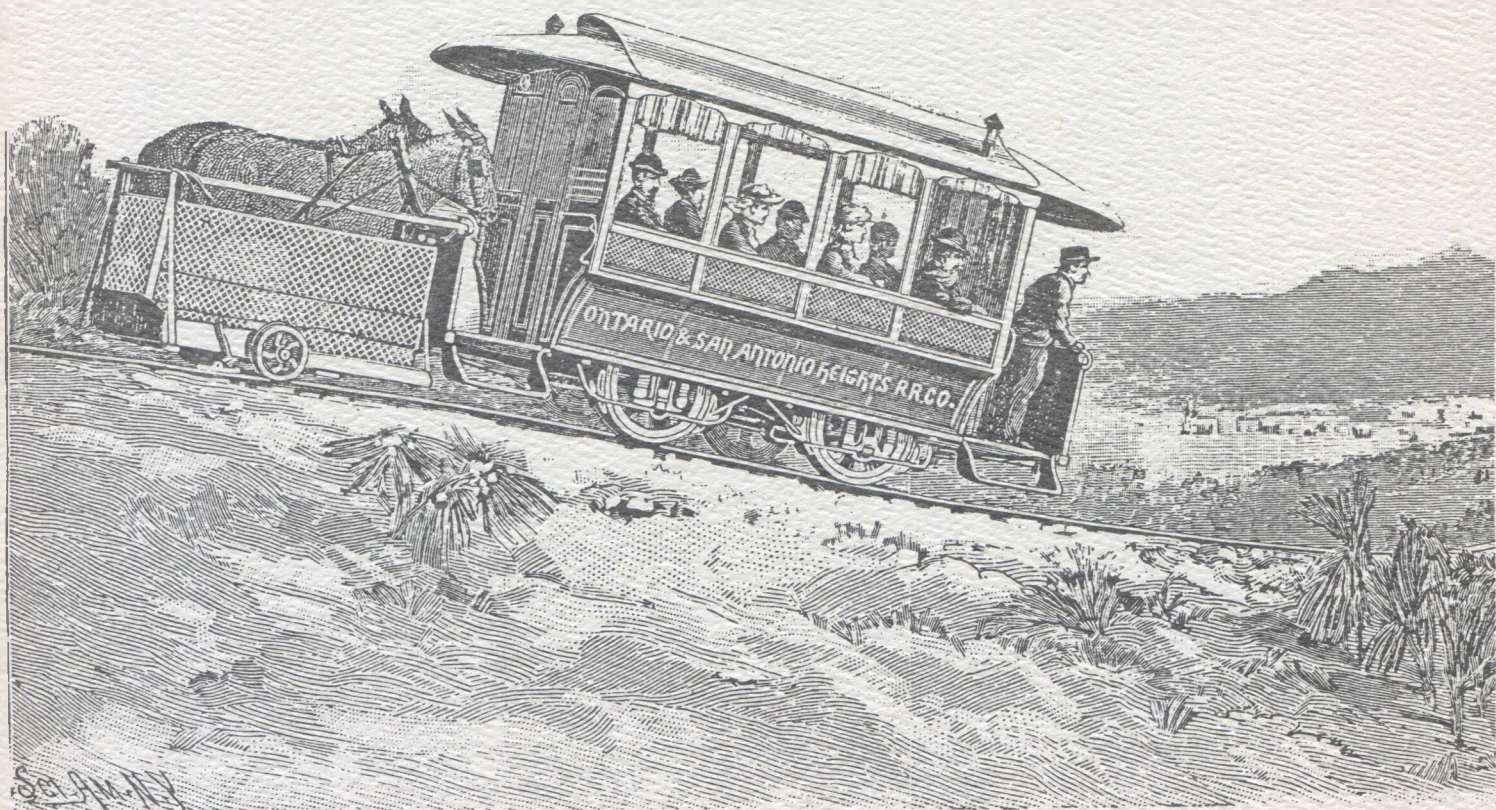


\$3

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

MARCH 1986



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

Publisher: Richard W. Helbock
Editor, The Midwest: Alan H. Patera
Editor, The East: Robert J. Stets, Sr.
Editor, The West: Richard W. Helbock
Editor, The Second Section: Robert G. Munshower, Jr.
Advertising Manager: Cathy R. Clark

LA POSTA: A JOURNAL OF AMERICAN
POSTAL HISTORY,
P. O. Box 135,
Lake Oswego, OR 97034
Phone: (503) 657-5685

*COVER: A contemporary artists' view of the
Ontario & San Antonio Heights interurban car
descending toward Ontario, California, calls
attention to Rod Crossley's outstanding arti-
cle on the Pacific Electric in The Second
Section.*

AWARDS:

SILVER MEDAL, PHILA KOREA, 1984
SILVER-BRONZE MEDAL, AUSIPEX, 1984

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY
is published bi-monthly with six numbers per volume by
RAVEN PRESS, P.O. Box 135, Lake Oswego, OR 97034.
Issues are mailed on the 15th of February, April, June,
August, October, and December. The purpose of the jour-
nal is to improve opportunities for publishing research in
postal history of the United States and Canada.

ISSN NO. 9885-7385

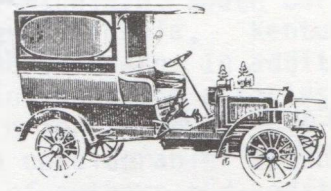
SUBSCRIPTION INFORMATION:

U.S. Rate - \$10.00 per year (6 nos.)

Canada - \$15.00 per year

All other countries - \$20.00 per year

AMERICA



AUXILIARY MARKINGS - 'UNMAILABLE', Part 2 5
By Randy Stehle

RFD: UNITED STATES: SUPPLEMENTS TO THE
'ENCYCLOPEDIA OF R.F.D. CANCELS' 8
By Harold Richow

POSTMARKS AND CANCELLATIONS 10
By Richard W. Helbock and Dan Meschter

CENTRAL



DIRT ROAD POST OFFICE: ARGO, KENTUCKY 18
By Alan H. Patera

ADDISON, OHIO 19
By Alan H. Patera

HOUGHTON COUNTY, MICHIGAN, Part III 21
By Clarence J. Monette

EAST



POST OFFICE NAMING: A CASE STUDY OF
BULLOCH COUNTY, GEORGIA 30
By Daniel Good

A CONFEDERATE FIND FROM FLORIDA 37
By Conrad L. Bush

EARLY POSTAL ROUTES IN THE CAROLINAS
AND GEORGIA 40
By Robert J. Stets

PHILADELPHIA MARITIME MARKINGS 44
By Robert J. Stets

WEST



THE TOWNS THAT BECAME A CITY 47
By Richard W. Helbock

WEST

AMERICAN CITY, NEVADA

By Alan H. Patera

THE POST OFFICES OF UTAH

Part XXII: Daggett County

By Dan Meschter with Art Rupert

POST OFFICES OF LARIMER COUNTY,
COLORADO

By Richard W. Helbock and Alan H. Patera

THE SECOND SECTION

54

CALIFORNIA RAILWAY POST OFFICE

MONOGRAPH, Part III: CALIFORNIA'S INTERURBAN
RPO - THE PACIFIC ELECTRIC

By Rod Crossley

55

57

ALSO

COLUMNS, DEPARTMENTS & FEATURES



SUSTAINING SUBSCRIBERS

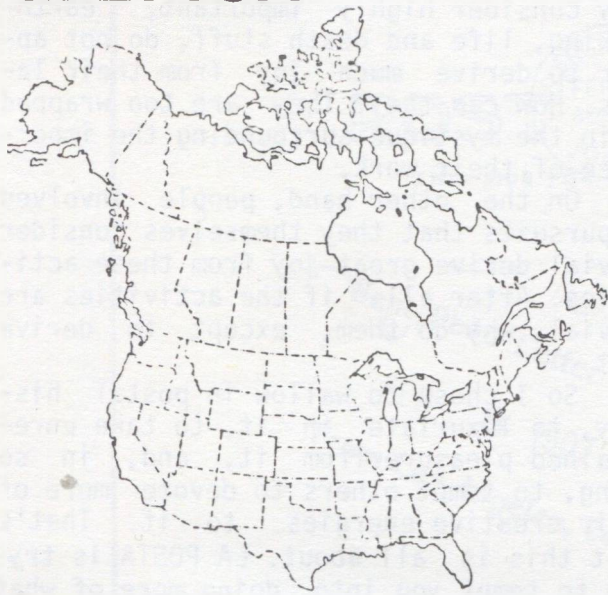
LA POSTA expresses gratitude to the following persons for their extraordinary financial support:

R.A. Albright
Margaret Burrell Allan
William C. Allen
Steve Ashby
Bryan Axtell
Ted Bahry
Velea Bailey
Charles I. Bell
Kendall Lee Ballard
Dan Barber
Rex J. Bates
William H. Bauer
Robert A. Beall
Jonh B. Bean
M.R. Beith
Dr. W.W. Bilyeu
Ian B. Bird
Tia Boardman
Henry A. Bordwell
Robert D. Boyer
Kenneth Bridge
William E. Brooks
Andrew Buckland
Anna Bushue
Louis R. Campbell
Bobby Carpenter
George Cheren
Robert C. Clark Jr.
Louis Cohen
Siles R. Cokelet
Robert W. Collins
Rod Crossley
Robert W. Crossley
Wesley A. Crozier
Richard F. Curtin
Allison W. Cusick
Vern Denton
Ora B. Dickerson
Henry C. Dierck
S.K. Dierck
Robert P. Doddridge
Thomas F. Dreher
John R. Drew
Richard H. Duke
Loring F. Ebersole
Robert M. Ebner
Mrs. J.H. Eckersley, Jr.
Roland H. Enox
Al Farris
Erving R. Faltean
Charles S. Finks
Carl W. Fisher
Jaye S. Flagg
Kenton Forrest
Dale Forster
Richard Frajola
Peter Frusette
James Ganett
Louis Garrett
Glen Sholsten
Alan Gilbert
Dennis Graham
Huntly M. Grant
Albert L. Greene
Bernard Griffin
Ted Gruber
Stephen W. Hackett
Seely Hall Jr.
Herbert H. Harrington
Bruce W. Hazelton
George W. Heister

H. Stanton Hill
Dorlon Hieber
William P. Hoffman
Richard M. Holcomb
James R. Hopkins
Jay F. House
Jacques Houser
James H. Inverarity
James D. Jacobitz MD
Constant N. Johnson
Phil Kay
Harry M. Kelsey
Frederick D. Knoche
Frank J. Kosik
Andrew C. Koval
Dr. Owen H. Kriege
Matilda C. Lacey
Robert M. Langer
Donald C. LaRue
Bennett N. Levinson
Thomas A. Luelien
Len Lukens
Dr. Dennis J. Lutz
David E. Lyman
Howard A. Mader
Richard E. Martin
Robert R. McClarren
Dennis McCorry
Gordon McHenry
Carl J. McMurphy
W.N. Melhorn
Bill Menke
L.C. Merriam Jr.
Mark Metkin
Robert F. Miller
Tom Miller
Thomas Mills
Richard L. Morris
C.R. Moyer
James M. Mundie
Robert Myerson
Charles F. Nattleship Jr.
Ray L. Newburn Jr.
William A. Nix
Frank Noviselli
Francis E.W. Ogle
Douglas Olson
Robert Oaberg
Robert L. Ornduff
Dennis Pack
Robert A. Palafito
Richard A. Parker
Robert S. Parsons
E.L. Patera
Murray R. Pearce
N. Leonard Persson
LeMar Peterson
E.S. Peyton
Kenneth A. Pitt
Willis Poole
Robert Potts
Louis Prahar
Thomas M. Pulley
James H. Raley
David A. Raastead
H. E. Rankin
Harry J. Reck
Anson Reinhart
Louis A. Repetto
Robert H. Rhodeassel

Martin Richardson
Harold Richow
Irl Rickabaugh
J. Fred Rodriguez
Jack Rosenthal
Art Rupert
Fred A. Scheuer
Steven Schaele
Schmitt Investors Ltd.
Jack M. Schwartz
Jerome Schwimmer
Kenneth Segerstrom
Col. Fred F. Seifert
Daniel R. Seigle
Michael Santa MD
Wade W. Shipley
Larry Sidebottom
Dr. Russell V. Skavaril
Richard E. Seall
Donald T. Seith
James E. Seith
Alan M. Soth
Southwest Collectables
A. Burns Speer
Ken Stach
Thomas E. Stanton
Randy Stehle
William H. Steineatz
Joseph V. Stewart
Webster F. Stickney
Solon M. Stone
W.L. Strauss
Dr. Jack E. Stucky
David E. Sudweeks
Bob Sussorall
Robert D. Swanson
Mark W. Swetland
Ted Teichgraber
Tony Thien
Dr. Harvey G. Tilles
Thomas K. Todson
Mort D. Turner
Gordon Twedt
Heinz A. Von Hungen MD
Robert R. Waite
Howard A. Wallace
M. Lauck Walton
Bob Ward
"Dan'l" Webster Stamps
J.M. Welch
Western Postal History Museum
William H. White
Charles A. Whittlesey
Hilton G. Wicker
Robert S. Wickman MD
John H. Willard
John H. Williams
Kirk Wolford
Lane B. Woodard
Charles T. Woodbury
John F. Worley
Vern Youngman

AMERICA



PUBLISHERS PAGE

This issue of our journal has been produced by a short-handed crew. While Bob Munshower's name still appears on the title page of The Second Section, I must hasten to point out that Bob is in no way responsible for any errors or editorial faux pas that might have crept into Rod Crossley's fine article. As he mentioned in the last issue, Bob was indeed taking a brief respite this issue. Any guilt for improper editing of The Second Section in this issue must be attributed to me, and I can not over stress how gratified I will be to have Bob back in his editorial engineer's seat for the April-May issue.

Ted Gruber's continuing Nevada postmark series is also missing in this issue and no doubt there will be many readers disappointed by his absence. To you, who were looking forward to Storey County in the current number, I can only give my assurances that Ted's absence was unavoidable and is only temporary. He will be back with us in the April-May issue, and the series will resume.

Despite the temporary absence of our colleagues, we have managed to assemble an interesting and diverse group of articles. Throughout the pages of this issue you will find substantive information concerning facets of the postal history

of 12 different states --Georgia, Florida, Pennsylvania, Michigan, South Carolina, Ohio, Utah, California, Kentucky, Oregon, Nevada and Colorado. In addition, the America Section contains articles of a non-geographic orientation. All of this represents a considerable amount of work on the part of authors and editors, and, while I believe that I speak for all when I say that we love our work, its a fact that we could use your help. The problem is that we rely almost every issue of the same small group of individuals to build the content of our journal. Granted, these are energetic and creative people, but if we hope to keep them fresh and involved, we simply must have more of you become involved. When I look at our list of subscribers and see those initials before and after your names, the company letterheads you sometimes use to correspond with me, and think about the tremendous pool of talent and knowledge and skills you possess collectively, I am both awestruck and proud that you have chosen to subscribe to LA POSTA. At the same time, I am always a bit saddened that more of you do not avail yourself to share knowledge with us in LA POSTA.

Think of this. Whatever your job or profession; however narrow, or specialized, or esoteric, or mundane, the work you do or did on a day-by-day basis; no matter what educational, or social, or religious, or racial background you come from; there is a common bond which unites you with the one thousand other people who read these pages. You love postal history! Not only do you love postal history, but you know something about it, and this knowledge is apt to be valued by others. Why not share?

Let me tell you, as precisely as I can, why I am spending what should be the most financially gratifying years of my life publishing LA POSTA. First, a brief background, is appropriate. I was educated at the U.S. Military Academy, and graduated from West Point in 1960. After serving in the Army, I worked as a civil engineer in bridge construction. I returned to graduate school and earned an M.A. and Ph.D. in geography at the University of Pittsburgh. For 15 years I taught quantitative geography and urban planning in New Mexico.

LA POSTA was begun as an outgrowth of my hobby in 1969, and in 1982 I gave up my tenure to devote full time to the journal and other postal history writing and publishing. The reason I chose postal history over profession is simple, not necessarily rational, but simple. Postal history is joyous!

I wrote professional articles for scholarly publications. I also wrote research papers on industrial site analysis, demographic impacts of nuclear plant locations, and urban growth in developing nations. I love geography and I love to teach, but, for the most part, the people I knew professionally did not derive joy from their profession, and, after a time, I did not derive joy from my profession. On the other hand, almost everyone I knew who was involved in postal history derived as much joy from it as I did. This situation worried me for several years. Why shouldn't geographers and historians and geologists and anthropologists and sociologists and economists derive joy from their work? Well, perhaps it is understandable in the case of economists.

I'm certain that there are members of these professions who do derive joy from their work. I just did not meet them. Since they were beyond my experience, and since it became necessary for me to rationalize this perplexing dilemma in personal terms, I derived the heretofore unpublished "Helbock's Hypothesis of Professional Significance." Simply stated, it reads, "The quantity of Joy derived from one's profession is inversely proportional to one's perception of the significance of that profession."

The word "significance" is obviously the key here. By it, I refer specifically to importance in the grand societal scheme of things. I once had a professor in grad school who told me that if I wanted to do "important work", it would be essential to live only in the "important places" and associate only with "important people." It is precisely that kind of "importance" that is meant.

As I said, this is only an hypothesis, not a theorem, and certainly not a law. It is quite possible, therefore, it will not stand up to the rigors of testing, but for me it still makes sense.

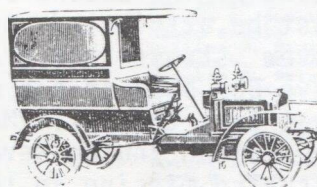
People engaged in professional work that they consider highly important, earth-shaking, life and death stuff, do not appear to derive much joy from their labors. How can they? They are too wrapped up in the mystique surrounding the importance of their work.

On the other hand, people involved in pursuits that they themselves consider trivial derive great joy from these activities. After all, if the activities are trivial, why do them, except to derive joy?

So I chose to wallow in postal history, to luxuriate in it, to take unrestrained pleasure from it, and, in so doing, to tempt others to devote more of their creative energies to it. That's what this is all about. LA POSTA is trying to tempt you into doing more of what brings you joy. Oh, I know there are a thousand good reasons why you might have been holding back -- no time, no skills, no knowledge, and so forth -- but these are not convincing reasons. We find time to do what we want. We all have knowledge which can be interesting and useful if properly presented. We can learn skills, and there are many who will gladly teach.

Bring some joy to your life. Devote some time to something "unimportant" that will bring both you, and those who share your knowledge, pleasure.

Richard W. Helbock



ARIZONA

'NET PRICE SALE'

NOW AVAILABLE

48 ILLUSTRATED PAGES OF

★ TERRITORIAL POSTAL HISTORY

★ DPOs ★ ARIZONA COLLECTIBLES

SOUTHWEST COLLECTIBLES

P.O. BOX 4233, MESA, AZ 85201

(602) 827 - 0043

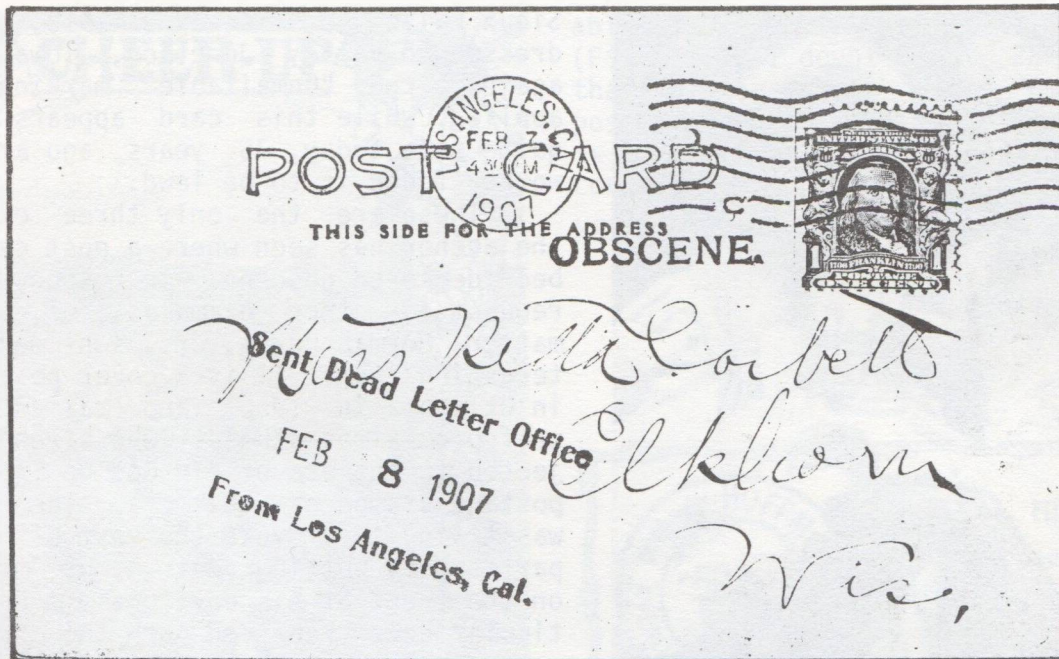


Figure 1

AUXILIARY MARKINGS - "UNMAILABLE"

Part II: Obscene, Relatively Speaking

By Randy Stehle

In the first part of this article various reasons were discussed why the "Unmailable" marking was applied to mail. The second part will deal with another reason for using this marking -- obscene matter.

Obscenity has long been a difficult term to define. The Postal Laws & Regulations (PL&R) edition of 1913 does not attempt to define it. In Section 480 we find,

"Every obscene, lewd, or lascivious, and every filthy book, pamphlet, picture, paper, letter, writing, print, or other publication of indecent character... is hereby declared to be nonmailable matter and shall not be conveyed in the mails or delivered from any post office or by any letter carrier. Whoever shall knowingly deposit... anything declared by this section to be nonmailable... shall be fined not more than five thousand dollars, or imprisoned not more than five years, or both."

Not only is the foregoing extremely vague about its subject, the next section of the PL&R makes it even harder to ascertain what would be considered objectionable. This section reads,

"The postmaster shall not give opinions to the public, and when in doubt as to the mailability of any matter under the above statute, he shall submit the question with samples of the matter to the Assistant Attorney General for the Post Office Department for instructions."

Since the PL&R is ambiguous about what is obscene, let us look at some examples of mail that have the auxiliary marking "Obscene" or "Unmailable" on them. Figure 1 shows the back side of a post card that was canceled in Los Angeles, Cal., on Feb. 7, 1907, and addressed to Elkhorn, Wis. There are two markings on purple on it -- "Obscene" and "Sent Dead Letter Office/Feb 8 1907/From Los Angeles, Cal." After the card was postmarked it must have been declared obscene before dispatch. Just what was so objectionable?

A look at Figure 2 reveals the picture side of this card. It is a photograph of two women smoking cigars, one of



Figure 2

whom is showing her garter. The writing at the bottom of the card reads, "Yes, kid, I took this myself and printed the postal card." By 1907 standards, this probably would create a stir -- even for Los Angeles.

The next example is shown in Figure 3. It is a photo card of a nymph -- look closely at the young lady and you will notice she has wings. The bathing suit is sexy and I guess too racy for its day. The card was canceled in St. Louis in November 1906, and addressed to someone else in St. Louis. A red "Unmailable" has been applied to the address side of the card, and once again it appears that during the sorting phase the card was noticed and withdrawn from the mails.

Figure 4 shows a comic romance post card which pictures a couple kissing in the tall grass. It was postmarked in

Sioux Falls, SD, in June 1910, and addressed to Valley Junction, Iowa. Once again, a red "Unmailable" marking was applied. While this card appears to be quite tame today, 75 years ago a postal worker found it to be lewd.

These are the only three examples the author has seen where a post card has been declared obscene. In response to my request for other examples of obscene matter, Herman Herst, Jr., sent me an interesting item. It is a cover postmarked in Oklahoma in 1958, and mailed by a self-proclaimed atheist who strongly objected to the use of "In God We Trust" on postage stamps of that era. The sender was trying to provoke the Post Office Department by putting outrageous messages on the front of his envelopes. One particular cover received both the "Unmail-



Figure 3



Figure 4

able" and "Return to Writer" markings (Figure 5). I doubt that 28 years later that this envelope would get similar postal treatment. It seems that obscenity is a relative term, defined by the social consciousness of the day.

NEXT: NOT DELIVERED FOR WANT OF TIME

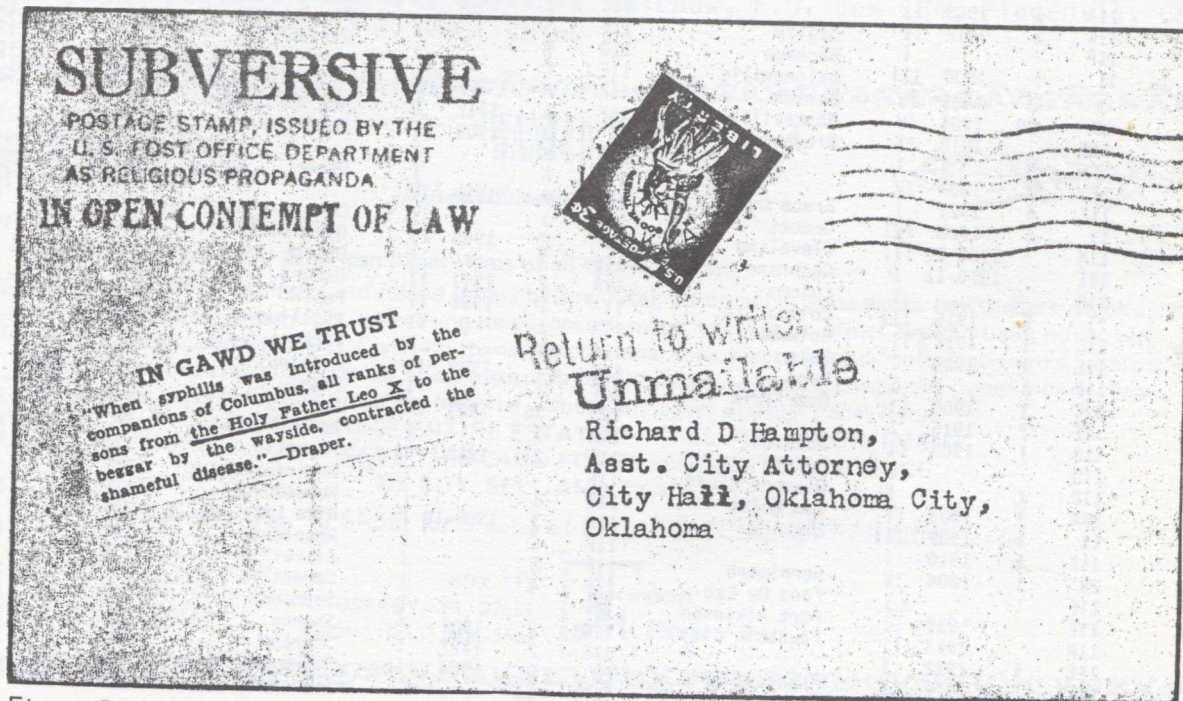
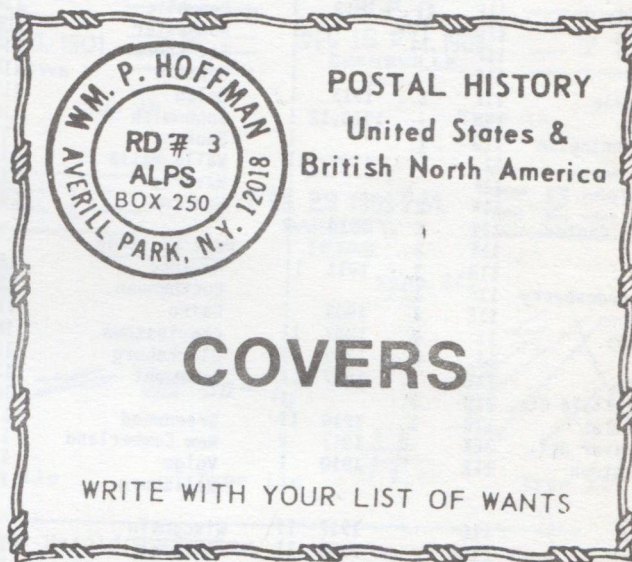


Figure 5

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

Second Supplement to First Edition

By Harold C. Richow

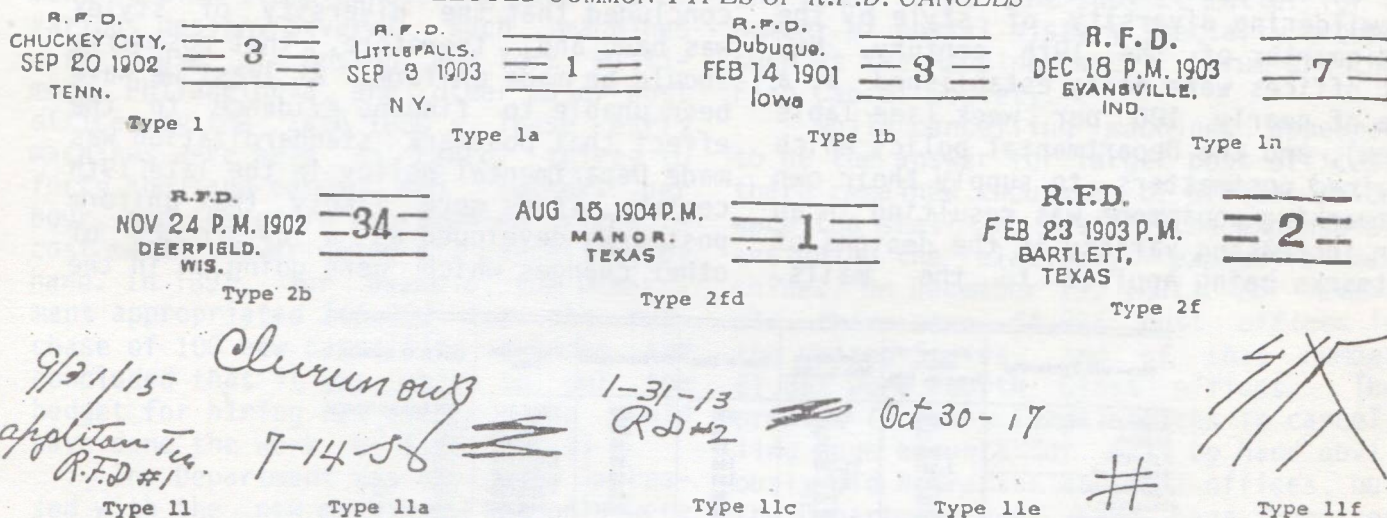
PREVIOUSLY UNREPORTED TOWNS (Continued)

Town	Type	Route	Date	Value	Town	Type	Route	Date	Value	Town	Type	Route	Date	Value
<u>Vermont</u>					<u>Washington</u>					<u>Wisconsin</u>				
Barre	11F	4		I	Arlington	11E	2	1909	IV	Fredonia	11F	1		I
Brandon	11A	3		II	Bremerton	11F			IV		11F	2		I
Bristol	11F	3		I	Brush Prairie	11F	1		IV	Fremont	11C	2		I
Concord	11F			I	Colbert	11F	1		IV		11E	2	1910	I
Duxbury	11E		1915	I	Hillyard	11F	11		IV	Genoa	11	1	1909	II
East Burke	11	1	1908	II	Oaksdale	11C	2	1908	V		11F	1		I
East Rupert	11C			I	Olympia	11F	1	1912	IV	Gillett	11F			I
Essex	11B			II	Orchards	11F	1		IV	Grand Rapids	11F	5		I
Felchville	11E		1912	I	Republic	11E		1919	IV	Granton	11E	3		I
Gaysville	11D	1		I	Rochester	6DE	2	1910	X	Green Bay	2B	6	1903	III
	11F			I	St. Andrews	11A		1910	V	Greenwood	11F	2		I
Ludlow	11F			I	Seattle	11F	1		IV	Hamburg	11F			I
Lyndonville	11E	1	1915	I	Selah	11E	2	1909	IV	Hancock	11F			I
Moretown	11N		1910,12	I	Snohomish	11C	4	1909	V	Hilbert	11C	4	1907	II
North Bennington	11D	1		I	Spokane	11C	1	1908	V	Horicon	11F	2		I
Pawlet	11		1909	II	Walla Walla	11N	5	1925	V	Hortonville	11F	21		I
Poultney	11F			I	Waverly	11F			IV	Iola	11E	3	1909	I
Putney	11F	2		I	Whatcom	2B	1	1904	VI	Jackson	11	2	1908	II
Randolph Center	11E	1	1914	I							11A	2		II
	11F	2		I	<u>West Virginia</u>						11F	2		I
	11A	3	1911	II	Advance	11A		1909	III	Jefferson	11E	5	1909	I
South Londonberry	11F	1		I	Buckhannon	11F	2		II	Kiel	11F	2		I
Swanton	11E	1	1909	I	Cairo	11A	1	1911	III	Knowles	11E	1		I
Vergennes	11	2	1907	II	Charlestown	1B	1	1902	IV	Lancaster	11F	8	1910	I
	2B	4	1903	III	Clarksburg	11C	1	1910	III	La Valle	11F	4		I
Vershire	11E		1917	I	Fairmont	11F	3		II	Lodi	11F	2	1913	I
Weathersfield Ctr.	11D	3		I		1B	4	1903	IV		11F	3		I
West Pawlet	11C	1	1910	II	Greenwood	11F	1	1909	II		11	4	1908	II
White River Jct.	3EK		1917	V	New Cumberland	11F			II	Loganville	11E	1	1912	I
Williamstown	11E		1910	I	Volga	11F	2		II	Lyons	11F	1		I
					Wellsburg	11F			II	Manitowoc	11F	3		I
<u>Virginia</u>										Markesan	11F	2		I
Ashburn	11C		1917	II	<u>Wisconsin</u>					Marshall	11E		1911/14	I
Ashgrove	11A		1909	II	Amherst	11F	2		I	Mayville	11E	3	1909	I
Bedford City	2F	1	1903	IV	Appleton	11E	4	1910	I	Menomonie Falls	11F	17		I
Big Island	11C	1	1911	II	Augusta	11E		1916	I	Merrill	11F	1		I
Bridgewater	11D	2		I		11F			I	Milton	11F			I
Cedar Grove	11F			I	Avoca	11	1	1908	II	Montello	11F	3		I
Coeburn	11A	1	1909	II		11C	1	1908	II	Mount Tabor	11C	1	1909,12	I
Crockett	11C	2	1912	II	Bagley	11F			I	Mt. Tabor	11	1	1912	II
	11F			I	Baraboo	11D	4		I	Neenah	2F	1	1903	III
Damascus	11	1	1908	III	Beldenville	11F	2		I		1	2	1903	III
Danville	1	2	1905	IV	Berlin	11F	2		I		11F	8		I
Dayton	2B	20	1904	IV	Boyceville	11F	3	1912	I	New Holstein	11F	1		I
Fairfield	11A		1918	II	Brodhead	11	3	1909	II	Oakfield	1	1	1904	III
Farmville	11F	3		I		11F	4		I		11E	1	1914,20	I
Groseclose	2F	1	1904	IV		11F	6		I	Ogema	11E	1	1912	I
Harrisonburg	11F	4	1921	I	Bruce	11	2	1910	II		11F	1	1913	I
	11	6	1908	III	Cadott	11F	1		I	Omro	11F	24		I
Hinton	11A		1908-09	II	Cleveland	11	2	1908	II	Oshkosh	2FA	1	1903	IV
	11E		1910-11	I	Cochrane	11F	7		I	Osseo	11F	4		I
Jonesville	11F			I	Coloma	11A	2	1911	II	Oxford	11F	2		I
Luray	11	5	1915	III	Coloma Sta.	11	1	1908	II	Pepin	11F	2	1912	I
McGaheysville	11C	1	1911	II	Columbus	11A	2		II	Phillips	11C	1		II
Middlebrook	11E	1	1908	I	Dale	11F	18		I	Pickett	11	27	1911	II
	11F	1		I	Dane	11A		1909	II	Platteville	11F	10		I
Mt. Crawford	11C	1	1908	II	Deerfield	11F	1		I	Plymouth	11F	29		I
MT. Jackson	11E	2	1915	I		2B	36	1903	III	Portage	11F	3	1911	I
Nace	11B	1	1908	II	Delavan	11E	1		I	Porter's Mills	2F	1	1905	III
Riner	11D			I	Desoto	11F	2	1915	I	Poynette	11Q		1908	II
Roanoke	11D	1		I	Diamond Bluff	11F			I	Prairie Du Sac	11F	3		I
Salem	2FA	1	1903	IV	Eau Galle	11B	1		I	Reedsburg	11E		1909	I
	11	1	1909	III	Elkhorn	11F	3	1909-10	I	Rice Lake	11F	3		I
	11E	1	1910	I		11F	6		I	Roselawn	11E	1	1911	I
Scruggs	2B	1	1904	IV	Fennimore	11F	2		I	Saukville	11F			I
Swope	11F	1		I	Fond Du Lac	11F	4		I	Saxeville	11	1	1910	II
Timberhill	11E		1919	I	Fort Atkinson	11F			I	Seymour	11F	35	1911	I
Toms Brook	11N		1913	II	Fountain City	11D	2	1909	I	Sharon	1W		1904	V
Winchester	11E	1	1912	I		11E	2	1922	I	Shawano	6D	2	1911	X
	11E	2	1911	I	Franksville	2B	3	1904	III	Sheboygan Falls	11F	11		I
Wirtz	11F	1		I		11F	11		I	Shiocton	11F	29		I

PREVIOUSLY UNREPORTED TOWNS (Continued)

Town	Type	Route	Date	Value	Town	Type	Route	Date	Value	Town	Type	Route	Date	Value
Wisconsin					Wisconsin					Wisconsin				
Spring Valley	2F		1903	III	Union Grove	11F	7		I	Westby	11F	2		I
	11E	3	1911	I	Walworth	11F	3	1913	I	West Depere	11F	1		I
Stitzer	11F				Waumandee	11F	1		I	Weyauwega	11F	1		I
Stoughton	2B	44	1902	III	Waterford	11F	23		I	Wheeler	11F	2		I
	11F	3		I	Waterloo	11E	2	1908	I	Whitewater	11M	3		II
Sullivan	11F	2		I		11F		1910	I	Winneconne	1	1	1902	III
Suring	11	2	1908	II	Watertown	1	2	1903	III					
Thiensville	11F	1		I		11F	7		I	Wyoming				
Tomah	11F			I	Waukesha	11F	1		I	Buffalo	11F	1	1910	V
Tomahawk	11	1	1914	I	Waupaca	1	3	1902	III	Laramie	11F	1	1911	V

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



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

This concludes the second supplement to the Encyclopedia of R.F.D. Canceis. The original Encyclopedia is still available in limited numbers from J-B Publishing

Co., 430 Ivy Ave., Crete, NE 68333. Please report any new RFD discoveries to Harold Richow, P.O. Box 184, Placentia, CA 92670.

WANTED TO BUY

Paper Americana All Types

Cash is waiting for early American Paper items of all types such as:

Stamp collections, envelopes and folded letters before 1900, autographs, documents, newspapers, stock certificates, bonds, land grants, advertising items, covers, maps, engravings, prints, broken bank notes, old currency, script, checks, drafts, Civil War items, Lincolniana, song sheets, manuscripts, free franks, photos, books, cards, Exposition and World's Fair memorabilia, Confederate letters, envelopes, paper money, posters, pardons, passes, Florida historical material — most any other unusual paper items.

WE PURCHASE ENTIRE ESTATES — CALL FOR APPOINTMENT

SAVE THIS CARD FOR PERMANENT REFERENCE

WE BUY, SELL AND TRADE

Send a No. 10 SASE for a copy of latest 'SPECIAL OFFERINGS' list.

PTS
LONDON

BOX 117
OSPNEY, FL 33557
PHONE (813) 966-5563



Gordon
McHenry, Inc.

ASDA
NEW YORK

POSTMARKS AND CANCELLATIONS

By Richard W. Helbock and Dan Meschter

(Continued from Vol.16, No.4)

The Path to Standardization

United States postmarks had achieved a bewildering diversity of style by the last quarter of the 19th century. New post offices were being established at a rate of nearly 100 per week (see Table below), and the Departmental policy which required postmasters to supply their own postmarking equipment was resulting in an ever increasing variety in the designs of postmarks being applied to the mails.

The path which led from this period of great diversity to the standardized postmarks of the 20th century is not clearly defined. It seems likely that no one in the Post Office Department simply concluded that the diversity of styles was bad, and, therefore, that postmarks should be made uniform. At least we have been unable to find no evidence to the effect that postmark standardization was made Departmental policy in the late 19th century. It is more likely that uniform postmarks developed as a by-product of other changes which were going on in the

States and Territories.	Number of offices, June 30, 1889.	Number on Mar. 5, 1892.	Inc. or Dec.	Per cent. gain.	Population 1890.	One P. O. for each
Alabama	1,718	2,054	336	.20	1,513,017	800 Inhabitants
Alaska	15	19	4	.25	31,795	1,600 "
Arizona	160	175	15	.10	59,620	330 "
Arkansas	1,393	1,539	146	.10	1,128,179	750 "
California	1,283	1,416	133	.10	1,208,130	800 "
Colorado	609	689	80	.13	412,198	600 "
Connecticut	484	500	16	.03½	746,258	1,500 "
Delaware	149	161	12	.08	168,493	1,000 "
District of Columbia.	13	11	2*		230,392	
Florida	781	911	30	.04	391,422	450 "
Georgia	1,745	2,014	269	.15	1,837,353	900 "
Idaho	227	284	57	.25	84,385	300 "
Illinois	2,322	2,471	119	.05	3,826,351	1,500 "
Indiana	1,993	2,100	107	.05	2,192,404	1,000 "
Indian Territory	245	288	43	.18		
Iowa	1,736	1,801	65	.04	1,911,896	1,100 "
Kansas	1,815	1,805	10*		1,427,096	800 "
Kentucky	2,041	2,404	363	.18	1,858,635	750 "
Louisiana	788	910	122	.16	1,118,587	1,200 "
Maine	1,066	1,129	63	.06	661,086	600 "
Maryland	1,011	1,101	90	.09	1,042,390	950 "
Massachusetts	839	865	26	.03	2,238,943	2,600 "
Michigan	1,790	1,929	130	.08	2,093,889	1,100 "
Minnesota	1,220	1,320	100	.08	1,301,826	1,000 "
Mississippi	1,184	1,370	186	.16	1,289,600	900 "
Missouri	2,255	2,499	244	.11	2,679,184	1,100 "
Montana	303	399	96	.32	132,159	350 "
Nebraska	1,070	1,127	57	.05	1,058,910	950 "
Nevada	138	158	20	.15	45,761	300 "
New Hampshire	626	638	12	.02½	376,530	700 "
New Jersey	807	862	55	.07	1,444,933	1,700 "
New Mexico	228	259	31	.14	153,693	600 "
New York	3,317	3,517	200	.06	5,997,853	1,700 "
North Carolina	2,352	2,656	304	.13	1,617,947	600 "
North Dakota	472	518	46	.10	182,719	350 "
Ohio	2,956	3,188	232	.08	3,672,316	1,150 "
Oklahoma		137			61,834	450 "
Oregon	593	724	131	.21	313,767	450 "
Pennsylvania	4,340	4,753	413	.09½	5,258,014	1,100 "
Rhode Island	129	143	14	.11	345,606	2,750 "
South Carolina	1,037	1,199	162	.15	1,151,149	950 "
South Dakota	608	674	66	.11	328,808	500 "
Tennessee	2,118	2,413	295	.14	1,767,518	750 "
Texas	2,106	2,373	267	.13	2,235,523	950 "
Utah	244	263	19	.08	207,905	800 "
Vermont	523	548	25	.05	332,422	600 "
Virginia	2,543	2,828	285	.11	1,655,980	600 "
Washington	476	716	240	.50	349,390	580 "
West Virginia	1,450	1,682	232	.16	762,794	400 "
Wisconsin	1,557	1,716	159	.10	1,686,880	980 "
Wyoming	185	245	60	.32	60,705	250 "
Totals	58,999	65,402			62,654,045	990 General Average.
				Indians ..	249,273	
					62,903,318	

* Decrease.

Table 1. Post office changes between June 30, 1889, and March 5, 1892.
(The Story of Our Post Office)

ways in which the Post Office Department conducted business.

One such area of change occurred in the way stamps were canceled in large post offices. By the last quarter of the 19th century the volume of mail at major United States post offices had grown to such proportions that "at certain hours of the day it was hard work for the complete force of stampers (postmarking clerks) to keep up ..." (1) Consequently, the Post Office Department began experimenting with stamp-cancelling machines of various design. Several such machines were in use at Boston, New York, Baltimore, Philadelphia, and other major post offices by the late 1880's. These early machines were able to cancel thirty to forty thousand cards and letters per hour, and therefore represented sizeable cost savings over doing all cancelling by hand. In 1891, for example, the Department appropriated \$40,000 for the purchase of 100 new cancelling machines, and concluded that it was able to cut the budget for hiring new clerks, who would have done the work, by \$140,000. (2)

The Department was obviously impressed with the new machines. Not only were they more efficient at the task of cancelling stamps, some could postmark mail with the exact year, month, day, hour and minute when the letter passed through. Postal authorities were particularly taken with this latter capability, for, they believed, by being able to affix the exact time a letter was postmarked, it would become possible to accurately assign blame for any delays, and thereby make the entire service move more quickly. It must be remembered that the Machine Age was still in its infancy, and these decision-makers of a century ago ought to be forgiven their naivete. We now understand that the use of machines, regardless of how sophisticated or accurate, bears little relation to how well humans and human systems operate.

During the 1890's, machines to postmark and cancel letter mail became increasingly familiar fixtures at large post offices. Experimentation with new machines continued through the 1890's and on into the first decade of the new cen-

tury, but gradually the number of competing designers was reduced to only a few. American, International, Barry, Doremus, Columbia, Perfection, Universal and Time-Cummins eventually came to dominate the field, and, as the years passed, it became economical to place machines of these designs in smaller and smaller post offices. Our knowledge of these early cancelling machines, their geographic distribution, and the postal markings they have left us, is far from complete, and today forms the subject matter for a number of postal history specialty groups such as the Machine Cancel Forum and the Flag Cancel Society.

While cancelling machines appeared to be the answer for larger post offices, there remained thousands of offices which were too small to justify the expense of assigning the relatively expensive machines. On December 19, 1891, for example, there were 64,965 post offices in the United States, and of that number 61,861 were Fourth Class offices. The problem faced by large offices in cancelling huge amounts of mail by hand obviously did not exist at small offices, but the Department must have been impressed with the uniformity of information displayed in postmarks applied by cancelling machines, for in about 1890, Departmental policy changed to permit postmarking stamps to be assigned to all offices. In 1892 all Fourth Class post offices were issued: an 8-ounce letter balance; plain facing slips (postmasters could procure printed slips at their own expense); cancelling ink; stamping pads; postmarking, rating and cancelling stamps; 37 forms of blanks; and, if the receipts of the office were \$100 or more per annum, with twine and wrapping paper. (3) Presidential offices, i.e., offices of the First, Second and Third Class, received all this and more.

The exact date of this policy change is not known -- it may have been a few years before 1890, but by 1891 postal regulations were beginning to specify a few "dos and don'ts" concerning the postmarking stamps. An amendment to Sec. 518 of the P.L. & R., appearing in the Postal Guide of January, 1892, read in part:



Figure 1. An example of the markings made by metal postmark and cancel handstamps supplied small post offices by the Department.

"The Department furnishes metal postmarking stamps. The use of rubber stamps is not authorized, as the ink furnished by the Department cannot be used with them."

