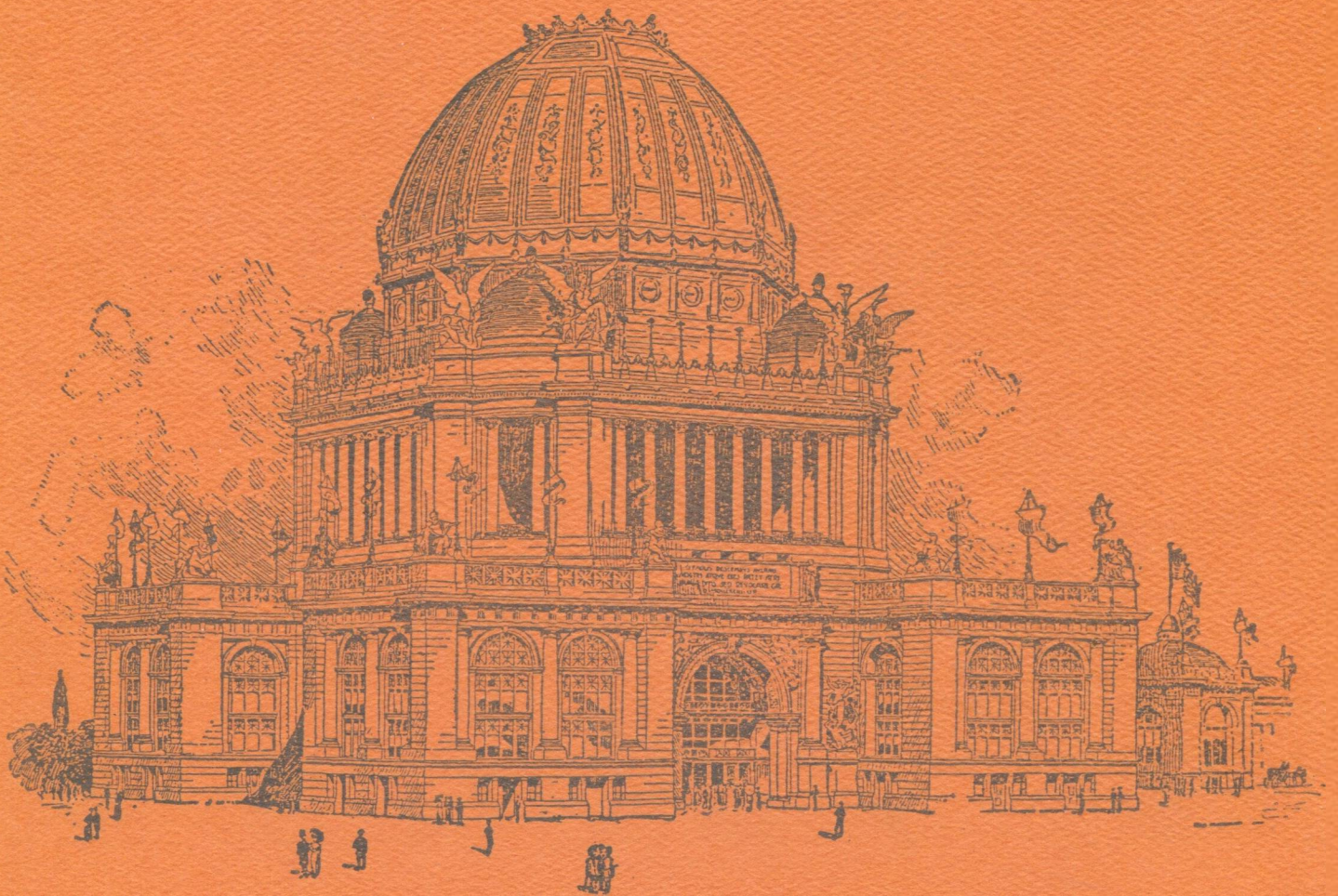


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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

MAY 1986



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: A view of the Administration Building at the World's Columbian Exposition in Chicago during 1893 recalls that earlier day when the 'City by the Lake' hosted a grand fair. With the opening of AMERIPEX only weeks away, it seems a fitting illustration for our cover.

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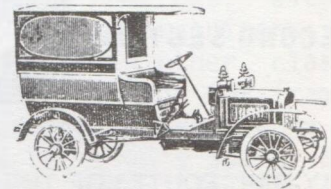
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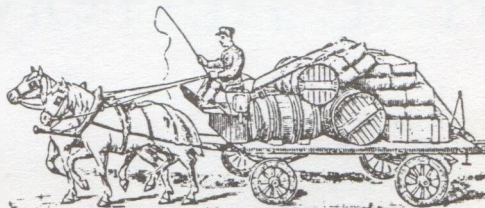
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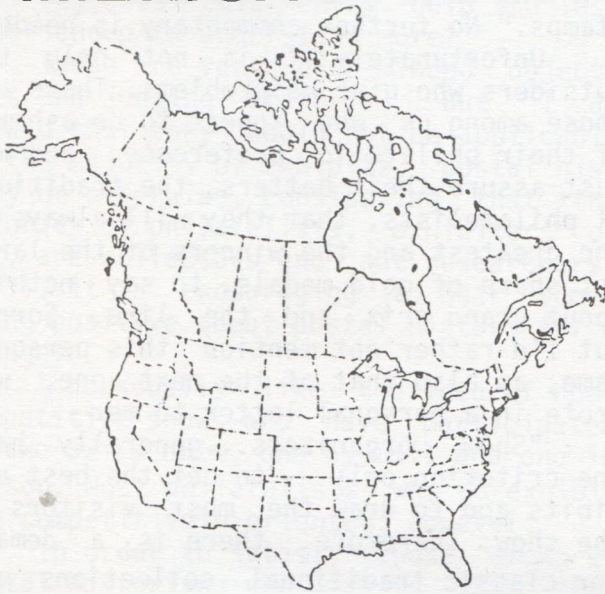
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AMERICA



GUEST EDITORIAL

BAN POSTAL HISTORY FROM SHOWS!

By Ernst M. Cohn

Actually, conditions haven't been quite as outrageous as that headline says. But underhanded and even malicious attacks on postal history go back a long time before ours became the most popular class at general exhibitions.

That is not surprising. The original resistance against postal history becoming a separate class at FIP (International Philatelic Federation) shows came from practitioners of traditional philately. The reason is not difficult to find. Traditionalists had always dominated big shows as concern the highest prizes, and they wanted to keep it that way. They did not fear any of the existing classes as serious competition. But postal history posed a threat, not only because some of their own colleagues were already practicing it, but also because exhibits could be put together in such a class that might seriously challenge the supremacy of traditional philately. And that it did...

But traditionalists are not the only ones who dislike seeing our exhibits at shows. Other classes of philately also

contain agitators against us, merely because we are the most numerous, even to the surprise of some show organizers, who had expected exhibitors in other classes to make much greater demands for frames. Do you remember Bernard A. Henning's announcement, quoted in Linn's Stamp News of 20 January 1986: "More applications (for AMERIPEX) were received for postal history than for United States country exhibits"? Or Les Winnick's dictum in Stamp Collector of 18 January 1986: "Applications for postal history exhibits were twice as large in proportion to their percentages at earlier nationals and internationals... This came as a complete surprise to us."

Since I am not an insider, I do not have the older numbers. I suspect what Hennig and Winnick talked about, however, were numbers of frames allotted, not numbers of frames requested. That is because there are at least two covert ways in which show organizers can play down the strength of postal history.

One method that has been used at least twice at international shows is to split up postal history, putting most of the exhibits of that kind with the traditional exhibits of the various countries, leaving only exhibits that fall between the chairs in the postal history class, e.g., "Transatlantic Mail" or "The Red Cross in the Franco-German War" are clearly not assignable to a single country. But most postal history is easily put under a specific country. As a result, the postal history class is made to look insignificant, few judges are needed for it (remember that at FIP shows the sheer size prevents the whole jury from looking at all exhibits) -- and most postal history can now be judged by traditional judges. Whoopee!

Another way of putting down postal history is simply by cutting down the allotment of the number of frames out of all proportion to the applications for them. Thus, I have been reliably informed that LONDON '80 doled out 600 frames when 1,800 had been requested. I do not have comparable figures from the other classes, but doubt that everyone was cut down roughly two-thirds. And show organizers are, thus far at least, the supreme arbi-

ters, just as long as the exhibits they accept have won at least a vermeil at a national show. I am not certain whether even that sole requirement existed in 1980.

Although the rules for international shows now state explicitly that each class must be kept together in its own area, and must be judged by judges who are recognized by the FIP as skilled in that class, such is not always the case. The member federations (in the U.S., that is the APS) are partly to blame for that: with a couple of exceptions, most federations have managed to qualify only one or two judges in our class. Considering the selection procedure now in use for judges, it is not surprising that some of those who judge postal history exhibits are not officially qualified to do so; and that, despite all shenanigans, postal history is so large a class that the few judges assigned to it are highly overworked as compared with most other classes.

Then, too, we get unexpected and unwarranted criticism from high philatelic officials. The head of the West German philatelic federation is quoted in a 1982 publication as having said: "We must speak more about stamps and not about covers. When you look at a stamp show today you will easily discover that 80% of the exhibits contain covers... We must reverse this trend..." Note that he wasn't talking about our class alone, but note also that he clearly wanted to impose his will at least on German philatelists!

His declaration was not lost on the organizers of the forum where he spoke. Two years later, at the next forum held at the same spot, the organizers had couched his language into a motto: "Away from covers -- back to the stamp!", and had asked all speakers to take a stand on it. And here are the responses that were printed in the next booklet: "Pity, let's hope not!", "This motto will not be successful from our point of view.", "One should return to a reasonable ratio of stamps to covers. Naturally, there are collecting areas that are difficult to show with stamps...", "(The motto) is only an eye catcher without a deeper meaning.", "I think I want to continue to

have covers in thematics.", and "In my opinion, there should not be a return to stamps." No further commentary is needed.

Unfortunately it is not only the outsiders who give us problems. There are those among us who appear to be ashamed of their philatelic preference, and who must assure their betters, the traditional philatelists, that they will always be the greatest and the winners of the largest share of gold medals, to say nothing about grand prix and the like. Sorry, but I'd rather not mention this person's name, as also that of the next one, who wrote in a personal letter to me:

"Show organizers...generally have one criterion only -- to get the best exhibits and to draw the most visitors to the show. Therefore, there is a demand for classic traditional collections and this must outweigh the requests from any commission..."

The man evidently doesn't think that postal history exhibits can compete with the "best" exhibits. All of that would not be so bad, if these fawners were not high up in philatelic organizations.

One reaction, conscious or not, against this kind of behavior can be found in statements from the Society of Postal Historians, which admits only proven researchers into its ranks:

"A postal historian is primarily a student and collector of knowledge of the historical and functional side of the many facets of the postal service in any country. The Society is an Association of active Postal Historians and its objects are as follows:

"(i) To make the results of the original studies of members available to as large a public as possible in order that all who are interested may benefit."

"(ii) To provide ample opportunity for members to exchange information on their studies."

"(iii) To enjoy the company of other Postal Historians."

President Robert I. Johnson therefore has said that postal history would be better served at exhibitions if there were NO prizes or awards at all. But if people still want competition, he suggested that two tests for a postal history exhibit should be:

(1) Does this entry add to the stock of postal history knowledge?

(2) Does this entry help the less experienced to understand more?

These are very high-minded objectives and judging criteria. But I am afraid that they would not be applicable to the majority of exhibits, postal history or otherwise, considering that the majority of philatelists, exhibitors or not, are collectors and not researchers. Still, it is encouraging to hear something positive about postal history for a change!

I personally like the idea of non-competitive shows and have participated in two Swiss ones, one by mail and one in person. Most philatelists who do exhibit are competitively oriented, however.

In order to satisfy those among us postal historians who wish to show competitively, we must undertake a campaign domestically as well as internationally. This cannot be a revolutionary, but should be an educational, procedure.

1. We should try to convince our fellow philatelists that we, too, have a right to exhibit;

2. We should try to convince show organizers that it would be fairer to exhibitors as well as viewer to allot frame space roughly in proportion to that requested for the various classes;

3. We should try to talk more of our capable postal historians into becoming show judges and offering their services to the organizers of shows; and,

4. Show organizers, in turn, ought to come to realize that judges ought to be appointed to match the specialties of exhibitors, and in proportion, as far as possible.

It is only when everyone collaborates and shows good will that shows will truly be the face of organized philately.

According to a survey published in The American Philatelist, over 90% of all members who responded collect mint stamps. Clearly, theirs is the private collecting activity that is not oriented towards exhibiting. Different people get their kicks in different ways. Postal historians appear to be the show-and-tell conscious philatelists today. Is that perhaps because ours is the last frontier of the thinking philatelist?

RANDY STEHLE MAIL AUCTION NO. 9

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

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17. Laverene, 1910, F 4-bar on PPC (09-14) Est. \$8.00
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32. Thalheim, 1910, G Doane on PPC (1903-18) Est. \$4.00
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COLORADO

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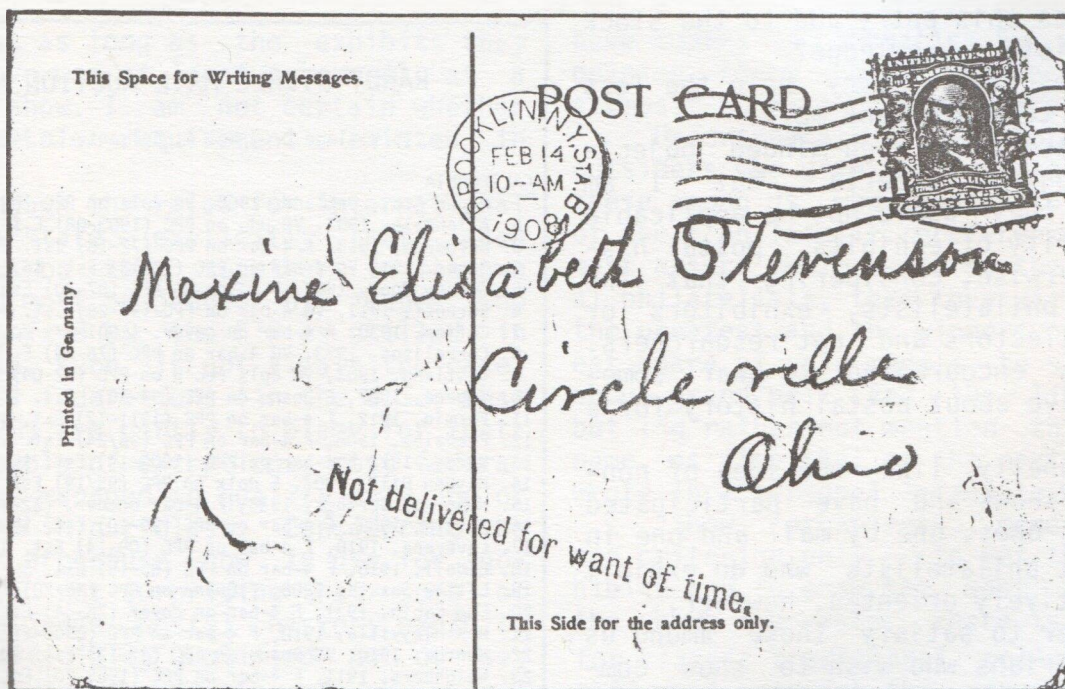


Figure 1

AUXILIARY MARKINGS - "NOT DELIVERED FOR WANT OF TIME"

By Randy Stehle

There is one auxiliary marking that has had quite a lot of attention lately - "Not delivered for want of time" (Fig. 1) Richard Graham described it in his column in LINN'S (Sept. 23, 1985), mentioned it in a follow-up column (Jan. 27, 1986), and LINN's printed one letter concerning the marking in its Readers Response section. Graham described the reasons behind the use of this marking, but the marking has two other aspects which make it this author's favorite auxiliary marking. First, the marking has more variations in wording than any other, and second, its geographical distribution is intriguing.

Let's take a look at the Postal Laws & Regulations (PL&R) to see why the marking was used. What section of the PL&R should we examine? Note carefully the markings illustrated in Figures 2, 3, and 4. These three markings make reference to the fact that the mail could not be delivered within 8 hours, and that overtime was to be avoided. If we look under "Carriers - overtime" in the 1902 PL&R, we find:

"No carrier should be scheduled for more work than he can perform during eight hours. Carriers need not be required to consume exactly eight hours each day, but as nearly as such time is practicable, considering the varying amount of mail to be handled on different days. Postmasters must not direct or permit carriers to work overtime, and will be held accountable therefor."

The 1913 and 1924 PL&R, which have identical texts on this subject, present a slightly different version than the 1902 edition. They read:

"When carriers are unable to deliver all mail matter taken out on the last trip of the day without making overtime, they shall return to the post office within the eight hours prescribed with the undelivered mail, and such failure shall be reported to the postmaster or the superintendent of the station, and a full statement also be made on Form 1571 of the day."

These two excerpts confirm the reason behind the marking, and explain to us its meaning. The question remains as to why it was applied to the mail. Why

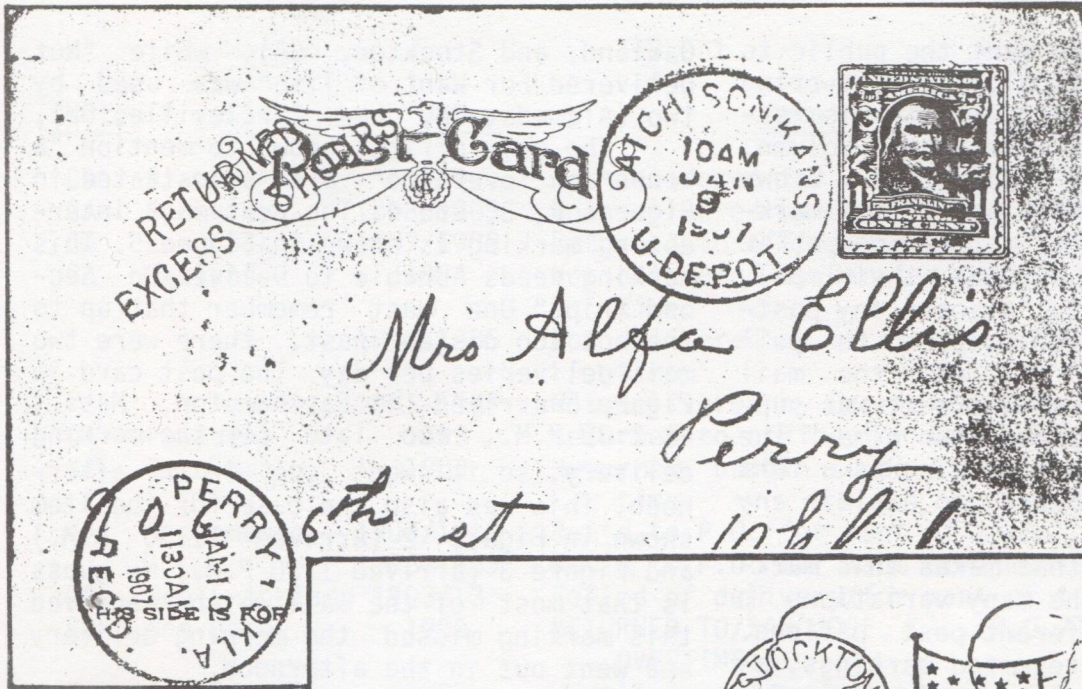


Figure 2

Figure 3

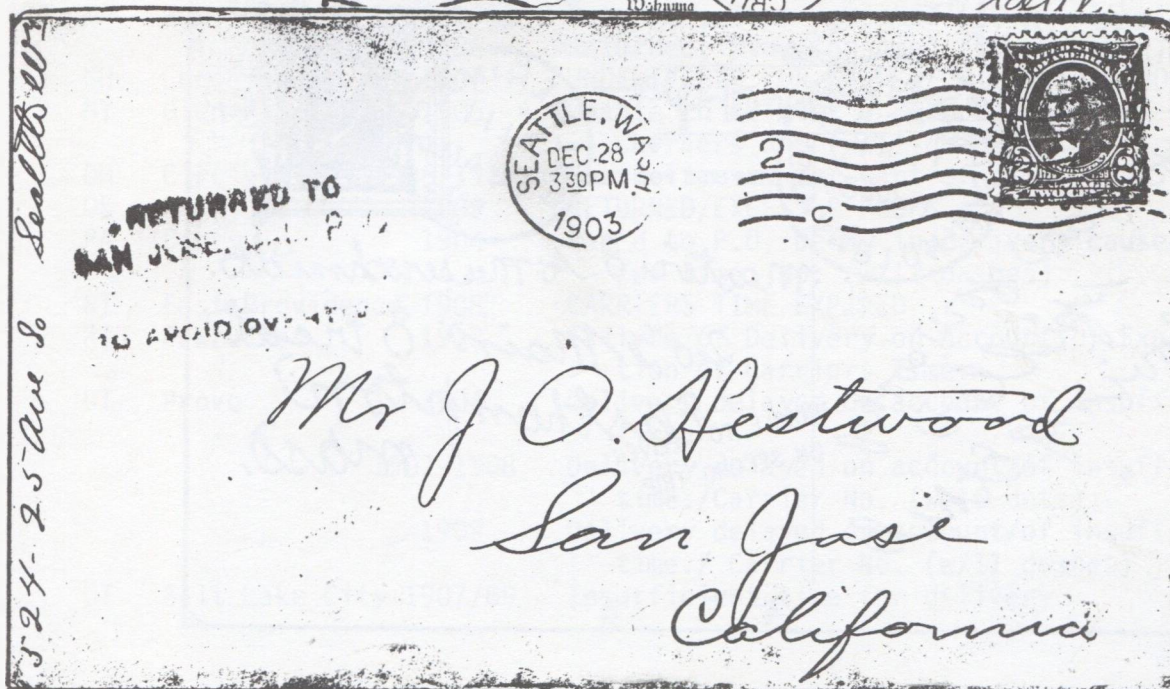
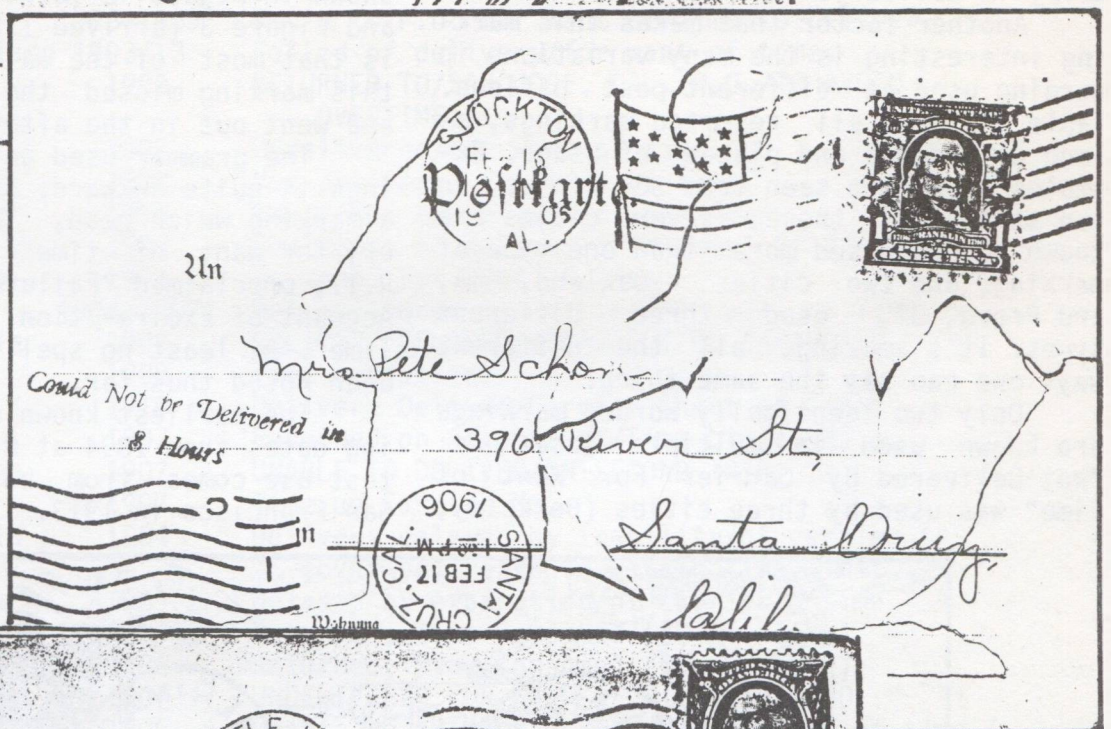


Figure 4

should the Post Office want the public to know about their difficulty in delivering the day's mail? Ralph Brown, in his letter to LINN'S Reader Response Column, came up with a very good reason. Brown said, and I concur, that use of the marking was not intended to notify the public about the delay in getting their mail. Instead it was used to "placate any postal inspector who might happen to pull that particular item out of the mail stream to see if it was where it was supposed to be at that particular time." The carrier was using this marking as a form of documentation in order to explain any delay in delivery.

Another factor that makes this marking interesting is the many variations in wording used at different post offices. Table 1 lists all reported markings, along with dates and places of usage. Examples have been seen from 30 cities in ten states. Of these, seven cities are known to have used more than one type of marking, and two cities --Oakland, CA, and Provo, UT, used three different types. It's amazing, all the different ways one can say the same thing!

Only two identically worded markings are known used in multiple locations: "Not Delivered By Carrier For Want of Time" was used by three cities (Berkeley,

Oakland, and Stockton, CA), while "Not Delivered For Want of Time" was used by two (Alameda, CA, and Circleville, OH).

The only offices known to mention "8 hours" or "overtime" are illustrated in Figures 2, 3, and 4. The next most interesting marking is shown in Figure 5. This marking reads "Unable to Deliver/On Second Trip." One must remember that up to the not too distant past, there were two mail deliveries per day. The post card in Figure 5 arrived at Easthampton, Mass., at 2:30 P.M., too late for the morning delivery, so it went out in the afternoon. This was also the case for the item shown in Figure 2 (arrived 11:30 A.M.) and Figure 3 (arrived 1:30 P.M.) My guess is that most of the mail which received this marking missed the morning delivery and went out in the afternoon.

The grammar used on two of the markings is quite awkward. San Francisco used a marking which read, "Failed of Delivery/for want of time", while Pawtucket, R.I., proclaimed "Failure of Delivery on Account of Expira-tion of Carriers Time". At least no spelling mistakes have been noted thus far.

The earliest known use of this marking dates from 1894 at Oakland, CA. Latest use comes from both Pawtucket and San Francisco in 1913. Since regulations

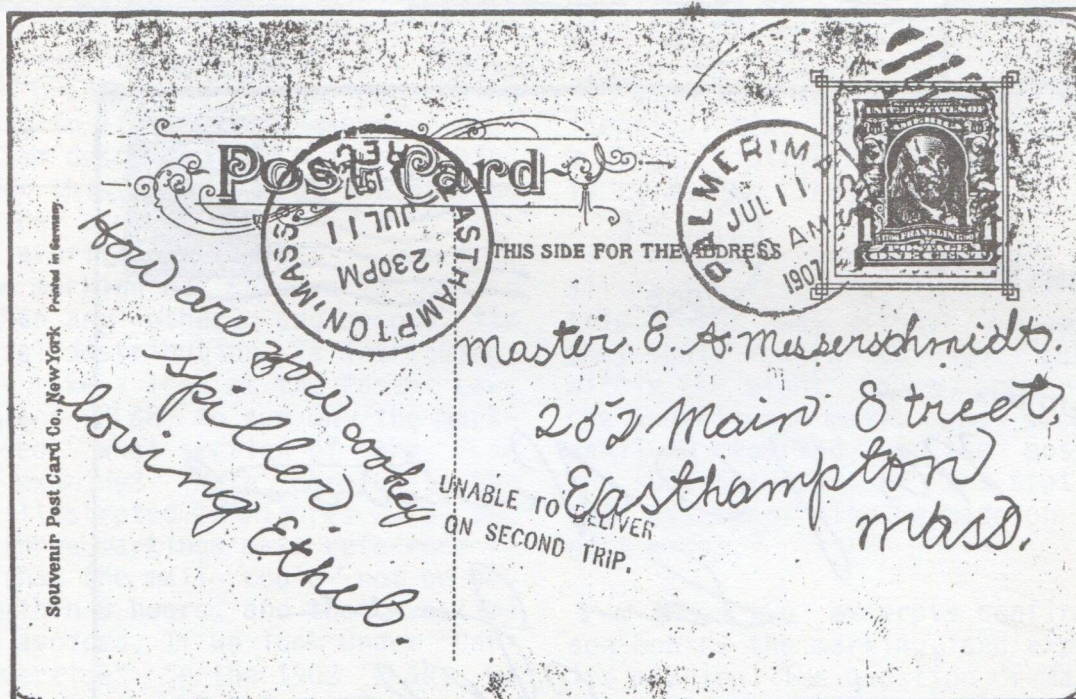


Figure 5

TABLE 1

<u>State</u>	<u>City</u>	<u>Dates</u>	<u>Complete Wording</u>
CA	Alameda	1909	Not delivered for want of time.
CA	Berkeley	1898/1909	Not delivered by Carrier/for want of time.
CA	Long Beach	1907/1909	Returned to office/time up (w/24 dots)
CA	Oakland	1894	Not delivered by Carrier/date/for want of time.
		1899/1905	Not delivered by carrier/date/For want of time.
		1906-1907	Not delivered by Carrier/For want of time.
CA	Pasadena	1899	Returned to office for want of time.
CA	Petaluma	1909	Returned, unable to de-/liver for want of time.
CA	Sacramento	1909/1910	Ret'd to P.O. for want of time.
		1908-1909	Ret'd to P.O. for want of/Time to deliver.
CA	San Francisco	1903/13	Failed of delivery/for want of time.
CA	San Jose	1903	RETURNED TO/SAN JOSE, CAL. P.O./TO AVOID OVERTIME.
CA	San Rafael	1905	Undelivered/for want of time.
		1908	Not delivered for lack of time.
CA	Santa Cruz	1906	Could Not be Delivered in/8 Hours
		1909	Could not be delivered for want of time.
CA	Santa Rosa	1910	Returned for want of time
CA	Stockton	1904/1907	Not delivered by carrier/for want of time.
CA	Watsonville	1907	DELIVERY DELAYED/BECAUSE TIME EXHAUSTED
		1908	Time exhausted.
IL	Freeport	1910	Delivery Delayed/Carrier Short of Time.
IL	Wheaton	1907	Returned on Account of/Time Limit. No.1.
MA	Easthampton	1907	UNABLE TO DELIVER/ON SECOND TRIP.
MA	Salem	1907	Time up Carrier No.
MA	Springfield	1904	Delivery delayed by inability/of carrier to cover entire/route within time limit.
MA	Swampscott	1909	Delayed by expiration/of carrier's time.
MA	Worcester	1905/1907	Returned, Time Consumed (50 mm. long)
		1906	Returned, Time Consumed (56 mm. long)
NH	Laconia	1907	UNDELIVERED FOR LACK OF TIME, TRIP NO.
NY	Glen Falls	1906	Unable to deliver on account/of lack of time./ Carriers No. (w/11 dots)
OH	Circleville	1908/1910	Not delivered for want of time.
OK	Perry	1907	RETURNED/EXCESS 8 HOURS
PA	Corry	1904	Ret'd to P.O. Delay in/delivery caused by lack /of time. No: (w/12 dashes)
RI	East Providence	1908	CARRIERS TIME EXPIRED
RI	Pawtucket	1913	Failure of Delivery on Account of Expira-/ tion of Carriers Time.
UT	Provo	1904	Delivery delayed on account of insufficient/ time.
		1907-1908	Delivery delayed on account/of insufficient time./Carrier No. (w/16 dots)
		1909	Delivery delayed on account/of insufficient time./ Carrier No. (w/11 dashes)
UT	Salt Lake City	1907/09	Insufficient time for delivery.

listed in the 1924 PL&R still prohibited overtime, later uses of this marking are anticipated.

There seems to be a pattern evident in the geographical distribution of this marking. One side note must be mentioned here. The author resides in northern California, and this certainly helps explain the heavy concentration of known markings from this area. Ten out of the 12 northern California cities used the wording "want of time" in their markings. It appears that neighboring cities tended to copy each others markings. Further evidence that cities which were physically close imitated each others markings can be found in Utah. We have reported usage only from Provo and Salt Lake City, but both offices used the word "insufficient" in their markings.

Known use of this marking tends to come from larger cities on the East and West coasts. The smallest town known to have used the marking, however, is in the

middle of the country -- Perry, Oklahoma, population 3,133 in 1910. It appears likely that many more towns across the country used this marking, and the author requests that readers with new reports contact him at P. O. Box 182, Belmont, CA 94002.

One question that I have been asked about auxiliary markings is, "How scarce are they?" The markings described in this article range from common to unique. The following California cities used them frequently: Berkeley, Oakland, Sacramento, San Francisco, and Stockton. Other cities that have had at least three reports of usage are: Wheaton, IL; Worchester, MA; Circleville, OH; Provo, and Salt Lake City, UT. It would appear that these markings are fairly uncommon from most cities, and building a collection which includes many different examples should prove quite a challenge

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BY



SOL SALKIND



U.S. cancellations from the stampless period thru 1869 have been extensively studied and cataloged, but much less has been written about the cancellations found on U.S. stamps and covers used from the last years of the 'banknote' period to about 1900. In this new work, Sol Salkind, well known postal historian, bridges the gap with a catalog listing the typical cancellations of the period -- both plain and 'fancy' -- of the 1890-1900 decade.

The 128 page 7"x10" catalog organizes the cancellation into 13 sections according to general appearance, such as grids, geometrics, stars, crosses, letters, numerals, etc., and then further refines and details each of the categories.

Hundreds of cancels are illustrated in actual size and have been specially photographed to lighten the background stamp detail and accent the appearance of the cancellation. Each cancellation has been assigned a catalog letter and number for ease in identification and reference.

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THE EASTERN SECTION

Robert J. Stets, Editor
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The major topic of conversation among stamp collectors and postal historians all over the country is AMERIPEX '86.

Les Winick, executive director of AMERIPEX '86, reports that there will be 928 frames of postal history exhibits -- the largest number of frames assigned to any class of exhibits in the 1986 World's Fair of Philately. If you spent only one minute examining each frame, it would take more than 15 hours to view just the postal history exhibits!

Obviously, you won't be enthralled by every one of these exhibits, as many of them will be from areas of the world in which you have little or no interest.

Best way to make sure you don't miss any exhibit in which you have a special interest is to purchase an exhibition catalog as soon as you enter the show. Examine this catalog and quickly make a list of the frame numbers of those exhibits that really are of interest to you. Don't forget to check the exhibits in the Championship Class. These are exhibits that have already received at least three Large Gold medals in previous world competition. Then scan the list of exhibitor names to see if someone you know has entered an



exhibit that you might like to see.

If you're the type of collector who likes to exhibit, be prepared to make special notes when you see exhibit arrangements that attract you. Next time you re-do your own exhibit, you can try some of those techniques that attracted you.

If you're the researcher type, have paper and pen available to make note of explanations shown in those exhibits that interest you. You can then check them out after the show.

One feature of AMERIPEX that will be of interest to many of you-- the posting of awards won by the various exhibits as soon as possible after the judging is complete. My guess is that awards will be posted by Tuesday, May 27, so those of you who attend AMERIPEX after the first weekend should be able to see what award each exhibit won, and to learn from those which won high awards.

The Eastern Section for May covers a lot of geography- from New Hampshire to South Carolina.

Terence Hines, founder of the Modern Postal History Society, tells about the types of hand-stamp and machine cancels used at Hanover, N.H. Martin Margulis reports on early Long Island post offices, illustrated with several covers, one of which is a new "earliest known use" from Huntington South P.O. Finally, there is an article about my adopted home town, Walterboro, covering its postal activities for 166 years.

EARLY POST OFFICES ON LONG ISLAND, N.Y.

By Martin Margulis

Between 1792 and 1835, fifty six different post offices were established in the three counties (King's, Queens and Suffolk) which, at that time, made up Long Island. Some, near New York City, in King's County, grew rapidly. Most didn't. Five offices were discontinued. The greatest number of post offices were in Suffolk County.

King's County (Brooklyn) had no post offices prior to 1800. However, two offices in King's County-- Brooklyn and Williamsburgh, grew rapidly, being bedroom communities for New York City workers. Queens County, which at that time included what is now Nassau County, had two post offices prior to 1800 (Queens C.H. and Jamaica). Suffolk County had nine by 1800 (Bridgehampton, Brookhaven, Coram, Dix Hills, Huntington, Sag Harbor, Smithtown, Southampton and Suffolk Court House). Of these nine, only three - Huntington, Sag Harbor and Suffolk C.H. grew to become 3rd class offices, the rest remained fourth class offices.

By 1888, Williamsburgh had been annexed by the city of Brooklyn. Both were, by that time, first class offices. A total of thirteen of the fifty six offices had grown to 3rd class status. Only third class or higher post offices offered delivery service and, with one exception (Orient) money order service, too.

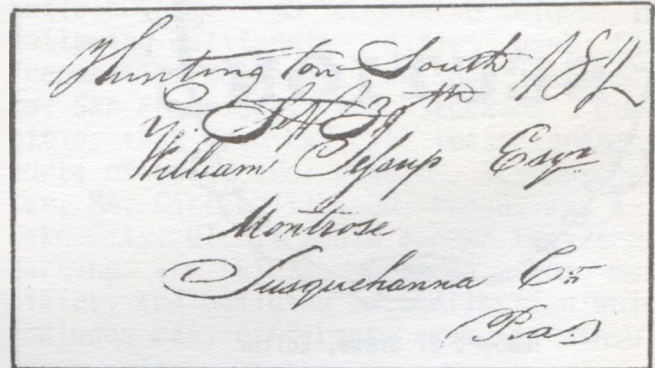
Data shown in the accompanying list is indicative of the volume of mail handled by each office and shows why it is so hard to find covers from these early offices. In the listings, columns one and two were drawn from "American State Papers", column 3 from the 1856 P.O. Directory, and column 4 from the U.S. Postal Guide for 1888. The list of post offices came from the Kay and Smith book.

Column 4 is dissimilar to the other columns because it lists the post masters' salaries; the others list post office receipts. No fourth class post masters' salaries were listed in the U.S. Postal Guide, so that "N L" indicates a fourth class office.

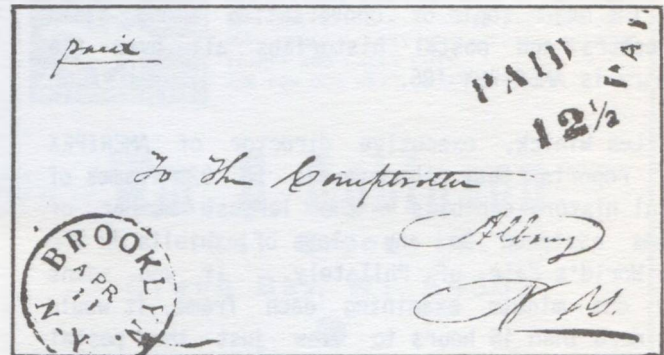
About the Author:

Martin Margulis is interested in the postal history of all New York State, particularly in early postal markings from the villages in those counties which now make up the City of New York.

Post offices are listed alphabetically by their earliest names. Year dates shown after each post office are those in which the offices were established. Where the name of the office was changed, the year shown is the year of the change.



1823 Unlisted Huntington South (Suffolk)



1839 Brooklyn cds with "12 1/2" handstamp.

Acknowledgement:

Thanks to Mr. Joseph Cohen, Curator of the New York City Post Office Museum for some of the information used in preparing this article.

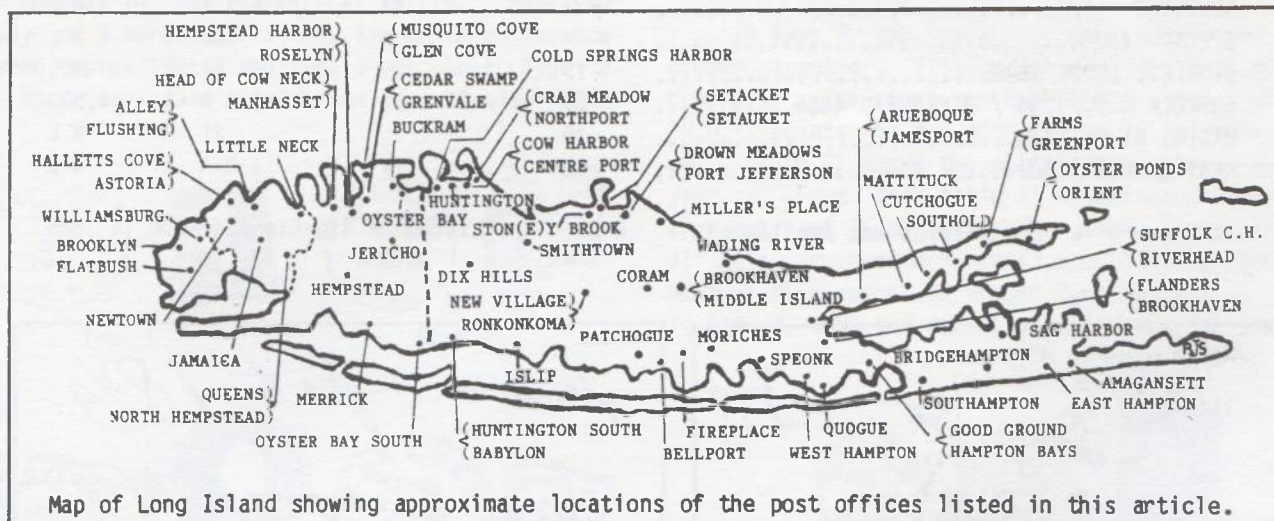
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- U.S. Official Postal Guide, 1888; Washington, D.C.

POST OFFICES ON LONG ISLAND ESTABLISHED BY 1835

KING'S COUNTY	1827	1830	1856	1888
BROOKLYN 1803.....	1,040	1,565	17,000	4,000
FLATBUSH 1814.....	21	65	63	N L
WILLIAMSBURG 1828.....	-	29	4,370	in Brklyn

QUEENS/NASSAU COUNTY	1827	1830	1856	1888
ALLEY 1821 / FLUSHING 1828.....	54	260	800	1,900
BUCKRAM 1820.....	10	16	31	disc 1857
CEDAR SWAMP 1830 / GRENVILLE 1830.....	-	N L	24	N L
HALLETT'S COVE 1834 / ASTORIA 1842.....	-	N L	200	1,400
HEAD OF COW NECK 1812 / MANHASSET 1837.....	26	49	47	N L
HEMPSTEAD 1802.....	42	75	272	1,400
HEMPSTEAD HARBOR 1834 / ROSELYN 1844.....	-	-	38	N L
JAMAICA 1794.....	220	175	305	1,500
JERICO 1812.....	21	25	50	N L
LITTLE NECK 1828.....	13	13	N L	N L
MERRICK 1802-1811...(reest. 1843).....	-	-	10	N L
MUSQUITO COVE 1818 / GLEN COVE 1834.....	30	38	100	1,000
NEWTOWN 1829.....	-	32	65	N L
OYSTER BAY 1806.....	34	28	175	N L
OYSTER BAY SOUTH 1814.....	11	16	25	disc 1861
QUEENS 1794 / NORTH HEMPSTEAD 1805.....	15	24	32	N L



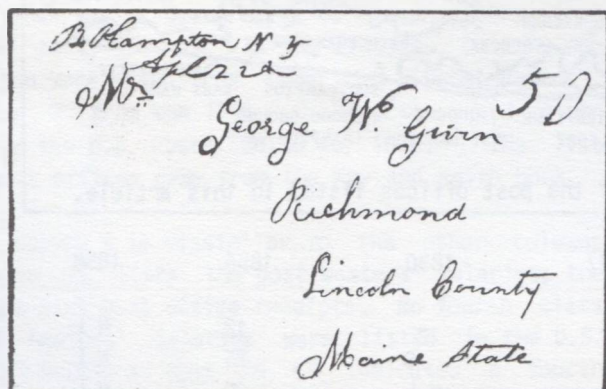
SUFFOLK COUNTY	1827	1830	1856	1888
AMAGANSETT 1835.....	-	-	12	N L
ARUEBOQUE 1828 / JAMESPORT 1842.....	-	8	35	N L
BELLPORT 1834.....	-	N L	70	N L
BRIDGEHAMPTON 1794.....	51	67	47	N L
BROOKHAVEN 1796 / MIDDLE ISLAND 1821.....	25	20	16	N L
COLD SPRINGS HARBOR 1825.....	N L	35	76	N L
CORAM 1794.....	3	5	10	N L
COW HARBOR 1831 / CENTRE PORT 1835.....	-	-	10	N L
CRAB MEADOW 1820 / NORTHPORT 1840.....	20	19	44	1,800

POST OFFICES ON LONG ISLAND (cont.)

