1861 entire. Est. \$3.00
196 LACON, 1893, G cds on U349. Est. \$3.00
197 MAYWOOD, 1898, G cds on 2c ent. w/aging. Est. \$2.00
198 MINTER, 1908, VG dplx on PPC. DPO. Est. \$3.00
199 NORA, 1911, VG Doane on PPC. Est. \$3.00
200 YALE, 1862, Mss. on cvr. cut short @ rt into #65. E.\$5

IOWA

- 201 BROWNVILLE, 1907, VF Doane on PPC. DPO. Est. \$4.00
202 VIOLA, 1885, VG purple dcds on cvr w/#210. Est. \$4

KANSAS

- 203 ANTHONY, 1893, VG cds ties 2c Columbian on cvr. E.\$3
204 EMPORIA, c.1868, readable cds on 3c 1864 ent. Est. \$3.
205 GEUDA SPRINGS, 1908, VG 4-bar on PPC. Est. \$2.00
206 MONTEZUMA, 1910, G Doane on PPC. DPO. Est. \$5.
207 RICHLAND, 1912, VG 4-bar on PPC. DPO. Est. \$4.00
208 RICHMOND/Wm.W.FLETCHER,P.M.,1885, G dcds on cvr. E.\$15
209 RUBENS/J.T.KINKADE,P.M.,1882, legible red dcds on cvr w/letter. Est. \$20.
210 TWELVE MILE, 1893, readable cds on cover. DPO. Est. \$5

LOUISIANA

- 211 DUCKPORT, 1908, VG 4-bar on PPC. DPO. Est. \$6.00
212 PORT EADS, 1912, F 4-bar on PPC. DPO. Est. \$5.00

MARYLAND

- 213 BALTIMORE, 1852, F cds (ASCC Ty33) & PAID/3 on cvr.E.\$10
214 BALTIMORE, 1861, G blue cds on U27. Est. \$10.00
215 BALTIMORE/ROLAND PARK BR.,1917, VG dplx on cvr. E.\$3
216 HAGERSTOWN,1861, VG cds on cvr(no flap) w/#26. Est. \$5.
217 KEEP TRYST, 1913, G 4-bar on PPC. (1905-19). Est. \$15
218 REISTERSTOWN,1860, G cds ties #26 on cvr (w/encl.)E\$6
219 WEVERTON, 1925, VG 4-bar on PPC. (71-51). Est. \$4.

MASSACHUSETTS

- 220 AUBURNDALE, 1879, F purple oval on cover. Est. \$5.00
 221 TAUNTON, 1902, F dcds REGISTERED on cvr w/#250 & 257.E\$5
 222 WEST CHOP, 1903 F cds on Reg. Cvr. (90-19). Est. \$8.00

MICHIGAN

- 223 ARVA, 1904, VF Doane on VEG-A-TAB cvr. DPO. Est. \$10
 224 BEACON, 1907, F 4-bar on PPC. DPO. Est. \$5.00
 225 DETROIT/MARINE P.O., 1909, VG dplx on PPC. Est. \$5
 226 DONALD, 1908, VG cds on PPC. DPO. Est. \$8.00
 227 ECKFORD, 1910, VG cds on PPC. DPO. Est. \$5.00
 228 GOGEBIC, c.1908, F 4-bar on PPC. Scarce DPO. Est. \$15
 229 LEOTA, 1904, G cds on VEG-A-TAB cvr. DPO. Est. \$5
 230 MARVIN, 1907, VG cds on PPC. (DPO). Est. \$8.00
 231 PENTACOST, 1902, VG cds on VEG-A-TAB cvr. DPO. Est. \$5
 232 PHOENIX, 1911, F 4-bar on PPC. (65-54) Est. \$4.00
 233 SAINT ELMO, 1902, F cds on VEG-A-TAB cvr. DPO. Est. \$8
 234 TURIN, 1910, VG 4-bar on PPC. DPO. Est. \$4.00

MINNESOTA

- 235 DETROIT, SHOREHAM RURAL STATION, 1909, F on PPC. Est. \$15
 236 HARTFORD, 1892, G toothed cds on UX9. (70-94). Est. \$15
 237 ST. PAUL, 1892, VG dplx on UX6 to Zurich. Est. \$3.00
 238 ST. PAUL/State Fair Grounds Sta., 1914, F in magenta box on PPC. Est. \$8.00

MISSISSIPPI

- 239 BILOXI, 1920, F ovate FLAG on PPC. Est. \$5.

MISSOURI

- 240 DERAY, 1910, F 4-bar on PPC. (98-14). Est. \$5.00
 241 ERINA, c.1870, VG cds on Lady's cvr w/3c 1869. Est. \$6
 242 HAWKEYE, 1900, F cds on cvr. DPO. Est. \$4.00
 243 HIGHLAND, 1903, VG cds on cml.cvr. (89-06). Est. \$8.00
 244 Lot of 9 diff. small town 4-bars on ph.cards, 1965-70. E.\$4
 245 MONTEREY, 1907, VG Doane on PPC. (89-24). Est. \$4.00
 246 PLEASANT GREEN, 1903, MSS on cvr w/ltr. DPO. Est. \$6
 247 PRINCIPIO, 1890, G cds on cvr (no flap) DPO Est. \$6.00
 248 TILDEN, 1891, F cds on Reg. Cvr. (87-20) Est. \$15.00
 249 WARSAW, 1882, VG cds on cvr. w/3c bnknt. Est. \$5.00

MONTANA

- 250 BRANDENBERG, 1931, VG 4-bar on UX27. (81-57). Est. \$5
 251 CABLE, 1910, F 4-bar on PPC. (82-18). Est. \$8.00
 252 COMMANCHE, 1909, G 4-bar as rec'd mark. (09-42). E.\$5
 253 CORBIN, 1909, VG 4-bar on PPC (87-43). Est. \$6.00
 254 GLACIER, 1913, VG 4-bar on PPC. (1909-13). Est. \$15.
 255 HEDGESVILLE, 1914, VG 4-bar on PPC (10-59) Est. \$4.
 256 HOMEPARK, 1912, VG Doane on PPC. (95-19). Est. \$8
 257 NEWLON, 1909, VG 4-bar on PPC. (81-13). Est. \$15.00
 258 PINECREEK, 1908, VG Doane as rec'd mk. on PPC. DPO. E.\$4
 259 RICEVILLE, 1900, VG cds on cvr. uneven @ rt..DPO.E. \$10
 260 SALESVILLE, 1910, F 4-bar on PPC. (80-27). Est. \$4.00
 261 SIDNEY, 1909, G Doane on PPC. Est. \$2.00
 262 WISDOM, 1944, VG 4-bar on WWII Patriotic. Est. \$3.00

NEBRASKA

- 263 FERN, 1910, VG 4-bar (ov.strk.) on PPC. (09-22). Est.\$8
 264 HARRISON, 1937, G HANDSTAMP FLAG on cover. Est. \$3.00
 265 MISSION CREEK, 1884, VG cds on U179 to U.K. (70-00)E\$20
 266 SPARTA, 1910, F 4-bar on PPC. (80-12). Est. \$10.00

NEVADA

- 267 VYA, 1914, F 4-bar on PPC. (10-41). Est. \$10.