Impressions made by these POD-issue metal handstamps were starkly simple. A single circular outline enclosed the name of the post office at the top of the dial, the state or state abbreviation at the bottom of the dial, and the month, day and year, arranged vertically in the center of the circle. A separate metal stamp, consisting of a set of four concentric circles, was issued to cancel stamps. The cover illustrated in Figure 1 displays a postmark and cancel made by these handstamps.

The need to apply two separate marks -- a postmark and a cancel -- did not meet the needs of busier postmasters and clerks. As a result, the Department began distribution of special metal handstamps, which incorporated both a postmark and a cancel, to those offices with high mail volumes. Impressions made by these handstamps differed in appearance from those made by equipment used in smaller post offices in several ways. For example, since the postmark and cancel were attached to the same stamp, they always appear quite close together on an envelope.

Secondly, the cancel typically took the form of an oval, rather than a circle, in order to reduce the area which needed to be inked. In addition to these design differences, the handstamps used at larger offices usually included some indication of the hour of postmarking.



Figure 2. Duplex steel hand cancels.

The net result of these changes in Departmental policy was that by the mid-1890's post offices throughout the nation were being issued postmarking and cancelling equipment which varied in character according to their volume of business. Broadly speaking, this equipment fell into one of three categories:

1) Postmarking Machines - supplied to those post offices with very high volume;

2) Metal Duplex Handstamps - supplied to those offices with high and moderate volumes of business; and,

3) Separate Metal Handstamps - one to postmark and one to cancel for the many thousands of low volume post offices.

There was still considerable variation in the fine points of design both between and within categories. In other words, it is relatively easy to identify most postmark impressions according to whether they were made by a machine, a duplex handstamp or a single handstamp, because there are differences in appearance. At the same time, not all impressions made by postmarking machines look alike, and there are differences in the appearance of postmarks made by duplex handstamps. Never-the-less, the new policies had made great strides along the path to standardization for all U.S. postmarks.

Metal to Rubber in the Smaller Offices

Postal historians are well aware of the often poor quality of hand struck postmarks used on first class mail around the turn of the century. The Post Office Department was also fully cognizant of the faint and incomplete impressions being made by the Department-issue metal handstamps. As early as December 1899, the POD began testing a new type of hand postmarker/canceller in the Rural Free Delivery service. This new equipment was a rubber stamp containing postmark data - office, state and date -- with the initials "R.F.D." all in four straight lines to the left, and a set of parallel horizontal bars with a numeral in their midst

R. F. D.
GRESHAM,
JAN 27 1904
OREG.

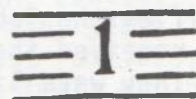


Figure 3. An RFD cancel.

as a cancel to the right (Figure 3). The numeral denoted the rural route source of the mail, and the device was to be used by rural carriers for mail collected along their routes for delivery along the same route. The carrier on Route 2 from Salem, Oregon, was issued a postmarker-canceller with a "2" in its bars.

Distribution of these handstamps was begun August 1, 1900, and continued until June 30, 1903. After that date RFD carriers were no longer issued handstamps, and were instructed to cancel "down the road" mail with indelible pencil. Apparently, the Department felt that the amount of mail for which these RFD handstamps was intended was not sufficient to justify the expense of providing them to carriers. It is also possible, since we know that the handstamps were frequently used to cancel mail which was destined for addresses far beyond a carrier's route, that complaints were received by the POD from postmasters about unauthorized use of the handstamps.

Impressions made by the RFD handstamps were better, as a rule, than those made by the metal handstamps in use at small post offices. As a result, early in 1903 the POD began an experimental distribution of rubber handstamps with a similar, but slightly different, format to a limited number of fourth class post offices around the nation. This new device differed from the RFD postmarker-canceller by reinstating the familiar circular postmark dial. It retained, however, the horizontal bars and number in the cancel section.

The Report of the Postmaster General of June 30, 1904 Stated:

"The successful experiments with about 500 postmarking stamps during the fiscal year ended June 30, 1903, have led to the permanent adoption of this class of postmarking supplies for the smaller fourth class offices."

No record is known to exist which identifies the "about 500" post offices which received the experimental distribution. They were likely to have been a mix of post offices newly established during the spring of 1903, and existing small offices requesting new postmarking equipment as replacement for worn or damaged handstamps. It is known from a canvas of postmarks of this type used in the western United States, that examples dated prior to June 30, 1903, are few and far between. In fact, only one example of pre-June 1903 use has been documented for the entire West -- Warren, Oregon.

Impressed with the results of the experiment, the POD proceeded in July 1904 to broaden the distribution of these new rubber handstamps. Again, from the Report of the Postmaster General:

"An additional 10,711 (offices) were so equipped nationwide with rubber postmark outfits during (fiscal year 1904). Most of these were for new offices and old ones requiring new supplies, where the gross receipts did not exceed \$500 per annum. Quite a number, however, were furnished to larger fourth class offices, and to some of the second and third class offices when requested by their postmasters. It appears reasonably certain from these experiments that these stamps may be used to great advantage by offices at which the gross receipts are less than \$1000 per annum."

Postal historians today refer to these first POD-issue rubber handstamps as Doane Cancels, a tribute to Edith R. Doane, who pioneered the research into their background and distribution. Quite readily distinguished from all the other rubber handstamps which followed them by the number which appears in the cancel bars, Doane Cancels were long considered puzzling because of those numbers.

The puzzle was solved several years ago when the author made a statistical analysis of the numbers compared against annual postmaster compensation as listed in the Official Register of 1905 and 1907. A near perfect correlation was discovered to exist between the dollar vol-

ume of compensation for the year previous to the receipt of a Doane Cancel and the number appearing in the cancel. In existing offices, where postmaster compensation was less than \$100, the new cancel contained the number "1", where compensation was between \$100 and \$200, the cancel contained a "2", and so on in one hundred dollar increments. For example, Indio, California, was issued a Doane Cancel in late 1905 or early 1906 to replace its worn postmark, the POD noted that Indio's postmaster was paid \$474 for the fiscal year ending June 30, 1905, and Indio was issued a handstamp with the number "5" in the cancel bars.

This formula was also applied to "new" offices created by change of name. For example, when Swink, Colorado, was established February 7, 1906, by change of name from Fairmount, the POD noted that Fairmount's postmaster had received \$146 in the previous fiscal year, and issued Swink a Doane Cancel with a "2" in the bars.

New post offices, which came into being between fall of 1903 and the end of the distribution in mid-1906, were issued Doane Cancels with the number "1" in the bars. Since the POD had no record upon which to base business volume for new offices, a number "1" represented a logical, if somewhat confusing choice. This explains, in part, why so many Doane Cancels exist with the number "1" in the bars, for once issued, a handstamp was usually continued in use for several years regardless of what happened to the compensation of the postmaster. There are instances where a post office used more than one Doane Cancel. In Englewood, Colorado, the office was established in 1903 and issued a Doane Cancel with a "1" in the bars; standard practice for newly established offices. The volume of mail increased dramatically in 1904 and 1905 as this suburb of Denver experienced rapid population growth, and in late 1905 the POD issued a new Doane Cancel to Englewood. This time, the Department noted that Englewood's postmaster had been paid \$504 for fiscal year 1905, and issued a cancel with the number "6" in the bars.

Doane Cancels were issued as standard equipment to small post offices for about three years. There were three different types of Doane Cancels issued during the three-year period. Known to collectors as Types 1, 2, and 3, they differ in appearance in several readily apparent ways (Figure 4), and their distribution by the POD appears to have been made in different time periods. In other words, Type 1 was distributed to offices between August and October 1903, Type 2 between October 1903 and about June 1905, and Type 3 from about June 1905 to mid-1906.

Specialized collecting of these distinctive postmarks is becoming a popular pursuit in some areas of the country. Aside from the lists assembled for the western United States by the author, similar projects are known to be under way

from such widely separated states as North Carolina and North Dakota. Doane Cancels were in use for many years, particularly by smaller post offices, and were a common form of postmark during the post card era. For this reason, the supply of Doane Cancels is relatively plentiful, and a rather extensive collection can be formed with little cash outlay.

NEXT: Variations on a Four-Bar Theme

FOOTNOTES:

- (1) Marshall Cushing, The Story of Our Post Office, Boston, Mass., 1893., p. 189
- (2) ibid., p. 190.
- (3) ibid., p. 219.

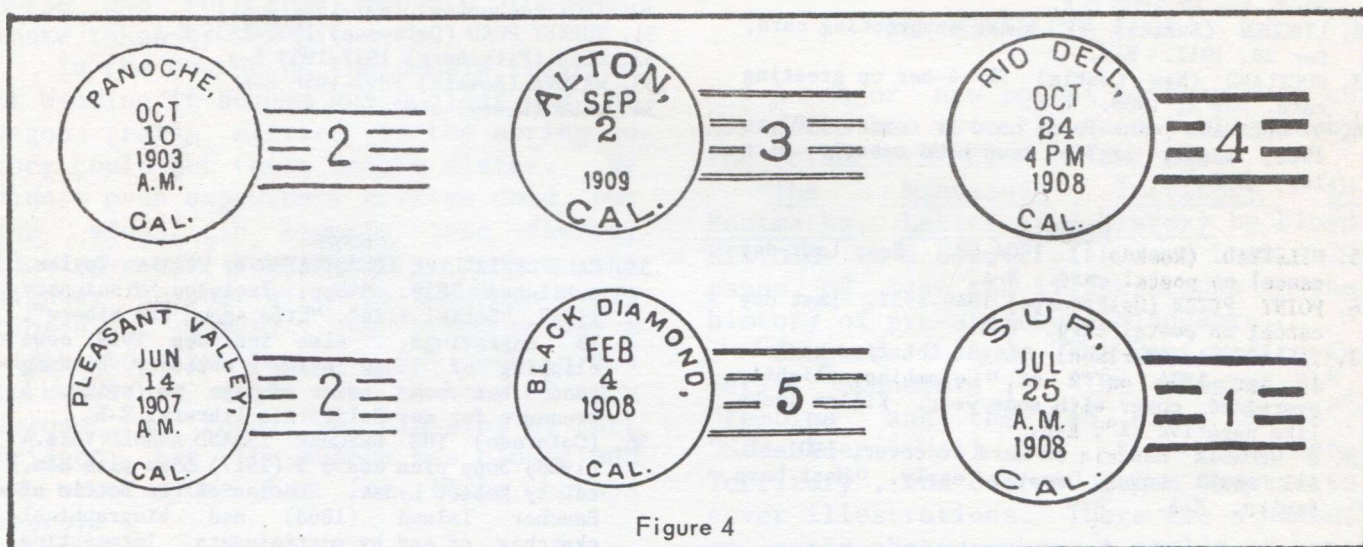


Figure 4



W. T. MCGREER

P. O. BOX 391

SELAH, WA 98942

(509) 697-4206

MEMBER APS #45832

SEE ME AT THE SHOW:

FEB 21 - 23, San Jose, CA, FILATELIC FIESTA '86

FEB 28 - MAR 2, Portland, OR, INPEX

MAR 7 - 9, Seattle, WA, INPEX

APR 25 - 27, San Francisco, CA, WESTPEX '86

WANTED TO BUY:

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

THE DEPOT

BOX 2093

LAKE OSWEGO, OR 97034

All strikes fine or better unless noted. The county is noted in parentheses after the post office name, and the opening and closing dates for discontinued offices are indicated. The following letters are symbols for the estimated value for each lot:

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

DELAWARE

1. HOCKESSIN (New Castle) VF Duplex on greeting card, Aug 8? 1908 E-A.
2. LINCOLN (Sussex) VF 4-bar on greeting card, Dec 28, 1915. E-A.
3. ROCKLAND (New Castle) VF 4-bar on greeting card, Nov 2, 1908. E-A.
4. 9 DELAWARE cancels on card or cover, 1907 to 1980, mostly smaller town hand cancels, nice lot. E-B.

GEORGIA

5. MILSTEAD (Rockdale) 1904-63. Near Last-day cancel on postal card. E-A.
6. POINT PETER (Oglethorpe) 1849-1957. Last day cancel on postal card. E-A.
7. TALLAPOOSA (Harrison) Light but fine cancel, 16 Apr 1894 on 2 ct. Columbian, slightly oversized cover with some wear. Killer looks like negative "X". E-B.
8. 8 GEORGIA cancels on card or cover, 1901-61. All small towns, mostly early. Most have faults. E-A.

INDIANA

9. ALGIERS (Pike) 1885-1955 VF cancel on Last day cover. E-A.
10. APALONA (Perry) 1864-1955 F cancel on 1952 postal card. E-A.
11. CLIFTY (Decatur) 1838-1951 VF cancel on postal card, Dec 15 1942. E-A.
12. CUZCO (Dubois) 1902-1955 VF cancel on Ast day cover, PM autograph E-A.
13. EDGERTON (Allen) 1890-1954 VF cancel on Last day postal card. E-A.
14. GRANGER (Saint Joseph) Superb 4-bar on photoview of St. Paul's church in South Bend, Dec 10 1909. E-A.
15. HEDRICK (Warren) 1880-1959. F cancel on Last day cover. E-A.
16. R.F.D. LA PORTE, Mar 23 1903 on VF small cover. Cancel a bit light in date but fully readable. E-B.
17. 14 Indiana cancels (mostly small towns) on card or cover, 1895-1939. Most items with minor faults, but an interesting group. E-B.

NEW YORK

Clinton county

18. ELLENBURG CENTER VF+ Doane 5 on greeting card, 2 Jan 1909 5a.m. E-A.
19. FOREST 1865-1964 Average 4 bar on Swiss view card, Jan 16, 1913. E-A.
20. MERRILL 1885/1964 VF 4-bar on photoview of Chateaugay Lake, Jul 27 1944. E-A.
21. RIVERVIEW 1910-1956. VF cancel on Last day cover. E-A.
22. SWASTIKA 1913-1958. VF cancel on near last day, postal card. E-A.
23. VALCOUR 1855-1951. VF+ cancel on Last day postal card. E-A.
24. WEST CHAZY Beautiful blue CDS with bullseye killer, Sep 3 1884 on cover with original contents, opened jagged right not affecting stamp. E-B.

OKLAHOMA

Last day cancels on postal card

25. STONEBLUFF (Wagoner) 1897-1955 E-A.
26. SUGDEN (Jefferson) 1893-1955 E-A.
27. TABLER (Osage) 1921-1957 E-A.
28. TAMAHA (Haskell) 1884-1954 E-A.
29. TI (Pittsburg) 1896-1953 E-A.
30. TROY (Johnston) 1897-1954 E-A.
31. TURKEY FORD (Delaware) 1905-1955 E-A.
32. ULAN (Pittsburg) 1917-1953 E-A.
33. WATOVA (Nowata) 1892-1956 E-A.
34. WEBB (Dewey) 1902-1955 E-A.

BOOKS

35. CALIFORNIA LIFE ILLUSTRATED by William Taylor, published 1859. 348pp. Includes "Missionary life", "Social life", "Life among the miners". 16 engravings. Also includes 1919 news clipping of Judge Taylor's obituary. Binding good but some cover damage on spine. A treasure for any California library. E-E.
36. (Colorado) THE BEECHER ISLAND ANNUAL Vols. 4 (1908) 36pp plus ads & 5 (1917) 55pp plus ads, ed. by Robert Lynam. Stories of the Battle of Beecher Island (1868) and biographical sketches of and by participants. Interesting ads. Good condition. E-B/C.
37. LIFE OF KIT CARSON Arlington edition (1897?) by Edward S. Ellis. 250pp. Binding good but for a split inside front cover. E-B.
38. THE FRONTIER by Ward Platt. 1910, 290pp. An interesting treatise prepared for the Young People's Missionary Movement, including two fold-out maps of the West and photos. E-B.
39. "REPORTS OF EXPLORATIONS AND SURVEYS to Ascertain the most practicable and economical Route for a Railroad from the Mississippi River to the Pacific Ocean, 1853-56. Volume IX part II, General report upon the zoology of the several Pacific Railroad routes". Published 1858. 1005 pages. Binding good but cover damage (water?) --but still a remarkable book. E-E.

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

Bids close March 31, 1985.

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

In my relocation to Oregon I feel as if I did indeed follow the Oregon Trail, not once, but twice. It wasn't my choice of timing to drive a truck across the continent in December, during some extreme weather, but it was an illuminating experience. Once I got to my destination I flew back to Wisconsin and did it all over again, this time with my family.

We didn't follow the old Oregon Trail exactly, but Interstate 40 takes you from Omaha through Cheyenne to Utah, and Interstate 84 heads northwest to Boise and Portland, roughly the same route taken by the pioneers.

In the course of the double traverse of Wyoming it became quite clear why the wagon trains started in the spring so they could get there before winter. We didn't even experience extreme cold, but the winds in Wyoming were fierce, blowing snow horizontally across the highway so that even the Interstate was closed at times. We tried to pay a visit to Fort Laramie, but were turned back within sight by a heap of snow across the road; we did stop at Fort Bridger, but the museum was closed and we were alone but for three horses nearby.

But how could one think it was a rough trip, in comparison to what the pioneers endured? Where we whizzed along in hours they trudged for days. While we had to plan ahead for gas stops and overnight accommodations, the pioneers had to look for water holes and forage for their livestock. Where in the space of a few hours I could fly back to do it again, those early adventurers realized that most likely they would never go back again.

And so now I live in Oregon. It's new for me, it's exciting, it needs a lot of exploring.



NEW MINNESOTA BOOK

A major new postal history book on Minnesota has recently been published by the Collectors' Club of Chicago.

The Minnesota Territory in Postmarks, Letters and History by Floyd Risvold is a beautifully done book, 329 pages of text and illustrations on the history of pre-statehood Minnesota.

Chapters include "The Post Office in Early Minnesota", "The Postmarks", "Pembina and the Red River Mails", "Steamboat Mail in the Minnesota Territory", and over 60 pages devoted to cover illustrations. There are a number of early photographs. A series of maps shows the evolution of the boundaries of Minnesota, and a separate folded map of Minnesota in 1850, in color, accompanies the book.

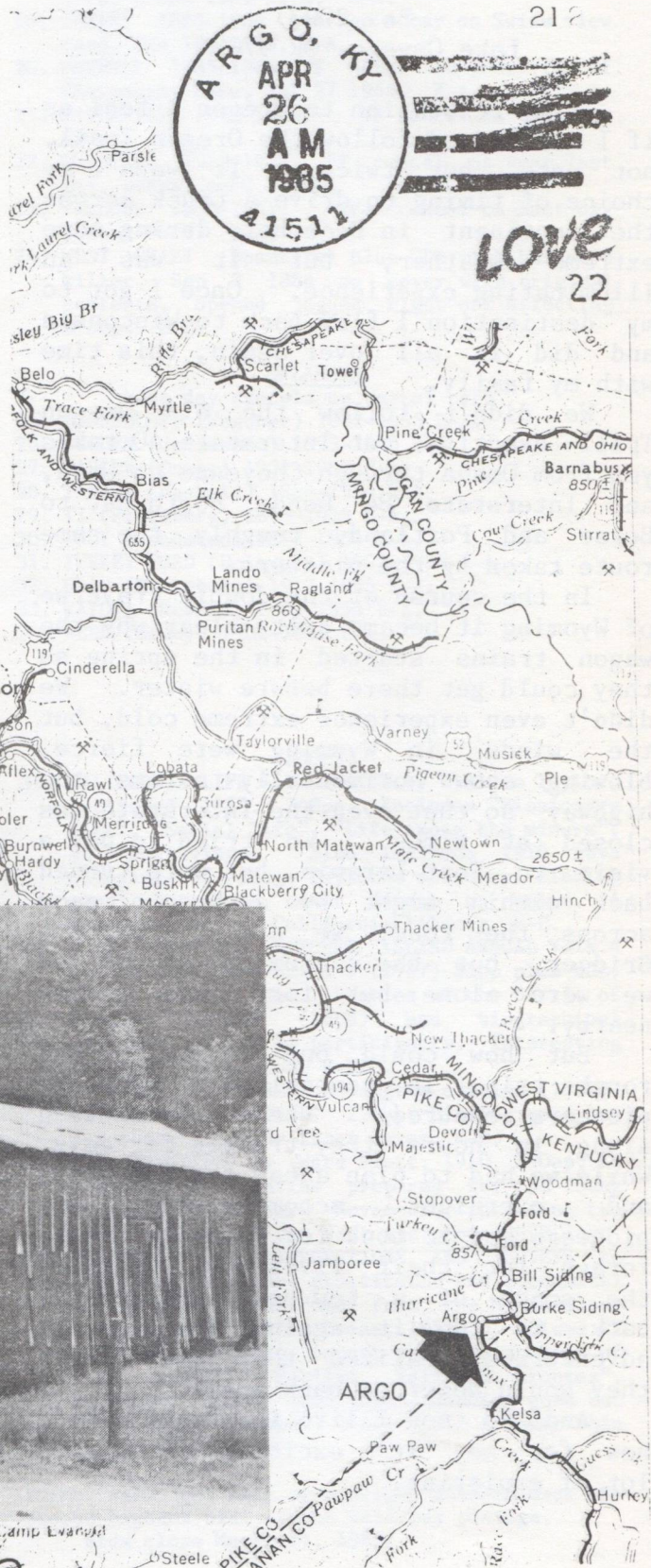
This is a book that anyone interested in the postal history of the upper Mississippi River basin should have, and the book is of such quality that it would grace the shelves of any library of Americana. Quality does not come cheap, however; the book retails for \$65.00, and may be ordered from the Collectors' Club of Chicago.

Alan H. Patera

DIRT ROAD POST OFFICE
ARGO, KENTUCKY

If one wants to drive up to the front door of the Argo post office, then it is indeed a dirt road post office, for one must leave the paved road a mile downstream and come up the east side of Knox Creek. There is another way. The paved road on the west side of the creek has a parking area directly across from the post office, and a suspension foot bridge is provided for those who wish to reach the building that way.

Argo is almost the easternmost post office in Kentucky, that honor going to neighboring Woodman. Rumor has it that the name was chosen because the store stocked Argo brand canned peas. In fact, in 1985, the store still stocks Argo brand canned peas.



Post office, Argo, Kentucky. (May 1985)

ADDISON, OHIO

By Alan H. Patera

Addison is a small hamlet on the west bank of the Ohio River about six miles upstream from Gallipolis, the county seat of Gallia County. The community of Point Pleasant Virginia (now West Virginia) developed across the river and a mile downstream, just above the mouth of the navigable Kanawha River.

Addison is a peaceful place with a long, if uneventful history. It is now in the process of losing its identity, for the post office that was established in 1838 has been recently discontinued, and the residents there now use a Gallipolis address.

In considering the history of Addison it is necessary to keep in mind its proximity to Gallipolis. Gallipolis was a well-known place along the river, an early river port that saw many of the pioneers making their way downriver. It had a post office in 1794, just a few weeks later than the post office at Cincinnati was established. As settlers inhabited the available land along the river and moved into the hinterland new towns were platted and new post offices established.



On June 23, 1838 a post office was established at Addison, in Addison township, with J.W. Parker as postmaster. The early usage of the name is not well documented, but it is likely the name was borrowed from the English writer Joseph Addison rather than from a local settler. A store was in operation at the site from about 1837, and the post office probably operated from the store. At this time most goods were transported by boat, and early mail service was also provided for in this manner.

In 1851 the land on which the small village of Addison was located was owned by Robert Reynolds, William Watson, and John Loucks. In 1851 they contracted with Reuben Rothgeb to lay out a town centered on the post office.



Addison, Ohio in May 1985. Though it still looks open, it had been closed for over six months at this time. Note the new boxes on the left.

The Ohio River provided a transportation route for the railroads, which built along both banks. In Addison the tracks were laid so that the river road, with its businesses and post office, were between the tracks and the river. The trains supplanted the river as the means of supplying mail to the Addison post office.

The village did not thrive. Its position at the mouth of Campaign Creek offered little benefit, for the hinterland was hilly and did not support a very large rural population. By 1880 the population was still only 79. An economic boost came a few years later, when in 1883 brothers G.M. and D.A. Poindexter located a small sawmill at the southern edge of town. They specialized in barrel staves and headings. In 1890 the population was about 100. At this time the businesses consisted of the sawmill, a wagon maker (James Watson), a blacksmith (E.B. Ramsey), a general store kept by W.D. Leonard, and a drug store. The town also boasted a doctor, C.C. Barton, a church, and a school house with 40 students.

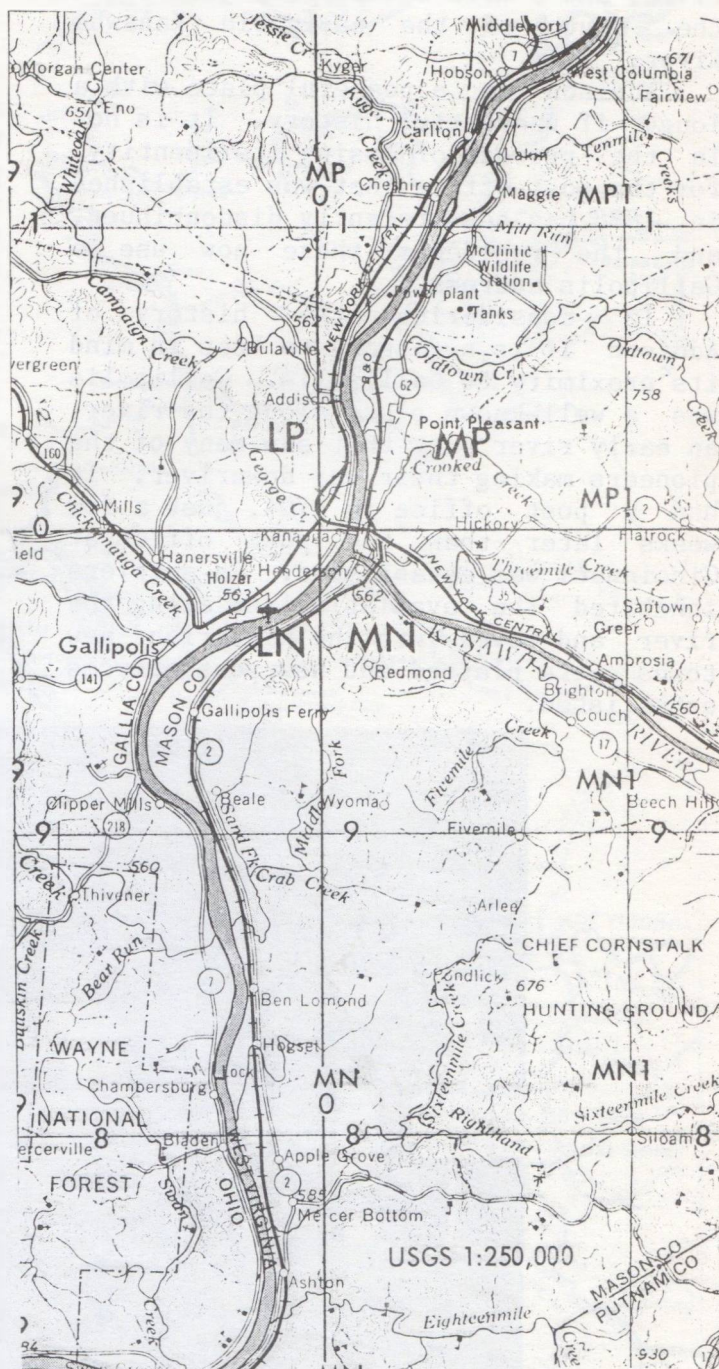
The location on the river was a mixed blessing. It gave the early post office access to the major transportation route of the area, but it also subjected the village to periodic flooding. Mail service was disrupted when the river overflowed its banks, and the post office had to be moved to higher ground until the water receded.

For 146 years the Addison post office served the area, with the exception of an eight-month break in service during the Civil War years of 1864-65. There were a few small fires in town, and once the post office was robbed. Not much was taken, and the culprits were apprehended.

On September 28, 1984 the post office shut its doors for good. The USPS has yet to acknowledge the discontinuance of the office, but there is no expectation that the service will be revived. The building that housed the last post office still stands facing the river and looks like a post office, but in May 1985 there was a hand-written

note by the mail slot on the door stating that this was "no longer the post office, don't leave your mail here".

There is an antique store in Addison, but without the post office or any merchants the location has lost significance, except to the handful of people that choose to make Addison their home -- and their address is now "Gallipolis".



Information supplied by former postmaster Neva Van Sickle

and by James Sands.

HOUGHTON COUNTY, MICHIGAN

Part 3

By Clarence J. Monette

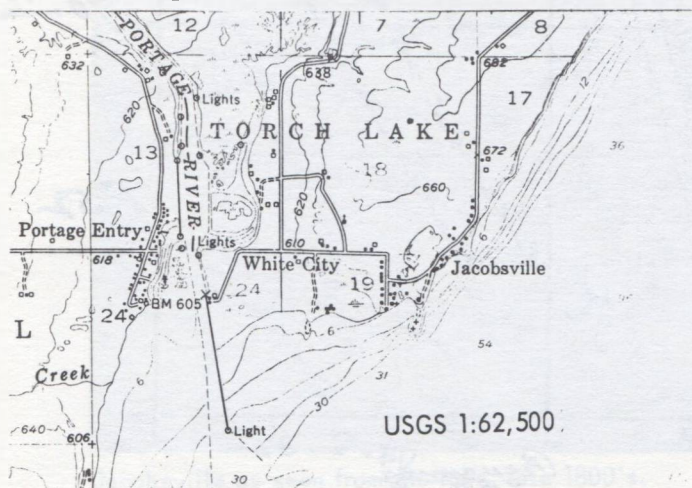
CRAIG

Ten miles south of Torch Lake, and at the head of the Portage Entry, one finds the locations of the post offices of Jacobsville, Redrock, and Craig.

Craig was the first of these post offices to be established. It may have occupied the same site where Portage Entry, the first post office in the area, had operated between 1851 and 1853.

Postal records show that the post office at Craig was established on April 19, 1884 and discontinued on May 15, 1896. It was named for George Craig, who was a keeper of the lighthouse at Portage Entry. Francis Jacker was the first postmaster; he was replaced by John Halle. At this time the post office was kept in Captain Samuel Quinn's general store. Herman Ruonanaaen was the last person to be postmaster, and was appointed on October 9, 1891. When he changed the location of the post office, the mail carrier had to walk an additional distance of about three miles.

Back in February of 1888, Captain Quinn's General Store had a sign on the front wall of the building which read "CRAIG POST OFFICE". Uncle Sam's spot was confined to a small space in the not very spacious structure. In one corner stood the office desk, and before it, in all his dignity, reigned the postmaster.



He was shut in by a wooden railing which could have had a resemblance to a prisoner's box. When he registered a letter, his head would ache and the sweat would start on his mystified brow as he was trying to clear his way through the complication of Finnish geographical nomenclature spelled in a manner which would baffle the brains of a more proficient scholar and linguist than he presumed to be, words such as "Kaikkervoltiaisundessavssa" or "Hammel-telemattomyydellamekaau". Indeed, it was a remarkable demand upon the capacity of any government official. "Why now," said the Postmaster, who hailed from Canada, "could not these Finns have applied such good and practically short names to their towns such as 'O.K.' and 'You Bet', in plain language?"

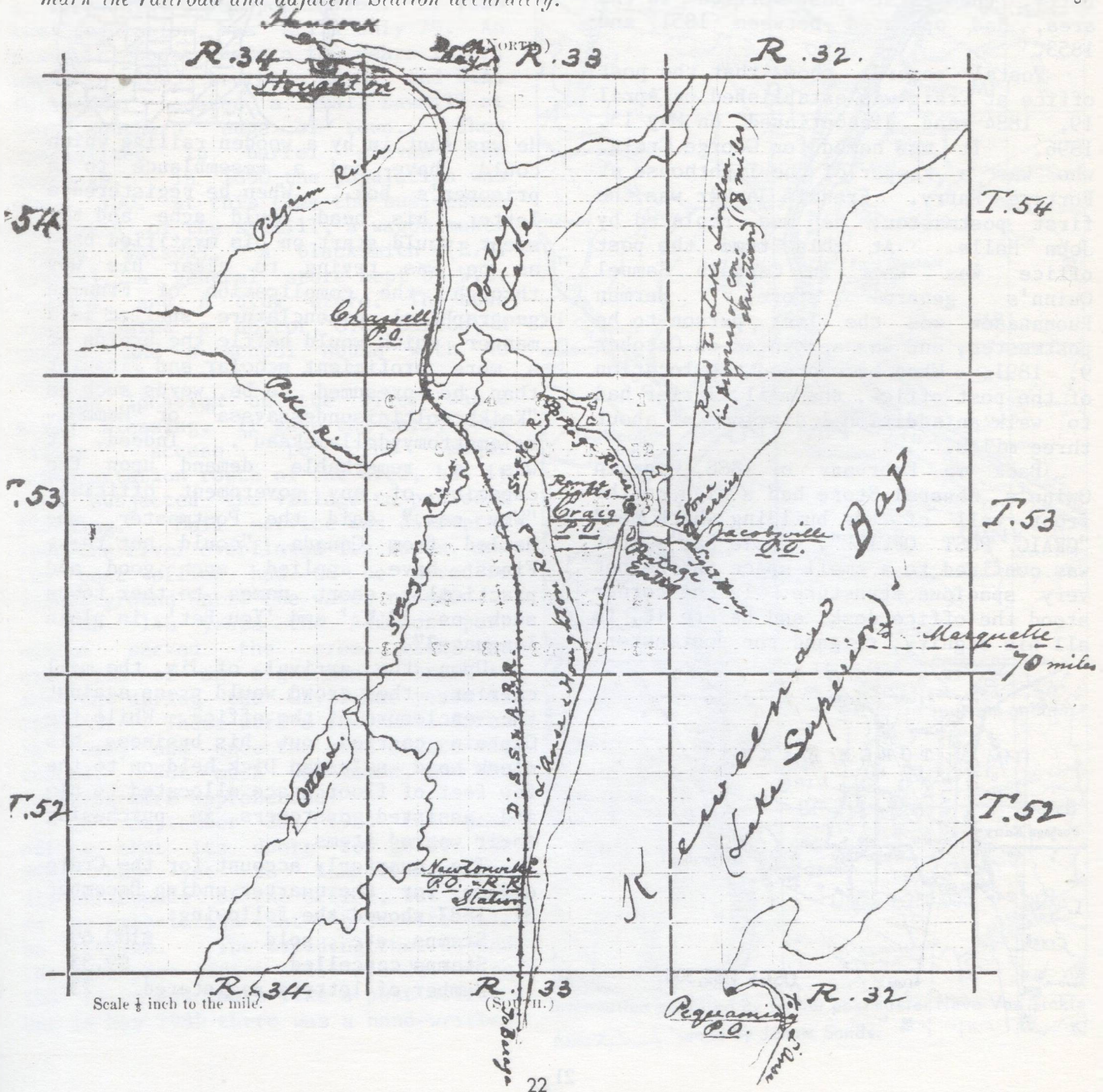
Upon the arrival of Jim, the mail carrier, the crowd would press against the enclosure of the office. While the Captain carried out his business, his clerk and salesman Dick held on to the few feet of floor space allocated to him and assisted customers in purchasing their wanted items.

The quarterly account for the Craig office for the quarter ending December 31, 1887 showed the following:

Stamps, etc., sold	\$100.69
Stamps cancelled	89.33
Number of letters registered	73

Diagram showing the site of the Laig Post Office
in Township 53 N. Range 33 W. of
Meridian, County of Houghton State
of Michigan, with the adjacent Townships and Post
Offices.

It is requested that the exact site of the proposed, or existing Post Office, as also the roads to the adjoining Offices, and the larger streams or rivers, be marked on this diagram, to be returned as soon as possible to the Post Office Department. If on, or near a railroad, mark the railroad and adjacent Station accurately.



The amount of stamps sold during the month of January 1888 was \$45.00, while the postmaster registered 33 letters.

Across the Portage Entry the town of Jacobsville was thriving, and much of the business of the Craig post office was taken away by the post office there. In 1896 the post office at Craig was discontinued.

JACOBSVILLE

Jacobsville was named after John Henry Jacobs, who in 1883 opened a quarry to mine the red sandstone that occurred on the north side of the Portage Entry. The high-quality sandstone was soon in great demand, so that activities at the Furst, Jacobs and Co. quarry were expanded, and several other quarries began operation in the area, and the town of Jacobsville was born.

Mr. Andrew Hendrickson, who was the manager of the R.M. Hoar's general store branch, was appointed as Jacobsville's first postmaster on November 29, 1887. At this time the mail was exchanged four times a week. Hendrickson was succeeded by John Pfeiffer, who was appointed on September 4, 1889. John Erickson was Assistant Postmaster.

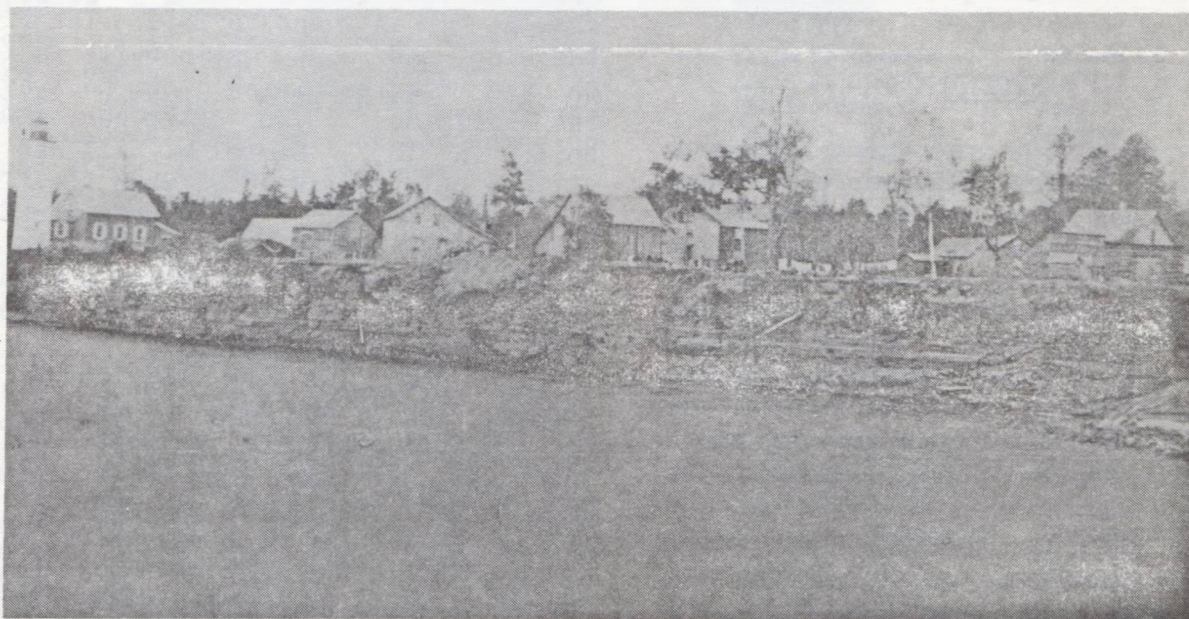
By 1900 the population of Jacobsville was about 800. By 1905 businesses included a saloon, the Nara

Brothers & Pfeifer general store, and a large boarding house. There were two churches, and schooling was available through high school.

On March 18, 1926 Mrs. Flossie (Marsy) Sincock was appointed postmaster, and she was eventually replaced by her daughter Jean M. (Sincock) Tomlinson on March 18, 1947.

For many years a unique way of delivering mail was used. In the summer the mailman picked up the mail at Houghton and delivered it by automobile to the Portage Entry. He then left his car there and used a boat to ferry the mail to the White City resort area, then he used a second car that was kept there for his use to bring the mail to its final destination at the Jacobsville post office. When the freeze came up, a cedar post pontoon bridge was placed on the ice and the mailman used this to get to the Portage Entry. The pontoons were 16 feet wide and 12 feet long, built in sections, placed end to end from White City to the Portage Entry, a distance of about one mile. The log sections were pushed out and fastened with ropes, only to be removed the following spring.

The Jacobsville post office stopped its operations on Wednesday, December 30, 1965. When this service was eliminated, it also ended many of the informal gatherings, the chit-chat news



Jacobsville as seen from the lake, late 1800's.



Jacobsville street scene, late 1800's.

dissemination that occurs on a day-to-day basis at such a facility. Some of the original postal boxes can be seen in the Houghton County Historical Museum, located in Lake Linden.

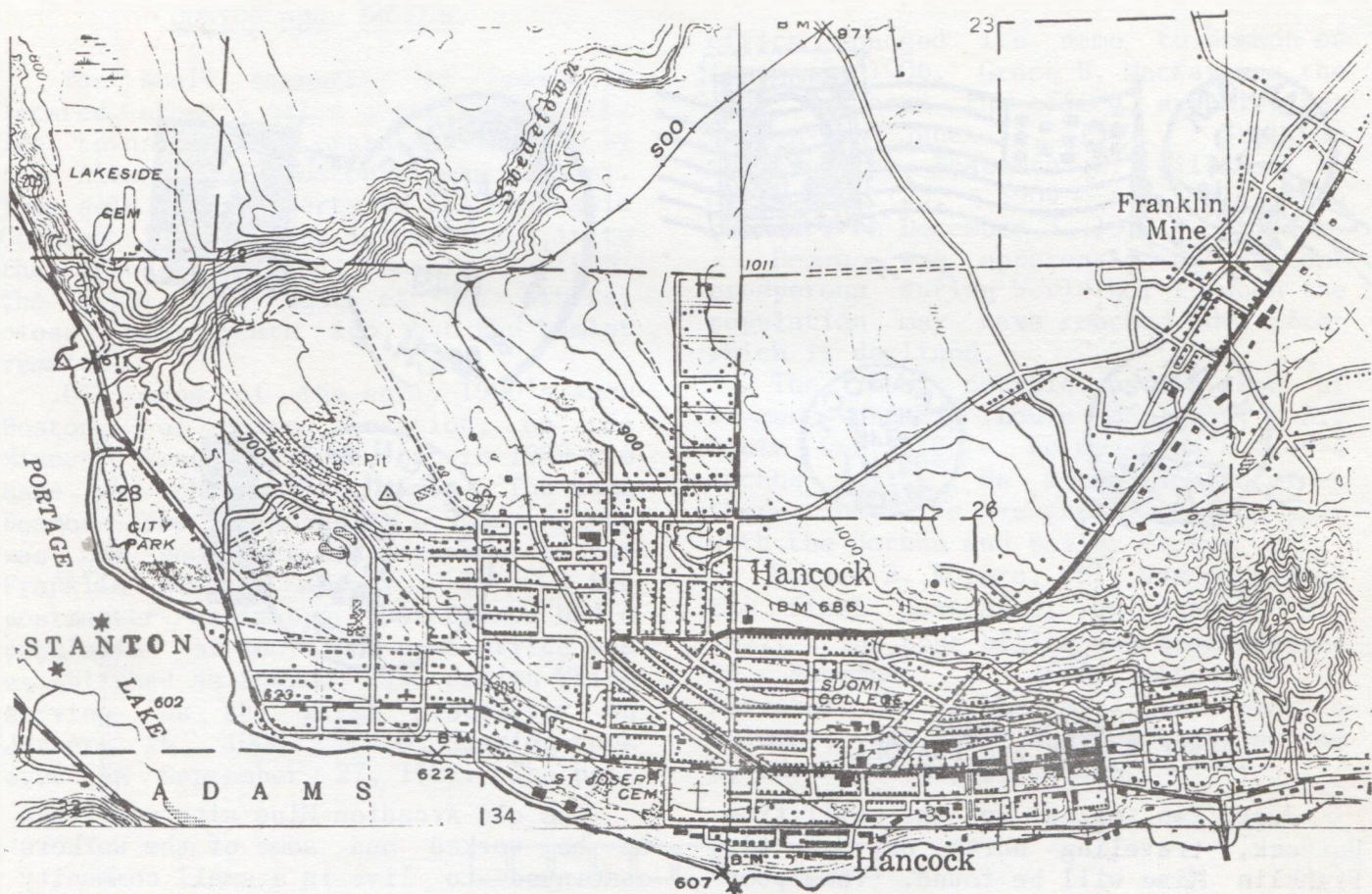
RIPLEY

Back on M-26, the next town one comes to is Ripley. The man after whom the town was named is lost to history. This Franklin Township settlement began as a ferry landing in 1846. Later, in 1898, the Quincy Copper Mining Company built its smelter here. One of the more notable businesses in Ripley is the greenhouses which were built in the early 1900's. The community only had a post office for two years, however. The first postmaster was James Manley, who got the job on February 23, 1886. William Dunston took over on January 18, 1888, and the post office was discontinued on February 29, 1888.

HANCOCK

Only a narrow line separates Ripley and the city of Hancock. This land was owned in 1852 by C.C. Douglas, who later sold to the Quincy Mining Company, for whom he was an agent in 1859. The first building was a log cabin built in 1846 on the Ruggles Mining claim halfway up the hillside. Two other cabins were built in 1852. Samuel W. Hill had the village platted in 1859, when the first lots were sold. The name comes from John Hancock, signer of the Declaration of Independence. Hancock is a popular name, as there are seventeen states having towns with that name.

As soon as the settlement was formed, one of the first objectives was the establishment of a post office. This was done in 1860 with Lewis F. Leopold as the first postmaster. The office was located at first in the store of Leopold and Austrian on the northwest corner of Water and Reservation streets. Two years later it was moved to the

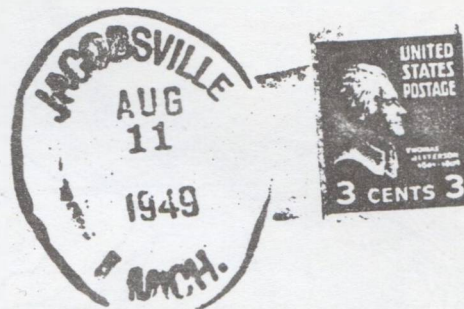
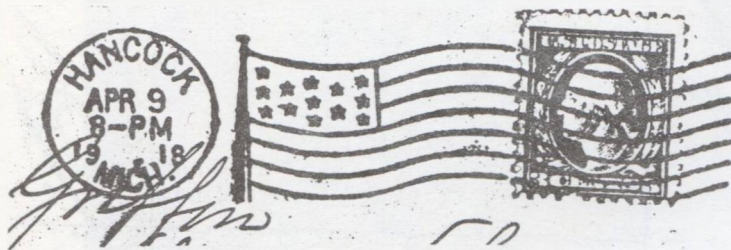


store of R. Sheldon and Company on the southeast corner of Quincy and Tezcuco streets. It remained there over five years under the administration of Charles Hambeck. When he was succeeded by Thomas N. Lee, Jr., it was moved to Second Street opposite the Masonic Hall, where it remained for some ten years.

Hancock was chartered as a city on March 10, 1886, and is the second largest community in the Copper Country. At present the office has 4,500 city residents obtaining mail by carrier routes, 495 rural families served through rural delivery routes, and 420 people who are locked-box customers. The current post office building was constructed of brick in 1934, and contains but one floor with ample parking for the postal vehicles to the right of the building.