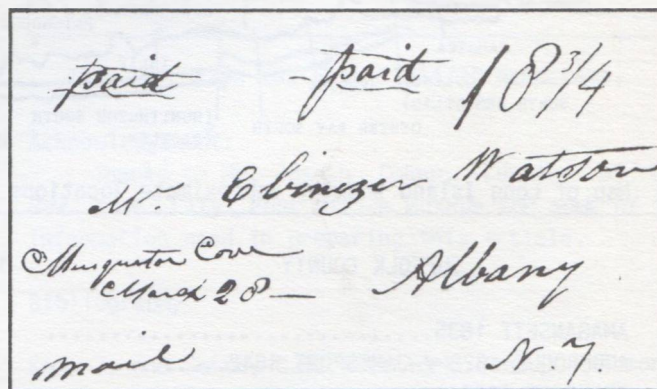
SUFFOLK COUNTY (cont.)	1827	1830	1856	1888
CUTCHOGUE 1814.....	12	15	44	N L
DIX HILLS 1799.....	4	9	10	N L
DROWN MEADOWS 1810 / PORT JEFFERSON 1836.....	29	19	110	1,100
EAST HAMPTON 1812.....	76	88	137	N L
FARMS 1824 / GREENPORT 1832.....	17	26	495	1,500
FIREPLACE 1802.....	14	15	15	disc 1871
FLANDERS 1802 / BROOK HAVEN 1871.....	14	15	15	N L
GOOD GROUND 1829 / HAMPTON BAYS 1922.....	-	2	85	N L
HUNTINGTON 1794.....	64	70	310	1,400
HUNTINGTON SOUTH 1802 / BABYLON 1830.....	24	31	93	1,400
ISLIP 1802.....	19	35	47	1,200
MATTITUCK 1803.....	19	14	48	N L
MILLER'S PLACE 1825.....	10	13	27	N L
MORICHES 1802.....	48	48	16	N L
NEW VILLAGE 1831 / RONKONKOMA 1866.....	-	-	10	N L
OYSTER PONDS 1821 / ORIENT 1838.....	31	16	51	N L
PATCHOGUE 1802.....	34	42	322	1,500
QUOGUE 1828.....	-	17	16	N L
SAG HARBOR 1794.....	144	212	782	1,500
SATACKET 1801 / SETAUKET 1821.....	38	44	16	N L
SMITHTOWN 1794.....	69	110	68	N L
SOUTHAMPTON 1794.....	55	57	I N A	N L
SOUTHOLD 1802.....	32	42	I N A	N L
SPEONK 1828.....	-	7	30	N L
STON(E)Y BROOK 1826.....	13	25	54	N L
SUFFOLK C.H. 1794 / RIVERHEAD 1855.....	51	61	I N A	1,500
WADING RIVER 1825.....	10	11	21	N L
WEST HAMPTON 1802.....	11	19	I N A	N L

"I N A" = "Information Not Available"

N L = "Not Listed" = 4th Class office in 1888



1831 Bridgehampton (Suffolk)



1828 Musquitoe Cove (Nassau)

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20TH CENTURY DUPLEX AND MACHINE CANCELS OF HANOVER, N.H.

By Terence Hines

This article is a report of ongoing research on one aspect of the postal history of the author's home town - Hanover, New Hampshire. It concerns the duplex and machine cancels used at Hanover since 1900. A future article will consider the various cancels used at Hanover during the 19th century. The author is working on a book length philatelic history of Hanover and actively solicits corrections and additions to the cancel information reported in this article. Send communications to the author c/o Department of Psychology, Pace University, Pleasantville, NY 10570.

I. DUPLEX CANCELS

Four different duplex cancels are known to have been used at Hanover during the 20th century. They are illustrated in Figure 1. Type 1 is the rarest; I have seen only one example, dated Nov. ?, 1900, although the year date could be 1908. The distinctive feature of this cancel is the lack of a numeral in the elliptical killer, made up simply of 9 horizontal lines. The major difference between duplex Type 2 and Type 3 is that Type 2 has the year date inside the town circle, while

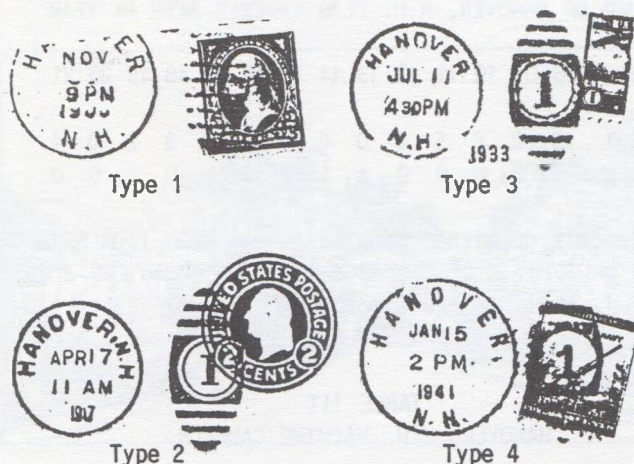


Fig. 1 Four duplex hand stamps were in use during the 20th Century.

About the Author:

Terence Hines was born and raised in Hanover N.H. In addition to the postal markings of Hanover, N.H., he also collects state revenue stamps of the New England states, and is founder of the Modern Postal History Society.

Type 3 has the year between the town circle and the killer. The town circle is 25 mm in diameter on both Types 2 and 3, while in Type 1 it is 29mm. Duplex Type 4 resembles Type 2 in that the year date is within the town circle, but the diameter of Type 4 is 30mm. Table I shows the earliest and latest known dates of use for these four cancels. Additional information to make this table more accurate is requested.

II. MACHINE CANCELS

The first Hanover machine cancel was a "flag" cancel, introduced in 1908. Flag cancels continued in use until 1922.

Two types of town circles (dials) have been identified, as shown in Figure 2. In Type 1, the letters of the town name are more widely spaced, filling almost half the circle and extending to the bottom of the date line. The right vertical bar in the "H" of "N.H." points to the bottom star in the left-most column of stars.

In Type 2, the letters of the town name are closer together, filling a smaller arc of the circle. The right vertical bar in the "H" of "N.H." points to the middle star in the left column. Table II shows the distribution of types by year. From this table it appears that only one type was used in any given year, although additional data are needed to confirm this. The earliest Hanover flag cancel of either type that I've seen is Oct. 3, 1908 and the latest is March 23, 1921.

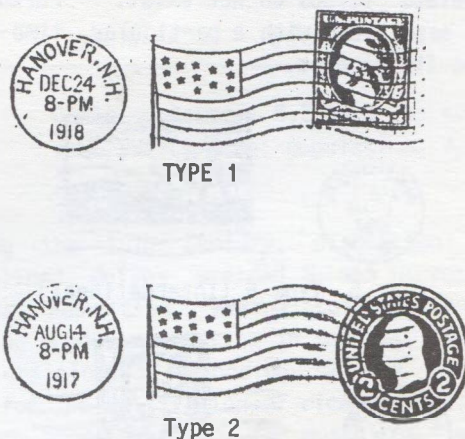


Fig. 2 Two types of Flag cancels have been recorded between 1908 and 1922.

Five other machine cancels(all made by International machines) have been used at Hanover since 1922. These five are illustrated in Figures 3 to 7. One (Type 5) was apparently used during two distinct time periods. The earliest and latest known usages of each type are given in Table III.

The difference between some of the types is very small. Type 3 is characterized by small (1 1/2mm wide) letters in "N.H." and six wavy lines, the wave beginning with a downward slope. All other types show a slight crest before beginning the downward slope. Type 4 has small letters in "N.H." but there are seven lines in the killer part of the cancel. I have seen only two copies of this cancel.



Fig. 3 Type 3 (International)



Fig. 4 Type 4 (International)

Types 5 and 6 are nearly identical. Both differ from Type 3 in that the "N.H." letters are larger (about 2mm wide). The difference between Types 5 and 6 lies in the distance between the "N" and the "H", as measured at the top of the letters. On Type 5, this distance is 3 1/2mm and on Type 6 it is 2 1/2mm. These are constant differences, as intermediate values do not exist. Further, each type is associated with a particular time period, as Table III reveals.



Fig. 5 Type 5 (International)

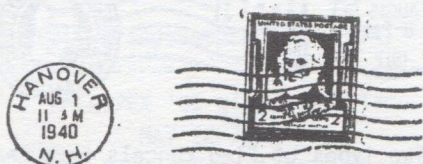


Fig. 6 Type 6 (International)

When ZIP codes were introduced in 1963, these codes were incorporated into the town circle of many machine cancels. Thus, Hanover machine cancel Type 7 includes Hanover's ZIP code - 03755. This machine cancel is still in use, but most of the mail from Hanover that can be cancelled by machine is now cancelled at the Sectional Center Facility in White River Junction, Vermont, and bears that cancel.



Fig. 7 Type 7 (International)

TABLE I
HANOVER, N.H. DUPLEX HAND CANCELS

TYPE	EARLIEST KNOWN USE	LATEST KNOWN USE
1	Nov. ?, 1900(or 08)	Nov. ?, 1900(or 08)
2	Nov. 14, 1901	March 4, 1920
3	Oct. 15, 1919	July 1, 1933
4	Jan. 15, 1941	July 15, 1960

TABLE II
NUMBER OF HANOVER, N.H. FLAG CANCELS SEEN BY YEAR

YEAR	1908	09	10	11	12	13	14	15	16	17	18	19	20	21
TYPE 1	3	0	8	5	0	0	0	0	4	0	3	2	0	4
TYPE 2	0	5	0	0	0	1	1	1	0	5	0	0	0	0

No cancels of either type have been seen from 1912 1920 or 1922. Of the 42 cancels recorded, 29 are Type 1, while 13 are Type 2.

TABLE III
HANOVER, N.H. MACHINE CANCELS

TYPE	EARLIEST KNOWN USE	LATEST KNOWN USE
1 & 2(flags)	Oct. 3, 1908	Mar. 23, 1921
3	Apr. 10, 1922	May 4, 1927
4	Nov. 4, 1929	Jan. 28, 1930
5(1st use)	Oct. 8, 1930	Feb. 4, 1936
6	Mar. 24, 1936	Apr. 12, 1945
5(2nd use)	Oct. 31, 1946	July 8, 1964
7	Oct. 5, 1965	still in use

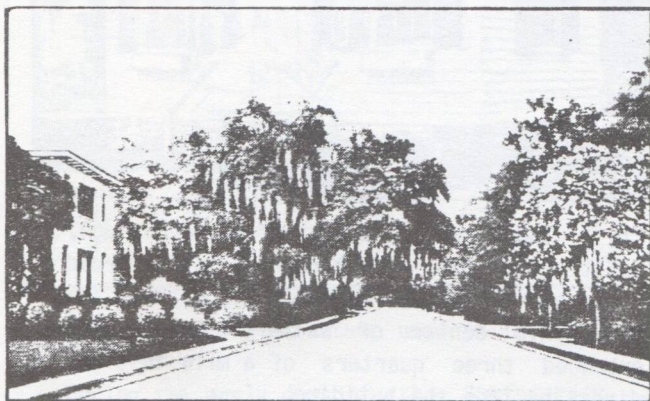
WALTERBORO, S.C. 1784 – 1986

By Robert J. Stets

Walterboro is a delightful small town. Centuries-old live oaks, laden with masses of drooping "Spanish moss" overhang its main streets. Stately mansions and a multitude of churches, all freshly painted, reflect various styles of architecture in the historic district near the center of town.



Walterboro is located in Colleton County, in the southeastern part of South Carolina. It is about 45 miles inland from the Atlantic Ocean, about 50 miles west of Charleston, S.C., and about 65 miles northeast of Savannah, Ga.



Once situated on the main highway between New York and Miami, Walterboro is now bypassed on the east by a four-lane divided highway along the coast, and bypassed on the west by Interstate 95. But its charm endures and over the past decade the homes and shops in the downtown area have been revitalized, including a decorative plaza in the center of the downtown shopping area featuring a 30-foot long waterfall.

But let's step back in time-- centuries back-- to the 17th Century. Our story starts with an area called Colleton.

Colleton County is named after one of the original Proprietors of the Province of Carolina, Sir Lord Colleton. Over the centuries, time and circumstances have greatly altered that original land grant. Today, 1,050 square miles remain, forming the county which has retained the name of its Lord Proprietor, Colleton. (Figure 1)

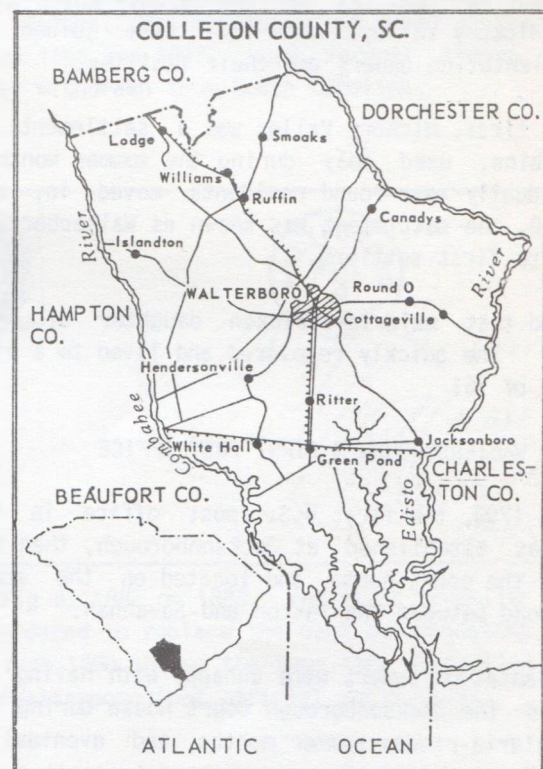


Fig. 1 Colleton County, S.C. and its county seat, Walterboro; population, 7,000.

During the 18th Century, plantation lands with oak-lined drives yielded golden harvests of rice in vast quantities, making Colleton one of the leading producers of rice in America. But the alternate draining and flooding of the marshes, required for the cultivation of rice, brought with it excellent breeding places for mosquitos, which, unbeknownst to the plantation owners, spread the dread disease, malaria.

THE FOUNDING OF WALTERBOROUGH

In 1784, one Colleton plantation owner, Major Paul Walter, several of whose children had already died of malaria, and whose only remaining daughter was already ill with the disease, decided to find a healthier place to live during the dread summer months.

He and his brother Jacob, who owned a neighboring plantation, mounted their horses and rode westward until they reached higher, well drained ground, surrounding a wooded valley, with fresh, running water, and free of mosquitos.

Here they had two cabins built, and moved their entire families to the area, which they called Hickory Valley. Soon they were joined by other plantation owners and their families.

At first, Hickory Valley was a settlement of log cabins, used only during the summer months, but gradually year-round residents moved in, and by 1800, the settlement was known as Walterborough after its first settlers.

And that malaria-stricken daughter of Paul Walter? She quickly recovered and lived to a ripe old age of 76!

WALTERBOROUGH'S FIRST POST OFFICE

In 1793, the first U.S. post office in the area was established at Jacksonborough, then the site of the court house, and located on the stage coach road between Charleston and Savannah.

Plantation owners were unhappy with having to meet in the Jacksonborough Court House during the hot, malaria-ridden summer months, and eventually, in 1817, authorization was granted to erect a new court house at Walterborough.

Construction of the new Court House was begun in 1819, but even before it was completed, on 27 March 1820, Edwin Chipman was named first postmaster at Walterborough. There wasn't much mail handled at Walterborough in those early days, as records from the U.S. State Department reveal that Postmaster Chipman's compensation for the entire fiscal year ending 31 March 1821 was only \$17.24!

In 1826, Walterborough was incorporated, and by 1827, the growth in its postal operations was apparent, as Archibald Campbell, Walterborough's

second postmaster, received \$193.06 for the fiscal year ending 31 March 1827.

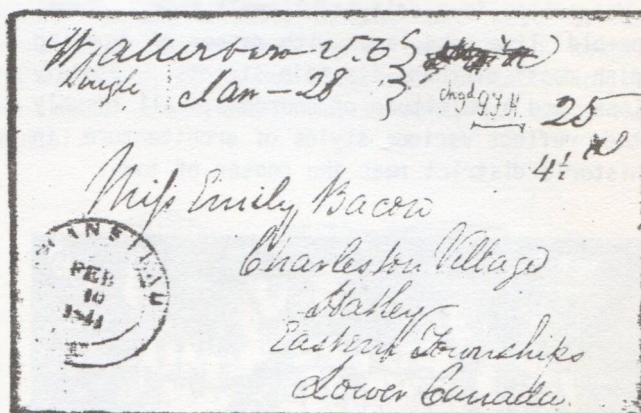


Fig. 2 An early folded letter bearing the manuscript postmark of Walterboro

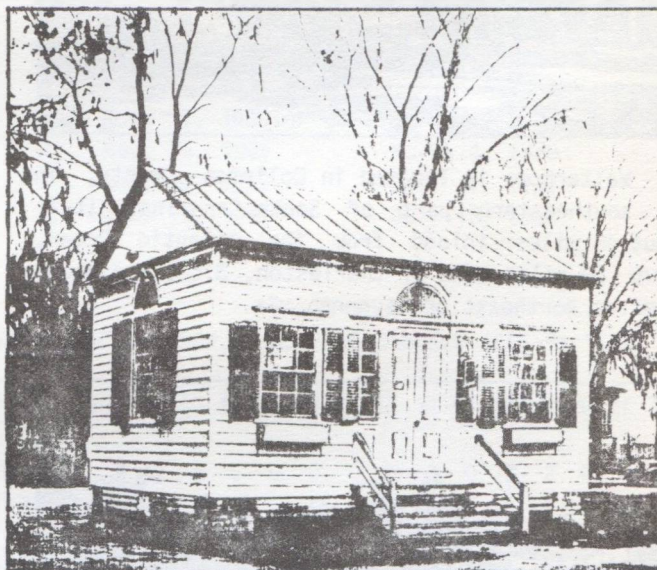


Fig 3. The "Little Library" of Walterborough, built about 1820, with hand hewn sills, broad floor boards and fan-shaped transom, was the geographic center of Walterborough, which extended three quarters of a mile in every direction from the building.

Two more postmasters handled all of Walterborough's postal needs until the Civil War-- John A Fraysse, appointed 1839 and John W. Burbridge, from 1848. During Postmaster Burbridge's tenure Walterborough Post Office acquired a handstamp. The 1986 American Stampless Cover Catalog lists a red 1850 handstamp as the earliest reported marking from Walterborough. Figure 4 shows the same handstamp in black, also an 1850 usage.

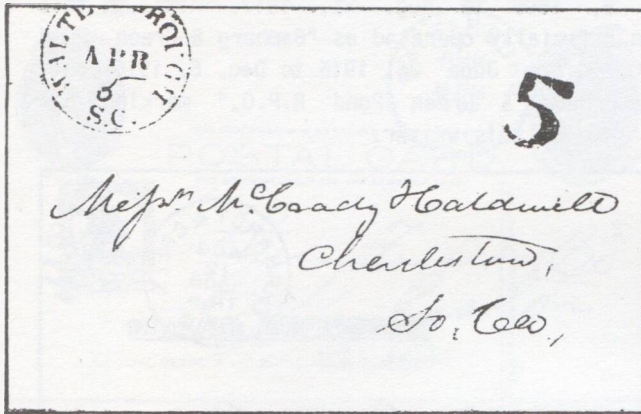


Fig. 4 The first handstamp used at Walterborough

This same handstamp continued in use for many years-- through the Confederate period and until about 1880!

THE CONFEDERATE STATES PERIOD

It is believed that Postmaster Burbridge continued as Postmaster at Walterborough during its operation under the Confederate States of America.

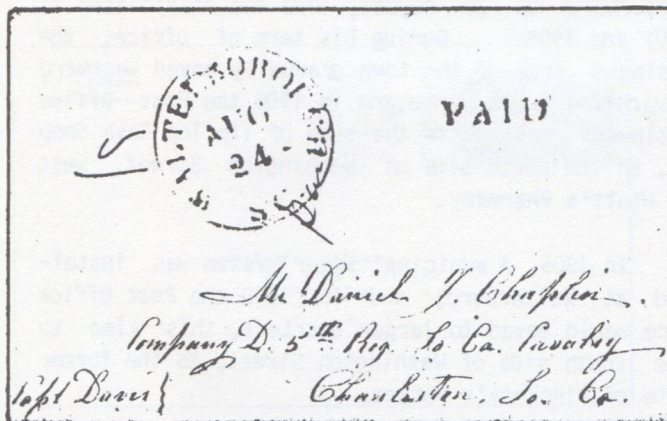


Fig 5. The same old handstamp used in 1863 (CSA)

During the early days of the Confederacy, a scarce "Postmaster Provisional" envelope was sold at Walterborough's post office (listed in Scott's U.S.Specialized Catalog as 100XU1 and 100XU2).

Sherman's army devastated Colleton County in February, 1865. Every plantation was looted and then burned to the ground. Plantation owners, well-to-do one day, found themselves paupers the next. With no place to live, they moved to Walterborough.

A census taken in 1866 shows 93 houses, 18 carriages, 34 buggies, 39 horses, 63 dogs, 182 white males, 221 white females, 168 black males, 263 black females.

It is unlikely that the Walterborough post office operated after Sherman's visit-- though we do not know for sure. If any of my readers has a Confederate cover postmarked at Walterborough after February, 1865, please send a photocopy to the author.

"RECONSTRUCTION"

On May 21, 1866, Henry Albrecht was appointed postmaster at Walterborough, signalling the start of numerous appointments under the occupying military forces. Walterborough had seven postmasters between 1866 and 1877, when Federal troops were finally withdrawn from South Carolina.

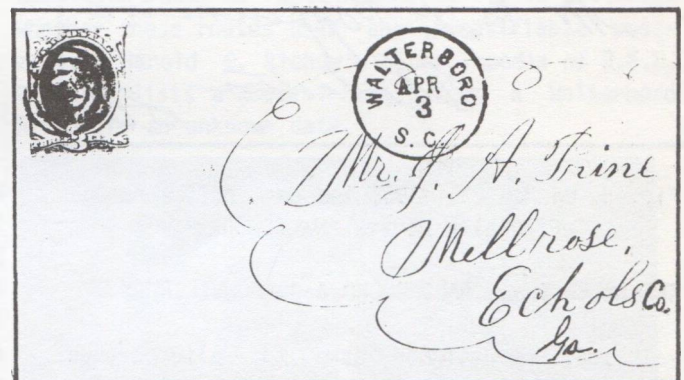


Fig 6. 1882 or 1883. The first canceller ordered to replace the worn out handstamp from 1850 showed the town name misspelled "Walterboro"(not official until 1893).

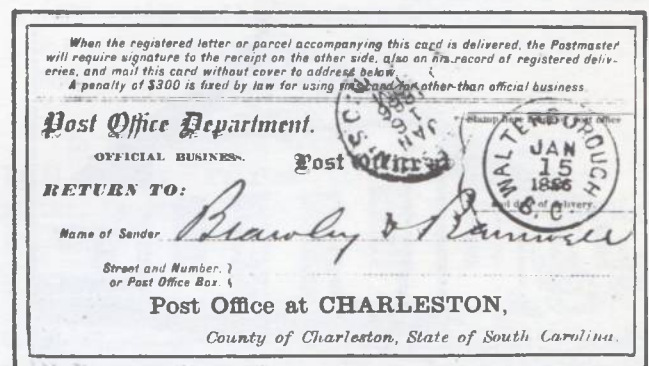


Fig. 7 1886. The replacement cancel with proper spelling of "Walterborough".

WALTERBOROUGH BECOMES WALTERBORO

The earliest recorded location of the Walterborough post office was in a little shop on East Washington Street, near Wichman, about 1885.

May 23, 1893 was a big day in Walterborough's post office history. On that day, the spelling of the post office name was officially changed to "Walterboro", Allen C. Izard was appointed postmaster, and the post office moved into larger quarters next door, on the corner of East Washington and Neyle Streets.

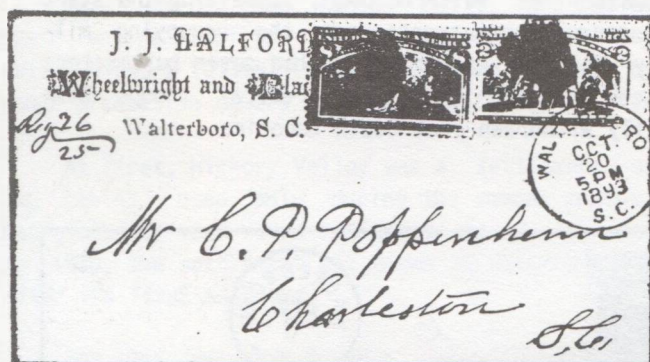


Fig. 8 On May 23, 1893, the post office name officially became "WALTERBORO".

THE GREEN POND, WALTERBORO & BRANCHVILLE RY.

In 1887 the railroad came to Walterborough. No longer was the mail delivered by stage from Jacksonboro' or St. George's railroad stations. Now the Green Pond, Walterboro and Branchville Ry. (it never did get to Branchville) connected Walterboro' directly with the outside world. By 1896 the road had been extended 15 miles beyond Walterboro to Ehrhardt.



Fig. 9 The Walterboro Depot.

A route agent handled mail on this line from Jan. 9, 1899 to Aug. 21, 1917. Although this route officially operated as "Bamberg & Green Pond R.P.O." from June 24, 1915 to Dec. 6, 1916, only the "Ehrhardt & Green Pond R.P.O." marking has been seen by this writer.

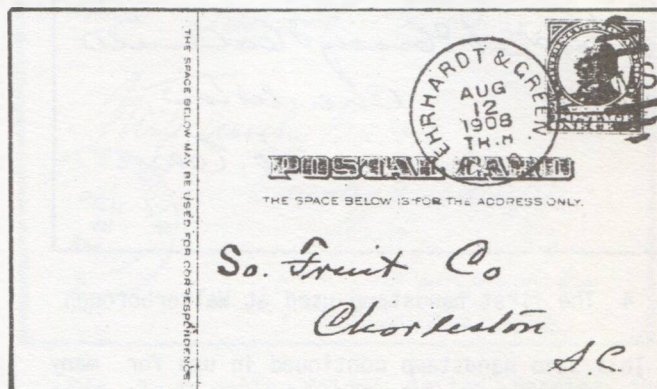


Fig. 10 This postal card mailed from Walterboro received the Ehrhardt & Green Pond R.P.O. marking from the agent aboard the train.

WALTERBORO IN THE TWENTIETH CENTURY

Bernhard Levy was appointed postmaster of Walterboro on 20 August, 1898 and reappointed in 1901 and 1905. During his term of office, the business area of the town gradually moved westward toward the Court House, and in 1906 the Post Office followed, moving to the site of Tip Top Cash Shop #2, on the north side of Washington Street, west of Hiott's Pharmacy.

In 1909, A municipal water system was installed at Walterboro, and in 1910 the Post Office once again moved to larger quarters, this time to the south side of Washington Street, to the former site of Pinckney's Market.

On May 13, 1913, P.M. Murray was appointed as postmaster at Walterboro, and in 1915 a municipal power and light plant was built, the water plant was improved, and sewer lines were installed.

In 1917 the Post Office moved further westward on the south side of Washington Street, to larger quarters, this time to the Masonic Building now occupied by the Novit-Siegel Co.

The next postmasters of Walterboro were J. Mitchell Witsell (5/17/1917), Robert R. Miley (3/18/1918), and Charles D.C. Adams (8/19/1920).

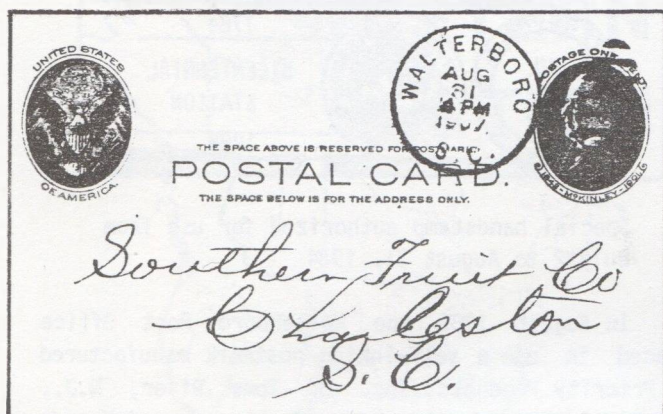


Fig. 11 This type of duplex handstamp was in use approximately 1903-1922

MACHINE CANCELLING COMES TO WALTERBORO

In 1921 the first machine to mechanically cancel mail was installed at the Walterboro post office-- a "flag cancel" machine manufactured by the American Postal Machines Co. The machine was hand operated, but still much faster than the old method of hand cancelling the mail.

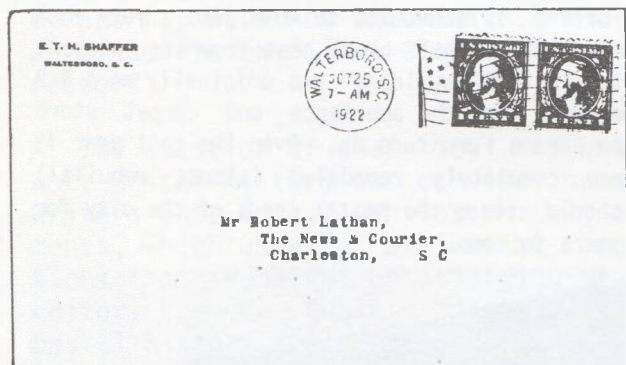


Fig. 12 A "flag cancel" postmark was used at Walterboro 1921-1929

In 1922 Clifton O. Crosby was appointed as postmaster at Walterboro, reappointed in 1926 and 1930. During March 1926, fire damaged the post office. A temporary post office was set up at the Old Express Office on Walter Street until August, 1926, when it returned to the Masonic Building. Apparently the flag cancel machine was damaged in the fire and replaced with a different machine, resulting in the "different die" listing in Langford's "Standard Machine Cancel Encyclopedia".

In 1929, the hand-operated American "flag cancel" machine was replaced with an International Model M, originally a hand-operated machine, which had been mechanized by the addition of an electric motor. This machine is still in use.

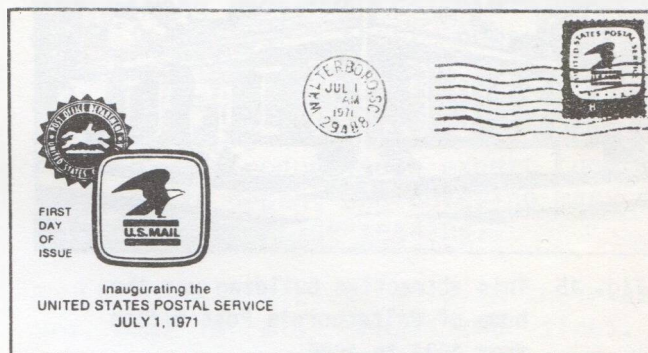


Fig. 13 The faithful Model M machine was still applying the postmark when the U.S. Postal Service came into being on July 1, 1971.

In the 1930's there were six R.F.D. routes operating out of Walterboro. It is not known whether these routes used any identifiable postmark. Harold C. Richow's "Encyclopedia of R.F.D. Cancells" lists a Route 1 cancel from a Walterboro R.F.D. of an unknown date.



A portion of a mural on the wall of the 1937 - 1986 Walterboro Post Office shows an R.F.D. carrier bringing mail to a plantation home in Colleton County.

In 1934 Anderson Field was dedicated. The local press relates that collectors from 39 states, Canada and Honolulu sent covers to receive the special cachet for the dedication.

On May 26, 1937, the Walterboro Post Office occupied a new building, built expressly for the purpose on the northeast corner of Wahington St. and Lucas Ave. C. Stacy Kearse was postmaster from 1934 to 1952.

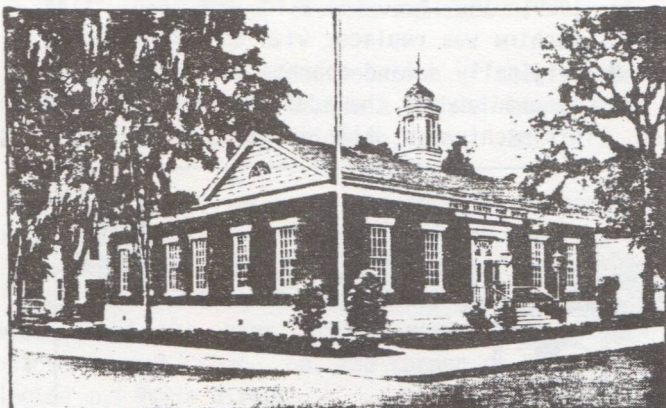


Fig. 15 This attractive building was the home of Walterboro's Post Office from 1937 to 1986.

In the 1940's a branch of the Walterboro Post Office was established to accommodate the large number of servicemen stationed at the Walterboro Air Base.

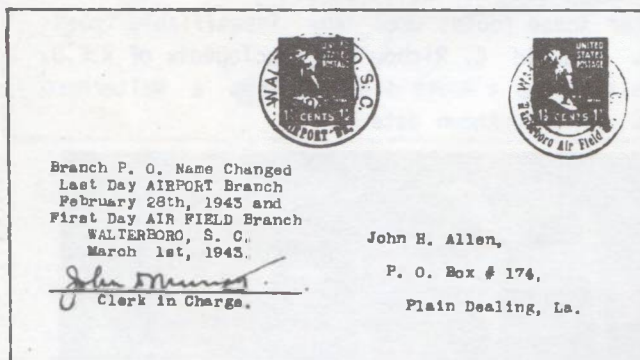


Fig. 16 On Feb. 28, 1943, the Walterboro Airport Branch was changed to Walterboro Air Field Branch.

Budd George Price, 3rd was postmaster at Walterboro from 1952 until June 1977, when C. B. Freston became acting postmaster. In October, 1978, Darrell D. Kirby was appointed postmaster at Walterboro, followed by David Ott (acting) in March 1981. On August 8, 1981, Paul K. Hooker became postmaster, and he is still serving in that position.

During Postmaster Hooker's terms of office, three items should be recorded. From July 2, 1984 to August 31, 1984 the Walterboro Post Office used a special illustrated postmark commemorating the 200th Birthday of the city. This handstamp was in use for this extended period with special permission, because the Model M cancelling machine could not be fitted with a slogan die.



Special handstamp authorized for use from July 2 to August 31, 1984

In August 1985 the Walterboro Post Office placed in use a self-inking postmark manufactured by Priority Products, Inc. of Toms River, N.J., which eliminated the use of the messy ink pads required with standard issue handstamps.

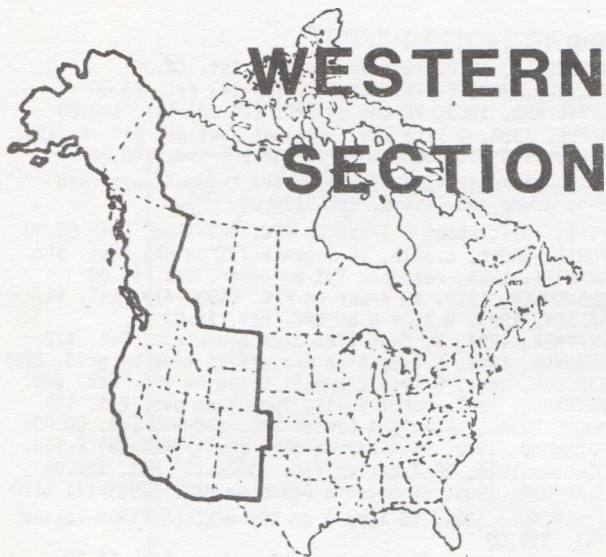


The new self-inking postmark.

Finally, on April 14, 1986, the Walterboro Post Office is scheduled to move into a very much larger building a half block east from its present location. That building was originally an A & P supermarket, then the appliance and carpet store of the Farena Furniture Co. Over the past year it has been completely remodeled (almost rebuilt!) and should serve the postal needs of the city for many years to come.



The newly completed Post Office building.



WESTERN EDITOR'S COMMENTS

Ken Bridge of Roswell, New Mexico, writes, asking a few questions which will likely be of interest to many readers:

Q. What material is considered postal history? is this a time period or an event that happened in the past? For example, my thing is the U.S.S. New Mexico, 1918-1946, and it's postal history. I think this is germane to Western history, others may not. And then again, would it be of sufficient interest to the general reader?

A. The question of what is, and what is not, postal history has carried numerous writers into long, philosophical arguments, which usually arrive at conclusions that are a bit unsatisfying to this editor. From LA POSTA's point of view, postal history includes all subjects related to procedures, handling, and transport of the mails. We do not try to limit this interest by time, and our geographic bounds are the United States and Canada. Since post offices aboard ships of the U.S. Navy fall well within our scope of interest, we would be happy to publish articles concerning their history.

Our purpose in publishing postal history is quite simple -- we seek to learn. While it is always particularly nice to learn more about a subject which is central to our own collecting interests, we enjoy learning more about all facets of postal history from the kinds

of machine cancels used at Hanover, New Hampshire, to the instructions given a postmaster in the Frontier West. we hope our readers share this desire to learn.

Q. How long does an article need to be? Could it be just a short news brief? Do you as editors have any criteria that could be of use? Sometimes I tend to be overwhelmed by the more knowledgeable writers who produce such expert copy, researched in depth, and covering many columns of stimulating reading.

A. LA POSTA articles, as with their authors, come in all shapes and sizes. We welcome short news briefs, including announcements and research reports, and we are always pleased to receive longer, more definitive articles. While I hesitate to speak for Editors Patera, Stets, and Munshower, the sole criterion used to determine if a submitted item should appear in the "Western Section" is, "does this item contain content which contributes to our overall understanding of American postal history?"

Q. I can understand the need for typed, double-spaced material, but I have found that it can also be a turn-off. People with good ideas, thoughts, and items of interests, sometimes don't have a typewriter, can't spell, and, like me, are bashful. What do you expect in the way of form for submitted articles?

A. Man alive, you should see the way some of our articles come in to LA POSTA! No, typed, double-spacing is a lofty idea, and perhaps some of the "biggies" can demand it for submitted manuscripts, but LA POSTA asks only that we can read it. Some pieces arrive typed, some are handwritten on lined paper, some are printed out by word-processing equipment. It really does not matter to us. Spelling errors, punctuation, and style are all over the map. We try to patch up the spelling (often unsuccessfully), and do some rewording to help make meanings clear, but our concept of a postal history journal "made by hand" does not require that everything be perfect. Our conceptual model is much nearer the "Prairie Home Companion" than

Continued on PAGE 94

RICHARD W. HELBOCK

AUCTION NO. 22

P.O. BOX 135, LAKE OSWEGO, OR 97034

(503) 657-5685

SUBSCRIBERS' AUCTION RULES APPLY

ALASKA

- 01 CRAIG, 1943, VG Ty6 on CENSORED PPC. Est. \$5.00
- 02 DOME, 1909, G+ Ty1 (a 4-bar) on PPC. Est. \$60.00
- 03 HOT SPRINGS, 1913, G Type 1 on PPC. Est. \$40.00
- 04 PORCUPINE, 1910, partial blue 4-bar (ALASKA not struck) on PPC. Message headed "Alaska". Est. \$80.00

**ALASKA UNUSED POST CARDS
(ALL REAL PHOTO UNLESS STATED)**

- 05 "Latouche, Alaska" /s/Olsen. Good view of cannery. E.\$12
- 06 "S.S.Mariposa Wrecked Near Bella Bella Oct 8, 1915".E.\$10
- 07 As above, but diff. view w/people in lifeboats. Est. \$12.
- 08 "Ship Jabez Howes Chignik Alaska" sinking. Est. \$10.00
- 09 "Northwestern" Juneau Alaska Jan 22 '16" WPCo.#3. E\$12.
- 10 "S.S.Northwestern...after a storm" Est. \$8.00
- 11 "SS Northwestern in Wrangell Narrows"Thwaites 2252. E.\$8
- 12 "Steamer Humboldt..." Case #11783. Printed. Est. \$8.00

ARIZONA

- 13 MIAMI, 1910, G+ Type 1 on PPC. Est. \$40.00
- 14 SENTINEL/M.O.B., 1928, G dcads on PPC. Est. \$5.00

CALIFORNIA

- 15 BAIRD, 1920, VG 4-bar on PPC. (Shasta 78-20pd.) E. \$10.
- 16 BARD, 1911, about G 4-bar on PPC. (Imp.1910-33 pd) E.\$5
- 17 FALK, 1911, G 4-bar on PPC. (Humb. 99-35). Est. \$6.00
- 18 FOSTERIA, 1912, G 4-bar on PPC. (Cala. 1903-18) E. \$8.
- 19 JOLON, 1911, G Doane on PPC. Est. \$3.00
- 20 LAS PLUMAS, 1915, G 4-bar on PPC. (Butte 1908/61) E. \$5.
- 21 LAUGHLIN, 1908, G Doane on PPC. (Mendo.1902-11) E. \$12.
- 22 MAINE PRAIRIE, 1907, F 4-bar on PPC. (Sol. 61-13) E. \$10.
- 23 NORTH BRANCH, 1914, VG 4-bar on PPC. (Cala.12-25pd).E\$10
- 24 PIKE, 1910, VG 4-bar on PPC. (Sierra 02-54pd) E. \$5.
- 25 SHAWMUT, 1910, VG 4-bar on PPC. (Tuol.07-25) E. \$12.
- 26 TABLEROCK, 1911, G+ cds on PPC. (Sierra 57-22) E. \$10.
- 27 UNO. 1914, VG Doane on PPC. (El Dor.92-20) Est. \$8.00

COLORADO

- 28 CLIFF, 1908, VG Doane on PPC. (89/23) Est. \$15.00
- 29 UNDERCLIFFE, 1910, VG cds & target on PPC.(79-25).E.\$15

IDAHO

- 30 GRANITE, 1908, VG 4-bar on PPC. (83/54) Est. \$5.00
- 31 MANARD, 1908, VG 4-bar on PPC. (1907-15) Est. \$40.00
- 32 SINCLAIR, 1918, VG 4-bar on PPC. (1914-33) Est. \$20.00
- 33 VALLEY, 1912, VG 4-bar on PPC. (1902/23) Est. \$15.00

MONTANA

- 34 DORSEY, 1907, G+ Doane on PPC. (98-13) Est. \$12.00
- 35 LINLEY, 1907, F 4-bar on PPC. (1902-07) Est. \$15.00

NEBRASKA

- 36 PINE CAMP, 1910, VG 4-bar on PPC. (85-34) Est. \$8.00
- 37 SPARTA, 1910, G+ 4-bar on PPC. (80/12) Est. \$15.00

NEVADA

- 38 GOLD CREEK, 1914, VG 4-bar on PPC. (97-29) Est. \$20.
- 39 LUCKYBOY, 1909, bold partial (NEV not struck) 4-bar on GPC. Message headed "Nevada". (1909-13) Est. \$50.00
- 40 MELVIN, 1910, G+ 4-bar on PPC. (1907-13). Est. \$80.00
- 41 UNIONVILLE, 1912, VG Doane on PPC. (62-56) Est. \$6.00

OREGON

- 42 APPLGATE, 1910, VG Doane on GPC. Est. \$4.00
- 43 CELILO, 1909, F 4-bar on PPC. (89-14) Est. \$8.00
- 44 CLEVELAND, 1909, VG cds on PPC. (74-23) Est. \$10.00
- 45 DUFUR, 1888, G lite mag. Typel on 2-ct gr. ent. E. \$25.
- 46 ELLA, 1910, VG Doane on PPC. (82-10) Est. \$40.00
- 47 FALL CREEK, 1894, G Type 2 on cvr trimmed just into 2-ct green emb. stamp. Est. \$20.00
- 48 FIFE, 1911, about G 4-bar on PPC. (09-37pd) Est. \$5.00
- 49 FOREST GROVE, c.1878, VG magenta Ty5 on UX5. Est. \$12.
- 50 GRANITE, 1899, readable Ty3 on cover. Est. \$8.00
- 51 GWENDOLEN, 1910, VG 4-bar on PPC. (1906-41). Est. \$6.
- 52 HALSEY, 1893, G Type 8 on GPC. Est. \$8.00
- 53 HEPPNER, 1894, VG Type 7 on 2-ct green ent. Est. \$12.
- 54 LEBANON, 1887, F Type 8 on cvr w/#210 tied by grid. E\$15
- 55 LINCOLN, 1887, G Type 2 w/Malt.Cross on GPC. Est. \$40.
- 56 MAYVILLE, 1897, about G lite Type 2 on cvr. Est. \$10
- 57 MODOC POINT, 1938, G 4-bar on PPC. (16-55) Est. \$8.00
- 58 PARKWOOD, 1922, VG 4-bar on PPC. (Mult.1913-28) E.\$10.
- 59 ODESSA, 1914, VG 4-bar on PPC. (1902-19) Est. \$12.00
- 60 FLANAGAN, 1909, G+ magenta Doane on PPC. (1905-14) E\$20
- 61 RICKREALL, 1891, VG Type 4 on GPC w/WELLS FARGO notice Est. \$15.00
- 62 ROSEBURG, 1897, about G Type 12 on cvr. Est. \$4.00
- 63 SODAVILLE, 1898, G+ Type 2 on cover. Est. \$35.00
- 64 SWEET HOME, 1887, VG Type 3 on GPC. Est. \$20.00
- 65 TELOCASET, 1887, G Type 1 on Reg. Rct. Est. \$25.00
- 66 TOKETEE FALLS RUR.STA.,1955, VG 4-bar on ph.cvr. Est.\$6
- 67 TURNER, c. 1885, G Type 5 on cover. Est. \$8.00
- 68 WALDO, 1884, about G Type 3 on cover w/enc1. Est. \$12.
- 69 WOODSTOCK, 1910, about G 4-bar on PPC. (91-12) E. \$8.
- 70 YANKTON, 1911, VG 4-bar on PPC. (94-31) Est. \$6.00

SOUTH DAKOTA

- 71 KIMBRO, 1911, VG 4-bar on PPC. (1907-13) Est. \$15.00
- 72 PENNINGTON, 1908, G 4-bar on PPC(real ph. UNDERWOOD) (1907-1909) Est. \$15.00
- 73 SEIM, 1912, VG 4-bar on PPC. (1901-18) Est. \$12.00
- 74 THUNDER HAWK, 1912, G+ 4-bar on PPC. (09-65) E. \$5.00
- 75 "Main Street, Armour S.Dak" view card w/small corner crease. ABER.& SIOUX RPO pm. Est. \$5.00

WASHINGTON

- 76 ALDERTON, 1906, VG cds ties 2-ct red on cvr w/encl.E.\$5
- 77 ARGYLE, 1908, VG cds on PPC. (S.J.86-12) Est. \$10.00
- 78 BLUESTEM, 1910, G 4-bar on PPC. (06-51) Est. \$6.00
- 79 BLYN, 1909, F Doane on PPC. (90-09) Est. \$15.00
- 80 BUCKEYE, 1911, G 4-bar on PPC. (1903-34) Est. \$8.00
- 81 COLUMBIA RIVER, 1910, G 4-bar on PPC(Ferry on Col.R.)E.\$8
- 82 CRYSTAL FALLS, 1911, VG 4-bar on PPC. (1909-13) Est.\$40
- 83 DEWATTO, 1911, about G 4-bar on PPC. (85-28) Est. \$8.
- 84 LONG LAKE, 1913, G blue 4-bar on PPC. (1911-16) Est. \$30.
- 85 OSCEOLA, c.1908, G 4-bar on PPC. (King 77-09) Est. \$12.
- 86 PLUM, 1910, VG 4-bar on PPC. (Linc.02-36) Est. \$8.00
- 87 SAINT GERMAIN, 1911, VG Doane on PPC. (Doug.04-13) E.\$20
- 88 THREE LAKES, 1907, VG Doane on PPC. (1903-26) Est. \$12.