NEW HAMPSHIRE

- 268 CANAAN CENTER, 1905, VG cds on PPC. DPO. Est. \$5.00
 269 CLAREMONT JUNCTION, 1907, G cds on PPC. DPO. Est. \$4
 270 DEERFIELD CENTRE, c.1880, VG cds on cover. Est. \$6.
 271 MARLBORO, 1911, VG dplx on PPC. DPO. Est. \$3.00
 272 REEDS FERRY, 1924, about G 4-bar on PPC. DPO. Est. \$4.

NEW MEXICO

- 273 ADEN, 1910, VG Ty2 on PPC. Est. \$20.00
 274 ADOBE, 1938, VG 4-bar on LDC (1933-38) Est. \$15.
 275 EAST LAS VEGAS, 1908, F Ty19 on PPC. Est. \$4.00
 276 ESCABOSA, 1944, VG 4-bar on WWII Patr.(37-44) E.\$15
 277 FAIRVIEW, 1896, VG Ty 6 on 2c entire. Est. \$10.00
 278 FAIRVIEW, 1901, VG Ty 7 on 2c ent. w/fancy klr. E.\$10.
 279 GUAGOLOTES, 1938, F 4-bar on LLC (11-mo PO!) Est.\$30
 280 NOLAN, 1943, VG 4-bar on GPC (1908-44) Est. \$5.00
 281 SANTA FE/JUNIT 1, 1943 on cvr w/Burns Hosp. ra. Est. \$5
 282 Lot of 7 diff DPOs on LDCs, VG-F, 1954-59 (CLAPHAM, RED HILL, CORRERO, AUGUSTINE, BELL RANCH, BENNETT & BOAZ) E\$10

NEW YORK

- 283 FLUSHING, 1895, VF cds on cvr. Est. \$3.00
 284 KELLYS CORNER, 1883, about G cds on cover. DPO. Est. \$4.
 285 MILLGROVE, 1908, VG cds & target on PPC. DPO. Est. \$5
 286 RIVERHEAD, 1878, VG cds on GPC. (Long Is). Est. \$5.
 287 SETAUKET/N-Y, c.1863, VG cds on cvr w/#65 (L.I.)E.\$6

NORTH DAKOTA

- 288 BRAZIL, 1909, F 4-bar on PPC. (1900/30) Est. \$8.00
 289 CARLISLE, 1902, G cds on VEG-A-TAB cvr. (78-12). E.\$12
 290 CARPENTER, 1904, F cds on cover. (1903-38). Est. \$8
 291 CASSELTON/DAK., 1889, about G cds on GPC. Est. \$6
 292 ELSBERRY, 1911, VF 4-bar on PPC. (1906-18). Est. \$6.00
 293 HYLAND, 1904, F cds on VEG-A-TAB cover. (03-05). E. \$35
 294 KLEIN, 1901, VG cds on VEG-A-TAB cover. (98-04). E. \$25
 295 NEVA, 1908, F 4-bar on PPC. (1907-08). Est. \$40.00
 296 NINA, 1905, F cds on VEG-A-TAB cover. (03-05). E. \$35
 297 NUMEDAH, 1910, G 4-bar on PPC (98-26) Est. \$6.00
 298 RUSSELL, 1915, F 4-bar on PPC. (01-58). Est. \$3.00
 299 WOGANSPORT, 1893, VG cds as rec'd on GPC. (82-15) E.\$4

OHIO

- 300 EAGLEPORT, 1913, Mss. on UX24. Est. \$5.00
 301 KINDERHOOK, 1886, F dcds on cvr. (1859-1918). Est. \$5
 302 PIKE STATION, c.1880, G cds on cover. DPO. Est. \$5.
 303 RINGGOLD, 1915, F 4-bar on UX24. (47-39). Est. \$3.
 304 SELMA/CLARKE CO., 1874, about G blue oval on cvr. E.\$8
 305 WAIT, 1896, G cds on cover. DPO. Est. \$4.00

OKLAHOMA & INDIAN TERRITORY

- 306 FAIRVALLEY, 1910, G 4-bar on PPC. (95-48). Est. \$5.00
 307 OKLAHOMA, 1905, F FLAG on PPC. Est. \$5.00
 308 RENFROW, 1908, VG 4-bar on PPC. DPO. Est. \$4.00
 309 SULPHUR/IND.T., 1906, VG dplx on cover. Est. \$8.00
 310 THOMAS, 1909, G Doane on PPC. Est. \$3.00

OREGON

- 311 AIRLIE, 1908, VG Doane on PPC. DPO. Est. \$4
 312 ASTORIA, c.1865, VG cds on cvr w/#65. Est. \$30.00
 313 BAY CITY, 1909, G Doane on PPC. DPO. Est. \$3.00
 314 BERLIN, 1912, VG Doane on PPC. (99-37). Est. \$5.00
 315 BLACHLY, 1911, VG 4-bar on PPC. (92-75). Est. \$3.00
 316 BLACKBUTTE, 1957, VF 4-bar on LDC (1901-57). Est. \$2.50
 317 BORING, 1909, VG 4-bar on PPC. DPO. Est. \$2.50
 318 BROOKS, 1907, F Doane on PPC. (71-60). Est. \$3.00
 319 BROOKS, 1908, F 4-bar on PPC. (71-60). Est. \$3.00
 320 BUXTON, 1911, VG 4-bar on PPC. (86-75). Est. \$2.50
 321 CHEMULT/DIAMOND LAKE RUR., 1967, F 4-bar on GPC. E.\$2
 322 COBURG, 1911, G 4-bar on PPC. (84-58). Est. \$3.00
 323 DENZER, 1911, VG 4-bar on PPC. (1909-33). Est. \$8
 324 DILLEY, 1912, VG 4-bar on PPC. (73-61). Est. \$3.00
 325 EAST PORTLAND, 1890, G Ty8 on 2c entire. Est. \$12.00
 326 FAIRGROUNDS, 1918, G 4-bar on UX30. DPO. Est. \$4.
 327 HUGO, 1907, G Doane on PPC. (96-56). Est. \$4
 328 MARSHLAND, 1911, G Doane on PPC. (78-67). Est. \$3.00
 329 PARKPLACE, 1907, F 4-bar on PPC. Est. \$3.00
 330 PROSPER, 1911, VG Doane on PPC. (93-28). Est. \$6.00
 331 WENDLING, 1909, F 4-bar on PPC. (89-52). Est. \$4.00