POSTMASTERS

Lewis F. Leopold	January 10, 1860
Aaron F. Leopold	April 2, 1860
Charles Hambeck	January 31, 1862
Thomas N. Lee, Jr.	October 22, 1867
Thomas D. Meads	March 6, 1872
Thomas N. Lee, Jr.	May 6, 1872
Morton L. Cordell	May 10, 1878
James B. Rooney	June 7, 1886
James Ross	July 18, 1889
Michael R. Redmond	February 21, 1894
William C. O'Leary	February 18, 1896
George W. Emery	February 16, 1898
Ada M. Emery	February 1, 1905
Charles F. Rogers	February 9, 1909
Daniel A. Holland	November 29, 1913
Andrew Braun	December 16, 1922
Daniel A. Holland	July 10, 1935
Arthur J. Bruneau	May 31, 1953
John P. Funkey	September 8, 1961
Gordon A. Lorasch	February 19, 1972
Larry E. Hester	April 21, 1979
Nick M. Padletti	December 11, 1982

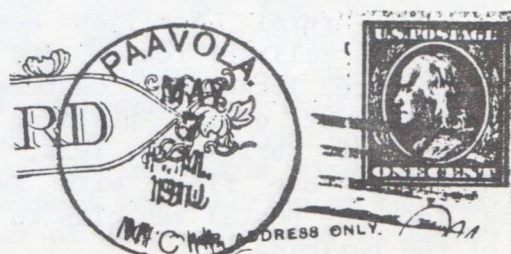


ARCADIAN MINE,
FRANKLIN MINE and PAAVOLA

Just two miles up the hill from Hancock, traveling north on U.S. 41, Franklin Mine will be found. This post office was called Arcadian Mine when it was established on March 14, 1899. The post office was moved about two miles west when the name changed to Franklin Mine on December 17, 1904. The village began with the opening of the Franklin Mining Company in 1857. By 1861 the mine employed 250 men. Then in 1909, the Quincy Mining Company purchased the old Franklin Mine, lock, stock, and barrel. In 1910 the postmaster estimated the population at 500, but by 1917 the number of inhabitants had plummeted to only about 100.

Franklin Mine had a fourth class post office, with first postmaster William T. Hale assuming his duties on February 4, 1915. He died in office on August 7, 1936. Miss Annie T. Kelly assumed became Acting Postmaster on August 27, 1936; she was replaced on January 15, 1947 by Miss Ann Massoglia. Steve F. Verbanac became the next and last postmaster, when he was confirmed on August 19, 1949. The post office was discontinued on May 3, 1957, with mail service subsequently from Hancock.

The old Arcadian Mine site continued to be worked and some of the workers continued to live in a small community just to the northwest of the former post office location. On June 8, 1909 the inhabitants secured another post office, which was named Paavola. Paavola remained a quiet hamlet throughout its existence. It was discontinued on December 30, 1966.



BOSTON and DEMMON

The small community of Boston is located about 5 miles north of Hancock. The townsite was organized in 1860 by the Albany and Boston Mining Company. They sold this property to the Peninsula Company in 1882, who in turn sold it to the Franklin Mining Company in 1905. The mine, like most of the others, closed many years ago, but the hamlet remains.

Old maps of the early 1900's show Boston, or Boston Location, on the Mineral Range Railroad, but in 1909 the name was changed to Demmon. The name Demmon came from Daniel L. Demmon, who was the secretary and treasurer of the Franklin Mining Company. In 1909 the postmaster estimated that Demmon had a population of 100. The post office was established as Boston, with Jemima White serving as the first postmaster on January 26, 1900. Ida M. Hosking took over on September 27, 1902. The post

office changed its name to Demmon on April 2, 1906. Grace E. MacKay was the next to head the office, assuming her duties on June 18, 1907. She was followed by Beatrice L. Williams on September 25, 1909 and Elizabeth Saunders on December 5, 1912.

Demmon was apparently at its most prosperous during World War I, when the population may have reached 600, after which it declined.

The most notable native son of Demmon was Big Louie Moilanen. Big Louie was BIG - he measured 8 feet 4 inches tall. He worked in the mines there, until he eventually went on tour with the Barnum and Bailey Circus.

Horace B. Rogers, Jr., was appointed the final postmaster on January 21, 1922. The post office was discontinued on November 4, 1933, effective on November 30. The mail then went to Calumet, but they are now being served by the Hancock post office.



POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in March and April of 1886. Two large towns are celebrating their centennials in this period, Victorville, California and Shelton, Washington.

MARCH	1 Cabazon CA, Hulett WY		
	3 Merigold MS		
	4 Winona* KS, Gheens LA,	APRIL	1 Hugoton KS
	Moneta VA		10 Victorville* CA
	13 Wilder MN		13 Likely CA
	15 Cash AR, Kings Mills OH		15 Ware Neck VA
	16 Elbing* KS		16 Wildomar CA, Millville DE,
	17 Roebuck SC, Nassawadox VA		Rockland ID, Wakonda SD
	19 Corona SD, Ark VA		26 Perry* SC
	20 Bouton IA		27 Welch MN
	22 Keyes CA, Weimar CA		29 Myrtlewood AL
	23 Shelton WA		
	27 Tribune KS		
	30 Kanopolis KS		
	31 Quinter KS		

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

NEW JERSEY POSTAL HISTORY AUCTION

The New Jersey Postal History Society produly announces its special annual public and mail auction of 19th century New Jersey DPO cover, which this year features approximately 300 lots from stampless through first bureau issues, including: WAY Letters, Fancy Cancels, Foreign Mail & Registered uses, etc.

The sale is scheduled for Sunday, April 20, 1986, at 1 PM during the course of the annual BLOOMPEX show in the Civic Center, 84 Broad Street, Bloomfield, NJ.

Copies of the auction list are now available upon request from Auction Manager Brad Arch, 144 Hamilton Ave, Clifton, NJ 07011.

Write for latest auction catalog



H.J.W. Daugherty

COVERS & POSTAL HISTORY

P.O. Box 1146

Eastham, Mass., 02642

HELP WANTED

Charles A. Horton, 384 East Dr., Oak Ridge, TN 37830, wishes help in finding information regarding postal history associated with his ancestors. In particular, Charles seeks information regarding: William H. Abell (Forwarding Agent, Matagorda, TX, 1838-39); Travis Guard (Austin, TX, 1840-42); and Thomas Abel, or Abell (associated with canal boats and steamers in western New York State from 1835 on).

He is also interested in corresponding with anyone who has covers, folded letters, etc., from Silver Creek or Hano-ver, Chautauqua Co., NY, from 1840 on, and a group of Union naval vessels of Civil War vintage.

LA POSTA BACK NUMBERS AVAILABLE

Vol. & No.	Contents
10, 1	Utah PDs in Other States, NM Territorial PMs, Doane Cancels of Utah. (\$2.00)
10, 3	19th Cent. PDs and postmarks of Umatilla Co., Oregon. (\$2.00)
10, 4	Early Mails to Victoria, BC; Doane Cancels of California; Davis Co., Utah. (\$2.00)
10, 6	Salt Lake Co., Utah; Banner, Idaho; Colfax Co., NM; Murphysville & Alpine, Texas; Postal History in the 1980's. (\$2.00)
11, 1	Olympic Peninsula, Wash.; Utah Co., Utah; Curry Co., NM. (\$2.00)
11, 6	Carrying the Mails in Southern Oregon, 1856-58; An Alternate View of Postmark Scarcity. (\$2.00)
12, 4	Confederate Occupation of NM Terr., 1861-62; Letter from Arctic Alaska; Addendum to NM RPD Catalog. (\$2.00)
13, 2	Trans-Pecos Texas; Polk Co., Oregon; Beaver Co., Utah. (\$2.00)
13, 6	Klickitat Co., Wash.; PDs of Southeast Alaska; Benton Co., Oregon; Washington Co., Utah. (\$2.00)
14, 8	King Co., Wash.; Imperial Co., Calif.; Nevada PDs in Other States; Black Diamond Coalfields of Calif.; Railroad Hist. of Long Island RR; Chittenden Correspondence. U.S.T.M. Cat. Suppl. (\$3.00)
14, 6	Rural Free Delivery in Calif.; Lane Co., Oregon; PDs of SE Alaska; Gray Co., Texas; ENCYCLOPEDIA OF RPD CANCELS, 1st Sup.; Jay Gould; Michigan's Interurbans; Douglas Mil. Br., Arizona; Chittenden Corr.; U.S.T.M. Cat. additions. (\$3.00)
15, 1	RFD (AZ, CO, NM, UT); Nevada PDs; Cache & Rich Cos., Utah; Jackson Co., Oregon; Sup. to RFD ENCYCLOPEDIA; Midwest Postal Hist. Societies; Keweenaw Co., Michigan; Pennsylvania RR; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)
15, 2	Tobacco, Ohio; Effective Establishment Dates; South Dakota Indian Agencies; California Mules; Pioche, NV; RFD (ID, MT, WY); Arizona's Fanciest Markings; Annville, NH; 1983 Officials; Josephine Co., OR; Morgan Co., UT; RFD ENCY.; Rio Grande's Santa Fe Ext.; Postal Ops & Civil War; Chitt. Corr.; U.S.T.M. Cat. Suppl. (\$3.00)
15, 3	RFD (Washington); Summit Co., UT; Military Forte Frontier Nevada; Douglas Co., OR; Aurora Co., SD; Minnesota Mail Contracts; Quincy, IL; Switz City (IN) & Effingham (IL) RPD; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)
15, 4	Monterey Co., Calif.; RFD (Oregon); Paquebot Marks of Pac. NW; Pius Grove, Kansas; Dakota Rural Routes; Phil Sheridan, KS; Colorado Railway Mail Cat., Vol. 1; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)
15, 8	Pittsburgh Fancy Cancels, 1872-82; Block Island, Rhode Island; Chittenden Corr.; U.S.T.M.C. Sup.; Menibel & St. Joseph (MO) RR; Louisville, Wis.; Brett, KS; William Carter & Overland Mail; Mesatch Co., UT; South Bend, Wash.; Klamath Co., Oregon; Mazuma Nevada. (\$3.00)
15, 6	Arizona Branches & Stations; Mouth of Rogue R. (OR); PDs of SE Alaska; Siskiyou Valley, CA; Carter & Overland Mail; Unpaid Carrier Fee at Philadelphia; Early South Carolina Postal Hist.; Brainerd, KS; Nutwood, Ohio; Colorado Railway Mail (The Texas Lines); Chittenden Corr.; U.S.T.M. Cat. Suppl. (\$3.00)
16, 1	Harding Co., SD; Alphadelphia, Mich.; Charlotte, NC; Treaty Mails from Charleston, SC, 1851-60; Inter-Treaty Ltr. Rate to France; Philadelphia Carrier Service, 1857-63; Nevada PDs in Other States; Lapush, Wash.; Postmarks & Cancels; Wa. Carter & Overland Mail; Rio Grande Southern. (\$3.00)
16, 2	Nevada PM Catalog; Shasta Co., Calif.; Curry, Alaska; Carter & Overland Mail; Springs of Western Virginia; Charlotte, NC; Philadelphia Maritime Markings; Antelope Co., Nebraska; Fort Snelling, MN; Alberta, Canada, PDs; Edmonton, Alberta; Patsey, KY; US Pacific RR Commission Hearings; Chitt. Corr.; U.S.T.M. Cat. (\$3.00)
16, 3	Fords Branch, KY; Independence, WV; Benton Co. Arkansas in Civil War; Valdez-Fairbanks Trail in Alaska; Nevada Postmark Cat.; RFD ENCYCLOPEDIA, 2nd Suppl.; White Marsh, MD; South Carolina Ghost Towns; Springs of Western Virginia; Philadelphia Maritime Markings; Street Car Railways (St. Louis, Cleveland & Brooklyn); Inland Empire Mail Service. (\$3.00)
16, 4	Fords Branch, KY; Independence, WV; Benton Co., Arkansas in Civil War; Valdez-Fairbanks Trail; Nevada Postmark Cat. (Churchill); Insights to History; RFD Cat. 1855-; White Marsh, MD; Ghost Towns of SC; Springs of western VA; Philadelphia Maritime Marks; St. Louis Streetcars; Postal Cars in Cleveland; Inland Empire Mail; Brooklyn Street Cars. Price: \$3.00

ORDER FROM: LA POSTA, P.O. BOX 135,
LAKE OSWEGO, OR 97034

THE EASTERN SECTION

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

Good news, readers -- after four months, the daisy wheel that I've been waiting for has finally arrived, and is being used for this month's Eastern Section. You'll note that the letters are larger and neater than the print wheel used for the Eastern Section in the last two issues of LA POSTA. I hope you'll like the improvement in appearance and readability.

The Daisy Wheel Printer that I purchased last August is a SWINTEC Compumate 2100, which is capable of producing text of 10, 12 or 15 characters to the inch. It comes complete with an adjustable pin feed platen, (so that I can use either single or fanfold paper), serial and parallel ports, and costs only about half the price of comparable daisy wheel printers. It is compatible with IBM-PC and equivalent computers, but I'm still having trouble using it with my Radio Shack Model II. However, as long as I sit at the console and tell it to go ahead when it wants to stop, it cranks out the Eastern Section.

The only problem that I had was obtaining print wheels. Finally, after a couple of letters to the main office of SWINTEC, I received a phone call from an officer of that firm telling me how I could obtain the print wheels through a local office supply company and to instruct them to order the items from SWINTEC's North Jersey warehouse.



So, if any of my readers are experiencing similar difficulty obtaining print wheels or parts for a SWINTEC printer, tell your local dealer to order direct from SWINTEC in East Rutherford, N.J.

The Eastern Section for this issue concentrates on the Southeast area of the U.S., with articles about South Carolina, Georgia and Florida.

First, you'll find an interesting article by Conrad L. Bush, describing a new "find" that shows how the Confederate Post Office adapted Federal forms for use in its own operations.

Then, there's an excellent article on how some of the post offices in Bulloch County, Georgia got their names, illustrated by several maps, and providing "vital statistics" about the post offices of Bulloch County

Next, information that I've discovered in my many days of reading through early Charleston, S.C. newspapers has been assembled to present a picture of the first mail service to the interior of the Carolinas and Georgia in 1792.

Finally, the Eastern Section includes several more pages of Philadelphia's Maritime Markings.



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

POST OFFICE NAMING: A CASE STUDY OF BULLOCH COUNTY, GEORGIA

By Daniel Good

According to an article in the July 1983 issue of Smithsonian, there were 30,155 post offices still operating in the United States, and over the years, tens of thousands more had been abandoned. For example, between 1901-25, 26,000 post offices disappeared. All of these post offices had, or have, names. The purpose of this article is to analyse the origins of post office naming within Bulloch County, Georgia, located along the Ogeechee River, just a short distance northwest of Savannah (Figure 1).

Since its founding, in 1796, Bulloch County, Georgia has had 93 post offices established, but only four remain today. Their establishment and locations provide clues to the settlement history within the county. Moreover, post office openings and closings reflect responses to economic and technological developments and population changes within the county.

The establishment of post offices was one of the earliest sought-after government services, and post office locations reveal the influence of those early inhabitants. Naming of these post offices tells a great deal about the characteristics of the early settlers, as some are memorials to early families, others pay tribute to notable events in history and literature, some are simply clever and others continue to baffle the most imaginative.

Official records of the United States Postal Service provide a valuable tool for post office names, location decisions, and establishment. Even more important is the application form for the establishment of a post office, showing the proposed post office name, location, nearest river, road, railroad, nearest existing post office, population number to be served, and often a map showing relative locations.(Figure 2)

By dividing dates of post office establishments into three time periods, one can see the settlement distributional pattern develop.

Dr. Daniel Good is Professor of Geography at Georgia Southern College, Statesboro, GA, where he has taught since 1969. He is Director of the Georgia Place Name Survey and is currently doing the Bulloch County, GA Place Name Survey.

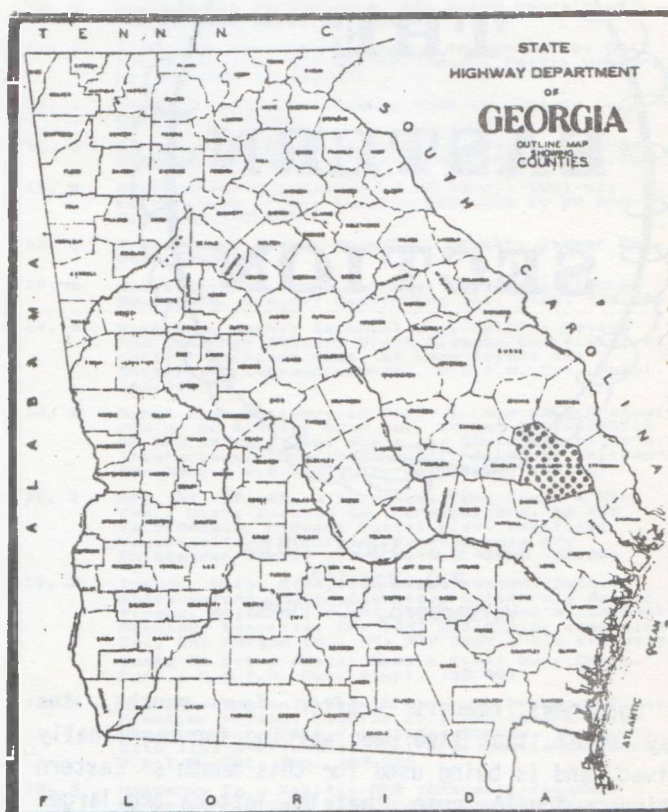


Fig. 1 Outline map showing today's Bulloch County in east-central Georgia.

Post office openings have been divided into: (1) Post offices before 1883; (2) Late 19th century post offices; and (3) 1900-1930 post offices.

POST OFFICES BEFORE 1883 (See Figure 3)

Between 1823 and 1860, only four post offices were established in Bulloch County (Statesboro, Millray, Bengal and Wright's Bridge) and all of these were on the only major roads in the county (Burkhalter Road and River Road) and along a major river (Ogeechee River). Commercial agriculture was still limited primarily to cotton grown along these transportation arteries. Between 1860 and 1883, 17 post offices were established in response to the increases in population. By 1880, county population was only 8,052 and the county seat, Statesboro had only 25 people! Yes, 25 is correct!

How were these post offices named? Again, postal records offer some clues, in addition to

maps, local newspapers and personal interviews. Selected post offices will be examined.

Statesboro (original spelling Statesborough) was designated as county seat in 1803. It became a Post Office in 1823. J.A. Brannen argued that the name paid tribute to the champion of states' rights Thomas Jefferson. (Jefferson had become President of the United States, just two years before the birth of Statesborough.) Others point out that the outline of Bulloch County roughly resembles a map of the State of Georgia - except for the county's western border; the town, as borough of the state, would be the meaning of Statesboro.

The second early post office was Mill Ray, on River Road, established in 1847. In the latter part of the 19th century, the postal service insisted that small post offices use only one name in their postmark, so Mill Ray was changed to one word, Millray, and the place today is spelled as one word. Why Millray? No one knows - could it be that the I.S.L. Miller family, early residents of the River Road, provided the Mill of Millray?

Bengall, the third oldest post office, was established on Burkhalter Road. The post office was opened in 1855 and the name origin was unknown. It could have been a corruption of "Bay Gall", a

JAMES N. TYNER,
First Assistant Postmaster General.

To Mr. H. H. Blitch
care of the Postmaster of Ogeechee Ga., who will please forward to him.

STATEMENT.

The proposed office to be called Blitch

Select a short name for the proposed office, which, when written, will not resemble the name of any other post office in the United States.

It will be situated on the _____ quarter of Section _____ Township Blitch
Range _____ in the County of Bulloch State of Georgia

It will be on or near route No. _____ being the route from Wasson
to Chocoma on which the mail is now carried Daily times per week.

The contractor's name is _____

Will it be directly on this route?—Ans. will not

If not, how far from, and on which side of it?—Ans. 2 miles South side

How much will it INCREASE the travel of the mail one way each trip?—Ans. will be conveyed daily
must be handed here

Where will the mail leave the present route to supply the proposed office?—Ans. _____

Where intersect the route again?—Ans. _____

What post office will be left out by this change?—Ans. none

If not on any route, is a "Special Office" wanted?—Ans. yes. To be supplied by Ogeechee Ga.

The name of the nearest office to the proposed one, on the same route, is Ogeechee
its distance is two miles miles, in a South East direction from the proposed office.

The name of the nearest office on the same route, on the other side, is Statesboro
its distance is Eleven miles, in a Southern direction from the proposed office.

The name of the nearest office to the proposed one, not on this route, is Ogeechee
distance by the most direct road 2 miles, in a _____ direction from the proposed office.

The name of the most prominent river near it is Ogeechee River between water bridge

The name of the nearest creek is Stewarts

The proposed office will be one miles from said river on the South side of it, and will be one miles from said creek, on the East side of it.

If near a railroad, state on which side the office will be located, how far from, and the name of the station or depot.—Ans. South side two miles from # 6 Central Railroad

If it be a village, state the number of inhabitants.—Ans. not exactly a village but
a thickly settled neighborhood

Approximate population to be supplied by proposed office.—Ans. _____

A diagram, or sketch from a map, showing the position of the proposed new office with neighboring river or creek, roads and other post offices, towns, or villages near it, will be useful, and is greatly desired.

A correct map of the locality might be furnished by the county surveyor, but this must be without expense to the Post Office Department.

ALL WHICH I CERTIFY to be correct and true, according to the best of my knowledge and belief, this 23rd day of June 1880.

(Sign full name.) Mr. Homer Blitch Proposed P. M.

I CERTIFY that I have examined the foregoing statement and that it is correct and true, to the best of my knowledge and belief.

For close this office Jos. R. Cooper
Postmaster at Ogeechee Ga.

(OVER)

Fig. 2 Applications to establish a post office do supply much information about the area. These applications can often be found on microfilmed "Post Office Site Location Reports" which are available from the National Archives as Microcopy Number 1126.

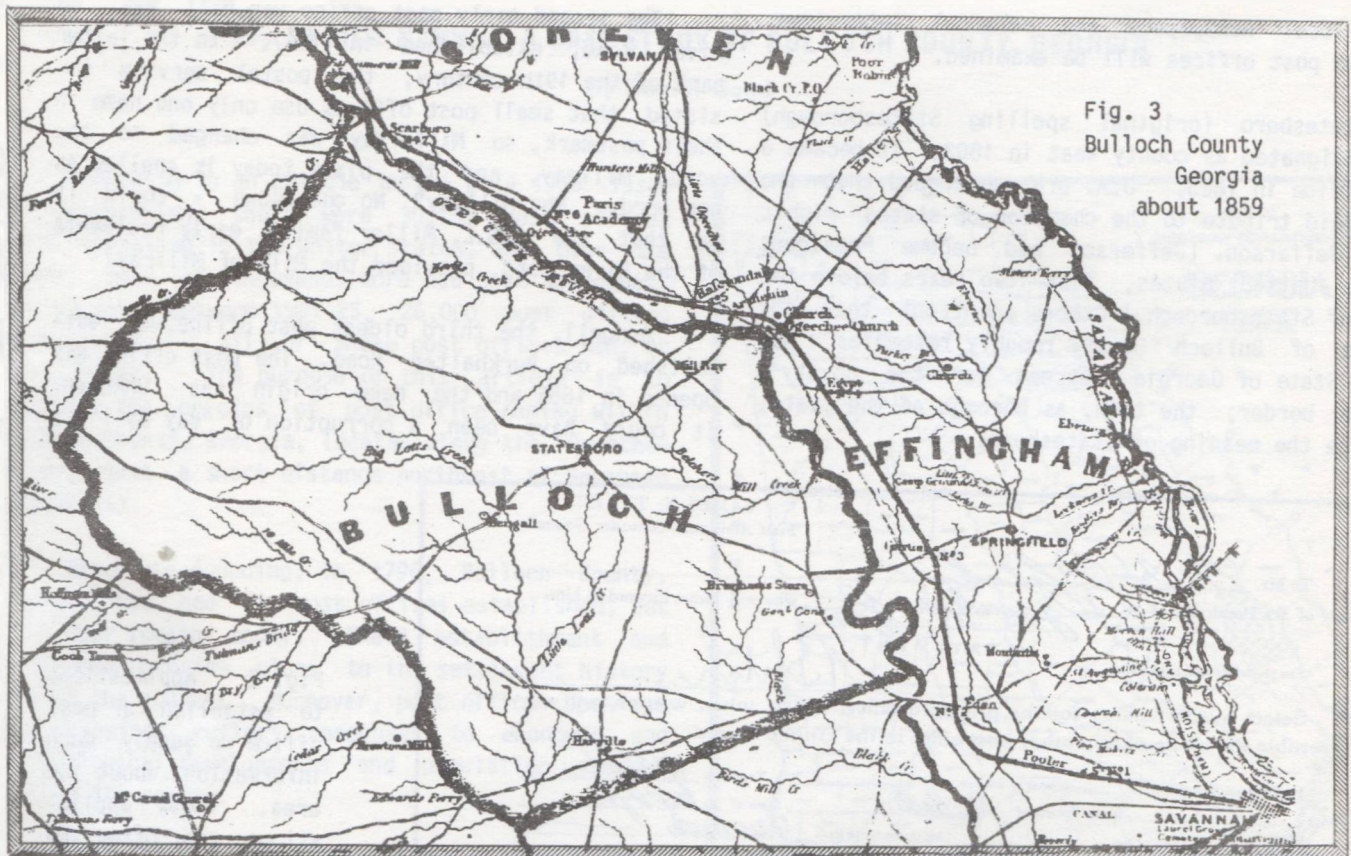


Fig. 3
Bulloch County
Georgia
about 1859

common plant; it could have stemmed from the English "Bengal" for yard goods, such as silk or calico, or it could have come from a popular kind of sugar cane, "Bengal", which was introduced to the region in the 1820's. Today, the community of Bengal or Bengall is extinct and the post office was discontinued in 1904 when the Metter-Statesboro Railroad was established two miles away.

Jimps, a station on the Metter-Statesboro Railroad, was located five miles south of Statesboro, just west of U.S. Highway 301. A post office was established there in 1881. Two influential residents could have given Jimps its name - Jimmerson (Jimp) Kennedy or Jimps Olliff. Mr. Olliff operated an establishment known as Jimps Store and Post Office, which closed in 1933 during the height of the Depression - a period during which U.S. 301 was paved, making the five mile drive to Statesboro easier.

Ivanhoe is in the southeastern part of the county. W.H. Cone, an avid reader and book collector, chose Ivanhoe to honor a famous and popular novel by Sir Walter Scott. Original post office records show that on August 27, 1877, W.H. Cone sought a post office for "Norwood" (perhaps for

H.W. Beecher's famous novel, Norwood). When Norwood was rejected, Mr. Cone successfully submitted Ivanhoe. Today, the community of Ivanhoe is extinct - a victim of new highway development elsewhere.

Blitch (1880-1919) is a good example of an early post office named for its first postmaster, William H. Blitch.

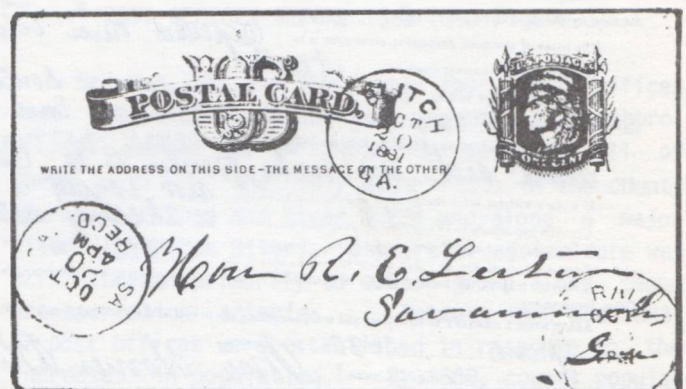


Fig. 4 Postmarked BLITCH/GA./OCT/20/1881, this postal card shows a Savannah "RECD" marking of the same day, and an indistinct transit marking that looks like "RAIL R".

Sink is located in southern Bulloch County. The post office application was originally for Sink Hole, but the post office one name policy led to Sink. Sink (established 1880) was named for a small geological feature, long a local landmark and mustering point for Georgia Militia District No. 1547. In 1882, John J. Lane became postmaster and decided to change Sink to Enal. It was a clever name from an apparently clever man. Enal is Lane spelled backwards.

LATE 19TH CENTURY POST OFFICES (See Figure 5)

The great boom in Bulloch County occurred around 1890. Records show a period of unprecedented growth. For the next 15 years, population doubled every five years! The boom was given momentum by four strong economic factors: turpentine, cotton, lumber, and the railroad. The naval stores industry swept southern Georgia, cotton became king again, lumber was in great demand nationally, and then, there were the railroads. During these days, five railroad lines converged on Statesboro. Prosperity and optimism prevailed.

Many placenames which were coined during these days reflect this optimism, others were innovative, while still others pay tribute, by name, to the people themselves. Only several of the 56 newly established post offices will be examined.

Star (1897-1905) was located at James A. Brannen's place, west of Statesboro. Another shining light was on Mill Creek from 1888 to 1904. It was known as Gem. In 1881, Henry C. Carr established a post office in his home, calling it Requisite. But within a month, unfortunately for Mr. Carr, that office was closed for lack of business. Another short-lived place was called Better, opening in 1899 and closing the same year.

Portal (established 1893) is the kind of name bustling Bulloch County needed near her northern boundary - the traditional entrance to the county. The Latin root for Portal has to do with gateway or entrance. The original Portal, known today as Old Portal, was not within the limits of the present town. When the new railroad, the Savannah, Augusta and Northern Railroad moved into the county, the place-name was moved, and modern Portal was incorporated on July 29, 1914.

Bulloch County had its Bliss (now in Jenkins County). It would have been Merry had Andrew J. Knight's request been granted by the Post Office

Department. Instead, his second choice, Ludovic, perhaps in memory of a German or Slavic family, was granted.

John Shuman might have been boasting of his green thumb when he wanted the world to send mail to his post office at Tomato (1894-1896). James Brunson was first and last postmaster of a place called Snap (1890-1905). Two placenames have immortalized insects - Gnat (1898-1904) and Fly (1891-1904). One can only guess why Snap, Gnat, and Fly came into being. Postal records show that these often were second or third choices. For example, the original choice for Snap was "Brunson" and the first choice for Gnat was "Hobson". Fly was to have been "Troy".

There are many theories about the origin of Brooklet. On December 13, 1911, the Bulloch Times reported that the name came from a winding brook which ran through the town. While this suggestion might well be true, it comes as a surprise to learn that the first choice was "Troy". The first postmaster, Andrew J. Lee, listed these possibilities with the following suggestions: "and of the names you suggest" - Among the names were Leesville and Sunbright. But the Post Office Department selected the fifth name on the list - Brooklet. Since 1889, it has been an official post office in Bulloch County.

I have noted that the odd sounding names often were not the first choices of would be postmasters. Brooklet might well have been Sunbright. But the Post Office Department rejected them. Not all name changes can be blamed on Washington. Sometimes postmasters chose to re-name their office. One can only second-guess their reasons. One should also note that many of these post offices were short lived. However, the large number of establishments during this period paralleled the rapid growth occurring within the county.

POST OFFICES ESTABLISHED 1900-1930 (See Fig. 6)

Post office establishments continued to expand between 1900 and 1930, during which period 22 post offices were established. But during the same period, 60 post offices were closed as a result of rural population decline, bankruptcy of a large number of railroad companies, the rise of modern highways and automobile use, general effects of the Depression, the consolidation of post offices and further expansion of the Rural Free Delivery system.

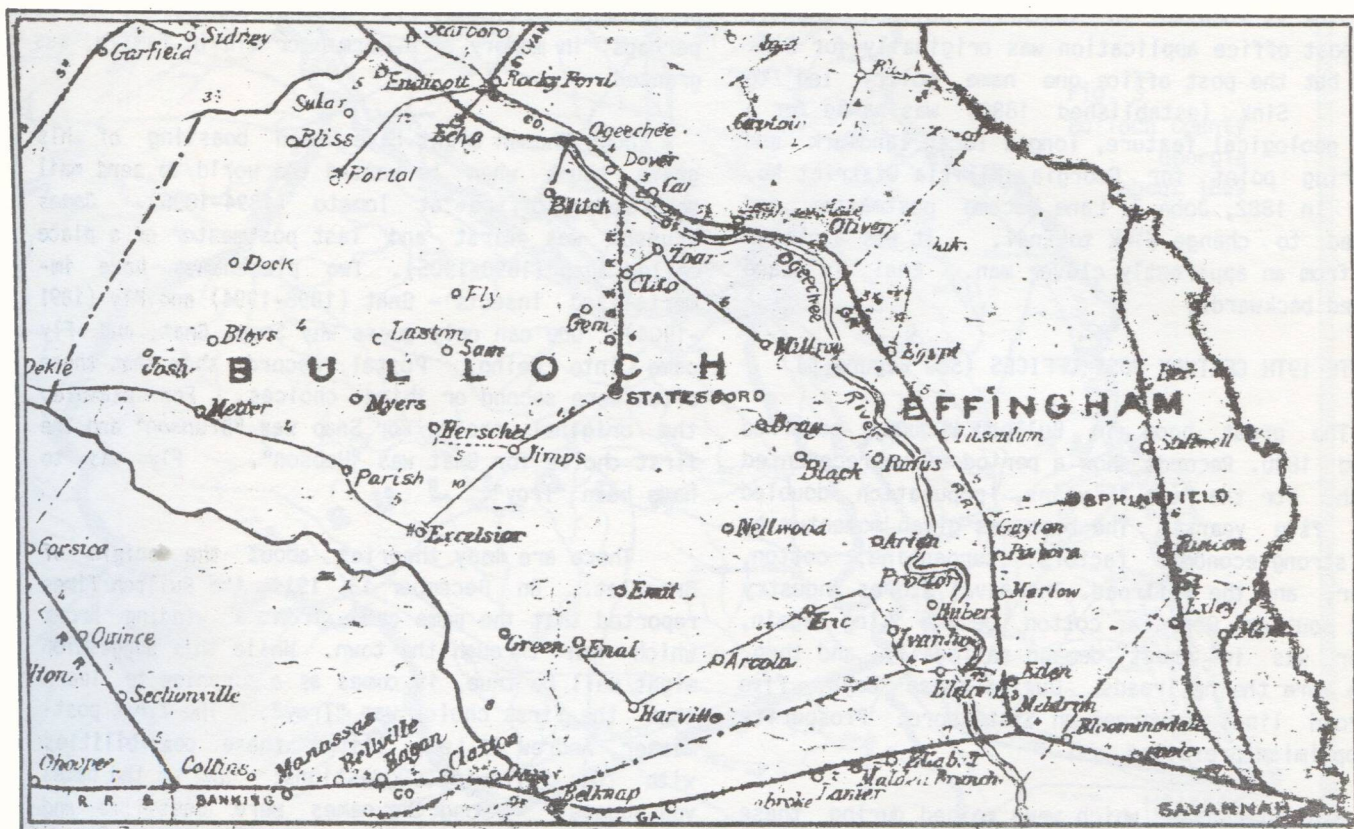


Fig. 5 Because of damage to the original, some details are missing from this 1896 Post Route Map.

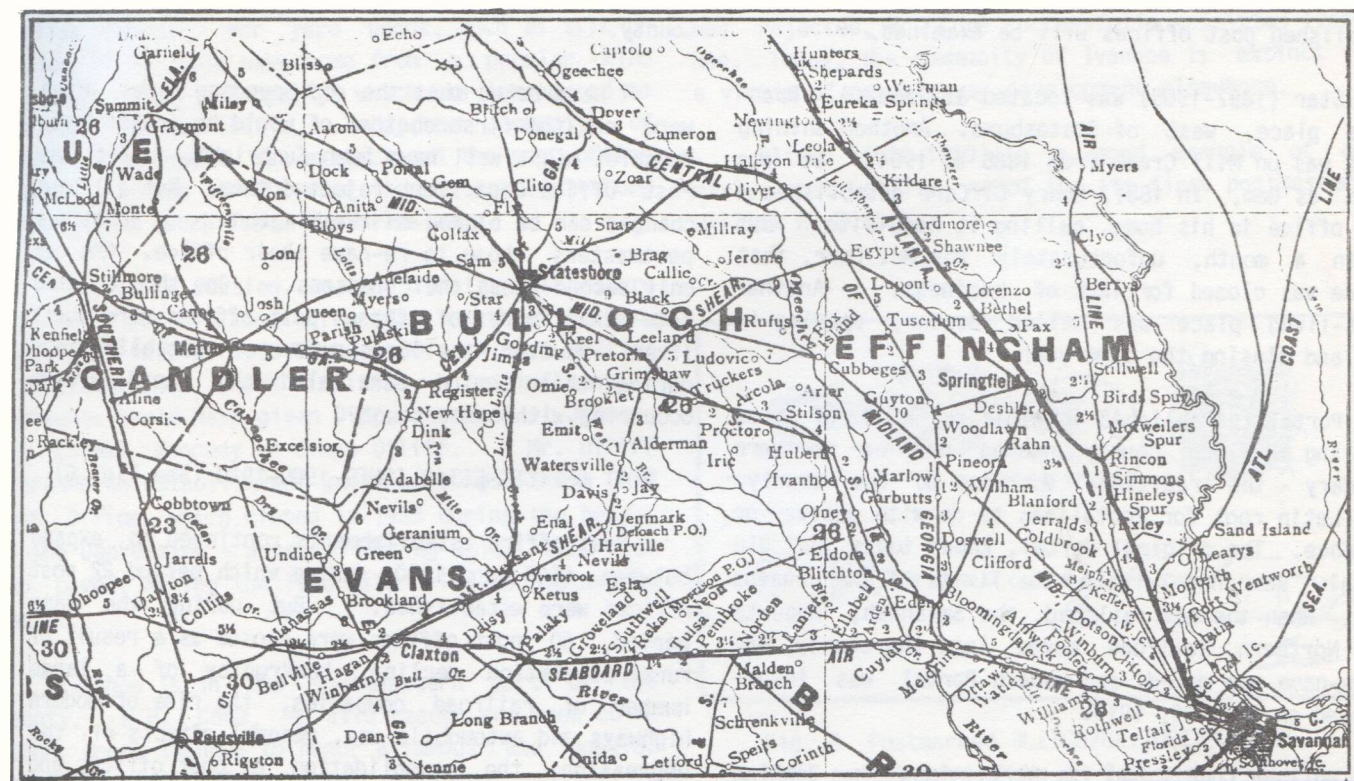


Fig. 6 Bulloch County about 1920. Because of boundary changes, some towns, once in Bulloch County, are now in neighboring Emanuel, Jenkins and Candler Counties (list accompanies this article).

By 1950, only six post offices remained, and by 1984, only four (Statesboro, Portal, Brooklet and Register) which are located in the largest communities in the county. Post office openings and closings help to show population and economic changes within the county and can be used as a model for other county settlement histories.

Considering the strong influence of both religion and agriculture in Bulloch County, it was expected that post office names would reflect these forces. Few names have been found directly related to farming, and some names which appear religious are not always religious in origin. A well known book about placenames in Georgia points out that a community in Bulloch County (Aaron) was named for the brother of Moses. However, it seems that Aaron was named for one of the early families in that part of the county, and in fact, Charles Aaron was first Postmaster and Herbert Aaron was the last. A general rule of thumb is, that the post office name was probably a person's name. Good examples are Proctor (for Little Henry Proctor), Grimshaw (for H.B. Grimshaw, Superintendent of the Savannah - Statesboro Railroad), Waters (for H. N. Waters) and dozens more.

Emit was named for the man who was its first postmaster. Many people today in Bulloch County still think that Emit was "Time" spelled backwards. Perhaps unsolved riddles such as Ketus, Olney, Omie, Essie, Lee and Lucetta are nothing more than names or nicknames within families. In this regard, Moses J. McElveen wanted to have his post office called "Mack", his nickname. The Post Office Department turned him down, and he settled for Jay, surely his middle initial.

SUMMARY

After 1896, the Rural Free Delivery system made life easier for most Americans, but rendered a large number of post offices obsolete, and eventually post offices were replaced by mail carriers. So effective was R.F.D., that in 1904 and 1905, 35 post offices in Bulloch County submitted notices of discontinuation. Between 1900 and 1920, 48 rural post offices shut their doors, never to reopen. By 1930, only ten post offices remained in Bulloch County. During the next 50 years, another six went out of existence. During that same period, small communities which housed these post offices declined. Only one railroad line of the original five remains, and today, modern roads allow travel from one end of the county to another in minutes.

Even though only four post offices remain, both the names and the originators of the other 89 offices continue to exert an influence in Bulloch County. The naming processes can provide useful insights into the history of post offices in the United States.

* * * * *

AMERIPEX '86 - IT'S FOR YOU !

For more than 70 years, at about ten year intervals, the stamp collectors of the U.S.A. have been staging a huge celebration. This year, from May 22 to June 1 at AMERIPEX '86, postal historians will be joining them.

Les Winick, Executive Director of AMERIPEX '86 reports that applications for postal history exhibits were twice as large, in proportion to their percentages at earlier nationals and internationals. "The growth of postal history is evident in the applications we've received," he said.

Exhibitors in 40 countries have been notified that their exhibits have been accepted, and collectors from all parts of the U.S.A. are being requested to volunteer their help in mounting the 67,200 exhibit pages that will fill the 4,200 specially designed security frames at AMERIPEX '86. If you can assist in this project, which will take place at the O'Hare Exposition Center, Chicago, on Monday, Tuesday and Wednesday, May 19, 20 and 21, please send an SASE for a volunteer form to Rich Drews, Box 691, Morton Grove, IL 60053.

In any case, don't miss out on this fantastic "World's Fair of Stamps". Don Brenke, in his article in the January 18 issue of Stamp Collector, points out that AMERIPEX '86 is three trips in one: 1. a trip through the ages, as the exhibits unfold the history of the world; 2. a trip around the world, via the 110 foreign post offices who will have booths selling their stamps at approximately face value; 3. a trip to a reunion of old friends, and an opportunity to meet new friends with similar philatelic interests. But please don't overlook two more trips during your visit to AMERIPEX '86: 4. a visit to every prominent stamp dealer in the world, who will have a booth at this philatelic World's Fair, and 5. a trip through the impressive exhibit of our own U. S. Postal Service that will be a highlight for any U. S. postal historian.

SEE YOU IN CHICAGO - MAY 22 TO JUNE 1

A CONFEDERATE FIND FROM FLORIDA

By Conrad L. Bush

When John H. Reagan, in March of 1861, reluctantly accepted his appointment from President Davis as Postmaster General of the Confederate States of America, he realized at once the monumental task which lay before him. He had to build a Post Office Department from nothing, and assure the constant flow of mail within the Confederacy. The evening of his acceptance, he met with H.P. Brewster, Esq., a friend, whom he asked to go to Washington City to deliver some important letters for him. These letters, to influential people within the U.S. Post Office Department, invited them to help establish the Post Office Department of the Confederate States of America and asked them to bring with them, among other things, copies of all necessary documents for the function of a postal service. All but two accepted, and along with copies of the documents (some 200), presented themselves to Mr. Reagan(1).

U.S.P.O.D. and the wording would be similar also. A warrant differed from a bank check in that the money may not necessarily be immediately available to make payment. Warrants were traded, and were sometimes used as collateral. Some were sold at a discount and the risk was passed on to the purchaser to collect and get full value. Postmasters were to deposit the funds of the several offices in any branch of the Treasury. They were authorized to disburse public funds which they might find necessary or convenient to meet warrants drawn by themselves in payment of liabilities of the department(2). Some of these payment offices may have been a day or more travel from the place of issuance.

THE C.S.A. TREASURY WARRANT

The C.S.A. Treasury Warrant, dated September 28,

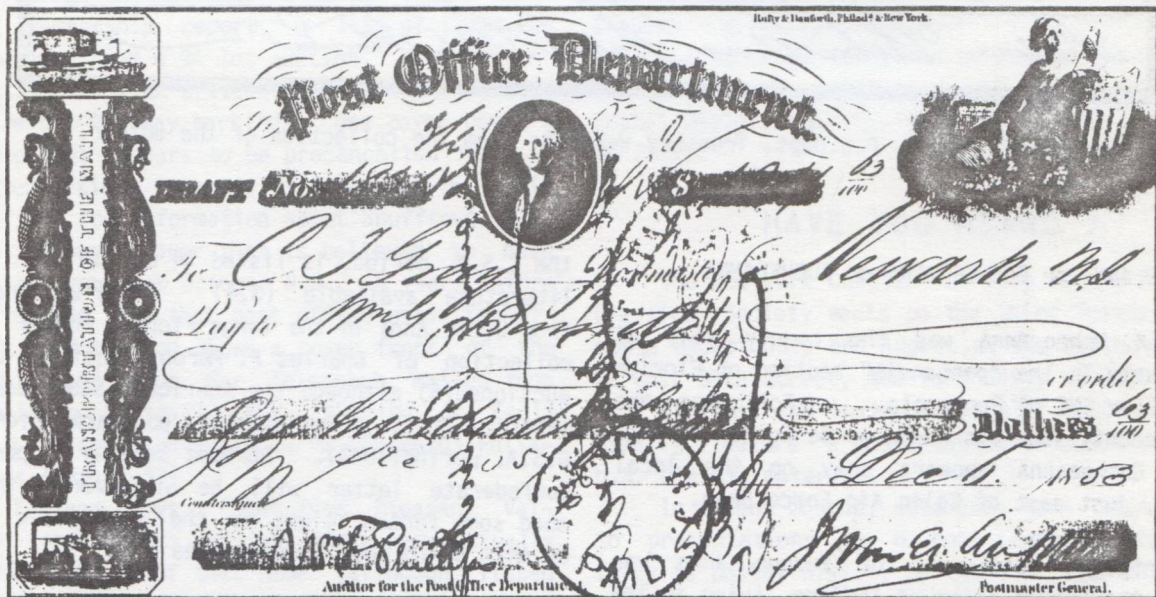


Figure 1. U.S. P.O.Dept. Treasury Draft; from the collection of Jack Weaver.

THE U.S. TREASURY DRAFT

It is probable that with these documents was a copy of a Treasury Warrant or Draft for payment of "TRANSPORTATION OF THE MAILS" used by the U.S. Post Office Department (Figure 1.) The function of this document in the C.S.A. would be the same as for the

1864 (Figure 2) was issued to J. Edge, whose residence is shown as Uchee Anna, Florida. Any one of the three Edge brothers (Jacob, James or Jeremiah) residing there could have been the recipient of the warrant. Recent information received from the U.S. Postal Service reports that Jacob Edge transported mail under contract on several

routes in Florida during the 1850's and early 1860's, so the warrant is probably his. Unfortunately no record of mail contractors for the Confederacy can be found that would indicate just where Jacob Edge carried the C.S.A. mails, in payment for which, the warrant in Figure 2 was drawn.

county road, is almost impossible to locate. In the 1860's the town is reported as having a church, a bank, and a general store, which probably housed the Post Office.