RAILWAY POST OFFICES

- 89 DENVER & GRD.JUNC.,1917, VG (953-un1st) on PPC. E.\$12.
- 90 DURANGO & FARMINGTON, 1914, VG (962.4-A-1) on PPC. E\$20
- 91 PORTLAND & BEND, 1915, G (899.1-B-1) on PPC. Est. \$8.
- 92 SAN FRAN.S.JOSE & LOS ANG.,1908, VG (980-P-1) on PPC.E\$4
- 93 SEATTLE & SKAG., 1917, VG (Unlisted Type) on PPC w/vert. crease. Est. \$30.00

- 94 SPOKANE & COULEE CITY,1905, G+ (906.6-D-1) on GPC. E.\$20
- 95 SPOKANE/TRANS.CLK.N.P.STA.,1910, G+ on PPC. Est. \$4.00
- 96 SPOK.PASCO & SEATTLE,1920, G (892-P-1) on PPC. Est. \$8.00

MISCELLANY

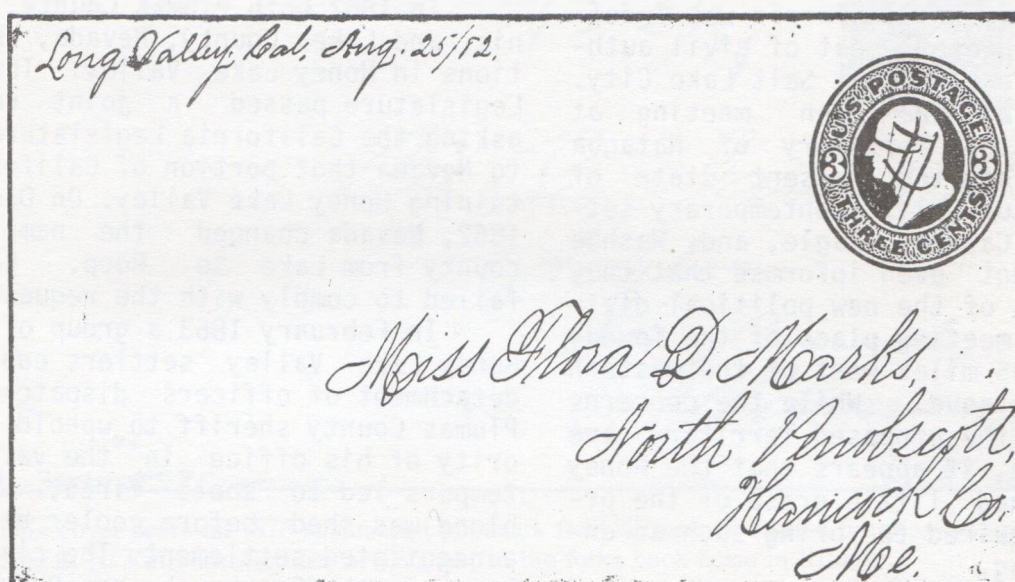
- 97 SHANGHAI,CHIMA/U.S.POSTAL STA.,1907, G+ on PPC. Est. \$6
- 98 U.S.GERMAN SEA P.O., 1910, "15" in klr., VG on PPC. E\$6

END OF SALE

BIDS CLOSE: MAY 31, 1986 10PM

POST OFFICES OF LASSEN COUNTY, CALIFORNIA

By Richard W. Helbock



This cover bears a manuscript postmark of Long Valley, California, dating from 1882. Serving surrounding farms and ranches, Long Valley did little business for the postmaster received only \$50.90 compensation for fiscal year 1882.

The broad sage-covered plains which characterize most of Lassen County remind the visitor that this isolated portion of California is part of the Great Basin. In climate, soil, topography, industry and settlement pattern it shares much more with Nevada, Utah and southern Idaho than it does with the California lying west of the Sierras. The few white settlers, who chose to live on the northwestern fringes of Honey Lake in the 1850's, keenly felt this isolation from California, and were for many years engaged in jurisdictional disputes over their homeland. This article examines briefly the settlement history of Lassen County as reflected in the establishment of post offices, and offers guidelines for persons wishing to build collections of Lassen County postmarks.

Early American interest in the lands which eventually became Lassen County was centered upon routes through the region which might provide an alternative to the higher passes demanded in crossing the Sierras further south. Nobles' Road was such a route. Surveyed in 1852, this trail became an important route from the

Humboldt River to the booming community of Shasta on the Sacramento River. As it proceeded through Honey Lake Valley, Nobles' Road passed the spot where Susanville now stands.

In 1853 Isaac Newton Roop, then serving as postmaster of Shasta, decided, along with a few associates, to relocate in the Honey Lake Valley along Nobles' Road with the intent of establishing trade with the emigrants. In June 1854 Roop platted 160 acres and laid out a town site, which he named for his only daughter. He built a cabin and store, and later that year erected a sawmill. These structures formed the nucleus of Susanville.

Early in 1855 Peter Lassen discovered gold in Honey Lake Valley, a short distance south of Susanville. News of the find attracted several prospectors from the Feather River district, and a number of claims were staked. As the number of settlers in Honey Lake Valley increased, the isolation of the region from any form of civil authority became more important. On April 26, 1856, a group of 20 pioneers

met at Roop's cabin to form the "Territory of Nataqua" with Roop as Secretary and Lassen as Surveyor. At this time the eastern boundary of California was indefinite and the closest seat of civil authority to the east was at Salt Lake City. As visualized by the men meeting at Roop's cabin, the Territory of Nataqua included much of the present state of Nevada. Unfortunately, contemporary settlers of the Carson, Eagle, and Washoe valleys were not even informed that they were residents of the new political division, and the meeting place of the founders was some 35 miles west of the western boundary of Nataqua. While the concerns which led to the proposed Territory are understandable, it appears that the Honey Lake meeting had little grasp of the organization required to bring such an entity into being.

In 1857 the Honey Lake settlers had a change of heart and decided to join their neighbors to the east who were petitioning Congress for separation from Utah Territory. While awaiting congressional action, settlers from the proposed Territory met to establish local government, and a constitutional convention was held July 18, 1859, at Genoa, Nevada. In September of that year Isaac Roop was chosen provisional governor of the proposed territory.

Meanwhile, Roop had filed application for a post office at Susanville, and on March 17, 1859, he was appointed the first postmaster of the new office, which was listed in Utah Territory. Records indicate that service at Susanville was interrupted briefly in 1860 when the office was closed July 16th and reopened October 16th. Roop remained postmaster throughout, and it is possible that this break in service only occurred on the Post Office Department ledgers in far off Washington, D.C.

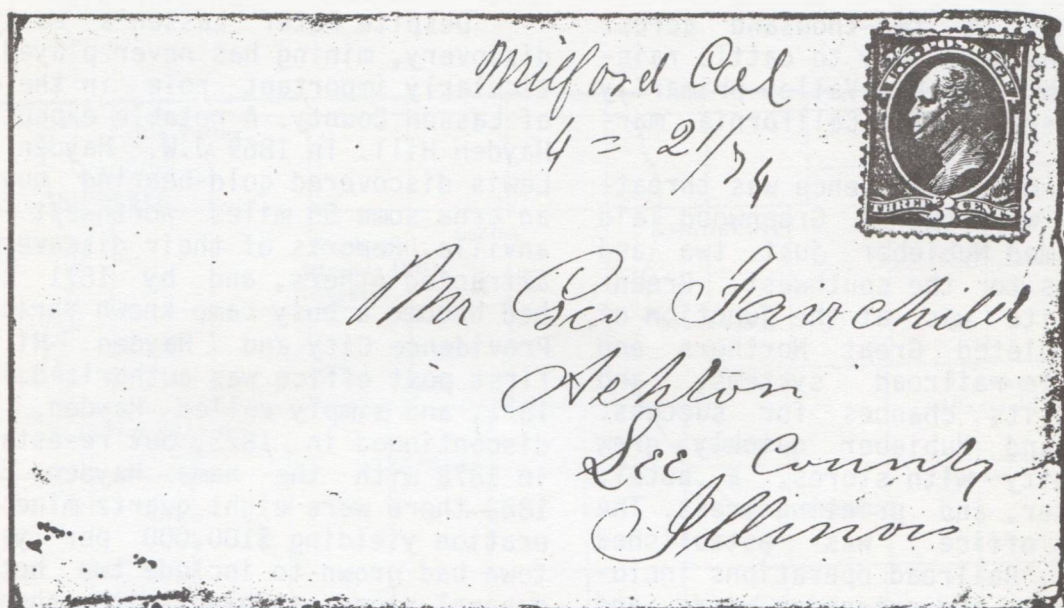
Settlement of the question of jurisdiction for Honey Lake Valley was not accomplished by the creation of Nevada Territory on March 2, 1861. The new Territory was to include the eastern slopes of the Sierra Nevada from Inyo to Modoc counties only with the consent of California. California did not consent, but when the Nevada Territorial Legislature

met to organize counties the Honey Lake Valley was included in Lake County, Nevada.

In 1862 both Plumas County, California, and Lake County, Nevada, held elections in Honey Lake Valley. The Nevada Legislature passed a joint resolution asking the California Legislature to cede to Nevada that portion of California containing Honey Lake Valley. On December 2, 1862, Nevada changed the name of the county from Lake to Roop. California failed to comply with the request.

In February 1863 a group of 40 to 50 Honey Lake Valley settlers confronted a detachment of officers dispatched by the Plumas County sheriff to uphold the authority of his office in the valley. Hot tempers led to shots fired, and some blood was shed before cooler heads urged a negotiated settlement. The clash became known as the Sagebrush or Boundary Line War, and the conflict was eventually settled with an agreement to have both Nevada and California conduct a joint survey to establish the boundary line. The survey showed Honey Lake Valley to lie within California, and thus within Plumas County, but, in consideration of the hard feelings which had emerged, the California Legislature erected Lassen County from that portion of Plumas County lying east of the summit of the Sierras and added to it the eastern half of Shasta County. The new county came into being April 1, 1864, and at last the residents of Honey Lake Valley had local government.

When Lassen County came into being, the only community beside Susanville to have acquired a post office was Janesville. In 1857 Malcom Bankhead built a two-story house and blacksmith shop on Nobles' Road, about 12 miles south of Susanville. The house served as a hotel and Bankhead's shop serviced travelers along the road. On December 19, 1861, a post office was awarded the community. L.N. Breed was appointed the first postmaster, and the office was named in honor of Jane Bankhead, wife of Malcom. A general store was added to the community in 1862, and the town had a nucleus which has proved viable to this day.



This cover bears an 1878 manuscript postmark from Milford. It carried a newsy letter from E. N. Fairchild, brother of Thomas, to the folks back home in Illinois.

Three new post offices were opened in 1864 in Lassen County -- Copper Vale, Milford, and Soldiers Bridge. All three of the offices were located south of Susanville in Honey Lake Valley. Soldiers Bridge survived only three years. Copper Vale (later Coppervale) operated intermittently until 1914, but Milford has survived with but one brief break in service until this day.

The site of Milford was pioneered by Robert J. Scott in 1856. Scott made minor improvements to the land, including diversion of Mill Creek for irrigation, before selling out to Peter Lassen in 1857. Lassen began work on a log house, but failed to complete it before he was killed by Indians in April 1859. In 1860 Frederick Washburn and Thomas Fairchild bought the claim from Lassen's estate. They completed the house begun by Lassen and built a water-powered sawmill. This mill provided the nucleus for a town, and the name "Milford" followed logically. By 1882 Milford consisted of a sawmill, grist-mill, hotel, store, butcher shop, blacksmith shop, school and some 15 dwellings.

By the early 1870's much of the best land in Honey Lake Valley had been homesteaded, and newcomers began taking up

claims in Big Valley on Pitt River in extreme northern Lassen County. Much of this land was marshy, being a sometime lake bed of Pitt River when spring runoff was heavy. The first Lassen County post office in this area was called Big Valley. Authorized in 1873 with James D. Taber as postmaster, Big Valley post office was located about 3 miles northeast of Bieber. The office operated for two brief periods before being closed in March 1877.

In 1877 Nathan Bieber built a house and store on Pitt River at a locality known as Chalk Ford. Bieber applied for and received a post office, which was operated from his general store. The store gradually became the center of a community serving surrounding farms. By 1882 Bieber had a population of about 200, and boasted two stores, two hotels, a restaurant, a barber shop, two saloons, a livery stable, and a weekly newspaper called "The Mountain Tribune". Connections with the outside world consisted of a daily stage from Redding, which carried on to Adin, Alturas, and Lakeview, Oregon; and, a tri-weekly stage to Susanville.

The original 160-acre homesteads proved too small for commercial purposes, and land was gradually consolidated into

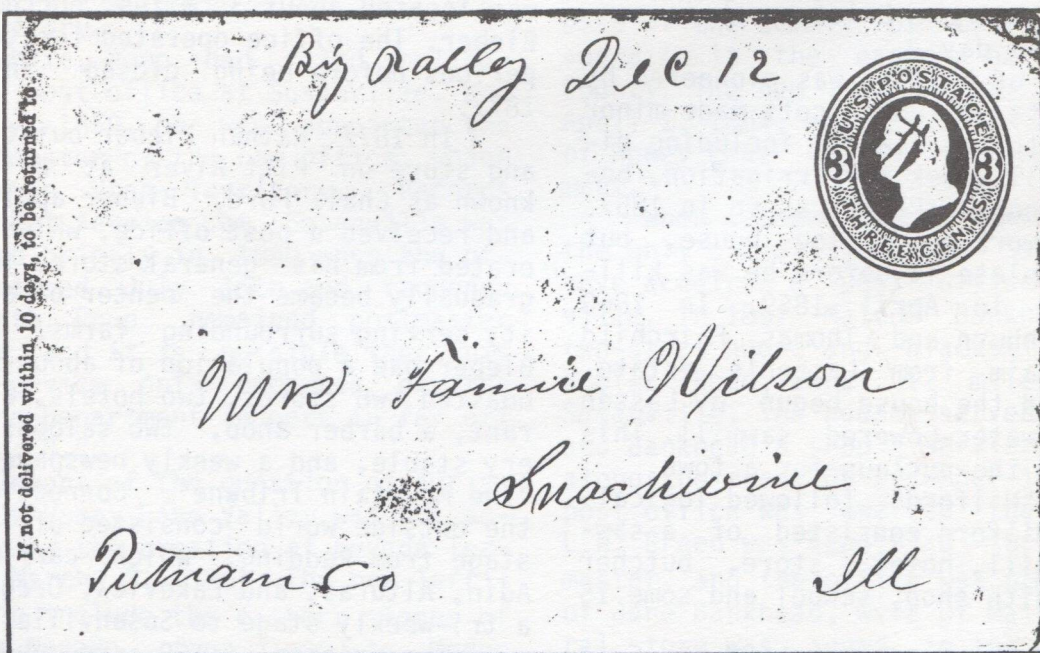
ranches of one to two-thousand acres. General farming gave way to cattle raising, and to this day Big Valley primarily produces feeder beef for California markets.

Bieber's quiet existence was threatened in 1931 when Byron Greenwood laid out a town named Nubieber just two and one-half miles to the southwest. Greenwood's town site was at the junction of the newly completed Great Northern and Western Pacific railroad systems, and many believed its chances for success. From vacant land Nubieber quickly grew into a community with stores, a hotel, garage, theater, and printing press. The Nubieber post office was established April 8, 1931. Railroad operations included a roundhouse and extensive yards, and the economic future of the new town looked very bright.

The railroad's changeover to diesel locomotives brought on closure of the Nubieber roundhouse in 1955. Loss of associated jobs dealt a hard blow to the town, and in recent years its population has fallen below 100. Bieber, on the other hand, continued to survive through the rise and fall of its rail-based neighbor, and recent population figures list Bieber at around 250.

Despite Peter Lassen's early gold discovery, mining has never played a particularly important role in the economy of Lassen County. A notable exception was Hayden Hill. In 1869 J.W. Hayden and S. Lewis discovered gold-bearing quartz in an area some 55 miles northwest of Susanville. Reports of their discovery soon attracted others, and by 1871 the site had become a busy camp known variously as Providence City and Hayden Hill. The first post office was authorized in April 1871, and simply called Hayden. It was discontinued in 1875, but re-established in 1878 with the name Hayden Hill. By 1882 there were eight quartz mines in operation yielding \$100,000 per year. The town had grown to include two hotels, a general store, a blacksmith shop, and a saloon. A tri-weekly stage service connected the 200 residents with Susanville. Hayden Hill continued to function as a mining town until the first or second decade of the present century. The post office was closed in 1912, but reopened briefly from 1915 to 1919.

Lumber has played an important role in the economy of several Lassen County towns, but for Westwood it was paramount. Founded as a company town in 1913 by the Red River Lumber Company, Westwood rival-

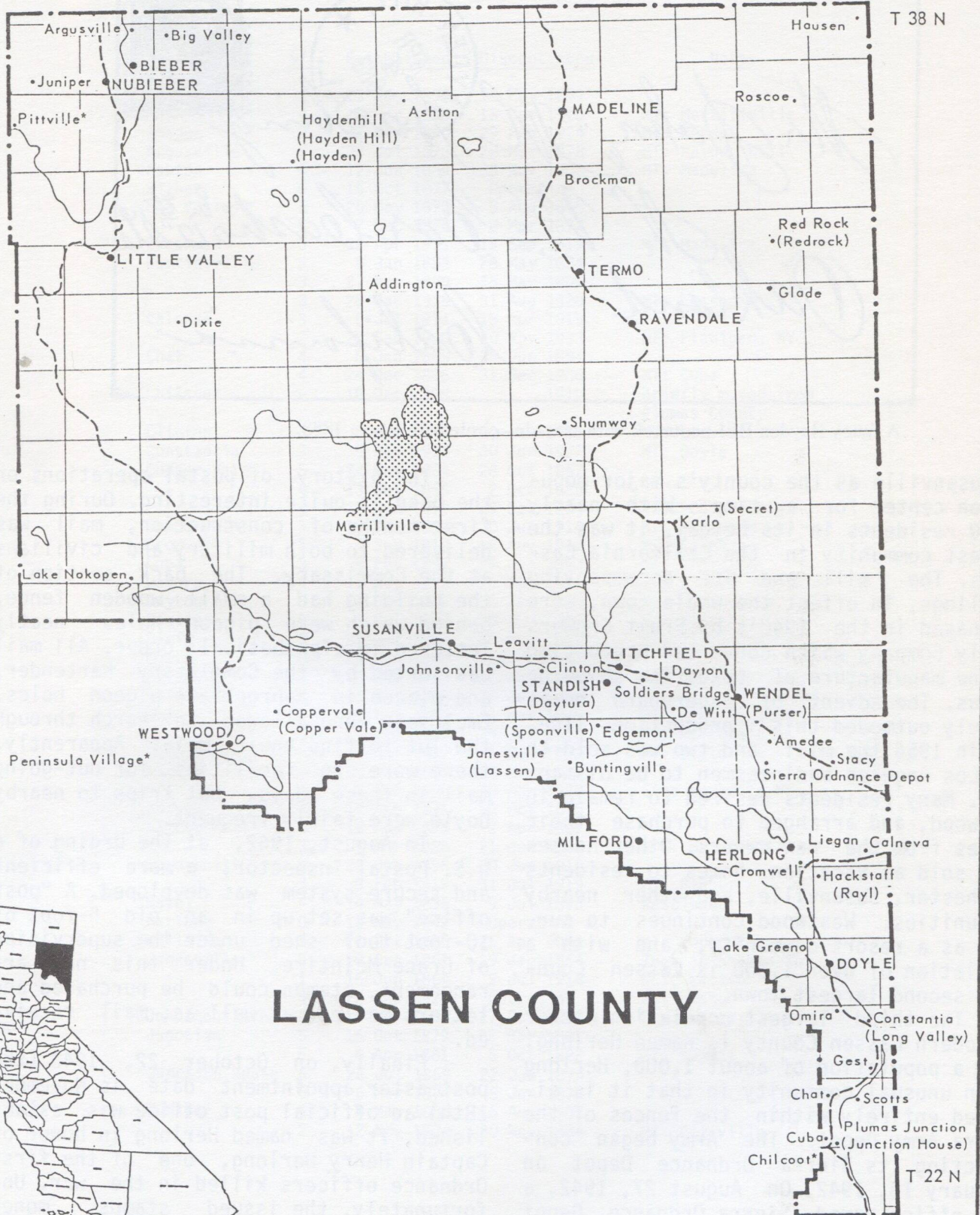


This cover was mailed from the Big Valley post office, probably in 1874. Its California origin is verified by the fact that it is part of a large correspondence from early Lassen and Modoc counties.

R 6 E

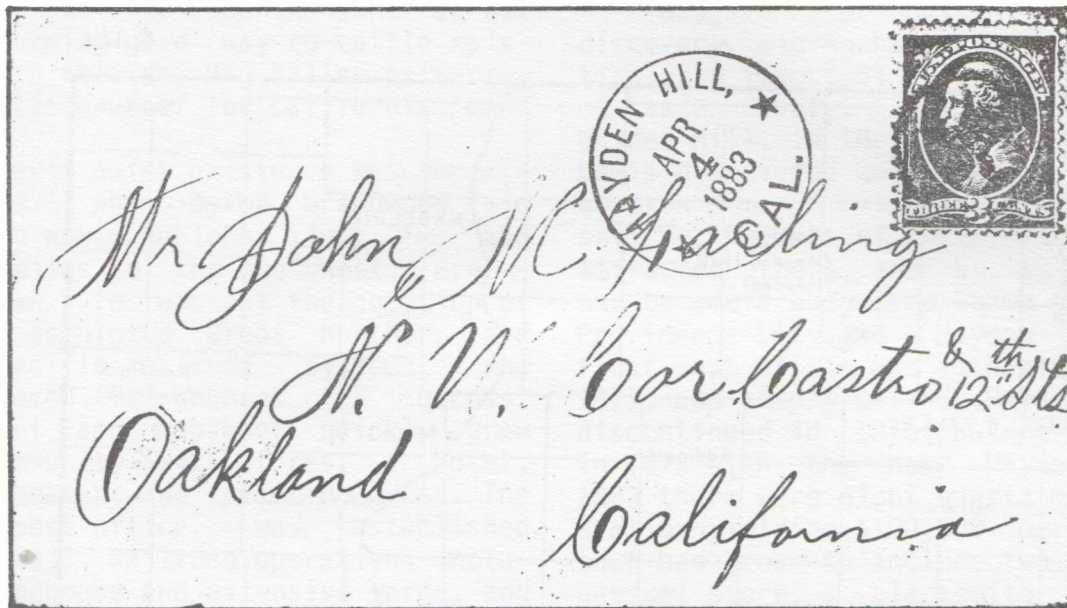
R 17 E

T 38 N



LASSEN COUNTY

T 22 N



A fancy Hayden Hill postmark with star-in-circle killer from 1883.

ed Susanville as the county's major population center for a time. With nearly 4,000 residents in its heyday, it was the largest community in the California Cascades. The mill and its accompanying dwellings, in effect the whole town, were purchased in the 1940's by Fruit Growers Supply Company which converted production to the manufacture of boxes for shipping citrus. The advent of paperboard boxes largely outmoded this production line, and in 1956 the mill and two was sold to two Los Angeles businessmen to be dismantled. Many residents desired to remain in Westwood, and arranged to purchase their houses from the new owners. Other houses were sold as vacation homes to residents of Chester, Susanville, and other nearby communities. Westwood continues to survive as a resort community, and with a population of over 1,800 is Lassen County's second largest town.

The third largest population center in modern Lassen County is named Herlong. With a population of about 1,000, Herlong is an unusual community in that it is situated entirely within the fences of the Sierra Army Depot. The Army began constructing its Sierra Ordnance Depot on February 10, 1942. On August 27, 1942, a post office named Sierra Ordnance Depot was authorized, but an order dated October 23, 1942, rescinded the authorization.

The history of postal operations on the base is quite interesting. During the first months of construction, mail was delivered to both military and civilians at the Commissary. The back section of the building had a small wooden fence, behind which were pigeon holes neatly lettered in alphabetical order. All mail was sorted by the Commissary bartender, and placed in appropriate pigeon holes. Employees were allowed to search through the lot to find their mail. Apparently, there were no facilities for out-going mail in these days, but trips to nearby Doyle were fairly frequent.

In August, 1942, at the urging of a U.S. Postal Inspector, a more efficient and secure system was developed. A "post office" was set up in an old 5-foot by 10-foot tool shed under the supervision of Grace McIntire. Under this new arrangement, stamps could be purchased and letters mailed, as well as, mail received.

Finally, on October 22, 1942 (the postmaster appointment date is November 18th) an official post office was established. It was named Herlong in honor of Captain Henry Herlong, one of the first Ordnance officers killed in the war. Unfortunately, the issued stamps, money orders, and equipment all read "Hurlong", and for the first five days of its operation the office used this name.

LASSEN COUNTY POST OFFICES

<u>Post Office</u>	<u>S/I</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Addington	4	25 Dec 1890	15 May 1894	
	4	12 Mar 1908	15 Dec 1910	MT: Merrillville
Amedee	2	31 Dec 1890	29 Feb 1924	MT: Wendel
Argusville	5	30 Jul 1873	22 Mar 1878	MT: Hayden Hill
Ashton	4	12 Jun 1889	30 Nov 1900	MT: Madeline
Bieber	0	15 Oct 1877	Operating	
Big Valley	5	20 May 1873	5 Aug 1875	
	5	7 Dec 1876	8 Mar 1877	
Brockman	3	29 Apr 1911	15 Sep 1919	MT: Madeline
Buntingville	5	8 Jan 1883	28 May 1884	
	3	27 Apr 1899	15 Mar 1907	
	3	26 Jan 1915	31 Aug 1920	MT: Lassen
Calneva	3	8 Jul 1911	15 Apr 1919	
	2	20 Feb 1920	30 Nov 1933	MT: Flanigan, NV
Chat	4	5 Jan 1885	15 Jun 1894	
	4	24 Dec 1896	31 Dec 1900	MT: Cuba
Chilcoot	-	10 Dec 1909	1910	Briefly moved from Plumas County
Clinton	3	6 Apr 1896	30 Jan 1915	MT: Leavitt
Constantia	2	5 Apr 1912	30 Jun 1927	MT: Doyle
Copper Vale	5	24 May 1864	28 Oct 1867	
	4	13 Jul 1868	2 Oct 1886	
	4	21 Jun 1890	29 Dec 1894	NCT: Coppervale
Coppervale	3	30 Dec 1894	30 Jun 1914	MT: Westwood
Cromwell	5	4 Sep 1912	15 Aug 1913	MT: Calneva
Cuba	3	8 Feb 1897	29 Jun 1907	MT: Chilcoot
Datura	4	11 May 1895	21 Apr 1899	Site & NCT: Standish
Dayton	5	27 Jan 1873	18 Jan 1875	MT: Susanville
Dewitt	2	1 Jul 1903	30 Nov 1927	MT: Wendel
Dixie	3	31 Jul 1907	15 May 1912	MT: Pittville
Doyle	0	29 Jan 1908	Operating	
Edgemont	3	20 Nov 1913	15 Aug 1918	MT: Buntingville
Evan's Ranch	5	28 May 1868	24 Jun 1868	
Gest	5	21 Nov 1893	31 Mar 1895	MT: Long Valley
Glade	3	11 Aug 1908	29 Jun 1918	MT: Ravendale
Hackstaff	5	18 Mar 1922	30 Dec 1922	MT: Doyle
Hausen	5	10 Nov 1885	30 Nov 1887	
	4	6 Oct 1890	28 Apr 1898	Site moved to NV
Hayden	4	13 Apr 1871	15 Oct 1875	
Hayden Hill	3	12 Aug 1878	2 Apr 1887	
	3	9 Mar 1888	21 Jun 1895	NCT: Haydenhill
Haydenhill	3	22 Jun 1895	30 Jun 1912	
	3	9 Feb 1915	31 Jul 1919	MT: Bieber
Hazel	-	14 May 1895	9 Jul 1895	Rescinded
Herlong	0	18 Nov 1942	Operating	
Hillside	5	21 Oct 1880	26 Apr 1881	MT: Lookout
Janesville	5	19 Dec 1861	19 Jan 1864	Then in Shasta Co.
	1	15 Jun 1864	2 Jul 1914	NCT: Lassen
	0	22 Sep 1923	Operating	Was Lassen
Johnstonville	2	15 Nov 1902	27 Oct 1943	MT: Susanville
Junction	5	15 Oct 1879	25 Mar 1881	
	5	4 Apr 1881	5 Oct 1882	MT: Summit
Junction House	5	26 Jul 1869	22 Jan 1874	
	5	6 Mar 1874	5 Jan 1876	
Juniper	4	8 May 1888	15 Aug 1903	
	2	12 Nov 1924	30 Nov 1934	MT: Pittville

LASSEN COUNTY POST OFFICES

<u>Post Office</u>	<u>S/I</u>	<u>Established</u>	<u>Discontinued</u>	<u>Notes</u>
Karlo	2	23 Aug 1911	14 Apr 1934	MT: Wendel
Lake Greeno	4	12 Feb 1892	31 Jul 1903	MT: Milford
Lake Nokopen	3	28 May 1938	29 Jun 1940	MT: Westwood
Lassen	5	19 Jun 1874	14 Jul 1875	MT: Susanville
Lassen	2	2 Jul 1914	2 Sep 1923	NCT: Janesville
Leavitt	3	12 Oct 1914	31 Dec 1920	MT: Litchfield
Liegan	-	16 Jul 1890	9 Apr 1891	No papers
Litchfield	0	30 Jan 1914	Operating	
Little Valley	1	1 Feb 1948	7 Apr 1967	To Rural Branch
Little Valley Rural Branch	0	8 Apr 1967	Operating	CPO of McArthur
Long Valley	3	29 Dec 1869	5 Apr 1912	Site & NCT: Constantia
Madeline	4	16 Sep 1875	26 Aug 1878	
	4	2 May 1879	17 Oct 1882	
	0	14 May 1887	Operating	
Merrillville	3	1 Apr 1875	30 Sep 1912	
	2	7 Jun 1913	30 Nov 1928	MT: Susanville
Milford	4	20 Jun 1864	8 Sep 1879	
	0	15 Oct 1879	Operating	
Nubieber	0	8 Apr 1931	Operating	
Omira	4	20 Apr 1910	31 Jan 1911	
	4	21 Jul 1915	29 Jun 1918	MT: Constantia
Pittville	2	19 Jul 1905	21 Nov 1910	Back to Shasta Co.
	1	1 May 1923	1 Jun 1928	Back to Shasta Co.
	1	26 Aug 1937	19 Jan 1956	Back to Shasta Co.
Plumas Junction	4	26 May 1908	15 Jul 1909	
	3	3 Nov 1913	29 Jun 1918	MT: Chilcoot
Purser	4	27 Mar 1902	15 Jun 1903	
	2	30 Jun 1908	10 Feb 1915	Site & NCT: Wendel
Ravendale	1	2 Feb 1910	15 Nov 1920	
	0	19 May 1921	Operating	
Rayl	3	24 Aug 1915	28 Mar 1922	NCT: Hackstaff
Red Rock	2	1 Jan 1908	15 Nov 1933	MT: Ravendale
Redrock	-	5 Oct 1888	2 May 1890	No Papers
	3	1 Jan 1891	31 Dec 1907	Site & NCT: Red Rock
Roscoe	4	14 Jul 1903	15 Mar 1905	MT: Madeline
Scotts	4	23 Aug 1912	29 Feb 1916	MT: Chilcoot
Secret	4	5 Sep 1892	22 Jun 1895	
	3	9 May 1896	23 Aug 1911	NCT: Karlo
Shumway	3	13 May 1887	31 Oct 1913	MT: Ravendale
Sierra Ordnance Depot	-	27 Aug 1942	23 Oct 1942	Rescinded
Soldiers Bridge	5	22 Aug 1864	24 Sep 1867	MT: Susanville
Spoonville	3	27 Jan 1903	20 Nov 1913	NCT: Edgemont
Stacy	1	11 Jul 1912	30 Jun 1951	MT: Wendel
Standish	0	21 Apr 1899	Operating	Was Datura
Susanville	5	17 Mar 1859	16 Jul 1860	In Utah Territory
	0	16 Oct 1860	Operating	
Termo	-	18 Sep 1900	23 Jan 1901	Rescinded
	1	1 Aug 1908	15 Apr 1914	
	0	2 Sep 1915	Operating	
Wendel	2	10 Feb 1915	15 May 1920	
	1	19 Nov 1921	3 Jul 1964	To Rural Station
Wendel Rural Station	0	4 Jul 1964	Operating	CPO of Janesville
Westwood	0	28 Aug 1913	Operating	

The Pittville post office appears on the Lassen County list as an office which opened and closed frequently. These entries are misleading, and result from the fact that the town site was divided by the Lassen-Shasta county line. Pittville post office actually was in continuous operation from 1878 to 1961, but changes of location of the office within the town resulted in crossing and recrossing county borders.

COLLECTING LASSEN COUNTY POSTMARKS

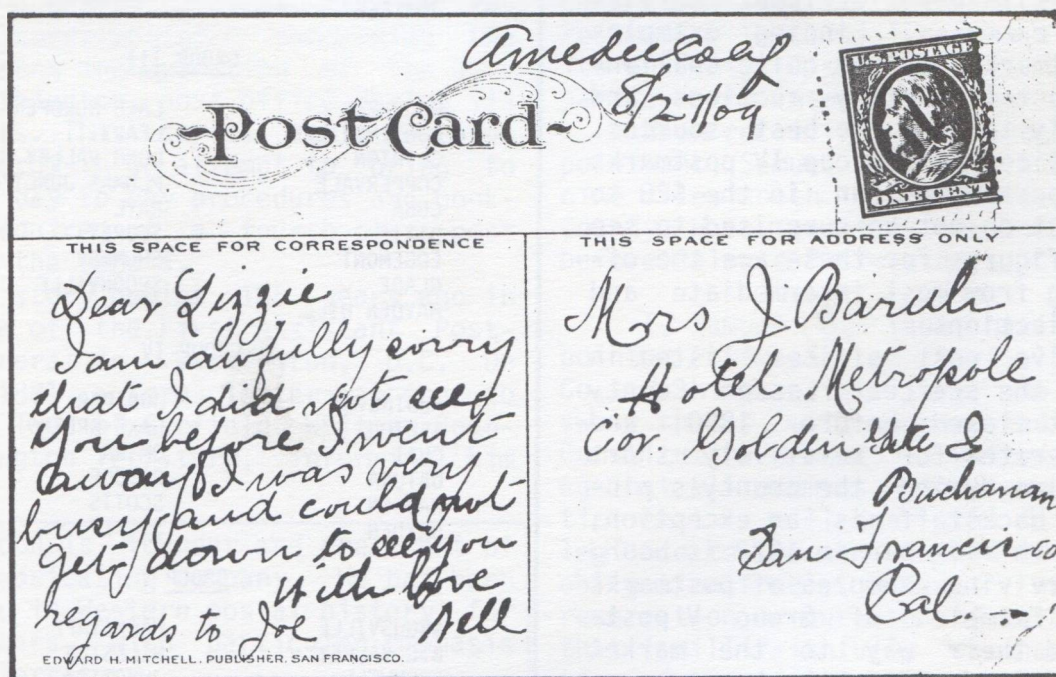
The master listing of Lassen County post offices includes 75 names, including two offices which operated both as independents and rural branches. This number also includes three offices --Hazel, Liegan, and Sierra Ordnance Depot --which were rescinded, or believed to have never operated, and one office --Chilcoot -- which operated briefly in Lassen County for an indeterminant period.

Fifteen Lassen County offices are still in operation, including two CPOs. Postmark examples from these offices would logically form the core of a Lassen County collection. Obtaining current

postmarks from the 15 offices should prove fairly easy, and can probably be acquired with a polite letter to the appropriate postmasters. Older postmark examples, particularly those dating from before 1900, command a premium in the market and may be difficult to find even for operating post offices.

Four Lassen County post offices have been discontinued in the recent past, and are listed in Group I and assigned an S/I number of "1" in the master list. These offices include two -- Little Valley and Wendel -- which were converted to rural stations, and still operate as CPOs. Even though current postmarks may be obtained from them, collectors usually consider an office to have become a DPO once it is converted to a rural station. It should be fairly easy to locate examples of postmarks from the four offices listed in this group.

Our Group II list contains the names of 11 more post offices. These offices have generally operated well into the present century, and represent those from which surviving postmark examples should be reasonably plentiful. Fair prices for the most common postmark examples from Group II office should be in the \$5-\$10 range, but older, or unusual examples can



A post card bearing a manuscript Amedee postmark from 1909. Apparently the postmaster was temporarily without his handstamp.

be expected to command a premium. For example, the manuscript postmark from Amadee illustrated below is unusual, and might fairly command a price of \$20 or more on today's market.

The largest single group of Lassen County post offices has been assigned S/I numbers of "3", and appear in Group III. These offices typically operated into the 20th century, but closed before 1930. This means, of course, that any postmarks from them must be over 50 years old, but fortunately a considerable number of postmarks from about 1905 to 1915 have survived on picture post cards. Since postmarks of these Group III offices ought to be represented on post cards, they should be considered reasonably obtainable. Some of them, however, are apt to prove rather difficult to find. Fair market prices for the most common postmark examples from Group III offices are in the \$10 to \$20 range today, but it is still possible with very careful searching to find examples priced at \$1 or less at flea markets, antique shops, or post card dealers.

Twelve Lassen County offices have been assigned to Group IV. These offices were generally closed prior to the post card era, or operated very briefly within it, and thus will have far fewer surviving postmark examples. Finding examples of these postmarks will be quite challenging, with postal history auctions and dealers likely to be the best sources. Reasonable prices for Group IV postmarks should be expected to run in the \$20 to \$50 range, but do not be surprised to see even higher figures for these are the offices missing from most intermediate and advanced collections.

The twelve post offices listed in Group V are the scarcest Lassen County offices. Most closed before 1890, and therefore operated for relatively short periods of time during the county's pioneer years. Hackstaff is an exception, but its 9-month lifespan in 1922 is bound to render surviving examples of postmarks very scarce. Examples of Group V postmarks do find their way to the market from time to time, and, when they appear in auctions, they usually attract spirited bidding.

A representative Lassen County collection should contain postmark examples from all 15 of the operating offices and CPOs, the four Group I offices, the 11 Group II offices, and perhaps 12-15 of the Group III offices. In other words, a representative collection might number 40-45 different offices. Numerous postmark types, rates, corner cards, and so forth exist from Lassen County offices, and the possibility of a large and specialized collection exists.

<u>OPERATING</u>	
BIEBER	NUBIEBER
DOYLE	RAVENDALE
HERLONG	STANDISH
JANESVILLE	SUSANVILLE
LITCHFIELD	TERMO
LITTLE VALLEY CPO	WENDEL CPO
MADLINE	WESTWOOD
MILFORD	
<u>GROUP I</u>	
LITTLE VALLEY	STACY
PITTVILLE	WENDEL
<u>GROUP II</u>	
AMEDEE	KARLO
CALNEVA	LASSEN (1914-23)
CONSTANTIA	MERRILLVILLE
DEWITT	PURSER
JOHNSTONVILLE	RED ROCK
JUNIPER	
<u>GROUP III</u>	
BROCKMAN	LAKE NOKOPEN
BUNTINGVILLE	LEAVITT
CLINTON	LONG VALLEY
COPPERVALE	PLUMAS JUNCTION
CUBA	RAYL
DIXIE	SECRET
EDGEMONT	SHUMWAY
GLADE	SPOONVILLE
HAYDEN HILL	
<u>GROUP IV</u>	
ADDINGTON	JUNIPER
ASHTON	LAKE GREENO
CHAT	OMIRA
DATURA	ROSCOE
HAUSEN	SCOTTS
HAYDEN	SECRET
<u>GROUP V</u>	
ARGUSVILLE	HACKSTAFF
BIG VALLEY	HILLSIDE
CROMWELL	JUNCTION
DAYTON	JUNCTION HOUSE
EVAN'S RANCH	LASSEN (1874-1875)
GEST	SOLDIERS BRIDGE

A LOOK INSIDE AT THE OPERATION OF A FOURTH CLASS TERRITORIAL POST OFFICE

By Lynn Langdon

Post Office, OLYMPIA, W.T.

July 11

I certify That Samuel J. Taut
at Garfield Wash., has this day deposited in
this office, to the credit of the Post Office Department, on account of proceeds due
the United States for the quarter ended June 30, 1882,
Seven 74 dollars, for
which I have signed duplicate receipts.

Garfield, W.T. JUL 21 1882
Postmaster

Samuel J. Taut, P. M.

374

DUPLICATE

To a retained by the depositing Postmaster

Figure 4

Part I: The Initial Appointment

A fortunate set of circumstances has preserved a nearly complete set of records and correspondence concerning the establishment and operation of the Garfield, Washington, post office during its early years. This series will examine these records in an attempt to bring to light the day to day procedures and book-keeping required of a fourth class post office in the 1880's.

This story begins 105 years ago in the office of the First Assistant Postmaster General in Washington, D.C. On March 7, 1881, a form letter was sent to Samuel J. Taut of Garfield, Whitman County, Washington Territory, informing him

of his appointment as postmaster, outlining the duties of a postmaster, and instructing him regarding the taking of his oath of office. The document received by Postmaster Taut is illustrated below in its entirety (Figure 1). Its "rules" make particularly interesting reading.

Upon receiving his letter of appointment, Samuel J. Taut traveled the nine miles south to Palouse, Whitman County, W.T., and took the following oath before Palouse Postmaster L. C. Jacobs:

I, Samuel J. Taut, having been appointed Postmaster at Garfield, Whitman Co., Washington Territory, do solemnly swear that I will support and defend the Constitution of the United States, against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; that I take this obligation freely, without any mental reservation or purpose of evasion; and that I will faithfully discharge the duties of the office on which I am about to

Lynn Langdon is founder and president of a steel-fabricating company. He has been interested in Western postal history for over 40 years, with particular emphasis on Idaho Territory,

In all communications to this Department be careful to give the name of your office, county, and State.
SERIES JANUARY 15, 1880.

Post Office Department,

Office of the First Assistant Postmaster General,

Washington, D. C., 7 March, 1881.

SIR:

Understanding that if a Special Post Office be established at Garfield, in the County of Whitman, and State of Washington, it can be supplied with mail from the Post Office at Palouse, or any other office more convenient for the purpose, the Postmaster General has established such POST OFFICE, and appointed you POSTMASTER thereof, in which capacity you will be authorized to act upon complying with the following requirements:

1st. To execute the inclosed bond, and cause it to be executed by two sufficient sureties, in the presence of suitable witnesses; and the sufficiency of the sureties to be certified by a qualified magistrate.

2d. To take and subscribe the oath or affirmation of office inclosed, before a magistrate who will certify the same; also, to appoint an assistant, who must be sworn. These oaths must be sent to this Office.

3d. To exhibit your bond and qualifications, duly executed and certified as aforesaid, to the Postmaster of Palouse, and then to deposit them in the mail, addressed to me.

You will be authorized by the Second Assistant Postmaster General to employ a carrier, AND YOU MUST NOT EMPLOY ONE UNTIL SO AUTHORIZED.

A mail key will be sent from the Mail Equipment Division. Blanks will be sent by the Blank Agent at Washington City, D. C.

After the receipt at this Department of your bond and qualifications, duly executed and certified, and the approval of the same by the Postmaster General, a commission will be sent to you.

The Postmaster at Palouse will supply your office with a mail-bag, which, if necessary, he will procure for that purpose on application to the Mail Equipment Division of this Department.

If you accept the appointment, the bond and oath must be executed and returned without delay. If you decline, notice thereof should be immediately given to this Office.

It will be your duty to continue in charge of the office, either personally or by an assistant, until you are relieved from it by the consent of the Department, which will be signified by the discontinuance of your office or the appointment of your successor.

The establishment of this Post Office is made subject to the condition mentioned in the first paragraph of this letter of appointment, agreeably to section 548, page 130, of the Postal Laws and Regulations, edition of July 1, 1879, because it is not situated on any road declared a mail route by act of Congress. Whenever a public mail route is extended to or by this office, its supply of the mail by a special contract, as herein provided, will cease.

Your attention is specially directed to the following rules:

Postmasters are not authorized to give credit for postage. Want of funds, therefore, is no excuse for failure of payment.

You will make regular returns to the Department quarterly whether there be a balance to pay over or not. A Postmaster must not change the name by which his office is designated in the books of the Department without the order of the Postmaster General.

Be careful in mailing letters to postmark each one, in all cases, with the name of your office and State; and in all communications to the Department to embrace in the date the name of your Post Office, County, (or District,) and State.

The payments must be made and the receipts taken to correspond with the regular quarters, which end on the 31st of March, the 30th of June, the 30th of September, and the 31st of December.

Take two receipts, ("ORIGINAL" and "DUPLICATE.") Send the ORIGINAL, by the first mail, to the "Auditor of the Treasury for the Post Office Department, Washington, D. C."

The same carrier should be employed continuously as far as practicable. If a change becomes necessary, it should be made at the close of a quarter.

Postmasters cannot be allowed any compensation for personal services in carrying the mail.

Postmasters must not change the site, nor the point of supply of their post offices, without consulting the Department.

For any further information consult the Postal Laws and Regulations, edition July 1, 1879.

Very respectfully,

James M. Kim
First Assistant Postmaster General.

Sam'l J. Tarr, Esq.

enter, so help me God. I do further solemnly swear that I will faithfully perform all the duties required of me and abstain from everything forbidden by the laws in relation to the establishment of post offices and post-roads within the United States; and that I will honestly

and truly account for and turn over any money belonging to the said United States which may come into my possession or control; and I also further swear (or affirm) that I will support the Constitution of the United States, so help me God.

/s/ Samuel J. Taut

(No. 2002.)

~~(No. 2.)~~

U. S. Post Office Department,

OFFICE OF THE SECOND ASSISTANT POSTMASTER GENERAL,

Amst

Washington, March 23, 1881

SIR:

By order of the POSTMASTER GENERAL the post office at Garfield
is to be supplied with the mail, as often as practicable for
the pay allowed, from Palouse, or
any other office more convenient for the purpose, from _____, 187
date of beginning of service, until otherwise ordered.