PENNSYLVANIA

- 332 CARLO, 1909, F 4-bar on PPC. DPO. Est. \$4.00
 333 COKEVILLE, 1885, VG dcds on cover. DPO. Est. \$6.00
 334 EAST SANDY, 1911, VG Doane on PPC. (87-11) Est. \$6.00
 335 ECONOMY, 1912, VG dplx on PPC. DPO. Est. \$2.50
 336 HERSHAM, 1865, Mss. ties 3c grill to cvr. Est. \$8.
 337 HINES RIVER, c.1863, in Mss. on small cvr. Est. \$6.00
 338 LOCK NO. 3, 1906, F Doane on PPC. DPO. Est. \$4
 339 MADDENSVILLE, 1909, F Doane on PPC. DPO. Est. \$4.
 340 MARTHA FURNACE, 1908, F purple DOANE on PPC. DPO. E.\$5
 341 PENN HALL, c.1880, G cds on Lady's cover. DPO. Est. \$5
 342 SHOFF, 1907, F 4-bar on PPC. (96-09) Est. \$8.00
 343 WARWICK, 1907, F Doane on PPC. DPO. Est. \$5.00

RHODE ISLAND

- 344 NARRAGANSETT PIER, 1890, G cds on cover. DPO. Est. \$5.

SOUTH CAROLINA

- 345 LULAH, 1889, VG cds on cover w/2c bnknt. DPO. Est. \$6
 346 SAINT PAUL, 1890, VG cds & scarab klr on cvr. w/Gen'l Merchant cc. (no back flap) DPO. Est. \$5.00

SOUTH DAKOTA

- 347 ASTORIA, 1914, VG 4-bar on 2c entire. Est. \$2.00
 348 B.J.KELSEY/AURORA, DAK., 1888, F fancy dcds on cover w/ repaired closed tears @ left. Est. \$20.00
 349 CARTHAGE/DAK, 1888, VG red cds & WH-OF-FORTUNE as b/s on cover. Est. \$4
 350 CEDARFORK, 1909, VG 4-bar on PPC. DPO. Est. \$6
 351 COLE, 1913, G 4-bar on PPC. DPO. Est. \$4.00
 352 DE GREY, 1917, VG 4-bar on PPC. DPO. Est. \$8
 353 EDDY, 1908, VG 4-bar on PPC. DPO. Est. \$6.00
 354 GROVER, 1909, VG 4-bar on PPC. DPO. Est. \$6.00
 355 HOLMQUIST, 1913, F 4-bar on PPC. DPO. Est. \$8.00
 356 HURON, 1894, VG cds on 2c entire. Est. \$3.00
 357 MADISON/DAK, 1885, G cds on cvr. (no flap) Est. \$8.00
 358 MOSHER, 1930, F 4-bar on GPC. Est. \$4.00
 359 NEWARK, 1908, G Doane on PPC. (83-58). Est. \$3.50
 360 PARKER/DAK, c.1885, VG cds on Reg. cvr w/pr. #205. E.\$10
 361 PRINGLE, 1898, VG cds on GPC. Est. \$3.00
 362 RAMONA, 1902, G dplx on cvr. Est. \$3.00
 363 RAPID CITY, 1920, BLACK HILLS slogan FLAG on folder of PPC views. Scarce 6 mo. flag. VG. Est. \$6.00
 364 VILAS, 1910, VG 4-bar on PPC w/crease. DPO. Est. \$5.00
 365 WOONSOCKET/DAK., 1885, F cds on cvr w/#210. Est. \$10.00
 366 ZEIGLER, 1903, F cds on cover. (1903-23). Est. \$12.

TENNESSEE

- 367 CALFEE, 1902, V cds on cover. DPO. Est. \$8.00
 368 INDIAN SPRINGS, 1906, VG cds on cover. DPO. Est. \$6.00
 369 SHOUNS, 1910, about G 4-bar on PPC. DPO. Est. \$2.00

TEXAS

- 370 DELHI, 1908, F Doane on PPC. DPO. Est. \$6.00
 371 FORT SAM HOUSTON, 1910, G dplx on PPC. (1900-16). E.\$10
 372 GLEN, 1907, VG Doane on PPC. DPO. Est. \$4.00
 373 OLIVIA, 1914, VG 4-bar on PPC. DPO. Est. \$3.00

UTAH

- 374 HUNTSVILLE, 1893, VG cds on U349. also "NOT KNOWN IN DISTRICT" service marks. Est. \$8
 375 LUND, 1932, VF 4-bar on GPC. (1907-67). Est. \$5.
 376 WASKAKIE, 1931, F purple 4-bar on LDC. ERROR. Est. \$10
 377 WEBER, 1893, G cds on U349. (1888-1902). Est. \$12.