No postmark for Uchee Anna, Florida, during

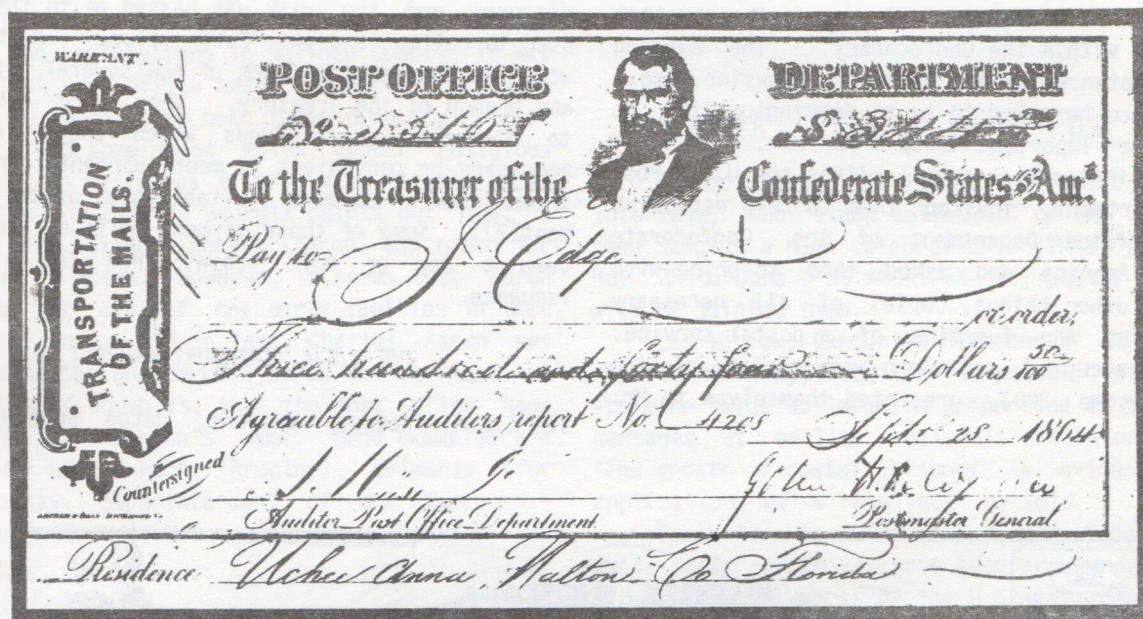


Figure 2. C.S.A. P.O. Dept. Treasury Warrant; from the collection of the author.

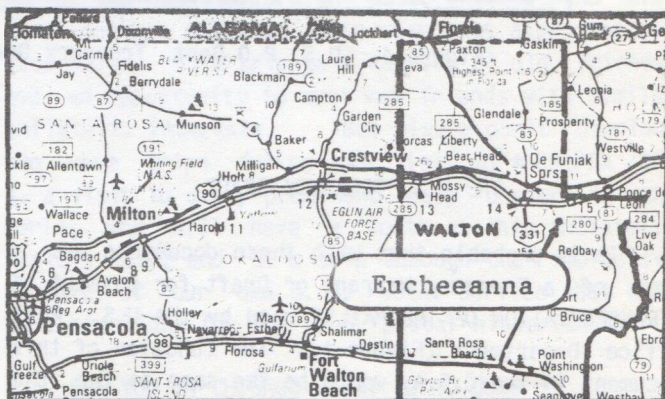
UCHEE ANNA or EUCHEE ANNA or EUCHEEANNA

In 1864, Uchee Anna was the county seat of Walton County, in the "panhandle" section of Florida about 75 miles ENE of Pensacola. Following the war, the county seat was moved to De Funiak Springs and today Eucheeanna appears only on the local county map, just east of Eglin Air Force Base.

The original settlement of Euchee Anna was named for the Euchee tribe of Indians living in the area, and Anna, grandmother of Colonel Angus D. McLean and the first white woman to live in the town. Over the years, the town's name has had several spellings. From about 1827 to 1872, the spelling was "Uchee Anna", as seen on the C.S.A. warrant (Figure 2). About 1872, the spelling was back to "Euchee Anna" and sometime in the 1880's local usage combined this into one word "Eucheeanna", which spelling became official sometime in the early years of the Twentieth Century.

The early town site, although near a paved

the C.S.A. period, is listed in any of the current literature available (3,4). There were no covers from Uchee Anna in the large Florida Postal History collection of Charles F. Meroni, that was recently auctioned (5) although the American Stampless Cover Catalog lists a manuscript postmark prior to the C.S.A. period (1843). Perhaps someday a postmarked Confederate letter will be discovered that will shed some further light on the philatelic history of this North West Florida area.



References:

- (1), Dietz, The Postal Service of the C.S.A., 1929 page 13.
- (2), Brightley's Digest, page 884.
- (3), Confederate Handstamp Paid, Morris Everett, 1983.
- (4), C.S.A. Stampless Cover Catalog, 1980.
- (5), David G. Phillips auction, January 26, 1985.

Acknowledgement

A special "thank you" to Louise Fitzgerald, librarian at the Valparaiso library for her valued historical and geneological research; and to Jack Weaver for his explanation of checks, drafts and warrants.

* * * * *

HAVE YOU SEEN ?

NJPH, the Journal of the New Jersey Postal History Society, January 1986, 16 pages, 8 1/2 x 11, offset, with an additional 4 page insert providing a membership report, a list of items for sale to members, and a 94 lot auction.

First, there's an article about some interesting New Jersey Railway markings. One cover bears a 1c Banknote that appears to be precancelled "29".

Another article responds to a request in their Sept. '85 issue for information about Snufftown N.J.

Then follows a cover that is believed to have been mailed from East Orange, N.J., 16 years before official records show that post office established!

Craig C. Mathewson shows a cover front of the Philadelphia and Cape May Telegraph, mailed from Philadelphia to Keeseville, N.Y. bearing an Eagle Carrier (L02) and a handstamped "3 CTS/PAID" Philadelphia cds (Type C-33).

Arne Englund shows a cover from Pleasant Valley, N.J. and points out that there were actually two different places of that name (although listed as one office with two different operating dates in Kay & Smith).

Brad Arch presents a preliminary report on his project of recording covers that originated from New Jersey towns and bear stamps of the 1847 issue. Newark, Trenton and Princeton account for 41 of the 59 covers, but there are also uses from Bordentown, Bridgeton, Burlington, Cross Keys and Pennington.

NJPH is edited by E.E. Fricks and published bi-monthly by the New Jersey Postal History Society. Information from Joyce Groot, Secretary, 28 Briar Lane, Basking Ridge, N.J. 07928.

HAVE YOU SEEN ?

WAY MARKINGS, November 1985; 16 pages, 8 1/2 x 11, neatly printed by offset. The November issue opens with a view of Richmond, Va., depicted on a patriotic cover by Charles Magnus. Three other Magnus views of Va. towns appear in this issue.

One of the feature articles gives an account of the development of the area now known as Virginia Beach.

A second article provides the story of the Portsmouth & Roanoke R.R., an early Virginia railroad that operated from about 1833 (using horses for motive power) until 1846. It was gradually extended into North Carolina, crossed the Roanoke River, and connected with the Wilmington & Weldon R.R. in 1840.

As an aid to recovery of a stolen collection of Confederate States covers, Way Markings listed a number of Confederate Virginia covers in the stolen collection, and illustrated two of them.

This issue includes another 16 page supplement containing the next portion of the 2nd Edition of their monumental postal history project- VIRGINIA POSTAL MARKINGS AND POSTMASTERS, edited by Robert Lisbeth - a really fine job.

Way Markings is edited by Stefan and Genevieve Jaronski, and published quarterly by Virginia Postal History Society, P.O. Box 29771, Richmond, VA 23229.

HAVE YOU HEARD ?

The New York Chapter of the U.S. Philatelic Classics Society meets on the third Tuesday of each month except July and August, at The Collectors Club 22 East 35th Street, New York City, at 8.00 p.m.

Visitors are invited to all meetings, which usually feature a presentation of some outstanding U.S. classic material.

In recent months, attendees have been treated to presentations by Michael Laurence, whose specialty is postal history of the 10c 1869 issue; by Howard Karlin, who showed his award winning New York Foreign Mail cancellations; by Calvet Hahn, who discussed The Independent Mails, Harnden and Hale; by Louis Grunin, who exhibited New York City cancels, 1861 to 1868; by Elliott Coulter, who showed his 1869 Reissues on cover, and "phantom rate" covers, and by David L. Jarrett, who presented a slide program entitled "Straight Line and Unusual Townmarks on Early Stamped Covers".

If you are in the New York City area on a Third Tuesday, be sure to stop at The Collectors Club for a rare treat.

EARLY POSTAL ROUTES IN THE CAROLINAS AND GEORGIA

By Robert J. Stets

Until 1792, mails from the northward, destined for the Carolinas and Georgia, arrived either by ship, or overland from Virginia, by a route that closely followed the coastline.

In his Report to Congress, during the 1791-92 session, Postmaster General (PMG) Timothy Pickering listed a payment of \$6,443.00 to John Hoomes for carrying the mails for the year 1791, from Suffolk, Virginia to Savannah, Georgia.

This same report listed post offices at Edenton, Washington, Newbern and Wilmington in North Carolina; Georgetown and Charleston in South Carolina; and Savannah in Georgia.

This service is confirmed by an announcement in the State Gazette of South Carolina, for Thursday, September 8, 1791:

"Post-Office
Charleston, South Carolina

The Mails from the southward will arrive at this office every Tuesday and Friday evening by six o'clock, and go on to the northward on Wednesday and Saturday mornings by four o'clock.

The mails from the northward will arrive at this office every Monday and Thursday by six o'clock in the evening, and go on to the southward on Tuesday and Friday mornings by four o'clock. This regulation to continue until the first of November."

1792 INLAND POSTAL SERVICE

As late as April, 1792, there was no government postal service in South Carolina except at Charleston and Georgetown.

In the Charleston City Gazette for Saturday, April 7, 1792, there appeared a "List of Letters remaining in the Post Office, 31st of March, 1792, which, if not taken up by 30th June next, will be returned to the general post-office as DEAD letters."

Included in the list were letters addressed to Beaufort, Round O, Marlborough County, St. Peter's (Parish), North Edisto, Salzketchers, Camden District, Stateburgh, Union County, Lincoln County, Camden, "near Camden", Winton County, Orangeburgh,

Laurens County, and Rocky Creek, representing all directions from Charleston, and distances up to 175 miles from the Charleston Post Office.

A week later, the Charleston City Gazette for Friday, April 13, 1792, carried an advertisement stating that bids to carry the mails "on the following post roads in South Carolina and Georgia will be received at the post office in Charleston until the first day of June next."

In SOUTH-CAROLINA

- I. From Statesburg to Charleston and Charleston to Statesburg, once a week. The mail to leave Statesburg every Monday morning at nine o'clock, or otherwise in half an hour after the arrival of the northern mail, and arrive in Charleston the next day at four o'clock in the afternoon. To leave Charleston every Friday at three o'clock in the afternoon and arrive at Statesburg the next Sunday at nine o'clock in the morning.
- II. From Charleston to Georgetown, and Georgetown to Charleston, once in two weeks. The mail to leave Charleston every other Tuesday at five o'clock in the afternoon, or otherwise in one hour after the arrival of the mail from Statesburg, and arrive at Georgetown the next day at seven o'clock in the afternoon. To leave Georgetown the next morning at four o'clock and arrive in Charleston the following day (Friday) at eight o'clock in the morning.
- III. From Charleston to Savannah, and Savannah to Charleston, once in two weeks. The mail to leave Charleston every other Friday, at nine o'clock in the morning, and arrive at Savannah the next Sunday at ten o'clock in the forenoon. To leave Savannah the same day at two o'clock in the afternoon, and arrive at Charleston the next Tuesday at four o'clock in the afternoon.

In GEORGIA

- I. From Augusta to Washington (in Wilkes County) thence around by Greensborough, the great Falls of Ogeechee and Georgetown, to Augusta,

once in two weeks. The mail to leave Augusta every other Thursday at four o'clock in the morning, arrive at Washington the same day, and compleat(sic) the circuit on the third day, getting back to Augusta by six o'clock in the evening of Saturday.

II. From Savannah to Newport bridge and Sunbury, and back to Savannah, once in two weeks. The mail to leave Savannah every other Friday at one o'clock in the afternoon, or in one hour after the arrival of the northern mail, and arrive at Sunbury on the next day at noon. To leave Sunbury the next Monday, at four o'clock in the morning, and arrive at Savannah the same day at six o'clock in the afternoon.

NOTES

- I. If hereafter it should appear that any other times for the arrival and departure of the mails would be more convenient and useful than these above proposed, alterations may accordingly be made.
- II. For every hour's delay in arriving after the times prescribed in the contract, the con-

tractor shall forfeit one dollar; and for the non-performance of a trip, double the sum which the value of one trip shall bear to the whole number of trips to be performed.

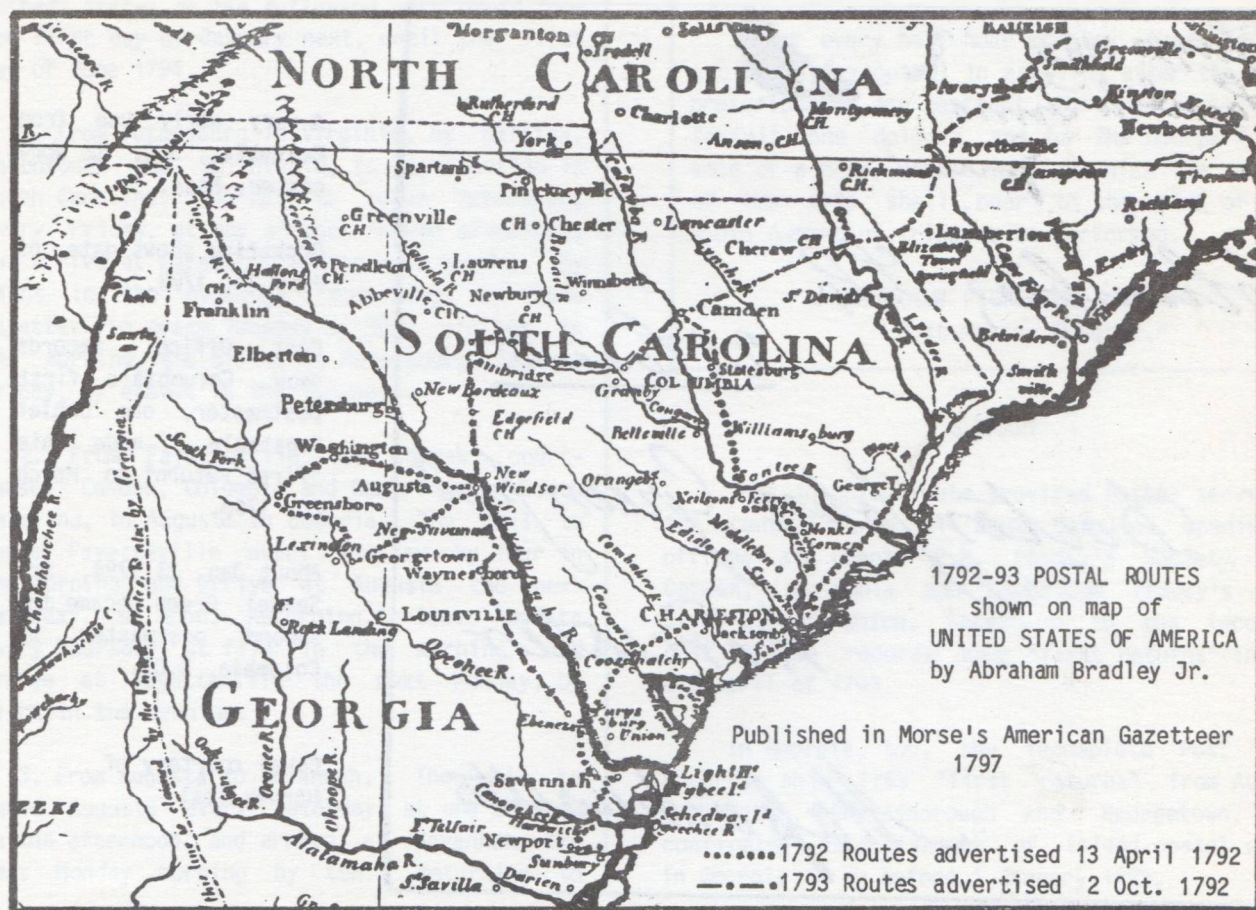
III. The contracts to continue in force until the first day of June 1794.

Timothy Pickering
Post Master General"

It is not clear from this advertisement whether this service was to supplement the 1791 service along the coast from Virginia to Savannah, or to replace it, but it would most certainly seem that the service in Georgia was to provide the first service in the areas named, and the service between Charleston and Statesburg was certainly the first inland service provided in South Carolina.

These 1792 routes are indicated by dotted lines on the accompanying map.

At this writing, we are not sure exactly when this service went into effect, or how the mails got to Augusta and Statesburg. However, I believe that this service went into effect by October, 1792 and that service to Statesburg and Augusta was provided by changing the route that normally operated



along the coast and routing it inland, to pass through Fayetteville, N.C., Camden and Cambridge in S.C., and Augusta Ga. (which route, you will see later, became official in 1793).

Now, to support my proposal that inland service began by October, 1792:

1. Arthur Hecht's notes on post offices in South Carolina (in the National Archives), based on his study of the Letter Books of the Postmaster General, indicate that a post office was established at Cambridge, S.C. on 2 October, 1792, and at Camden, S.C. by 22 November 1792, and some means had to be available to get mail to those post offices.

2. A notice that appeared in the Charleston City Gazette for Wednesday, October 31, 1792, refers to the decrease in frequency of mail service from Charleston to Savannah and Georgetown, (compared to more frequent service when the mail route ran along the coast).

3. On 10 September 1792, PMG Pickering requested bids for a permanent inland route, which will appear a bit later in this article.

The October 31, 1792 notice referred to above:

"The following regulations of the arrival and departure of the mails in this city, will be observed until the first of January next.

THE NORTHERN MAIL arrives at Charleston every Saturday at ten o'clock, and sets out every Tuesday at nine o'clock.

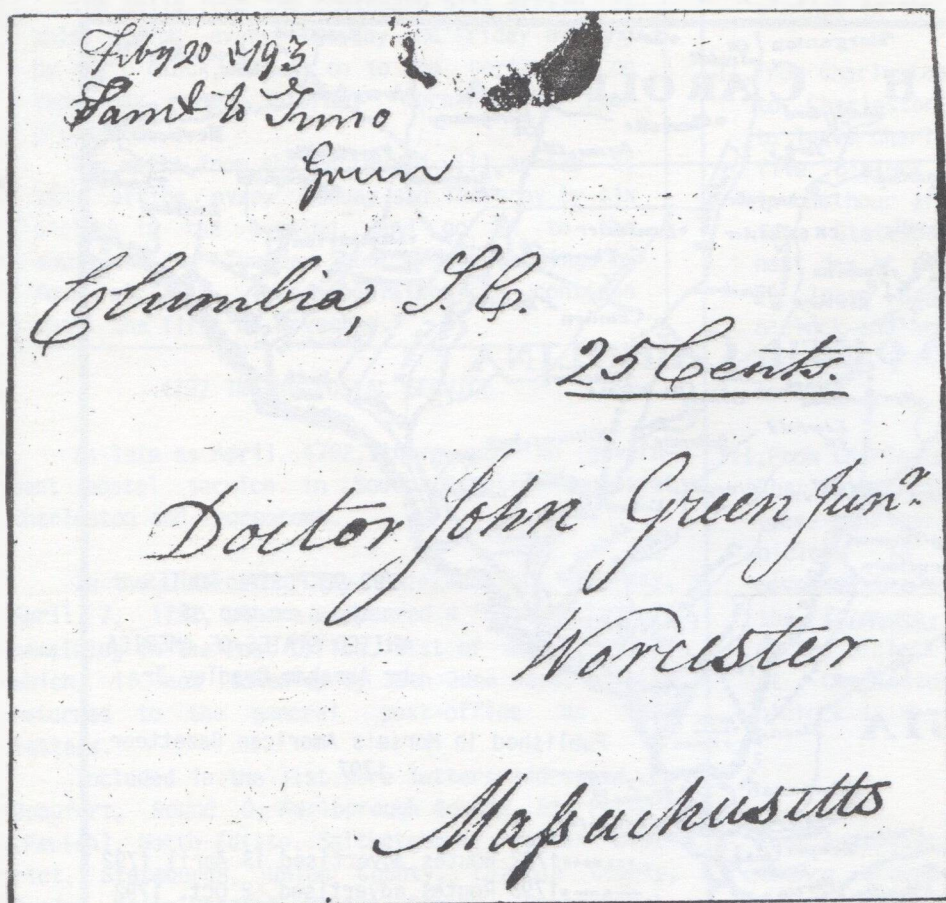
The mail for Georgetown sets out every other Saturday, at eleven o'clock (or one hour after the arrival of the Northern mail) and returns to Charleston the Tuesday following, at twelve o'clock.

The mail for Savannah leaves Charleston every other Tuesday, at one o'clock in the afternoon (or one hour after the arrival of the Georgetown mail) and returns to Charleston the following Monday at one in the afternoon.

All letters to be sent by the post, must be left at the office half an hour before the time of making up the mail.

THOMAS W. BACOT,
Post-Master

Charleston, 31st October 1792."



A very early use from Columbia, S.C. to Worcester, Mass.

Docketing shows date of Feb 20, 1793.

Post Office records show Columbia's first postmaster, one Daniel Constable, made his "first return" on March 20, 1793.

About Jan. 23 1794, Dr. Samuel Green became the second postmaster at Columbia, S.C.

Cover courtesy of Harvey Teal

Although the preceding notice does not specifically state that the NORTHERN MAIL travels from Charleston to Statesburg, such reference is made in another Post Office notice appearing in the City Gazette & Daily Advertiser for Tuesday, December 11, 1792:

"The mail for the Northward through Statesburg, will in future leave Charleston every Tuesday at 9 A.M., and will return on the Saturday following, at 10 A.M. until a regular and permanent establishment takes place in the new line."

THE INTERIOR ROUTE

The issue of the Charleston City Gazette for Tuesday, October 2, 1792 advertised a new route for service into the Carolinas and Georgia:

"GENERAL POST OFFICE

Philadelphia, September 10, 1792

PROPOSALS will be received at this office until the fifteenth day of November next, inclusively, for carrying the mails of the United States on the following post roads from the first day of January next, until the first day of June 1794.

1. From Petersburg in Virginia, by Halifax, Tarborough and Smithfield, to Fayetteville in North Carolina. The mail to leave Petersburg every Friday, at one o'clock in the afternoon, and arrive at Fayetteville the next Monday, by eight in the evening. Returning, to leave Fayetteville every Tuesday by four o'clock in the morning, and arrive at Petersburg the next Friday, by eleven in the forenoon.

2. From Fayetteville, by Cheraw courthouse, Camden, Columbia and Cambridge in South Carolina, to Augusta in Georgia. The mail to leave Fayetteville every Tuesday by four in the morning, and arrive at Augusta the next Saturday, by noon. Returning, to leave Augusta every Thursday, at five in the morning, and arrive at Fayetteville the next Monday, by eight in the evening.

3. From Augusta to Savannah. The mail to leave Augusta every Saturday, at one o'clock in the afternoon, and arrive at Savannah the next Monday morning by ten. Returning, to

leave Savannah every Monday, at two o'clock in the afternoon, and arrive at Augusta the next Wednesday, by five in the afternoon.

4. From Camden to Statesburg in South Carolina. The mail to leave Camden every Thursday by four in the morning, and arrive at Statesburg by eight. Returning, to leave Statesburg every Saturday by two in the afternoon, and arrive at Camden by six.

Note 1. If during the continuance of the contracts herein proposed, any other times of arrival and departure of the mails should become necessary to preserve proper connection with other mails, the contractors are to conform to any arrangement which for that purpose shall be made by the post master general, such arrangement not lessening the number of hours above allowed for carrying the mails respectively, without their consent.

2. A convenient time, not exceeding half an hour, for opening and closing the mail, is to be allowed at each post office on these routes at which the time of its arrival and departure is not herein specified.

3. For every half hour's delay (unavoidable accidents excepted) in arriving after the time prescribed in any contract, the contractor to forfeit one dollar; and for the non-performance of a trip, double the sum which the value of one trip shall bear to the value of the whole number of trips to be performed.

TIMOTHY PICKERING,
Post-Master General."

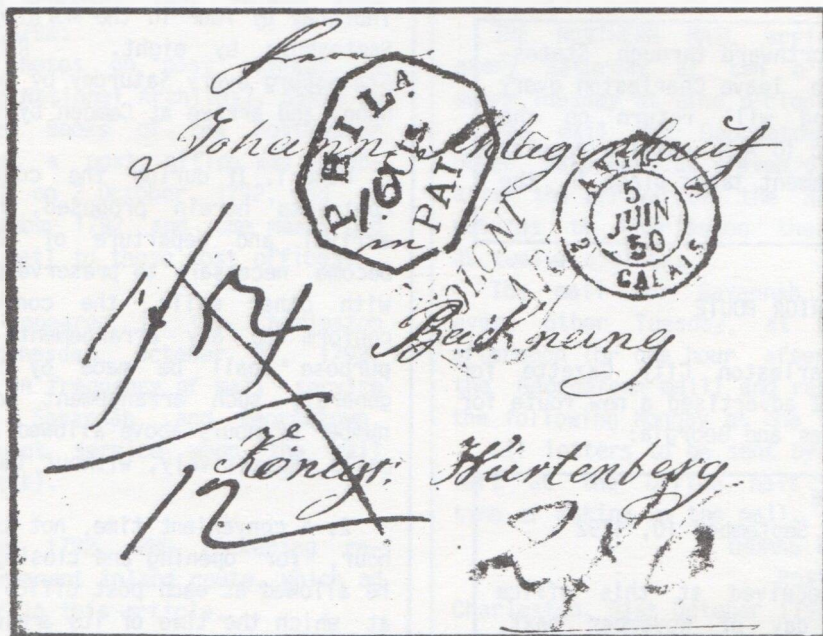
SUMMARY

This interior route provided postal service to the central area of South Carolina, opening post offices at Cheraw C.H. (today's Society Hill), Camden, Columbia and Cambridge (today's Ninety Six), all of which, according to the incomplete post office records made "first returns" in March and April of 1793.

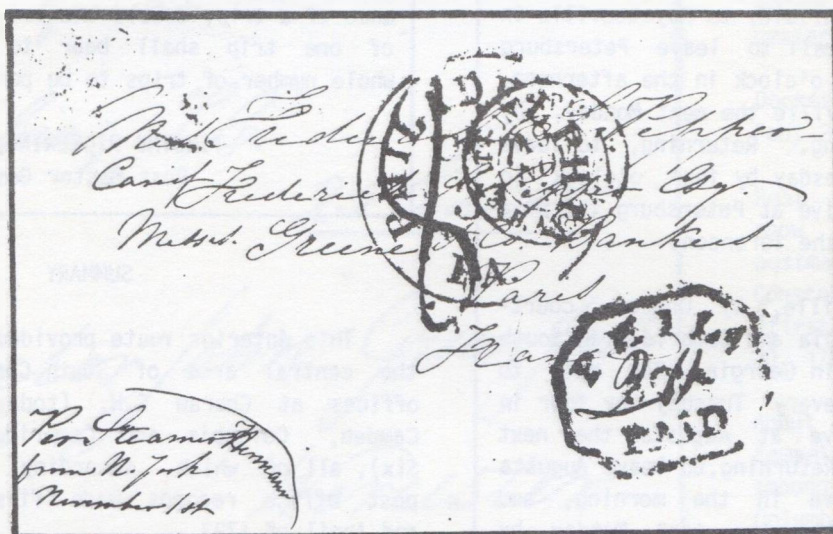
In Georgia, too, the incomplete Post Office records show 1793 "first returns" from Augusta, Washington, Greensborough and Georgetown, thus confirming establishment of inland postal service in Georgia on or before 1 January 1793.

PHILADELPHIA MARITIME MARKINGS (Continued from LA POSTA 16/4)

By Robert J. Stets








An 1850 provisional use of the 50cts PAID octagon, altered by manuscript to show "10 Cts PAID" on this double weight (in US) letter to Kingdom of Württemberg (now Germany) via Britain and France. The letter was rated triple 7.5 grams abroad.

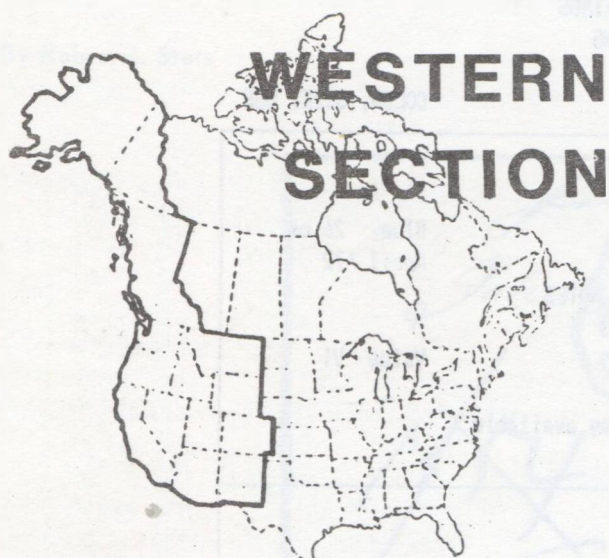


An 1851 provisional use of the 50cts/PAID octagon, altered by manuscript to "20 PAID" on this cover to France (via England) carried by the Ocean Steam Navigation's "Hermann" (in Bremen service).

PHILADELPHIA MARITIME MARKINGS

"U. S. NOTES" IN MARKING

CAT. NO.	COLOR, SIZE, USE	CAT. NO.	COLOR, SIZE, USE
US-1	 <p>Black, 25 mm. July '71-Apr. '74</p> <p>Value V</p>	US-2	<p>Blue, 26 mm. April '72</p> <p>IN U.S. NOTES 13</p> <p>Value VI</p> <p>no tracing available</p>
US-3	 <p>Black, 24 mm. Feb. '68-Aug. '68</p> <p>Value VI</p>	US-4	 <p>Black, 25 mm. Dec. '67</p> <p>Value VII</p>
US-5	 <p>Black, 31 mm. July '67-Aug. '67</p> <p>Value VI</p>	US-6	 <p>Black, 31 mm. May, '67</p> <p>Value VII</p>



WESTERN EDITOR'S COMMENTS

AMERIPEX is fast approaching, and we have received scattered reports that a number of state and local postal history societies are planning to hold meetings and get-togethers during the course of the show. LA POSTA would like to publish a list of such meetings in our April-May issue, so if you are involved in the planning of a postal history meeting to be held during AMERIPEX please send details as to place and time to us and we will report them in our next issue.

For example, the Alaska Collectors Club will hold an informal get-together on Friday, May 23rd, 3-4:45 PM in Ozark A Room at the Hyatt Hotel. ACC members and all persons interested in Alaska postal history are invited.

LA POSTA will be represented at the show in the presence of Bob Stets our Eastern Editor for the entire show, and by yours truly from May 23-27. Both Bob and I are looking forward to meeting as many of our subscribers as we can. More details to follow in the next issue.

"The West" is in need of articles for the April-May issue. Planning, thus far, included pieces on California and Nevada, but we would like to broaden our geographic coverage to include articles from other states. Can you give us some help?

Richard W. Helbock

COVERS !!

- U.S. STATES & TERRITORIES •
- U.S. & FOREIGN BACK OF THE BOOK •
J's, JQ's, Q's, OX's, & STATIONERY
- U.S. & FOREIGN NAVALS & A.P.O.'s •
- U.S. & FOREIGN SEAPOST & PACQUEBOTS •
- FOREIGN & OVERSEAS FRANKING •
- ALL TYPES COVERS AND CARDS •

WANT LISTS SOLICITED
WE BUY CARDS AND COVERS
MAIL SALES SERVICED
PHOTO COPIES GLADLY SENT

FRED SCHEUER The CANCEL COLLECTOR

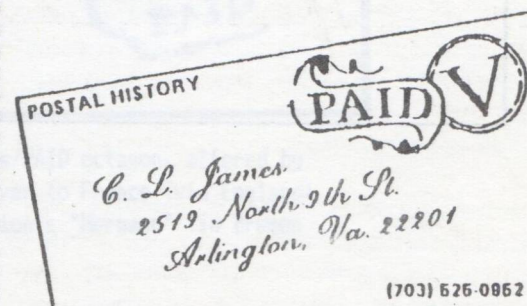
Post Office Box 2356 — Mesa, Arizona 85204
Telephone 602 / 964-6739

POSTAL HISTORY

BUYING
PRE-1915 U.S. COVERS,
COLLECTIONS AND ACCUMULATIONS.

LARGE STOCK OF
U.S. COVERS
TO FILL YOUR WANT LISTS — STRONG
IN MATERIAL FROM THE EAST, SOUTH,
MIDWEST AND SOUTHWEST.

SPECIALIZING IN VIRGINIA



THE TOWNS THAT BECAME A CITY

By Richard W. Helbock

Post office photos courtesy of Bob Potts

[ED NOTE: This article is a chapter from a forthcoming monograph on the postal history of Lincoln County, Oregon. It is being published here for the first time.]

On September 24, 1965, a great and mysterious disaster apparently befell an area of the Oregon coast in northern Lincoln County. According to postal records, five communities simultaneously lost their post offices on that autumn day. Was it a tidal wave? An earthquake? A fierce Pacific storm with typhoon like winds? No, far from it. The sudden demise of these five post offices signified the good sense of local residents. In a decision which has proved to be both far-sighted and economical, they had elected to combine their neighboring towns, which stretched along U.S. Highway 101 for a distance of about six miles, into one municipality. The name they chose was Lincoln City, and their new community has become perhaps the most successful along the entire coast of Oregon.

More about the success of Lincoln City later, but first let us examine how this portion of Lincoln County developed through an investigation of the records of local post offices.

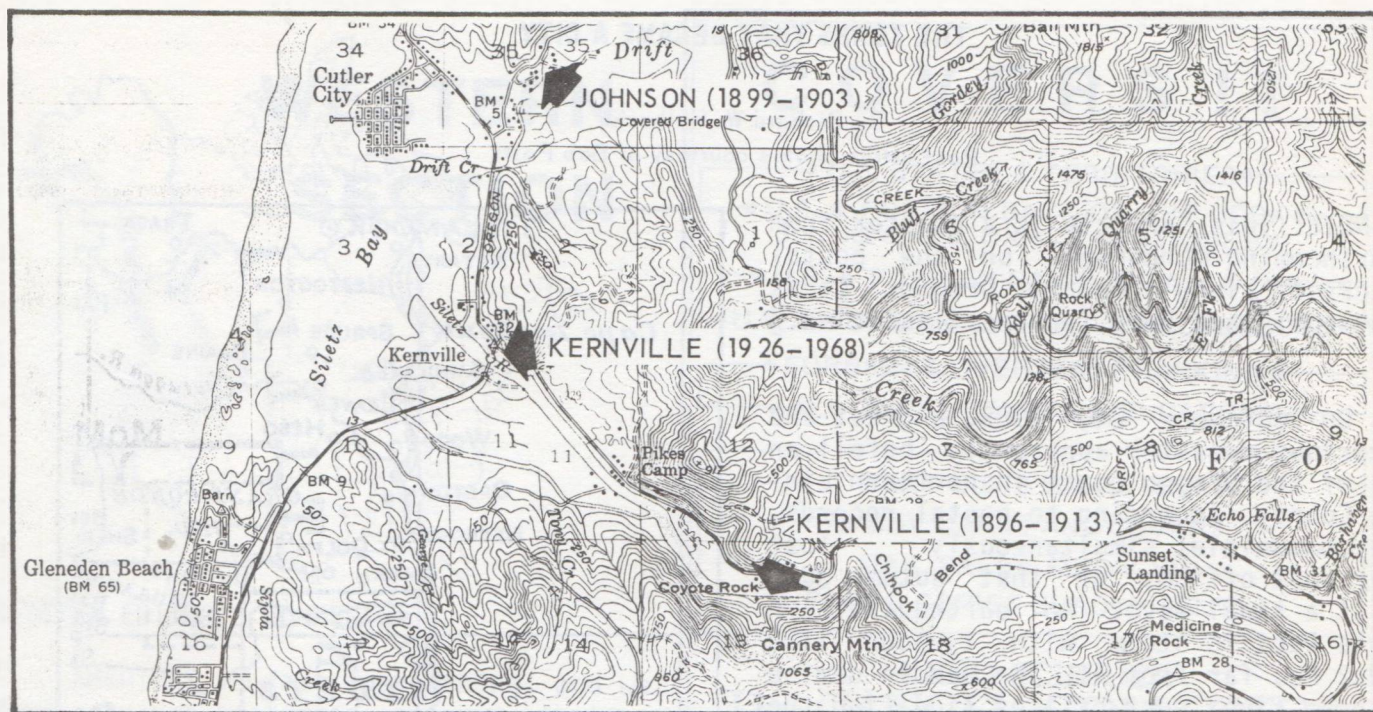
The northern half of Lincoln County was organized as the Coast Indian Reservation from 1857 to 1925. When the reservation was created these lands formed the southern part of Tillamook County, and offered little of the appeal of the rich, level farmlands of the area around Tillamook Bay. Since it was determined that a reservation was the best solution to house the Tillamook, Yaquina, and Siletz tribes scattered along this portion of the coast, this relatively uninviting, southern section of Tillamook County seemed the best place. Accordingly, an agency was established at Siletz on the river of the same name, the 800 or so Indians were moved there, and, for the most part, were simply forgotten.



A section of Cram's 'Oregon', 1900, showing Lincoln County.

A post office was not established to serve Siletz Agency until 1890, and, in fact, the existence of the Reservation served to inhibit any additional settlements in northern Lincoln County until the late 1890's.

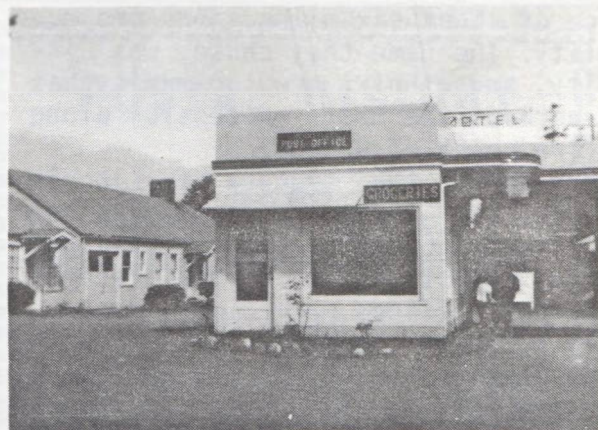
The first post office to be established near the mouth of Siletz River was called Kernville. At a site situated on the north bank of the river, about two miles up stream from the place where the Oregon Coast Highway bridge now crosses



A portion of the Cape Foulweather 15-minute Topographic Map showing the locations of Kernville and Johnson post offices.

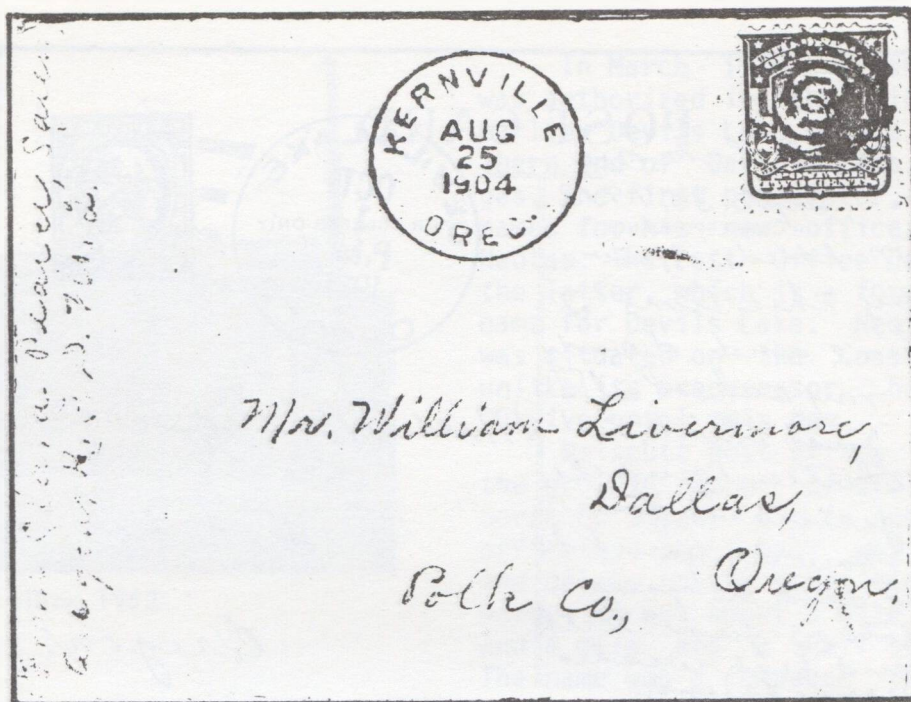
the Siletz, Daniel and John Kern built a salmon cannery in 1896. Known as Kern Brothers Packing Company, the cannery soon created a small community. A sawmill was built on the southwest side of the Siletz, about a mile down stream from the cannery, and just northwest of Cannery Mountain. The post office and houses of workers were located there. John H. Kern served as the first postmaster, and, when filing his "Geographic Site Report" form with the Post Office Department in 1896, he claimed his office would serve 20 to 60 in the village, and a total population of about 300.

Kernville post office was closed in 1913, but reopened in 1920 at a location nearer the mouth of the river. Although the office closed again from 1926 to 1928, it was to remain at or near this new site adjacent to the Oregon Coast Highway bridge until its final closure in 1957. In that year Kernville was converted to a Rural Branch of Taft; a status it continued to hold until the facility was finally discontinued in 1968. The photo below depicts Kernville Rural Station as it appeared in 1960.



Kernville Rural Station, 1960

Johnson post office was established at the home of Postmaster George S. Parmele in March 1899, and thus became the second office to operate in the lower Siletz area. Parmele's home was situated on Drift Creek, about a half mile from its mouth on Siletz Bay, and therefore quite close to the city limits of modern Lincoln City. Parmele chose the name of



Cover mailed from Kernville while the post office was at its original site.

his office to honor Jakie and Sissy Johnson, popular local residents. Jakie was reportedly a Siletz Indian. In his Site Report, Postmaster Parmele claimed his office would serve 100 persons in the vicinity, but his claim may have been overstated because Johnson post office was closed in 1903, with Parmele having been the only postmaster.

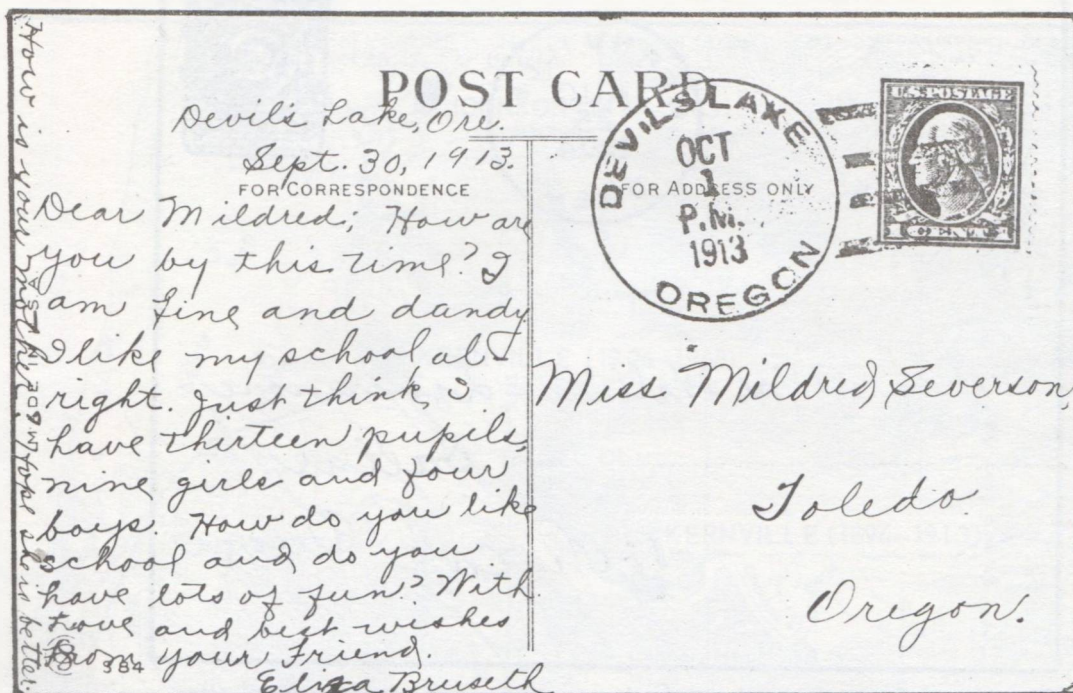
Taft post office was established in January 1906. Located only about a mile and a half northwest of the defunct Johnson post office, this facility was at the northern end of Siletz Bay and was the first of what eventually became the towns which were to form Lincoln City. Taft postmaster John W. Bones named his new office for William H. Taft, then U. S. Secretary of War, and in his initial Site Report stated that his office would serve 100 patrons.

Taft remained the only post office north of Siletz Bay and south of Otis on Salmon River for the next five years. There were as yet no good roads connecting this part of the coast to either the Willamette Valley or the rest of the coast. Access was limited to the difficult Salmon River Toll Road, opened in 1908, the Coast Trail north from Newport, or by water.



Taft post office, 1956

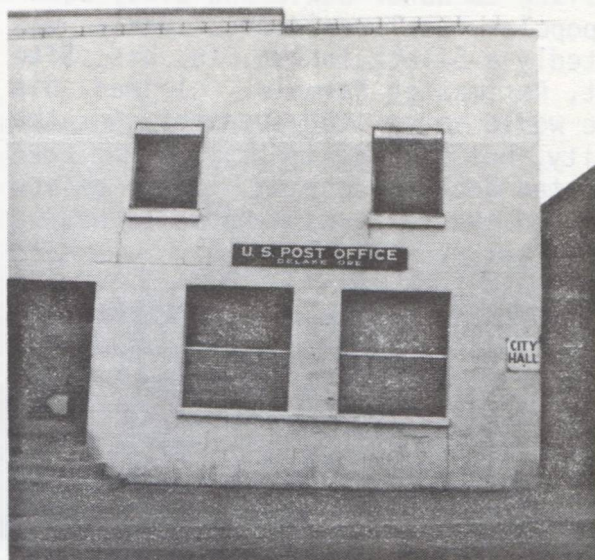
In 1913 a post office was established on the northwest shore of Devils Lake. Local Indian legend attributed evil spirits to the waters of this lake, and early white settlers named it accordingly. Devils Lake post office was the first of three offices to be named for the lake, but unlike the two later offices -- Neotsu and Delake -- it did not long survive. In 1918 Devils Lake closed its doors and past into history. Cecil Cosper was the first postmaster.



Card postmarked at Devils Lake during the first year of its 5-year existence.

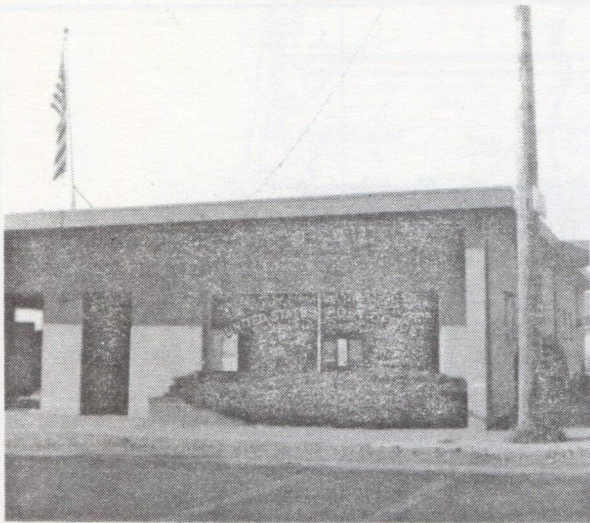
The main period of town formation on the northern coast of Lincoln County occurred after 1925, and was touched off by increased access due to road construction. The Salmon River Highway --Oregon State Highway 18 --enabled tourists to reach Taft from Portland via McMinnville. This route, which followed the old Salmon River Toll Road, and the older still Elk Trail, was improved in the late 1920's, and paved in the early 1930's. The Oregon Coast Highway -- U.S. 101 -- was also improved from Newport north to Astoria in the late 1920's. In truth, the Oregon Coast Highway was a graded dirt road from Newport north to Seaside in 1930, and paved only from Seaside to Astoria. South of Newport, the road was still unimproved as far as Coos Bay, and then improved again to the state line. Bridge construction, and further improvements followed in the early 1930's, and by mid-decade the Oregon Coast Highway was paved from California to the Columbia.