The expense of so supplying it cannot, under the law, exceed a sum per annum equal to two-thirds the amount of your compensation as Postmaster.

Employ a suitable person to perform the service, and report his name to this Office. At the close of each quarter you will pay the carrier at the above rate, and forward his receipt to the AUDITOR OF THE TREASURY FOR THE POST OFFICE DEPARTMENT, as a voucher to entitle you to credit for the amount so paid. A contract is not required to be executed by the carrier; but he must, before beginning the service, take the oath required by law, to be filed in the Department. Blank oath is annexed, which, when signed, must be detached and returned to this Office.

Postmasters cannot receive pay as carriers.

The quarters expire on the last days of March, June, September, and December.

Respectfully, &c., &c.,

Amos Brady

Second Assistant Postmaster General.

POSTMASTER

Garfield,

Whitman Co,

Washington Territory,

Figure 2

On March 23, 1881, a printed form from the Office of the Second Assistant Postmaster General in Washington, D.C., was mailed to Samuel Taut informing him that he should hire a carrier (Figure 2). Said carrier, after being given the oath of allegiance to the U.S. Government, was to bring the mail from Palouse to Garfield. Postmaster Taut was also warned that the carrier must not be reimbursed more than two-thirds the amount of the Postmaster's annual salary. Since Samuel Taut had only been appointed two weeks earlier, he must have been at a loss to know what his annual salary would be, as he was to receive just 60% of the value of stamps cancelled at his office.

The Special Mail Service receipt illustrated below (Figure 3) indicates that, at least for his first two quarters of operation, Postmaster Taut carried the mail from Palouse to Garfield himself.

Compensation for postmasters in small offices in the Frontier West was not great. Table 1 shows the exact amount of stamps cancelled, postmaster compensation, and stamps sold at Garfield post office for each quarter it operated during 1881 and 1882. For example, in the quarter ending June 30, 1882, the office cancelled \$10.51 worth of stamps on letters, packages, etc. Sixty per cent of that amount is \$6.30, and this was the pay due Postmaster Taut. During the same quarter, Garfield post office sold \$14.04 worth of stamps, so Postmaster Taut deducted his compensation from those proceeds, and deposited the difference -- \$7.74 -- to the account of the Post Office Department at Olympia, W.T. (Figure 4).

NEXT: A NEW POSTMASTER AND CHANGING THE BASIS OF POSTMASTER COMPENSATION.

TABLE 1
QUARTERLY FINANCIAL STATEMENTS, GARFIELD, W.T., 1881 - 1882

Quarter	Cancelled letters, etc. during quarter	Postmaster Compensation	Stamps, etc. sold during quarter
July 1, 1881 to Sep. 30	.69	.41	5.80
Oct. 1, 1881 to Dec. 31	6.72	4.03	14.30
Jan. 1, 1882 to Mar. 31	13.92	8.35	23.09
Apr. 1, 1882 to June 30	10.51	6.30	14.04
July 1, 1882 to Sep. 30	17.88	10.72	
Oct. 1, 1882 to Dec. 31	26.50	15.90 Samuel Taut	37.50

(No. 1567.)

SPECIAL MAIL SERVICE.

Received, this 30 day of Dec, 1881, from S. J. Taut -
Postmaster at Garfield, County of Whitman, State of Wash. Terr.
No mail carrier employed carried the mail by express
cents, the amount due me for service from Oct 1, 1881,
to Dec 30, 1881

Sign here. *S. J. Taut - P.M.* Mail Carrier.
If signed in German or illegibly, write the name plainly underneath.

Witnessed (if the receipt is signed by a mark—X) by

Figure 3

THE NEVADA POSTMARK CATALOG

By Ted Gruber

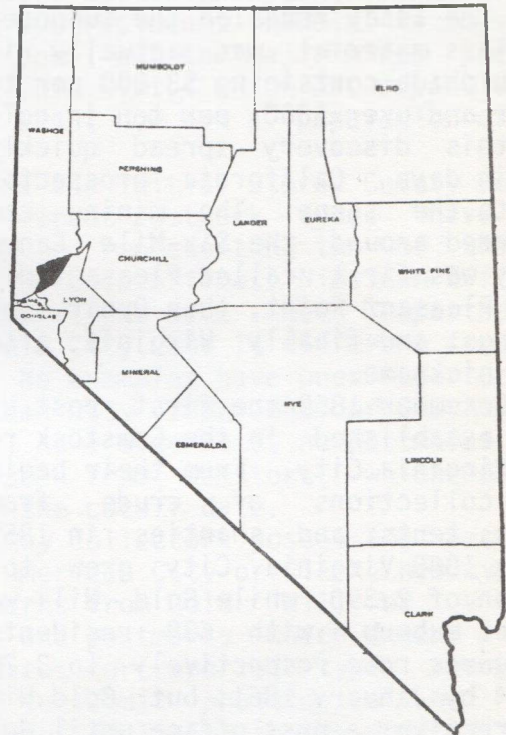
Part VI: Storey County

The most important mineral discovery in Nevada -- and perhaps all of North America -- occurred in 1859 in southern Storey County. This was, of course, the famous Comstock Lode.

The events leading to the discovery of the Comstock began in 1851 with the first mining operation in Gold Canyon, which extended south from the Comstock Region. Over the next eight years miners recovered gold from the canyon through placer techniques (extracting the ore by washing it in running water). The peak year was 1855, when as many as 180 miners worked the canyon in the summer. the discovery of silver in Gold Canyon was made by two brothers, Allan and Josea Grosh, at a time when virtually all the other miners were prospecting strictly for placer gold. However, the Grosh brothers died in separate incidents in 1857 before they were able to develop their discovery, and few if any other miners knew of the existence of silver. Many historians believe that the Grosh brothers would have discovered the Comstock Lode had they lived.

After 1857 the mining activity in Gold Canyon lessened. However, some miners began prospecting farther up the canyon and also in an adjacent canyon to the north named Six-Mile Canyon. Their efforts were rewarded in 1859 when two separate major discoveries were made which subsequently proved to be part of the same massive lode.

The first of these discoveries occurred in January 1859 when James "Old Virginny" Finney (also known as Fennimore or Fenemore), Alec Henderson, Jack Yount, and John Bishop located many placer claims in northern Gold Canyon. Other



prospectors came up the canyon to this site as more locations were made, and the place became known as Gold Hill. No serious development was done until winter passed, but once "Old Virginny" and his companions started to work, they found a rich ledge of gold a few feet beneath the surface.

The second significant discovery was made in Six-Mile Canyon, just north of Gold Hill in June 1859. Two Irish prospectors, Patrick McLaughlin and Peter O'Riley, were developing a spring used in placer operations when they discovered outcroppings of gold. They entered into a four-way partnership with Henry Comstock and Emanuel Penrod, who owned the land on which the spring was situated, or at least they claimed they did. Two other men were soon made partners in exchange for building two arrastras for crushing ore. None of these men could have possibly imagined the magnitude of the giant ore bodies they had unearthed.

At both the Gold Canyon and Six-Mile Canyon diggings there was a heavy black substance which was discharged by the mi-

Ted Gruber is a computer programmer/analyst for a U.S. Government contractor, and also teaches computer science at the University of Nevada, Las Vegas. He has been interested in the postal history of Nevada and Utah for over 15 years.

ners because it interfered with the recovery of the gold. In July 1859 some samples of it were taken to Grass Valley, California, where they were assayed. Results of the assay revealed the supposedly worthless material was actually rich silver sulphide containing \$3,000 per ton in silver and over \$800 per ton in gold. News of this discovery spread quickly, and within days California prospectors flocked to the scene. The mining camp which formed around the Six-Mile Canyon discovery was first called Pleasant Hill or Mount Pleasant Point, then Ophir, Ophir Diggings, and finally Virginia, after Finney's nickname.

In December 1859 the first post office was established in the Comstock region at Virginia City. From their beginnings as collections of crude frame buildings, tents, and shanties in 1859, by August 1860 Virginia City grew to a population of 2,390, while Gold Hill was a distinct suburb with 638 residents. These figures rose respectively to 3,284 and 1,294 by January 1861, but Gold Hill did not receive a post office until July 1862.

The new mineral discoveries and the accompanying influx of people into the area did what the Carson Valley settlers had been unable to accomplish in the previous decade -- create a new territory from the western part of Utah Territory. Congress created Nevada Territory in March 1861, and in the first session of the new territorial legislature in November, Storey County was created with Virginia City as the county seat. The county was named for Captain Edward Storey, who was killed in the Pyramid Lake Indian War of June 1860.

Virginia City and Gold Hill boomed during the early 1860's as capital was invested in the mines and production steadily increased. In 1863 Virginia City was by far the largest city in Nevada Territory, and had a population estimated between 15,000 and 18,000. However, after 1865 the Comstock production started a downward trend which continued through the rest of the decade.

This decline reversed dramatically in 1871 when new discoveries were made deeper in the mines. It was soon apparent

that these new ore bodies were even larger and richer than those worked in the early 1860's. During the peak period of 1871 to 1877, the Comstock Mines produced over \$160 million in silver and gold, while Virginia City and Gold Hill grew to populations of 25,000 and 8,000 respectively. A devastating fire destroyed three-fourths of Virginia City in October 1875, but within a year most of the city had been rebuilt.

One problem which had always plagued the Comstock mines was flooding. Completion of the Sutro Tunnel in 1878 helped to drain the mines, but by this time most of the work was being done at greater depths and it was necessary to pump the water up to the tunnel level. In addition, the ore deposits worked after 1878 were of a much lower grade than those worked before. The expenses involved in draining the mines did not justify continuing some operations -- work was suspended below Sutro Tunnel level in the Gold Hill mines in 1882 and in the Virginia City mines in 1886. The population of Virginia City consequently fell to 8,500 by 1890. For the rest of the century the mines continued to be worked on a lesser scale. Pumping water from the mines resumed in 1899, and continued until 1922, but the \$18 million in minerals recovered during this entire 23-years period amounted to just half of the production of 1877, the peak year.

In addition to Gold Hill and Virginia City, there was one more town in the Comstock region which had a post office. This was American City, laid out in 1864 on a flat plain one to two miles southwest of Gold Hill. American City grew to a population of over 500 by August 1864, at which time an application was made for a post office. For reasons unknown, however, a post office was not established at American City until March 1866. Early in 1865 a promotional group from American City offered to donate \$50,000 to the state if the capital were moved to their town from Carson City, but this offer failed in the state legislature. American City was a busy place for two or three years, but it was always overshadowed by Virginia City and Gold Hill, and it lost its post office in February 1868.

In 1923 the Comstock post office was established at the former site of American City. It served a mill operated by the Comstock Merger Mines, Inc., and the adjacent company town. The company worked low-grade silver deposits until December 1926, when it ceased operations because of the low price of silver. Two months later the Comstock post office was discontinued.

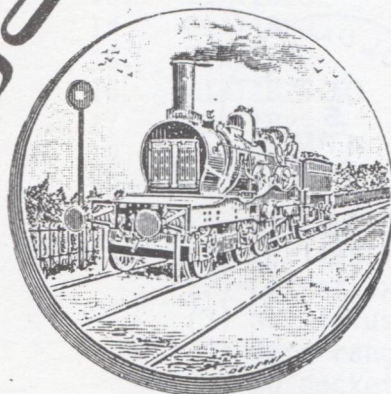
The only other post office which operated in Storey County was Clark, a station on the Southern Pacific Railroad, 20 miles east of Reno. The station was originally on the Central Pacific Railroad, which at this point ran just inside Washoe County along the north bank of the Truckee River. A Washoe County post office named Clarks operated at the station from 1890 until 1894. In 1899 the Southern Pacific acquired the Central Pacific, and during 1902-1903 it rebuilt virtually all of the Central Pacific's line across Nevada. At Clark Station the new track were placed on the south bank of Truckee River, just inside Storey County. The post office was re-established in 1912 as Clark, and operated until 1919.

A total of five post offices have operated in Storey County. One of these

offices, Comstock, was established after 1920, and thus beyond the cutoff date for this series. Today, Virginia City is the only post office operating in the county. About 600 residents remain in this historic town, but the major mines are now idle. Gold Hill, which had a post office until 1943, now has a population of just 30.

In the initial Storey County report, 33 different postmark types have been documented representing two of the four pre-1920 post offices. Nineteen different postmark types have been reported for Virginia City, and 14 different from Gold Hill. No examples have been reported from American City (1866-1868) or Clark (1912-1919). As a side note, no postmarks have been seen from Comstock, which operated after the cutoff date.

Any collectors possessing postmarks from American City or Clark, new types of postmarks from Gold Hill or Virginia City, and postmarks which extend the usage dates for reported types are kindly asked to submit photocopies of these items for inclusion in the updated Storey County report. The author may be contacted at Box 13408, Las Vegas, NV 89112.



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2



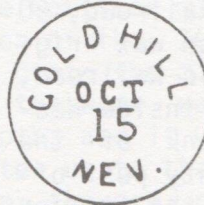
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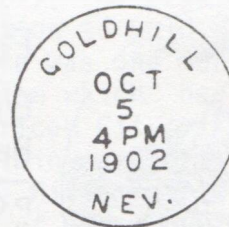
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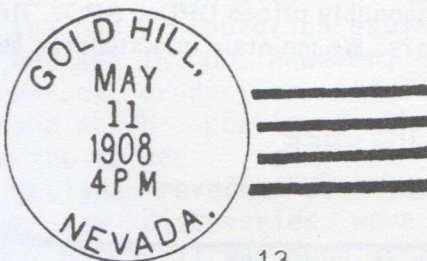
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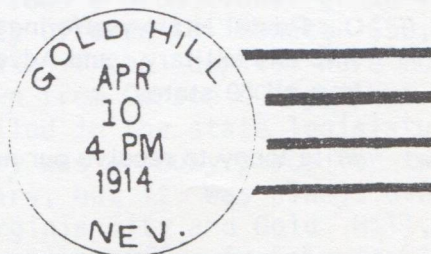
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14

TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Gold Hill (1862-1943)					
1.	M	4 Jul 1862	10 Aug 1862?		
2.	C31C'N1R27	13 Nov 1862	15 Apr 1863	Cork	
3.	C31AN2BBR30.5	28 Dec 1863	11 Nov 1867	Cork/target	
4.	C31AA1BBR30.5	15 Feb 1868	1871	Target	
5.	C1AA1BBR26	2 Feb 1874?	15 Dec 1874	Cork	
6.	C1AA1BBR25.5	15 Oct 1879	11 Dec 1879	Cork	
7.	C1AN1RRB28	15 Mar 1882	12 May 1882	Target	
8.	C1AA1B27	30 Jan 188?		Cork	
9.	C1BN1RRB32	10 Dec 1886	12 Apr 1890		
10.	C1AN1B27	23 Jan 1888	6 Mar 1891	Cork	(2)
11.	C1AN1B27.5	28 Aug 1890		Cork	
12.	C1AT1B28	6 Jun 1901	5 Oct 1902	Cork	
13.	A	11 May 1908	22 Jan 1909		
14.	B	10 Apr 1914			
Virginia City (1859-Date)					
1.	M	14 Aug 1860	24 Sep 1860		
2.	C1GA1BBR37	23 Jan 1861?	23 Nov 1861		
3.	C31CN1BBR26	14 Jan 1862	22 Feb 1865	Cork	
4.	C31CA1BBR26	14 Feb 186?			(3)
5.	C1AA1BBR23.5	8 Mar 186?	19 Sep 1867	Target/leaf	(4)
6.	C1AA1BBR24	5 May 1868?		Grid	
7.	C1AA1BBR23.5	17 Aug 1868	7 Apr 1869	Grid	
8.	C31AA1BBR27	29 Mar 186?	26 May 1870?	Target	
9.	C1AA1BBR26	28 Sep 1873	17 Oct 1874?	Cork	
10.	C1AA1BBR25.5	6 Sep 1876	14 Jul 1880	Cork	(5)
11.	C1AA1BBR25	24 Aug 1881		Cork	
12.	C1AN1B26.5	4 Sep 1882	19 Apr 1888	Cork	
13.	C1AT1B28	17 Jan 1887	18 Nov 1890	Duplex	
14.	C1AT1B28	23 Dec 1890	5 Dec 1894	Cork	
15.	C1AT1B28	21 Apr 1897	21 Jun 1899	Cork	(1)
16.	C1AT1B29.5	27 Feb 1903			
17.	C1AT1B29.5	18 Apr 1906	9 May 1912		
18.	C1AT1B30	27 Sep 1913			
19.	C1AT1B30	8 Jun 1916	31 Dec 1920		

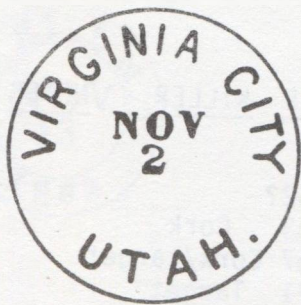
NOTES: (1) Earliest example is on piece.

(2) Latest example is on piece,

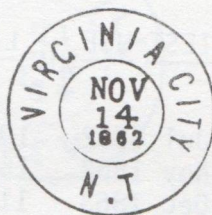
(3) Not illustrated.

(4) Date range is subject to expansion since most examples show no docketing.

(5) Some examples have Masonic or other fancy killers.



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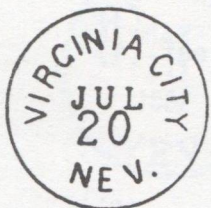
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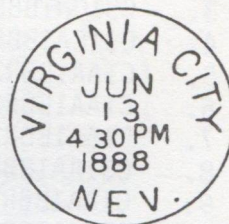
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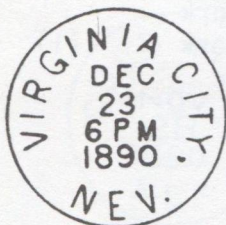
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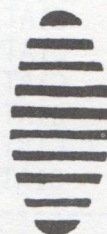
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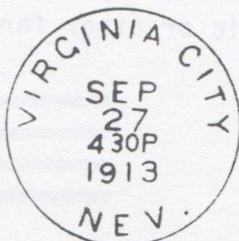
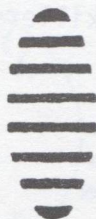
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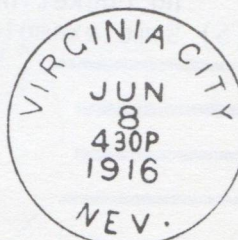
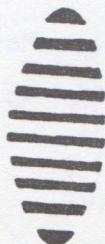
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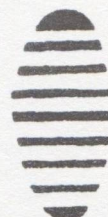
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18



19



THE MIDWESTERN EDITOR

Alan H. Patera

Box 2093

Lake Oswego OR 97034

Real enthusiasts of postal history are of course a bit crazy, but I'm not going to address why people collect postal history, but I want to take a look at what areas they collect, and why. This requires making some generalizations that will afford you readers the opportunity to take exception with my comments.

The most likely area for people to collect is the state or county in which they live, followed closely by areas of former residence. Some states seem to have an especially well developed "sense of place" which fosters an interest in local history, providing a fertile breeding ground for postal history collecting. It's not an accident of history that the first two state postal history societies developed in Wisconsin and Iowa, respectively.

When people move to a new area for economic or whatever reason, they retain an interest in and identify with their source area. This is why you find Californians collecting Midwest states. Conversely, areas that have been exporters of population and have not developed a sense of special identity are generally not well-collected.

Another incentive to collecting a specific area is travel in the area, or a familiarity with the history of an area. Those areas of our country that are rich in history or scenic attractions are probably better collected than those that aren't.

This results in a rather uneven distribution of postal history interest which is reflected in market activity. Demand for material from states with great collecting appeal (such as Nevada) is tremendous, with even average cancels commanding high prices; whereas other states (such as Arkansas) may have excellent material available, with no one buying.

In a magazine like La Posta the editors have a juggling act to perform. We of course want to have articles on



the popular areas, because we want to fulfill the insatiable need for information by the avid collectors that make them popular. Yet we also need to open up new areas with articles on subjects of lesser popularity, to encourage collecting where prices might be more affordable. By giving exposure to different facets of postal history and stressing the appeal of different parts of the country, we might get you looking for cancels in areas you had not heretofore collected. If you start looking for something, you're likely to get hooked, and if enough people get hooked looking for an area or a topic, a new market is born.

In this and future issues of La Posta I will take a look at postal history collecting in certain states, inspecting the range and level of collecting interest, and reflecting upon those factors in the state's history and geography that make it special and of interest to collectors. I also invite our readers to submit their input as to why you think a state is of particular interest as a subject for a postal history collection.

So let's take a look at Arkansas. I can't claim to be an avid collector of Arkansas postal history, but judging from La Posta subscribership it would seem that nobody is. Yet Arkansas is a pleasant enough state, with much to

SOUTH DAKOTA POST OFFICES

recommend it as a place to collect. It had some very early trans-Mississippi post offices --- Arkansas and Davidsonville were established in 1817.

Geographically there are two distinct areas, the flatlands and the Ozarks. There is the romance of the Mississippi sternwheelers, and post offices that developed at boat landings and plantations along the major rivers. The Ozarks are not high mountains, but provide extensive areas of steep local relief similar to the Appalachians. The myriad of valleys and hollows produced lots of small post offices in country stores, some of which are still operating.

The Civil War introduces drama and excitement to the state's history, and it is this period which has the most interest among collectors. After the war a lot of new post offices were established, many of which were short lived as they went out with the advent of Rural Free Delivery.

So with all these positive aspects, why is there so little postal history interest apparent in Arkansas? The answer probably has to do with the lack of general prosperity in the state. Much of the state relies on agriculture, no big cities have developed, and the affluency level required to spend excess income buying postal history items has not been there. Perhaps involvement in the Civil War instilled the thought that Arkansas was in "The South", blocking the development of a perception that Arkansas is a special place unto itself; or perhaps the terrain-induced isolation of the Ozarks encouraged a sense of identity with a restricted area, based on kinship or familiarity, which was never broadened to embrace the entire state.

This could change. Arkansas has become more prosperous, and may continue in this direction with the emphasis on the "Sun Belt" states. Arkansas has become an attractive place to retire. Maybe someday the state will even boast a La Posta subscriber.

A checklist of the post offices of South Dakota is now available, and efforts are underway to assemble a comprehensive book on the postal history of South Dakota to be published in time for the statehood centennial in 1989. The format will be similar to that in the book North Dakota Post Offices 1850-1982, but with the addition of a census of South Dakota territorial cancels and an earliest known cancel list for offices that were established after statehood.

Thus far the earliest cancel list includes only a few collections, and needs your help. The Territorial census list is a bit better off, with an estimated 5,000 entries, but we can use additional entries for this section of the book too. Your contributions to this project can be credited, or you may remain anonymous, in accordance with your stated preference.

Please write to Ken Stach, 1124 Cinderella, Pampa TX 79065 to submit cancel illustrations or to obtain more information.

NEW KENTUCKY BOOK

There is a new postal history reference available for Kentucky, entitled Kentucky, A Postal History and Reference Guide 1790-1855. It was researched and published by John G. McCarter. It is perfect bound with cardboard cover. List price is \$25.00.

The book is an alphabetical listing of post offices that operated in the state before 1855. Each entry includes the county and a list of all postmasters and their appointment dates. For some offices the dates and types of the earliest known postal markings are included.

The weakness of the book is that it stops way too early. The approximately 1700 post offices that operated in Kentucky before 1855 is only about 22% of the 7700 offices that Kentucky has had in its 200 year history. Kentucky still lacks a basic reference list for collectors to work with.

Alan H. Patera

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	C \$10.00 to \$15.00
B \$ 5.00 to \$10.00	D \$15.00 to \$25.00
E \$25.00 and up	

CALIFORNIA

- 1 BENBOW (Humboldt) 1929-53. 4-bar Jul 25 1940 on viewcard. A.
- 2 DUNCAN'S MILLS (Sonoma). Double circle Feb 24 1915 on cover. A.
- 3 IOAMOSA (S. Bernardino) 1895-1913. 4-bar Nov 10 1909 on view card of Catalina Island boat. B.
- 4 SAN JUAN (San Benito) 1851-1905. F strike on small stamped envelope, May 2 (18--) D.

COLORADO

- 5 HAWTHORNE (Boulder) 1906-30. 4-bar Aug 5 1908 on viewcard of person walking highwire over South Boulder Canyon, 582 feet up! B.
- 6 MILLIKEN (Weld) 1908-OP. 4-bar May 6 1912 on viewcard of Gem Lake. A.
- 7 MORaine Park (Larimer) 1902-21. Part double strike, Jun 14 1907 on real-photo viewcard of Mt. Meeker. B.
- 8 PALMER (El Paso) 1887-1912. 4-bar Jul 15 19?? on real-photo viewcard of Ice Cave. B.
- 9 TOLLAND (Gilpin) 1904-1944. 4-bar slightly off top on viewcard of Denver P.O. A.
- 10 K.C. & LA JUNTA RPO, April 5 1913 on grtg. card. A.

IOWA

- 11 CHARLOTTE (Clinton) 1853-OP. Manuscript Nov 17 1865 on small cover. D.
- 12 GLENWOOD (Mills) 1853-OP. F. strike on small cover Jan 9 (1864). D.
- 13 KESWICK (Keokuk) 1879-OP. F strike w/ star in killer, Sep 12 1887 on cover. D.
- 14 KEYSTONE (Benton) 1882-OP VF strike in purple, Aug 19 1892 on cover. C.
- 15 MILLERSBURG (Iowa) 1853-OP. F double-circle cancel, Jan 24 1878 on VF small cover D.
- 16 NEWTON (Jasper) 1846-OP. Double circle cancel in blue, Jun 1 (1868) on cover, some wear. Original contents. C.
- 17 SAVANNAH (Davis) 1852-1902. F cancel Feb 1 1898 on postal card. B.
- 18 TABOR (Johnson) 1854-OP. Manuscript Oct 23 185? on small cover, some wear. D.
- 19 TIFFIN (Johnson) 1868-OP. Partially light but fully clear octagonal cancel, August 12 1891 on cover, stamp torn, cover soiled lower rt. B.
- 20 WARD (Monroe) 1909-20. 4-bar Oct 12 1909 on viewcard of Albia high school. B.

KANSAS

- 21 CLEARWATER (Sedgwick) XF Doane 7 on viewcard of state capitol. B.
- 22 STAFFORD (Stafford) Manuscript RFD Route 5, Aug 21 1911 on grtg. card. A.

MISSOURI

- 23 (MEXICO) (Audrain) Manuscript RFD Route 7, Jun 19 1911 on grtg. card. A.

NEBRASKA

- 24 CANTON (Sioux) 1890/1921. 4-bar on grtg card. B.
- 25 FORT ROBINSON (Dawson) 1879-1951. F cancel Dec 23 1891 on cover, some wear top, enclosure. B.
- 26 MIDVALE (Brown) 1885-1922. Cancel clear but Doane no. in stain. A.
- 27 VENUS (Knox) 1880-1959. 4-bar Jun 27 1911 on grtg. card. A.

NEVADA

- 28 AUSTIN (Lander) 1863-OP Fine early cancel, Sep 10 (1864?) on 1861 3ct. Territorial usage if 1864 E
- 29 FORT CHURCHILL (Lyon) 1860/1924. Lt. 4-bar Dec 24 1921 on grtg card. B.
- 30 IMLAY (Pershing) 1908-OP. VF duplex Dec 25 1914 on grtg. card. A.
- 31 JARBIDGE (Elko) 1910-OP. F 4-bar Feb 16 1912 on grtg. card. A.
- 32 MILLETT (Nye) 1906-30. VF Doane 1, Feb 22 1907 on postal card, good message. Also Medford OR rcvg. C.
- 33 NATIONAL (Humboldt) 1908-19. Poor strike Sep 7 1914 on grtg card. Name confirmed by message. A.
- 34 PALISADE (Eureka) 1870-1961. 4-bar Dec 24 1912 on grtg. card. A.
- 35 RHYOLITE 1905-19 and BEATTY (Nye) on Registered package receipt, Aug 8 1906. B.
- 36 UNIONVILLE (Pershing) 1862/1956. VF Doane 1, Dec 22 1911 on grtg. card. B.

NORTH DAKOTA

- 37 FLEAK (Grant) 1904-21. Cancel partially light on stamp, Doane 1 Sep 1 1909 on card "Greetings from Fleak N. Dak" B.
- 38 FRIED (Stutsman) 1896-1957. Light cancel Mar 25 1913 on grtg. card. A.
- 39 OAKDALE (Dunn) 1889-1958. Doane 1, Jan 10 1912 on grtg. card. A.
- 40 SNOW (Billings) 1908-43. VF 4-bar as recvg. mark Sep 24 1912, 11 days transit from Manning via Oakdale, on grtg. card. B.
- 41 WHELOCK (Williams) 1902-66. 4-bar slightly off top, Dec 20 1909 on grtg. card. A.
- 42 WILDRICE (Cass) 1884-1970. 4-bar Aug 20 1908 on grtg. card. A.
- 43 LEEDS & JAMESTON RPO. Average+ cancel Tr. 57 1917 on VF viewcard of Jamestown High School B.

SOUTH DAKOTA

- 44 BLACK HAWK (Meade) XF 4-bar Jan 22 1909 on viewcard of Sylvan Lake A.
- 45 GROVER (Godington) 1888-1958. 4-bar Feb 4 1910? on viewcard of Watertown High School. A.
- 46 COLUMBIA (Brown) March 14 1887 Dakota Territory, star-in-circle-in lined oval killer, sound cover. D.
- 47 GROTON (Brown) VF cancel Dec 22 1909 on grtg. card. A.

WYOMING

- 48 BORDEAUX (Platte) 1877/1939. Bold 4-bar Apr 16 1914 on Viewcard. A.
- 49 BEULAH (Crook) 1883-OP Doane?, Feb 20 1907 on grtg. card. A.
- 50 UVA (Platte) 1880-1951. 4-bar Jul 26, 1916 on grtg. card. A.

Minimum bid \$2.00. Winning bids will be reduced to one advance over the second highest bid. Buyer will pay postage.

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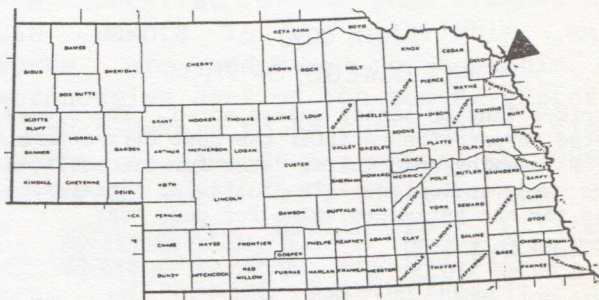
GOODWIN, NEBRASKA

By Ronald Hogh

In 1889, Cornelius Duggan laid out a village on his farm in Dakota County, Nebraska. The village was named after a Mr. Goodwin, an official of the Pacific Short Line Railroad. The Pacific Short Line had its tracks along the western edge of the new town. Cornelius Duggan built a general store, which he leased to D.F. Waters, a resident of Jackson, which was about eight miles northeast of Goodwin.

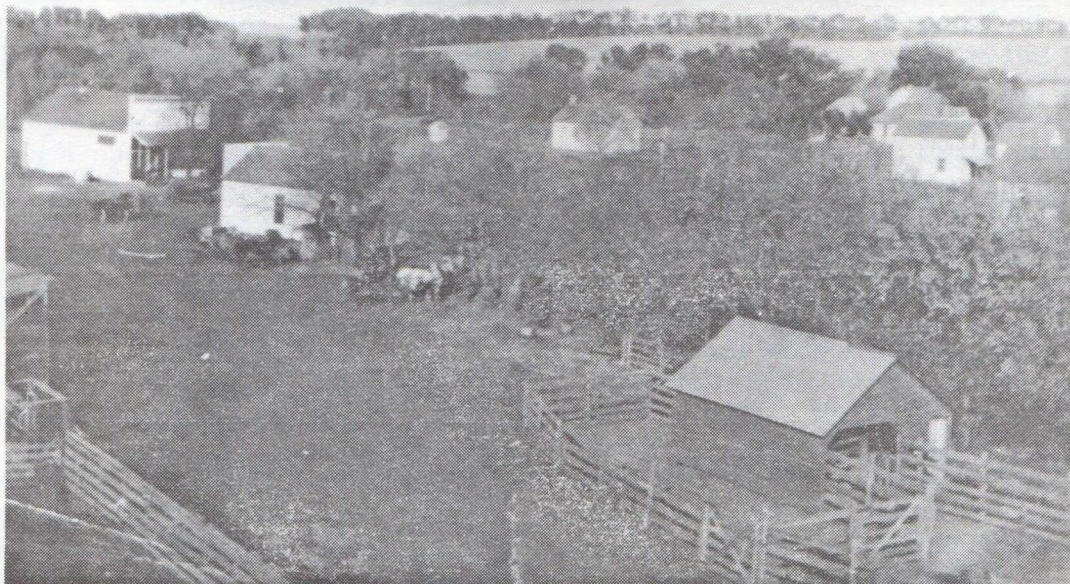
A widely circulated story relates that the village had no railroad service until Cornelius Duggan and Michael McKivergan, a neighbor, stood on the track and refused to move, forcing the train to stop. From that day on the train stopped at Goodwin, providing freight and passenger service to the village. A depot was constructed and a full time agent appointed.

John C. Duggan purchased the townsite and the store building from his brother Cornelius. He bought the inventory and other assets of the business from Mr. Waters and began to operate the general store. In 1892 John C. Duggan was appointed postmaster on July 8, 1892. He was still the postmaster when the Goodwin post office was discontinued on January 31, 1940.

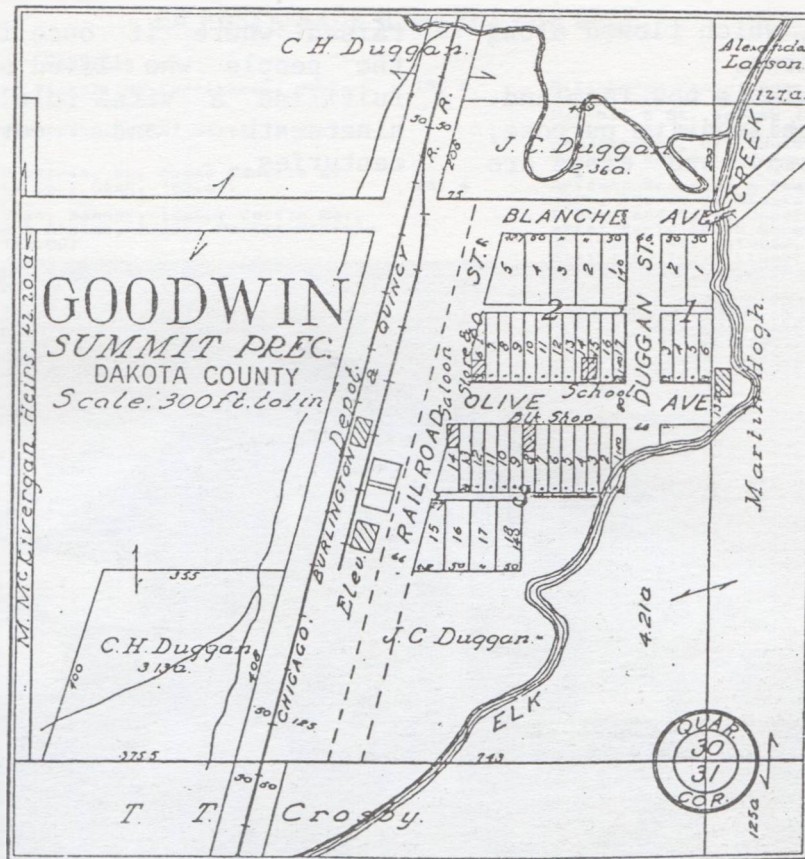


Various businesses were established in the village in addition to the general store. A saloon was built and operated until 1917, when it burned. A blacksmith shop was constructed, where horses were shod and farm machinery repaired. A farm implement business was operated in the blacksmith shop for several years.

School District #6 had been organized in Dakota County in 1872 and included the area of Goodwin within its boundaries. The school had been constructed about one-half mile north of the townsite. Around 1905 the voters of the district decided to move the building to Goodwin. The schoolhouse was loaded onto horse-drawn wagons and transported to the center of town. The school continued to operate until December, 1971, when the school closed.



Overview of Goodwin, Nebraska. The large white building is the store and post office.



for Christmas vacation and did not reopen. It was replaced by a new school about three miles north of Goodwin. The closed school was the last function to depart from Goodwin. The building was sold and removed to another site.

By 1919, the Goodwin State Bank was built and open for business. John C. Duggan was president. The bank operated until the late 1920's, when economic conditions were so unfavorable that the directors decided to close the bank. Letters were sent to depositors asking them to come in to get their money. After all deposits had been refunded, the bank closed. No depositor ever lost a penny in the Goodwin State Bank.

Most of the people who lived in the Goodwin area were farmers. A grain elevator was constructed and operated to provide a market for local grain. A small stockyard was in operation for several years, giving local farmers a ready market for livestock in the years before it was feasible to ship animals by truck to larger cities.

The local farmers could conduct most of their business in Goodwin. Supplies were available in the general store and the blacksmith shop. Financial affairs could be handled at the local bank. All services of the U.S. post office were available at the general store. The railroad depot provided access to larger cities and distant parts of the country at a time when transportation by road was poor because of the lack of roads and the primitive state of available vehicles.

There never was a church in Goodwin. St. John's Catholic Church had been established a few miles north of Goodwin around 1878. Many of the residents were members of that church. Some of the citizens of Goodwin attended Trinity Lutheran Church in Hubbard, about eight miles southeast of Goodwin.

The site of Goodwin was level and was between two creeks, so it did suffer flood damage on occasion. Most of the damage came from Elk Creek, the larger

of the two streams, which flowed along the eastern edge of town.

The site of Goodwin is now farmland. The town, having outlived its purpose, has been cleared away and crops are

raised where it once flourished. For the people who lived near it, Goodwin fulfilled a vital role during the late nineteenth and early twentieth centuries.



The Goodwin railroad station, 1916.



S.H. Nelson standing in front of the Goodwin general store (1916 photo).

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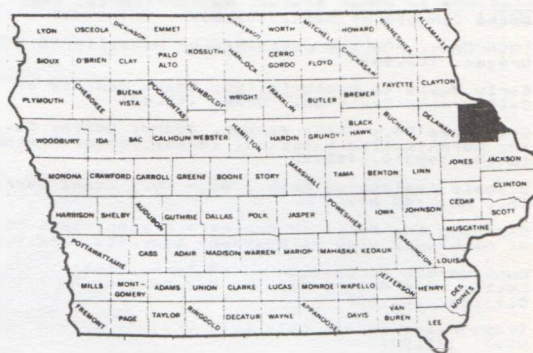
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ASDA
NEW YORK

By Len Kruse

This article deals with only those offices discontinued in Dubuque County,



GLEN: (5 May 1886 to 11 May 1887) The Geographic Site Report on the Glen post office (Location Paper, P.O. Department, Office of the First Assistant Postmaster General) from the National Archives in Washington D.C., shows the post office of Glen as follows:

"in the S.W. quarter of Section 28, Township 38 North, Range 1 East of the 5th Meridian in the County of Dubuque, State of Iowa" (Section 28, Vernon Township)

The Location Paper was dated February 3, 1886 and signed by Frank E. Munn, proposed postmaster, and certified by J.W. Lambert, postmaster at Peosta, Iowa. Glen was approximately three miles south of Peosta.

MILLARD: (1 May 1852 to 29 Aug 1853). Records in the National Archives show a John Smith as postmaster, but no location is given. However, per the 1853 Dubuque County Tax List, a John Smith paid tax on the following owned property:

"One-half of the undivided Northeast Quarter of Section 16 of Township 87 North of Range 1 East, lying in Dubuque County, State of Iowa" (Prairie Creek Township)

The Millard post office existed in 1852-1853 on the Old Military Road running southwest from Dubuque to Iowa City (now U.S. Highway 151). In 1853 it was the only westward stagecoach trail out of Dubuque.

Twenty-one years later, on the Dubuque County Atlas map of 1874, a building is shown near School No. 5, right in Section 16 of Prairie Creek Township. It appears that this building could have housed the Millard post office in 1853. It stood on the south side of the stagecoach road.

When postmaster Smith notified the Post Office Department in Washington D.C. of his intention to sell his land in July, 1853, the department re-located the post office to Melleray in the southeastern part of Section 11, about two miles northeast of Millard. Melleray had a general store, a blacksmith shop, dry goods store and a school. Besides, it was right on the Old Military Road and a logical stopping-off place for stagecoaches and travelers.

William Potts, a landowner in Section 11, was willing to serve as postmaster. The Melleray post office was opened on August 23, 1853 in the McCarthy & Jess General Store. Postmaster Smith ceased the Millard postal operation on August 29, 1853. He recorded the sale of his land to Samuel Litton on September 28, 1853 by quitclaim deed, and it is a matter of record at the Dubuque County Courthouse at Deed Book 1, page 88 for:

"One-half of the undivided Northeast Quarter of Section 16 of Township 87 North, Range 1 East, lying in Dubuque County, State of Iowa" (Prairie Creek Township)

witnessed by Robert B. Ogden, Justice of the Peace.

Activity and travel increased on the Old Military Road, and five years later on December 16, 1858 the Ogden post office was established with Justice of the Peace Robert B. Ogden as postmaster. This office was in the same general area as Millard, but on the north side of the road, near the school.

MORENA: (15 August 1857 to 30 Sept. 1858). Records in the National Archives show a Thomas C. McGee as postmaster, but no location was given. However, in the Dubuque County Courthouse Records of Deeds, Book Q at Page 640, it is shown that Helen M. and Wm. P. Wightman did sell and convey to Thomas C. McGee two acres of land described as:

"That part of the North West Quarter of the South East Quarter of Section 16 in Township 87 North of Range 2 West of the 5th P.M." (Cascade Township)

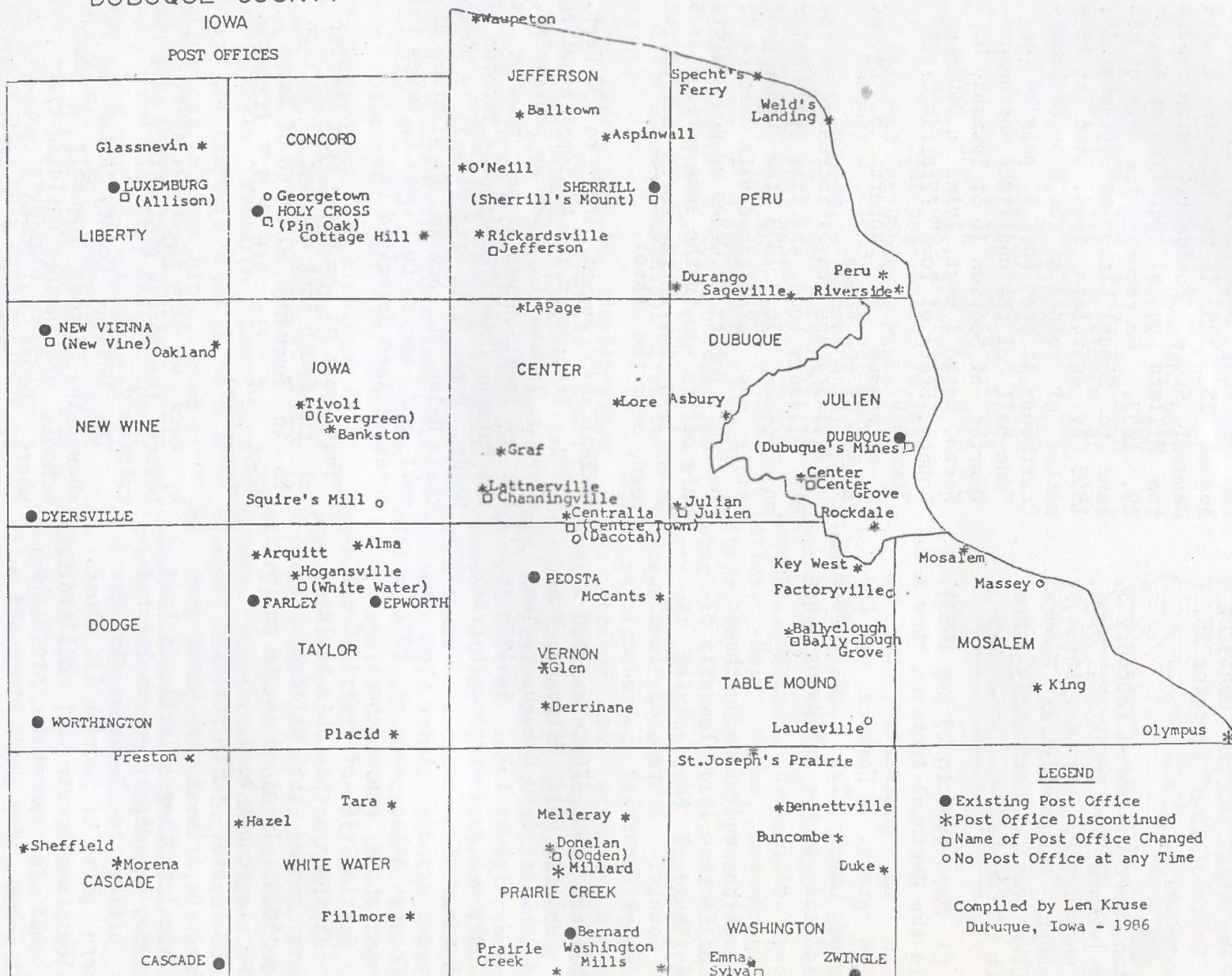
by deed on June 13, 1856, about a year before the Morena post office came into existence.

The Dubuque County Atlas of 1874 shows in Cascade Township a church, school, and another building right near where Thomas C. McGee's property was located. Therefore, it appears probable that the unidentified building near the church and school on what is now State

DUBUQUE COUNTY

IOWA

POST OFFICES



Highway No.136 was the Morena post office.