VERMONT

- 378 AMSDEN, 1908, VG red Doane on PPC. (80-14) Est. \$8.00
 379 BARTON LANDING, 1907, VG dplx on PPC. (50-09) Est. \$6
 380 DAVIS BRIDGE, 1910, VG 4-bar on PPC. (92-13) Est. \$10.
 381 NORTH TUNBRIDGE, 1906, VG Doane on PPC. DPO. Est. \$4
 382 SUDBURY, 1890, VG purple cds on cvr. DPO. Est. \$5.00

VIRGINIA

- 383 ADVANCE MILLS, 1911, VG Doane on PPC. DPO. Est. \$5.
 384 AMISSVILLE, c.1858, Mss. on cvr w/3c 1857. Est. \$8

WASHINGTON

- 385 ARCADIA, 1914, F 4-bar on UX24. (1902-18). Est. \$10
 386 BELMA, 1906, VG cds on PPC. (94-07). Est. \$25.00
 387 CAPE HORN, 1907, F cds on PPC. (83-42). Est. \$6.00
 388 COLUMBUS, 1909, VG 4-bar on PPC. (72-22). Est. \$8.
 389 COYLE, 1919, F 4-bar on PPC. (1908-28). Est. \$8.00
 390 HAAS, 1931, VG 4-bar on GPC. (1919-51). Est. \$6
 391 HILLYARD, 1910, F dplx on PPC. (94-10). Est. \$4.00
 392 HOLDEN, 1943, VF 4-bar on cml.cvr. (37-57). Est. \$4.
 393 LAKESIDE, 1937, G 4-bar on cvr w/resort cc. (93-56). E.\$3
 394 NEWLAND, 1906, VF Doane as fwd.mk on PPC. (1901-08). E.\$20
 395 PORT TOWNSEND, c.1880, about G cds on cvr. Est. \$12.
 396 POINT ROBERTS, 1911, VG HANDSTAMP FLAG on PPC. Est. \$5
 397 SHARON, 1922, VG 4-bar on PPC. (1908-45). Est. \$4.00
 398 TRENT, 1911, G 4-bar on PPC. (83/18). Est. \$8.00
 399 WACO, 1909, VG 4-bar on PPC. (1907-10). Est. \$20.00
 400 WITHROW, 1911, G 4-bar on PPC. (10-67). Est. \$4.00

WASHINGTON, D.C.

- 401 Bold 1883 duplex ties #183 to cover. Est. \$4.00

WEST VIRGINIA

- 402 BURCHFIELD, 1910, VG cds & target on PPC. DPO. Est. \$4.
 403 CHAMPWOOD, 1914, F 4-bar on UX24. DPO. Est. \$5.00
 404 CLARKSBURGH/Va., (1862), VG cds ties #65 to cvr. Est. \$8
 405 GREEN HILL, 1912, VG 4-bar on PPC. DPO. Est. \$5.00
 406 JUNIOR, 1915, VG 4-bar on PPC. DPO. Est. \$5.00
 407 MONTES, 1907, VG Doane on PPC. DPO. Est. \$5.00
 408 MONTROSE, 1907, VG cds & target on PPC. DPO. Est. \$5.
 409 SANCHO, 1914, VG magenta 4-bar on UX22. DPO. Est. \$6

WISCONSIN

- 410 APPLE CREEK, c.1890, G cds on cvr. DPO. Est. \$8.00
 411 FRANCIS CREEK, 1918, F fancy cds on PPC. Est. \$4.00
 412 POTTER, 1912 G fancy cds w/star klr on PPC. Est. \$4.00

WYOMING

- 413 ARCOLA, 1931, VG 4-bar on GPC. (1921-41). Est. \$10
 414 BIGTRAILS, 1935, G 4-bar on cml.cover. (98-42). Est. \$5
 415 CLARETON, 1932, VG 4-bar on cml.cvr. (21-60). Est. \$8
 416 CLIFTON, 1930, VG 4-bar on cml.cvr. (07-47). Est. \$6
 417 CUMBERLAND, 1929, G 4-bar on cml.cvr. (1901-30). E.\$10
 418 DIAMOND, c.1930, VG 4-bar w/added diamond cancel on philatelic UX27. (91-40). Est. \$8.00
 419 DIAMOND G. RANCH, 1937, VG 4-bar on real ph. PPC of ranch (1936-55). Est. \$10.00
 420 DIETZ, 1904, readable dplx on cover. (01-30). E. \$4.
 421 DULL CENTER, 1954, VG 4-bar on LDC. (21-54). E. \$4
 422 FORT RUSSELL, 1910, VG 4-bar on PPC. Est. \$15.
 423 GEB0, 1918, G dplx on cvr. (08-55). Est. \$5.00
 424 HILIGHT, 1936, F 4-bar on cml.cvr. (16-37). Est. \$15
 425 ISHAWOODA, 1935, G 4-bar on cml.cvr. (02-44). Est. \$6.00
 426 KIRTLEY, 1910, F 4-bar on PPC. (95-50). Est. \$6.00
 427 LITTLE BEAR, 1932, VG 4-bar on cover. (77-55). E. \$5
 428 LITTLE MEDICINE, 1935, F 4-bar on cml.cvr. (93-44). E.\$6
 429 PERRIN, 1935, VF 4-bar on cml.cvr. (23-37). Est. \$15.
 430 SHIRLEY, 1934, VG 4-bar on cml.cvr. (90-45). Est. \$6
 431 SUNRISE, 1931, F duplex on GPC. Est. \$3.00
 432 UVA, 1951, VG 4-bar on LDC. (80-51). Est. \$5.
 433 VALLEY, 1931, F unusual 10-bar on GPC. DPO. Est. \$5
 434 WHITMAN, 1933, F 4-bar on cml.cvr. (23-53). Est. \$10.

RURAL FREE DELIVERY

- 435 Chapin (IL), 1909, Ty 11c on PPC. Est. \$3.00
 436 Downing (MO), 1937, Ty 11c on cover. Est. \$10.00
 437 Eagle City (OK), c. 1910, Ty 11e on PPC. Est. \$5.00
 438 ELDORADO, (WI), 1908, Rt.1, VG Ty1 on PPC. Est. \$5.00
 439 KEWAUNEE (WI), 1906, Rt.3, F Ty2R on PPC. Est. \$25.00
 440 Mankato (MN), 1914, Ty 11F on PPC. Est. \$3.00
 441 Mason and Dixon (PA), 1909, Ty 11 on PPC. Est. \$8.00
 442 MT.HEALTHY (OH), 1902, Rt.1, VF Ty1 on cvr. Est. \$12.
 443 NEW BERLIN (IL), 1910, Rt.29, VG Ty2 on PPC. Est. \$8
 444 NORWICH TOWN/CONN., 1908, Rt.1, VG Ty 2F on PPC. Est. \$5
 445 Oenaville (TX), 1908, Rt.2, Ty11E on PPC. Est. \$8
 446 SUNBURY, OH, 1902, Rt.2, about G Ty 1 on cvr. Est. \$5
 447 Valley (WA), c.1909, Ty 11F on PPC. Est. \$6.00
 448 Westmoreland (KS), 1908, Ty 11 on PPC. Est. \$6.00