The first post office to be established during the 1920's north of Taft was Delake. Named for Devils Lake, this form was a popular local corruption favored by Finnish residents. Arthur C. Deuel was the first postmaster. On March



Delake post office, 1956

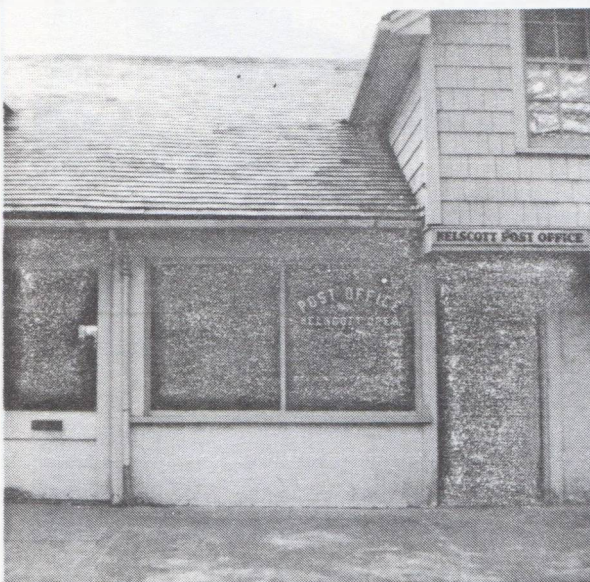
15, 1927, the name of the Delake post office was changed to Oceanlake, with Postmaster Deuel remaining in charge. Other local residents, apparently upset that their office was being renamed, applied for and received a new Delake post office. Beginning March 15, 1927, therefore, there were two post offices along the Coast Highway located only a mile apart, and Delake, the more southerly, was only about two and a half miles north of Taft.



Oceanlake post office, 1962



Neotsu post office, 1960.



Nelscott post office, 1956

In March 1928 another post office was authorized in the vicinity of the earlier Devils Lake office, near the northern end of Devils Lake. Frank M. Hodges, the first postmaster, proposed two names for his new office: Lakota and Neotsu. The Post Office Department chose the latter, which is a form of the Indian name for Devils Lake. Neotsu post office was situated on the Coast Highway, and unlike its predecessor, has managed to survive until this day.

Nelscott post office was added to the growing number of offices clustered north of Siletz Bay in August 1929. This office was about half way between Taft and Delake on the Coast Highway. In other words, it was about a mile north of Taft and a mile and a half south of Delake. The name was a compound formed from the surnames of Charles P. Nelson, the first postmaster, and Dr. W. R. Scott. Nelson and Scott founded the townsite in 1926.

Eight months later in April 1930 yet another post office joined the cluster. Named Cutler City in honor of George Cutler, who developed the community, this office was situated on the east shore of Siletz Bay, about a mile and a half south of Taft and a mile north of Kernville. Jacob H. Boomer was the first postmaster.



Cutler City post office, 1960.



Wecoma post office, ca. 1948

In April 1935 the final post office was added to the cluster. Named Wecoma, a Chinook jargon word for "sea", this new office was about half way between Neotsu and Oceanlake, or about a mile and a half from each. William H. Lohkamp was the first postmaster of Wecoma.

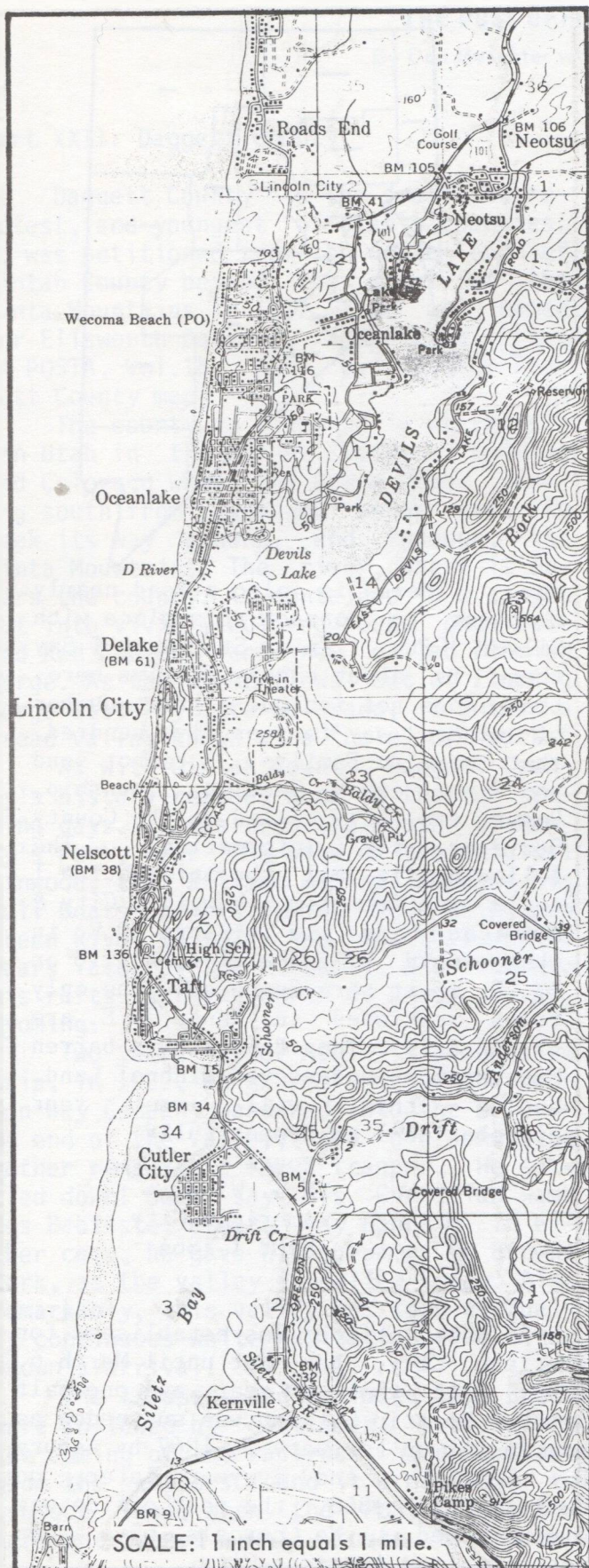
Throughout the remainder of the 1930's, through the turbulent years of World War II, and on into the postwar era, the postal situation in northern Lincoln County remained static. The name of the Wecoma post office was changed to Wecoma Beach in 1949, but no new offices were added and none were discontinued. Incredibly, during these years there were eight operating post offices stretched along only seven miles of U. S. 101 in northern Lincoln County between Kernville and Neotsu.

The Post Office Department began accelerating the elimination of small post offices nationwide during the mid-1950's. In 1957 the efficiency ax struck northern Lincoln County. In April 1957 Wecoma Beach was converted to a Contract Station of Oceanlake. That meant that the facility was to be operated by non-POD personnel, a change undoubtedly intended to save money. Wecoma Beach continued to function as a contract station of Lincoln City until closed in 1969. In November of 1957

The Kernville post office was converted to a Rural Station as previously mentioned. Replacement of a postmaster with a clerk-in-charge was also a cost saving move.



Wecoma Beach post office, 1956



The might of the Washington bureaucracy did not shake the remaining six offices however. In 1965 Neotsu, Oceanlake, Delake, Nelscott, Taft, and Cutler City were all still going strong. A vote of the citizens of incorporated Delake, Oceanlake, and Taft in 1964 brought this unusual situation to an end. The people voted to form Lincoln City, and the unincorporated communities of Cutler City and Nelscott were invited to join. Postal authorities followed suit in 1965 by changing the name of Oceanside post office to Lincoln City, closing Delake, Nelscott and Cutler City offices, and converting the Taft post office to a Classified Station of Lincoln City. As a classified station, Taft continued to be staffed by POD personnel, and continued to apply a postmark reading "Taft" to mail posted there.

Lincoln City has been a huge success. While most towns along the Oregon coast have suffered through two decades of declining employment in lumber and fishing industries, and many have actually lost population, the population of Lincoln City more than doubled between 1960 and 1980. New jobs in tourism, recreation and retirement have brought an increasing number of residents of all ages. The city still has the look of a strassendorf, or strip-city, but new buildings, bright lights and crowds of people along the strip bear testimony that this community is alive and doing well. That September 24th closure of five post offices marked no disaster along the northern Lincoln County coast. It marked instead the birth of a new and better form of urban organization.



Seashore Stamps

430 N. U.S. 101 • P.O. Box 700 • Yachats, OR 97498



HAROLD CHEVRIER

(503) 547-3988

OREGON POST OFFICE CHECKLIST - \$3.95

AMERICAN CITY, NEVADA

By Alan H. Patera

By 1864 the initial boom of Virginia City was subsiding. Perched upon the side of Mount Davidson was a city of 18,000, with population spilling over into mining "suburbs" of Gold Hill and Silver City. A short distance away was American City, which was thinking it should have its own post office.

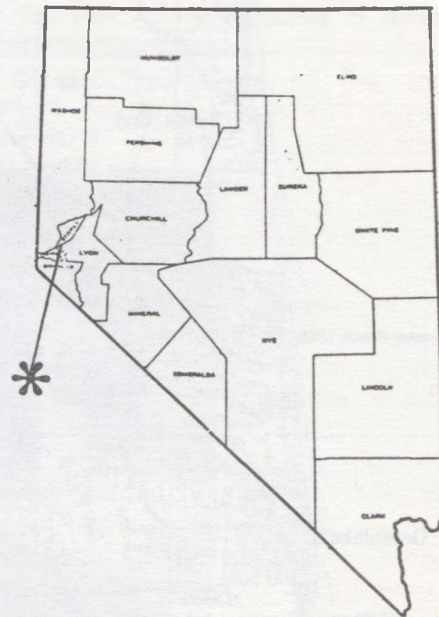
The Statement required in applying for a post office was submitted by Horatio S. Winn, after being recieved by him in care of C.E. DeLong Esq. of Virginia City. The location of American City was described as 2 miles SW of Gold Hill and 4 miles NW of Silver City. It was thus not directly on Mail Route 15761 on which Louis McLane carried the mail daily between Virginia City and Folsom City California. In the Statement Mr. Winn answered the questions quite literally, stating that approximately 80 families lived in or about American City within one-half the distance to the next office, neglecting to mention the single miners that constituted the bulk of the population. Realizing this did not tell the whole story he also submitted the following letter to clarify the application. The Statement was certified as correct by Postmaster Platt of Gold Hill.

Letter to the First Assistant Postmaster General, complete with original mis-spellings:

Dear sir,

Haveing recieved from you a Statement for a proposed Post Office to be located at American City N.T. I have answered the questions to the best of my knowledge and return the same to you.

American City is about three & one half miles from Virginia City, and Something over two miles from Gold Hill. There is no regular Mail Route through this place, there is a four horse stage line running from here, through Gold Hill, to Virginia City, making four trips each way per



day. There is also a Road nearly compleat to connect this place with Silver City. In my Statement I Say there is about eighty Familys here, that does not include a great number of miners, say four or five hundred, that have no Familys. I cannot send you the exact Section, Township, Range etc. I called on the County Surveyor for information. The following is all the information I could get from him. Virginia City & American City lie in Range 20 E. in what would be either Township 16 or 17 N. if it were Surveyed. The only towns sectioned in Range 20 E. are 15, 18 & 19. They both lie in barren Mountainous unsurveyed Mineral Land. Hoping this will meet your approbation I am Respectfully

yours

H.S. Winn
American City
Sept 1 1864

A post office was established for American City, but not until March 6, 1866, more than a year and one half later. Horatio S. Winn was succeeded as postmaster on February 5, 1867 by Asbury B. Hustler, and a year later, on February 3, 1868, the post office was discontinued. No cancels have been reported from American City.

THE POST OFFICES OF UTAH

By Dan Meschter with Arthur E. Rupert

Part XXII: Daggett County

Daggett County is the smallest, remotest, and youngest of Utah's counties. It was petitioned from the north end of Uintah County beyond the crest of the Uinta Mountains in 1917, and was named for Ellsworth Daggett, a surveyor. [See LA POSTA, Vol.16, No.6, p. 20, for Daggett County map]

The county is situated in northeastern Utah in the corner between Wyoming and Colorado where the Green River, flowing south from Wyoming, bends east to seek its way around, and through, the Uinta Mountains. The river, where it enters the county, is contained in a canyon cut into vividly-colored rocks once called Red Canyon, and now called Flaming Gorge. As the river flows out of Flaming Gorge easterly into Colorado, it enters a broad valley known as a "hole" or "park."

As with Uintah County, Daggett County's history reaches back to the fur trading days. It was from the mouth of Henry's Fork, near the site of the original Linwood, that William Ashley launched his bull boats for his famous float trip down Green River in 1825. He was followed 45 years later by J.W. Powell, who launched his rafts further north at Green River, Wyoming.

Two years after Ashley's pioneering trip, in 1927, an ex-employee of the Hudson Bay Company wandered into the Colorado end of the valley, and did something rather remarkable for a trapper. He settled down! Some say his Christian name was Babtiste, others say Ephraim. In either case, he gave his surname to Browns Park, as the valley is called today. Also remarkably, this valley has seen virtually continuous white habitation ever since Brown's arrival!

The trappers and recluses like Brown were followed by cattlemen, even before the coming of the railroad, and outlaws whom the settlers found it profitable to protect. Thus, when the Post Office Department opened a mail route from Green

River, Wyoming, to the Uintah Indian Agency further south in Uintah County, there were settlers enough to justify establishing a post office first at Browns Park in 1878, near where the route crossed Green River, and soon after at Henrys, near the mouth of Henrys Fork.

Once, as many as five post offices were in operation in the county at one time. That was during the period of Greendale, and lasted for slightly more than a year in 1915-16. Greendale seems to have been at the junction of a primitive road system leading from Carter, Wyoming, to Vernal, Utah, via Manila, and connecting with another road from Green River, Wyoming, to Greendale via Bridgeport. There was also a period from 1887 to 1898 when no post office at all was in operation in the county; although at that time the county had not yet separated from Uintah County.

The most important local event in modern times was the construction of a dam across Green River in the late 1950's and early 1960's to impound Flaming Gorge Reservoir, which is now a destination objective for outdoor sportsmen and tourists alike. The site of Henrys is likely under the waters of the reservoir.

Ten post offices are listed for Daggett County, and this number includes two listing for Linwood and one name change. Two of the ten are still operating. One is at Manila, the county seat, and the other is at the government town of Dutch John.



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

Wm. B. Robinson

1641 Bruce Ln.

Green Bay, WI 54303



UTAH POST OFFICES Daggett County

Post Office	Established	Discontinued	Notes
Antelope	10 Feb 1910	23 Oct 1919	M. to Burntfork, WY
Bridgeport	19 Jul 1902	31 Aug 1916	M. to Vernal
	19 Jun 1935	31 May 1940	M. to Greystone, CO
Browns Park	23 Oct 1878	8 Jun 1887	M. to Ashley
Dutch John	28 Aug 1958	Operating	N. chg. from Linwood
Greendale	10 Mar 1915	31 May 1916	M. to Linwood
Henrys	3 Dec 1879	6 Jan 1882	
Linwood	17 Oct 1903	28 Aug 1958	N. chg. to Dutch John
Linwood	15 Sep 1958	15 Nov 1962	Conv. to Rural Branch
Linwood Rur. Br.	16 Nov 1962	197?	Rur. Br. of Dutch John
Lodore	19 Oct 1929	30 Nov 1933	M. to Greystone, CO
Manila	20 Aug 1898	Operating	



RICHARD HELBOCK MAIL AUCTION NO. 21
P. O. BOX 135, LAKE OSWEGO, OR 97034
(503) 657 - 5685

BIDS CLOSE: March 31, 1986 10PM

SUBSCRIBERS' AUCTION RULES APPLY

CALIFORNIA

- 01 CONCEPCION, G cds on PPC. (S.Barb. 03-53) Est. \$4.00
- 02 HONCUT, 1883, mss. on cvr w/3-ct bnknt. Ltr. (Butte 78-84) E\$30
- 03 OLYMPIA, 1920, VG 4-bar on PPC. (S.Crz. 15-42) E. \$5.00
- 04 PESCADERO, c.1865, VG blue cds on cvr w/#65. Est. \$15.
- 05 PIKE, 1911, VG 4-bar on PPC w/crease. (Sierra 95-54) E\$3
- 06 STAGG, 1908, about G Doane on PPC. (View of Tonopah, NV), (San Berd. 1902-26) Est. \$5.00

MONTANA

- 07 BUELOWS, 1916, VG 4-bar on PPC. (1911-18). Est. \$12.00
- 08 LAIRD, 1908, G Doane on PPC. (1905-20). Est. \$10.00
- 09 LLOYD, 1906, VF Tyl Doane on PPC. Est. \$4.00
- 10 RED ROCK, 1909, VG 4-bar on PPC (Rocky Mt. Freighting Outfit-team & wagons) (79-23) Est. \$12.00

NEBRASKA

- 11 CORNELL, 1908, VF magenta Doane on PPC. (80-20) E. \$10.
- 12 LAIRD, 1908, F Doane on PPC. (89-12) Est. \$15.00
- 13 KENOMI, 1908, VG magenta 4-bar on PPC. (07/20) Est. \$15.
- 14 STARK, Aug 1907, VG 4-bar on PPC. (operated 1907 only) E\$25

NEVADA

- 15 CHERRY CREEK, c.1909, G 4-bar on PPC. Est. \$3.00
- 16 COBRE, 1909, G 4-bar on PPC. (06-27pd) Est. \$6.00
- 17 CURRANT, 1909, F 4-bar on PPC. (92-22pd). Est. \$15.00
- 18 CURRIE, 1911, VG 4-bar on PPC. (06-71) Est. \$6.00
- 19 DUCKWATER, 1908, VG Doane on PPC. (76-41pd) Est. \$8.00
- 20 EAST ELY, 1910, VG 4-bar on PPC. Est. \$5.00
- 21 EMPIRE, 1909, VG 4-bar on PPC. (1895-1912) Est. \$10.
- 22 ILLIPAH, 1909, G+ 4-bar on PPC. (98-13) Est. \$25.00
- 23 JOY, 1915, VG 4-bar on PPC. (1906-18pd) Est. \$40.00
- 24 KIMBERLY, 1911, legible magenta 4-bar on PPC. Est. \$3.00
- 25 LANE, 1910, VG 4-bar on PPC. (1906-11pd). Est. \$40.00
- 26 MCGILL, 1909, G 4-bar on PPC. Est. \$4.00
- 27 MASON, 1910, F 4-bar on cover. (1908-61) Est. \$8.00
- 28 MELVIN, 1910, VF 4-bar on PPC. (1907-13) Est. \$100.00
- 29 MIDAS, 1913, G 4-bar on PPC. (1907-42) Est. \$10.00
- 30 RUTH, 1909, F+ 4-bar on PPC. Est. \$5.00
- 31 STEPTOE, 1911, VG Doane on PPC. (93-40pd) Est. \$12.00

NORTH DAKOTA

- 32 ELLSBERRY, 1908, VG Doane on PPC. (1906-18) Est. \$12.
- 33 PENN, 1909, G 4-bar on PPC. Est. \$3.00

OREGON

- 34 BLAINE, 1915, VG 4-bar on PPC. (Tilla. 92-56) Est. \$6.
- 35 CAZADERO, 1908, VG 4-bar on PPC. (Clack. 04-18) Est. \$12.
- 36 DOVER, F Doane on PPC. (Clack. 90-11) Est. \$15.00
- 37 MARMOT, 1908, F 4-bar on PPC. (Clack. 86-30) Est. \$10.00
- 38 OCEAN VIEW, 1912, VG 4-bar on PPC. (Linc. 04-16pd). E.\$8.
- 39 ORTLEY, 1914, F+ 4-bar on PPC. (Wasco 12-22) Est. \$75.00
- 40 PALMER JUNCTION, 1917, G-VG 4-bar on PPC. (Union 09-37) E\$8
- 41 TWIN ROCKS, 1914, VG 4-bar on PPC. (Tilla. 14-54) E. \$4.

WASHINGTON

- 42 AMERICAN LAKE, 1908, VG 4-bar on PPC. (1908-17) E. \$12.
- 43 OLALLA, 1912, VG Doane (latest) on PPC. Est. \$4.00
- 44 PUYALLUP/PIERCE CO/WASH.TER., 1885, VG-F toothed cds on cover. Est. \$75.00

WYOMING

- 45 FOSSIL, 1910, VG 4-bar on PPC w/nibbled cnrs. (86/45) E\$6
- 46 GEBO, 1914, G lite 4-bar on PPC. (1908-55) Est. \$6
- 47 KIRBY, 1911, G+ 4-bar on PPC. (07-66) Est. \$5.00

RPO

- 48 BLACKFOOT & MACKAY, 1908, G (890-0-1) on PPC. Est. \$8.00
- 49 DENVER & GRAND JUNC., 1908, G (953-K-1) on PPC. Est. \$6.
- 50 JACK & KEY WEST/N.D., 1913, VG (392-F-1) on PPC. Est. \$4
- 51 TUOLUMNE & STOCK., 1909, F (989-G-1) on PPC. Est. \$10.
- 52 WILLITS & SAN FRAN., 1906, VG (985-U-1) on PPC w/edge wear. Est. \$8.00

BOOKS

- 53 POSTAL GUIDE, July 1941, paperbnd., good cond. Est. \$12
- 54 POSTAL GUIDE, July 1947, hardbnd., fine cond. Est. \$20
- 55 POSTAL GUIDE, July 1949, hardbnd., good cond. Est. \$15
- POSTAL GUIDE, July 1951, hardbnd., fine cond. Est. \$18

END OF SALE

ALASKA WANTED

ANY PRE-1920 SMALL TOWNS
WILL PAY HIGHEST PRICES

SEND PRICED OR REQUEST MY
GENEROUS OFFER

RICHARD W. HELBOCK
P. O. BOX 135,
LAKE OSWEGO, OR 97034

POST OFFICES OF LARIMER COUNTY, COLORADO

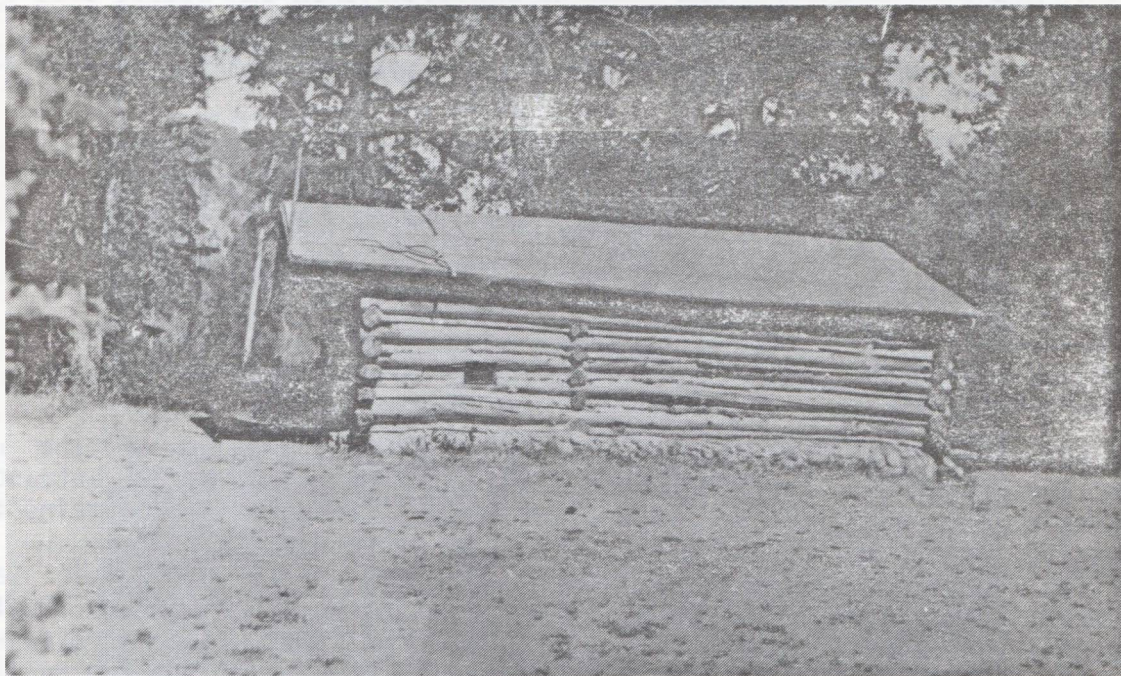
By Richard W. Helbock and Alan H. Patera

[ED NOTE: This article was inspired by the late L. F. "Count" Masche, who loved the postal history of Larimer County, and inspired the authors to learn more about it.]

Larimer County is the northernmost of Colorado's Front Range counties. What that means is that in Larimer County the long, gentle rise in elevation which characterizes the Great Plains as one travels from east to west, comes in abrupt contact with the most easterly of the Rocky Mountain ranges. From Loveland and Fort Collins, at elevations of 5,000 feet, the land climbs sharply to the west and the crest of the Medicine Bow Mountains, which form the western border of the county have a general elevation of about 12,500 feet. Larimer County contains 2,611 square miles, and of that roughly one-quarter is plains land and three-quarters is mountains.

The Colorado Territorial Legislature created Larimer County as one of the original counties of the Territory on September 12, 1861. The name La Porte was proposed, but the final form of the bill favored Larimer, in honor of General William Larimer, a Denver pioneer. On May 9, 1909, the area of Larimer County was greatly reduced by the creation of Jackson County from all lands lying west of the crest of Medicine Bow Range. There were by that date quite a number of post offices which had operated west of the range in Larimer County, but in this article we shall consider only those offices which have operated within the current boundaries of Larimer County.

The first white settlers began entering Larimer County as early as the 1840's. They were hunters, trappers and mountainmen, some built cabins and gave their names to local landmarks. By 1861 there were still only a handful of



The first Home post office was in this log cabin. (Courtesy of Vern Youngman)

Respectfully, your obedient servant,

John C. Washburn
First Assistant Postmaster General.

To Mr. *John C. Washburn*
Care of the Postmaster of *Denver City*

, who will please forward to him.

STATEMENT.

The proposed office will be called

"Big Thompson"

[The name of the candidate for postmaster should not be applied as the name of a post office. It is preferable to have some LOCAL or PERMANENT name, which must not be the name of any other office in the State; and you should aim to select a name not appropriated to any office in the United States.]

It will be situated in Section _____ Range _____ Township _____
in the County of *Larimer* State of *Colorado Territory*

It will be on or near Route No. *14322* being the route from *Denver City*
to *La Porte Cr.* on which the mail is now carried *once* times per week.

The Contractor's name is *J. A. Holman &*

Will it be directly on this route?—*Ans. Yes*

If not, how far from, and on which side of it?—*Ans.*

How much will it increase the travel of the mail one way each trip?—*Ans.*

Where will the mail leave the present route to supply the proposed office?—*Ans.*

Where intersect the route again?—*Ans.*

What post office will be left out by this change?—*Ans.*

The name of the nearest office to the proposed one, on the same route, is *La Porte*
its distance is *thirteen* miles, in a *N. Westerly* direction from it.

The name of the nearest office on the same route, on the other side, is *St. Francis*
its distance is *Eighteen* miles, in a *S. Easterly* direction from it.

The name of the nearest office to the proposed one, off the route, is *Boulder*
distance by the most direct road is *thirty* miles, in a *S. Westerly* direction from it.

State the names of the other offices near the proposed one, their directions and distances from it by the most direct roads.

Ans.

The name of the most prominent river near it is *Big Thompson*

The proposed office will be *on Bank* miles from said river, on the *South* side of it.

If it be a village, state the number of inhabitants; if not, state the number of families residing within two miles. *Eighteen families*

A diagram, or sketch from a map, showing the position of the proposed new office, and of others near it, will be useful, and is therefore desired.

ALL WHICH I CERTIFY to be correct and true, according to the best of my knowledge and belief, this *18th* day of *October* 1862

John E. Washburn

I CERTIFY, That I have examined the foregoing statement, and that it is correct and true, to the best of my knowledge and belief.

Postmaster of *J. H. Curtis*

Denver City

A copy of the Geographic Site Report filed by Postmaster Washburn for his Big Thompson post office in 1862.

scattered settlers, with the village of La Porte on the Cache La Poudre River forming the main community. This place had been settled in 1844 by Antoine Janis and some fellow French Canadians. When they began erecting permanent buildings, they called their community Colona. In 1862, when the Overland Stage Company moved its line south to avoid Indian problems along the Oregon Trail, they favored the name La Porte, the French

word for "door", because of the way in which the town lies at the entrance of the passage through the mountains formed by Cache La Poudre River.

The first post office in Larimer County was established at La Porte in July 1862. At that time La Porte was an important home station on Ben Holliday's Overland Route. The U. S. Army established a post nearby to provide protection for stages and local settlers.

In 1864 La Porte was damaged by a severe flood. The Army relocated its camp south, and began calling the post Fort Collins, and the La Porte post office was closed. The post office was re-opened two years later, but the community was never to regain preeminence over other towns in the county.

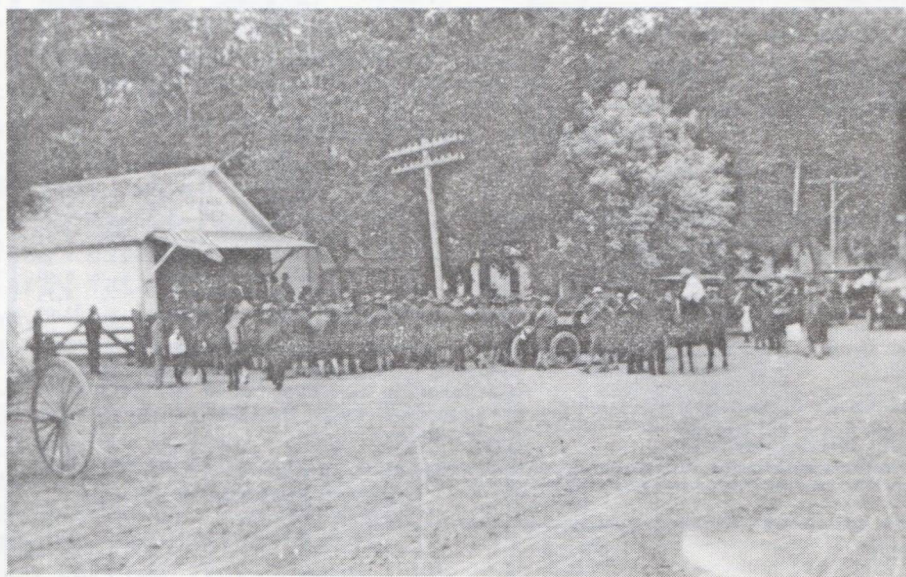
The second Larimer County post office was also established in 1862. Located on the ranch of John E. Washburn, this office was also associated with an Overland Stage Station. The Stage Station was known as Washburn, but Postmaster Washburn chose the name Big Thompson for his office, which was located on the south bank of the Big Thompson River (see Figure 1). Big Thompson post office was moved about a mile north in 1878, and its name was changed to Loveland.

Fort Collins military post began operating at its new location, some five miles down river from La Porte and on the opposite bank of the stream, during the late fall of 1864. In June 1865 a post office was established at Fort Collins, although it was closed in October of that year. The military post was abandoned in 1866, but a civil community had begun to grow around the fort, and in December 1866, the post office was re-established. In 1867, a townsite was platted, and in 1879 Fort Collins was incorporated.

In January 1868 two additional post offices were established in Larimer County, thus bringing the total number of offices operating during the 1860's to five. Virginia Dale post office, named as a tribute to the wife of Joseph A. Slade, a division manager of the Overland Stage, was originally located at the stage station of the same name. The station, opened in 1862, was the first division point north of Denver, and, through the efforts of Slade, gained a measure of fame from coast to coast. The post office was closed in September of 1868, but in 1874 it was re-established in a nearby community with the same name.

Namaqua post office was located on Big Thompson River at the homestead of Mariana Modena. Modena, a pioneer of Indian and Spanish descent, moved here in 1858. His stone home, which he named Namaqua, served as an Overland Station for a time in 1862. Namaqua post office was discontinued in 1879.

The decade of the 1870's brought an additional nine new post offices into being in Larimer County. Little Thompson, which was located at the place where the Overland Stage crossed Little Thompson River and was moved a short distance to become Berthoud when the Colorado Central Railroad was built into the county; Box




World War I troops gathered in front of the Livermore post office about 1917. (Courtesy of Vern Youngman)

Elder, which operated at the stock ranch operated by Noah Bristol on Box Elder Creek and was soon renamed Bristol; Buckhorn, the first office to be established in the Buckhorn Valley; and, Wheatland, near the eastern border of the county, were among those which opened on the plains during the 1870's.

Loveland post office was first established in August 1872, but closed the following summer. In 1877 when the Colorado Central Railroad was built through

the area, a townsite was platted about a mile up Big Thompson River from the Big Thompson post office. The town was named in honor of William A. H. Loveland, president of the railroad, and in January 1878 the Big Thompson post office moved north to the town and was renamed Loveland.

Livermore post office, established in December 1871, was named with a compound word formed from the surnames of two of the community's earliest settlers.



The KEYSTONE

John Zimmerman, Proprietor.

HOMES Larimer CO. COLO.

One of the Most Famous Summer Resorts of the West.

Situated 55 miles west of Fort Collins, 7,500 feet above sea level, in one of the most beautiful spots in the Rocky Mountain region, through which flows the Cache la Poudre river. Here can be found beautiful drives, excellent trout fishing and a hotel with all modern conveniences—large, airy, well furnished rooms, with both hot and cold water, bath rooms, etc. To reach this point a review of the following gives full information:

ZIMMERMAN'S STAGE LINE It has been decided to run the line the entire year, winter and summer, between Fort Collins and Keystone hotel. Better accommodations and better rates will be given than heretofore.

DISTANCES AND RATES.

<p>Fort Collins to Laporte—5½ miles.....\$.35</p> <p>" " Bellvue—9 miles..... .50</p> <p>" " Owl Canon—18 miles..... .75</p> <p>" " Forks Hotel—21 miles..... 1.00</p> <p>" " Livermore—23 miles..... 1.00</p> <p>" " Horsley's—24 miles..... 1.25</p> <p>" " Chas. Brown's—24½ miles... 1.25</p> <p>" " Chas. Emerson's—25½ miles. 1.25</p> <p>" " H. C. Brown's—26½ miles... 1.25</p> <p>" " McNey's—30 miles..... 1.50</p> <p>" " J. S. Sloan's—34 miles..... 1.50</p> <p>" " S. Batterson's—35 miles..... 1.75</p> <p>" " P. J. Olsen's—36 miles..... 1.75</p> <p>" " J. H. Sargisson's—39 miles... 2.00</p> <p>" " Forks of road, Laramie river —40 miles..... 2.00</p>	<p>Fort Collins to Zimmermans' stage barn—41 miles.....\$2.00</p> <p>" " John Pierce's—42 miles..... 2.25</p> <p>" " Will Batterson's—43 miles... 2.25</p> <p>" " D. F. Robinson's—43½ miles. 2.25</p> <p>" " Clark Goodell's—44 miles.... 2.50</p> <p>" " Manhattan—45 miles..... 2.50</p> <p>" " Rustic—48 miles..... 2.75</p> <p>" " Keystone—55 miles..... 3.00</p>
---	---

BAGGAGE, ETC.—Trunks, 50c extra; excess baggage, 75 lbs. allowed; express matter, from Fort Collins to Livermore, 10c to 25c; per package through to end of route, 25c. Freight through, 75c to \$1.00.

Office at Commercial Hotel. All orders left there will receive prompt attention. Leave Collins 6.45 A. M. and arrive at Home 6.30 P. M. Leave Home 6.45 A. M. and arrive at Collins 5.30 P. M.

CASPER ZIMMERMAN, Manager.

Rates, 8, 10, 12 and \$14 Per Week. For Particulars write JOHN ZIMMERMAN, HOME, COLORADO.

Advertising Flyer for Keystone Hotel
Fort Collins Pioneer Museum

Adolphus Livernash and Stephen Moore were there on Lone Pine Creek when the first cabins were erected in 1863.

In addition to the aforementioned offices established during the 1870's, Larimer County received its first three post offices located in the mountains during the decade. The first of these was Estes Park, which served Colorado's first dude ranch. This high mountain valley, which lies just north of 14,255-foot Long's Peak, was named for Joel Estes, who settled here in 1859. Griff Evans began renting cabins and horses and providing guide service in the early 1870's, for which an increasing number of the famous and not-so-famous were willing to endure exhausting rides by horseback or stage from the plains to reach the Park.

In 1879 Pinewood post office was established on Little Thompson River along the road to Estes Park. Sometimes referred to as Rattlesnake Park, this office was at about 6,000 feet above sea level.

The third mountain post office of this era was Elkhorn, located at about 7,000 feet on the creek of the same name. No information has become available to account for the existence of this office at such an early date.

Sixteen more post offices were added to the Larimer County list during the 1880's. We will not detail all of these offices, but a few merit special note. Economic diversity is represented by Chambers post office, which served a woodchoppers camp; Petra, a short-lived office which served a stone quarry; Timnath, which continues to serve a farm center; and, Rustic, which served one of the county's first health resort hotels. Home post office, established in 1882, was a particularly interesting facility. John R. Brown, the first postmaster, wished to name his office Mountain Home, a name which would have accurately described his log cabin at about 8,000 feet in the Cache La Poudre Valley. The Post Office Department would not allow the name, there being already too many offices of this name in the United States, so Postmaster Brown settled for Home. In 1896 the post office was moved from its

modest log cabin into the newly opened Keystone Hotel with John Zimmerman as postmaster. Home post office eventually occupied several other "homes", some of them miles distant from its starting point. The office was finally discontinued in 1946.

More new offices were added to the Larimer County list as years passed. Some, such as Drake, Masonville, Wellington, and Red Feather Lakes, have managed to survive to this day, but many more have passed into history as changes in transportation and settlement rendered them obsolete. Today there are 12 post offices and 2 Community Post Offices operating in Larimer County. The table which follows lists all post offices which have operated within the current boundaries of Larimer County.

REFERENCES:

Abbott, Carl. Colorado, A History of the Centennial State. Colorado Associated University Press, 1976

Baker, Richard S. "Details of Stage Stations and Routes in Larimer County" Unpublished

Bauer, William H., Ozment, James L. and Willard, John F. Colorado Postal History: The Post Offices, J-B Publishing Co., 1971

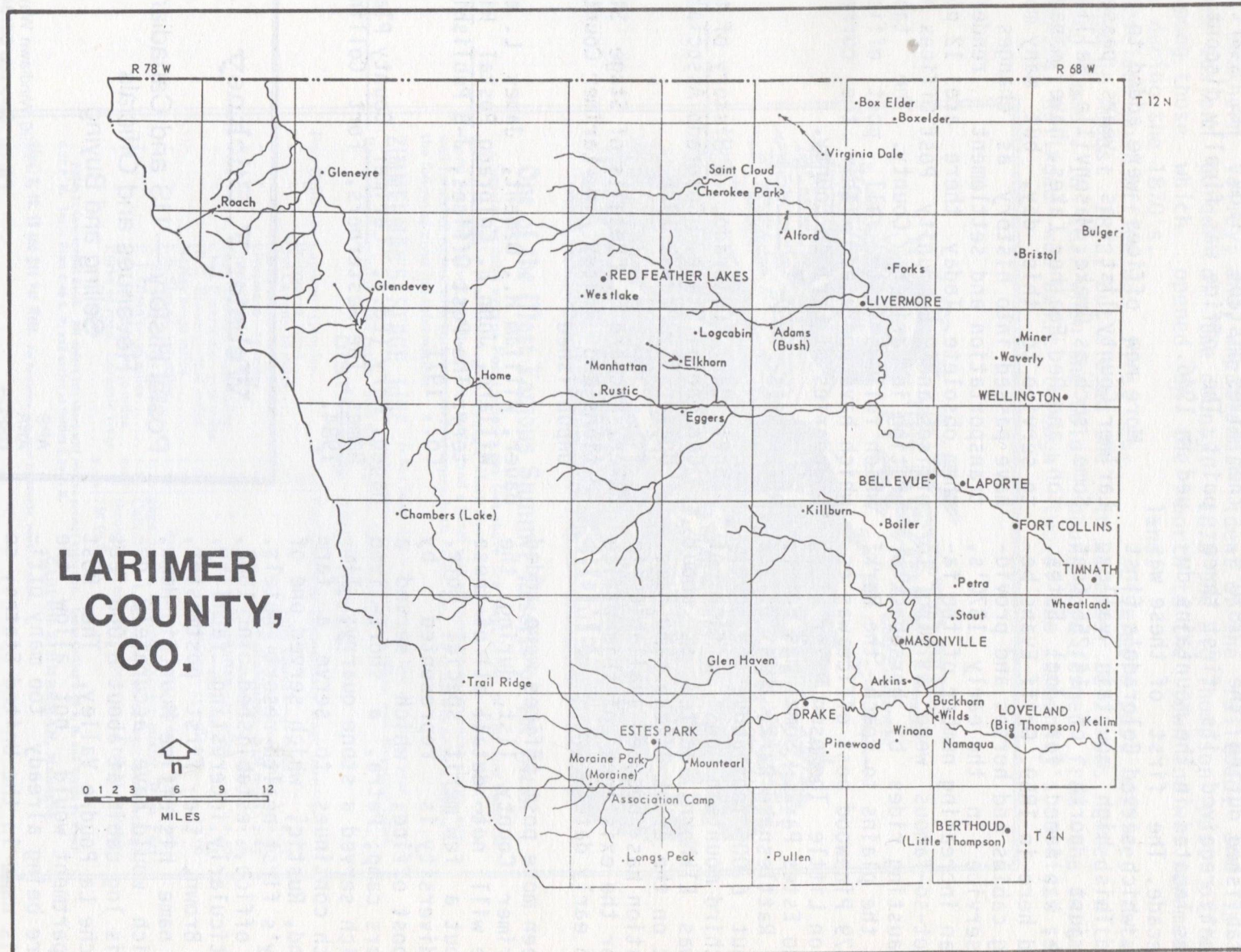
Hagen, Mary (Ed.), Larimer County Place Names, The Westerners, Fort Collins, 1984.

Webster F. Stickney

Postal History — US and Canadian
Revenues and Officials
Selling and Buying

APS
ARA
USPCS
WCS

7590 Windlawn Way
Parker, Colorado 80134
(303) 841-0316

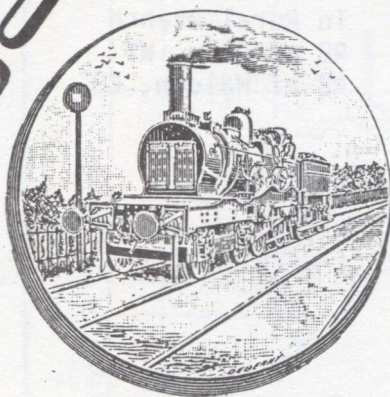


LARIMER COUNTY POST OFFICES

<u>Post Office</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Adams	11 Sep 1885	19 Oct 1899	Was Bush
Alford	28 Jun 1882	15 Feb 1909	
Arkins	26 Feb 1887	31 Mar 1906	
Association Camp	29 May 1916	30 Apr 1966	To Rural Branch
Association Camp RB	1 May 1966	Operating	CPO of Estes Park
Bellevue	24 Jun 1884	Operating	
Berthoud	5 Apr 1878	Operating	Was Little Thompson
Big Thompson	12 Nov 1862	10 Jan 1878	NCT Loveland
Boiler	3 Sep 1914	15 Sep 1915	
Box Elder (1)	2 Jun 1872	26 Dec 1877	NCT Bristol
Box Elder (2)	29 Apr 1884	30 Oct 1894	Form to Boxelder
Boxelder	31 Oct 1894	15 Jun 1923	Was Box Elder
	16 May 1924	19 Nov 1894	Site 3 mi. to NW
Bristol	27 Dec 1877	2 Dec 1890	
Buckhorn	2 Aug 1878	18 Aug 1888	
Bulger	4 Oct 1909	31 Jul 1912	
Bush	11 Oct 1882	10 Sep 1885	NCT Adams
Chambers	21 Sep 1880	17 Aug 1886	
Chambers Lake	21 Sep 1926		
Cherokee Park	15 Feb 1913	15 Jun 1919	Was Saint Cloud
	26 Dec 1922	31 May 1933	
Drake	14 Dec 1905	Operating	
Eggers	23 Apr 1926	30 Apr 1944	
Elkhorn	5 Jun 1879	6 Feb 1890	
	14 Apr 1900	31 Oct 1917	
Estes Park	2 Jun 1876	Operating	
Forks	5 Apr 1898	14 Oct 1903	
	3 Dec 1904	15 Jun 1905	
Fort Collins	27 Jun 1865	19 Oct 1865	
	5 Dec 1866	Operating	
Glendevey	19 May 1902	21 Jun 1963	To Rural Branch
Glendevey Rur. Br.	22 Jun 1963	24 Apr 1965	RB of Jelm, WY
Glendevey Rur. Br.	25 Apr 1965	31 Jan 1975	RB of Walden, CO
Gleneyre	16 Jun 1895	30 Apr 1912	
Glen Haven	28 May 1917	31 Jul 1919	
	26 May 1922	31 Jul 1924	
	18 May 1926	Operating	
Home	7 Feb 1882	31 Mar 1946	
Kelim	2 Mar 1915	15 Mar 1923	
	16 Apr 1923	31 Oct 1925	
Killburn	4 Jun 1895	2 Nov 1898	
La Porte	15 Jul 1862	12 Dec 1864	
	5 Oct 1866	21 Dec 1894	Form to Laporte
Laporte	22 Dec 1894	Operating	
Little Thompson	5 Apr 1875	4 Apr 1878	NCT Berthoud
Livermore	1 Dec 1871	Operating	
Logcabin	24 Jun 1903	30 May 1942	
Longs Peak	23 Jul 1909	30 Jun 1936	
Loveland	4 Aug 1872	24 Jun 1873	
	11 Jan 1878	Operating	Was Big Thompson
Manhattan	19 Mar 1887	31 Dec 1900	
Masonville	1 Sep 1896	Operating	

LARIMER COUNTY POST OFFICES

Miner	10 Mar 1888	5 Sep 1894	
Mountearl	28 Oct 1896	27 Jul 1899	
Moraine	22 Mar 1880	27 Jan 1902	NCT Moraine Park
Moraine Park	28 Jan 1902	15 Feb 1921	Was Moraine
Namaqua	28 Jan 1868	3 Jan 1879	
Petra	17 May 1882	4 Sep 1882	
Pinewood	6 Feb 1879	30 Jun 1921	
Pullen	15 May 1888	12 Jul 1894	
Red Feather Lakes	2 Jul 1924	31 Jan 1925	
	4 Aug 1926	Operating	
Roach	28 Dec 1927	31 Dec 1941	
Rustic	18 Oct 1880	31 Oct 1887	
Saint Cloud	9 May 1884	14 Feb 1913	NCT Cherokee Park
Stout	4 Sep 1882	31 Jul 1908	
Timnath	10 Jul 1884	Operating	
Trail Ridge	22 Jul 1937	31 Dec 1953	Summer Post Office
Virginia Dale	9 Jan 1868	28 Sep 1868	
	14 Sep 1874	10 Feb 1967	To Rural Branch
Virginia Dale RB.	11 Feb 1967	Operating	CPO of Laporte
Waverly	23 Feb 1906	15 May 1912	
Wellington	25 Aug 1903	Operating	
Westlake	25 Aug 1895	22 Jul 1898	
Wheatland	25 Oct 1878	10 Feb 1881	
Wilds	11 Feb 1926	31 Jan 1934	
Winona	2 Feb 1889	18 May 1893	



Postal History – Scripophily

Ernest S. Peyton
Beverly G. Peyton

P.O. Box 24816 • Tempe, Arizona 85282 • (602)820-4322

Our Postal History offerings include reasonably priced DPOs, RPOs, RFDs, Ship and Military, and Advertising covers. We maintain an extensive stock from all 50 states.