It is interesting to note that Thomas C. McGee and his wife, Mary E. McGee, sold to Elizabeth R. Long their two acres, described as:

"That part of the North West Quarter of the South East Quarter of Section 16 in Township 87 North of Range 2 West of the 5th P.M." (Cascade Township)

by deed recorded in Book T at Page 313 in the records of the Dubuque County Courthouse. This was on December 31, 1858, shortly after the Morena post office was discontinued.

Since postmasters frequently maintained the early post offices in their shops or homes, it is logical that the post offices of both Millard and Morena were located in the same Section as the postmaster/landowner's property.

ABOUT THE AUTHOR

Len Kruse is a retired postal official, having worked four decades at the Dubuque, Iowa post office. He was Director of Administration for the Dubuque Management Sectional Center which served 82 offices in Northeast Iowa.

DISCONTINUED POST OFFICES IN DUBUQUE COUNTY, IOWA

Compiled by Len Kruse

<u>Name</u>	<u>Estab- lished</u>	<u>Dis- continued</u>	<u>Location</u>	<u>Other Information</u>
Allison	3/13/1865	7/29/1879	Sec. 22 Liberty Twp.	Matthias Endres, 1st PM; Named after Hon.Wm. Boyd Allison,Dubuque Senator; Renamed LUXEMBURGH on 7/30/1879
Alma	3/23/1855	10/7/1857	Sec. 4 Taylor Twp.	Joseph G. Wilson, 1st PM; Named after female member of early settler; Relocated and renamed FARLEY 10/8/1857 (which is an operating office)
Arquitt	1/9/1891	2/15/1896	Sec. 6 Taylor Twp.	Francis A. Farley, 1st PM; named after Joseph Arquitt, early settler who developed stone quarries here
Asbury re-est.	3/3/1893 12/1/1897	6/29/1895 1/15/1900	Sec. 20 Dubuque Twp.	Michael Wernimont, 1st PM; John P. Kingsley, 1st PM; A settlement of Methodists and named in honor of Bishop Francis Asbury, first Metho- dist Bishop in America
Aspinwall re-est.	3/23/1855 2/18/1860	1/27/1857 1/2/1862	Sec.10 Jefferson Twp.	Milton M. Johnson, 1st PM; John H. Ritt, 1st PM; Named after a long line of Aspen trees forming a wall near here



BALLTOWN (1884–1902) Photo shows the post office as it was in the late 1890's. The building still stands and is used as a residence.

Balltown	12/15/1884	11/14/1902	Sec. 5 Jefferson Twp.	Louis Backes, 1st PM; Named after the Ball family, original settlers here
Ballyclough Grove	2/3/1843	8/11/1843	Sec. 15 and 22 Table Mound Twp.	John O'Regan, 1st PM; Named after town in Ireland, birth- place of most settlers; re- named and re-established as BALLYCLOUGH
Ballyclough	1/17/1857	1/15/1900	Sec. 15 and 22 Table Mound Twp.	Michael Duggan, 1st PM
Bankston	9/12/1860	11/14/1902	Sec. 21 Iowa Twp.	Owen Dugan, 1st PM; Named after John Bankston, one of first settlers here
Bennettville	5/8/1891	5/16/1900	Sec. 9 Washington Twp.	James J. Cota, 1st PM; Named after Bennett family early settler
Buncombe re-est.	9/16/1852 5/13/1872	1/23/1864 3/15/1900	Sec. 14 Washington Twp.	Thomas H. Daggett, 1st PM; John Francois, 1st PM; Named for Dr. Buncombe, old-time physician here
Center	4/30/1894	1/15/1900	Sec. 27 Julien Twp.	William Luther, 1st PM; formerly CENTER GROVE

<u>Name</u>	<u>Estab- lished</u>	<u>Dis- continued</u>	<u>Location</u>	<u>Other Information</u>
Centre Grove	3/27/1877	12/11/1893	Sec. 27 Julien Twp.	Metcalf Daykin, 1st PM; Named because of the nature of the land here-- a grove of trees; renamed and re-established as CENTER in 1894
Center Grove	12/12/1893	1/31/1894	Sec. 27 Julien Twp.	
Centre Town	2/8/1849	3/19/1854	Corner common to Sec. 33 and 34 Center Twp. and Sec. 3 and 4 Vernon Twp.	Barney White, 1st PM; Originally called DAKOTAH (meaning alliance of Plains Indians;) name changed to CENTRE TOWN in 1849 to avoid confusion in mail between state and town; Renamed CENTRALIA in 1854
Centralia re-est. re-est.	3/20/1854 12/7/1861 12/21/1874	11/9/1858 10/29/1863 6/14/1902	Corner common to Sec. 33 and 34 Center Twp. and Sec. 3 and 4 Vernon Twp.	Levi Strohl, 1st PM; James L. Nowlin, 1st PM; Nicholas Meyer, 1st PM; Named because it was situ- ated at the centerpoint of Dubuque County; for- merly CENTRE TOWN
Channingville	3/19/1850	2/24/1859	Sec. 30 and 31 Center Twp.	John C. Hawley, 1st PM; Named for French village; this town swept away by timber fire in 1866; Re- named LATNERVILLE/ LATNERS in 1866
Cottage Hill	6/16/1854	4/15/1907	Sec. 25 Concord Twp.	Richard Green, 1st PM; Named for small cottage built on a hill by first settler
Derrinane	2/28/1857	1/29/1869	Sec. 28 Vernon Twp.	Peter C. McLaughlin, 1st PM
Donelan	6/23/1871	8/14/1874	Sec. 16 Prairie Creek Twp.	James Phillips, 1st PM; formerly OGDEN
Dubuques Mines	5/27/1833	1/23/1837	Julien Twp.	Milo H. Prentice, 1st PM; Named for Julien Dubuque, 1st permanent white settler; Renamed DUBUQUE in 1837
Duke re-est.	11/8/1872 7/1/1878	3/21/1878 2/26/1886	Sec. 24 Washington Twp.	Simon Regan, 1st PM; John Delaney, 1st PM; Named for early settler's des- cendants with royal blood
Durango	2/27/1850	5/24/1883	Sec. 36 Jefferson Twp.	Presley Samuel, 1st PM; Referred to as Timber Dig- gings. DURANGO is Spanish meaning having to do with mining (rich veins of lead found nearby)
(moved 1 mile, CGW RR in 1881)	to be closer to		Sec. 31 Peru Twp.	
Emna	3/14/1898	5/31/1901	Sec. 33 Washington Twp.	Phillip F. Meloy, 1st PM; Named by original settler for a member of his family; formerly SYLVA.
Evergreen	12/6/1854	11/2/1855	Sec. 17 Iowa Twp.	Lawrence Duggan, 1st PM; Named after evergreen trees abundant here. For- merly TRIVOLI.



DURANGO (1850--1983) The post office and general store served 100 farmers and railroad men who brought cattle to the Great Western Railroad station. In 1905 at the time of this photo, Durango was a bustling stockyard center only 5 hours away from Dubuque by wagon.

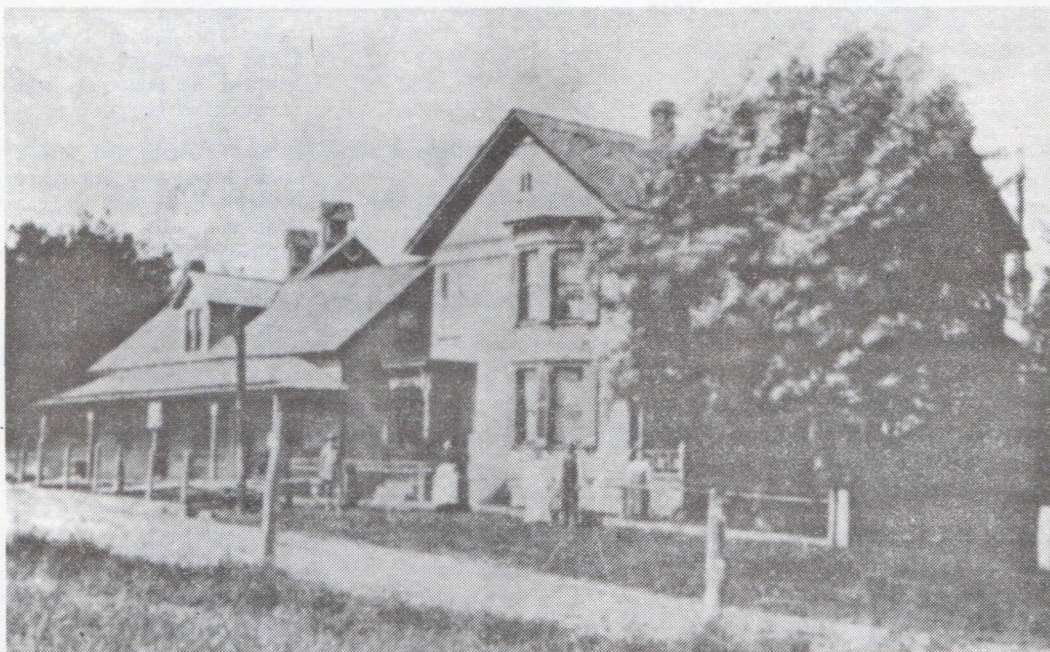
Fillmore re-est.	12/31/1849 1/27/1869	1/23/1868 6/30/1905	Sec. 25 and 26 White Water Twp.	William Heitchen, 1st PM; Dominick Keffeler, 1st PM; Town was founded during ad- ministration of President Millard Fillmore and named in his honor
Glassnevin	2/5/1855	4/13/1860	Sec. 12 Liberty Twp.	Matthew McCullough, 1st PM
Glen	5/5/1886	5/11/1887	Sec. 28 Vernon Twp.	Frank E. Munn, 1st PM; Named for a secluded nar- row valley nearby
Graf re-est.	12/5/1898 9/10/1921	9/14/1918 4/30/1955	Sec. 29 Center Twp.	Joseph Schmitt, 1st PM; Named from the family of original settler, the Grafs, who donated land for RR nearby
Hazel	4/9/1883	2/28/1887	Sec. 7 White Water Twp.	Rosa E. Gasden, 1st PM; Named after Hazel Valley for numerous hazel trees nearby
Hogansville	12/2/1846	3/1/1855	Sec. 8 Taylor Twp.	Otis Briggs, 1st PM; Named for Daniel Hogan, first white settler. Moved and name changed to EPWORTH in 1855. Formerly WHITE WATER



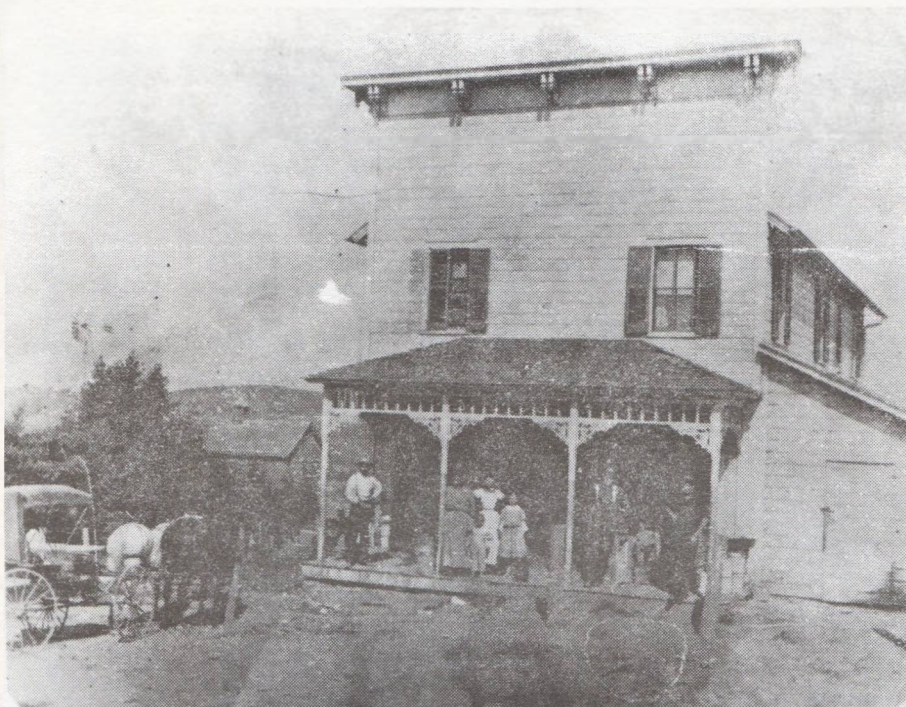
JEFFERSON/RICKARDSVILLE (1857-1868 and 1868-1902) This rock building was the original Jefferson post office, later renamed Rickardsville. The old building still remains and is now a residence.

Jefferson	1/6/1857	4/19/1868	Sec. 30 Jefferson Twp.	John Crowder, 1st PM; Named in honor of President Thomas Jefferson; Name changed to RICKARDSVILLE in 1868
Julian	2/16/1898	5/31/1902	Sec. 31 Dubuque Twp. (almost same site as Julien)	John M. Seippel, 1st PM; Named for Julien Dubuque, first permanent white settler at Dubuque, with first name misspelled
Julien	4/25/1856	10/12/1858	Sec. 30 Dubuque Twp.	William Myers, 1st PM; Named for Julien Dubuque, first permanent white settler at Dubuque, with first name correct
Key West	8/7/1876	1/15/1900	Sec. 12 Table Mound Twp.	Frank Kraack, 1st PM; Considered key egress from Dubuque (the Old Military Road was sole westward highway out) and so named
King	1/5/1861	11/14/1902	Sec. 27 Mosalem Twp.	Thomas Lawton, 1st PM; Named after Judge John King, first newspaper editor in State of Iowa
LaPage	2/25/1890	1/31/1891	Sec. 4 Center Twp.	Peter Weidemann, 1st PM; Named after original settler Celine LaPage
Lattnerville/ Lattners	1/19/1866	11/14/1902	Sec. 30 and 31 Center Twp.	Olin E. Wheeler, 1st PM; Named after Jacob Lattner, pioneer settler here; formerly CHANNINGVILLE
Lore	2/9/1883	1/15/1900	Sec. 14 Center Twp.	Ferdinand Fettgather, 1st PM; Named after A. Lore, original settler/miner

<u>Name</u>	<u>Eta- lished</u>	<u>Dis- continued</u>	<u>Location</u>	<u>Other Information</u>
Luxemburgh	7/30/1879	11/30/1894	Sec.22 Liberty Twp.	Named changed to LUXEMBURG (which is an operating office)
McCants	6/12/1878	5/20/1889	Sec. 12 Vernon Twp.	James S. Smith, 1st PM; Named after McCants, largest landowner in area
Melleray re-est.	8/23/1853 2/28/1896	9/14/1895 11/14/1902	Sec. 11 Prairie Creek Twp. Sec. 1 Prairie Creek Twp.	William Potts, 1st PM; Named from Melleray, Ire- land from where band of Trappist Monks came to found New Melleray Monas- tery; moved but name remain
Millard	5/1/1852	8/29/1853	Sec. 16 Prairie Creek Twp.	John Smith, 1st PM; Named after Pres. Millard Fillmore in office 1850-53
Morena	8/15/1857	9/30/1858	Sec. 16 Cascade Twp.	Thomas C. McGee, 1st PM;
Mosalem re-est.	5/18/1850 9/26/1862	2/8/1855 4/23/1864	Sec. 4 Mosalem Twp.	Thomas Brasher, 1st PM; Silas E. Russell, 1st PM; Named after the Township
New Vine	3/24/1848	5/7/1855	Sec. 5 and 6 of New Wine Twp.	Henry Schemmel, 1st PM; Old German settlers here and their missionary priest pronouned NEW VIENNA as "New Wiene". In 1855 it was corrected to NEW VIENNA and re-established (which is an operating office)
Oakland	3/29/1852	11/3/1859	Sec. 1 and 12 of New Wine Twp.	Henry Smith, 1st PM; Named from type of timber located there
Ogden	12/16/1858	6/22/1871	Sec. 16 Prairie Creek Twp.	Robert B. Ogden, 1st PM; Named after early settler and first PM; moved and renamed DONELAN in 1871



LORE (1883-1900) Lore post office and tavern. The foundation is all that remains since the structure burned down many years ago.



O'NEILL (1896-1902) This post office was located in the rear of the O'Neill general store. The store was closed in 1918 and was torn down in 1937. This photo was secured from an 80-year old man who is the nephew of the first postmaster. (This photo shows him and his family).

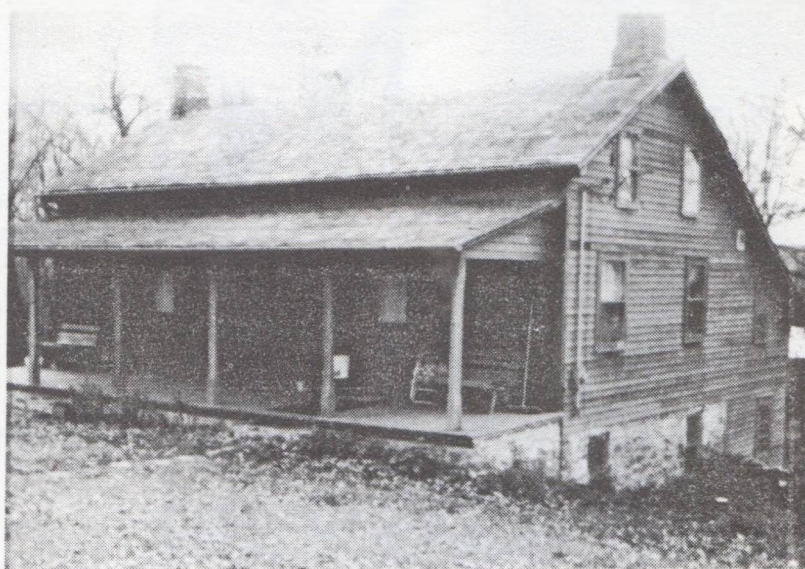
Olympus 8/24/1857 8/10/1858 Sec. 33 Mosalem Twp. George W. Girdon, 1st PM;

O'Neill 12/30/1896 11/14/1902 Sec. 18 Jefferson Twp. John J. O'Neill, 1st PM;
Named after first PM and first settler

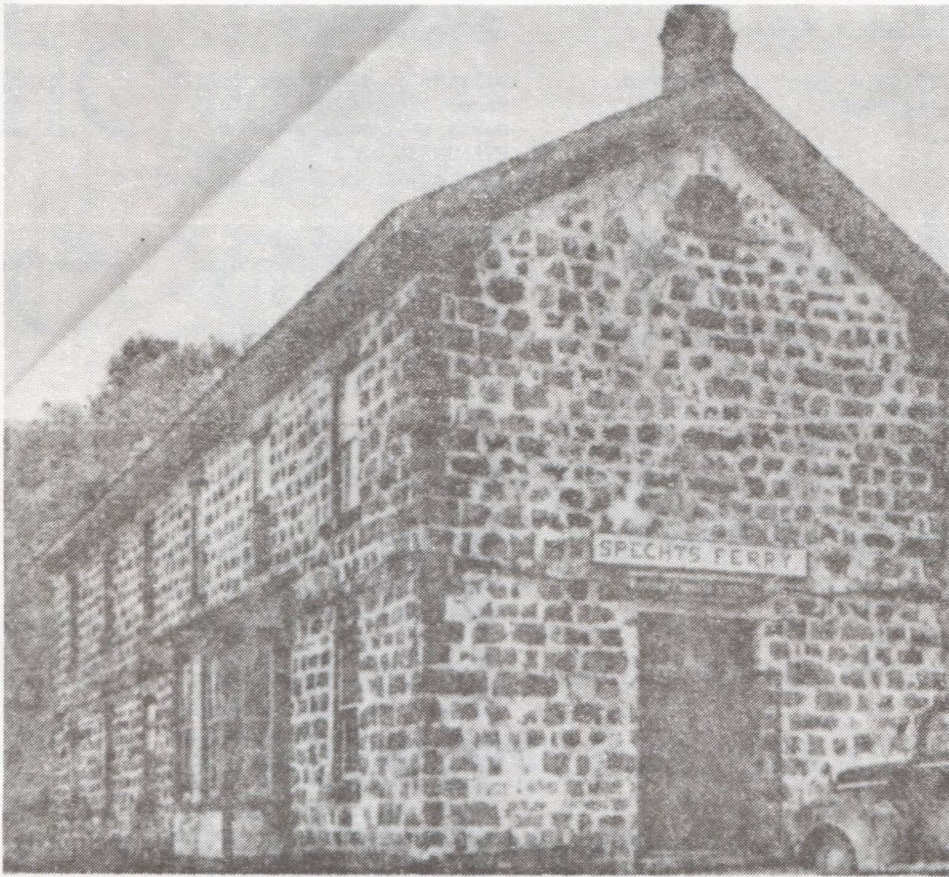
Peru 8/26/1833 5/28/1842 Sec. 35 Peru Twp. Thomas McKnight, 1st PM;
Named after So. American country of Peru which was also associated with mineral wealth as this area was

Pin Oak 4/17/1844 1/29/1899 Sec. 20 Concord Twp. John H. Floyd, 1st PM;
Named for Pin Oak trees in area; moved and renamed HOLY CROSS in 1899 (which is an operating office)

PIN OAK (1844-1899) A tavern, hotel and post office. The building is presently occupied as a residence, and is located off U. S. Highway 52 near Holy Cross. The post office was moved and renamed Holy Cross in 1899.



<u>Name</u>	<u>Estab- lished</u>	<u>Dis- continued</u>	<u>Location</u>	<u>Other Information</u>
Placid	1/11/1899	11/14/1902	Sec. 35 Taylor Twp.	James Comerford, 1st PM; Named in honor of Father Placid of New Melleray Monastery
Prairie Creek	2/2/1877	10/10/1888	Sec. 34 Prairie Creek Twp.	Michael Grace, 1st PM; Named after township
Preston	8/30/1856	12/24/1858	Sec. 2 Cascade Twp.	Joseph Pate, 1st PM
Rickardsville	4/20/1868	11/14/1902	Sec. 30 Jefferson Twp.	Elizabeth O. Rickard, 1st PM; Named for Rickard family who donated land for the school here; formerly JEFFERSON
River Side	1/17/1861	9/3/1861	Sec. 36 Peru Twp.	Henry Heil, 1st PM; Named because of proximity to the Mississippi River
Rockdale	8/15/1857	11/14/1902	Sec. 1 Julien Twp.	Anthony Simpson, 1st PM; Named because of type of land
Sageville re-est.	8/18/1862 2/19/1877	7/20/1863 1/15/1900	Sec. 34 Peru Twp.	August Heber, 1st PM; John Behlmeyer, 1st PM; Named because Chester Sage built flour mill in 1833 and led early settlers in forming the community
St. Joseph's Prairie	12/17/1849	7/16/1850	Sec. 4 Washington Twp.	John McCabe, 1st PM; Named after the St. Joseph's Prairie Church
Sheffield	3/26/1868	12/8/1871	Sec. 18 Cascade Twp.	Orson W. Bennett, 1st PM; Named F.W.H. Sheffield of Dubuque who was original owner of town's site
Sherrill's Mount	7/30/1858	6/20/1883	Sec. 13 Jefferson Twp.	Peter Fries, 1st PM; named changed to SHERRILL in 1883 (SHERRILL office still operating)
Spechts Ferry re-est. re-est.	2/6/1872 1/11/1888 8/26/1893	6/9/1873 6/30/1893 5/15/1948	Sec. 4 Peru Twp.	Charles Herron, 1st PM; Adolphus Ott, 1st PM; Frank Hamarstrom, 1st PM; named after Edward Specht who operated ferry across Mississippi River to Potosi, WI for many years
Sylva	5/17/1888	1/31/1891	Sec. 33 Washington Twp.	Phillip Meloy, 1st PM; named by original settler for a member of his family; renamed EMVA in 1898
Tara	2/28/1857	1/27/1865	Sec. 11 Whitewater Twp.	Patrick N. McManus, 1st PM; named after an Irish settle- ment by early settlers



SPECHTS FERRY (1872–1948) This is the railroad station built in 1851 in which the post office was housed. It was built of stone quarried from the bluffs along the Mississippi River. Specht used this as his home and office when he operated the ferry. (It is now demolished)

WAUPETON (1861–1955) the old post office of white frame is now unoccupied and badly deteriorated. It was built extending over the railroad station so that patrons could go up the steps in the station right to the post office.



<u>Name</u>	<u>Estab-</u> <u>lished</u>	<u>Dis-</u> <u>continued</u>	<u>Location</u>	<u>Other Information</u>
Tivoli re-est.	6/7/1847 11/3/1855	12/5/1854 11/14/1902	Sec. 17 Iowa Twp.	William J. Anderson, 1st PM; named after Tivoli, Italy by early settlers; renamed EVERGREEN in 1854; changed back again to TIVOLI in 1855
Washington Mills	3/8/1880	11/14/1902	Sec. 36 Prairie Creek Twp.	Henry Doft, 1st PM; named from the operation of flour mill at this point
Waupeton re-est. re-est.	7/31/1861 12/12/1871 7/10/1886	4/24/1866 5/3/1881 1/15/1955	Sec. 30 Jefferson Twp.	Joseph J. Pfiffner, 1st PM; Norman Kelsey, 1st PM; William N. Pape, 1st PM; Named after Indian Chief Wahpeton "people of the leaves"(division of Sioux or Dakota Indians)
Weld's Landing	8/13/1850	4/18/1859	Sec. 10 Peru Twp.	Hiram Weld, 1st PM; named after owner and operator of ferry crossing Mississippi to Grant County, WI
White Water	3/7/1846	12/1/1846	Sec. 8 Taylor Twp.	Otis Briggs, 1st PM; Named after White Water Creek; renamed when confusion with mail resulted between town- ship and town White Water; renamed HOGANSVILLE 12/2/1846; moved and renamed EPWORTH in 1855 (Epworth is an operating office)

POST OFFICE CENTENNIALS

Below is a partial list of currently operating post offices that were established in May and June of 1886. A number of these towns have become county seats or other locally important regional centers, such as Barstow CA, Liberal KS, Layton and Vernal UT, and Douglas WY.

MAY	5 Wando SC
	6 La Salle CO, Sharon Springs KS
	15 Barstow CA
	18 Ninde VA
	21 Picabo* ID
	24 Walls* MS
	26 Swiftown* MS
	27 Notus ID, Datil NM
JUNE	3 Ragland WV
	9 Chester SD
	10 Vernal UT
	11 Layton UT
	14 Liberal KS, Wanchese NC
	15 Wayland* OH
	16 Corbin VA
	17 Zion AR
	18 Thoreau* NM
	19 Haviland KS, Elk Mills MD
	20 Hemingford* NE
	21 Jonesboro* LA
	22 Riva* MD, Spicer MN
	23 Ewell MD
	25 Verona ND
	28 Quinque VA, Schuyler* VA, Douglas WY

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

POSTAL HISTORY

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

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U.S. COVERS
TO FILL YOUR WANT LISTS - STRONG
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MIDWEST AND SOUTHWEST.

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POSTAL HISTORY



C. L. James
2519 North 9th St.
Arlington, Va. 22201

(703) 626-0862

The Second Section

Robert G. Munshower, Jr.
Editor

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

This trip of the Second Section contains the final installment of the last sixty-six railway mail routes contained in the 14th Division Schedule first published in the November 1985 issue. The second part of this trip is a reprint of a July 1902 Lake Shore & Michigan Southern Railway timetable.

119

C. & N.-W. Ry. (Eastern and Black Hills Div.), 446.7 miles. Traine 1, 2, 3 and 6. (E.D.), 254.9 miles; trains 1, 2, 3 and 6 (W.D.), 191.80 miles; train 5 and 8 122.2 miles. Route 157.542.—Dist. 2.

[illegible]

Train 3340, Fremont 4:30; arr. September 5 50.
CLASSIFICATION:—(A) Trs. 5, 8; (C) Trs. 1, 2, 3, 6, E, D.
Train 1 meets train 2 between Cody and Eli, Nebr. 9 15.
Train 3 meets train 2 between Long Pine and Alamar 12 30.
Train 5 meets train 6 at Platte, Nebr.
Omaha City Distribution performed in train 2.
Runs divide at Long Pine.
Trains 1, 2, 60¹ meet Omaha-Long Pine, 30¹ apt. Long Pine-Chadron.
Trains 5, 6, 15¹ apt (b).
Train 5, 60¹ meet Omaha-Long Pine, 30¹ apt. 3 storage, Long Pine-Chadron.
Train 82, 3 C, P. Cody-Crookston.
Trains 309, 310, 359, 3 C, P.

Train 1 E. D.	Albion, Nehr..... Carleton, Nehr..... Oxton, Nehr..... Creston, Nehr..... Dodge, Nehr..... Barn, Nehr..... Hornell, Nehr..... Hamphrey, Nehr..... Lehigh, Nehr..... Londry, Nehr..... Lorain, Nehr..... Ma. Val. & Linc., 21 Ma. Val. & Linc., 24 Newman Gr., Nehr..... Pom. & Chad., 1 W.D. Rensselaer, Nehr..... Saratoga Tr., 6..... Seneca, Nehr..... Sherburne, Nehr..... St. C. & O'Neill, 104..... St. C. & So. Nor., 106So. So. Nor. & Win., 401.	Chabladie Scraper Scraper Scraper Scraper Scraper Scraper Scraper Scraper Scraper Scraper Abington Oskadee Oskadee Long Tule Oskadee Scraper Scraper Scraper Scraper Scraper Scraper Scraper Norfolk	From
Tr. 1 (W. D.)	Chad. & Land., 603 Return tr., 2..... Return tr., 6.....	Chadron oCoddy Hay Springs	From
Train 2 E. D.	Chl. & Omaha, 6..... Ma. Val. & Linc., 21 Ma. Val. & Linc., 24 So. Nor. & Win., 401 So. Nor. & Win., 403 Scraper & Oak., 310 Omaha & Ogden, 6..... Un. D.P. Sta.	oOmaha oFremont oFremont So. Norfolk So. Norfolk oSkidale oFremont	From
Omaha, Nehr., U. D.	Port. Sta. City.....	oOmaha	
Return tr., 1.....	S. C. & O'Neill, 164 St. Cy. & So. Nor., 128So. U. D. & Blk. Yds., 11	oFremont oO'Neill oOmaha	
Tr. 2 (W. D.)	Fom. & Chad., 2, E.D. Return Tr., 1..... Return tr., 3.....	alongpine oGerman oValentine	From
Train 3 E. D.	Oma. & Chad., 3 W.D. So. Norf. & Win., 403So. So. Norf. & Win., 401 Scraper & Oak., 309 Scraper & Oak., 310 Return tr., 2..... St. C. & O'Neill, 104.	alongpine So. Norfolk So. Norfolk Scraper oCoding Pine oCoding Pine oO'Neill	From
Tr. 3 (W. D.)	Chad. & Land., 603 Oakadon, Nehr..... Dead, & Chadron, 3 Kligner, Nehr..... Nemal, Nehr..... Return tr., 6.....	oChadron oCoddy oChadron oCoddy oCoddy oValentine	From
Train 5	Fremont & Hart., 105 Mo. Val. & Linc., 25 Mo. Val. & Linc., 22 Norfolk, Nehr.....	oFremont oBurlington oBurlington So. Norfolk	From
Train 6 E. D.	Chl. & C. Bl., 6..... Frem. & Hart., 105 Mr. & Omaha, 6..... Mo. Val. & Linc., 25 Mo. Val. & Linc., 23 Om. & Ogden, 6..... St. L. & Om., 14..... Union D.P. Sta.....	oOmaha oFremont oOmaha oFremont oFremont oFremont oOmaha	From
Omaha, Nehr.	So. Oy. & So. Nor., 108So. U. D. & Stk. Yds., 23 So. Norf. & Win., 401	oOmaha oSo. Norfolk oOmaha	
Tr. 6 (W. D.)	Oma. & Chad., 6 E.D. Return tr., 3.....	alongpine oGordon	From
Train 8	Co. Bl. & K. C., 22 Chl. W. Lib. & Om., 8 No. 2..... Om. & Col. Spgr., 7 Scraper Oskadee, 309 Union D.P. Sta.....	oOmaha oOmaha oOmaha oScraper oOmaha	From

OMAHA AND DEPOTS CIRCUIT R. P. O.

Omaha and Council Bluffs Street Railway Co. (Electric) 1.14 miles to 10th and Mason St. (Burlington Depot); .59 miles to Webster St. Depot. Route 257,008 pt.

Sept. 1, 1916.		1a	2a	3a	4a	5a	6a	7a	8a	9a	10a	11a	12a	13a	14a	15a	16a	17a	18a	19a	20a	21a	22a	23a	24a	25a	26a	27a			
Lv Omaha, Nebr. (Main P. O.)	12 35		5 30		6 00	6 05	6 28	6 45	7 16	7 37	7 58	8 10	8 05	8 28	8 45	9 15	9 50	9 45	10 55	10 55	11 35	12 10	12 20	12 50	12 50	1 24	1 34	1 45	2 00		
Lv Union Depot	12 45	5 10			6 10		6 38	6 55	7 26	7 47	8 10			8 36	8 55	9 25	9 55	9 55	11 05	11 05	11 45	12 10	12 20	1 00	1 06	1 34	1 45	2 00	2 15		
Lv Omaha Depot	12 50	5 00		5 15	6 15		6 42	7 00	7 30	7 55	8 15			8 44	9 00	9 40	10 00	10 00	11 07	11 05	11 45	12 10	12 22	02	1 06	1 36	1 50	2 00	2 15		
Ar Burlington Depot	12 55			5 20	6 20		6 47	7 05	7 35	8 00	8 20			8 49	9 05	9 45	10 05	10 05	11 07	11 05	11 45	12 10	12 27	07	1 10	1 41	1 55	2 00	2 15		
Ar Burlington Depot	1 20			5 30	6 25		6 55	7 12	7 40	8 05	8 25			8 56	9 15	9 55	10 25	10 25	11 17	11 30	11 55	12 30	12 30	08	1 15	1 46	2 00	2 15	2 30		
Lv Union Depot	1 30			5 52	6 32		7 00	7 22	7 48	8 09	8 30			9 00	9 25	10 05	10 35	10 35	11 22	11 38	11 59	12 34	12 34	12	1 22	1 50	2 00	2 15	2 30		
Ar Webster St. Depot			5 35			6 10						8 10				9 55		11 00				12 15	12 15								
Lv Webster St. Depot			5 45			6 15						8 15				9 57		11 02				12 20	12 20								
Ar Omaha, Nebr. (Main P. O.)	1 40	5 25	5 50	6 02	6 42	6 20	7 10	7 32	7 56	8 21	8 40	8 20	9 10	9 35	10 15	10 02	10 42	11 02	11 32	11 50	12 09	12 25	12 44	1 22	1 32	2 00	2 18	2 30	2 45		
Lv Omaha, Nebr. (Main P. O.)	2 50	2 35	3 05	3 15	3 25	3 35	3 45	3 55	3 65	3 75	3 80	3 90	4 00	4 10	4 25	4 35	4 45	4 55	4 65	4 75	4 80	4 90	5 00	5 10	5 20	5 30	5 40	5 50	6 00	6 10	
Lv Union Depot		1 40	2 40	2 50	3 20	3 40	3 25	3 40	4 05	4 05	4 30	4 50	5 00	5 10	5 25	5 40	5 50	6 02	6 15	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50	8 00	8 10	
Lv Union Depot			2 40	2 50	3 20	3 40	3 25	3 40	4 05	4 05	4 30	4 50	5 00	5 10	5 25	5 40	5 50	6 02	6 15	6 30	6 40	6 50	7 00	7 10	7 20	7 30	7 40	7 50	8 00	8 10	
Lv Union Depot			2 43	2 45	2 50	3 40	3 53	4 16	4 16	4 40	4 55	5 15	5 50	6 05	6 18	6 38	6 55	7 40	7 45	8 15	8 45	9 30	10 13	10 41	11 20	11 50	12 10	12 30	12 50	1 10	1 20
Ar Burlington Depot			2 48	2 50	2 55	3 45	3 58	4 21	4 21	4 59	5 20	6 00	6 05	6 11	6 43	7 00	7 15	7 45	8 05	8 35	9 38	10 13	10 41	11 20	11 50	12 10	12 30	12 50	1 10	1 20	
Lv Burlington Depot			2 55	3 00	3 15	3 50	4 03	4 25	4 30	4 55	5 30	6 05	6 10	6 18	6 48	7 10	7 45	8 05	8 35	9 38	10 13	10 41	11 20	11 50	12 10	12 30	12 50	1 10	1 20	1 30	
Lv Union Depot	1 25		3 04	3 13	3 25	3 54	4 09	4 31	4 36	5 02	5 36	6 10	6 24	6 54			7 19	8 09	8 15	9 05	9 46	10 28	11 08	11 40	12 15						
Ar Webster St. Depot			1 48													7 10															
Lv Webster St. Depot			1 55													7 15															
Ar Omaha, Nebr. (Main P. O.)	1 35	2 00	3 14	3 23	3 35	4 04	4 20	4 41	4 48	5 14	5 47	6 20	6 34	7 04	7 20	7 29		8 25	8 25	9 15	9 56	10 23	10 38	11 18	11 50	12 25					

Trips 14, 17, 19, 23, 25, 26, 27, 30, 34, 36, 38, 40, 41, 43, 45, 47 and 50 return to Omaha Main Office via Harney Street

OMAHA & COLORADO SPRINGS R. P. O.

121

C. R. I. & P. Ry. (Nebr., Kans. & Colo. Divs.), 568.90 miles. Trains 7 and 8. E. D. Omaha to Norton 277.3 miles. Trains 5 and 6, E. D. Omaha to Phillipsburg, 243.2 miles. Trains 5 and 6, 7 and 8 (W. D.) Phillipsburg to Colorado Springs, 326.13 miles. Trains 39 and 40, 361 and 362, 234.3 miles. Train 17 and 18 148.7 miles. Routes 157, 547.—Dist. 2.

(Mountain Time West of Phillipsburg.)

261a	13a	117a	5a	7a	July 15, 1917.	2a	6a	118a	14a	362a
8 00	3 15	1 05	10 50	10 50	U. P. Tr. 1a. Ar.	2 15	4 10	6 20		
8 15	3 30	1 20	11 05	11 05	Omaha, Nebr.	2 00	3 55	6 05		
8 30	3 45	1 30	11 16	11 16	(Union Sta.)	1 50	3 45	5 50		
9 21	4 50	2 33	12 12	12 12	South Bend, Nebr.	12 51	2 33	10 29	4 50	
7 00	10 20	6 00	3 22	1 02	Lincoln, Nebr.	12 02	1 45	9 30	4 05	10 00
5 03	7 08	4 20	1 47	1 47	DeWitt, Nebr.	11 11	12 43	8 27	8 40	
5 35	7 40	4 47	2 10	2 10	Jansen, Nebr.	10 46	12 17	7 57	8 07	
5 55	7 55	5 00	2 25	2 25	Fairbury, Nebr.	10 35	12 05	7 45	7 55	
6 00	8 20	5 05	2 30	2 30	Thompson, Nebr.	10 30	11 50	7 20	7 45	
9 12	8 34	5 17	2 40	2 40		10 15	11 35	7 05	7 25	
10 10	9 30	6 00				10 40	6 15		6 25	
361a	35a				Belleville, Kans.	9 35	10 20	3 05	6 00	
10 20	12 47	6 15	3 30	3 30	Scandia, Kans.	9 17	10 00	2 43	5 33	
10 43	1 05	6 35	3 44	3 44	Courtland, Kans.	9 08	9 47	2 30	5 20	
10 57	1 18	6 46	3 54	3 54	Mankato, Kans.	8 44	9 16	1 52	4 42	
11 38	1 52	7 20	4 20	4 20	Phillipsburg, Kansas	7 20	7 20	12 05	2 25	
2 05	3 30	9 40	6 00	6 00	Almena, Kans.	6 15	6 15	11 00	1 05	
4 55	2 35	8 45	5 05	5 05	Calvert, Kans.	5 42	5 39	10 16	12 18	
5 47	3 07	9 32	5 39	5 39	Norton, Kans.	5 36	5 30	10 09	12 10	
5 50	3 12	9 40	5 46	5 46	Delvale, Kans.	5 25	5 15	9 55	11 52	
6 05	3 24	9 55	6 00	6 00	(Oronoke, Kan.)	5 12	4 59	9 38	11 33	
6 22	3 37	10 10	6 14	6 14	Colby, Kans.	3 50	3 14	7 55	9 20	
8 25	5 12	11 57	7 41	7 41	Goodland, Kan.	3 00	2 15	6 55	8 00	
9 35	6 15	1 00	8 35	8 35		2 55	2 10	6 50	7 40	
9 55	6 20	1 05	8 40	8 40	Limon, Colo.	12 35	11 30	3 55	3 50	
1 40	9 30	4 35	11 30	11 30	Falcon, Colo.	12 25	11 15	3 45		
9 40	5 00	11 40			Ar. Denver, Colo. Lv	10 43	9 22	2 05		
11 15	6 50	1 34			Ar. Col. Spgs. Col. Lv	10 00	8 45	1 20		
12 40	7 35	2 30			Ar. Pueblo, Colo. Lv	10 10	8 45	1 30		
11 55	7 30	2 10				9 25	3 35			

CLASSIFICATION:—(A) Trs. 361, 362; (b) Trs. 5, 6; (c) Trs. 7, 8, 17, 18.
 *Cards assigned to Omaha & Colo. Springs trains 17 and 18 perform service in Kan. Cy. & Belleville trains 37 and 38 between Belleville and McFarland, Kans.
 Train 83a leaves Belleville 6.30, arrives Rydal 6.50.
 Train 7 meets train 8 at Resolis, Colo., 12.02.
 Train 39 meets tr. 6 at Selden, Kans., 4.26.
 Trains 5, 6, 17, 18, 30 apt.
 Trains 7, 8, 30 apt. 3' storage Belleville-Omaha.
 Trains 13, 14, 3' C. P.
 Train 39, 7' C. P. Belleville-Goodland, 3' C. P. Goodland-Colo. Springs.
 Train 40, 3' C. P. Colo. Springs-Goodland, 15' apt. Goodland-Belleville.
 Train 83, 3' C. P. Belleville-Rydal.
 Train 361, 15' apt. Belleville-Goodland, 3' C. P. Goodland-Limon, 3' C. P. Limon-Belleville.
 Train 362, 3' C. P. Limon-Belleville.

Train 5 (E. D.)	From	Union D.P. Sta.	Omaha, Nebr.	St. Joe & Oxford, 16	From
Horton & Neis, 305	aFairbury				
K. C. & Belleville, 38	aBelleville				
Om. & Cl. Spgs 3 W.D.	aPhillipsburg				
Om. & Cl. Spgs 7 W.D.	aPhillipsburg				
Return tr. 40	aPhillipsburg				
St. Joe & Oxford, 17	aThompson				
Train 5 (W. D.)	From				
Billings & Den., tr. 31	aLimon				
Colo. Spgs., Colo. Dia.	aColo. Springs				
Denver, Colo.	aLimon				
Den. & Craig, 1	aLimon				
Den. & Lead, tr. 70	aLimon				
Den. & Sil. Plume, 51	aLimon				
Den. Term. R. P. O.	aLimon				
Fr. Collins & Den., 161	aLimon				
Pueblo Term. R. P. O.	aColo. Spgs.				
Return tr. 6	aGoodland				
Train 6 (E. D.)	From				
Chicago, Ill.	aOmaha				
Chi. & Co. B., 8	aOmaha				
Chi. & Omaha, 4	aOmaha				
Chi. W. Lib. & Om.	aOmaha				
via Des M.	aOmaha				
Ch. W. Lib. & Om.	aOmaha				
Horton & Nelson, 306	aFairbury				
Return tr. 5	aLincoln				
K. C. & Bellev., 28	aBelleville				
Colw. & Omaha, 6	aOmaha				

Train 8 (E. D.)	From	Train 39	From
Chi. W. L. & Om., 8	aOmaha	Atwood, Kans.	aColby
K. C. & Belleville, 38	aBelleville	Burlington, Colo.	aGoodland
Lincoln Dia.	aLincoln	Colo. Spgs. Colo.	aGoodland
Line. & Bill., 43	aLincoln	Denver & Grand Jet.	
Minn. & Omaha, 204	aOmaha	8, via Colo. Spgs.	aGoodland
Return tr., 7	aLincoln	Denver, Colo.	aGoodland
Return tr., 39	aBelleville	Denver Term. R.P.O.	aGoodland
St. Jo. & Grd. Isld., 2	aFairbury	Falcon, Colo.	aGoodland
Union D.P. Sta.	aOmaha	Sup. & Strong, 306	aCortland
		Flagler, Colo.	aGoodland
		Kanorado, Kan.	aGoodland
		Oberlin, Kans.	aDresden
		Return tr. 40	aBelleville
		Stratton, Colo.	aGoodland
		Om. & Col. Spgs. 7	aGoodland
Train 8 (W. D.)	From		
Om. & Cl. Spgs 8 E.D.	aPhillipsburg		
Return tr., 361	aNorton		
Train 17	From		
Omaha & Colo. Spgs.	aBelleville		
39.	aBelleville		
Om. & Colo. Spgs. 7	aFairbury		
Horton & Nelson, 354	aFairbury		
Return tr. 8	aFairbury		
St. Jo. & G. I., 1	aFairbury		
Train 40	From		
Return tr. 7	aBelleville		
Salina & Oakley, 133	aColby		
Salina & Oakley, 134	aColby		
Return tr. 5	aColby		
K. C. & Belle. 40	aBelleville		
Om. & Colo. Spgs, 15	aBelleville		
Train 361	From		
Om. & Colo. Spgs., 8	aGoodland		
Return tr. 362	aPhillipsburg		
Om. & Colo. Spgs., 40	aSelden		
K. C. & Den. 103	aGoodland		
via Limon	aGoodland		
Salina & Oakley, 133	aColby		
Salina & Oakley, 134	aColby		

Star Route

OMAHA & GRAND ISLAND R. P. O.