RAILWAY POST OFFICES

- 449 ASHE & CHARLESTON, 1918, VG (339-K-2) on PPC. Est. \$4.
 450 ATCHISON & DOWNS, 1934, F on cover. (908-H-1). Est. \$8
 451 ATCHISON & STOCKTON, 1935 F on cover. (908-F-2). Est. \$8
 452 BANG & BOS, 1905, VG on PPC (4-AC-1) Est. \$4.00
 453 BANGOR & BAR HARBOR, 1910, G on PPC (12-C-2) Est. \$3.
 454 BANGOR & BOS., 1906, VG on PPC (4-unl.) Est. \$6
 455 BEARDS & HERRIN, 1954, about G on cvr (732-F-1) E.\$3
 456 BOS SP'G'FD.&N.Y., 1879, G+ on cvr (80-E-1) Est. \$8
 457 BOS. TROY & ALBANY, 1919, G on PPC (51-T-1) Est. \$4.
 458 BUTTE & S.LAKE CITY, 1907, F on PPC (890-H-1). Est. \$8
 459 C.RAP & SX FALLS, 1942 VG on cover (748-I-1) Est. \$4
 460 CALDWELL & FT.WORTH, 1908, F on PPC (932.1-A-2). Est. \$4
 461 CHAMB. & RAPID CITY, 1939, F on cvr. (761-P-1) Est.\$4
 462 CHANUTE & EMPORIA, 1916, VG on PPC (909-J-1). Est. \$6
 463 CHARLOTTESVILLE, VA/TRAN.CLK., 1921 G on PPC (319-A-4) E\$5
 464 CHI. & CARBONDALE, 1928, VG (708-P-1) on PPC. Est.\$5
 465 CHI. & CO. BLUFFS, 1913, VG on PPC. (694-AB-1). Est. \$3.
 466 CHI. & FREEPORT, 1948 F on NWRR cach.cvr (690-J-3) E.\$3
 467 CHI.ABBS & MPLS., 1908, VG on PPC. Est. \$5.00
 468 DEN. & STEAMBOAT SPGS., 1909, partial ("D/R.P.O. not struck) on PPC (962.2-D-1) Est. \$8
 469 DODGE & TRINIDAD, 1928, VG on PPC. (911-T-1). Est. \$3
 470 EL PASO & TUCSON, 1903, F on PPC. (969.3-D-1). Est. \$12
 471 ELROY & MINNEAPOLIS, 1914, VG on PPC (838-V-2) Est.\$4
 472 EMPORIA & MOLINE, 1910, VG on PPC (917-unl.) Est. \$8
 473 ENID & WAURIKA, 1914, VG on PPC (931.1-unl.) Est. \$8.
 474 ESCANABA & HURLEY, 1911, G on UX21 (640-B-1). Est. \$6
 475 ESSEX JUNCT. & BOS., 1893, G on cvr. (41-W-2) Est. \$3
 476 FARMINGTON & PORT., 1955, F on ph.cvr. (7-I-1) Est. \$4
 477 FLORENCE & ARK.CITY, 1913 VG on PPC (919-C-1). Est \$6
 478 FULTON & GRANADA, 1902, readable on cvr (421-Q-2) E.\$2
 479 GLACIER & BELLINGHAM, 1910, G-VG on PPC. (905.1-A-1) E\$20
 480 GROVETON JCT. & BOS., 1905, F on PPC. (25-X-1). Est. \$4
 481 HARRISBURG, PA/TRANS.STA., 1907, F on PPC (237-C-6) E.\$4
 482 HAVANA & CEDARVALE, 1907, F on PPC (909-U-1). Est. \$8.
 483 HORICON & PORTAGE, 1905, VG (840-F-1) on PPC. Est. \$6
 484 IND. & PEORIA, 1909, VG on PPC. (714-F-2). Est. \$4.

RAILWAY POST OFFICES (Cont.)

485	K.C. & DENVER, 1910, F on PPC(r.ph. MANEUVER CAMP, FORT RILEY, KANS., Aug 1910) Est. \$6.00
486	K.C. & LA JUNTA, 1906, VG (911-AE-1) on PPC. E. \$4.
487	K.C. & WELLINGTON, 1907, VG on GPC (909-E-3). Est. \$8
488	KANS.CITY & EMPORIA, 1911, VG on PPC (911-unl.) Est. \$8
489	KETCHUM & SHOSHONE, 1911, G on PPC (896.8-A-1) E. \$15.
490	LAKE WINNIPESAUKEE/RPO, 1965, F on ph.cvr. Est. \$3
491	LAWRENCE & GRIDLEY, 1913, VG on cvr advertising "The Coffee County Fair..." (909-AC-1). Est. \$12.00
492	LEAV. & MILTONVALE, 1916, VG on PPC (914-D-1) Est. \$8
493	MON. & ELLSWORTH, 1915, VG on GPC (807-J-1) Est. \$4.
494	NO TOP & MARYS, 1954, VG on ph.cvr. (913-J-1) Est. \$5.
495	PAC.JCT & DENV.RPO/T.RUN, 1907, VG on GPC (933-P-1).E.\$6
496	PARSONS & OKLAHOMA, 1913, F on PPC (912-unl.) Est. \$6
497	Pass OREGON & CALIFORNIA RR., 1874, VF. Est. \$25.00
498	PITTS. & TOL., 1911, VG on PPC. (560-R-1). Est. \$6.
499	POCOTELLO & PORT., 1905, F (898-N-1) on PPC. Est.\$10
500	RICH HILL & GEN., 1952, VG on GPC (920-AC-1) Est. \$5
501	SALAMANCA & CHI., 1906, F cds (550-L-1) on PPC. E.\$4
502	SHAM & PHILA., 1953, VG on ph.cvr. (190-M-1) Est. \$3.
503	SPOK.PASCO & SEAT., 1906, VG on PPC. (892-O-1). Est. \$8
504	ST.ALBANS & BOSTON, 1909, VG on PPC. (24-X-5). Est. \$3
505	ST.LOUIS & PARSONS, 1943, VG on PPC (809-Q-2) Est. \$4
506	ST.PAUL & HAVRE/WD., 1916, VG on PPC. Est. \$6.00
507	T.C.O.S.L.DEPOT, S.L.CITY, 1909, F on PPC. Est. \$6.00
508	TOL. & ST.LOUIS, 1917, G on PPC. Est. \$3
509	TRANSFER OFFICE, R.M.S.NYC STA./ROCHESTER, NY, 1941, Tour 2 VG on PPC. Est. \$4.00
510	TUCSON & LOS ANG., 1908, G on PPC. (963-T-1). Est. \$6
511	UKIAH & SAN FRAN., 1892, G on cvr w/water stains & ruff opening @ rt into stamp. Good Letter. (985-R-1).Est. \$12
512	WAYCROSS & MONTG., 1955, F on phil.cvr (357-M-1) E. \$4
513	Lot of 7 diff. HPO covers., 1954-65. Most S.DAK. Est.\$5