Write today to receive our next gigantic list FREE.

The Second Section

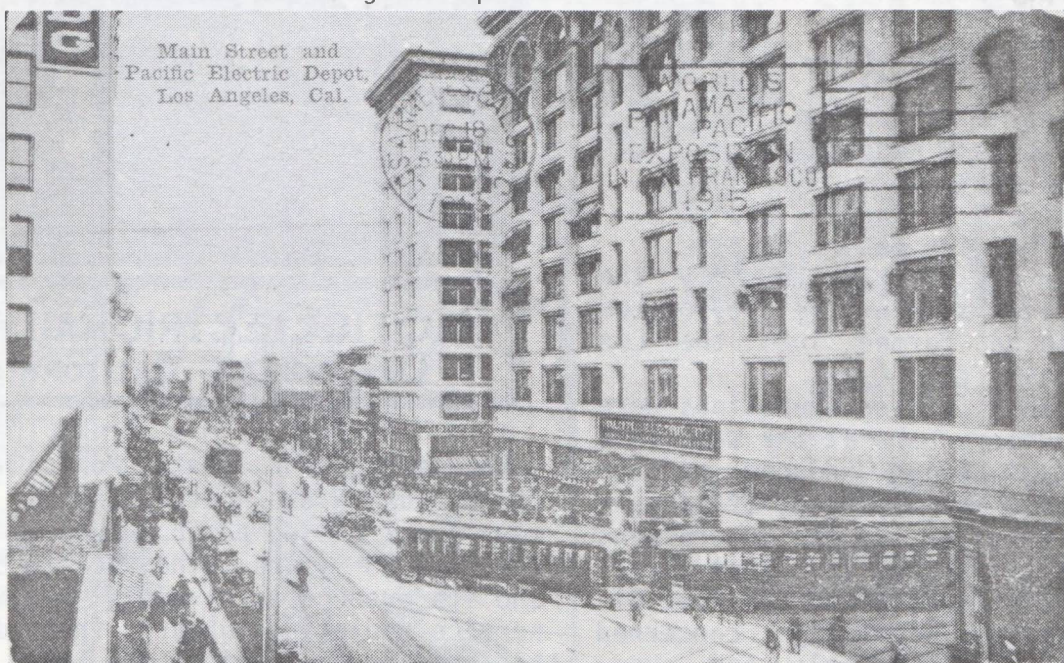
Robert G. Munshower, Jr.
Editor

CALIFORNIA RAILROAD POST OFFICES MONOGRAPH
PART III

CALIFORNIA'S INTERURBAN RPO - THE PACIFIC ELECTRIC

By Rod Crossley

When the Southern California part of this monograph was started, it was felt that it could be done in one section. As the volume of information grew, it soon became necessary to split the section into two parts. This part of the monograph will deal only with the Pacific Electric operations in the Los Angeles Basin. Pacific Electric operations in the Basin were very complicated due to the large area covered, the variety of lines, and the changes which occurred over time. A number of extra maps have been provided in this section to aide in understanding the operations.



The Pacific Electric Depot on Main Street in Los Angeles about 1913.
(Courtesy of Ed Haack)

The Los Angeles Basin stretches some 65 miles from the Pacific Ocean to the mountains of San Bernardino. In the early 1900's this plain was covered with citrus orchards, grain fields and farms. Interspersed among these were towns and cities, with Los Angeles being the major population center.

In 1898 Henry Huntington, nephew of Collins Huntington of the "Big 4", arrived in Los Angeles. His purpose in coming to the city was to begin acquiring control of the electric power and railroad companies within the basin. Huntington formed the Pacific Electric Railway in 1901, to which he leased the railroad lines he had purchased. These were mainly narrow gauge companies in Pasadena and Los Angeles. During the next 10 years, the Pacific Electric would grow to reach the ocean at Long Beach and into the San Gabriel Valley.

The Southern Pacific Railroad had by 1906 acquired a one-half interest in Mr. Huntington's Pacific Electric, as well as, the Los Angeles Pacific Railway. In 1911 the Southern Pacific formed a new version of the Pacific Electric Railway, which was composed of the following electric lines:

- the old Pacific Electric,
- the Los Angeles Pacific,
- the Los Angeles Interurban,
- the Los Angeles & Redondo,
- the Redland Central,
- the Riverside & Arlington, and
- the San Bernardino Interurban.

Mr. Huntington was left with only the narrow gauge line within the City of Los Angeles, which he formed into the Los Angeles Railway.

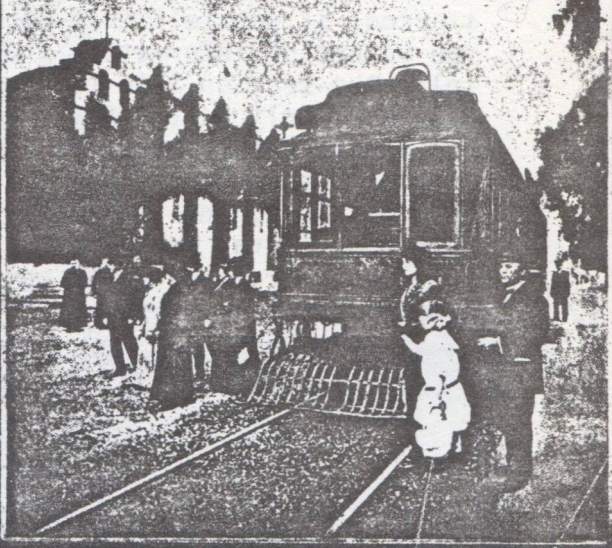
Railway post office operations were begun on the interurbans at the same time that service was being reduced on the steam railroads. The frequency of passenger service provided by the interurbans was much more attractive than that offered by the steam trains, and the Post Office Department was greatly concerned with moving the mails quickly and expeditiously. In 1900 the steam locals to

SIGHT-SEEING Trolley Trips

**THE WAY TO SEE
SOUTHERN CALIFORNIA**

BALLOON ROUTE TROLLEY TRIP	ONEDAY \$1.00 EACH	OLD MISSION TROLLEY TRIP
---	-----------------------------------	---

TRIANGLE TROLLEY TRIP



PACIFIC ELECTRIC RAILWAY
LOS ANGELES, CALIFORNIA

both Pasadena and Santa Monica were reduced causing the Postal Service to remove their closed pouch service. During the next 50 years, the Pacific Electric and its predecessors would provide RPO service radiating outward from downtown Los Angeles to cities and towns both along the ocean and inland.



Until recently, available information has indicated that RPO service was interrupted during World War I to be restarted in 1922. However, a close examination of the Pacific Electric's car roster for the war years shows four active RPO cars. Based on this evidence, it would appear that there was no interruption of RPO service in the Los Angeles Basin.

When the Pacific Electric Railway was formed, the company was organized into four districts. Three of those districts had RPO service, and our report will examine these on a district by district basis.

Northern District

This district comprises those lines to Pasadena, the San Gabriel Valley, and on to San Bernardino. The first and last RPO operations on the Pacific Electric were on lines of this district.

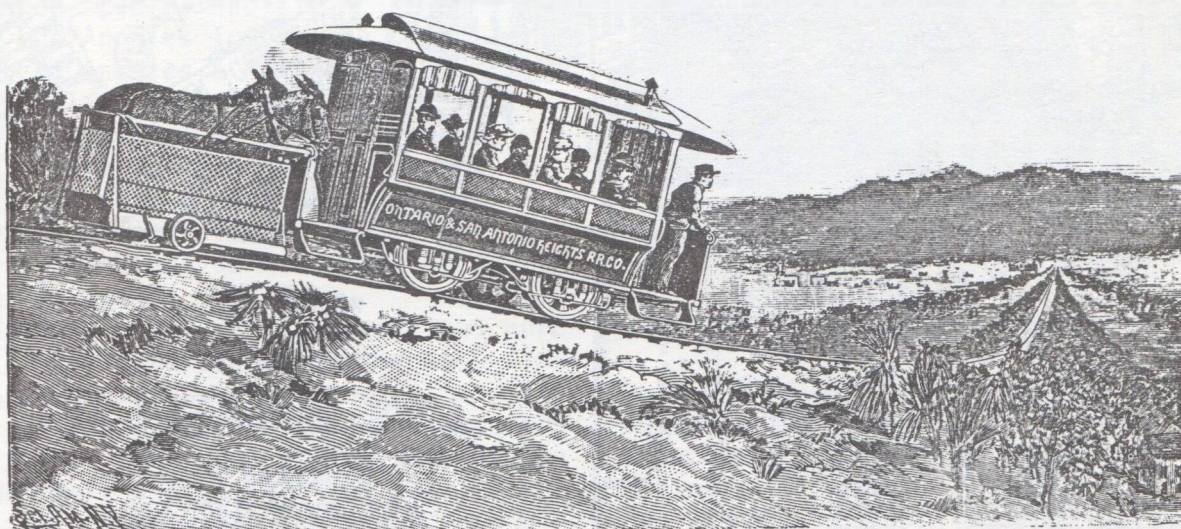
34 PASADENA AND LOS ANGELES RAILWAY (Later called the LOS ANGELES & PASADENA)

This was the first interurban electric line in the basin. It was built as a narrow gauge line in 1894-95 between Los

Angeles and Altadena via Pasadena. The line connected at Altadena with the Mount Lowe Railway. During company reorganization in 1897, its name was changed to the Los Angeles and Pasadena Electric Railway. Henry Huntington purchased the line in 1898. He changed the gauge, and assigned to his Pacific Electric in 1901.

The Pacific Electric built the Pasadena Short Line in 1902 to speed service between the two cities. After this, the Los Angeles & Pasadena was no longer the main line, and was called the South Pasadena Line. That same year, the southern terminal of the line was moved to the new Pacific Electric main terminal at 6th and Main. In 1935 several sections of the route were removed from service, and the remainder were abandoned over the next six years.

The first interurban RPO operation in Los Angeles was started on the Los Angeles and Pasadena in 1900. The line carried mail between the General Post Office of Los Angeles and Pasadena, plus two trips per day to Altadena. Service on this route was cut back to a closed pouch operation in 1912. During the last few years of RPO operation, the southern terminal was the PE Terminal Building at 6th and Main. This was the first RPO to use the building.

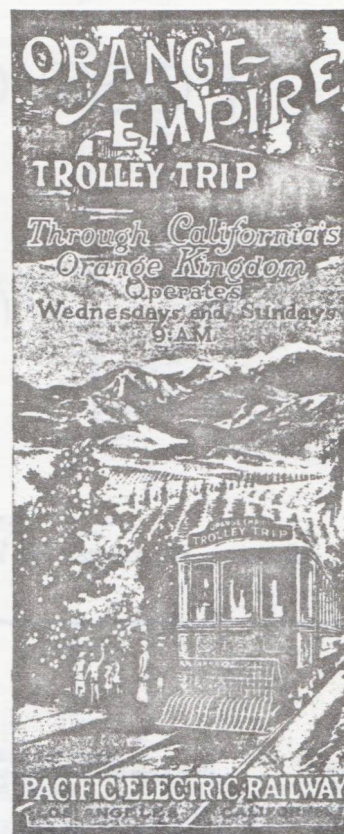


A car of the Ontario & San Antonio Heights RR Co. descends toward Ontario.

38 SAN BERNARDINO LINE

This was the Pacific Electric high speed line to the Inland Empire and the Eastern Division. The section to Valley Junction was built in 1902-1903 as part of the Pasadena Short Line, and was only a 600-volt operation. The high speed 1200 volt line was started at Valley Junction in 1906, and by 1910 reached San Dimas. During the same years, the Ontario and San Antonio Heights was building a line between Upland and Pomona. When the Pacific Electric was formed in 1911, the section of Southern Pacific line between San Dimas and Pomona was leased and electrified. The Ontario & San Antonio, acquired by the PE in 1912, was upgraded and the 20 miles from Upland to San Bernardino completed between 1912 and 1914. Through passenger service was started in July 1914, and this was followed by daily excursion service in 1915. These were the famous "Orange Empire Trolley Trips", run in competition with the Southern Pacific and Santa Fe for tourist business to Redlands and Riverside. Passenger service was discontinued beyond Baldwin Park in 1941, and all electric service ceased in 1951. The line saw many electric car troop trains during World War II, and parts of the line are in freight service today.

The last interurban RPO operation in the United States was begun in 1947 between San Bernardino and Los Angeles on the Pacific Electric. This was a time when many routes were being reduced or



discontinued. In addition, the route was paralleled over its entire length by the El Paso & Los Angeles and the Albuquerque & Los Angeles RPOs. In fact, in several towns this RPO serviced the same post offices as one of the other routes. The route was replaced in 1950 by the San Bernardino and Los Angeles Highway Post Office.

RPO SERVICE NORTHERN DISTRICT

<u>Terminals</u>	<u>Years</u>	<u>Cancel</u>	<u>TMC#</u>	<u>Route</u>	<u>Notes</u>
Altadena - Los Angeles	1900-1912	yes	998-A	38	
San Bernardino-Los Angeles	1947-1950	yes	998-H	34	

M. Bieder, Publ., Los Angeles, Cal. No. 2800. Made in Germany.

POST CARD



Miss Bell Shoudy
#232 West Castle Street.
Syracuse.
New York.

THIS SIDE IS EXCLUSIVELY FOR THE ADDRESS.

ALTADENA & LOS ANGELES R. P. O.
(Los Angeles & Pasadena Electric Rwy. Co., 16.51 m's.) Rt. 376007.
Clerk: Hall, Fred. W., Acting.

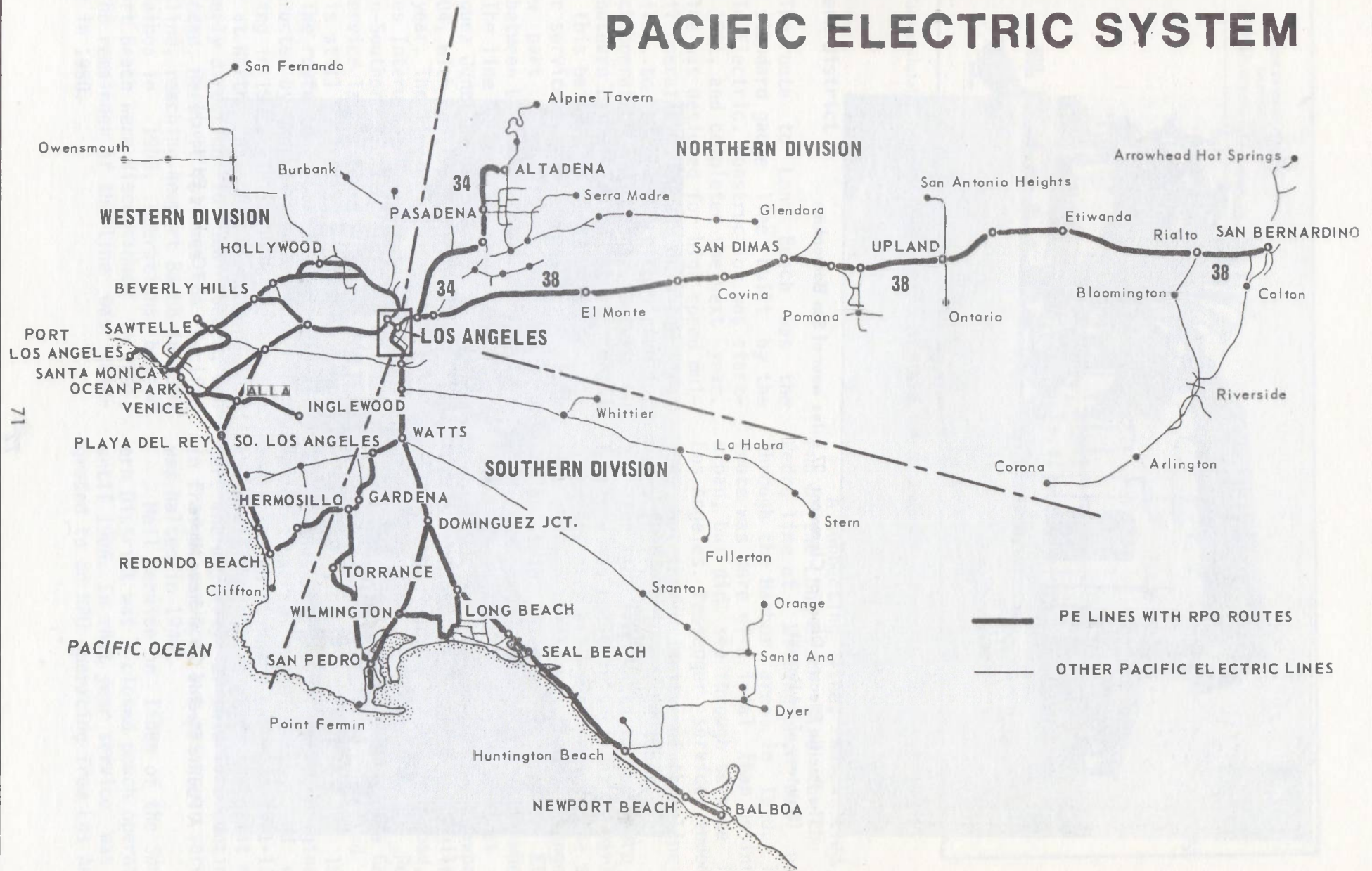
(Los Ang.)

Oct. 26, 1900.																			
a111	*91	*78	*65	*57	a7	b117	b81	a47	L Altadena, Cal.....A	a11	b62	b88	ad	a8	*32	*32	*54	*70	a94
						5 30	5 30	10 00	Sta. A Pasadena, Cal.	9 34		5 16							
						6 30	6 45	2 20	G. P. O. Pasadena, Cal.	9 20		5 02							
						6 38	6 53	2 25	South Pasadena, Cal.	9 14	1 54	4 54	7 54						
						6 43	6 58	2 42	Garvanza, Cal.	9 01	1 41	4 41	7 41						
						6 47	6 52	2 47	Highland Park, Cal.	8 55	1 35	4 35	7 35						
						7 00		3 00	Sta. A Los Angeles, Cal	8 51	1 31	4 31	7 31						
5 40				1 00	12 00	7 11		3 11	Sta. C Los Angeles, Cal	8 39	1 19	4 19	7 19	7 49	10 09				
5 51	4 11	2 11		1 11	12 11	7 18		3 18	G. P. O. Los Angeles, L	8 27	1 07	4 07	7 07	7 37	9 57	9 57	12 07	2 18	4 58
5 52	4 12	2 12		1 12	12 12	7 18	5 33	3 18		8 20	1 00	4 00	7 00	7 30	9 50	9 50	12 00	2 00	4 40
Tr. 47 South.										Tr. 117 South.									
a S. F. & L. A. tr. 9.										a Alb. & L. A. tr. 2.									

										Sept. 3, 1949										501e 501e										Ba 2723																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
--	--	--	--	--	--	--	--	--	--	---------------	--	--	--	--	--	--	--	--	--	-----------	--	--	--	--	--	--	--	--	--	---------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

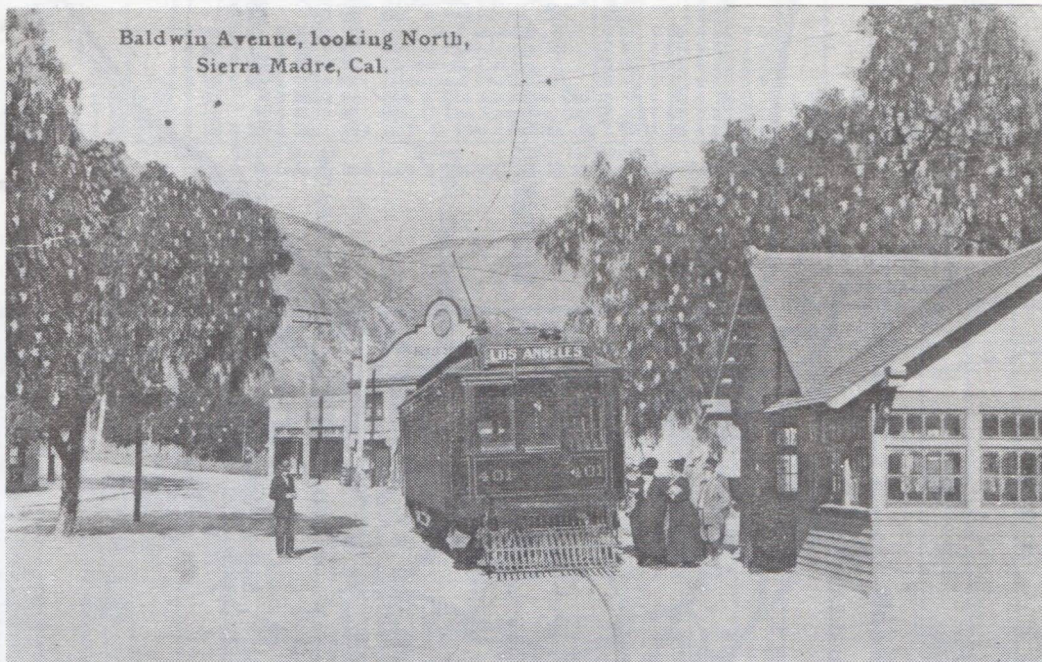
SAN BERNARDINO & LOS ANGELES R. P. O.
Pacific Electric Rwy. Co. (Electric), Rt. 30011, San Bern. Co. (Cal.)
(Dist. 2)

RPO ROUTES ON THE PACIFIC ELECTRIC SYSTEM



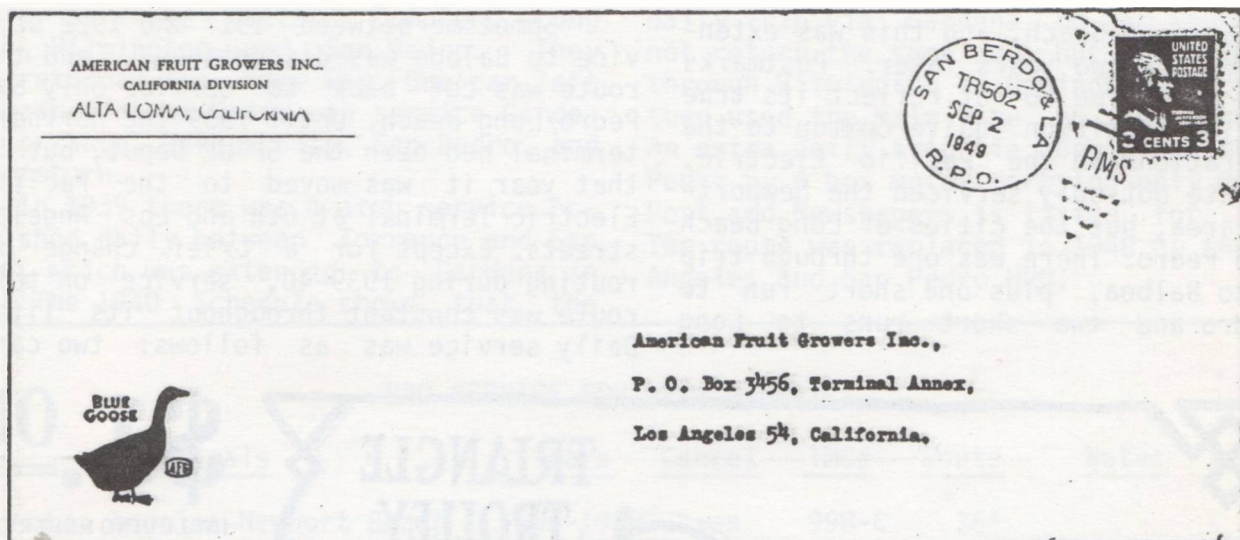


The Pacific Electric Depot at Claremont, 27 miles west of San Bernardino.
(Courtesy of Ed Haack)



A Pacific Electric Car at Sierra Madre.

(Courtesy Ed Haack)



Non-philatelic covers bearing the SAN BERDO & LA/RPO marking are not common.

Southern District

The route to Long Beach was the first standard gauge line built by the Pacific Electric. Construction was started in 1901, and completed the next year. The line was designed for high speed multi-rail operation, however only the first six miles, to Watts, were completed for 4-track operation. Passenger service in the Southern District continued until 1962, this being the last electric passenger service in Los Angeles. The route is now part of the projected light-rail line between Long Beach and Los Angeles.

The line to San Pedro was started at Dominguez Junction on the Long Beach line in 1904, with construction completed that same year. The line was built by the Los Angeles Interurban Railway, a joint Huntington-Southern Pacific company. Passenger service lasted until 1959, and the line is still in freight service today.

The route to Newport/Balboa was also constructed by the Los Angeles Interurban starting in 1904. This line left Long Beach at North Long Beach heading in a southerly direction to Seal Beach, and the ocean. Here, it followed the Pacific coastline, reaching Newport Beach in 1906 and Balboa in 1908. Operations beyond Newport Beach were discontinued in 1941, and the remainder of the line was abandoned in 1950.

A connecting line, which tied the end of the Long Beach line to the San Pedro line at Wilmington, was built through the Harbor area in 1910. This route was more of a local than an inter-urban, but did see through service from Los Angeles. Passenger service ended in 1949, but the majority of this line remains in freight service today.

The line from Watts to San Pedro via Torrance was built in sections by various companies over a 20-year period. The section between Watts and South Los Angeles was built in 1912 by the Pacific Electric. The next section, to Strawberry Park, was built by the Los Angeles and Redondo Railway in 1907. From Strawberry Park to Hermosillo, the line was built in 1890 by the Redondo Beach Railroad, a steam line. The Hermosillo - San Pedro portion was built in 1901-03 by the California Pacific, a company acquired by Huntington's Pacific Electric in 1903. All of these sections were originally built as narrow gauge track, and were converted to standard gauge in 1911-12 by the Pacific Electric after the great merger. The majority of this line continues in freight service, but passenger service was halted in 1940.

Mail service on lines of the Southern District was a closed pouch operation until 1906. In that year service was upgraded to an RPO operating from Los Ange-

les to Newport Beach, and this was extended to Balboa two years later. Postmarks used on this line do not reflect its true routing, a condition quite common to the RPO operations on the Pacific Electric. This route not only serviced the Newport-Balboa area, but the cities of Long Beach and San Pedro. There was one through trip daily to Balboa, plus one short run to San Pedro and two short runs to Long Beach.

Sometime between 1917 and 1922 service to Balboa was discontinued, and the route was cut back to service only San Pedro/Long Beach. Until 1939 the northern terminal had been the SP-UP Depot, but in that year it was moved to the Pacific Electric Terminal at 6th and Los Angeles streets. Except for a brief change in routing during 1939-40, service on this route was constant throughout its life. Daily service was as follows: two cars

TRIANGLE TROLLEY TRIP.

\$1.00

INCLUDING RESERVED SEAT; PARLOR CAR SERVICE; COMPETENT COURTEOUS GUIDE.

TOURING the Valleys, Cities and Beaches of the great South Coast; one hundred miles for one hundred cents; through Garden Spots Surrounding the cities of the Southern "Sunland"; Viewing the Great Harbor and Government Work. To Beaches and Resorts Entirely Different to those seen elsewhere. Ten separate beaches and resorts and seven cities visited on this trip. 30 miles traveled along the seashore. A two hours stop is made at Long Beach, the largest city visited enroute, affording time for luncheon and sight-seeing and a free ride on the Hippodrome.



ON THE STRAND AT LONG BEACH.

POINTS OF INTEREST—Last car daily leaves the great Pacific Electric Passenger Station at 9:30 a. m.; past the immense railway shops, speeding southeast through the dairy lands and rich agricultural districts Southeast of the city of Los Angeles toward Santa Ana.

THE WALNUT GROVES of the Whittier country seen stretching away to the north; one of our many sources of great wealth.

THE OIL FIELDS of the Olinda District; one of the greatest sources of crude oil in California.

SANTA ANA—A city of parks, beautiful drives and beautiful homes. One of the principal stars in the galaxy of cities surrounding Los Angeles.

THE GREAT SUGAR FACTORIES near Santa Ana. From Santa Ana to Huntington Beach the car passes through the midst of the great Sugar Beet and Celery lands of the south.

HUNTINGTON BEACH—The "Encampment City," one of the most popular recreation resorts of the Southland.

SEAL BEACH—One of the new, thriving beach resorts. Watch for the seals as you cross the bay at this point. Only seal colony on the mainland.

NAPLES—Destined to be a true replica of the famous European city of the same name.

LONG BEACH—The beautiful, with its miles of silvery strand, "walk of a thousand lights," innumerable amusement devices, great auditorium, pier and sun parlor, palatial and beautiful Hotel Virginia, bath house and other comforts, and beautiful homes for both residents and visitors strongly appeal to all.

POINT FERMIN—A beauty spot—Nature's own handiwork, unalloyed by the hand of man. Winding paths down rugged cliffs, cozy nooks 'mid upheaved ragged boulders; quiet water coves edged by lashing foam and spray; a weird natural foreground for the government lighthouse, and from the cliff summit, where the car stops, the most beautiful of panoramas presents itself. To the south directly at one's feet the immense government breakwater reaching far out to sea; and beyond a most beautiful view of the magic isle of Santa Catalina.

SAN PEDRO—The port of Los Angeles and of call for shipping from all quarters of the globe. Destined to be one of the world's greatest harbors.

AVIATION FIELD—and its colossal grandstand, from which thousands have seen the world's greatest bird-men break all records.

PHONE FOR ADVANCE RESERVATION OF SEATS--SUNSET MAIN 8800 STATION 7---HOME F 2444.



THE CLIFFS AT POINT FERMIN.

per day serviced Watts, Compton, Long Beach, Wilmington, and San Pedro. They then returned the same way. One car left the main line at Watts to service Gardena, Torrance, Harbor City, San Pedro, and then return.

In 1939 there was a stub service established daily between Torrance and San Pedro, which was extended to Gardena in 1940. The 1940 Schedule shows that the

daily trip via Gardena to San Pedro did not return the same way, but went instead through Wilmington to Dominguez Junction, then used the main line to Los Angeles. An extra daily trip via Long Beach to San Pedro by a box motor carrying only Parcel Post and Newspapers is listed for 1946. The route was replaced in 1948 by the Los Angeles and San Pedro HPO.

RPO SERVICE SOUTHERN DISTRICT

Terminals	Years	Cancel	TMC#	Route	Notes
Los Angeles-Newport Beach	1906-1908	yes	998-C	36*	
Los Angeles - Balboa	1908-19??	yes	998-B		
Los Angeles - San Pedro	19??-1947	yes	998-G		

NOTES: * - See Maps

LOS ANGELES & BALBOA R. P. O.

Pacific Electric Rwy. Co. (Electric). Rt. 576007 part.

(Los Ang.)

Through run 42.64 m's. Short run, Los Angeles to San Pedro, 23.75 m's. Short run, Los Angeles to Long Beach, 21.00 m's.

Clerk: Sanborn, Charles H.

Relief Clerk: Bates, Frank H.

Apr. 20, 1911																								
ar	b225	e201	b31	a25	b3	b1	b263	t17	s73	a48	x283		s272	s51	s86	s70	b4	s28	s292	a70	b96	b234	b216	
7 20	3 46	6 15	10 20	9 40	6 15	6 00	6 50	8 35	2 50	12 45	8 35	lv	10 30	2 20	7 05	11 05	6 45	10 55	4 54	4 51	8 57	7 20	12 35	
7 32	3 58	6 29	10 33	9 53	6 28	6 19	6 03	8 48	4 02	12 58	8 48	Spaulding	10 15	2 05	6 51	10 50	6 30	10 42	4 39	4 37	8 42	7 02	12 17	
	4 01	6 31	10 35	9 55	6 30	6 15	6 05	8 50	4 05	1 00	8 50	Seal Garden, Cal.	10 13	2 03	6 48	10 48	6 28	10 39	4 38	4 34	8 40	7 00	12 16	
	4 03	6 33	10 37	9 57	6 32	6 17	6 08	8 52	4 07	1 02	8 52	Watts, Cal.	10 11	2 01	6 46	10 46	6 26	10 37	4 35	4 32	8 38	6 58	12 13	
												Willowbrook	10 08	1 58	6 42	10 43	6 23	10 34	4 29	4 25				
1271	s291	s283	s323	10 43	10 00	6 35	6 20	8 10	5 55	4 18	8 55	Compton, Cal.	10 05	1 55	6 49	10 40	6 20	10 32	4 29	4 27	8 33	s282	s298	1274
9 12	4 48	1 32	9 17	10 47	10 07	6 42	6 27	8 13	5 57	4 12	8 57	Dominguez Jct. (n.o.)	10 00	1 50	6 35	10 35	6 15	10 28	4 24	4 23	8 28	9 55	1 20	8 18
9 24	4 54	1 44					8 30				9 14	Wilmington, Cal.	9 48							4 12			1 18	6 58
9 30	5 00	1 50					8 35				9 20	San Pedro, Cal.	9 40							4 06			1 10	6 50
			9 35	11 00	10 20	8 55	6 40		9 15	4 20	1 25	Long Beach, Cal.		1 35	6 20	10 20	6 00	10 15		4 10	8 15	9 35		
			9 40							4 50		Bay City, Cal.			6 00							9 30		
			9 50							4 55		Sunset Beach, Cal.			5 55							9 20		
			10 00							5 05		Huntington Beach, Cal.			5 45							9 10		
			10 05							5 15		Newport Beach, Cal.			5 35							9 05		
										5 20		ar..... Balboa, Cal.			5 30									

18' apartment car (fw).

† Sundays and holidays

*LOS ANGELES & SAN PEDRO R. P. O. (SOUTH)

Trs. 141, 141 and 146; 26.62 m's. Tr. 142, 13.17 m's. Tr. 143, 11.95 m's. Tr. 145, 26.60 m's. Tr. 147, 28.00 m's. Tr. 148, 26.60 m's.

(Dist. 2)

Sept. 30, 1940	141j	143j	145j	147e	13h	Ex ①	1a	703a	15j	719a	23a	01j	Ex y	37j	Ex j	731a	739j	63j	69j	82 755	89j	② 763a	95j	773a	③ 13-9	④ 13-2
off Los Angeles, Cal.																										
lv (P.E. 6th & L.A. Sts.)	10 15		4 50	11 15		2 10	5 20	5 45	8 20	9 25	9 40		10 45	12 01	12 15	12 25	2 26	3 20	4 20	5 33	6 40	7 45	8 00	11 00		
Watts, Cal.	10 37		5 15	11 35		2 35	5 39	6 03	8 39	9 44	9 59		11 05	12 18	12 34	12 44	2 41	3 39	4 39	5 53	6 59	8 04	8 19	11 19		
Compton, Cal.	10 46			11 50		2 45	5 45	6 10	8 45	9 52	10 05	10 47	11 13	12 25		12 52	2 52	3 45	4 45	5 02	7 05	8 11	8 28	11 28		
Dominguez Jct. (no)	10 51			11 55			5 49	6 15	8 49	9 57	10 09		11 18	12 29		12 57	2 57	3 49	4 49	5 08	7 09	8 15	8 30	11 30		
ar Long Beach, Cal. (P.O.)				12 05			6 06		9 07		10 26			12 41				4 06	5 07		7 26		8 47		10 52	12 32
Long Beach, Cal.	11 11												11 40													
(Freight Depot)	11 30																									
Wilmington, Cal.	11 43			12 40		3 05		6 26		10 08						1 08	3 08			8 20		8 28	11 41	11 25	1 00	
ar San Pedro, Cal.	11 53			12 50		3 15		6 33		10 16						1 16	3 16			8 28		8 34	11 48	11 35	1 10	
Gardena, Cal.		1 02	5 24												12 50											
Hermosillo, Cal. (no)		1 07	5 30																							
Moneta, Cal.			5 32		5 51																					
lv Hermosillo, Cal. (n.o.)		1 07	5 36		5 55																					
Torrance, Cal.		1 17	5 48		6 05							11 07														
Harbor City, Cal.		1 26	5 55		6 14																					
ar San Pedro, Cal.		1 30	6 07																							

Class A. 18'

① Continues on L. A. & Balboa C. P.

② Final connection for steamer mails closing at San Pedro 7.00 p.m.

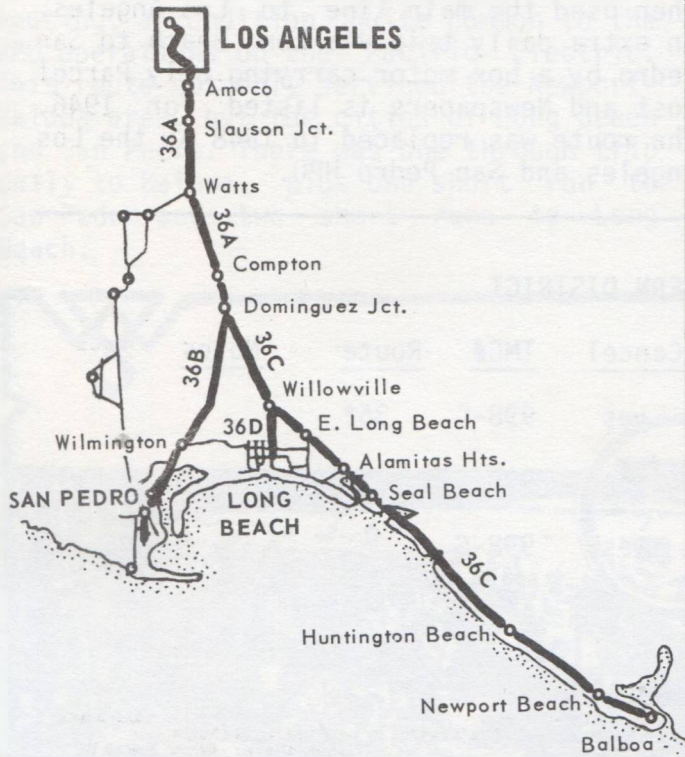
③ L. A. & Redondo Beach R. P. O. (operates as Tr. 12 Moeta to Hermosillo).

④ Mail messenger between Long Beach Airport and San Pedro P. O. via Wilmington P. O. (Trip numbers represent plane connection at Long Beach Airport.)

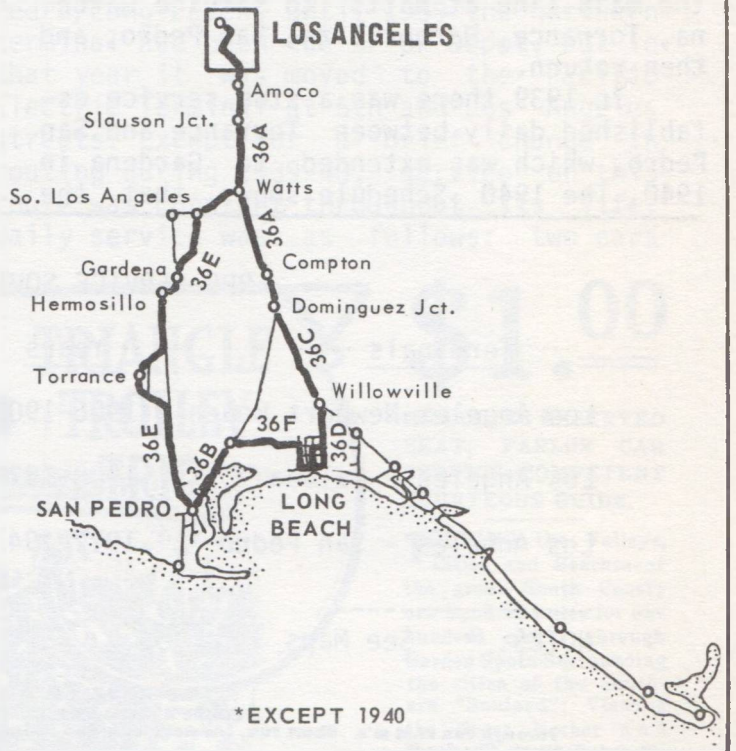
**Mail Messenger.

For other trains bet. Los Angeles and Compton see L. A. & Balboa C. P.

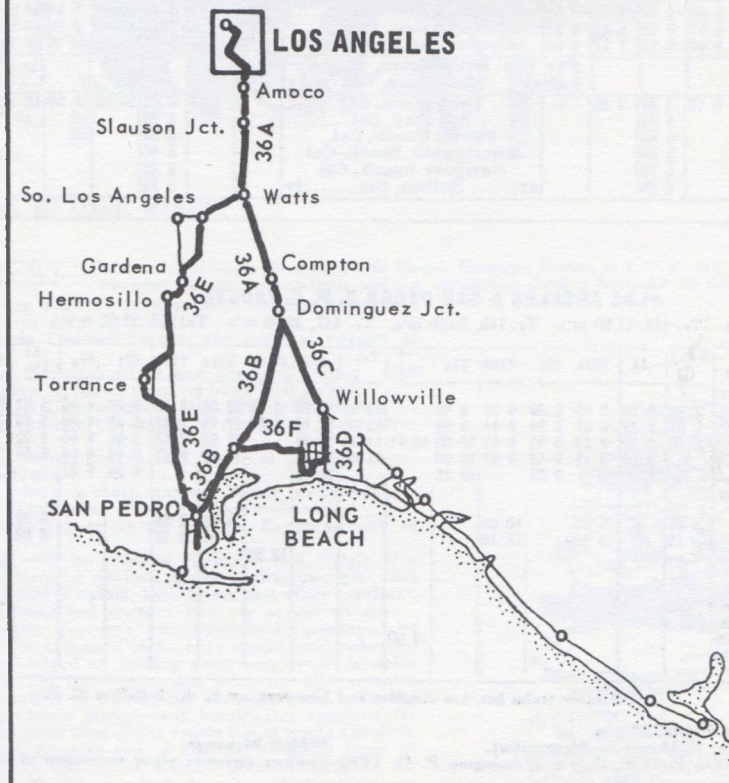
SOUTHERN DISTRICT 1906-19??



SOUTHERN DISTRICT 19??-1948*



SOUTHERN DISTRICT 1940



★LOS ANGELES & SAN PEDRO R. P. O. (NORTH)

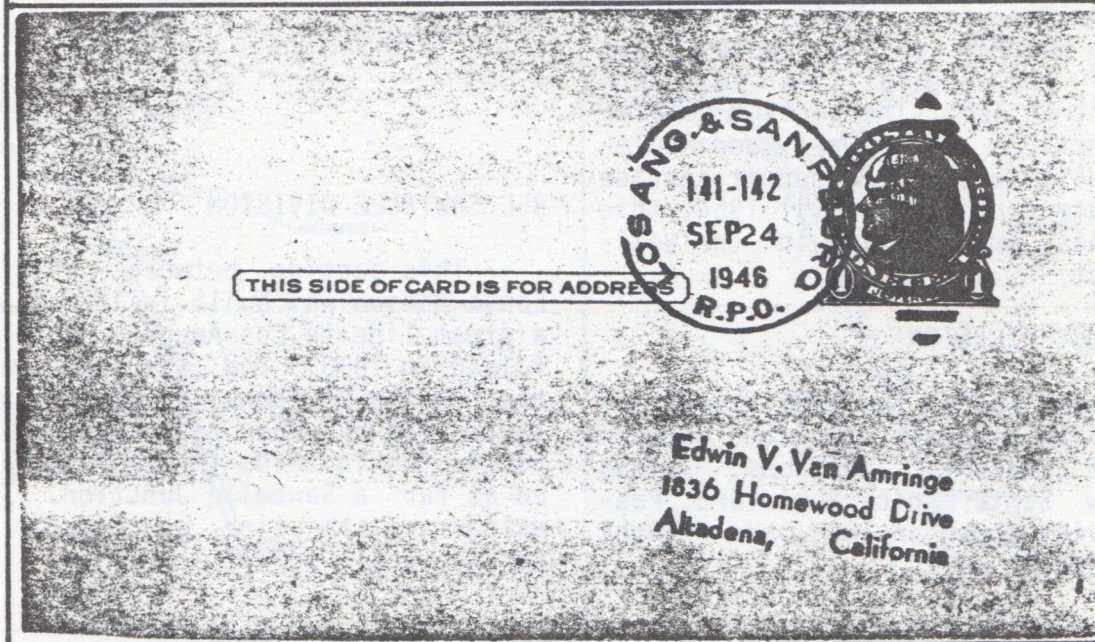
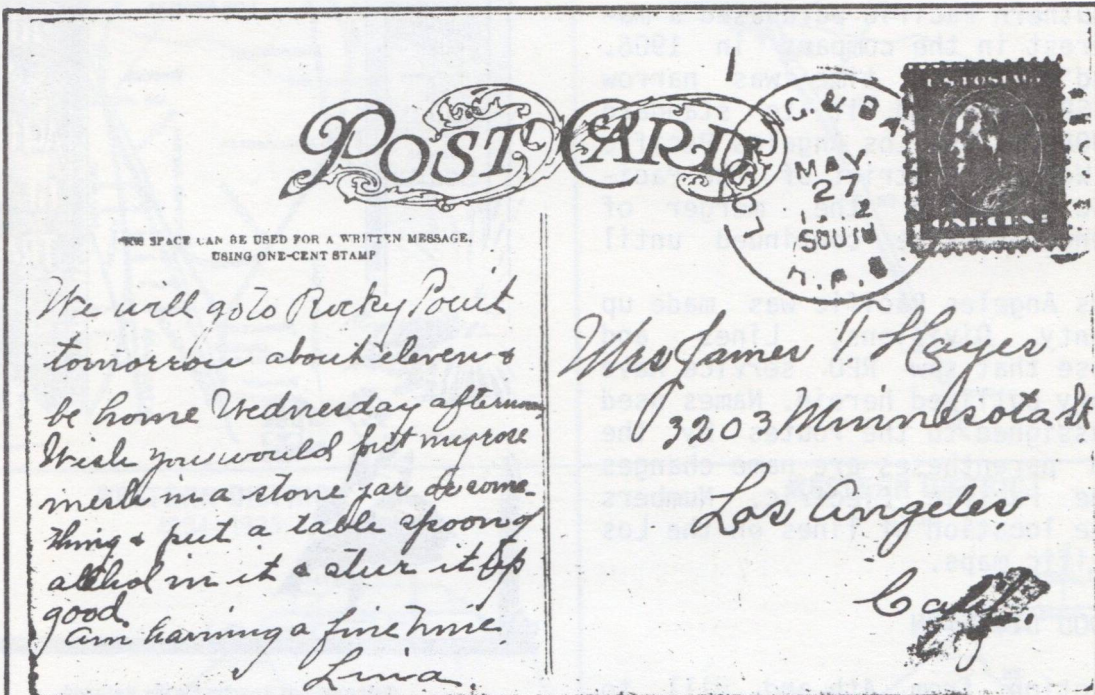
Sept. 30, 1940	148b	142j	144j	146j	148j	150j	152j	154j	156j	158j	160j	162j	164j	166j	168j	170j	172j	174j	176j	178j	180j	182j	184j	186j	188j	190j	192j	194j	196j	198j	200j	
lv..San Pedro, Cal.....		12 05																														
Harbor City, Cal.....		12 17			6 17																											
Torrance, Cal.....		12 26			6 26																											
or Hermosillo, Cal. (n.o.)		12 35			6 33																											
Memeta, Cal.		12 40			18 11																											
lv..Hermosillo, Cal. (no)		12 45			6 33																											
Gardena, Cal.		12 47			6 38																											
		12 52																														
lv..San Pedro, Cal.	1 05		2 00	6 20		3 25																										
Wilmington, Cal.			2 08	6 28		3 35																										
Long Beach, Cal.			2 20	6 38		4 05																										
(Freight Depot)			2 35	7 10																												
Long Beach, Cal. (PO)...																																
Dominguez Jct. (no).....	1 20		2 58	7 30		5 40																										
Compton, Cal.	1 25		3 02	7 35		5 57																										
Watts, Cal.	1 35		3 19	7 47	6 52	6 01																										
or... (PE 6 & LA Str.)...	2 00		3 30	8 15	7 15	6 08																										
Off Los Angeles, Cal.						6 27																										

Los Angeles & Redondo Beach R. P. O.