122

U. P. R. R. (Nebr. and Wyo. Div.), 169.24 miles. Route 157, 520.—Dist. 1.

27b	27b	July 15, 1917.	27b	28b
12 01	12 01	U. P. Trana. (n.o.), Iowa.	12 55	
12 16	12 41	Lv. Omaha, Nebr.	12 30	12 40
		(Union Station)		
		C. & N.-W. Jct. (n.o.), Nebr.	12 20	
		So. Omaha, Nebr.		
		Lane (n.o.), Nebr.	11 55	
		Valley, Nebr.	11 30	
		Yutan, Nebr.	11 10	
		Wahoo, Nebr.	10 38	50Sa
		Valparaiso, Nebr.	9 50	
		Brainard, Nebr.	9 35	5 10
		David City, Nebr.	9 08	4 29
		Stromsburg, Nebr.	8 40	4 06
		Central City, Nebr.	7 24	2 55
		Grand Island, Nebr.	6 20	
		Ar. Grand Island, Nebr.	6 15	2 00

20' Apartment Car (f.w.) (15' needed). Clam (A)
 Train 27, 15' apt.
 Train 28, 15' apt. 3' storage (f) Grand Island-Valparaiso.
 Train 73, 3' C. P. Valley-Weston.
 Trains 507, 508, 3' C. P.

Train 27	From	Train 28	From
Agnew, Nebr.	aValparaiso	Chi. & Co. Bluffs, 8	aOmaha
Lincoln, Nebr.	aValparaiso	Union D.P. Sta.	aOmaha
Line. & Bill., 41	aGr. Island	Omaha, Nebr.	aOmaha
Line. & Bill., 44	aGr. Island	Lincoln, Neb.	aValparaiso
Omaha & Ogden 14	aGrand Island		
Raymond, Nebr.	aValparaiso		

Train 3 (W.D.)	From	Train 9 (E.D.)	From
All. & Denver, 301...	aFt. Morgan	Beverly, Nebr.	bMcCook
All. & Denver, 304...	aBrush	Enders, Nebr.	bMcCook
Billings & Den., 31...	aDenver	Geneva, Nebr.	aFairmont
Denver Term. R.P.O.	aDenver	(Via Star Route)	
Den. Term. Carriers	aDenver	Grafton, Nebr.	bHastings
Denver, Colo., Stat. na.	aDenver	Hamlet, Nebr.	bMcCook
Den. & Craig, 1...	aDenver	Hastings, Nebr., Dis.	aHastings
Den. & Sil. Plume, 51	aDenver	Hold. & Sterl., 151...	bHoldrege
Ft. Col. & Den., 161	aDenver	Imperial, Nebr.	bMcCook
Train 3 (E.D.)	From	Lincoln, Nebr., Dis.	aLincoln
Clay Center, Nebr.	aSutton	Lincoln & Bill., 43...	aLincoln
Col. & Linc., 21...	aLincoln	Nebr. C. & Hold., 98	bHoldrege
Lia. & Superior, 205...	aExeter	Om. & Den., 9 W.D.	aMcCook
Hold. & Sterl., 151...	aHoldrege	Oxf. & St. Fran., 192	bOxford
Line. & Bill., 41...	aLincoln	Palisade, Nebr.	bMcCook
Lincoln, Nebr., Dis.	aLincoln	St. Jo. & Oxf., 16...	aOxford
McCook, Nebr., Dis.	aMcCook	Wann, Nebr.	aAshland
Neb. C. & Hold., 98...	aHoldrege	Wauneta, Nebr.	bMcCook
Om. & Den. 3 W.D.	aMcCook	Yutan, Nebr.	aAshland
Om. & Schuy., 33...	aAshland	Train 9 (W.D.)	From
Om. & Wymore, 91...	aLincoln	Bill. & Den., 23...	aDenver
Return tr., 10...	aHarvard	Den. Term. Carriers	aDenver
Return tr., 6...	aOxford	Den. Term., R. P. O.	aDenver
Return tr., 2...	aMcCook	No. P. & Denver 12...	aDenver
St. Jo. & Gr. Isl., 2...	aHastings	Train 12 (E.D.)	From
St. Jo. & Oxford, 14...	aOxford	Chi. & Omaha, 26...	aLincoln
Vernon, Nebr.	aSutton	Fair. & Chest., 105...	aFairmont
Train 6 (E.D.)	From	Minn. & Omaha, 210	bLincoln
Chi. & C. Bl., 6...	aOmaha	Minn. & Om. N.D. 10	aLincoln
Chi. & Omaha, 12...	aOmaha	Union D.P. Sta.	aLincoln
C. Bl. & K. C., 20...	aOmaha	Omaha, Nebr.	aLincoln
Geneva, Nebr.	aFairmont	Omaha, Nebr., (Main	aLincoln
(Via Star Route)		office)	
Hay & Om. 16...	aOmaha	Omaha & Schuyler, 33	aLincoln
Lincoln, Nebr., Dis.	aLincoln	via Ashland...	bLincoln
Mar. & Om. 12...	aOmaha	Oxf. & St. Fran., 192	bOxford
Minn. & Omaha, 204	aOmaha	Stromma & Alma, 161	bSutton
Neb. C. & Hold., 98...	aHoldrege	Train 15-5 (E.D.)	From
Om. & Chadron, 1...	aOmaha	Ayr, Nebr.	bHastings
Omaha, Nebr., U. D.	aOmaha	Blue Hill, Nebr.	bHastings
Post. Sta., City...	aOmaha	Cowles, Nebr.	bHastings
Union D. P. Sta.	aOmaha	Fair. & Chest., 105...	aFairmont
Omaha, Nebr.	aOmaha	Kearney, Nebr.	bKearney
Return tr., 9...	aHastings	Lincoln, Nebr., Dis.	aLincoln
U. D. & Stk. Yds., 3	aOmaha	Line. & Bill., 39...	aLincoln
Train 6 (W.D.)	From	Line. & Bill., 41...	aLincoln
Om. & Denver, 6...	aMcCook	Line. & Kan. Cy., 42	aLincoln
Return tr., 3...	aMcCook	Lowell, Nebr.	bKearney
Train 1 (E.D.)	From	McCook, Nebr. Dis.	aMcCook
All. & Denver, 303...	aMcCook	Newark, Nebr.	bKearney
via Ft. Morgan	aMcCook	Om. & Den., 3...	aMcCook
Akron, Colo.	aMcCook	Om. & Wymore, 83...	aLincoln
Benkleman, Nebr.	aMcCook	Omaha & Wymore, 83	aLincoln
Brush, Colo.	aMcCook	via Lincoln...	aOmaha Yards
Culbertson, Nebr.	aMcCook	Om. & Wymore, 89...	aOmaha Yards
Denver, Colo.	aMcCook	via Lincoln...	bOmaha Yards
Denver Term. R.P.O.	aMcCook	Red Cloud, Nebr.	bHastings
Ft. Morgan, Colo.	aMcCook	Return tr., 6...	aMcCook
Haigler, Nebr.	aMcCook	Stromma & Alma, 161	aSutton
Stratton, Nebr.	aMcCook	St. Jo. & Oxford, 14...	aMcCook
Trenton, Nebr.	aMcCook	Train 2 (E.D.)	From
Wray, Colo.	aMcCook	Aurora, Nebr.	bHastings
Yuma, Colo.	aMcCook	Chi. & C. Bl., 8...	aOmaha
Train 10 (E.D.)	From	Chi. & Co. Bl., 14...	aOmaha
Burlington, Ia.	aOmaha	Chi. W. Lib. & Om. 310	bOmaha
Chicago, Ill.	aOmaha	Ch. W. Lib. & Om. t	bOmaha
Chicago Ill. Dis.	aOmaha	via Des Moines...	bOmaha
Chi. W. Lib. & Om. 8	aOmaha	Ch. W. Lib. & Om. 6	bOmaha
Creston, Iowa, 12	aOmaha	C. B. & K. C., 26...	aOmaha
Galesburg & Rush-	aOmaha	Council Bluffs, Iowa	aOmaha
ville, 48, (Via Mon-	aOmaha	Ft. Dodge & Om., 12	aOmaha
mouth)	aOmaha	Giltner, Nebr.	bHastings
Line. & Bill., 43...	aLincoln	Hold. & Sterl., 151...	bHoldrege
Line. & K. C., 44...	aLincoln	Kearney, Nebr.	bKearney
Lincoln, Nebr., Dis.	aLincoln	Line. & Bill., 40...	aOmaha
Om. & Schuyler, 34...	aAshland	via Aurora	bHastings
via Schuyler...	aAshland	Line. & K. City, 42...	aLincoln
Ottumwa, Iowa, 10	aOmaha	Minn. & Omaha, 210	bOmaha
Peoria & Quincy, 10	aOmaha	Minn. & Om. N.D. 10	aOmaha
(Via Vermont)...	aOmaha	Omaha, Nebr., U. D.	aOmaha
R. I. & St. Louis, 43	aOmaha	Post Sta., City...	aOmaha
Return tr., 3...	aHastings	Union D.P. Sta.	aOmaha
St. Jo. & G. Island 2	aHastings	Omaha, Nebr.	aOmaha
Union D. P. Sta.	aOmaha	Plattsmouth, Nebr.	aOmaha
Un. Dep. Post Sta.,	aOmaha	Return tr., 3...	aOmaha
Omaha (City)	aOmaha	Stromma & Alma, 162	aSutton
Train 10 (W.D.)	From	S. City & Line., 16...	aLincoln
Om. & Den. 10, E.D.	aMcCook	Trumbull, Nebr.	bHastings
		U. D. & Stk. Yds., 19	aOmaha

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* OMAHA & DENVER R. P. O.

C., B. & Q. R. R. (Omaha, Lincoln and McCook Divs.), 537.37 miles. E. Div. 282.97 miles. W. Div. 254.4 miles. Train 1 and 12, 228.21 miles. Trains 7, 8, 9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

July 20, 1917.	July 21, 1917.	July 22, 1917.	July 23, 1917.	July 24, 1917.	July 25, 1917.	July 26, 1917.	July 27, 1917.	July 28, 1917.	July 29, 1917.	July 30, 1917.	July 31, 1917.	Aug. 1, 1917.	Aug. 2, 1917.	Aug. 3, 1917.	Aug. 4, 1917.	Aug. 5, 1917.	Aug. 6, 1917.	Aug. 7, 1917.	Aug. 8, 1917.	Aug. 9, 1917.	Aug. 10, 1917.	Aug. 11, 1917.	Aug. 12, 1917.	Aug. 13, 1917.	Aug. 14, 1917.	Aug. 15, 1917.	Aug. 16, 1917.	Aug. 17, 1917.	Aug. 18, 1917.	Aug. 19, 1917.	Aug. 20, 1917.	Aug. 21, 1917.	Aug. 22, 1917.	Aug. 23, 1917.	Aug. 24, 1917.	Aug. 25, 1917.	Aug. 26, 1917.	Aug. 27, 1917.	Aug. 28, 1917.	Aug. 29, 1917.	Aug. 30, 1917.	Aug. 31, 1917.	Sep. 1, 1917.	Sep. 2, 1917.	Sep. 3, 1917.	Sep. 4, 1917.	Sep. 5, 1917.	Sep. 6, 1917.	Sep. 7, 1917.	Sep. 8, 1917.	Sep. 9, 1917.	Sep. 10, 1917.	Sep. 11, 1917.	Sep. 12, 1917.	Sep. 13, 1917.	Sep. 14, 1917.	Sep. 15, 1917.	Sep. 16, 1917.	Sep. 17, 1917.	Sep. 18, 1917.	Sep. 19, 1917.	Sep. 20, 1917.	Sep. 21, 1917.	Sep. 22, 1917.	Sep. 23, 1917.	Sep. 24, 1917.	Sep. 25, 1917.	Sep. 26, 1917.	Sep. 27, 1917.	Sep. 28, 1917.	Sep. 29, 1917.	Sep. 30, 1917.	Oct. 1, 1917.	Oct. 2, 1917.	Oct. 3, 1917.	Oct. 4, 1917.	Oct. 5, 1917.	Oct. 6, 1917.	Oct. 7, 1917.	Oct. 8, 1917.	Oct. 9, 1917.	Oct. 10, 1917.	Oct. 11, 1917.	Oct. 12, 1917.	Oct. 13, 1917.	Oct. 14, 1917.	Oct. 15, 1917.	Oct. 16, 1917.	Oct. 17, 1917.	Oct. 18, 1917.	Oct. 19, 1917.	Oct. 20, 1917.	Oct. 21, 1917.	Oct. 22, 1917.	Oct. 23, 1917.	Oct. 24, 1917.	Oct. 25, 1917.	Oct. 26, 1917.	Oct. 27, 1917.	Oct. 28, 1917.	Oct. 29, 1917.	Oct. 30, 1917.	Oct. 31, 1917.	Nov. 1, 1917.	Nov. 2, 1917.	Nov. 3, 1917.	Nov. 4, 1917.	Nov. 5, 1917.	Nov. 6, 1917.	Nov. 7, 1917.	Nov. 8, 1917.	Nov. 9, 1917.	Nov. 10, 1917.	Nov. 11, 1917.	Nov. 12, 1917.	Nov. 13, 1917.	Nov. 14, 1917.	Nov. 15, 1917.	Nov. 16, 1917.	Nov. 17, 1917.	Nov. 18, 1917.	Nov. 19, 1917.	Nov. 20, 1917.	Nov. 21, 1917.	Nov. 22, 1917.	Nov. 23, 1917.	Nov. 24, 1917.	Nov. 25, 1917.	Nov. 26, 1917.	Nov. 27, 1917.	Nov. 28, 1917.	Nov. 29, 1917.	Nov. 30, 1917.	Dec. 1, 1917.	Dec. 2, 1917.	Dec. 3, 1917.	Dec. 4, 1917.	Dec. 5, 1917.	Dec. 6, 1917.	Dec. 7, 1917.	Dec. 8, 1917.	Dec. 9, 1917.	Dec. 10, 1917.	Dec. 11, 1917.	Dec. 12, 1917.	Dec. 13, 1917.	Dec. 14, 1917.	Dec. 15, 1917.	Dec. 16, 1917.	Dec. 17, 1917.	Dec. 18, 1917.	Dec. 19, 1917.	Dec. 20, 1917.	Dec. 21, 1917.	Dec. 22, 1917.	Dec. 23, 1917.	Dec. 24, 1917.	Dec. 25, 1917.	Dec. 26, 1917.	Dec. 27, 1917.	Dec. 28, 1917.	Dec. 29, 1917.	Dec. 30, 1917.	Dec. 31, 1917.	Jan. 1, 1918.	Jan. 2, 1918.	Jan. 3, 1918.	Jan. 4, 1918.	Jan. 5, 1918.	Jan. 6, 1918.	Jan. 7, 1918.	Jan. 8, 1918.	Jan. 9, 1918.	Jan. 10, 1918.	Jan. 11, 1918.	Jan. 12, 1918.	Jan. 13, 1918.	Jan. 14, 1918.	Jan. 15, 1918.	Jan. 16, 1918.	Jan. 17, 1918.	Jan. 18, 1918.	Jan. 19, 1918.	Jan. 20, 1918.	Jan. 21, 1918.	Jan. 22, 1918.	Jan. 23, 1918.	Jan. 24, 1918.	Jan. 25, 1918.	Jan. 26, 1918.	Jan. 27, 1918.	Jan.
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Train 1, 30' apt. U. P. Transfer-Ogden.
Train 2, 30' apt., Ogden-North Plate; 60' mail, North Plate-U. P. Transfer.
Train 3, 60' storage ex. 3d and 4th days after holidays at Ogden.
Train 3, 3' C. P. Omaha-Bushnell (b); 3' C. P. Cheyenne-Laramie.
Train 4, one 60' storage, Rawlins-U. P. Transfer.
Train 4-12, 30' apt. Rawlins-North Plate; 60' mail, North Plate-U. P. Transfer.
Train 5, 60' mail, U. P. Transfer-North Plate; 60' mail U. P. Transfer-Rawlins.
Train 5, 60' storage Mon. and Tues., 60' storage except Mon. and Tues.; 60' storage (a) U. P. Transfer-Rawlins.
Train 6, 30' apt. ar. Ogden-Rawlins; 60' mail Rawlins-U. P. Transfer. Ogden storage.
Train 6, 60' mail, U. P. Transfer-North Plate; 30' apt. U. P. Transfer-Ogden.
Train 6, 60' storage ex. Mon. and Tues.; one 60' storage except 1st and 2nd days after holidays; one 60' storage (a); 30' storage.
Train 10, 60' storage except Wed. and Thurs. at Ogden.
Train 11, 30' apt. (a); 7' storage ex. Mon. and Tues.; 30' storage. Mon. and Tues. Omaha-Grand Island.
Train 13-19, 60' mail, U. P. Transfer-North Plate; 30' apt. North Plate-Ogden.
Train 13, 15' storage (c), U. P. Transfer-Grand Island; 15' storage (b), Grand Island-North Plate; one 60' storage, North Plate-Ogden.
Train 14, 30' apt.
Train 18, one 60' storage ex. Wed. and Thurs., leaving Pocatello; 60' mail North Plate-U. P. Transfer (a).
Train 19, one 60' storage.
Train 20, 30' apt. Ogden-Green River; one 60' storage, Ogden-U. P. Transfer.
Train 21, 30' C. P.
Train 23, 24, 15' apt. Omaha-Columbia.
Train 25, 3' C. P. (c) Omaha-Millard; 3' C. P. (b) Omaha-North Plate.
Train 26, 3' C. P. North Plate-Columbia.
Train 27, 3' C. P. U. P. Transfer-Omaha.
(See Rawlins & Pocatello Space Authorization).

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3a	21a	7a	1a	13a	3a	5a	6a	18a	2a	4a	20a	8a	10a
11 35	12 50	8 15	3 25	1 27	9 12	Lv	4 45	5 40	7 35	2 45	5 20	7 30	11 00
11 59	4 02	1 12	8 40	3 47	1 46	Ar	1 25	5 20	7 19	2 22	5 01	7 08	10 35
1 45	5 35	2 45	10 15	6 20	3 14	Ar	11 45	3 40	5 45	12 45	3 25	6 25	8 57
1 55	5 40	2 50	10 20	6 25	3 19	Ar	11 40	3 35	5 42	12 25	3 20	5 30	8 52
6 10	8 24	5 17	12 50	8 09	5 42	Lv	8 32	12 27	3 10	9 31	11 13	2 38	8 57
7 00	9 00	5 50	1 25	8 45	6 13	Ar	7 50	11 55	2 45	8 55	11 40	2 02	8 50
7 05	9 05	5 55	1 30	8 50	6 18	Ar	7 30	11 50	2 38	8 55	11 35	1 58	5 15
11 40	1 00	9 40	5 10	12 45	9 50	Ar	3 30	7 30	10 53	7 20	9 40	1 00	
			1a							20a			
	1 20	9 50	5 25	12 50	10 00	Ar	3 13		10 43		7 10	9 35	12 50
	2 15	10 45	6 17	1 55	10 53	Ar	2 22		10 01		6 10	8 44	11 53
	4 15	1 03	8 08	4 00	12 55	Ar	12 01		7 58		4 05	6 46	9 50
	4 20	1 08	8 10	4 05	1 00	Ar	11 45		7 53		4 05	6 46	9 42
	5 34	2 15	9 20	5 20	2 05	Ar	10 23		6 36		2 40	5 26	8 23
	6 50	3 35	10 40	6 40	3 20	Ar	8 40		5 10		1 20	3 40	6 45
			4 30	2 30	4 30	Ar	8 00		1 25		9 00	1 25	
			10 10	9 30	2 30	Ar	6 40		4 00		10 20		
	7 10	7 09	7 10	Ar	7 10	Ar	11 00	10 00	10 00				
	2 20	6 50	2 20	Ar	2 20	Ar	4 15	11 59	11 59				

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MEETING POINTS—EAST DIVISION.

Train 11 meets train	6 between Buda and Kearney.
Train 11 meets train	2 between Maxwell and North Platte.
Train 11 meets train	18 between Gothenburg and Brady.
Train 11 meets train	24 between Fremont and Ames.
Train 5 meets train	2 between Darr and Cozad, Nebr.
Train 5 meets train	18 between Odeasa and Elm Creek.
Train 9 meets train	6 between North Bend and Rogers, Nebr.
Train 9 meets train	14 between Darr and Cozad, Nebr.
Train 6 meets train	18 between Central City and Chapman.
Train 13 meets train	12 between Chapman and Grand Island, Neb.
Train 23 meets train	2 between Fremont and Ames.
Train 23 meets train	18 between Fremont and Valley.

MIDDLE DIVISION.

Train 5 meets train	4 between Sidney and Sunol.
Train 5 meets train	14 between Paxton and Sutherland.
Train 5 meets train	6 between Boaler and Laramie, Wyo.
Train 9 meets train	4 between Paxton and Ogallala, Nebr.
Train 9 meets train	6 between Cheyenne and Gr. Canon, Wyo.
Train 9 meets train	2 between Rock River and Medicine Bow, Wyo.
Train 19 meets train	6 between Hershey and Sutherland, Nebr., and between Fort Steele and Walcott, Wyo.
Train 19 meets train	2 between Chappell and Lodgepole, Nebr.
Train 19 meets train	4 at Archer, Wyo.

WEST DIVISION.

Train 5 meets train	2 between Rawlins and Wamsutter, Wyo.
Train 1 meets train	6 at Devils Slide, Utah.
Train 5 meets train	4 between Point-of-Rocks and Rocks Springs, Wyo.
Train 9 meets train	6 at Altamont, Wyo.
Train 9 meets train	4 between Rawlins and Wamsutter, Wyo.
Train 19 meets train	2 at Point-of-Rocks, Wyo.
Train 19 meets train	4 at Granger, Wyo.

Train 2 (E.D.)	From	Los Ang. Cal.	aOgden
Chi. & Omaha, 26.	aOmaha	Bakersfield, Cal.	aOgden
Co. Bluff & K.C., 22.	aOmaha	Og. & Sparks 1.	aOgden
Line & Bill, 44.	aGrand Island	Ogden, Utah, Term.	
Minneapolis, Minn.	aOmaha	R. P. O.	aOgden
Minn. & Om. N. D. 2.	aOmaha	Preston & Salt Lake,	
Oakes & S. City, 1.	aOmaha	48.	aOgden
Scrib. & Oakdale 309.	aColumbus	Salt Lake City, Utah	aOgden
St. Paul, Minn.	aOmaha	San Fran. & Barn. 3.	
Sioux City Term.	aOmaha	via Baker!	aOgden
Union D. P. Sta.	aOmaha	San Fr. & Los Ang. 107	
Omaha, Nebr.	aOmaha	via Mojave.	aOgden
Train 2 (M. D.)	From	Train 6 (E.D.)	From
Denver, Colo.	aCheyenne	Chi. & C. Bl., 8.	aU. P. Trans.
Den. Term., R. P. O.	aCheyenne	Chi. & Omaha, 26.	aOmaha
Om. & Ogden, E.D. 2.	aNo. Platte	Co. Bluffs, Iowa.	aU. P. Trans.
Return tr. 5.	aNo. Platte	Co. Bl. & K. C., 22.	aOmaha
Train 2 (W.D.)	From	David City, Nebr.	aCentral City
Om. & Og. 2 M.D.	aRawlins	Pl. Dodge & Om., 12	aOmaha
Return tr., 19.	aRock Springs	Fremont & Haat. 105.	aFremont
Train 5 (E.D.)	From	Mar. & Omaha, 6.	aOmaha
Austin, Nebr.	aGrand Island	Minn. & Om., 210.	aOmaha
Bellwood, Nebr.	aColumbus	Minn. & Om. N. D. 10.	aOmaha
Boelus, Nebr.	aGrand Island	Mo. Val. & Linc., 25.	aFremont
Colo. & Spald., 31.	aColumbus	Om. & Chadron, 3.	aFremont
Danabrog, Nebr.	aGrand Island	Om. & Chadron, 5.	aFremont
David City, Nebr.	aCentral City	Om. & Denver, 5, via	
Garrison, Nebr. (week)	aColumbus	Kearney	aKearney
Line & Bill, 41.	aGrand Island	Ord. & L.C. 35 via St. P.	aGrand Island
Om. & Gr. Isl., 28.	aGrand Island	Return tr., 9.	aColumbus
Om. & Og. 5 M.D.	aNo. Platte	Rising City, Nebr.	aCentral City
Ord. & L.C. 35 via St. P.	aGrand Island	St. L. & Omaha, 14.	aOmaha
Return tr., 14.	aNorth Platte	U. D. & Stk. Yds., 23	aOmaha
Return tr., 6.	aColumbus	Union D. P. Sta.	aOmaha
Return tr., 18.	aKearney	Omaha, Nebr.	aOmaha
Rockville, Nebr.	aGrand Island	Train 6 (M. D.)	From
St. Paul, Nebr.	aGrand Island	All. & Denver, 304.	aSidney
Union D.P. Sta.	aOmaha	Chy. & Denver, 106.	aCheyenne
Omaha, Nebr.	aOmaha	Denver, Colo.	aCheyenne
Train 5 (M.D.)	From	Om. & Og. 6 E. D.	aNo. Platte
All. & Den., 302.	aSidney	Return tr., 9.	aLaramie
Bill. & Denver, 29.	aCheyenne	Train 6 (W.D.)	From
Chy. & Denver, 106.	aCheyenne	Coalville, Utah.	aEcho City
Denver Term. R.P.O.	aJulesburg	Hoytville, Utah.	aEcho City
Raw. & Poc., 5.	aRawlins	Om. & Og., 6 M.D.	aRawlins
Return tr., 4.	aJulesburg	Part City, Utah.	aEcho City
Return tr., 6.	aRawlins	Return tr., 19.	aRawlins
Return tr., 14.	aCheyenne	Wanship, Utah.	aEcho City
Train 1 (W.D.)	From	Train 9 (E.D.)	From
Ashfork & Los Ang. 7	aOgden	Fre. & Has., 105.	aFremont
via Barlow.		Line & Bill, 41.	aGrand Island
		Om. & Og., 9 M.D.	aNo. Platte
		Return tr., 12.	aKearney
		Return tr., 14.	aNorth Platte

Return tr., 18.	aColumbus	N.P. & Den., 13.	aNorth Platte
S. City & Linc., 16.	aFremont	No. Pl. & Gering, 93.	aNorth Platte
Union D. P. Sta.	aOmaha Yds.	Om. & Og. M. D. 10.	aNo. Platte
Omaha, Nebr.	aOmaha Yds.	Om. & Gr. Island, 28.	aGr. Island
Train 9 (M.D.)	From	Om. & Schuy., 34.	aSchuyler
All. & Den., 301.	aSidney	Ord, Nebr.	aGrand Island
All. & Den., 302.	aSidney	Petersburg, Neb. (Sk.)	aFremont
Bill. & Denver, 30.	aCheyenne	Return tr., 12.	aColumbus
Chy. & Den., 106.	aCheyenne	St. Jo. & Gr. Is., 4.	aGr. Island
Denver, Colo.	aJulesburg	St. Paul, Nebr.	aGrand Island
Denver Term. R.P.O.	aJulesburg	South, Nebr.	aGrand Island
Om. & Og. 9 W.D.	aRawlins	Scribber, Neb. (Sk.)	aFremont
Return tr., 6.	aCheyenne	Snyder, Neb. (Sk.)	aFremont
Return tr., 4.	aRawlins	Union D.P. Sta.	aOmaha
Train 9 (W.D.)	From	Weston, Nebr.	aValley
Butte & Salt Lake, 29.	aOgden	Yutan, Nebr. (Sack).	aValley
Ogden, Utah, Term.		Train 19 M. D.	From
R. P. O.	aOgden	Billings & Den., 29.	aCheyenne
Ogden & Sparks, 9.	aOgden	Boise, Idaho.	aRawlins
Rawl. & Poc., 17.	aGreen River	Om. & Og. 19 W. D.	aRawlins
Salt Lake City, Utah	aOgden	Pocatello, Ida.	aRawlins
Salt Lake City, Utah		Poca. & Buhl, 155.	aRawlins
Dis.	aOgden	Poca. & Port 5.	aRawlins
Ogden & Caliente 7.	aOgden	Return tr., 4.	aPine Bluff
Return tr. 6.	aGranger	Train 18 (E. D.)	From
Train 14 (E.D.)	From	Chi. & Om., 26.	aOmaha
Chicago, Ill.	aOmaha	C. B. & K. C., 22.	aOmaha
Chicago, Ill., Dis.	aOmaha	Line & Bill, 44.	aGrand Island
Chi., W. Lib. & Om., 8.	aOmaha	Minn. & Om., N. D. 2.	aOmaha
Col. & Albion, 81.	aColumbus	Om. & Ogden, 2.	aColumbus
Egan & Manila, 11.	aOmaha	Oakes & S. City, 1.	aOmaha
via Arion.	aOmaha	Scrib. & Oakdale, 309.	aFremont
Return tr., 13.	aFremont	Return tr. 9.	aGrand Island
St. J. & Gr. Isl., 2.	aGrand Island	Return tr. 23.	aSchuyler
Union D.P. St.	aOmaha	Sioux City Term.	aOmaha
Omaha, Nebr.	aOmaha	St. Joe & Gr. Isl., 2.	aGrand Island
Train 12 (E.D.)	From	Union D. P. Sta.	aOmaha
Co. Bluffs, Ia.	aOmaha	Train 19 (W.D.)	From
Chi. & Co. Bluffs, 4.	aOmaha	Bingham Can., Utah	aOgden
Chicago & Omaha, 12.	aOmaha	Butte & Salt Lake, 2.	aOgden
Col. & Albion, 81.	aColumbus	Coburn & Ely, 4.	aOgden
Col. & K. C., 20.	aOmaha	Cokeville, Wyo.	aGreen River
Hay & Omaha, 16.	aOmaha	Kemmerer, Wyo.	aGreen River
Line & Bill, 43.	aGrand Island	Montpelier, Idaho.	aGreen River
Marion & Om., 12.	aOmaha	Ogden & Sparks 1.	aOgden
Minn. & Omaha, 204.	aOmaha	Ogden, Utah, Term.	
Om. & Gr. Isl., 28.	aGrand Island	R. P. O. No. 1.	aOgden
Om. & Chadron, 1.	aOmaha	Ogden Term., R.P.O.	aOgden
Return tr., 13.	aGr. Island	Opal, Wyo.	aGreen River
St. L. & Omaha, 12.	aOmaha	Park City, Utah.	aOgden
S. Cy. & Omaha, 6.	aOmaha	Rawlins & Poc., 4.	aGr. River
Union Depot & Stock	aOmaha	Rawlins & Poc., 5.	aGr. River
Yards, 3.	aOmaha	Salt Lake City, Ut.	aOgden
Union D.P. Sta.	aOmaha	S. L. Cy. & Marysv.	aOgden
Omaha, Nebr.	aOmaha	512, via S. L. Cy.	aOgden
Union Dep. Pos. Sta	aOmaha	San Fran. Cal.	aOgden
Omaha City	aOmaha	Train 20 (W. D.)	From
Train 4 (M. D.)	From	Bills. & Denver, 30.	aGreen River
Cheyenne & Den 194.	aCheyenne	via Cheyenne.	aGreen River
Encampment, Wyo.	aNo. Platte	Cheyenne, Wyo.	aGreen River
Om. & Og. 12 E.D.	aJulesburg	Chy. & Den., 106.	aGreen River
Return tr., 9.	aWalcott	Om. & Og. 18., E. D.	aGreen River
Saratoga, Wyo.	aWalcott	Train 23	From
Train 13 (E.D.)	From	Altton, Neb.	aColumbus
Albion, Neb. (Sk.)	aFremont	Belgrade, Neb.	aColumbus
Bradish, Neb. (Sk.)	aFremont	Boone, Neb.	aColumbus
Charleston, Neb. (Sk.)	aFremont	Cedar Rapids, Neb.	aColumbus
Clarkson, Neb. (Sk.)	aFremont	Fullerton, Neb.	aColumbus
Col. & Allion, 81.	aColumbus	Genoa, Neb.	aColumbus
Col. & Lincoln, 22.	aColumbus	Monroe, Neb.	aColumbus
Cornelia, Neb. (Sk.)	aFremont	Om. & Ogden, 13.	aColumbus
Creston, Neb. (Sk.)	aFremont	Primrose, Neb.	aColumbus
David Cy, Neb. (Sk.)	aFremont	Return tr., 2.	aFremont
Dodge, Neb. (Sk.)	aFremont	Return train, 14.	aColumbus
Elba, Nebr.	aGrand Island	St. Edward, Neb.	aColumbus
Enola, Nebr. (Sack).	aColumbus	Spalding, Neb.	aColumbus
Goehner, Nebr. (Sk.)	aFremont	Train 24	From
Gresham, Nebr. (Sk.)	aFremont	Chi. & Omaha 6.	aOmaha
Hooper, Neb. (Sk.)	aFremont	Mo. Val. & Linc. 21.	aFremont
Hoxells, Neb. (Sk.)	aFremont	Om. & Chad. 1.	aFremont
Humphrey, Neb. (Sk.)	aFremont	Omaha, Nebr., U. D.	aOmaha
Kearney & Stapleton.	aKearney	Postal Station.	aOmaha
517.	aFremont	Un. D.P. Sta. (City).	aOmaha
Leigh, Neb. (Sk.)	aFremont	Omaha, Nebr.	aOmaha
Line & Bill, 43.	aGrand Island	Train 11 (E.D.)	From
Lindsay, Neb. (Sk.)	aFremont	Col. & Spalding, 31.	aColumbus
Loretto, Neb. (Sk.)	aFremont	No. P. & Denver, 11.	aNo. Platte
Mead, Nebr.	aValley	Om. & Ogden 5 M.D.	aNo. Platte
Newm. Gr. Neb. (Sk.)	aFremont	Return tr., 18.	aLexington
Nickerson, Neb. (Sk.)	aFremont		
North Loup, Nebr.	aGrand Island		

†Registers, ‡Sundays only.

OMAHA & SCHUYLER R. P. O.

C. B. & Q.R.R. (Omaha Div.), 93.13 miles. Route 157,528.—Dist. 2.

26b	July 29, 1917.	27b	
3 00	Lv. Omaha, Nebr. ....Ar	10 20	
	(Burlington Station)		
3 35		9 46	
63b	Oreapolis (n.o.), Nebr.	34b	
3 40		9 40	
4 11	Louisville, Nebr.	9 10	
4 21	South Bend, Nebr.	9 00	
4 35	Ashland, Nebr.	8 45	
12 50	Wahoo, Nebr.	8 30	
3 00	Wahoo, Nebr.	7 44	
5 50	Schuyler, Nebr. ....Lv	6 30	

Class (A)

Trains 26-33, 34-27, 15' apt.

Train 63, 3' C.P.

Train 26-33	From	Train 34-27	From
Om. & Den., 3.	bAshland	Chi. & C. Bl., 4.	bOreapolis
Om. & Ogden, 23.	bSchuyler	Mo. Val. & Line, 24.	bWahoo
Plattsmouth, Nebr.	bOreapolis	Omaha & Den., 15.	bAshland
		Union D. P. Sta.	
		Omaha, Nebr.	bOmaha

OMAHA & WYMORE R. P. O.

C. B. & Q. R. R. (Omaha and Lincoln Divs.), 117.58 miles. Trains 89 and 90 62.82 miles. Route 157,506.—Dist. 3.

7b	June 4, 1916.	24b	
1 50	Lv. Omaha, Nebr. ....Ar	12 15	
	(Burlington Station)		
2 01	South Omaha, Nebr.	12 07	
2 50	Ashland, Nebr.	11 23	
3 20		10 45	
85b	Lincoln, Nebr.	92b	90a 86b
12 30	10 55	10 00	4 10 1 08
1 18	11 30	9 24	3 35 12 30
1 25	11 35	9 19	3 25 12 25
2 00	12 08	8 42	2 47 11 55 84b
2 16	12 01	8 15	2 15 11 20
4 12	45	7 32	2 05 11 20
4 20	45	7 55	1 40 4 25
4 31	1 07	7 55	1 40 4 25
5 50	1 15	8 00	Ar. Wymore, Nebr. ....Lv

Class (A).

Train 7-91	From	Wymore & Con., 85.	bWymore
Lincoln, Nebr. Div.	bLincoln	Train 90	From
Line. & Bill., 41.	bLincoln	Union D.P. Sta. Om	bLincoln
Line. & Falls Cy., 122	bLincoln		
S. City & Line., 16.	bAshland	Train 92-24	From
St. Jo. & Oxford, 15.	bWymore	Chi. & Co. Bluffs, 8.	bOmaha
St. Jo. & Oxford, 14.	bWymore	Line. & Bill., 39.	bLincoln
		Line. & Man., 126.	bBeatrice
		Om. & Gr. Isl., 27.	bOmaha
		Un. Dep. P. Sta.	
		Omaha, Nebr.	bOmaha

Train 7-91, 15' apt. 15' storage Omaha-Lincoln.

Train 83, 15' apt. 3' storage.

Trains 84, 85, 3' C. P.

Trains 86, 3' C. P. Beatrice-Crete.

Trains 89, 90, 15' apt.

Train 92-24, 15' apt. 7' storage Tues., Wed. Lincoln-Omaha.

ORD & LOUP CITY R. P. O.

U. P. R. R. (Nebr. & Wyo. Div.), 78.1 miles. Route 157,529 pt. St. Paul Loup City, 157,532 pt. Ord-St. Paul.—Dist. 1.

512a	35b	July 15, 1917.	35b	511a	
1 00	7 20	Lv. Ord, Nebr. ....Ar	5 30	10 03	
2 55	8 55		3 50	8 00	
35b	87b	St. Paul, Nebr.	88b	36b	
3 50	10 00		2 50	8 55	
5 30	11 45	Ar. Loup City, Nebr. ....Lv	1 00	7 10	

Class (A)

Trains 36-87, 88-35, 15' apt.

Trains 512-35, 36-511, 3' C. P.

Train 36-87	From	Train 88-35	From
Gd. Island, Nebr.	bSt. Paul	Gd. Island, Nebr.	bSt. Paul
St. Libory, Nebr.	bSt. Paul	Om. & Ogden, 18.	bSt. Paul
		St. Libory, Nebr.	bSt. Paul

OXFORD & ST. FRANCIS R. P. O.

C. B. & Q. R. R. (McCook Div.), 146.17 miles. Route 157,510.—Dist. 6.

192b	Dec. 31, 1916.	191b	
9 00	Lv. Oxford, Nebr. ....Ar	5 25	
9 30	Ar	4 50	
183b	Orleans, Nebr.	190b	
9 50	Lv	4 32	
2 18	Atwood, (n.j.) Kans.	12 06	
4 10	Ar. St. Francis, Kans.	10 15	

Class (A) 15' apt.

Trains meet at Cedar Bluffs, 1 10.

Train 192-189	From	Train 190-191	From
Om. & Den., 10.	bOxford	Om. & Den., 5.	bOxford
Om. & Den., 5.	bOxford	St. Jo. & Oxford, 14.	bOxford

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PAGOSA SPRINGS & PAGOSA JCT. C. P.

(Narrow Gauge)

Denver & Rio Grande R. R. (Fourth Div. Colo. Lines), 30.77 miles. Route 165,032.—Dist. 4.

430b	June 4, 1916.	431b	
8 30	Lv. Pagosa Springs, Colo.Ar	5 30	
11 55	Ar. Pagosa Jct., Colo.Lv	2 35	

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PALMER & BURWELL R. P. O.

C. B. & Q. R. R. (Lincoln Div.), 68.82 miles. Route 157,511.—Dist. 2.

65b	63b	Dec. 31, 1916.	64b	166	156
9 20	3 55	Lv. Palmer, Nebr. ....Ar	8 40	3 50	1 40
12 55	5 15	Greeley, Nebr.	7 30	12 55	11 15
2 50	6 19	Ord, Nebr.	6 30	11 45	9 35
3 40	7 10	Ar. Burwell, Nebr. ....Lv	5 45	10 30	8 30

Class (A)

Trains 53, 54, 15' apt.

All express trains 3' C. P.

Tues., Thurs., Fri. and Sat. Monday and Wednesday.

Train 54	From	Train 53	From
Aur. & Sargent, 52.	bPalmer	Ericson, Nebr.	bGreeley

132

PENROSE & BEAVER C. P.

Beaver, Penrose & Northern Ry., 6.21 miles. Route 165,061.—Dist. 4.

4a	Dec. 21, 1915.	5a	
1 30	Lv. Penrose, Colo.Ar	2 55	
1 55	Ar. Beaver Sta. (n.o.), Colo.	2 20	

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PLUMA & LEAD C. P.

C. B. & Q. R. R. (Alliance Div., Electric), 1.70 miles. Route 359,001.—Dist. 2

22a	18a	10a	Oct. 1, 1916.	9a	19a	23a
4 22	2 37	12 52	9 37	Lv. Pluma (n.o.), S. D. ....Ar	9 17	1 22
4 39	2 48	1 03	9 48	Ar. Lead, S. D. ....Lv	9 05	1 10

134

POCATELLO & PORTLAND R. P. O.

Oregon Short Line R. R. and Oregon-Washington R. R. & N. Co.'s, 729.65 miles (Thirtieth Div.)

(Mountain Time, Pocatello to Huntington; Pacific Time, West of Huntington).

19a	17a	5a	June 20, 1917.	4a	18a	6a	2.
9 35	7 50	11 38	Lv. Pocatello, Idaho ....Ar	8 45	11 05	4 20	
11 21	9 38	12 54	Minidoka, Idaho	7 09	9 30	2 40	
3 10	5 15		Nampa, Idaho	1 20	4 10	8 15	
5 40	7 10		Huntington, Ore.	11 05	1 45	4 55	
4 50	6 15			9 55	12 35	3 45	
11 55	12 10		Pendleton, Ore.	2 20	5 15	7 30	
4 10	4 20		The Dalles, Ore.	9 55	1 55	11 20	
7 00	7 10	Ar.	Portland, Ore.Lv	6 15	11 00	7 50	
2 10	Ar.	Seattle, Wash.	Lv	11 30			

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PRIMERO & SEGUNDO C. P.

Colo. & Wyo. Ry., 4.46 miles. Route 165,053, Primero to Primero Jct. (n.o.); 165,052 pt. Primero Jct. (n.o.) to Segundo.—Dist. 4.

12a	16a	March 5, 1916.	9a	13a	
10 39	4 34	Lv. Primero, Colo. ....Ar	8 10	2 17	
10 48	4 43		8 10	2 09	
2a	4a	Primero Jct. (n.o.), Colo.	1a	3a	
10 48	4 43		8 10	2 09	
10 55	4 50	Ar. Segundo, Colo.Lv	8 07	2 06	

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PROSSER & CONCORDIA R. P. O.

Mo. Pac. Ry. Co. (No. Kansas Div.), 107.88 miles. Route 155,507.—Dist. 6.

642b	Apr. 1, 1917.	641b	
5 06	Lv. Prosser, Nebr. ....Ar	12 45	
5 23	Junata, Nebr.	12 26	
5 45	Hastings, Nebr.	12 10	
6 20	Pauline, Nebr.	11 30	
6 53	Lawrence, Nebr.	10 57	
8 05	Superior, Nebr.	9 40	
8 27	Warwick, (n.j.) Kans.	9 17	
8 45	Republic, (n.j.) Kans.	8 55	
9 06	Scandia, Kans.	8 30	
9 45	Yuma, (n.o.) Kans.	7 50	
10 00	Ar. Concordia, Kans.Lv	7 35	

Class (A) 15' apt.

Train 641	From	Train 642	From
Ach. & Stock, 502.	bConcordia		

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PUEBLO & TRINIDAD C. P.
D. & R. G. R. R. (First Div. Colo. Lines), 90.91 miles. Route 165,523.—Dist. 4.

June 14, 1917.		110a	
130	Lv. Pueblo, Colo.	Ar	11 50
145	.....	Ar	11 35
214a	Southern Jct. (n.o.), Colo.	Ar	20 30
145	.....	Ar	11 35
240	.....	Ar	10 32
185	Lamar, Colo.	Ar	11 00
240	.....	Ar	10 32
10	Cucharas, Colo.	Ar	10 10
10	El Moro, Colo.	Ar	8 10
20	Trinidad, Colo.	Lv	8 00

All trains 3' C. P.

PURCELL & GREELEY C. P.
Union Pacific R. R. (Colo. Div.), 19.56 miles. Route 165,527.—Dist. 4

June 15, 1917.		193p	
12 10	Lv. Purcell, Colo.	Ar	11 50
1 10	Cloverly, (n.o.) Colo.	Ar	10 50
1 25	Greeley Jct., (n.o.) Colo.	Ar	10 35
1 35	Greeley, Colo.	Lv	10 25

All trains 3' C. P.

RAPID CITY & MYSTIC C. P.
Rapid City, Black Hills & Western R. R. 23.50 miles. Route 159,036.—Dist. 2

Sept. 20, 1912.		25 4s	
7 45	Lv. Rapid City, S. D.	Ar	3 00 6 35
10 40	Ar. Mystic, S. D.	Lv	11 50 4 15

RATON & UTE PARK C. P.
Atch. Top. & Santa Fe Ry. 58.40 miles. (Seventh Division.)

Sept. 19, 1915.		750a	
8 00	Lv. Raton, N. M.	Ar	3 20
8 08	Dillon, (n.o.) N. M.	Ar	3 00
8 30	Hebron, (n.o.) N. M.	Ar	2 25
8 35	.....	Ar	2 20
8 00	Colfax, N. M.	Ar	12 35
9 45	Ute Park, N. M.	Ar	10 30

***PUEBLO & ALAMOSA R. P. O.**
D. & R. G. R. R. (First and Fourth Div. Colo. Lines), 132.36 miles. Route 165,516 pt.—Dist. 4.

June 14, 1917.		116a	
12 10	Lv. Pueblo, Colo.	Ar	2 45
12 25	.....	Ar	2 25
214a	Southern Jct. (n.o.), Colo.	Ar	21 30
12 35	.....	Ar	2 25
1 24	Lamar, Colo.	Ar	1 16
1 55	.....	Ar	12 45
133a	Walsenburg Jct. (n.o.), Colo.	Ar	11 60
1 53	.....	Ar	12 45 130a
3 35	Walsenburg, Colo.	Ar	12 35 9 35
4 45	La Veta, Colo.	Ar	11 50 8 45
3 05	.....	Ar	11 40
5 52	Blanca, Colo.	Ar	9 09
6 30	Alamosa, Colo.	Lv	8 30

Class (B)

Train 115-216-115, 30' apt. (a) 15' storage Ex. Mon. and Tues. 7' storage

Mon. and Tues.