TROLLEYS

514	CHI. & MILLARD AVE., 1907, VG on PPC. Est. \$5.00
515	ST.LOUIS, MO./SOUTH B'WAY, 1909, VG on PPC (SL15-B) E.\$6
516	ST.LOUIS, MO./SOUTHWEST, 1908, VG on PPC (SL14-Bb) E.\$6
517	ST.LOUIS, MO.NORTHWEST, 1911 F on GPC (SL12-C) Est. \$8

SHIPS

518	USS DELAWARE, 1911, VG 4-bar on PPC (Cuba). Est. \$8.
519	USS LITCHFIELD, 1925, VG 3-bar w/HONOLULU/HAWAII. PPC. E.\$6

MACHINE CANCELS

520	BOSTON, 1877, about G LEAVITT on GPC. Est. \$10.00
521	CAMBRIDGE STA.BOSTON, 1895, F BARNARD on cvr. Est. \$8.
522	GLENCOVE/N.Y., 1906, VG PERFECTION on GPC. Est. \$4.
523	JAMESTOWN, 1914, about G Perfection on PPC. Est. \$4.00
524	LITTLE ROCK, 1907, about G STAR-IN-DIAMOND on PPC. E.\$8
525	MENDOTA/IL., 1908, G DOREMUS on cover. Est. \$4.00
526	MINNEAPOLIS, 1898, 2 diff. VG BARRY xcls. on cvrs. E.\$8
527	NEW YORK, 1895, VF BARRY (A-1) on cover. Est. \$4
528	NEWARK/N.J./C, 1888, G LEAVITT on GPC. Est. \$5.00
529	NORFOLK, VA/JAMESTOWN CELEB. slogan, 1907, VG on PPC.E.\$6
530	TOLEDO/D, 1887, VG LEAVITT (Ty8) on GPC. Est. \$6.
531	WACONIA, MINN., 1933, VF FLAG on cach.cvr. See Langford p.95. Est.\$5.00

ADVERTISING COVERS

532	Druggist, Knoxville Flag cancel of 1901.(w/ltr.).E.\$10
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MISCELLANY

533	SIDNEY/N.S.-MONCTON, FFC, 1929, about good. Est. \$2.00
534	WX3 Christmas seal tied PA flag on PPC, VG. Est. \$10
535	WX10 Christmas seal, tied OH mach. 1912 on PPC, F. E.\$10

END OF SALE

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NUMBER 8 MUST ARRIVE BY JANUARY 20, 1986.

100	3.00	221		341		461	3.50
101	3.00	222	3.00	342	5.50	462	4.50
102		223		343	6.50	463	2.50
103		224		344	2.00	464	13.00
104		225		345		465	
105	4.00	226		346		466	
106	4.00	227	3.50	347	2.00	467	2.50
107	4.50	228	2.50	348	6.00	468	
108		229	2.50	349		469	13.00
109	3.50	230		350	3.00	470	6.00
110	3.00	231		351		471	3.50
111	6.00	232	2.50	352	4.50	472	8.50
112	2.00	233	5.50	353		473	
113	3.50	234	6.50	354		474	6.00
114	4.00	235	2.50	355	2.00	475	8.00
115	3.50	236	8.00	356		476	16.00
116	5.50	237	4.50	357	2.00	477	13.00
117	3.00	238	6.50	358	18.00	478	
118		239	19.00	359	3.00	479	16.00
119		240	4.00	360	12.00	480	8.50
120	2.50	241	5.00	361		481	
121	2.50	242		362	26.00	482	3.80
122		243		363	8.50	483	9.00
123	2.00	244		364	14.00	484	2.00
124		245	5.50	365	5.00	485	9.00
125		246	3.00	366	3.50	486	8.50
126		247	7.50	367		487	
127	2.50	248	3.00	368	4.50	488	
128		249		369		489	
129		250		370	2.50	490	
130		251	4.00	371		491	
131		252	3.00	372		492	
132	2.00	253	5.50	373	9.50	493	
133		254	2.00	374		494	
134	3.00	255		375		495	
135		256	5.50	376		496	
136		257	12.00	377	2.00	497	
137		258	2.50	378	5.00	498	2.50
138		259		379		499	4.00
139	4.00	260		380		500	
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141	13.00	262	12.00	382	2.00	502	5.50
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143		264	26.00	384	32.00	504	
144	8.00	265	6.00	385	11.00	505	
145	10.00	266	5.50	386	20.00	506	21.00
146	2.00	267		387			
147		268		388	2.50		
148		269		389	2.00		
149	3.00	270	5.50	390			
150		271	8.50	391	9.00		
151	14.00	272	9.00	392	3.00		
152	13.00	273	6.00	393	4.50		
153	7.50	274	5.50	394			
154		275		395	8.50		
155	4.00	276		396			
156	3.50	277	3.50	397			
157	5.50	278	14.00	398			
158	3.50	279	4.00	399	4.50		
159	2.50	280	4.50	400	3.50		
160	2.50	281		401	3.50		
161	70.00	282	2.50	402	2.50		
162	2.00	283	3.00	403	2.50		
163	3.00	284	3.00	404	2.50		
164	2.50	285	6.50	405	2.50		
165	8.00	286	4.00	406	10.00		
166	4.50	287	2.50	407	5.50		
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168	2.00	289	16.00	409			
169	3.50	290	2.50	410	17.00		
170	5.50	291	7.00	411			
171		292		412	10.00		
172	6.00	293		413			
173	13.00	294		414	17.00		
174	6.50	295		415	12.00		
175	9.00	296		416			
176	6.50	297		417			
177	9.00	298	2.50	418	16.00		
178	10.00	299		419			
179		300		420			
180		301	8.50	421			
181	4.00	302		422			
182	16.00	303	26.00	423	4.50		
183		304		424	28.00		
184		305		425			
185	4.50	306	2.50	426	2.50		
186	3.50	307		427	8.50		
187	13.00	308	8.00	428			
188		309	2.00	429	2.00		
189		310	7.00	430			
190		311	2.00	431			
191	3.00	312	7.00	432	11.00		
192		313	6.00	433			
193		314	4.00	434			
194		315		435	3.50		
195		316	3.50	436			
196		317		437	7.00		
197		318	6.50	438			
198		319	4.50	439	12.00		
199		320	2.50	440	2.00		
200		321		441			
201		322		442			
202		323		443	3.00		
203	2.00	324	4.00	444	2.00		
204		325	15.00	445	2.00		
205	5.00	326	3.50	446	4.50		
206		327		447	4.00		
207		328		448	5.00		
208		329		449			
209		330		450	6.00		
210		331		451			
211		332	15.00	452	3.50		
212		333		453	5.00		
213		334		454			
214	4.00	335	3.00	455			
215		336	4.50	456	4.00		
216	2.00	337		457	8.50		
217		338		458			
218		339	3.00	459	7.00		
219	4.00	340	38.00	460			
220	2.50						