Continues on L. A. & Balboa C. P.

SEE NEXT PAGE FOR CATALINA ISLAND SERVICE AND POUCH LISTS.

**Mail Messenger.



Western District

The electric line designed to develop the west side of Los Angeles and transport weekend crowds to the beach at Ocean Park was the Los Angeles Pacific. Begun in 1896 as the Pasadena & Pacific, the company changed its name in 1898. During the next decade, this company built electric lines to Santa Monica, Venice, Hollywood, Redondo Beach and Culver City, and many of these towns came into being due to this railway.

The Southern Pacific purchased a majority interest in the company in 1906. The railroad at that time was narrow gauge, and SP converted it to standard gauge in 1908-09. The Los Angeles Pacific became the Western District of the Pacific Electric following the merger of 1911. Passenger service continued until 1954.

The Los Angeles Pacific was made up of some twenty Divisions, Lines and Loops. Those that saw RPO service have their history outlined herein. Names used are those assigned to the routes by the LAP, and in parentheses are name changes given by the Pacific Electric. Numbers refer to the location of lines on the Los Angeles Pacific maps.

35A HOLLYWOOD DIVISION

The section from 4th and Hill to Sanborn Junction, and from Crescent Junction to Beverly (Hills added 1911) was part of the original line to Santa Monica built in 1896. The section between the two junctions along Hollywood Boulevard was built in 1900. Passenger service on this route continued until 1954, this being the last such service in the Western District.

35B COLEGROVE DIVISION

This was built in 1896 as part of the first line to Santa Monica, between Sanborn and Crescent junctions, along what is now Santa Monica Boulevard. Passenger service ended in 1953, and freight service ended in 1972.

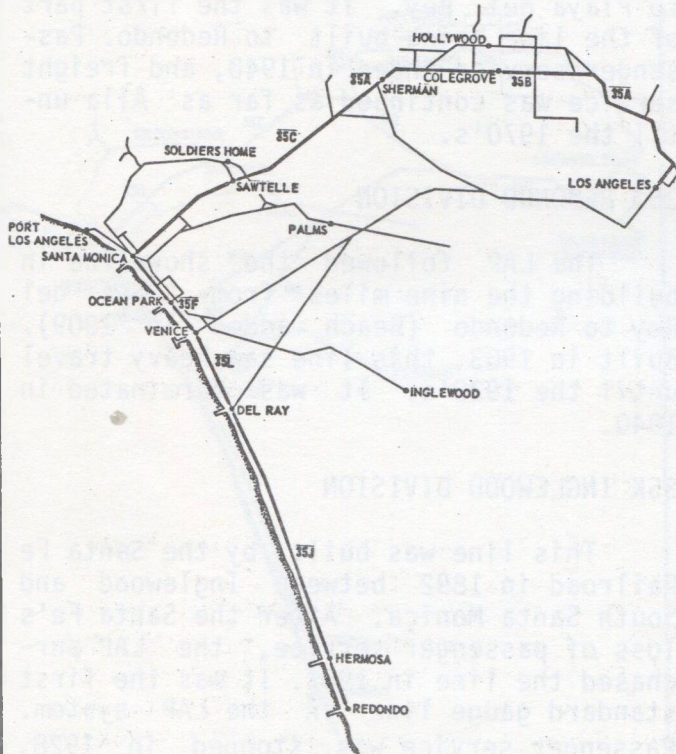


Gateway, Los Angeles Pacific Railroad

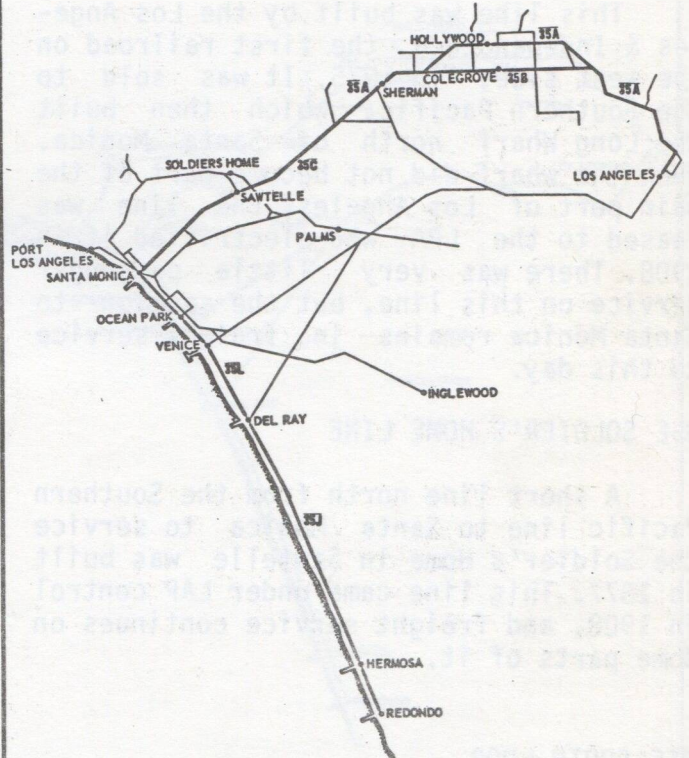
35C SAWTELLE DIVISION

This section between Beverly and Santa Monica was built in 1888 as part of a steam line to Los Angeles. The company folded in 1890, and the route was taken over by the Pasadena & Pacific which electrified it. When passenger service was terminated in 1940, the rails were removed as far as Sawtelle Junction. The remainder of the line saw regular freight service until 1972.

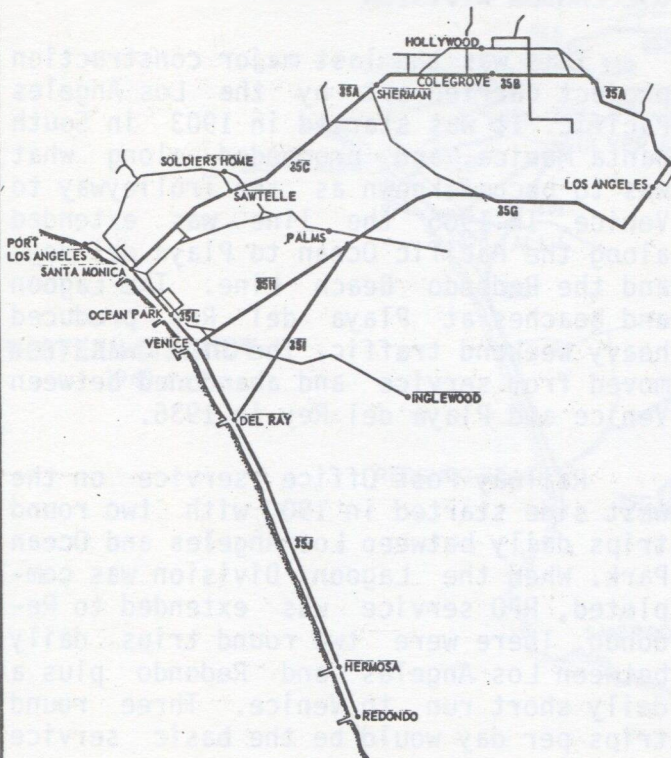
WESTERN DISTRICT
1900-1920's



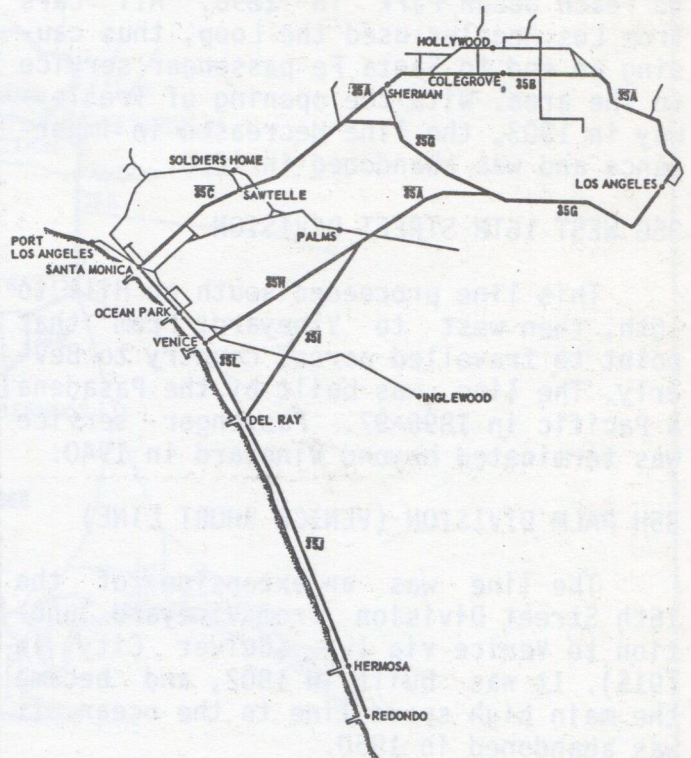
WESTERN DISTRICT
1920's-1930's



WESTERN DISTRICT
1934-1935



WESTERN DISTRICT
1936



35D SOUTHERN PACIFIC DIVISION (SANTA MONICA AIR LINE)

This line was built by the Los Angeles & Independence, the first railroad on the west side, in 1875. It was sold to the Southern Pacific, which then built the Long Wharf north of Santa Monica. When the wharf did not become part of the main port of Los Angeles, the line was leased to the LPA who electrified it in 1908. There was very little passenger service on this line, but the section to Santa Monica remains in freight service to this day.

35E SOLDIER'S HOME LINE

A short line north from the Southern Pacific line to Santa Monica to service the Soldier's Home in Sawtelle was built in 1877. This line came under LAP control in 1908, and freight service continues on some parts of it.

35F SOUTH LOOP

This line was built in Santa Monica to reach Ocean Park in 1896. All cars from Los Angeles used the Loop, thus causing an end to Santa Fe passenger service to the area. With the opening of Trolleyway in 1903, the line decreased in importance and was abandoned in 1910.

35G WEST 16TH STREET DIVISION

This line proceeded south on Hill to 16th, then west to Vineyard. From that point to travelled across country to Beverly. The line was built by the Pasadena & Pacific in 1896-97. Passenger service was terminated beyond Vineyard in 1940.

35H PALM DIVISION (VENICE SHORT LINE)

The line was an extension of the 16th Street Division from Vineyard Junction to Venice via Ivy (Culver City in 1915). It was built in 1902, and became the main high speed line to the ocean. It was abandoned in 1950.

35I DEL REY DIVISION

This line was built in 1902 from IVY to Playa del Rey. It was the first part of the line being built to Redondo. Passenger service ended in 1940, and freight service was continued as far as Alla until the 1970's.

35J REDONDO DIVISION

The LAP followed the shoreline in building the nine miles from Playa del Rey to Redondo (Beach added in 1909). Built in 1903, this line saw heavy travel until the 1930's. It was terminated in 1940.

35K INGLEWOOD DIVISION

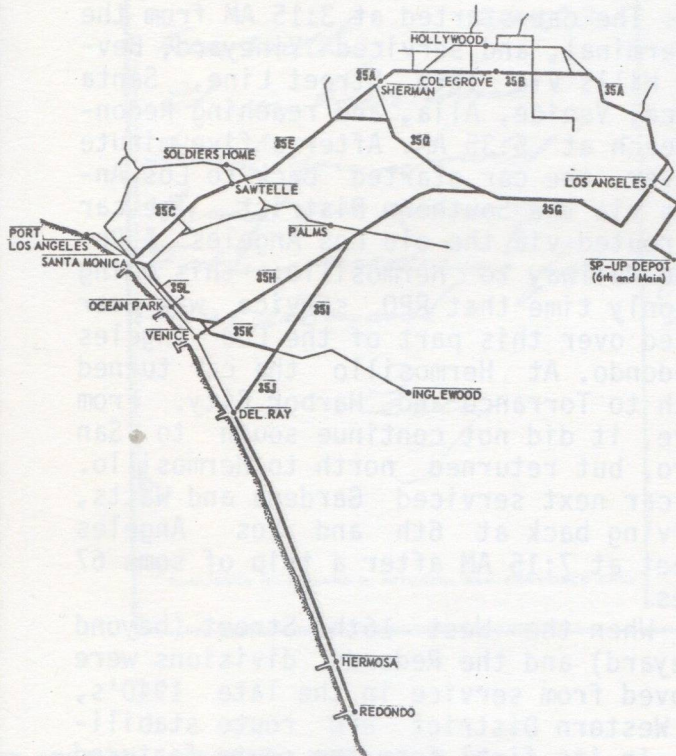
This line was built by the Santa Fe Railroad in 1892 between Inglewood and South Santa Monica. After the Santa Fe's loss of passenger service, the LAP purchased the line in 1902. It was the first standard gauge line in the LAP system. Passenger service was stopped in 1928, and the line was abandoned in the 1970's.

35L LAGOON DIVISION

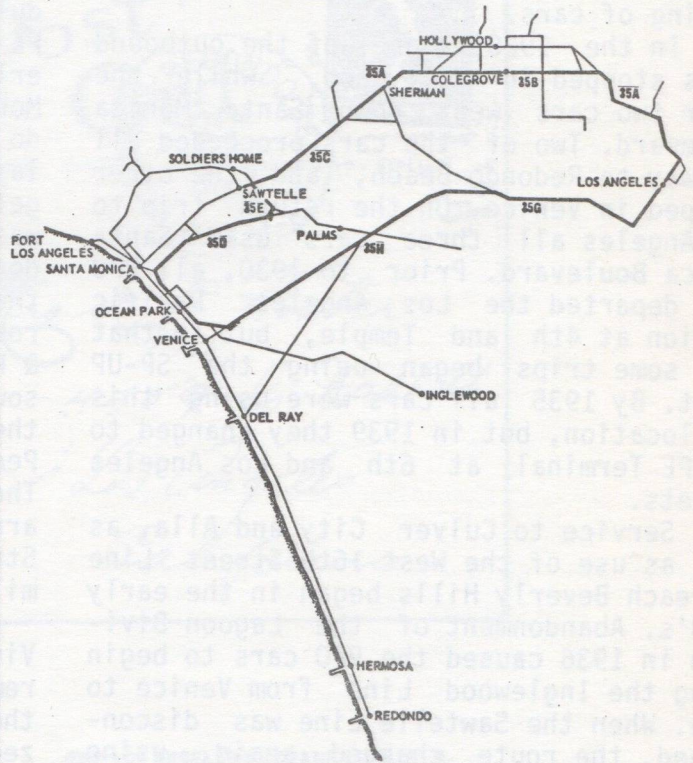
This was the last major construction project carried out by the Los Angeles Pacific. It was started in 1903 in South Santa Monica, and proceeded along what was to become known as the Trolleyway to Venice. In 1905 the line was extended along the Pacific Ocean to Playa del Rey, and the Redondo Beach Line. The Lagoon and beaches at Playa del Rey produced heavy weekend traffic. The line was removed from service and abandoned between Venice and Playa del Rey in 1936.

Railway Post Office service on the west side started in 1900 with two round trips daily between Los Angeles and Ocean Park. When the Lagoon Division was completed, RPO service was extended to Redondo. There were two round trips daily between Los Angeles and Redondo plus a daily short run to Venice. Three round trips per day would be the basic service

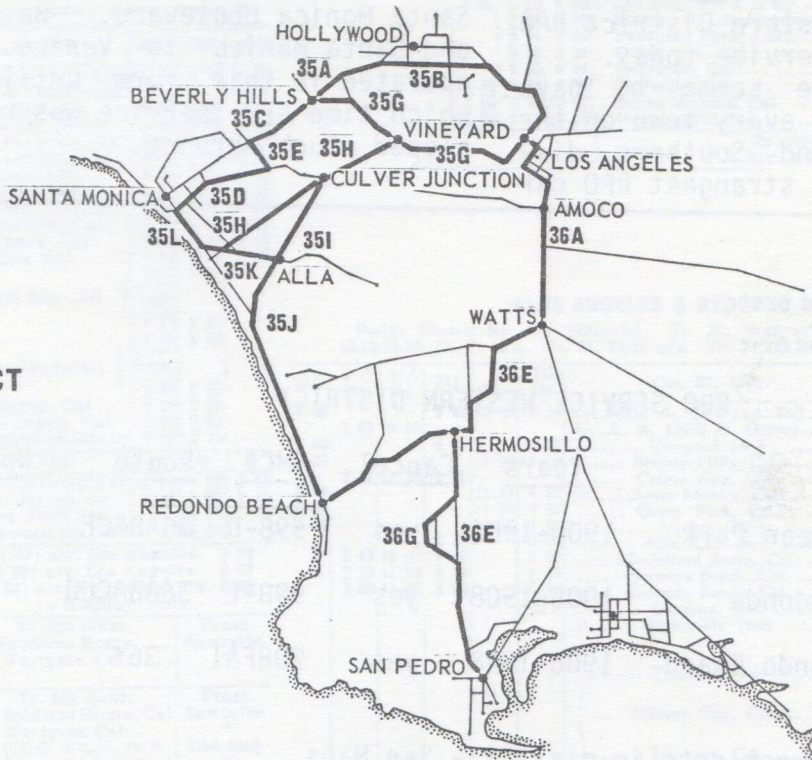
WESTERN DISTRICT 1937-1939



WESTERN DISTRICT 1941-1948



WESTERN DISTRICT 1940



on the west side for the next 42 years. As on the Southern District, postmarks used did not accurately reflect the routing of cars.

In the 1920's one of the outbound trips stopped in Hollywood, while the other two cars went down Santa Monica Boulevard. Two of the cars proceeded all the way to Redondo Beach, and the other stopped in Venice. On the return trip to Los Angeles all three cars used Santa Monica Boulevard. Prior to 1930, all RPO cars departed the Los Angeles Pacific station at 4th and Temple, but in that year some trips began using the SP-UP Depot. By 1935 all cars were using this new location, but in 1939 they changed to the PE Terminal at 6th and Los Angeles streets.

Service to Culver City and Alla, as well as use of the West 16th Street Line to reach Beverly Hills began in the early 1930's. Abandonment of the Lagoon Division in 1936 caused the RPO cars to begin using the Inglewood Line from Venice to Alla. When the Sawtelle Line was discontinued, the route changed again, using part of the Soldier's Home Line and the Airline to reach Santa Monica. This is the only part of the Western District RPO route that remains in service today.

The postal service seems to have been trying to service every town on the lines of the Western and Southern districts in 1940, but the strangest RPO car

route has to have been numbers 11-12-13-14-16. This was a daily continuance loop operation, and was so listed in the schedule. The car started at 3:15 AM from the PE Terminal, and serviced Vineyard, Beverly Hills via 16th Street Line, Santa Monica, Venice, Alla, and reaching Redondo Beach at 5:35 AM. After a five minute layover, the car started back to Los Angeles via the Southern District. The car was routed via the old Los Angeles & Redondo Railway to Hermosillo; this being the only time that RPO service was ever routed over this part of the Los Angeles & Redondo. At Hermosillo the car turned south to Torrance and Harbor City. From there, it did not continue south to San Pedro, but returned north to Hermosillo. The car next serviced Gardena and Watts, arriving back at 6th and Los Angeles Street at 7:15 AM after a trip of some 67 miles.

When the West 16th Street (beyond Vineyard) and the Redondo divisions were removed from service in the late 1940's, the Western District RPO route stabilized. In its final form the route featured daily round trip service to Venice via Culver City, plus two trips per day via Santa Monica Boulevard, Beverly Hills, and Santa Monica to Venice. The route operated in this form until 1948, at which time RPO service was replaced with closed pouch service.

RPO SERVICE WESTERN DISTRICT

<u>Terminals</u>	<u>Years</u>	<u>Cancel</u>	<u>TMC#</u>	<u>Route</u>	<u>Notes</u>
Los Angeles - Ocean Park	1900-1906	yes	998-D	36ABACF	
Los Angeles - Redondo	1906-1908	yes	998-E	36ABACLJ	(1)
Los Angeles-Redondo Beach	1908-1948	yes	998F&I	36*	

NOTES: (1) Incorrect date in dial; * - See Maps

19TH CENTURY OREGON POSTMARKS - NET PRICE SALE

This is not an auction. All lots will be sold on a first come-first served basis with a 10-day return privilege.

Listed types are according to OREGON POSTMARKS by Whittlesey and Helbock. Abbreviations of postmark condition are as follows: VF(Very Fine) - a near perfect example; F(Fine) - all letters well struck; VG(Very Good) - one or two letters may be light, or the strike a bit uneven, but an above average example; G(Good) - one or more letters lightly struck, but a representative example; and, L(legible)- letters not well struck, but no question as to the identity of the office.

1. ALBANY, c.1868, about G Type 4 on 3-cent entire with small water stain. Price: \$20.00
2. ALBANY, 1876, G Type 6 on UX5. Price: \$15.00
3. ALBANY, 1890, VG Type 11(latest) on cover with 2-cent red. Price: \$12.00
4. ALBANY, 1892, VG Type 12(earliest) with negative "A" killer on cover. Price: \$18.00
5. AMITY, 1876, G-VG Type 4 on UX5. Price: \$16.00
6. ARLINGTON, 1888, VG purple Type 2 with matching target cancel on UX9. Price: \$28.00
7. ARLINGTON, 1894, VG Type 7 with circle of wedges cork cancel on 2-ct. green entire. Price: \$12.00
8. ASHLAND, c.1882, F Type 4 with solid 5-pt. star cancel tying 3-cent green on cover. Price: \$15.
9. ASHLAND MILLS, c.1867, Type 3 (mss.) on cover w/ #65. Price: \$90.00
10. ASTORIA, 1875, VG-F Type 4 on UX3. Price: \$18.
11. ASTORIA, c.1875, G Type 4 on cover. Price: \$15.
12. ASTORIA, c. 1876, about G light Type 5 on 3-ct. green entire cut into stamp. Price. \$8.00
13. AURORA MILLS, c.1864, Type 1(mss.) on small cvr w/stains addressed to "Capt. Caldwell's Exped. via Fort Dalles". Price: \$45.00
14. BAKER CITY, c. 1867, Type 1 (mss.) on 3-cent pink entire (U59) expertly repaired at far right. Price: \$95.00
15. BAKER CITY, 1879, F Type 4 on cover w/light horiz. crease at bottom. Encl. letter headed "Weatherby Station" signed by A.J.Weatherby. Price: \$50.00
16. BAKER CITY, 1883, F Type 5 on 2-cent red entire Price: \$40.00
17. BAKER CITY, 1884, F Type 6 on fragile (front & back intact but separated) cover to England. Franking is 2 pair of #210 on front plus a 1-ct banknote on reverse. Price: \$35.00
18. BAKER CITY, 1885, VF Type 6 on Front. Price:\$12
19. BAKER CITY, 1887, VG Type 7 on cover with 2-ct. red brown cut just slightly at right. Price:\$15
20. BAKER CITY, 1888, VG Type 7 on 2-ct. green entire. Price: \$18.00
21. BAKER CITY, 1894, G Type 14 on 2-ct green entire. Price: \$3.50
22. BAKER CITY, 1897, VG Type 16 on 2-cent green entire. Price: \$5.00
23. BAKER CITY, 1900, VG Type 17 on cover tying 2-cent red. Price: \$5.00
24. BALLSTON, 1889, legible magenta Type 3 on 2-ct. green entire. Price: \$8.00
25. BALLSTON, 1894, G Type 4 (reported example) on cover w/flattened creases. 2-ct Columbian. Price: \$8.00
26. BROWNSVILLE, 1891, about G light magenta Type 8 on 2-cent green entire. Price: \$4.50
27. BROWNSVILLE, 1900, VG-F Type 10 on cover with cork tying 2-cent red. Price: \$5.00
28. BUENA VISTA, 1874, about G Type 3 (later) on 3-cent green entire w/enclosure. Price: \$16.00
29. BUENA VISTA, 1876, about G Type 4 (later) on 3-cent green entire. Price. \$15.00
30. BURNS, 1889, G Type 2 on cover w/2-cent green. Price: \$15.00
31. BURNS, 1894, VG Type 3 on 2-cent green entire. Price: \$12.00
32. CAMAS VALLEY, 1899, F Type 4 on cover w/target tying 2-cent red. \$15.00
33. CANYON CITY, c.1865, F+ Type 2 on cover w/#65 expertly repaired @ upper right. Price: \$45.00
34. CANYON CITY, 1866?, VG Type 3 on cover w/#65. Price: \$85.00
35. CANYON CITY, 1886?, VG Type 6 on 2-ct. brown entire w/#210 and BRIDGEPORT/OREG b/s.(about G) Price: \$15.00
36. CANYON CITY, 1894, F Type 8 on 2-cent green entire. Price: \$8.00
37. CANYON CITY, 189?, about G Type 8 on 2-cent green entire w/Circuit Judge cc. Price. \$5.00
38. CANYONVILLE, 1898, VG Type 2 on cover w/2-cent red. Price: \$12.00
39. CASCADE LOCKS, 1899 G Type 6 (reported example) on cover w/2-cent red. Price: \$12.00
40. CONDON, 1894, VG Type 3 on 2-cent green entire with light toning at top. Price: \$12.00
41. CONDON, 1895, F Type 3 on cover with 2-cent red and attorney's cc. Price: \$15.00

To Be Continued

LA POSTA SUBSCRIBERS' AUCTION NUMBER EIGHT

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

BIDS CLOSE: March 31, 1986 10 PM (Pacific)

ALASKA

- 101 ANNETTE ISL'D.L'NDG.FIELD BR.,1941, about G Ty 1 on stained cacheted cvr. Est. \$10
- 102 BEAVER, 1936, VG Ty 1 on FFC. Est. \$4.00
- 103 CANDLE,1936, F Ty 4 on FFC. Est. \$4.00
- 104 CIRCLE SPRINGS, 1945, VG Ty1 w/FORT YUKON b/s on FFC.E\$6
- 105 COLD BAY, 1957, F Ty1 on cml.cvr. Est. \$4.00
- 106 COOPER LANDING,1958, F Ty2 on #10 env. w/cc. Est. \$3.
- 107 DEERING,1954, G Ty5 on #10 env.(UC18) Est. \$3.00
- 108 DILLINGHAM,1944,VG mag.Ty2 w/CLARKS POINT rec.onFFC.E.\$5
- 109 EAGLE,1946, F Ty6 w/FORT YUKON b/s on FFC. Est. \$4.00
- 110 EGEGRK, 1947, G Ty1 on phil.card Est. \$4.00
- 111 EKWA, 1946, F Ty1 w/CLARKS POINT b/s on FFC. Est. \$5
- 112 GAKONA, 1958, VG Ty4 on cml.cvr. Est. \$4.00
- 113 GODDARD, 1932, G Ty1 on UX27. Est. \$12.00
- 114 GUSTAVUS, 1932, G lite Ty1 on UX27. Est. \$15.00
- 115 HALIBUT COVE RUR.STA.,1961, F magenta 4-bar & dcds on philatelic GPC. (1961-73). Est.\$5.00
- 116 HAWK INLET, 1957, VG Ty3 on GPC. Est. \$4.00
- 117 HAYCOCK, 1931, VG Ty1 on UX27. Est. \$15.00
- 118 HOMER, 1958, G Ty7 on cml.cvr. Est. \$2.00
- 119 HOONAH, 1958, F Ty5 on phil.cvr. Est. \$4.00
- 120 HOOPER BAY, 1958, VG Ty1 on cml.cvr. Est. \$5.00
- 121 ILIAMNA, 1958, F Ty5 on cml. cvr. Est. \$4.00
- 122 KETCHIKAN,1945,F Ty13 on real ph.PPC(S.S.ALASKA) E.\$6.
- 123 KIANA, 1945, VG Ty4 on cml.cvr. Est. \$5.00
- 124 KWIGUK, 1932, VG Ty1 on UX27. Est. \$8.00
- 125 MCKINLEY PARK,1949, F Ty4 on cml. cvr. Est. \$5.00
- 126 MEEHAN, 1932, VG Ty1 on UX27. Est. \$10.00
- 127 MYERS CHUCK RUR.STA., 1961, on phil. GPC. (1961-65).E.\$8
- 128 MYERS CHUCK, 1936, F Ty1 on ph.cvr. Est. \$12.00
- 129 NIKOLSKI, 1958, F Ty1 on cml.cvr. Est. \$5.00
- 130 NOME, 1949 F Ty17 w/GOLD RUSH slogan on cvr. Est. \$4
- 131 NOME, 1958, F Ty17 on cml. cvr. Est. \$2.50
- 132 PALMER, 1958, VG Ty4 on cml. cvr. Est. \$3.00
- 133 SAINT MARYS,1957, G Ty1 on cvr w/Mission cc. & striking hand-colored thank you note encl. Est. \$6.00
- 134 SEATTLE/Excursion Inlet Br.,1943,F on UX27. Est. \$20
- 135 SQUAW HARBOR, 1947, F Ty1 on FDC card. Est. \$15
- 136 WRANGELL, 1908, F Ty 2 on PPC. Est. \$8.
- 137 WRANGELL, 1947, VG Ty7 on Can.Pac.RR stat.cvr. E.\$4.

ARIZONA

- 138 ADAMANA, 1924, G 4-bar on PPC. DPO. Est. \$5.
- 139 AGUA CALIENTE, 1917, G 4-bar on cvr. DPO. Est. \$4.00
- 140 BISBEE, 1910, about G Ty25 on cover. Est. \$5.00
- 141 CAMP WOOD, 1930, VG red 4-bar on cvr. DPO. Est. \$6.00
- 142 CONGRESS, 1908, F Ty6 on GPC. Est. \$15.00
- 143 DOUGLAS, 1906, F Ty2 on cvr w/lumber dlr.cc. Est. \$5.
- 144 MORENCI, 1904, VG Ty8 on cover. Est. \$12.00
- 145 PRESCOTT, 1906, G Ty37 on cover. Est. \$6.00
- 146 TEMPE, 1905, G Ty16 on cvr w/Chinese ret.addr. E.\$6.00
- 147 WILLIAMS, 1900, VG Ty9 on cover w/bank cc. Est. \$6.00
- 148 YUMA, 1896, G cds as b/s on cvr. Est. \$4.

CALIFORNIA

- 149 BERKELEY, 1889, VG dcds on cvr w/3ct bnknt. Est.\$8.
- 150 CARPINTERIA,c.1880, G cds on cvr w/minor stains.Ltr.E\$8
- 151 CENTREVILLE, 1879, F cds on cvr w/Due 3. (55-93). E.\$12
- 152 CRANMORE, 1907, F 4-bar on PPC. (Sut. 86-28) Est. \$9
- 153 FOREST CITY, 1875, VG cds on cvr w/encl.(54-95) E. \$15
- 154 GENERAL GRANT NATIONAL PARK,1938, VG 4-bar on PPC. E.\$4
- 155 KENTFIELD, VG Doane on PPC. (1905-52) Est. \$5.00
- 156 LATROBE, 1911, F f-bar on PPC. (El Dor.64-21) E. \$6
- 157 MARYSVILLE, c.1865, VG dcds on cvr w/#65. Est. \$8.00
- 158 MECCA, 1934, VG 4-bar on cvr w/"Desert Rat" r.a. E. \$6
- 159 MILL CREEK, 1956, F 4-bar on GPC. (36-75) E. \$3.00
- 160 NEWELL BR./TULELAKE, 1943, VG dcds on WWII Patriotic. Japanese Relocation Center. (1942-46). Est. \$12.00
- 161 PACHECO, 1908, F 4-bar on PPC. (CC 59-13) Est. \$8.00
- 162 PLAYA DEL REY, 1909, VG purple Doane on PPC. Est. \$4
- 163 POINT LOMA, 1911, G 4-bar on PPC.(SD 93-36) Est. \$5.
- 164 PRIEST VALLEY, 1915, G 4-bar on PPC. (10-34pd) E.\$5
- 165 QUARRIES, 1911, G 4-bar (overstrk) as rec'd on PPC.E\$6
- 166 ROADS END, 1943, G 4-bar(overstrk) on cvr. (36-55)E.\$5
- 167 ROBINSON'S FERRY,1892, fancy cds as b/s on cvr. E. \$4.

CALIFORNIA

- 168 SACRAMENTO, 1866, VG dcds & ADVERTISED & FORWARDED in circles on cvr to Kansas City. Est. \$10.00
- 169 SAN FRANCISCO (STA.NO.14),1935, 3 F strikes on reverse of REG CVR. Est. \$5.
- 170 SAN FRANCISCO, c.1880, F cds w/bold"M" klr tying 3-ct banknote to cover. Est. \$8.00
- 171 SOLDIERS HOME, 1915, G dplx on cvr w/LLANO b/s. E.\$6
- 172 SOLDIERS HOME, 1915, VG dplx on cvr. (89-15). E. \$5.
- 173 SUTTER CREEK, 1893, fancy red cds as b/s on cvr. E. \$4
- 174 TERMINAL, 1908, VG Doane on PPC. (98-24) Est. \$5.00
- 175 WINDSOR, 1890, VG lite cds on cover. Est. \$6.00
- 176 Lot of 6 DPOs, PPC & cvr.,1909-35,G-VG (MOUNTAIN RANCH, ECHO MT., WRIGHTS, SISSON, HIGHGROVE & ADAMS) Est. \$15

COLORADO

- 177 DAWKINS, 1906, VG cds on PPC. (85-07). Est. \$30.00
- 178 DENVER, 1933, on DOVER HOTEL illus. cvr. Est. \$2.50
- 179 GURNEY, 1908, F 4-bar on PPC. (1907-23) Est. \$25.00
- 180 OLNEY, 1908, VG 4-bar on PPC. (90-09) Est. \$8.00
- 181 PUEBLO, c.1883, VG cds on U231 to NM. Est. \$8.00
- 182 RODLEY, 1918, G 4-bar on PPC. (1910-37) Est. \$8.00
- 183 STARKVILLE, 1911, G red cds on PPC. Est. \$5.00
- 184 TOLLAND, 1922, VG 4-bar on PPC. (1904-44). Est. \$5.

DISTRICT OF COLUMBIA

- 185 BROOKLAND/D.C., 1899, G dplx on cvr w/Wash TRANSIT on reverse. (1891-1900pd.) Est. \$7.00
- 186 WASHINGTON, c.1865, two VG cds w/matching corks on U58 w/#65 tied also SAGINAW/MICH cds. Est. \$4.00

FLORIDA

- 187 DOCTOR PHILLIPS,1936, F 4-bar on ph.cvr. DPO. Est. \$4.

HAWAII

- 188 EWA, 1912, about G dplx on PPC. DPO. Est. \$5.00
- 189 KAHULUI, 1913, VG dplx on cover. Est. \$8.00
- 190 KEALAKEKUA, 1929, VG dplx on cvr. Est. \$6.00
- 191 NAALEHU, 1912, about G dplx on PPC. Est. \$6.00
- 192 WATAKUA, 1909, about G dplx on PPC. Est. \$5.00

IDAHO

- 193 CABINET, 1907, G Doane on red leather PPC.(04-54)E.\$6
- 194 HATCH, 1908, VG cds on PPC (96-34) Est. \$8.00
- 195 ILO, 1913, VG 4-bar on PPC. (99-19) Est. \$8.00
- 196 LEWISTON, 1887, F cds on cover FRONT. Est. \$5.00
- 197 SWEET, 1909, F 4-bar on PPC. (85-67). Est. \$4.00
- 198 TREASURETON,1908,VG cds (part overstrk) on PPC.DPO E\$6
- 199 Lot of 4 diff. small towns, 1908-11, G-VG (St.Charles, St.Anthony,Rupert & Bancroft) on PPC. Est. \$5.00

ILLINOIS

- 200 LINCOLN'S NEW SALEM,1942, F 4-bar on PPC. Est. \$2.50

IOWA

- 201 CENTREVILLE, c.1880, F cds and LIBERTY/IND, VG cds plus magenta MISSENT on cover. Est. \$5.00
- 202 OCHEYEDAN, 1920, F dplx on cvr w/ltr. Est. \$2.00

KANSAS

- 203 Lot of 7 cvrs & GPCs from 7 diff. POs (1890-1926), G-F, (Pittsburgh, Emporia, Chetopa, Bison, Alma, Bentley & Girard). Nice lot. Est. \$12

KENTUCKY

- 204 MILLION,1936, F 4-bar on cover. DPO. Est. \$3.00
- 205 SHADY GROVE, 1907, VG Doane on PPC. DPO. Est. \$4.00

MAINE

- 206 MOOSELOOKMEGUNTIC, 1937, F 4-bar on ph.cvr.DPO. E. \$4.

MARYLAND

- 207 ANNAPOLIS, 1889, G cds on cvr w/US NAVAL INST. cc. E.\$5
- 208 BOONSBOROUGH, 1880, G octagon & target on cvr. Est. \$7.
- 209 LOCUST GROVE,c.1876, G cds on UX5. DPO. Est. \$4.00
- 210 LONG OLD FIELDS,1863, mss. on cvr w/#65 (1827/1864)E.\$12

MASSACHUSETTS

- 211 LOWELL, 1849, G red cds + PAID & "3" on sfl w/ms. "Circular". Est. \$5.00

MICHIGAN

- 212 OSTEKO LAKE, 1874, mss on cvr to Canada. DPO. Est. \$12
- 213 RAY, 1861, in mss. on cvr w/#65. DPO. Est. \$10.00

MINNESOTA

- 214 COLLIS, 1908, VG 4-bar on PPC. (85-54) Est. \$2.50

MISSOURI

- 215 RECEIVED/St.Louis,1898, ties #250 &257 to REG cover w/ White Springs,Ark. gen'l merch. cc. Est. \$8.00



MONTANA

- 216 CHICO, 1913, G dplx on PPC. (74-19) Est. \$6.00
 217 CHOTEAU, 1894, about G cds on 2-ct green entire. Est. \$5
 218 COW CREEK, 1931, VG 4-bar. UX27 w/pm sig. (30-34) E. \$20
 219 ELECTRIC, 1908, about G 4-bar on PPC. (1904-15) E. \$8
 220 FLORENCE, 1908, F dplx on PPC. Est. \$2.00
 221 FORT BENTON, 1883, G cds on Reg. Rct. Est. \$12.00
 222 JOILET, 1894, partial cds on U349. Est. \$3.00
 223 LOTHROP, 1914, about G 4-bar on PPC. (1900-13) E. \$6
 224 PHILLIPSBURG, 1887, G cds on Reg. Rct. Est. \$6.00
 225 POWDERVILLE, 1908, VG 4-bar on PPC. Est. \$3.00
 226 SIXTEEN, 1934, F 4-bar on ph.cvr. (90/44) Est. \$4.
 227 WARMSPRINGS, 1914, G 4-bar on cover. Est. \$4.00
 228 WINDHAM, 1920, VG dplx on PPC. (07-66) Est. \$4.00
 229 Lot of four small towns, 1910-47, G-VG (COOKE, WHITE SULPHUR SPGS., FORT SHAW, GARDINER) on PPC. Est. \$5.

NEBRASKA

- 230 BLAIR, 1917, G FLAG cancel on cvr. Est. \$3.00
 231 GORDON, 1899, VG cds on cvr w/hotel cc. Est. \$4.00
 232 HARLAN, 1920, G 4-bar on PPC. (92-22) Est. \$6.00
 233 LAVACA, 1918, F 4-bar on PPC. (87/34) Est. \$6.00
 234 LORETTO, 1940, VG 4-bar on UX27. DPO. Est. \$4.00
 235 MCCOOL JUNCTION, 1906, VG dplx on leather PPC. E. \$3.
 236 PLUM CREEK, 1885, F cds & cork on 2x3" piece. E. \$2.
 237 SURVEY, 1914, about G 4-bar on PPC. (08-34) Est. \$4.00
 238 UNIVERSITY PLACE, 1915, F FLAG on cover. DPO. Est. \$4.00
 239 WINSIDE, 1908, VG 4-bar on PPC. Est. \$3.00
 240 Lot of 7 small towns on 6 cvrs. & 1 GPC, 1894-1917, G-F (HARDY, PENDER, SPARKS, ST. EDWARD, LEIGH, ARCADIA & CONDON) Nice Lot. Est. \$20.00

NEVADA

- 241 ARTHUR, 1910, VG Doane on PPC. (81/51) Est. \$6.00
 242 AURORA, 1909, F Doane on cover. (1906-19) Est. \$25.
 243 GARDNERVILLE, 1913, G 4-bar on PPC. Est. \$3.00
 244 HAZEN, 1914, G 4-bar on PPC. Est. \$5.00
 245 JARBRIDGE, 1912, VG 4-bar on PPC. Early. Est. \$4.00
 246 KIMBERLY, 1910, VG 4-bar (overstruck) on PPC. (05-58) E\$5
 247 LAS VEGAS, 1913, G cds on PPC. Est. \$3.00
 248 MARMOL, 1908, F cds on PPC. (91-08) Est. \$50.00
 249 VIRGINIA CITY, 1910, G dplx on PPC. Est. \$2.00

NEW HAMPSHIRE

- 250 CONCORD, c.1870, F cds on cvr. w/3-ct. 1869. Est. \$4
 251 NELSON, c.1865, mss. on cvr w/#65 to Maine. Est. \$4.

NEW JERSEY

- 252 BRUSHVILLE, 1857, in black mss & "6" on sfl. Est. \$25

NEW MEXICO

- 253 CAMBRAY, 1905, VG Ty2 w/lt. overstrk on PPC. Est. \$8.
 254 CERILLOS, 1904, G Ty8 on 2-ct. entire. Est. \$6.00
 255 DEMING, 1917, VG FLAG on real ph. PPC (soldiers) E. \$5.
 256 FAIRVIEW, 1898, F Ty6 on 2-ct. entire. Est. \$10.00
 257 FORT STANTON, 1908, G Ty 16 (Doane) on cvr. Est. \$10.
 258 GEORGETOWN, 1896, readable C41(unlst) on Reg. Rct. E. \$10
 259 GUAM, 1910, VG Ty3 on Reg. Rct. Est. \$6.00
 260 MORA, c.1877, readable Ty2 on cvr. w/Loewenstein Genl Merch. cc. & encl. Est. \$10.00
 261 PENASCO/M.O.B., 1923, VG red dcds ties 2-ct red on cvr w/general merchant cc. Est. \$6.00
 262 RAINSVILLE, 1921, F 4-bar on REG cvr. Early. Est. \$5.
 263 RINCON, 1901, VG Ty4 on cvr w/Fred Harvey cc. Est. \$8.
 264 SILVER CITY, 1909, VG Ty18 on PPC. Est. \$4.00
 265 SWEAZEAVILLE, 1930, F 4-bar on cvr. (1928-30) Est. \$35.
 266 Lot of 3 diff Terrs. on cover, 1891-1905, G-VG [EDDY(T2), RATON(T16) & SOCORRO(T8)] Est. \$20.00
 267 Lot of 5 diff. Terrs., 1903-10, G-VG, (LAKE VALLEY, ARTESIA, AGRICULTURAL COLL., SILVER CITY & EAST LAS VEGAS) E. \$15.