Trains 116-215-116, 30' apt.

Trains 130, 133, 3' C. P.

Train 116 meets train 115 between Southern Jct. and Walsenburg Jct.

Trains 115-216	From	Trains 215-116	From
Ala. & Dur., 115.....	bAlamosa	Den. & Amar., 8.....	aPueblo
Sal. & Ala., 318.....	cAlamosa	Den. & Gr. Jct., 16.....	aPueblo
		K. C. & La J., 8.....	aPueblo
		Om. & Colo. Spgs., 8.....	aPueblo
		Return tr., 115.....	aWalsenburg
		Pueblo Term. R.P.O.....	aPueblo

PUEBLO & STONE CITY C. P.
Colo.-Kans. Ry. Co., 22.20 miles. Route 165,042.—Dist. 4.

March 1, 1914.		25	
9 00	Lv. Pueblo, Colo.	Ar	4 25
10 30	Ar. Stone City, Colo.	Lv	3 00

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PUEBLO, COLO., TERMINAL R. P. O.
Located at the Union Depot, Pueblo, Colo., for handling of all classes of mail and registered matter in transit.—Dist. 4. Class (A)

Augusta, Colo.	6 1 20	Walsenburg, Colo.	6 1 20
Buena Vista, Colo.	10 05	Kans. City & Pueblo, 12.....	4 20
Canon City, Colo.	10 00	Kans. City & Pueblo, 14.....	7 35
.....	12 05	Leadville, Colo.	12 05
.....	7 15	Om. & Colo. Spgs., 6, via	
Colorado Springs, Colo.	12 20	Colo. Springs.....	6 55
.....	6 50	Om. & Colo. Spgs., 8, via	
Cucharas, Colo.	1 20	Colo. Springs.....	8 15
Den. & Amarillo, 3.....	5 30	Portland, Colo.	10 00
Den. & Amarillo, 2.....	4 05	Pueblo & Creede, 115.....	12 05
Den. & Amarillo, 7.....	2 25		
Den. & Amarillo, 8.....	3 05		
Den. & Grand Jct., 4.....	2 50		
Den. & Grand Jct., 5.....	1 20		
Den. & Grand Jct., 15.....	12 00		
Den. & Grand Jct., 16.....	2 25		
Den. & La Junta, 11.....	1 20		
Den. & La Junta, 12.....	2 10		
Den. & La Junta, 602.....	8 20		
Den. & La Junta, 607.....	9 35		
Den. & La Junta, 610.....	7 45		
Denver, Colo.	12 20		
Denver Term. R.P.O.	7 50		
Florence, Colo.	12 20		
Hillside, Colo.	12 05		
Huerfano, Colo.	1 20		
La Junta, Colo.	11 40		
Lamar, Colo.	11 40		
Las Animas, Colo.	11 40		
La Veta, Colo.	1 20		
Lime, Colo.	1 20		
K. C. & La Junta, 6, via	11 40		
Dodge City.....	12 05		
Silver Cliff, Colo.	1 20		
Trinidad, Colo.	1 20		

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PUEBLO & CANON CITY C. P.
A. T. & S. F. Ry. (Colo. Div.), 41.01 miles. Route 165,073.—Dist. 4.

May 10, 1916.		628a	
10 10	Lv. Pueblo, Colo.	Ar	7 30
10 23	Canon Junc., (n.o.) Colo.	Ar	7 20
11 27	Portland, Colo.	Ar	6 15
11 45	Florence, Colo.	Ar	5 58
12 10	Ar. Canon City, Colo.	Lv	5 30

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RAWLINS & POCATELLO R. P. O.
Oregon Short Line and Union Pacific R. R., 378.58 miles. Trains 17 and 18, 244.2 miles. Route 164,505.—Dist. 5.

July 15, 1916.		18a		4a		6a	
9 30	Lv. Chicago, Ill.	Ar	7 35				
10 05	Lv. Omaha, Neb.	Ar	8 15	6 50			
4 50	Lv. Denver, Colo.	Ar	9 30	6 05			
9 12	Lv. Cheyenne, Wyo.	Ar	5 40	2 45			
5 40	Lv. Rawlins, Wyo.	Ar	11 50	8 35	7 30		
9 35	.....	Ar	7 30	4 45	3 30		
60a	.....	Ar	11 50	8 35	7 30		
1 35	Green River, Wyo.	Ar	7 20	4 28	2 50		
2 35	.....	Ar	6 25	3 40	1 50		
19a	.....	Ar	6 20	3 40	1 45		
2 40	Granger, Wyo.	Ar	5 09	2 31	12 15		
3 55	Kemmerer, Wyo.	Ar	4 59	2 21	12 01		
4 02	Moyer Jct., (n.o.) Wyo.	Ar	2 45	12 15	9 40	82a	
6 00	Montpelier, Ida.	Ar	2 40	12 07	9 20	4 10	
6 10	McCammon, Ida.	Ar	12 10	9 45	6 25	1 30	
8 25	Pocatello, Idaho.	Lv	11 30	9 05	5 15		
9 10	Huntington, Ore.	Lv	1 45	11 05	4 55		
5 40	Portland, Ore.	Lv	7 50	6 15	11 00		

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Train 4-64-4, 30' apt. 60' storage.

Train 5, 30' apt. 60' storage (a) 60' storage except Mon. and Tues. 30' storage

Mon. and Tues. at U. P. Transfer.

Train 6-66, 60' storage except Wed. and Thurs. 7' storage Wed. and Thurs.,

Pocatello-Green River.

Train 17, 30' apt. Green River-Pocatello.

Train 18, 30' apt. Pocatello-Green River (a) 60' storage Green River-Rawlins

ex. Wed. and Thurs. at Pocatello.

Train 69-19, 7' C. P.

Train 5 is an exclusive mail and express train. Class (C) Trs. 5, 4.

Train 17 meets train 18 at Border, Wyo.

Train 17	From	Train 18	From
Butte & S. L. C., 9.....	aPocatello	Bill. & Denver, 30.....	aGr. River
Poc. & Buhl., 53.....	aPocatello	Chey. & Den., 106.....	aGr. River
Poc. & Port., 17.....	aPocatello	Cheyenne, Wyo.....	aGr. River
Butte & S. L. C., 32.....	aMcCammon	Denver, Colo.....	aGr. River
		Om. & Og., E.D., 18.....	aGr. River
		Omaha & Ogden, 19.....	aGr. River
		Om. & Ogden, 2(W.D.).....	aGreen River

Train 4	From
Om. & Ogden, 1.....	aGreen River
Om. & Ogden, 4 M.D.....	aRawlins
Reg. Return, 5.....	aMontpelier
Return, 5.....	aGreen River

RED OAK & NEBRASKA CITY R. P. O.

C., B. & Q. R. R. (Creston, St. Joseph and Wymore Divs.), 53.20 miles. Trains 8 and 12, 52.57 miles. (Sixth Division.)

	3a	5a		June 4, 1916.	12b	4b	2c
.....	1 40	7 05	Lv.	Red Oak, Iowa.....Ar	8 10	11 30	6 00
.....	2 25	7 45	.....	Shenandoah, Iowa.....	7 25	10 40	5 15
.....	3 15	8 27	.....	Hamburg, Iowa.....	6 35	9 53	4 25
.....	.....	.....	.....	Payne, Iowa.....	6 15	9 43	4 21
.....	3 30	8 40	.....	Nebraska City, Nebr.....Lv	6 05	9 25	4 08
.....	3 45	8 55	.....	.....	5 50	9 10	3 50

EXPRESS TRAINS BETWEEN PAYNE AND NEBRASKA CITY.

	Nov. 1, 1914.	21a	23a	27a	29a	31a	
Lv Payne, Iowa.....	4 20	4 25	10 10	11 10	6 20		
Ar Nebraska City, Nebr.....	4 40	4 45	10 30	11 30	6 35		
		20a	22a	24a	26a	28a	
Lv Nebraska City, Nebr.....	10 40	12 10	3 50	6 05	9 40		
Ar Payne, Iowa.....	11 00	12 30	4 05	6 18	10 00		

REPUBLICAN CITY & OBERLIN C. P.

C., B. & Q. R. R. (McCook Div.), 77.79 miles. Route 157,512.—Dist. 6.

	141b		Dec. 31, 1916.	142b	
.....	8 30	Lv.	Republican City, Nebr.....Ar	9 20	
.....	9 52	.....	Almena, Kans.....	8 08	
.....	10 32	.....	Norton, Kans.....	7 40	
.....	10 55	.....	Oronoke, Kans.....	7 15	
.....	.....	.....	(Dellvale, Kans.).....	.....
.....	12 15	Ar.	Oberlin, Kans.....Lv	6 00	

3' C. P.

RIDGWAY & TELLURIDE R. P. O.

Rio Grande Southern Ry., 45.10 miles. Route 165,505 pt.—Dist. 4.

	7a		August 15, 1917	8a	
.....	4 20	Lv.	Ridgway, Colo.....Ar	10 30	
.....	7 50	.....	Vance, Colo (n.o.).....	8 00	
.....	7 20	Ar.	Telluride, Colo.....Lv	7 30	

Class A. Train 8, 15' apt.

Train 7, 15' apt. (a), 7' storage (d) 3' storage (f).

Train 7	From	Train 8	From
		Sal. & Ouray, 316....	Ridgway

RULO & ATCHISON C. P.

C., B. & Q. R. R. (Wymore Div.), 45.9 miles. Route 155,508.—Dist. 6.

	16b		Dec. 31, 1916.	17b	93b
.....	4 46	Lv.	Rulo, Nebr.....Ar	1 20	8 45
.....	6 10	.....	Troy Junc. (n.o.), Kans.....	11 57	6 40
.....	6 50	Ar.	Atchison, Kans.....Lv	11 20	6 50

Train 16, 17, 3' C. P.

Train 93, 3' C. P. Atchison-White Cloud.

ST. JOSEPH & TOPEKA R. P. O.

C. R. I. & P. Ry., 89.90 miles. Route 153,518. (Seventh Div.)

	63a	77a		Apr. 1, 1917.	78a	54a
.....	4 05	8 10	Lv.	St. Joseph, Mo.....Ar	7 05	11 15
.....	4 11	8 18	.....	Elwood, Kans.....	6 58	11 05
.....	4 18	8 26	.....	Wathena, Kans.....	6 46	10 55
.....	4 38	8 45	.....	Troy, Kans.....	6 30	10 35
.....	4 18	9 26	.....	Pierce Junction, (n.o.) Kans.....	6 49	9 55
.....	5 35	9 40	.....	Horton, Kans.....	6 35	9 40
.....	5 40	9 50	.....	Whiting, Kans.....	6 20	9 20
.....	5 55	10 07	.....	Holton, Kans.....	6 00	9 00
.....	6 20	10 34	.....	North Topeka, Kans.....	4 39	8 37
.....	7 17	11 32	.....	Topeka, Kans.....Lv	3 45	7 41
.....	7 30	11 45	.....	.....	3 40	7 35

SALIDA & ALAMOSA C. P.

D. & R. G. R. R. (Third Div. Colo. Lines), 85.33 miles. Routes 165,513.—Dist. 4.

	317b		Nov. 8, 1914	318b	
.....	4 00	Lv.	Salida, Colo.....Ar	6 15	
.....	4 15	.....	Poncho Springs, Colo.....	3 55	
.....	4 45	.....	Meara, (n.o.) Colo.....	3 45	
.....	5 15	Ar.	Alamosa, Colo.....Lv	2 45	

All trains 3' C. P.

SOMERSET & MONTROSE R. P. O.

D. & R. G. R. R. (Third Div. Colo. lines.) 63.77 miles. Route 165,511, 165,509 pt.—Dist. 4.

	377a		Aug. 15, 1917	378a	
.....	8 30	Lv.	Somerset, Colo.....Ar	6 15	
.....	10 50	Ar.	.....	3 55	
.....	.....	.....	Delta, Colo.....	3 20	
.....	10 50	Lv.	.....	3 45	
.....	12 01	Ar.	Montrose, Colo.....Lv	2 45	

Class (A) 15' apt.

Train 377-320	From	Train 319-378	From
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ST. JOSEPH & GRAND ISLAND R. P. O.

St. Joseph & Grand Island R. R., 251.67 miles. Route 155,500.—Dist. 6.

	1a	3a		Feb. 18, 1917.	2a	4a
.....	8 30	10 00	Lv.	St. Joseph, Mo.....Ar	8 45	6 15
.....	8 35	10 05	.....	Elwood, Kans.....	8 37	6 07
.....	8 50	10 15	.....	Wathena, Kans.....	8 27	6 55
.....	9 17	10 33	.....	Troy, Kans.....	8 07	4 35
.....	9 37	10 50	.....	Stout, (n.o.) Kans.....	7 45	4 14
.....	10 40	11 40	.....	Hiawatha, Kans.....	7 00	3 30
.....	11 30	12 20	.....	Sabetha, Kans.....	6 10	2 50
.....	12 10	12 40	.....	Seneca, Kans.....	5 25	2 10
.....	12 35	1 38	.....	Artell Jet, (n.o.) Kans.....	4 53	1 45
.....	12 40	1 42	.....	Artell, Kans.....	4 50	1 42
.....	1 25	2 35	.....	Carden, Kans.....	3 58	7 22
.....	1 45	2 35	.....	Marysville, Kans.....	3 45	12 40
.....	2 30	3 10	.....	Hanover, Kans.....	3 05	12 05
.....	2 45	3 15	.....	Endicott, Nebr.....	2 45	11 45
.....	3 35	3 55	.....	Fairbury, Nebr.....	1 53	11 00
.....	3 50	4 10	.....	Belvidere, Nebr.....	1 40	10 45
.....	4 50	5 01	.....	Davenport, Nebr.....	12 10	9 25
.....	5 30	6 35	.....	Edgar, Nebr.....	11 50	9 05
.....	5 55	6 55	.....	Fairfield, Nebr.....	11 30	8 48
.....	21b	6 20	.....	Hastings, Nebr.....Lv	10 50	8 05
.....	12 01	7 10	.....	Grand Island, Nebr.....	9 45	7 00
.....	1 30	8 15	.....	.....	.....	.....

Class (B).

Trains 1, 2, 3, 4, 30' apt.

Train 21, 3' C. P. Hastings-Doniphan.

Train 1	From	Train 4	From
Carden, Kans.....	Marysville	Hebron, Nebr.....	Belvidere
Clay Center, Nebr.....	Fairfield	Nebr. C. & Hol. 98..	Edgar
Hebron, Nebr., (sek.)	Fairbury	Highland, Kans.....	Stout
Highland, Kans.....	Stout	Reg. Return tr., 2....	Beattie
Horton & Nelson, 354	Fairbury	St. Joseph, Mo. Term.	St. Joseph
Ohio, Nebr.....	Edgar	R. P. O.....	
Om. & K. C., 105....	Hiawatha		
Om. & K. C., 106....	Hiawatha		
Ong, Nebr.....	Edgar		
Return tr., 2.....	Hanover		
St. Jo. & Oxford, 15..	Endicott		
St. Jo. & Oxford, 14..	Endicott		
Shickley, Nebr.....	Edgar		
Strang, Nebr., (Sack)	Edgar		
Tobias, Nebr.....	Edgar		
Verona, Nebr.....	Fairfield		
Winifred, Kans.....	Marysville		

Train 2	From
Linc. & Kan. Cy. 14..	St. Joseph
Highland, Kans.....	Stout
Horton & Nelson, 354	Fairbury
K. C. & Virginia, 52..	Seneca
Om. & Den., 6.....	Hastings
Om. & Den., 9.....	Hastings
Om. & Col. Spgs., 7..	Fairbury
Return tr., 1.....	Hanover
St. Joseph, Mo. Term.	
R. P. O.....	St. Joseph
St. Jo. & Ox., 15....	Endicott
St. Jo. & Ox., 14....	Endicott
St. Jo. & Topeka, 77..	Troy
St. Louis & St. Joe. 14	St. Joseph

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ST. LOUIS & OMAHA R. P. O.

Wabash R. R., 411.50 miles. (Seventh Div.)

	911a		June 24, 1917.	914a	
.....	9 00	Lv.	St. Louis, Mo.....Ar	7 55	
.....	9 12	.....	Union Ave., Mo. (n.o.).....	7 88	
.....	12 57	.....	Moberly, Mo.....	3 20	
.....	1 03	.....	.....	3 10	
.....	2 40	.....	Salisbury, Mo.....	2 33	12a
.....	2 10	.....	.....	2 02	
.....	2 10	.....	Brunswick, Mo.....	2 00	3 45
.....	3 19	2 35	Sumner, Mo.....	1 25	2 54
.....	3 55	3 09	Chillicothe, Mo.....	12 47	2 16
.....	4 41	3 51	Gallatin, Mo.....	12 03	1 30
.....	5 16	4 22	Pattonburg, Mo.....	11 37	1 00
.....	5 59	4 57	Darlington, Mo.....	10 57	12 14
.....	6 15	5 15	.....	10 42	11 58
.....	6 30	5 20	Stanbury, Mo.....	10 37	11 43
.....	6 53	5 39	Conception Jet, Mo.....	10 18	11 15
.....	7 28	6 05	Maryville, Mo.....	9 50	10 45
.....	7 55	6 30	Burlington, Jet., Mo.....	9 20	10 15
.....	8 42	7 04	Coin, Iowa.....	8 42	9 34
.....	9 17	7 30	Shenandoah, Iowa.....	8 18	9 10
.....	10 07	8 10	Malvern, Iowa.....	7 26	8 16
.....	11 13	9 15	(Ar. Council Bluffs, Ia. Lv)	6 30	7 17
.....	11 30	9 30	U. P. Transfer, Ia.....	6 15	7 02
.....	Omaha, Nebr.....Lv

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ST. JOSEPH & OXFORD R. P. O.

C. B. & Q. R. R. (St. Joseph, Wymore and McCook Divs.), 293.89 miles. Trains 17 and 16. 211.43 miles. Route 157,513.—Dist. 6.

15a	17a	Dec. 31, 1916.	14a	16a
11 42	11 59	Lv. St. Joseph, Mo.	9 30	6 10
11 59	12 15	Amazonia, Mo.	9 07	5 47
12 42	1 00	Napier, Mo.	8 30	5 10
12 45	1 05	Rulo, Nebr.	8 25	5 05
1 02	1 25	Falls City, Nebr.	8 00	4 44
1 22	1 45	Salem, Nebr.	7 38	4 20
1 32	1 58	Table Rock, Nebr.	7 22	4 00
2 08	2 35	Pawnee City, Nebr.	6 30	3 15
2 23	2 40	Armour, Nebr.	6 15	3 00
2 50	3 35	Wymore, Nebr.	5 43	2 18
3 15	4 10	Odell, Nebr.	5 15	1 45
3 25	4 20	Endicott, Nebr.	5 00	1 25
3 40	4 40	Thompson, Nebr.	4 45	1 07
4 10	5 20	Chester, Nebr.	4 10	12 27
4 23	5 40	Superior, Nebr.	3 52	12 05
5 03	6 28	Lester Jct. (n.o.), Nebr.	3 16	11 18
5 43	7 20	Red Cloud, Nebr.	2 32	10 28
6 12	8 07	Republican City, Nebr.	1 58	9 43
6 22	8 15	Alma, Nebr.	1 50	9 35
6 30	8 28	Orleans, Nebr.	1 40	9 25
7 38	9 56	Oxford Jct. (n.o.), Nebr.	12 20	8 02
7 49	10 22	Oxford, Nebr.	12 05	7 49
8 04	10 32		11 50	7 17
8 20	11 10		11 25	7 00
8 32	11 15		11 20	6 55

Class (C)

Train 14, 30' apt.

Train 15, 30' apt. (a) 7' storage (b).

Train 16, 20' apt. Oxford-Table Rock, 3' C. P. Table Rock-St. Joseph.

Train 17, 30' apt. Table Rock-Oxford, 7' C. P. St. Joseph-Table Rock.

Train 15	From	Om. & Wymore, 92.	cWymore
Almena, Kans	cRep. City	Return tr., 15.	cChester
Akron, Colo.	cOxford	Roca, Nebr.	cTable Rock
Benkelman, Nebr.	cOxford	St. Joseph, Mo., Term.	
Bill, & Denver, 20		R. P. O.	cSt. Joseph
via Denver.	cOxford	St. L. & St. Jo., 14.	cSt. Joseph
Brush, Colo.	cOxford	St. Marys, Nebr.	cTable Rock
Cambridge, Nebr.	cOxford	Sterling, Nebr.	cTable Rock
C. Bl. & K. C., 23.	cNapier	Stroms. & Alma, 162.	cAlma
Culbertson, Nebr.	cOxford	Sup. & Strong, 306.	cSuperior
Denver, Colo.	cOxford	Tecumseh, Nebr.	cTable Rock
Denver Term. R.P.O.	cOxford		
Edison, Nebr.	cOxford		
Fair. & Chester, 106.	cChester		
Ft. Morgan, Colo.	cOxford		
Indianola, Nebr.	cOxford		
Kanona, Kans.	cRep. City		
Line. & Falls Cy., 121	cFalls City		
Long Island, Kans.	cRep. City		
McCook, Nebr.	cOxford		
Nelson, Nebr.	cSuperior		
Norecut, Kans.	cRep. City		
Norton, Kans.	cRep. City		
Oberlin, Kans.	cRep. City		
Om. & Denver, 12.	cOxford		
Omaha & K. C., 105.	cFalls City		
Om. & K. C., 106.	cFalls City		
Om. & Wymore, 92.	cWymore		
Oronoke, Kans.	cRep. City		
Ox. & St. Fran., 189.	cOrleans		
Reager, Kans.	cRep. City		
Return tr., 14.	cWymore		
Stratton, Nebr.	cOxford		
Sup. & Strong, 306.	cSuperior		
White Cloud, Kans.)			
(By Star Route)	cRule		
Woodruff, Kans.	cRep. City		
Wray, Colo.	cOxford		
Train 14	From	Om. & Wymore, 90.	cWymore
Adams, Nebr.	cTable Rock	Norecut, Kans.	cRep. City
Line. & K. C., 14.	cSt. Joseph	Norton, Kans.	cRep. City
Co. Bl. & K. C., 27.	cNapier	Oberlin, Kans.	cRep. City
Elk Creek, Nebr.	cTable Rock	Oronoke, Kans.	cRep. City
Hickman, Nebr.	cTable Rock	Reager, Kans.	cRep. City
Lincoln, Nebr.	cTable Rock	Return tr., 17.	cBurchard
Omaha & Wymore,		St. Joseph, Mo.	cTable Rock
89, via Lincoln.	cTable Rock	Sparks, Kans.	cTable Rock
Train 17	From	Om. & Den., 304, via	cOxford
Brush		Beatrice, Nebr.	cWymore
Bill. & Den., 31, via		Denver	cOxford
Denver Term. R.P.O.			cOxford
Fairbury, Nebr.			
(By Messenger)			
McCook, Nebr.			cOxford
Om. & Den., 9.			cOxford
Om. & Den., 6.			cOxford
Ox. & St. Fran., 189.			cOxford
Pross. & Conc., 642.			cSuperior
Return tr., 14.			cOrleans
Stroms. & Alma, 162.			cAlma
Wymore & Concord			
85.			cWymore
Train 16	From	Almena, Kans.	bRepub. City
Daykin, Nebr.	bEndicott	Fairbury, Nebr.	bEndicott
Kanona, Kans.	bRep. City	Line. & K. C., 41.	bTable Rock
Line. & K. C., 42.	bTable Rock	Long Island, Kans.	bRep. City
Milligan, Nebr.	bEndicott	Om. & Wymore, 90.	cWymore
Norecut, Kans.	bRep. City	Norton, Kans.	bRep. City
Oberlin, Kans.	bRep. City	Oronoke, Kans.	bRep. City
Reager, Kans.	bRep. City	Return tr., 17.	bBurchard
St. Joseph, Mo.	bTable Rock	Sparks, Kans.	bTable Rock

SCRIBNER & OAKDALE R. P. O.

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C. & N. W. Ry. (Eastern Div.), 115.3 miles. Route 157,543.—Dist. 2.

365b	339a	309a	Apr. 29, 1917.	319a	340a
		5 30	Lv. Omaha Nebr.	Ar	1 35
			(Union Station.)		
11 30	6 15	8 20	Lv. Scribner, Nebr.	Ar	10 42
3 45	9 30	10 33	Humphrey, Nebr.	8 30	7 30
12 20	11 50		Albion, Nebr.	7 16	5 00
2 55	1 15		Ar. Oakdale, Nebr.	Lv	6 00

Train 365b Arr. Cornlea, 4.00.

Class (B)

Train 309, 15' apt. 7' storage.

Train 310, 15' apt.

Train 339, 3' C. P. Scribner-Elgin.

Train 340, 3' C. P. Clarkson-Dodge, Tues., Thurs.

3' C. P. Oakdale-Lindsay (a).

Train 365, 3' C. P. Scribner-Cornlea.

Train 309	From	Train 310	From
Return tr. 310.	cOakdale	Union D.P. Sta.	cScribner
Om. & Chad. 2.	cOakdale	Omaha, Nebr.	cScribner
		Omaha & Chad., 1.	cScribner
		Fremont, Nebr.	cScribner

SALIDA & OURAY R. P. O.

(Narrow Gauge)

158

D. & R. G. R. R. (Third Div., Colo. Lines), 172.30 miles. Route 165,514.—Dist. 4

	315a	Nov. 26, 1914.	316a
	6 30	Lv. Salida, Colo.	Ar 8 45
	6 45	Poncha Springs, Colo.	8 30
	7 10	Mearns, (n.o.) Colo.	8 09
	10 45	Gunnison, Colo.	4 25
	10 50	Sapinero, Colo.	4 20
	11 54	Montrose, Colo.	3 06
	2 30	Ridgeway, Colo.	12 20
	2 55	Ouray, Colo.	12 01
	4 20		10 40
	6 10	Ar.	Lv 9 50

Class (B)

Train 315, 30' apt. 15' storage Salida-Montrose, 3' storage Montrose-Ridgeway.

Trains meet between Cimarron and Cedar Creek.

Train 315	From	Train 316	From
Almont, Colo.	cGunnison	Den. & Gr. Jct., 15.	cSalida
Crested Butte, Colo.	cGunnison	Den. & Gr. Jct., 16.	cSalida
Nacks Cabin, Colo.	cGunnison	Lake City, Colo.	cSapinero
Mont. & Gr. Jct., 319.	cMontrose	Mont. & Gr. Jct., 319.	cMontrose
Return tr., 316.	cCimarron	Reg. Return, 315.	cMontrose
Ridg. & Durango, 7.	cRidgeway		

SANTA FE & LAMY C. P.

A. T. & S. F. Ry. (New Mexico Div.), 18.85 miles. (Seventh Division.)

726a	724a	722a	720a	Feb. 7, 1915.	721a	723a	727a	726a
8 50	6 20	3 20	8 10	Lv. Santa Fe, N. M.	Ar	11 45	6 55	11 20
9 40	7 20	4 10	9 00	Lv. Lamy, N. M.	Lv	10 45	4 55	10 30

SAPINERO & LAKE CITY C. P.

160

(Narrow Gauge)

D. & R. G. R. R. (Third Div., Colo. Lines), 36.56 miles. Route 165,041.—Dist. 4

			357a	Nov. 8, 1914.		358a			
			3 05	Lv.... Sapinero, Colo....	Ar	11 54			
			6 05	Ar.... Lake City, Colo....	Lv	8 40			

SILVERTON & DURANGO C. P.

161

(Narrow Gauge)

D. & R. G. R. R. (Fourth Div., Colo. Lines), 45.18 miles. Route 165,521.—Dist. 4

			116a	June 4, 1916.		115a			
.....	6 30	Lv.	Silverton, Colo.	Ar	8 15				
.....	8 55	Ar.	Durango, Colo.	Lv	6 30				

All trains 3' C. P.

SIOUX CITY & LINCOLN R. P. O.

162

C. B. & Q. R. R. (Omaha Div.), 133.48 miles. Route 157,502.—Dist. 8.

91b	17a	Oct. 29, 1916.	16a	92b
6 10	12 20	Lv. Sioux City, Iowa	Ar	7 05
6 40	12 40	Sioux, Nebr.	6 35	
7 00	12 48	Laketon (n.o.), Nebr.	6 18	
7 15	12 58	Dakota, Nebr.	6 12	
10 15	2 05	Lyons, Nebr.	5 06	
	2 20	Oakland, Nebr.	4 50	
	3 03	Nickerson, Nebr.	4 09	
3 25		Fremont, Nebr.	3 55	
4 00		Yutan, Nebr.	3 23	6 05
4 37		Ashland, Nebr.	2 50	5 00
6 30	Ar.	Lincoln, Nebr.	Lv	8 00

Class (A)

Train 16, 15' apt. (a) 3' storage (b).

Train 17, 15' apt.

Train 91, 3' C. P. Sioux City-Walthill.

Train 92, 3' C. P. Ashland-Yutan.

Train 17	From	Train 16	From
Fre. & Hast., 105.	cFremont	Fre. & Hast., 105.	cFremont
Line & Bill., 41.	cLincoln	Minn. & Om., 12-203.	cSioux City
Mo. Val. & Line, 25.	cFremont	Om. & Chadron, 5.	cFremont
Omaha & Ogden, 6.	cFremont	Sioux City, Term.	
Om. & Colo. Spgs., 17.	cLincoln	R. P. O.	cSioux City
Omaha & Den., 3.	cAshland	S. C. & O'Neill, 163.	cLaketon
Om. & Bohuyler, 33.	cAshland	Will. & S. City, 162.	cSioux City
Reg. return tr., 16.	cOakland		

SIOUX CITY & SOUTH NORFOLK R. P. O.

163

C. St. P., M. & O. Ry. (Nebr. Div.), 76.84 miles. Route 157,524.—Dist. 7.

11a	9a	Apr. 29, 1917.	12a	10a
4 50	8 40	Lv. Sioux City, Iowa	Ar	9 55
5 01	8 52	Sioux, Nebr.	9 44	4 33
5 08	8 58	Dakota, Nebr.	9 37	4 26
5 18	9 07	Coburn Jct. (n.o.), Nebr.	9 28	4 17
5 53	9 50	Emerson, Nebr.	8 50	3 45
6 05	10 00	Wakefield, Nebr.	8 40	3 35
6 25	10 23	Wayne, Nebr.	8 20	3 18
6 45	10 45		8 00	2 55
7 45	11 45		7 00	1 55
7 5a	7 4a	Norfolk, Nebr.	7 5a	7 5a
4 45	11 45		6 57	1 50
7 55	11 55	Ar. So. Norfolk (n.o.), Nebr.	Lv	6 50

Class (A). 30' apt.

Trains 9 and 12 meet at Hubbard, Nebr.

SIOUX CITY, IOWA, TERMINAL R. P. O.

Located in Chi. & N. W. Sta., Sioux City, Iowa. (Tenth Division.)

Aberdeen & So. City, 1.....	7 00	Modala, Ia.....	5 20
Aberdeen & So. City, 3.....	6 30	Mondamin, Ia.....	5 20
Arlon, Ia.....	5 25	Oakes & So. City, 1.....	12 15
Blensoe, Iowa.....	5 20	Oakes & So. City, 25.....	11 20
Buck Grove, Ia.....	5 25	Onawa, Ia.....	5 20
Carroll & So. City, 16.....	6 30	River Sioux, Ia.....	20
Carroll & So. City, 18.....	4 30	Rodney, Ia.....	5 25
Charter Oak, Ia.....	5 25	Salix, Ia.....	5 20
Chi. & Om. 12.....	5 25	Sergeant Blf., Ia.....	5 20
Chi. & Om. 32.....	5 20	So. City & So. Norfolk, 9.....	8 25
Chi. & So. City, 612.....	5 45	So. City & Om., 3.....	2 25
Chi. & So. City, 16.....	6 00	So. City & Line., 17.....	12 05
Des Moines & So. City, 24.....	4 00	So. City & Om., 1.....	6 10
Egan & Manilla, 20.....	6 10	So. City & O'Neill, 163.....	6 25
Egan & Manilla, 11.....	7 55	So. City & So. Norfolk, 11.....	4 35
Egan & Manilla, 4.....	5 25	So. City & Wynot, 33.....	6 10
Egan & Manilla, 103.....	5 30		
Hornick, Ia.....	5 25	So. City, Iowa, Dis.....	7 40
Little Sioux, Ia.....	5 20		8 30
Luton, Ia.....	5 25		12 00
Manilla, Ia.....	5 25		2 30
Mapleton, Ia.....	5 25		12 30
Mar. & Om. 12.....	5 25	Sloan, Ia.....	5 20
Minn. & Om., 3-12.....	7 25	Tama & So. City, 4.....	9 15
Minn. & Om., 4.....	10 55	Un. D. P. Sta., Omaha.....	5 20
Minn. & Om., 6.....	6 35	U.D. Pos. Sta., Omaha.....	5 15
Minn. & Om., 10.....	10 15		7 35
Minn. & Om., 2.....	12 00	Ute, Ia.....	5 25
Minn. & Omaha, 1-10.....	4 25	Wall L. & M. Val.....	7 20
Minn. Valley, Ia.....	5 20	Whiting, Ia.....	5 20
		Willmar & So. City, 162.....	6 50
		Willmar & So. City, 32.....	5 30
		Yankton & Platte, 33.....	12 30

"SIOUX CITY & OMAHA R. P. O.

C., St. P., M. & O. Ry. (Nebr. Div.), 123.4 miles. Route 157,525.—Dist. 7.

	3a	1a	Apr. 29, 1917	4b	6c	2b
7 40	7 40	Lv. Sioux City, Iowa.....	Ar	11 00	12 30	6 35
2 52	7 51	Sioux, Nebr.....		10 46	12 19	6 23
2 58	7 58	Dakota, Nebr.....		10 38	12 13	6 17
3 07	8 08	Coburn Jct. (n.o.), Nebr.....		10 28	12 03	6 08
3 45	8 42			9 50	11 30	5 30
		Emerson, Nebr.....				8 15
6 35	3 55	8 50		9 50	5 30	9 15
7 27	4 55	9 49		8 42	10 37	4 27
7 40	5 07	10 03		8 30	10 25	4 13
9 00	6 15	11 15		7 23	9 15	3 00
9 50	7 10	12 18	Ar	6 30	8 25	2 00

Class (B).

Trains 1, 2, 3, 4, 6, 30' apt.

Train 7, 3' C. P.

Train 1 meets train 4 at Thurston, Nebr.

Train 1	From	Return tr., 2.....	bPender
Chi. & C. Bl., 8.....	bOmaha	S. Cy. & So. Norf., 11.....	aEmerson
Omaha, Nebr., U. D. Postal Station.....	bOmaha		
Return tr., 4.....	bEmerson		
Return tr., 2.....	bOmaha		
S. Cy. & So. Norf., 9.....	bEmerson		
Train 2	From		
Minn. & Omaha, 12.....	bSioux City		
Return tr., 3.....	bLyons		
S. City, Ia. Term.	bSioux City		
R. P. O.....	bSioux City		
S. City & Line., 16.....	bOakland		
S. City & Wynot, 33.....	bCoburn Jct.		
S. Cy. & So. Norf., 11.....	bEmerson		
Train 3	From		
Chi. & Omaha, 26.....	aOmaha		
Omaha, Nebr., U. D. Postal Station.....	aOmaha		
Return tr., 4.....	aOmaha		
Train 4	From		
Jackson, Nebr.....	bCoburn Jct.		
Mankel, Nebr.....	bCoburn Jct.		
Minn. & Om. 4.....	bSioux City		
Newcastle, Nebr.....	bCoburn Jct.		
Obert, Nebr.....	bCoburn Jct.		
Ponca, Nebr.....	bCoburn Jct.		
Return tr., 1.....	bBancroft		
S. City, Ia. Term.	bSioux City		
R. P. O.....	bSioux City		
S. City & Line., 17.....	bSioux City		
S. Cy. & So. Norf., 9.....	bEmerson		
Wynot, Nebr.....	bCoburn Jct.		
Train 6	From		
So. City, Ia. Term.	aSioux City		
R. P. O.....	aSioux City		
S. City & Line., 17.....	aSioux City		
S. Cy. & So. Norf., 11.....	aSioux City		

Train 9	From		
Bloomfield, Nebr.....	bWayne		
Carroll, Nebr.....	bWayne		
Magnet, Nebr.....	bWayne		
Randolph, Nebr.....	bWayne		
Sholes, Nebr.....	bWayne		
Wauna, Nebr.....	bWayne		
Coleridge, Nebr.....	bWakefield		
Concord, Nebr.....	bWakefield		
Crofton, Nebr.....	bWakefield		
Fordyce, Nebr.....	bWakefield		
Hartington, Nebr.....	bWakefield		
Laurel, Nebr.....	bWakefield		
So. Norf. & Win., 401.....	aSo. Norfolk		
Omaha & Chad., 1.....	aSo. Norfolk		
Omaha & Chad., 6.....	aSo. Norfolk		
Train 11	From		
Bloomfield, Nebr.....	bWayne		
Carroll, Nebr.....	bWayne		
Coleridge, Nebr.....	bWakefield		
Concord, Nebr.....	bWakefield		
Crofton, Nebr.....	bWakefield		
Fordyce, Nebr.....	bWakefield		
Hartington, Nebr.....	bWakefield		
Laurel, Nebr.....	bWakefield		
Train 10	From		
Return tr., 11.....	aEmerson		
Sioux City, Iowa	aSioux City		
Term. R. P. O.....	aSioux City		
S. City & Omaha, 3.....	aEmerson		
Train 12	From		
Return tr., 9.....	aEmerson		
Sioux City, Iowa	aSioux City		
Term. R. P. O.....	aSioux City		
S. City & Omaha, 1.....	aEmerson		
S. City & Omaha, 4.....	aEmerson		

SIOUX CITY & O'NEILL R. P. O.

C., B. & Q. R. R. (Omaha Div.), 130.24 miles. Route 157,521.—Dist. 7.

	95b	163b	July 29, 1917.	164b		
7 00	6 50	Lv. Sioux City, Iowa.....	Ar	1 20		
7 30	6 10	Sioux, Nebr.....		12 55		
7 50	6 18	Laketon (n.o.), Nebr.....		2 48		
8 20	6 47	Jackson, Nebr.....		12 17		
8 40	8 08	Laurel, Nebr.....		10 53		
8 40	8 08	Randolph, Nebr.....		10 15		
12 05	9 51	Plainview, Nebr.....		9 13		
1 40	11 45	O'Neill, Nebr.....	Lv	7 20		

Class (A).

Train 95, 3' C. P. Sioux City-Osmond.

Train 163, 15' apt. (b). 7' storage (m) 3' storage (f) Sioux City-Page, Train 164, 15' apt.

Train 163	From	Train 164	From
Omaha & Chad., 2.....	bO'Neill	So. City, Ia. Term.	
		R. P. O.....	bSioux City
		S. City & Line., 17.....	bLaketon

SIOUX CITY & WYNOT R. P. O.

C., St. P., M. & O. Ry. (Nebr. Div.), 56.00 miles. Route 157,515.—Dist. 7

	31b	33b	Apr. 29, 1917.	32b	30b	
9 25	5 25	Lv. Sioux City, Iowa.....	Ar	2 00	8 10	
9 44	5 40	Sioux, Nebr.....		1 45	7 51	
10 00	5 50	Dakota, Nebr.....		1 32	7 35	
10 15	6 03	Coburn Jct. (n.o.), Nebr.....		1 10	7 20	
10 35	6 15	Jackson, Nebr.....		1 00	7 15	
10 55	6 39	Wynot, Nebr.....	Lv	10 30	5 10	
2 30	8 35					

Class (A).

Trains 32, 33, 15' apt.

Trains 30, 31, 3' C. P.

Train 32	From	Train 30	From
S. City & Om., 3.....	bCoburn Jct.		
S. Cy. Ia. Term. R. P. O.....	bSioux City		

"SOUTH NORFOLK & WINNER R. P. O.

C. & N. W. Ry. (Eastern Div.), 174.26 miles. Route 157,526.—Dist. 2.

	403b	401a	Apr. 29, 1917.	406a	408b	
7 00	1 55	Lv. South Norfolk (n.o.), Nebr. Ar		12 01	4 45	
7 10	2 10	Norfolk, Nebr.....		12 01	4 40	
8 10	3 25	Plainview, Nebr.....		10 50	3 25	
9 30	4 50	Niobrara, Nebr.....		9 30	2 13	
12 35	7 25	Bonsteel, S. D.....		7 25	12 15	
2 05	8 43	Dallas, S. D.....		5 50	10 30	
2 30	9 05	Colome, S. D.....		5 28	10 05	
2 55	9 30	Winner, S. D.....	Lv	5 00	9 40	

Class (B). All trains 30' apt.

Train 401	From	Train 406	From
Bank Mills, Nebr.....	bCreighton	Butte, Nebr.....	aAnoka
(By Star Route)		(By Star Route)	
Butte, Nebr.....	aAnoka	Omaha & Chad., 1.....	aSo. Norfolk
(By Star Route)		Omaha & Chad., 6.....	aSo. Norfolk
		Return, 401.....	bVerdel
		Return, 403.....	aSo. Norfolk
		So. Cy. & So. Nor. 10.....	aSo. Norfolk
Train 403	From	Train 403	From
Butte, Nebr.....	aAnoka	Butte, Nebr.....	aAnoka
(By Star Route)		(By Star Route)	
Centers, Nebr.....	bCreighton	Reg. Return, 403.....	aAnoka
(By Star Route)			
Omaha & Chad., 8.....	aSo. Norfolk		
Reg. Return, 401.....	bVerdigre		
Reg. Return, 403.....	bHerrick		

SPEER & BORIE C. P.

U. P. R. R. Co. (Colo. Div.) 5.67 miles. Route 164,504.—Dist. 5.

	21a	Oct. 1, 1916.	22a		
3 49	Lv. Speer, (n.o.) Wyo.....	Ar	9 40		
4 06	Ar. Borie, (n.o.) Wyo.....	Lv	12 30		

Train 21, 3' C. P.

SPEARFISH & DEADWOOD C. P.

C., B. & Q. R. R. (Alliance Div.), 39.53 miles. Route 159,520.—Dist. 3.

	206a	Jan. 1, 1917.	209a		
12 45	Lv. Spearfish, S. D.....	Ar	10 30		
3 20	Englewood, S. D.....		7 55		
207a			208a		
3 50	Pluma (n.o.) S. Dak.....		7 40		
4 22	Deadwood, S. Dak.....	Lv	7 00		
4 30					

All trains 3' C. P.

STROMSBURG & ALMA R. P. O.

C., B. & Q. R. R. (Lincoln Div.), 151.98 miles. Route 157,503.—Dist. 3.

	165a	161b	Dec. 31, 1916.	162b	166a	
3 00	10 20	Lv. Stromsburg, Nebr.....	Ar	2 45	12 15	
4 15	11 05	York, Nebr.....		2 00	11 15	
11 35		McCool Jct., Nebr.....		12 57	10 00	
5 05	12 15			12 30		
12 25		Sutton, Nebr.....		11 30	8 45	
6 10	1 05	Fairfield, Nebr.....		10 55	8 08	
8 35	2 10	Pauline, Nebr.....		10 02	7 15	
9 25	3 05	Minden, Nebr.....		9 24		
3 45		Wilcox, Nebr.....		7 55		
5 20				7 20		
5 58				6 50		
7 00	Ar	Alma, Nebr.....	Lv	5 50		

Class (A).

Trains 161, 162, 15' apt.

Train 165, 3' C. P. (b) Benedict-Fairfield 3' C. P. (c) Sutton-Fairfield.

Train 166, 3' C. P. Sutton-McCool Jc. (b) 3' C. P. Fairfield-Verona (a).

Train 161	From	Train 162	From
Fairmont, Nebr.....	bMcCool Jct.	Line. & Bill., 39.....	bYork
Fair. & Chester, 105.....	bMcCool Jct.	Line. & Bill., 40.....	bYork
via Fairmont.....		Nebr City & Hold., 98.....	bWilcox
Line. & Bill., 42.....	bYork	Omaha & Den., 2.....	bSutton
Om. & Denver, 5.....	bSutton		
Om. & Den., 12.....	bSutton		

171

STERLING & CHEYENNE R. P. O.
C. B. & Q. R. R. (Sterling Div.), 106.38 miles. Route 165,515.—Dist. 3.

159b	June 24, 1917.	160b	
7 50 Lv.	Sterling, Colo.	Ar	1 30
3 20 Ar.	Cheyenne, Wyo.	Lv	7 20

Class (A). 15' apt.
Trains meet at Raymer, Colo., 11 00.

Train 160	From		

172

SUGARITE & CARISBROOKE STA. C. P.
Santa Fe, Raton & Eastern Ry., 2.03 miles. (Seventh Division.)

3b	Aug. 1, 1913.	4b	
2 10 Lv.	Sugarite, N. Mex.	Ar	2 06
2 20 Ar.	Carisbrooke Sta. (n.o.)	Lv	1 56

173

SUNRISE & GUERNSEY C. P.
Colorado & Wyoming Ry., 5.92 miles. Route 164,007.—Dist. 5.

1b	June 4, 1916.	2b	
4 30 Lv.	Sunrise, Wyo.	Ar	8 06
6 00 Ar.	Guernsey, Wyo.	Lv	7 30

Extra train leaves Guernsey, Mondays 5 30. Arr. Sunrise 6 00.

174

SUNSET & WARD C. P.
(Narrow Gauge)
Denver, Boulder & Western R. R. 12.80 miles. Route 165,050.—Dist. 4.

5a	July 15, 1917.	6a	
10 55 Lv.	Sunset, Colo.	Ar	3 45
12 30 Ar.	Ward, Colo.	Lv	2 15

175

SUPERIOR & STRONG R. P. O.
A. T. & S. F. Ry., 158.17 miles. Route 155,088. (Seventh Div.)

306a	Feb. 7, 1915.	307a	
6 00 Lv.	Superior, Nebr.	Ar	1 30
6 42	Courtland, Kans.		12 35
7 23	Concordia, Kans.		11 52
8 03	Miltonvale, Kans.		11 04
8 48	Manchester, Kans.		10 08
9 30	Abilene, Kans.		9 30
9 48	Enterprise, Kans. (Detroit)		9 10
10 28	Hope, Kans.		8 35
10 50	Lost Springs, Kans.		8 10
12 05 Ar.	Strong, Kans.	Lv	7 00

176

TELLURIDE & DURANGO C. P.
Rio Grande Southern Ry., 131.06 miles. Route 165,505 pt.—Dist. 4.