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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 qualitative, 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

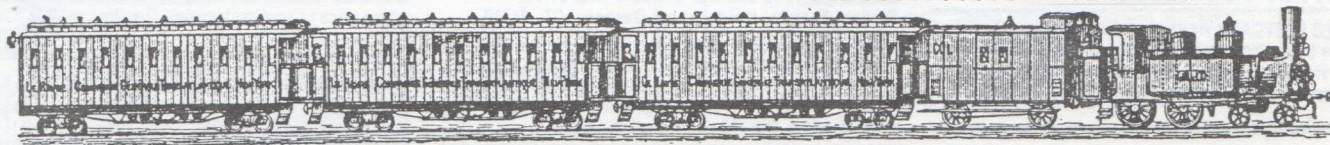


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OWEN, CLAY, Greene Counties, Indiana. Looking for the following Indiana Covers, Cards, etc. Pastmarked at: Adel, Alaska, Alligator, Arney, Atkinsonville, Brentonville, Carp, Cataract, Clyde, Coal City, Cuba, Cunot, Daggett, Deem, Denmark, Devore, Falls Eel River, Farmer, Farmers Station, Freeman, Gasport, Hausertown, Hubbel, Jordan Village, Kimball, Mill Grove, Mundy, Mundy's Station, Patricksburgh, Quincy, Romona, Shoppell, Spencer, Spring Cave, Stafford, Stockton, Vandalia, Vilas, Wadeville, White Hall, Williamson Woodsides, Alexander, Alum Cave, Anderton, Anguilla, Art, Asborough, Ashboro, Asherville, Belle Air, Benwood, Birch Creek, Blanton, Bloomfield, Bohley, Bowling Green, Brazil, Buck Creek, Burlington, Calcutta, Calvertville, Carbon, Campbell, Cardonia, Centerpoint, Centre Point, Cherryvale, Christy's Prairie, Cincinnati, Clay City, Cloverland, Coaimont, Coffee, Connelly, Cory, Daviston, Dixon, Doans, Dresden, Eaglesfield, Easter, Eli, Elliston, Elvan, Fair Play, Farm, Fugard, Heaton, Hendricksville, Highland Station, Hobbieville, Hooks, Hoosierville, Hoppers Cove, Howesville, Hunt, Huntersville, Hurricane, Island Grove, Jack's Creek, Jasonville, Johnstown, Knightsville, Kolen, Laffoon, Lena, Lester, Linton, Lone Tree, Lyons, Harmony, Huffville, Marco, Martz, McKinley's Store, McVie, Midland, Mineral, Mineral City, Newark, Newberry, New Jerusalem, Oak Ridge, Overshot, Owensburgh, Park, Perth, Peyton Creek, Pleasant Ridge, Plummer, Plunge Creek, Point Commerce, Poland, Prairie, Prairie City, Pratt, Robison, Robinson, Rock Wood, Saline City, Scotland, Sharkey, Sherman, Silver Creek, Slinkards Mills, Solsberry, Staunton, Switz City, Tanner, Tulip, Turner, Van Buren, Vicksburg, Wright, Worthington. Vincent Ross, 6444 Peniel No. 82, Oklahoma City, OK 73132

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

HANOVER, NH, 19th & 20th century covers wanted, especially advertising covers, registered and special delivery covers addressed TO Hanover. Terence Hines, Psychology Dept., Pace University, Pleasantville, NY 10570

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

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

PENNSYLVANIA, LUZERNE 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 1920 from: Ady-Aldino-Bagley-Benson-Carsins Run-Chestnut Hill-Clayton-Clermont Mills-Dublin-Earleton-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

ARIZONA and New Mexico for sale. Send your want list or request my list. Southwest Collectibles, P.O. Box 4233, Mesa, AZ 85201

WANTED: MISCELLANEOUS

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

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

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

WANTED IDAHO Territorial & Express covers, cards, County & Territorial warrants, stocks, bonds, Illustrated Letter-heads and mining documents. Mining & Railroad stocks and bonds, Doane and D.P.O. cards or covers. Buy or exchange other Western. Lynn Langdon, 223 So. Broadway, Buhl, ID 83316

PANAMA & CANAL Zone postal history, memorabilia, picture post cards and books wanted badly for personal collection. Will trade too. Bob Karrer, Box 6094, Alexandria, VA 22306

FOR SALE: MISCELLANEOUS

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

WANTED: FOREIGN

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

FOR SALE: LITERATURE

U.S. POST OFFICE publications available in very limited numbers: Monthly Supplements to Postal Guides at \$2 each for clean cps for the following years: 1909-1915 and 1924-1929; Parcel Post Guide for 1912 (\$35). Write The Cancel Collector, P.O. Box 2356, Mesa, AZ 85204 or call (602) 964-6739.

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1. NENANA, Type 2(early), 15 May 1917, F-VF on PPC. Est. \$20.00
2. SULZER, Type 1, 20 Sep 1909, F on PPC (copper mine). Est. \$50.00

MONTANA DPOs

3. FRIDLEY, 1911, VF on PPC (85-11). E\$15
4. HOGAN, 1910, VF on PPC (87-19). E\$10
5. JOCKO, 1908, F-VF on PPC (pack train) (1890-1914). Est. \$15
6. WHITCOMB, 1909, F-VF on PPC (branding) (1906-1916). Est. \$10.