NEW YORK

- 268 WALLACE, 1909, VG Doane on PPC. Est. \$2.00
 269 WESTBURY STATION/QUEENS CO., 1886, bold magenta cds w/ fancy star killer on UX8. Est. \$8.00

NORTH DAKOTA

- 270 ANTELOPE, 1951, F 4-bar o UX27. (86-54). Est. \$3.
 271 AURELIA, 1910, F 4-bar on PPC. (1907-54). Est. \$4.00
 272 BROOKS, 1910, VG 4-bar on PPC. (1908-15). Est. \$15.00
 273 COLLINS, 1910, readable 4-bar on PPC (05-14) E. \$12
 274 CONCORD, 1909, VG 4-bar on PPC. (1909-25). Est. \$6.00
 275 CUBA, 1920, VG magenta 4-bar on PPC. (1900/59). E. \$3.
 276 FERGUS, 1911, VG 4-bar on PPC. (93-19) Est. \$8.00
 277 FLEAK, 1909, G Doane on PPC. (1904-21) Est. \$10.00
 278 IVES, 1913, about G 4-bar on PPC. (1909-16). Est. \$12.
 279 MELVILLE, 1909, VG 4-bar on PPC. (83-67) E. \$4.00
 280 SHARLOW, 1909, VG 4-bar as rec. mark on PPC w/crease. (1887-1910) Est. \$5.00
 281 WHEELLOCK, 1909, VG 4-bar on PPC. (1902-66) Est. \$4.00

OHIO

- 282 HARPER, 1886, VG fancy cds on stained cvr. (56-34). E. \$5
 283 NORTH INDUSTRY, 1937, F doub. circ. 4-bar on cvr. DPO. E\$3
 284 OKOLONA, 1909, VG 4-bar on PPC. Est. \$2.00
 285 RICHMOND DALE, c.1880, VG cds on cvr. Est. \$4.00

OKLAHOMA

- 286 CUSHING, 1893, G cds ties 2-ct Columbian to cvr w/ SAC & FOX STORE cc. Uinita/IND. TER b/s. Est. \$10.00
 287 DOXEY, 1909, VG dplx on PPC. (1902-31). Est. \$4.00
 288 GARRETT, 1908, G Doane as rec'd mark on PPC. DPO. Est. \$4.
 289 GOODWIN, 1908, G 4-bar on PPC. DPO. Est. \$5.00
 290 HOMINY, 1925, VG FLAG cancel on cvr. Est. \$4.00
 291 KREBS/IND. T., 1886, G cds on tatty cvr. Early. E. \$8
 292 MADISON, c.1914, VG 4-bar on cover. (1904-25) Est. \$12.
 293 MC CAIN, 1908, F 4-bar on PPC. (94-15) Est. \$10.00
 294 SKEDEE, 1910, F 4-bar on PPC. (1902-63) Est. \$5.00
 295 TRYON, 1916, VG 4-bar on PPC. Est. \$3.00
 296 WATONGA, c.1893, G cds on cvr. Early. Est. \$10.00

OREGON

- 297 APPLGATE, 1913-14, 2 VG Doanes on 2 cvrs. Est. \$4.00
 298 ASHLAND, 1898, G Ty9 on cover. Est. \$6.00
 299 ASHWOOD, 1908, VG Doane on PPC. Est. \$2.50
 300 ASTORIA, (1864), G-VG cds on FRONT w/#65. Est. \$6.00
 301 ASTORIA, 1892, VG Ty6 on WELLS FARGO cover. Est. \$30.
 302 BAYOCEAN, 1914, VG 4-bar on PPC. (09-53). Est. \$4.
 303 BRADWOOD RUR. STA., 1959, VG 4-bar on cml. cvr. Est. \$5.
 304 BRIDGE, 1913, VG 4-bar on GPC. (94-45) Est. \$5.00
 305 BUNCOM, 1910, G Doane on PPC. (96-17) Est. \$15.00
 306 CARSON, 1908, F Doane on PPC. (93-52). Est. \$4.00
 307 CENTENNIAL BR./PORTLAND, 1959, F on cach. cvr. E. \$2.50
 308 CORVALLIS, 1902, good pm but socked on nose of #E5 on cvr to Salem. Unusual Lockwood Messenger System mark on reverse. Est. \$10.00
 309 DEERHORN, 1913, VG 4-bar on PPC. (1907-13). Est. \$15.
 310 DIAMOND LAKE RUR. STA., 1956, VG 4-bar on cml. cvr. E. \$3.
 311 DRAIN, 1886, VG Ty4 on U277 cut just into stmp. E. \$12.
 312 DRAIN, 1888, G fancy toothed cds (like Ty6) in magenta but w/RECEIVED in cds as b/s on cover. Est. \$10.00
 313 FAIRVIEW, 1908, G cds on PPC. (Coos 73-13) Est. \$8.00
 314 FOREST GROVE, 1883, G Ty6(early) on cover. Est. \$10.00
 315 GALICE, 1911 G 4-bar on PPC. (1876/1942) Est. \$4.00
 316 GOOCH, 1911, about G 4-bar as rec'd mark on PPC. Est. \$4
 317 GRESHAM, 1936, VG FLAG cancel on cvr. Est. \$3.00
 318 HAZELDELL, 1911, G lite Doane on PPC. (88-12). Est. \$5
 319 HOT LAKE, 1920, VG 4-bar on PPC. (83-43) Est. \$4.00
 320 HOULTON, 1903, G cds on cover. (90-46) Est. \$8.00
 321 JENNINGS LODGE, 1912, G 4-bar on PPC. (11-61). E. \$4
 322 KERNVILLE RUR. STA./TAFT, 1959, VG 4-bar on cml. cvr. E. \$5
 323 KLAMATH AGENCY, 1913, G (overstrk) 4-bar on PPC. E. \$3.
 324 MABEL, 1953, VG 4-bar on cml. cvr. DPO Est. \$3.00
 325 MARMOT, 1921, VG 4-bar on Reg. Rct. (86-30) Est. \$4.00
 326 MAYGER, 1908, G purple Doane on PPC. (89-57) Est. \$4.00
 327 MEHAMA, 1912, G Doane on GPC. Est. \$4.00
 328 NEWBERG, 1897, VG Ty7 on cover. Est. \$5.00
 329 NEWBRIDGE, 1911, G Doane on PPC. Est. \$4.00
 330 OCEAN VIEW, 1916, VG 4-bar on PPC. (Linc. 1904-16) E. \$8.
 331 PARKER, 1918, G 4-bar as fwd. mark on PPC. Est. \$5.00
 332 PERRY, 1915, VG 4-bar on cover. (90-31) Est. \$12.00
 333 POKEGAMA, 1910, about G lite 4-bar on PPC. (99-11). E. \$12
 334 PORTLAND/MAIL DIV., 1915, F cds on cover. Est. \$7.00
 335 RIVERTON, 1954, G red 4-bar on cml. cvr. Est. \$3.00
 336 SHEDDS, 1908, VG 4-bar on PPC. (71-15) Est. \$4.00
 337 SPRINGWATER, 1911, G 4-bar on PPC. (74-14) Est. \$4.00
 338 THOMAS, 1911, G 4-bar on PPC. (Linn 98-21). E. \$6.00
 339 WALKER, c.1909, about G 4-bar on PPC. (91-25) Est. \$8.
 340 WILHOIT, 1909, VG lite 4-bar on PPC. (Clack. 82-28) E. \$8
 341 Lot of 3 diff dplx handstamps on 2 cvrs & 1 GPC, 1902-15, VG-F (BALLSTON, CARLTON & PRINEVILLE) Est. \$12.00
 342 Lot of 3 LDCs on GPC, 1959, VG (HAMILTON, WILLOWCREEK, & NESKOWIN). Est. \$5.00
 343 Lot of 6 diff. 4-bars on 4 cvrs., 1 GPC & 1 PPC, 1908-23, G-F, (JOHN DAY, SCAPPOOSE, CLACKAMAS, EAGLE POINT, SCOTTS MILLS & SPRINGBROOK). Est. \$15.00
 344 Lot of 28 cover & cards. 1906-1910, Mostly Portland lettered stations. Duplication. Est. \$5.00
 345 Lot of 32 diff. pms, 1906-59, most common but a few DPOs. Est. \$5.00
 346 Lot of 2 RUR. STA. FDCs, 1959, G-VG (ARAGO & LAKECK). E\$5
 347 Lot of 6 OREGON TRAIL TREK cach. cvrs, 1959. All VG. E. \$2



PENNSYLVANIA

- 348 ALLEGHANY, 1862, F dcds & MISSENT as fwd marks on cvr mailed from DAYTON, O. Est. \$5.00
- 349 BEST, 1908, G-VG cds on cover. (Lehigh 75-14) Est. \$8.
- 350 BLOOMING GROVE, 1945, VG 4-bar on PPC. (Pike 71-55) E. \$3.
- 351 CARLEY BROOK, 1912, G 4-bar on cvr. (Wayne 79-22) E. \$6
- 352 CURTIN, 1907, G 4-bar on PPC. (Centre 07-35). E. \$4.00
- 353 ELMDALE, 1907, VG 4-bar on PPC. (Lacka. 98-13) Est. \$7.00
- 354 EMAUS, 1910, VG dplx on MOURNING CVR. (1812-1938) Est. \$4.
- 355 ESTELLA, 1907, G cds on PPC (Sullivan 87-10) Est. \$6.
- 356 FISHERVILLE, 1909, VG Doane on PPC. (Dauph. 51-36) E. \$4
- 357 FRANKLIN FORKS, 1912, G 4-bar on cvr. (Susq. 71-17). E. \$5
- 358 GOLD, 1910, F Doane on PPC. (Potter 80-38) Est. \$4.
- 359 HELVETIA, 1908, VG dplx on cvr. (Clearfld. 91-39) Est. \$4
- 360 HOFFMAN, 1911, F Doane on cvr w/ Gnl. merch. cc. (91-16) E. \$8
- 361 KISSEL HILL, 1908, G+ fancy cds on PPC. (Lanc. 88-18) E. \$6
- 362 NORTH WATER GAP, 1907 G dplx on PPC. (Monroe 01-31) E. \$3
- 363 OSTERHOUT, 1881, VG cds on GPC. (Wyoming 74-51) E. \$7
- 364 PENNSVILLE, 1933, VG 4-bar on signed LDC. (Fay. 46-33) E. \$4
- 365 PETERS CREEK, 1910, F dplx on cover. (Lanc. 97-13) E. \$4.
- 366 ROLAND, 1907, about G cds on PPC. (Centre 67-07) E. \$5.
- 367 RUNVILLE, 1911, G 4-bar on PPC. (Centre 97-28) Est. \$5.
- 368 Lot of 2 DPOs on ph. cvrs., 1935-36, F, (RED CROSS in red & CONNEAUT LAKE PARK) Est. \$3.00

SOUTH CAROLINA

- 369 FORT FREMONT, 1908, F 4-bar on PPC. DPO. Est. \$10.

SOUTH DAKOTA

- 370 BATH/DAK., 1892, F cds on cvr w/ stamp missing. E. \$4.
- 371 BLOOMINGTON/DAK., c. 1890, G cds on U311. DPO. Est. \$7.00
- 372 CORNELL, 1894, G cds on cvr w/ illus. ADVERT for great artesian water of WOONSOCKET. (1879-1907) Est. \$30.00
- 373 EDDY, 1907, F 4-bar on PPC. DPO. Est. \$7.00
- 374 GREENMONT, 1908, G Doane on PPC. (stamp dmgd.). DPO. E. \$4
- 375 GREENWOOD, 1909, VG 4-bar on PPC. DPO. Est. \$5.00
- 376 GROVER, 1908, VG 4-bar on PPC. DPO. Est. \$6.00
- 377 JORDAN, 1912, G 4-bar on PPC. DPO. Est. \$4.00
- 378 KADOKA, 1910, VG dplx on PPC. Est. \$3.00
- 379 KIMBALL (1888) & MADISON (1880), on cvr & GPC, both only just readable. Est. \$8.00
- 380 LITHIA, 1920, about G lite 4-bar on cvr. DPO. Est. \$6.00
- 381 RANDOLPH, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
- 382 TILFORD, 1919, VG 4-bar on Reg. Rct. DPO. Est. \$3.00
- 383 WAGNER, 1909 & CHANCE as rec. mk., G-VG, on PPC. Est. \$4
- 384 WENDTE, 1910, VG red 4-bar on PPC. DPO. Est. \$6.00
- 385 WETA, 1911, VG 4-bar on cover. DPO. Est. \$5.00
- 386 Lot of 6 diff. small towns, 1894-1908, most G-F on cvrs (BERESFORD, ELKPOINT, MELLETTE, MARION, STURGIS, ALCESTER) Est. \$20.00

TENNESSEE

- 387 BARNETT, 1894, mss. on REG cvr. DPO. Est. \$10.00
- 388 IRVING COLLEGE, 1908, VG Doane on PPC. DPO. Est. \$6.

TEXAS

- 389 BRYAN CITY/C.W. Gardener, PM, 1868, G blue dcds on cvr w/ Haswell & Son/CENTRAL RAIL ROAD/TEXAS cc. Est. \$20.00
- 390 LEON SPRINGS, 1910, VG magenta cds on PPC. DPO Est. \$8
- 391 NEINDA, 1897, VG cds on 2-ct entire. DPO Est. \$8.00

UTAH

- 392 CACHE JUNCTION, 1907, VG Doane as rcd. mark on PPC. E. \$4
- 393 GARLAND, 1909, VG 4-bar on PPC. Est. \$4.00
- 394 LAKETOWN, 1894, readable cds on cvr w/ 1-ct Col. Est. \$8
- 395 PARAGONAH, 1912, F 4-bar on cvr opened roughly into 2-ct red. Est. \$4
- 396 WOODLAND, 1910, G Doane on PPC. (91-14) Est. \$12.

VIRGINIA

- 397 JUNCTION (1852), mss & Free/E.H. Chandler on sfl. Est. \$8
- 398 OATLANDS, 1912, G-VG 4-bar on cvr w/ ltr. DPO. Est. \$8.

WASHINGTON

- 399 CLOVERLAND, 1911, VG 4-bar on PPC. (03-42). Est. \$4
- 400 EAGLECLIFF, 1909, G cds on PPC. (94-35) Est. \$6.00
- 401 EAST SEATTLE, 1912, G 4-bar on real ph PPC (ship). DPO. E. \$8
- 402 EDEN, 1914, VG 4-bar on PPC. (1903-35). Est. \$8.00
- 403 FOREST, 1908, VG 4-bar on PPC. (96-32) Est. \$6.00
- 404 FORT CASEY, 1915, VG 4-bar on PPC. (1900-32) Est. \$6.00
- 405 MANETTE, 1912, G 4-bar on PPC. (1902-42) Est. \$6.00
- 406 MCGOWAN, 1905, F Bold Doane on real ph. PPC (Guns) E. \$10
- 407 MOAB, 1908, lite about G cds on PPC. (02-29). Est. \$6
- 408 PIEDMONT, 1925, VG 4-bar on PPC. (94-35). Est. \$5.
- 409 PORT CRESCENT, 1908, G Doane as fwd. mark. PPC (89-15) E. \$8
- 410 SPOKANE BRIDGE, 1909, VG 4-bar on PPC. (67-58) E. \$4.00

WASHINGTON

- 411 SUMAS CITY, c. 1890, readable ("ITY" missing) cds on cvr. E. \$8
- 412 SUMNER, 1911, fancy blue 4-bar on PPC. Est. \$3.00
- 413 SUNRISE LODGE, 1936, G 4-bar on PPC. DPO. Est. \$5.00
- 414 WICKERSHAM, 1909, G Doane on PPC. (91-58) Est. \$4.00
- 415 YOMAN, c. 1920, G 4-bar on PPC. (1908-57). E. \$3.00
- 416 YOUNGSTOWN, 1908, F Doane on PPC. (1905-09) Est. \$12.
- 417 Lot of 3, 1907-16, VG 4-bars on PPC (GRAHAM, MAPLE VALLEY & HARTLINE). Est. \$5.00
- 418 Lot of 4 diff; 2 cvrs & 2 GPCs, 1906-15, VG (UNION, PROSSER, & WHITE SALMON-2 types). Est. \$10.00

WISCONSIN

- 419 DISCO, 1910, F Doane on PPC. DPO. Est. \$5.00
- 420 EAU CLAIRE, c. 1880, VG cds w/ fancy neg. "E" klr on cover to NY. Est. \$5.00
- 421 LARK, 1909, VG 4-bar on PPC. DPO. Est. \$5.00

WYOMING

- 422 BONNEVILLE, 1944, VG 4-bar on WWII Patr. cvr. (11/64) E. \$6
- 423 CALPET, 1960, F 4-bar on LDC w/ PM sig. (27-60). E. \$5
- 424 CARPENTER, 1913, G 4-bar on PPC. Est. \$3.00
- 425 CARTER, 1948, F 4-bar on phil card. (69/67). E. \$3.00
- 426 CUMBERLAND, 1904, about G dplx on PPC. (01-30). E. \$8
- 427 DIVIDE, 1910, VG 4-bar on PPC. (1908-48) Est. \$8.00
- 428 FORT MACKENZIE, 1910, readable Doane on PPC. (05-18) E. \$6
- 429 FORT RUSSELL, 1905, G Tyl Doane on PPC. (83/30). E. \$8
- 430 FORT WARREN, 1943, VG mach. canc. on WWII FREE cvr. E. \$5
- 431 FORT WARREN, 1944, F mach. canc. on FREE env. w/ blue printed U.S. Army Ft. Warren. cc. Est. \$6.00

- 432 FOUR CORNERS, 1939, F 4-bar on phil. cvr. (16/63) E. \$6
- 433 HEART MOUNTAIN, 1947, F 4-bar on FDC UX27. Est. \$8.
- 434 HILAND, 1942, VG 4-bar on PPC. (1925-74) Est. \$3.00
- 435 HOLM LODGE, 1934, G 4-bar on PPC. (26-50) Est. \$5.
- 436 JIREH, c. 1920, G 4-bar on PPC. (1908-43) Est. \$8.00
- 437 KIRTLEY, 1904, F cds on cover. (95-50). Est. \$12.00
- 438 LIONKOL, 1932, F 4-bar on LDC (18/32). Est. \$12.00
- 439 LITTLE HORSECREEK, 1912, G lite 4-bar on PPC. (95-19) E. \$12
- 440 NEWFORK, 1911, about G 4-bar on PPC. (88-18). Est. \$10
- 441 PINE BLUFF, 1912, VG dplx on PPC. (94-23) E. \$4.00
- 442 RAWLINS, 1889, VG cds ties 3-ct bnknote to cvr. E. \$12
- 443 SHIRLEY, 1945, VG 4-bar on cvr w/ vert. cr. (90/45). E. \$8
- 444 SOUTH SUPERIOR, 1916, readable 4-bar on PPC. (13-23). E. \$8
- 445 SUNSHINE, 1955, F 4-bar on ph. LDC (90-55). E. \$4.
- 446 SUPERIOR, 1908, VG 4-bar on PPC. (1906-23) Est. \$15.
- 447 TENSLEEP, 1907, G lite Doane on PPC. Est. \$4.00
- 448 TRIANGLE F RANCH & BONDURANT, 1938, VG-F, both 4-bars on same First Day/Last Day cover. Est. \$6
- 449 WILDCAT, 1936, G 4-bar on LDC. (1925-36). Est. \$12.
- 450 View of Sundance on PPC w/ weak 1910 SUNDANCE pm. E. \$5
- 451 YELLOWSTONE PARK, 1903, VG dplx on cover to Yosemite. Early for PO. (1902-62). Est. \$12.

POSSESSIONS

- 452 BALBOA, C.Z./PAQUEBOT, 1938, VG dplx on PPC. Est. \$6.00
- 453 CAMP DAU, PAMPANGA/PHILIPPINES, 1940, about G on card. E. \$6
- 454 GUAM/GUAM, 1940, VG 4-bar on Radio Call card. Est. \$5
- 455 PAGO PAGO/SAMOA, 1917, G machine on PPC. Est. \$6.00
- 456 TACLOBAN/LEYTE, P.I., 1907, VG dplx on PPC. Est. \$10.
- 457 WAKE/WAKE ISLAND, 1952, VG dplx on cvr. Est. \$4.00

RFD (RURAL FREE DELIVERY)

- 458 BRANT/MICH., 1903, Rt 2, F Ty2B on cover. Est. \$12.00
- 459 Gansen (Nebr.), c. 1910, Ty 11F on PPC. Est. \$4.00
- 460 Giltner (Nebr.), 1910, Ty11 on PPC. Est. \$6.00
- 461 Hillsboro (OR), c. 1908, Rt. 2, Ty 11F on PPC. Est. \$6.
- 462 LAUREL, PA., 1906, VG (overstrk) Ty2F on PPC. Est. \$8.00
- 463 VERDON/S.DAK., 1907, G Ty2F on PPC. Est. \$15.00
- 464 Vigil (SD), c. 1910, Ty 11F on PPC. Est. \$4.00

RPO (RAILWAY POST OFFICES)

- 465 ALBUQUERQUE, N.MEX./TRANS. CLK., 1902, VG dplx on 2-ct. red entire. (Territorial use). Est. \$9.00
- 466 AURORA & KEARNEY, 1906, VG (947.2-A-1) on PPC. E. \$6.
- 467 BAKER & PORTLAND, 1926, G (898-C-1) on cover. Est. \$6
- 468 BILLINGS & SHELBY, 1948, G (891.5-B-?) on favor cvr. E. \$4
- 469 BOSTON/BOSTON/CIRCUIT/RPO, 1911, VG FLAG on PPC. E. \$3.
- 470 BUTTE/MONT-TRAIN LATE/MAIL DELAYED, 1907, on PPC. E. \$3
- 471 CAZADERO & SAN FRAN., 1917, about G (985-H-1) PPC. E. \$6
- 472 COLO. SPGS. & C. CREEK, 1909, G (956-B-1) (ptl. ovstrk) PPC. E. \$10
- 473 DENV. & KRE (MLING), partial 1908 strike on PPC. E. \$4.
- 474 EUG & MYRT PT/HPO, 1959, F on ph. cvr. Est. \$4.
- 475 FARGO & MARION, 1923, G (885.5-A-1) on cvr. Est. \$7.
- 476 FT. WORTH & BIG SPRING, 1912, VG (483-I-1) on PPC. E. \$6
- 477 GRANGEVILLE & LEWIS, 1911, G on PPC w/ 2 sm. file holes. E. \$8

RPO (Cont.)

- 478 KLAMATH FALLS & WEED, 1910, readable (900.4-A-1). PPC. E\$8
 479 MONTECRISTO & EVERETT, 1909, partial (905.2-A-1). PPC. E\$6
 480 ONTARIO & BURNS, 1931 F (896.11-A-1) on cml.cvr. E.\$10
 481 PORT & DUNSMUIR, 1934, VG on Sp.Del. cvr. (894-K-1). E\$12
 482 PORTLAND & TILLAMOOK, 1932, G on cml.cvr. (900.3-B-1) E.\$8
 483 PORTLAND & WHITESON, 1927, legible. Creased cml.cvr. E.\$4
 484 RED & SAC'TO/AGT., c.1878, legible on UX5. Est. \$15
 485 RENO & LAS VEGAS, 1943, about G on UX27(phil.) Est. \$12.
 486 RENO & PRESTON, 1912, F (877.1-B-2) on PPC. Est. \$7.
 487 SAN FRAN & SANTA CRUZ, 1911, legible on PPC. Est. \$12.
 488 SEATTLE, WASH./TR.CLERK, 1912-13, 3 pms on 3 GPCs, VG. E.\$2
 489 SPOK. & COULEE CY., 1946, F on ph.card. Est. \$8
 490 SPOK. & PENDLETON, 1919, VG (896.5-D-1) on cvr. Est. \$5
 491 SPOK. PASCO & PORT/TR 103, 1946, F on PPC. (Tr 103 ran from Bend to Wishram). Est. \$6.00
 492 SPOKANE & UMATILLA, weak (904.6-D-1) on ORN cc. cvr. E\$5
 493 ST. ALB. & BOS., c.1873, on cvr w/fancy Merch.cc. E. \$6
 494 STITES & LEWISTON, 1916, VG (906.4-B-1) as fwd. PPC. E\$8
 495 TACOMA & MORTON, 1912, about G (905.5-B-1) on PPC. E.\$10
 496 TACOMA, WASH./TRANS.CLK., 1907, about G on PPC. E.\$8
 497 WELLINGTON & TONKA, 1908, VG (918.3-B-1) on PPC. Est.\$15
 498 WILL & SEATTLE M.D., 1951, VG (869-BB-1) on cach.cvr. E\$3
 499 Central Park, North & East River RR Co. cc. on cover pm NEW YORK w/"G" killer, 1885. Est.\$10.00
 500 REC'D. PITTSBURGH, PA./Via Cleve. Young. & Pitts. Tr.34, 1896, in bold purple dcas as b/s on cover. Est. \$3.00

TROLLEYS

- 501 PITTSBURGH/STREET CAR/RPO, 1911, VG flag on PPC. Est. \$5.
 502 SAN BERDO & LA, 1949, F (998-H-1) on cachet cvr. E. \$4

SHIPS

- 503 USS BUFFALO, 1910, VG 4-bar on PPC. Est. \$8.00
 504 USS WASHINGTON, 1908, VG 4-bar on PPC (Panama). Est. \$8.
 505 USS WYOMING, 1932 w/AT SEA in bars, VG on cvr. Est. \$8
 506 U.S./N A V Y, blind 4-bar on ca.1918 PPC. Est. \$4.
 507 U.S. NAVY YARD/MARE ISLAND, CAL., in two magenta st. lines on cvr pm CHICAGO, 1897, to "U.S.Ship Alert" Est. \$5.00
 508 Lot of 3 cacheted PPCs for POINT BARROW RESUPPLY EXP., 1949 (BARTER IS., BURTON IS., & NECHES) Est. \$10.

FLIGHT COVERS

- 509 PORTLAND(OR), 1931, SWAN ISLAND AIRPORT/ARMY AIR SQUAD. VISIT... also PLANES/Delayed... Nice cover. Est. \$15.
 510 Lot of 3 ALASKA-WASHINGTON AIRWAYS FFC (Seattle-Alert, BC; Juneau & Skagway), 1929, all w/proper b/s, but no mailing pms or stamps. Magenta oval cachets. Est. \$10

MILITARY

- 511 Lot of 4 WWI Soldier's Mail PPCs, various pms & censor marks, cond. only fair-good. Est. \$5.00
 512 Lot of 6 WWI-era PPCs w/military subjects; no pms or censor marks, only fair-good cond. Est. \$4.00

MACHINES

- 513 BALTIMORE, 1896, VG BARRY on cvr w/cc of Postal Card Dealer. Est. \$5.00
 514 NEW YORK, 1893, F INTERNATIONAL on U349. E. \$2
 515 WASHINGTON/DC, 1890 G early INTERNATIONAL ties 5-ct blue bnk.note to PENALTY cvr to BARBADOS. Nice. Est.\$20

AUXILIARY MARKINGS

- 516 SENT TO THE/D.L.O./1907/MILWAUKEE, WIS. in magenta box on PPC. Est. \$6.
 517 UNMAILABLE, N.M.S.D.9., in red st.line on PPC. Est. \$8

EXPOSITIONS

- 518 ST LOUIS/EXPOSITION STA., 1904, VG dplx on Expo PPC. E.\$8

ADVERTISING COVERS

- 519 ART GALLERY, Wooster, O., illus cvr pm CINCINNATI blue fancy cds, ca. 1880. Attractive item. Est. \$15.00
 520 BOOKS, D.Appleton's readers, etc., c.1879, readable St.Louis cds ties 1-ct banknote. Est. \$6.00
 521 CAMPING, illus. tent adv YELLOWSTONE NATL PARK, pm GARDINER/MONT, 1915. Est. \$12.00
 522 INSURANCE, illus (ship) cvr. pm NASHUA/N.H. rimless cds 3-ct. green banknote. Est. \$10.00
 523 NEW HAMPSHIRE, State Bank Comm., illus w/state seal on cvr pm NASHUA, ca. 1880. Est. \$10.00
 524 PHOTOGRAPHER, Saint Louis, illus. ad cvr pm SOUTH EVANSTON/ILL, ca. 1880. Fine piece. Est. \$10.00
 525 SEWING MACHINE, Singer Co. illus ad cvr pm PORTLAND/ME w/ fancy neg."7" killer. Est. \$10.00

MISCELLANY

- 526 Map of Denver & Rio Grande RR Sys., 3 colors, 15x17", no date, small tears along folds, still quite nice. E.\$10
 527 Map of Detroit w/Steam & Elect. RRs., 1913, 2 colors, appr.2x3', missing sm.piece from "Historical Sketch" needs pressing. Est. \$5.00
 528 Map of St.Louis & Vicinity showing Steam RR & Electric Lines, 1911, color, 2 sides, appr.2x3', minor wear. E.\$8
 529 Red cardboard printed sign, 5x5-inches "NOTICE!/Please return/WITHOUT DELAY, all Pouches and Locks belonging to this Office./PO Philadelphia, Penn'a. Est. \$4.00

END OF SALE

SEND LOTS FOR NUMBER 9 BY MARCH 20, 1986

PRICES REALIZED SUBSCRIBERS' AUCTION NO. 7

101	4.50	201	4.00	301	3.00	401	4.50	501	
102	2.50	202	3.00	302	3.50	402	4.00	502	
103		203	3.00	303		403	4.50	503	11.00
104	26.00	204		304	2.50	404	5.00	504	
105		205		305	2.00	405	2.00	505	
106		206		306		406	2.00	506	6.00
107		207		307		407	2.00	507	4.50
108		208		308		408	4.50	508	2.50
109		209	8.50	309	3.50	409	6.00	509	
110	22.00	210	3.00	310		410	15.00	510	8.50
111	16.00	211		311		411	5.00	511	9.00
112		212		312	22.00	412	2.00	512	
113		213		313	2.00	413	2.00	513	
114	8.50	214		314	2.00	414	2.00	514	
115	8.50	215		315	2.00	415	4.50	515	
116	3.50	216		316	2.00	416	2.00	516	
117	4.50	217	6.00	317	2.00	417	8.50	517	
118		218	4.50	318	2.00	418	6.50	518	3.50
119		219		319	2.00	419	8.50	519	4.00
120		220	2.50	320	3.00	420	3.50	520	2.00
121	8.50	221		321	3.00	421	2.00	521	
122	13.00	222	2.50	322	2.00	422	2.50	522	2.00
123	12.00	223	18.00	323	3.00	423	8.00	523	3.00
124	6.50	224		324	3.50	424	17.00	524	3.50
125		225		325	9.50	425	5.50	525	
126	9.00	226	7.00	326	2.00	426	5.50	526	
127	6.50	227		327	2.00	427	4.00	527	
128	5.50	228	8.50	328	2.00	428	4.50	528	2.00
129	5.50	229	2.00	329	2.00	429	18.00	529	
130	12.00	230	12.00	330	3.00	430	6.00	530	2.00
131	7.50	231	2.00	331	3.00	431	2.00	531	4.00
132		232		332		432	2.00	532	2.00
133	4.50	233	9.00	333		433	5.50	533	
134	4.00	234		334		434	2.00	534	4.50
135	10.00	235	2.50	335		435		535	3.50
136		236		336	3.50	436			
137		237		337	4.00	437	3.50		
138	3.50	238	2.00	338	2.00	438	2.00		
139	9.50	239		339		439	11.00		
140		240		340		440			
141	8.50	241	4.00	341		441			
142	3.00	242		342		442	8.00		
143	3.50	243		343		443	2.00		
144	4.00	244		344		444			
145	3.50	245		345	3.00	445			
146		246	2.00	346	3.50	446			
147	2.50	247		347		447	6.50		
148	3.50	248		348	20.00	448	4.50		
149	2.00	249		349	4.00	449			
150	3.00	250	4.50	350	11.00	450			
151	2.00	251	11.00	351	5.00	451			
152	4.00	252	4.00	352	5.50	452			
153	2.00	253	6.50	353	8.00	453			
154	2.00	254	22.00	354	3.50	454			
155	2.00	255	4.00	355	5.50	455			
156		256	11.00	356	2.00	456			
157		257	13.00	357	2.00	457			
158		258	2.50	358	3.50	458	6.50		
159	2.00	259	11.00	359	3.50	459			
160	2.00	260	3.50	360	12.00	460	4.00		
161	42.00	261		361	5.00	461	3.00		
162		262	3.50	362	2.50	462	3.00		
163	5.50	263	9.00	363		463			
164	2.50	264		364	2.50	464			
165	6.00	265	12.00	365	14.00	465			
166		266	9.50	366	15.00	466			
167	2.50	267	7.50	367		467			
168	2.50	268		368		468	4.00		
169	8.00	269		369		469	2.00		
170	2.00	270		370	2.00	470	15.00		
171		271		371		471			
172	2.00	272		372		472	5.00		
173		273	16.00	373		473	8.00		
174		274	--	374		474	9.50		
175		275		375	8.00	475			
176		276	11.00	376	4.50	476			
177		277	9.00	377	7.50	477			
178	2.00	278	2.00	378	4.50	478			
179	9.00	279	--	379	4.50	479	24.00		
180	4.50	280	4.00	380		480			
181		281	4.50	381	3.50	481			
182	5.00	282	13.00	382		482	8.00		
183	4.00	283		383	4.50	483			
184		284		384	7.50	484			
185	5.50	285		385	8.00	485	3.50		
186	2.00	286		386	18.00	486	4.00		
187	4.50	287	3.00	387	4.50	487			
188	11.00	288	5.00	388	7.50	488	4.50		
189	5.50	289	6.00	389	5.50	489	8.50		
190	32.00	290	4.50	390		490	2.00		
191	140.00	291	3.00	391		491	8.50		
192	9.50	292	4.00	392		492	6.50		
193	5.50	293	32.00	393		493			
194	3.50	294	24.00	394	16.00	494	4.50		
195		295	38.00	395	13.00	495	7.50		
196		296	42.00	396	8.00	496	2.00		
197	2.00	297		397	4.00	497	10.00		
198		298		398	8.50	498	9.00		
199		299		399	18.00	499	4.50		
200		300		400	3.00	500			

SUBSCRIBERS' AUCTION CONVENTIONS

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

Only lots which are successfully sold will be charged a 20% commission. Lots which do not sell, or do not achieve the owner's protective bids, will be returned at no charge.

The following auction rules will be observed:

1) All lots will be sold through the mail to the highest bidder at one advance over the second highest bid. The MINIMUM BID for each lot is \$2.00.

2) Bidding increments are as follows: up to \$10 - 50 cents; \$10 to \$20 - \$1; \$20 to \$50 - \$2; \$50 to \$100 - \$5; \$100 to \$300 - \$10; over \$300 - \$25. Bids in amounts which do not match increments will be reduced to the next acceptable bid, i.e., \$7.85 becomes \$7.50.

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

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

5) Condition of postmarks is indicated by use of the following terms:

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

F (fine) - one of 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

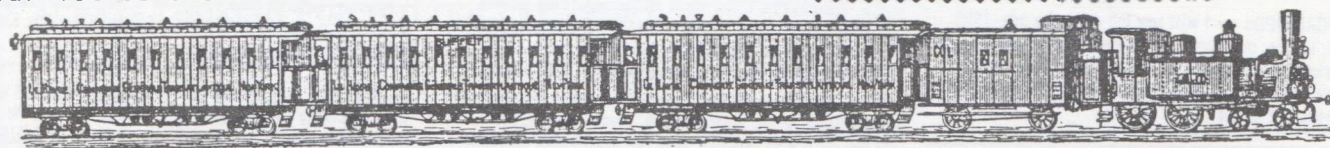


PUBLISHERS AND PRINTERS
OF POSTAL HISTORY
LITERATURE

LET US BID YOUR SOCIETY
NEWSLETTER OR JOURNAL

SEND FOR A QUOTE ON YOUR
NEXT BOOK OR MONOGRAPH
RAVEN PRESS

131 Tualatin Loop Rd.
West Linn, OR 97068



CLASSIFIED

Advertising Information

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

CLASSIFIED HEADINGS AVAILABLE

ANNOUNCEMENTS
EXHIBITIONS
AUCTIONS
DPOs
DOANES
FANCY CANCELS
FLIGHT COVERS
MILITARY COVERS
NAVAL COVERS
RAILWAY POST OFFICES
RURAL FREE DELIVERY

RURAL STATIONS
SHIPS
TOWNS
POSTCARDS
POSTAL STATIONERY
STAMPS
FOREIGN COVERS
ACCESSORIES
COLLECTIONS
LITERATURE
MISCELLANEOUS

Rates

NUMBER of WORDS	Total for Consecutive Issues			
	1 Issue	2 Issues	3 Issues	4 Issues
1-25	1.25	2.18	3.12	5.94
26-30	1.50	2.62	3.75	7.14
31-35	1.75	3.04	4.35	8.28
36-40	2.00	3.48	4.98	9.48
41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
96-100	5.00	8.70	12.45	23.70
101-110	5.50	9.58	13.71	26.10
111-120	6.00	10.44	14.94	28.44
121-130	6.50	11.32	16.20	30.84
131-140	7.00	12.18	17.43	33.18
141-150	7.50	13.06	18.69	35.58

5¢ Per Word Over 150 Words

\$1.25 Minimum Charge Any Ad

How To Order

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

AUCTIONS

R.P.O. MAIL Auctions held frequently. Many scarce items. Lists Free. Earl Moore, 152 Walnut St., Wood Dale, IL 60191

WANTED: DPOs

NEVADA AND UTAH town cancels, DPOs and RPOs wanted by collector. Territorial or statehood, covers or cards. High prices paid for needed items. Please send for want list. Ted Gruber, Box 13408 Las Vegas NV 89112

MICHIGAN DPOs — I will pay top dollar for pre-1920 covers, letters, postcards and miscellaneous from the Michigan towns of Delhi Mills, Scio, and Pettysville. Send copies or approvals to N. Marsh, 1729 Williamsburg Road, Lexington, KY 40504

FOR SALE: NAVAL

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

WANTED: POSTCARDS

WANTED PRE-WWII junk picture postcards in large quantities. Postal usage of no consequence. Paying \$50 per thousand. Steve Kruskal, Box 418, Dover, MASS 02030

WANTED: NAVAL COVERS

U.S.S. CONSTITUTION want following dated covers: 11/6/31, 2/12/32, 1/10/33, 5/4/33, 8/1/33, 8/30/33 3/22/34, 4/7/34 and 4/8/34, send with price, Richard Frajola, Moody Lane, Danbury, CT 06810

NEW MEXICO, B-40. Cancellations, covers. Photos, Articles and all related material. Send full description, condition and price wanted. Will return postage with reply. Kenneth Bridge, Route 4, Box 553-A, Roswell, NM 88201

WANTED: 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-Earlton-Furnace-Hess-Highpoint-Joppa-Macton-Madonna-Michaelsville-Mill Green-Mountain-Prospect-Shawsville-Webster-Wheel (and any other County towns not listed). Prices paid dependent on age and clarity of postmark. Write first: Frank Stewart, 1600 Belvue Dr., Forest Hill, MD 21050

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

ARIZONA 19TH and early 20th century covers and postcards wanted, also real photos and correspondence. Buy, sell or trade. Southwest Collectibles, P.O. Box 4233, Mesa, AZ 85201 or call 602-827-0043

OWEN, CLAY, Greene Counties, Indiana. Looking for the following Indiana Covers, Cards, etc. Postmarked at: Adel, Alaska, Alligator, Arney, Atkinsonville, Brentonville, Carp, Cataract, Clyde, Coal City, Cuba, Cunot, Daggett, Deem, Denmark, Devore, Falls Eel River, Farmer, Farmers Station, Freeman, Gasport, Hausertown, Hubbel, Jordan Village, Kimball, Mill Grove, Mundy, Mundy's Station, Patricksburgh Quincy, Romona, Shoppell, Spencer, Spring Cave, Stoford, Stockton, Vandalia, Vilas, Wadeville, White Hall, Williamson Woodside, Alexander, Alum Cave, Anderton, Anguria, Art, Asbrough, Ashboro, Asherville, Belle Air, Benwood, Birch Creek, Blanton, Bloomfield, Bohley, Bowling Green, Brazil, Buck Creek, Burlington, Calcutta, Calverville, Carbon, Campbell, Cardonia, Centerpoint, Centre Point, Cherryvale, Christy's Prairie, Cincinnati, Clay City, Cloverland, Coalmont, Coffee, Connely, Cory, Daviston, Dixon, Doans, Dresden, Eaglesfield, Easter, Eli, Elliston, Elvan, Fair Play, Farm, Fugard, Heaton, Hendricksville, Highland Station, Hobbieville, Hookers, Hoosierville, Hoppers Cove, Howesville, Hunt, Huntersville, Hurricane, Island Grove, Jack's Creek, Jasonville, Johnstown, Knightsville, Koteen, Laffoon, Lena, Lester, Linton, Lone Tree, Lyons, Harmony, Huffville, Marco, Martz, McKinley's Store, McVile, 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, 5444 Peniel No. 82, Oklahoma City, OK 73132

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

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

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

DAKOTA TERRITORIAL and South Dakota statehood cards and covers wanted by collector. Top prices paid. Write with list. Ken Stach, 1124 Cinderella, Pampa, TX 79065

FOR SALE: TOWNS

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: POSTMARKERS, cancelling machines, pre-1900 'U.S. Mail' padlocks, keys, state schemes, RMS schedules, other postally-used artifacts. Scheer, 18 East Rosemont Avenue, Alexandria, VA 22301-2325

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

PLD 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

SHIPWRECK COVERS wanted, also other delayed mail covers bearing ancillary and/or auxiliary postal markings. Joseph J. Gabry, POB 16024, Albuquerque, NM 87191. APS Life Member.

FOR SALE: MISCELLANEOUS

POST OFFICE centennial cachets: Blaine, Ferndale, and Custer, Washington. Two colors, raised print. \$1.50 each, plus SASE. Whatcom County Historical Society, Box 2116, Bellingham, WA 98227

FOR SALE: MISCELLANEOUS

POSTMASTERS AND POST offices of Whatcom County, Washington, 1857-1985. Appointment dates, census figures, compensations and station receipts to 1900, maps. Over 100 pages, loose leaf, 3-hole punched. Prepublication before 1 March 1986 - \$20; after, \$25. Neill D. Mullen, 4044 Willowbrook Lane, Bellingham, WA 98226

FOR SALE: FANCY CANCEL

PICTORIAL, SPECIAL-EVENT cancels. A new issue service. Subscribe to all, pictorials only, or by State or Topic. Deposit required. Send SASE for details. General Image; Box 335, Maplewood, NJ 07040

WANTED: WAGONS



WANTED: Collection & Distribution Wagon cancels from N.Y., Washington, Buffalo. Send Xerox copies. Will pay cash or trade. Bruce L. Corey, 108 Marilyn Ave., Westbrook, ME 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

MANUSCRIPT POST Offices of New York State - 2360 P.O. names from Accord to Wynantskill - illustrated. Winner of vermeil award 'SESCAL-85'. \$12.00 postpaid from Empire State Postal History Society, Box 5475, Albany, NY 12205

MILLS PHILATELICS

"Stamps - Covers"

Phone (914) 294-6266

P.O. Box 549
Goshen, NY 10924

SEE ME AT THE FOLLOWING SHOWS:

Feb. 28 - March 2, ARIPEX '86, Phoenix, AZ

March 13 - 16, INTERPEX '86, New York, NY

March 21 - 23, MARCH PARTY '86, Cleveland, OH

April 21 - 24, STAMPSHOW '86, Washington, DC

April 25 - 27, WESTPEX '86, San Francisco, CA

- * LARGE NEW STOCK OF POSTAL HISTORY
- * ALWAYS LOOKING FOR BETTER PRE-1920 COVERS, U.S. AND FOREIGN

Charles Gillespie

P. O. BOX 13145, PORTLAND, OR 97213

(503) 288-2743

MAIL BID SALE

OREGON

1. DILLON, 1914, VF 4-bar on PPC. (Wasco 13 month PO). MINIMUM BID \$175.00
2. WOODROW, 1915, VF 4-bar on GPC. (Lake 2 year PO). Small file hole in GPC. Card signed by PM. MINIMUM BID \$95.00

RAILWAY POST OFFICES

3. PORTLAND, OR/TRANSIT, 1892, VF cds as the ONLY pm on GPC. Very unusual use. MINIMUM BID \$25.00
4. WOODBURN & SPRING., 1911, VG on PPC MINIMUM BID \$20.00
5. BLAINE & SEAT., 1929, F on PPC. MINIMUM BID \$12.00

ALASKA

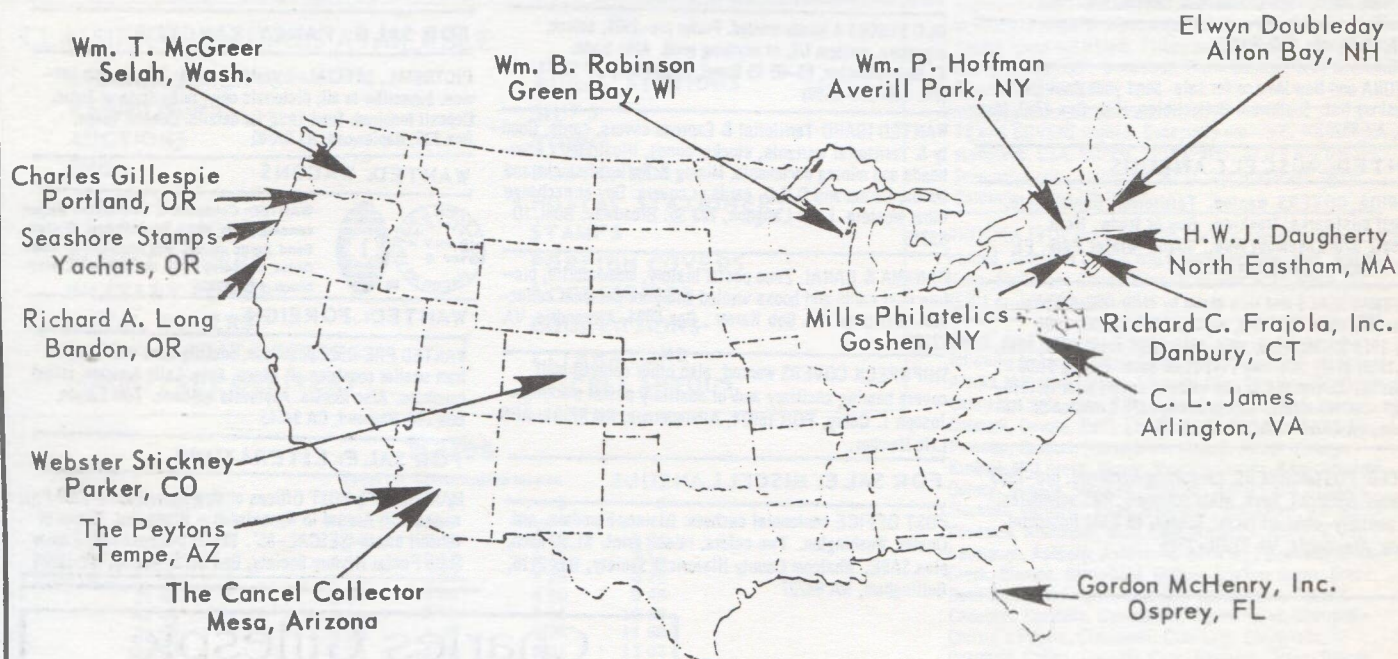
6. LORING, 1912, VG Doane on PPC with stamp missing (G and KA gone) MIN \$40.00
7. PETERSBURG, 1907, EXC Doane on PPC (Alaska scene near Wrangell). MIN \$75.00

WANTED: PACIFIC NORTHWEST MATERIAL BEFORE 1900. SEND DESCRIPTION, PHOTOCOPIES & PRICES.

BIDS CLOSE: MAR 31, 1986

LET AN AD IN LA POSTA PUT YOUR BUSINESS ON

The POSTAL HISTORY DEALERS MAP!*



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

INDEX OF ADVERTISERS

	Page
AUCTIONS:	
The Depot	16
Charles Gillespie	91
Richard W. Helbock	56
SUBSCRIBERS' AUCTION	85
DISPLAY ADS:	
Cancel Collector	46
H J W Daugherty	28
Richard Frajola	Cover
Richard Helbock	84
Wm. P. Hoffman	7
C. L. James	46
Wm. T. McGreer	15
Gordon McHenry, Inc.	9
Mills Philatelics	91
Postal History - Scripophily	64
Wm. B. Robinson	55
Seashore Stamps	53
Southwest Collectibles	4
Webster Stickney	61

DISPLAY ADVERTISING IN LA POSTA

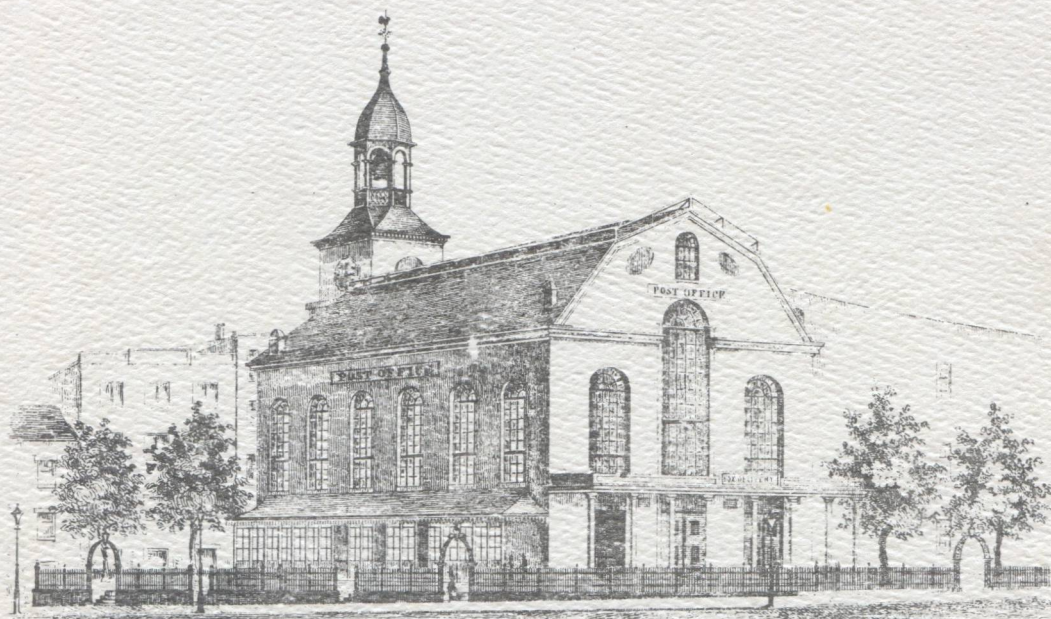
Display advertising is sold on the column-inch basis. One column-inch is 3/4 inches wide. Current rates are as follows:

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

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

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

LET US SEND YOUR MESSAGE TO OVER 950 ACTIVE, INTERESTED POSTAL HISTORY ENTHUSIASTS !!!



1986 PUBLIC AUCTIONS

February 22, 1986 - Highly important Confederate States Postal History. The property of a prominent collector.

Please note our new address.

Our auction catalogs have received awards as literature, find out why by subscribing today. A subscription for the next 5 catalogs, including prices realised after each sale, is \$15.

RICHARD C. FRAJOLA, INC.

85 North Street
Danbury, CT 06810
Telephone (203) 790-4311