OKLAHOMA DPO

7. PRONTO, 1907, VF Doane on PPC. E\$10

OREGON DPOs

8. CLIMAX, 1908, VF cds & target on PPC. Est. \$10.
9. GRIZZLY, 1910, VF 4-bar on PPC. E\$10
10. PLAINVIEW, 1903, F cds on PPC. E\$18.
11. SODA SPRINGS, 1909, VF Doane on PPC. Est. \$40.00
12. VIENTO, 1908, F-VF Doane on PPC E\$18

UTAH DPO

13. LEHI CITY, 18 Nov 90, VF cds on cover. (1853-1904) Est. \$15.

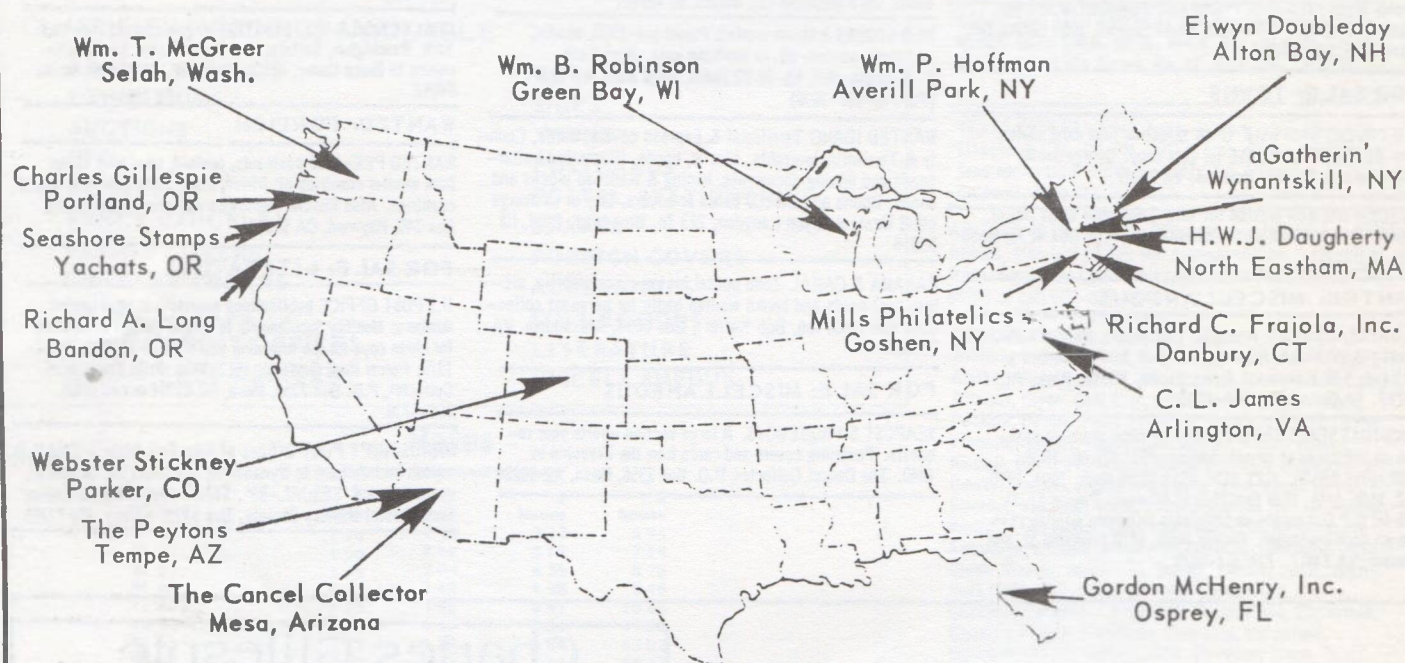
WYOMING DPO

14. JUNCTION, 1910, F-VF 4-bar on PPC (1901-16). Est. \$15.00

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DISPLAY ADVERTISING IN LA POSTA

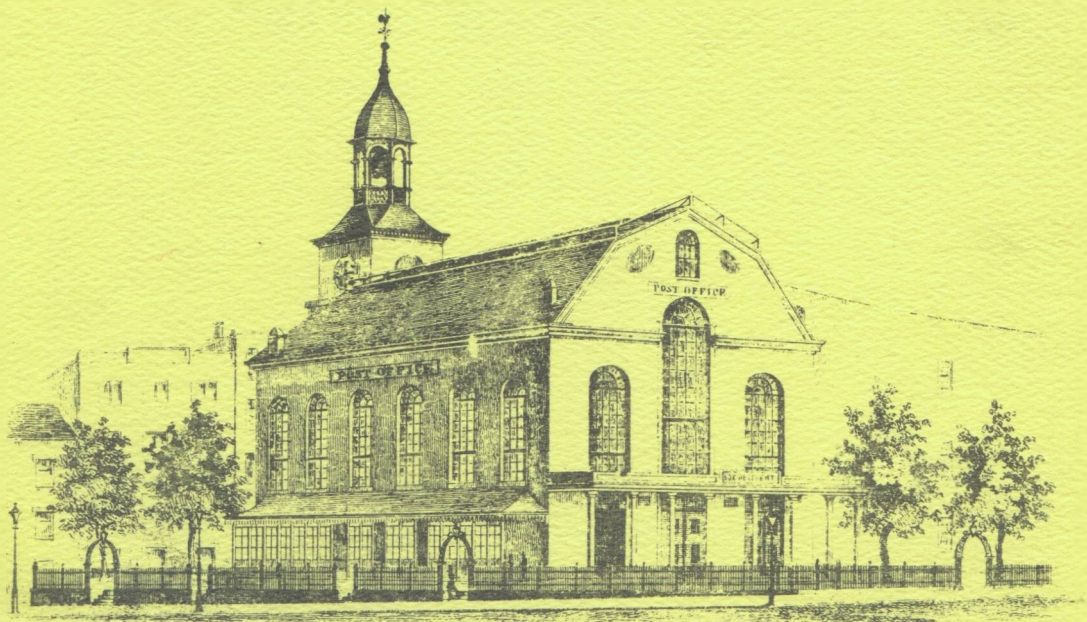
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