26a	Aug. 15, 1916.	26a	
7 00 Lv.	Telluride, Colo.	Ar	5 55
7 35			5 20
8a	Vance, (n.o.) Colo.		5a
7 35			5 20
9 45			3 20
9 55	Rico(n.j.) Colo.		3 10
4 25 Ar.	Durango, Colo.	Lv	8 45

All trains 3' C. P.

178

TEXASCREEK & WESTCLIFFE C. P.
D. & R. G. R. R. (First Div. Colo. lines), 25.27 miles. Route 165,038.—Dist. 4.

49b	June 14, 1917.	50b	
3 00 Lv.	Texascreek, Colo.	Ar	12 15
5 00 Ar.	Westcliffe, Colo.	Lv	10 00

179

TRINIDAD & COKEDALE C. P.
Trinidad Electric Transmission Railway & Gas Co., 9.82 miles. Route 365,002.—Dist. 4.

3j	1j	Feb. 10, 1913.	2j	4j
3 00	9 00 Lv.	Trinidad, Colo.	Ar	10 45
3 15	9 15	Jansen, Colo.		10 25
3 45	9 45 Ar.	Cokedale, Colo.	Lv	10 00

180

TRINIDAD & TERCIO C. P.
Colo. & Wyo. Ry. 31.39 miles. Route 165,052.—Dist. 4.

1a	1a	Mar. 5, 1916.	4a	2a
1 30	7 30 Lv.	Trinidad, Colo.	Ar	5 20
2 05	8 07	Segundo, Colo.		4 58
3 10	9 15 Ar.	Tercio, Colo.	Lv	3 40

181

UNION & LINCOLN R. P. O.
Mo. Pac. Ry. (Omaha Div.), 47.63 miles. Route 157,527.—Dist. 3.

643a	643a	Aug. 5, 1917.	644a	644a
5 45	3 15 Lv.	Union, Nebr.	Ar	9 50
6 20	4 40	Weeping Water, Nebr.		9 15
7 45	5 30 Ar.	Lincoln, Nebr.	Lv	7 45

Class (A)
Trains 643, 644, 15' apt. (b)3' C. P. (e).
Trains 645, 646, 3' C. P.

Train 643	From	Train 644	From
Lin. & Billings, 41.	bLincoln	Lincoln, Nebr.	bUnion
Om. & Auburn 642.	bWeeping Wat.	Omaha & K.C., 104.	bUnion
Om. & Denver, 3.	Lincoln	Om. & Auburn, 641.	bWeeping Wat.

182

VALPARAISO & BEATRICE C. P.
Union Pacific R. R. (Nebr. & Wyo. Div.), 59.5 miles. Route 157,519.—Dist. 3.

506a	47b	45b	July 15, 1916.	46b	48b	506a
5 16	9 55	3 50 Lv.	Valparaiso, Nebr.	Ar	3 30	8 13
6 00	10 40	4 50	Lincoln, Nebr.	Ar	8 50	2 45
		6 20 Ar.	Beatrice, Nebr.	Lv	7 15	

183

WALCOTT & ENCAMPMENT C. P.
Saratoga & Encampment Ry., 46.12 miles. Route 164,011.—Dist. 5.

1a	May 13, 1915.	2a	
9 00 Lv.	Walcott, Wyo.	Ar	6 35
11 40 Ar.	Encampment, Wyo.	Lv	3 30

Train 46 meets Line. & Man. 41 at Cortland, Nebr., 7 53.
All trains 3' C. P.

184

WATSON & MACK C. P.
Utah Railway Co., 62.74 miles. (Eighth Division.)
(Mountain Time)

2a	Jan. 1, 1914.	1a	
1 00 Lv.	Watson, Utah	Ar	12 30
1 30	Dragon, Utah		11 50
5 00 Ar.	Mack, Colo.	Lv	8 15

185

WYMORE & CONCORDIA R. P. O.
C. B. & Q. R. R. (Wymore Div.), 80.92 miles. Route 157,505.—Dist. 3.

85b	Dec. 31, 1916.	90b	
4 40 Lv.	Wymore, Nebr.	Ar	12 45
5 00	Odell, Nebr.		12 25
5 40	Hanover, Kans.		11 42
6 13	Washington, Kans.		11 12
7 15	Cuba, Kans.		10 07
8 50	Hollis, Kans.		9 32
9 10 Ar.	Concordia, Kans.	Lv	9 15

Class (A) 15' apt.

Train 35	From	Train 90	From
K. C. & Bellev., 38.	bCuba	Om. & Wymore, 90.	bWymore
		St. Jo. & Oxford, 16.	bWymore

186

YANKEE & RATON C. P.
Santa Fe, Raton & Eastern Ry. 8.25 miles. (Seventh Division.)

2b	March 1, 1913.	1b	
1 45 Lv.	Yankee, N. M.	Ar	25
2 20	Carisbrooke Sta. (n.o.)		15
2 35 Ar.	Raton, N. M.	Lv	00

Omaha & Co. Bluffs St. Ry. Co. (Electric), 4.22 miles. Route 257,006 pL

Omaha & Co. Bluffs St. Ry. Co. (Electric), 4.22 miles. Route 257,006 pL

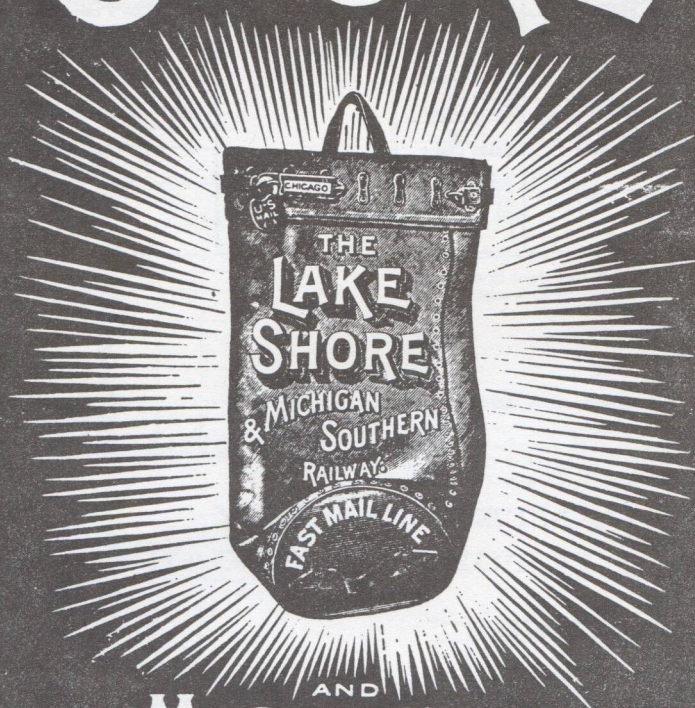
Train 12, except Sundays and holidays, and 24 daily except holidays and 22 holidays are operated via Missouri Ave. and 13th street to Union Depot Postal Station.

Train 8	From	Train 20	From
Om. & Ogden, 5	Union Depot	Ft. Dodge & Om., 12.	Union Depot
Train 12	From	Train 22	From
Chi. & Om., 6	Union Depot	Chi. & Co. Bluffs, 8	Union Depot
Train 14	From	via U. P. Tr.....	
Om. & Ansbura, 642.	Union Depot	Mar. & Omaha, 6 ...	Union Depo
Om. & Col. Spgs., 5.	Union Depot		
Om. & Wynmore, 7...	Union Depot		
San. City & Om., 2.	Union Depot		
Train 18	From		
Om. & Denver, 3....	Union Depot		

WANTED TO BUY
OLD PICTURE POSTCARDS
MIDWEST VIEWS SANTA'S
EARLY TRANSPORTATION
PATRIOTICS EXPOSITIONS
REAL PHOTOS
MANY OTHER TYPES WANTED
WRITE OR SHIP TO:
DICK LIGHTLE
P.O. BOX 2562
KANSAS CITY, KS 66110

ROUTE OF THE FAMOUS
"LAKE SHORE LIMITED"

THE LAKE SHORE

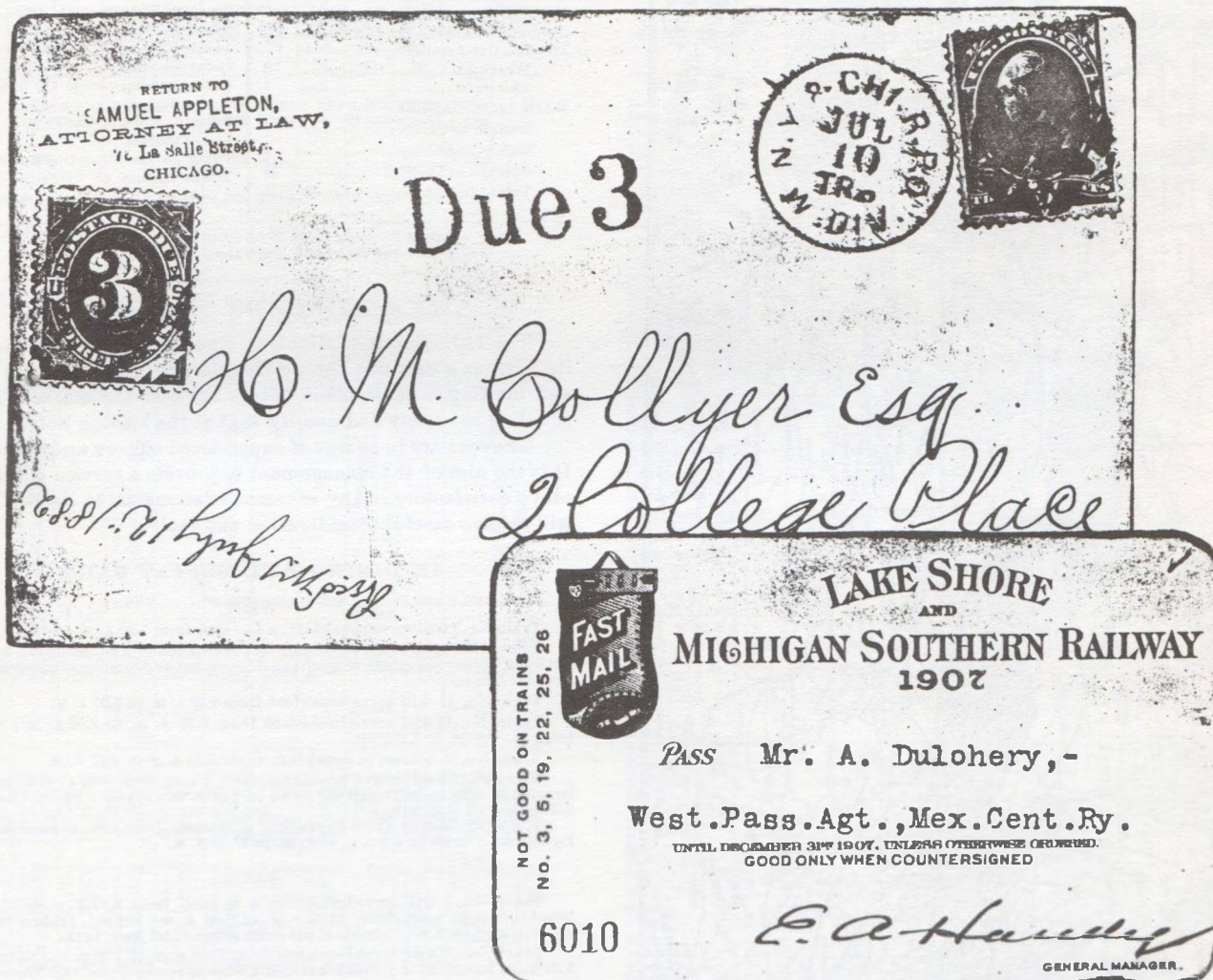


AND
**MICHIGAN
SOUTHERN**
RAILWAY

LOCAL TIME TABLE

ROUTE OF THE
U.S. GOVERNMENT
FAST MAIL TRAINS

JULY 13, 1902.



According to a May 15, 1882 Lake Shore timetable, Train #8 left Chicago at 10:20 p.m. as the night mail. It arrived in Cleveland at 2:25 in the afternoon, finally arriving in New York City at 10:30 a.m. the next morning. The "Due 3" marking was probably applied by the R.P.O. clerk as this cover was very obviously overweight (contents almost 1/8" thick) with the 3 cent brown 1879 postage due pre-canceled by the New York City String of Pearls in blue.



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Black Figures show time from Noon to Midnight.
Light Figures show time from Midnight to Noon.

ARRANGEMENT FOR MEALS.

The Lake Shore & Michigan Southern Railway presents to its patrons a very fine Dining Car Service. The cars are dainty and inviting. Their menu covers the best the markets afford, equaling in variety and quality that at the leading hotels.

The cars are in charge of experienced officers and attendants. It is the aim of the management to provide a service which shall prove satisfactory. Any recommendations as to its betterment will receive careful consideration and reply.

IN DINING AND BUFFET CARS.

WEST.

Train No. 3 will serve breakfast, *a la carte*, from 5.30 A. M. to 7.50 A. M.

Train No. 11 will serve dinner between Albany and Buffalo; breakfast between Columbus and Cincinnati and breakfast and luncheon between Galion and St. Louis.

Train No. 15 will serve breakfast from 6.30 A. M. to 9.00 A. M.

Train No. 19 will serve breakfast from 6.30 A. M. to 9.30 A. M.; luncheon from 12.30 P. M. to 2.00 P. M.

Train No. 25 will serve breakfast from 7.30 A. M. to 9.45 A. M.

Train No. 23 will serve breakfast, *table d'hôte*, from 6.30 A. M. to 9.00 A. M.; luncheon, *a la carte*, from 12.00 P. M. to 1.30 P. M.; supper, *table d'hôte*, from 5.20 P. M. to 7.45 P. M.

Train No. 33 will serve breakfast, *a la carte*, from 8.00 A. M. to 9.30 A. M.; luncheon, *a la carte*, from 11.20 A. M. to 12.20 P. M.

EAST.

Train No. 6 will serve breakfast, *a la carte*, from 8.30 A. M. to 10.00 A. M.; luncheon, *a la carte*, from 12.00 P. M. to 1.30 P. M.; supper, *table d'hôte*, from 5.15 P. M. to 8.00 P. M.; breakfast between Albany and New York.

Train No. 10 will serve luncheon from 12.00 P. M. to 1.30 P. M.; dinner from 5.30 P. M. to 8.00 P. M.; breakfast and dinner between Utica and Worcester.

Train No. 16 will serve supper from 5.15 P. M. to 8.00 P. M.; breakfast and luncheon between Syracuse and Boston; and luncheon between Albany and New York.

Train No. 18 will serve luncheon and dinner between St. Louis and Galion and dinner between Cincinnati and Columbus, and breakfast and luncheon between Buffalo and Albany.

Train No. 22 will serve dinner from 5.45 P. M. to 8.15 P. M.; breakfast and luncheon between Buffalo and New York City.

Train No. 26 will serve luncheon from 12.30 P. M. to 2.00 P. M.; dinner from 5.30 P. M. to 8.15 P. M.

Train No. 32 will serve luncheons from buffet (has broiler for serving steaks, chops, etc.) in sleeping car.

Train No. 46 will serve supper from 5.00 P. M. to 7.00 P. M.

IN STATION DINING ROOMS.

EAST.

Train No. 2—Supper at Toledo; supper at Cleveland.

Train No. 14—Twenty minutes will be allowed for supper at Elkhart.

Train No. 23—Twenty minutes will be allowed for breakfast at Cleveland.

Train No. 32—Ten minutes will be allowed for luncheon at Toledo.

WEST.

Train No. 37—Twenty minutes will be allowed for supper at Cleveland.

Train No. 47—Fifteen minutes will be allowed for supper at Toledo.

CONDENSED THROUGH TIME TABLE.

EASTWARD.

STATIONS.	Day Express.	Limited Fast Mail.	Chgo N.Y. & Bos. Spl.	20th Cent. Lim.	New Eng. Exp.	East- ern Exp.	The Lake Shore Lim.	Night Exp.	N. Y. and Bos. Exp.	Fast Mail.	South West. Exp.
	2	6	10	26	16	14	20	28	32	46	
(L.S. & M.S.)	C	C	Note A	C	Note A						
Chicago...Lv	7:00AM	8:30AM	10:30AM	12:30PM	2:00PM	3:00PM	5:30PM	8:30PM	10:35PM	3:00AM	
La Porte...Ar	9:10AM	9:55AM	12:11PM	B	3:35PM	5:00PM	C	10:22PM	12:01AM	4:20AM	
(L.E. & W.)											
Indianap's Ar	3:25PM				10:25PM					10:25AM	
(L.S. & M.S.)											
South Bend Lv	10:00AM	10:26AM	12:52PM		4:10PM	5:51PM	7:50PM	11:10PM	12:33AM	4:57AM	
Elkhart...Lv		10:55				6:40				5:25	
W. Pigeon...Lv		11:20				7:10					
Sturgis...Lv		11:37				7:33					
Coldwater...Lv		12:10PM				8:13				6:37	
Hillsdale...Lv		12:44				9:00				7:06	
Adrian...Lv		1:30				10:05				7:51	
Toledo...Ar		2:20PM				11:10PM				8:40AM	
Elkhart...Lv	11:20AM		1:25PM	2:43PM	4:41PM		8:23PM	11:43PM	1:05AM		
Goshen...Lv	11:30		1:43		4:50		12:04PM	1:21	2:08		
Kendall's...Lv	12:40PM		2:52		5:47		1:00	2:08			
Waterloo...Lv	1:05		3:26		6:04		2:05				
Bryan...Lv	2:01		4:20		7:10		3:35	4:10			
Toledo...Ar	3:60		4:40	5:22	7:50		11:20	3:35	4:10		
(L.E. & W.)											
Peoria...Lv					7:00AM						
Bloomington...Lv					8:35						
La Fayette...Lv	7:05AM		7:05AM		12:15PM						
Tipton...Lv	8:55		10:10		2:03					15:00AM	
Muncie...Lv	10:10		12:27PM		5:09					7:25	
St. Marys...Lv	1:31		1:31		5:55					8:15	
Findlay...Lv	2:38		2:38		7:02					9:19	
Fostoria...Lv	3:12		3:12		7:31					9:50	
Fremont...Lv	3:55		3:55		8:11					10:35	
Bandusky...Ar	4:40PM		4:40PM		8:55PM					11:25AM	
(L.S. & M.S.)											
Bandusky...Lv			5:49PM		9:00PM	12:31AM	12:31AM		5:35AM	9:52AM	11:41AM
Fremont...Lv	6:01PM	3:14PM				4:38AM					
Northwalk...Lv	6:55	4:06				5:31					
Elkhart...Lv	8:10	4:56	6:45			6:25	6:40	10:40	12:48PM		
Cleveland...Ar	9:10PM	5:40PM	7:38PM	7:40PM	10:30PM	2:15AM	2:15AM	7:20AM	4:40AM	11:55AM	1:40PM
Cleveland...Lv	9:22PM	5:45PM	7:50PM	7:43PM	10:35PM	2:20AM	2:20AM	1:50AM	6:00AM	11:30AM	3:00PM
(P. & L.E.)											
Pittsburg...Lv		4:20PM					10:30PM			15:25AM	
Beaver Falls...Lv		5:06					11:24			9:10	
New Castle...Lv		5:10PM					11:40PM			9:20AM	
(L.S. & M.S.)											
Ashtabula...Lv	10:55PM	7:03PM	9:04PM		11:50PM			3:02AM	10:05AM	12:42PM	4:13PM
Elkhart...Lv	12:15AM	8:01	10:07	9:40	12:47AM	4:36AM	5:38AM	4:07	11:20	1:49	5:18
Dunkirk...Lv	12:40AM	10:10PM	12:20AM	11:30PM	2:55AM	6:45AM	6:45AM	5:07	12:43PM	2:49	6:18
Buffalo, C.T. Ar	2:40AM	11:10PM	1:20AM	12:30AM	3:55AM	7:45AM	7:45AM	7:13AM	3:00PM	4:55PM	8:25PM
Buffalo, E.T. Ar	3:40AM	11:10PM	1:20AM	12:30AM	3:55AM	7:45AM	7:45AM	7:13AM	3:00PM	4:55PM	8:25PM
(N.Y.C. & H.R.)											
Buffalo...Lv	4:55AM	11:20PM	1:30AM	12:34AM	4:00AM	8:10AM	8:00AM	7:24AM	3:10PM	5:05PM	8:30PM
Rochester...Ar	6:37	12:50AM	3:13	1:50	5:40	10:00	9:35	9:00	4:55	6:45	10:15
Syracuse...Ar	9:15	2:50	5:15	3:29	7:35	12:00PM	11:30	10:55	8:40	12:10AM	
Utica...Ar	11:00	4:11	6:40	4:34	8:45	1:45	12:51PM	12:10PM	9:25	10:00	1:37
Schenectady...Ar	1:35PM		8:11		10:45	3:59	2:35		12:05AM	11:50	
Albany...Ar	2:10	6:25	9:05	6:32	11:15	4:35	3:05	2:30	12:35	12:20AM	3:55
Pokeepsie...Ar	4:35	8:17	11:09			6:23			3:07		6:42
New York...Ar	7:00PM	10:00AM	1:30PM	9:30AM	6:00PM	8:15PM	6:30PM	6:00PM	5:30AM		7:50AM
(B. & A.)											
Albany...Lv			9:15AM		11:25AM	5:15PM	3:15PM	3:00AM	12:45AM	4:25AM	
Pittsfield...Ar			10:43		12:53PM	7:03	4:42	4:29	2:15	5:54	
Westfield...Ar			11:57			8:22			3:37	7:15	
Springfield...Ar			12:13PM		2:18	8:39	6:18	6:18	6:05	3:55	7:35
Palmer...Ar					9:10	6:58	6:58	6:39	4:30		
Worcester...Ar			1:47		3:46	10:20	8:01	8:01	7:41	5:35	9:06
Boston...Ar			3:00PM		4:55PM	11:30PM	9:03PM	9:03PM	8:40AM	6:45AM	10:10AM
(C.C.C. & St.L.)											
St. Louis...Lv					8:30AM			12:00PM		11:30PM	
Indianapolis...Lv					2:53PM			6:25PM		8:00AM	
Cincinnati...Lv					2:00PM			6:30PM	9:30PM	8:30AM	
(L.S. & M.S.)											
Cleveland...Lv					10:35PM			1:50AM	8:00AM	3:00PM	
Buffalo...Ar					2:53AM			6:15AM	2:00PM	7:25PM	
(N.Y.C. & H.R.)											
New York...Ar					2:55PM			6:00PM	5:30AM	7:50AM	
(B. & A.)											
Boston...Ar					4:55PM			9:03PM	8:40AM	10:10AM	

*Daily.

†Daily except Sunday.

NOTE—Sleeping Car passengers only, carried east of Buffalo.

NOTE A.—See page 19 under "The Lake Shore Limited trains, Nos. 19 and 22," and "The 20th Century Limited trains, Nos. 25 and 26," respectively.

C—Extra fare charged, Chicago to New York.

B—Extra fare charged between all points for which tickets are sold.

CONDENSED THROUGH TIME TABLE.

WESTWARD.

STATIONS.	20th Cent. Lim.	The Lake Shore Lim.	West- ern Exp.	South West. Exp.	Pac- ific Exp.	Lim- ited Fast Mail.	South West. Lim.	Bos. & Chgo Spl.	Exp.	The Lake Shore Lim.	Fast Mail.
	25	19	23	33	37	3	11	15	47	19	43
(B. & A.)	Note A	Note A									
Boston.....Lv	2:45PM		14:15PM	6:00PM	8:00PM	14:40AM	10:45AM	10:45AM		2:00PM	
Worcester.....Lv			5:18	7:08	9:07	6:02	11:50	11:50		3:05	
Palmer.....Lv			6:16	8:06		7:18					
Springfield.....Lv			6:50	8:33	10:35	7:48	1:11PM	1:11PM		4:29	
Westfield.....Lv			7:07	8:50		8:07					
Pittsfield.....Lv			8:27	10:13	12:18AM	9:34	2:49	2:49		6:08	
Albany.....Ar			9:47PM	11:30PM	1:40AM	11:10AM	4:05PM	4:05PM		7:31PM	
(N.Y.C. & H.R.)	B										
New York.....Lv	2:45PM	5:30PM	6:00PM	9:20PM	9:31PM	8:45AM	1:00PM	1:00PM		3:15AM	
Pokeepsie.....Lv			8:05	11:15	11:45	10:27	2:48	2:48			
Albany.....Lv	5:39	8:45	10:00	1:00AM	1:50AM	12:10PM	4:30	4:30		7:40PM	6:40
Schenectady.....Lv			9:15	10:32	2:27	12:30	4:40	4:40			
Utica.....Lv	7:34	10:58	12:30AM	3:23	5:30	2:15	6:37	6:23		9:57	8:46
Syracuse.....Lv	8:42	12:20AM	2:00	4:50	7:25	3:40	8:00	7:45		11:20	10:00
Rochester.....Lv	10:15	2:10	4:05	6:55	9:52	5:25	9:45	9:30		1:00AM	11:42
Buffalo, E.T. Ar	11:45PM	4:00AM	6:00AM	8:45AM	12:00PM	7:10PM	11:30PM	11:55PM		3:00AM	1:15PM
(L.S. & M.S.)											
Buffalo, C.T. Lv	11:50PM	4:05AM	6:10AM	8:55AM	2:00PM	7:25PM	12:00AM	11:55PM		4:05AM	1:25PM
Buffalo, C.T. Lv	10:50PM	3:05AM	5:10AM	7:55	1:00PM	6:25PM	11:00PM	10:55PM		3:05AM	12:25PM
Dunkirk.....Lv			6:34	8:55	2:20	7:22	11:57	11:48			1:23
Erie.....Lv	12:33AM	5:03	8:10	10:04	3:52	8:31	1:05AM	12:50AM		5:03	2:30
Ashtabula.....Ar		5:55AM	9:20AM	11:00AM	4:55PM	9:28PM	2:05AM	1:50AM		5:55AM	3:25PM
(P. & L.E.R.R.)											
New Castle.....Ar					18:45PM		5:00AM				
Beaver Falls.....Ar					8:55		5:10				
Pittsburg.....Ar					9:55PM		6:05AM				
(L.S. & M.S.)											
Cleveland.....Ar	2:27AM	7:15AM	11:10AM	12:25PM	7:00PM	10:50PM	3:25AM	3:10AM		7:15AM	4:45PM
(C.C.C. & St.L.)											
Cleveland.....Lv	7:25AM		12:35PM	9:30PM			3:35AM				
Cincinnati.....Ar	1:30PM		7:50PM	6:50PM			10:30				
Cleveland.....Lv	7:25AM		12:35PM	9:30PM			3:35AM				5:00PM
Indianapolis.....Ar	3:10PM		10:10PM				11:30				11:45
St. Louis.....Ar	9:45PM		6:00AM				6:45PM			No. 141	7:30AM
(L.S. & M.S.)				No. 133							
Cleveland.....Lv	2:30AM	7:20AM	11:15AM	12:45PM	7:20PM	10:55PM		3:15AM	13:00PM	13:10PM	
Elkhart.....Lv			11:55	1:27	8:10	11:38		3:58	3:44	3:54	
Northwalk.....Lv			12:42PM		9:06				4:48		
Fremont.....Lv			1:32PM		10:00PM				5:32PM		
Bandusky.....Lv			8:50AM	2:25PM	12:28AM			4:45AM	4:54PM		
(L.E. & W.)											
Bandusky.....Lv								6:55AM	15:00PM	15:00PM	
Fremont.....Lv			12:12PM					7:38	5:45	5:45	
Fostoria.....Ar			2:47					8:17	6:29	6:29	
Findlay.....Ar			3:15					8:47	7:02	7:02	
Lima.....Ar			4:18					9:49	8:15PM	8:15PM	
St. Marys.....Ar			5:09					10:36			
Muncie.....Ar			7:28					12:45PM			
Tipton.....Ar			8:45					1:55			
La Fayette.....Ar			10:35PM					3:40			
Bloomington.....Ar								8:00			
Peoria.....Ar								9:40PM			
(L.S. & M.S.)											
Toledo.....Ar	4:45AM	10:00AM	2:20PM	3:40PM	10:55PM	1:45AM		5:55AM	6:38PM	6:45PM	
Toledo.....Lv	4:45AM	10:00AM	2:20PM	3:40PM	10:55PM	1:45AM		5:55AM	6:38PM	6:45PM	
Bryan.....Ar			3:46					6:00AM			
Waterloo.....Ar			5:27		1:51						
Kendallville.....Ar			4:49		2:19	4:02		8:10			
Goshen.....Ar			5:42		3:16	4:45		8:54			
Elkhart.....Ar	7:27AM	6:00PM	6:00PM	3:35AM	5:00AM		9:10AM				
Toledo.....Lv		10:05AM							6:55PM		
Hillsdale.....Ar		11:50							8:13		
Coldwater.....Ar		12:28PM							9:20		
Sturgis.....Ar									10:04		
W. Pigeon.....Ar									10:47		
Elkhart.....Ar		1:40PM							11:10		
Elkhart.....Lv	7:30AM	1:45PM	6:05PM		3:45AM	5:05AM		9:15AM	11:45PM		
South Bend.....Ar		2:11PM	6:32PM		4:15AM	6:31AM		9:38AM			
(L.E. & W.)											
Indianapolis.....Lv		17:00AM	12:20PM		17:20PM						
(L.S. & M.S.)											
La Porte.....Lv		2:52PM	7:20PM		5:10AM	6:14AM		10:17AM			
Chicago.....Ar		9:45AM	4:30PM	9:00PM		7:10AM	7:50AM	11:50AM			

THROUGH CARS WESTWARD.

No. 19—The Lake Shore Limited.—Daily. For First-Class Passengers only.	
Two Drawing-Room Sleeping Cars New York to Chicago. Eight Staterooms Sleeping and Observation Car New York to Chicago. Buffet, Library and Smoking Car New York to Chicago. Sleeping Car New York to St. Louis. Sleeping Car New York to Cincinnati. Drawing-Room Sleeping Car New York to Cleveland. Sleeping Car Boston (leaves 2.00 p.m.) to Cleveland. Parlor Car Erie to Chicago. Dining Car New York to Syracuse. Dining Car Ashtabula to Chicago. (For meal hours see p. 2.) Dining Car Cleveland to St. Louis. Baggage Car New York to Chicago.	
No. 25—The 20th Century Limited.—Daily. For First-Class Passengers only.	
Two Drawing-Room Sleeping Cars New York to Chicago. Eight Staterooms Sleeping and Observation Car New York to Chicago. Buffet, Library, Smoking and Baggage Car New York to Chicago. Dining Car Albany to Syracuse. Dining Car Elkhart to Chicago. (For meal hours see p. 2.) Carries limited amount of baggage.	
No. 23—Western Express.—Daily.	
Sleeping Car Boston to Chicago. Sleeping Car New York to Chicago. Tourist Sleeping Car Boston (Monday, Wednesday and Friday) to Chicago. Buffet, Library, Smoking and Baggage Car Buffalo to Chicago. Dining Car New York to Albany. Dining Car Buffalo to Chicago. (For meal hours see p. 2.) Passenger Coaches Buffalo to Chicago. Carries baggage.	
No. 33—Southwestern Express.—Daily.	
Sleeping Car New York to Cincinnati. Sleeping Car New York to St. Louis. Sleeping Car Boston to Cincinnati. Sleeping Car New York to Cleveland. Dining Car Buffalo to Cleveland. (For meal hours see p. 2.) Dining Car Cleveland to Cincinnati. Passenger Coaches—Carries Baggage.	
No. 43.—Fast Mail.—Daily.	
Sleeping Car New York to Buffalo. Sleeping Car Buffalo to St. Louis. Dining Car Rochester to Buffalo. Passenger Coaches. Combination Smoking and Baggage Car. Carries baggage.	
No. 37—Pacific Express.—Daily.	
Sleeping Car Cleveland to Chicago. Sleeping Car New York to Chicago. Sleeping Car Toledo to Chicago. Open for occupancy 9.00 p. m. Passenger Coaches Buffalo to Chicago. Carries baggage.	
No. 133—Cleveland and Detroit Express.—Daily.	
Parlor Car and Coach Cleveland to Detroit. Smoking and Baggage Car Cleveland to Toledo.	
No. 3—Fast Mail Limited.—Daily.	
Sleeping Car New York to Chicago. Buffet and Standard Sleeping Cars Buffalo to Chicago. Sleeping Car Cleveland to Chicago; open for occupancy in Union Station at 9.00 p. m. Sleeping Car Pittsburg (via P. & L. E. R. R.) to Chicago. Buffet, Library, Smoking and Baggage Car New York to Cleveland. Parlor Car Buffalo to Cleveland. Coach, Smoking and Baggage Car Buffalo to Chicago. Carries limited amount of baggage.	
No. 15—Boston and Chicago Special.—Daily.	
Two Sleeping Cars Boston to Chicago. Sleeping Car New York to Chicago, to Albany on No. 11. Sleeping Car Buffalo to Chicago. Buffet, Library, Smoking and Baggage Car Boston to Chicago. Dining Car Boston to Syracuse. Dining Car Toledo to Elkhart. (For meal hours see p. 2.) Passenger Coach Buffalo to Chicago. Carries limited amount of baggage.	
No. 11—Southwestern Limited.—Daily.	
Sleeping Cars New York to St. Louis and Cincinnati. Sleeping Car Boston to St. Louis, to Albany on No. 15. Sleeping Car Boston to Pittsburg, except Sunday, to Albany on No. 15. Sleeping Car Buffalo to Cincinnati. Sleeping Car Buffalo to Pittsburg. Buffet Car New York to St. Louis. Dining Car New York to Buffalo, Columbus to Cincinnati, and Bellefontaine to St. Louis. Passenger Coaches Buffalo to St. Louis and Pittsburg. Carries limited amount of baggage.	
Lv New York .. 5.30 PM Buffalo 3.05 AM	Ar Cleveland .. 7.15 AM Toledo 10.00 AM Chicago 4.30 PM Cincinnati .. 1.30 PM St. Louis 9.45 PM
Lv New York .. 2.45 PM Buffalo 10.50 PM	Ar Cleveland .. 2.27 AM Toledo 4.45 AM Chicago 9.45 AM
Lv New York .. 6.00 PM Boston 14.15 PM Buffalo 5.19 AM	Ar Cleveland .. 11.10 AM Toledo 2.20 PM Chicago 9.00 PM
Lv New York .. 9.30 PM Boston 6.00 PM Buffalo 7.55 AM	Ar Cleveland .. 12.25 PM Cincinnati .. 7.50 PM St. Louis 6.00 AM
Lv Buffalo 12.25 PM Ar Cleveland .. 4.45 PM St. Louis 7.30 AM	
Lv New York .. 9.31 PM Boston 8.00 PM Buffalo 1.00 PM	Ar Cleveland .. 7.00 PM Toledo 10.55 PM Chicago 7.10 AM
Lv Cleveland .. 12.45 PM Ar Toledo 3.40 PM Detroit 5.55 PM	
Lv New York .. 8.45 AM Albany 12.00 PM Buffalo 6.25 PM Pittsburg 6.00 PM "Sundays 2.30 PM	Ar Cleveland .. 10.50 PM Chicago 7.50 AM
Lv New York .. 1.00 PM Boston 10.45 AM Buffalo 10.55 PM	Ar Cleveland .. 3.15 AM Toledo 5.55 AM Chicago 11.50 AM
Lv New York .. 10.45 AM Boston 1.00 PM Buffalo 11.00 PM	Ar Cleveland .. 3.25 AM Pittsburg 6.05 AM Cincinnati .. 10.30 AM St. Louis 6.45 PM

THROUGH CARS EASTWARD.

No. 6—Limited Fast Mail.—Daily. For First-Class Passengers only.	
Sleeping Car, Chicago to New York. Sleeping Car Cleveland to New York. Parlor Car Chicago to Erie. Combination Smoking and Baggage Car Chicago to Buffalo. Dining Car Chicago to Buffalo. (For meal hours see p. 2.) Dining Car Albany to New York. Passenger Coach Chicago to Buffalo. Carries limited amount of baggage.	
No. 10—Chicago, New York and Boston Special.—Daily For First-Class Passengers only.	
Two Sleeping Cars Chicago to Boston. Sleeping Car Chicago to New York. Buffet, Library, Smoking and Baggage Car Chicago to Buffalo. Sleeping Car Pittsburg to Boston, via P. & L. E. R. R., except Sunday. Parlor Car Detroit to Cleveland. Dining Car Chicago to Ashtabula. (for meal hours see page 2.) and Utica to Worcester. Passenger Coach Chicago to Buffalo. Carries limited amount of baggage.	
No. 14—Eastern Express.—Daily.	
Sleeping Car Chicago to Buffalo. Tourist Sleeping Car Chicago (Sundays and Tuesdays) to Boston. Passenger Coach Chicago to Buffalo.	
No. 16—New England Express.—Daily. For First-Class Passengers only.	
Sleeping Car Chicago to Boston. Sleeping Car Chicago to Buffalo, thence on 18 to New York. Sleeping Car St. Louis to New York. Buffet, Library, Smoking and Baggage Car Chicago to Boston. Dining Car Elkhart to Toledo. (for meal hours see page 2); St. Louis to Cleveland; Syracuse to Boston, and Albany to New York. Passenger Coach Chicago to Buffalo. Carries limited amount of baggage.	
No. 22—The Lake Shore Limited.—Daily. For First-Class Passengers only.	
Eight Staterooms Sleeping and Observation Car Chicago to New York. Two Drawing-Room Sleeping Cars Chicago to New York. Drawing-Room Sleeping Car Chicago to Boston. Sleeping Car Chicago to Buffalo. Buffet, Library and Smoking Car Chicago to New York. Dining Car Chicago to Elkhart. (for meal hours see p. 2.) and Buffalo to New York. Baggage Car Chicago to New York.	
No. 20—Night Express.—Daily.	
Sleeping Car Chicago to Cleveland. Coach, Smoking and Baggage Cars.	
No. 26—The 20th Century Limited.—Daily. For First-Class Passengers only.	
Two Drawing-Room Sleeping Cars Chicago to New York. Eight Staterooms Sleeping and Observation Car Chicago to New York. Buffet, Library, Smoking and Baggage Car Chicago to New York. Sleeping Car Cincinnati to New York. Dining Car Chicago to Ashtabula. Dining Car Albany to New York.	
No. 28—New York and Boston Express.—Daily.	
Sleeping Car Chicago to Toledo. Sleeping Car Chicago to Cleveland. Sleeping Car Chicago to Pittsburg (via P. & L. E. R. R.) Sleeping Car Chicago to New York. Above cars open for occupancy 9.00 p. m. Tourist Sleeping Car Chicago to Boston, Mondays. From Buffalo on N. Y. C. No. 36. Coach, Smoking and Baggage Cars Chicago to Buffalo.	
No. 32—Fast Mail.—Daily. For First-Class Passengers only.	
Buffet Sleeping Car Chicago to Boston. Open for occupancy 9.30 p. m. Parlor Car Cleveland to Buffalo. Passenger Coach Chicago to Buffalo. Does not carry baggage.	
No. 46—Southwestern Express.—Daily.	
Sleeping Cars Cleveland to New York and Boston. Sleeping Cars Cincinnati to New York and Boston. Sleeping Cars St. Louis to New York and Boston. Buffet Library, Smoking and Baggage Car Cleveland to New York. Dining Car Cincinnati to Cleveland. Dining Car Cleveland to Buffalo. (For meal hours see p. 2.) Passenger Coaches—Carries Baggage.	
No. 18—Southwestern Limited.—Daily.	
Sleeping Cars St. Louis to Buffalo and New York. Sleeping Cars Cincinnati to Buffalo and New York. Sleeping Car Pittsburg (P. & L. E. R. R.) to Buffalo. Buffet Car St. Louis to New York. Dining Car Cincinnati to Columbus, St. Louis to Bellefontaine, and Buffalo to Albany. Passenger Coaches St. Louis and Pittsburg to Buffalo. Carries limited amount of baggage.	
Lv Chicago 8.30 AM Toledo 2.27 PM Cleveland .. 5.45 PM	Ar Buffalo 10.10 PM New York .. 10.00 AM
Lv Chicago 10.30 AM Detroit 3.00 PM Toledo 4.45 PM Cleveland .. 7.50 PM	Ar Buffalo 12.20 AM New York .. 1.30 PM Boston 3.00 PM
Lv Chicago 3.00 PM Toledo 11.25 PM Cleveland .. 2.20 AM	Ar Buffalo 6.45 AM
Lv Chicago 2.00 PM Toledo 7.55 PM Cleveland .. 10.35 PM	Ar Buffalo 2.55 AM New York .. 6.00 PM Boston 4.55 PM
Ar Buffalo 2.55 AM New York .. 6.00 PM Boston 4.55 PM	Lv St. Louis 8.30 AM Ar New York .. 2.55 PM Ar Boston 4.55 PM
Lv Chicago 5.30 PM Toledo 11.25 PM Cleveland .. 2.20 AM	Ar Buffalo 6.45 AM New York .. 6.30 PM Boston 9.03 PM
Lv Chicago 8.30 PM Toledo 3.45 AM Ar Cleveland .. 7.20 AM	
Lv Chicago 12.30 PM Toledo 5.25 PM Cincinnati .. 2.00 PM Cleveland .. 7.43 PM	Ar Buffalo 11.30 PM New York .. 9.30 AM
Lv Chicago 10.35 PM Toledo 4.15 AM Cleveland .. 8.00 AM	Ar Pittsburg .. 11.15 AM "Sunday 1.00 PM Buffalo 2.00 PM New York .. 5.30 AM
Lv Chicago 3.00 AM Toledo 8.50 AM Cleveland .. 11.30 AM	Ar Buffalo 3.55 PM Boston 6.45 AM
Lv St. Louis 11.30 PM Cincinnati .. 8.30 AM Cleveland .. 3.00 PM	Ar Buffalo 7.25 PM New York .. 7.50 AM Boston 10.10 AM
Lv St. Louis 12.00 PM Cincinnati .. 6.30 PM Cleveland .. 1.50 AM Pittsburg .. 10.30 PM	Ar Buffalo 6.13 AM New York .. 6.00 PM

WEST—Buffalo to Toledo.

STATIONS.	Miles.	20th Century Lim.	The Lake Shore Lim.	Western Express.	Southwestern Express.	Pacific Express.	East Mail Limited.	Westfield Accom.	Boston & Chil. Spec'l.	So. West'n Limited.	Erie Accom.	Fast Mail.
BUFFALO (E. Tm) Lv	11.50	4.05	6.10	8.55	2.00	7.25	4.30	11.55	12.00		6.45	1.25
BUFFALO (C. Tm) Lv	0.10	5.00	3.05	5.10	7.55	1.00	6.25	13.30	10.55	11.00	14.45	12.25
West Seneca	4							3.45			7.50	
Blasdel	6							5.05			9.10	
Bar View	8							6.25			10.30	
Atbol Springs	10							7.45			11.50	
Wanakah	12							8.65			13.10	
Lake View	14							9.85			14.30	
Idlewood	16							11.05			15.50	
North Eras	18							12.25			17.10	
Derby	20							13.45			18.30	
Angola	22							14.65			19.50	
Farham	24							15.85			21.10	
Irving	26							17.05			22.30	
Silver Creek	28							18.25			23.50	
Walter Crossing	30							19.45			25.10	
Dunkirk	32							20.65			26.30	
Van Buren	34							21.85			27.50	
Brocton	36							23.05			29.10	
Portland	38							24.25			30.30	
Westfield	40							25.45			31.50	
Forsyth	42							26.65			33.10	
Ripley	44							27.85			34.30	
State Line	46							29.05			35.50	
North East	48							30.25			37.10	
Moorheads	50							31.45			38.30	
Harbor Creek	52							32.65			39.50	
Westville	54							33.85			41.10	
ERIE	56	12.30	4.50	8.05	10.00	4.47	8.27	35.05	1.05		42.30	2.25
ERIE	56	12.35	5.03	8.10	10.04	4.52	8.31	35.10	1.09		42.35	2.30
Swanville	58							36.30			43.50	
Fairview	60							37.50			45.10	
Girard	62							38.70			46.30	
Springfield	64							39.90			47.50	
Conneaut	66							41.10			49.10	
Amboy	68							42.30			50.30	
Kingsville	70							43.50			51.50	
Ashtabula	72							44.70			53.10	
Saybrook	74							45.90			54.30	
Geneva	76							47.10			55.50	
Unionville	78							48.30			57.10	
Madison	80							49.50			58.30	
Perry	82							50.70			59.50	
Lane	84							51.90			61.10	
Painesville	86							53.10			62.30	
Healer	88							54.30			63.50	
Mentor	90							55.50			65.10	
Reynolds	92							56.70			66.30	
Willoughby	94							57.90			67.50	
Rush Road	96							59.10			68.70	
Wickliffe	98							60.30			70.30	
Noble	100							61.50			71.50	
Nottingham	102							62.70			73.10	
Collinwood	104							63.90			74.30	
Colt's	106							65.10			75.50	
Glennville	108							66.30			77.10	
Wilson Avenue	110							67.50			78.30	
Case Avenue	112							68.70			79.50	
CLEVELAND	114	2.27	7.15	11.10	13.25	7.00	10.50	69.90	3.30	3.25	81.10	4.65
CLEVELAND	114	2.30	7.20	11.15	13.30	7.05	10.55	70.00	3.35	3.30	81.20	4.70
Erie R. R. Station	116							71.20			82.40	
West Park	118							72.40			83.60	
Berea	120							73.60			84.80	
Olmsted Falls	122							74.80			86.00	
Shawville	124							76.00			87.20	
ELYRIA	126							77.20			88.40	
ELYRIA	126							78.40			89.60	
North Amherst	128							79.60			90.80	
Brownhelm	130							80.80			92.00	
Vermillion	132							82.00			93.20	
Ceylon	134							83.20			94.40	
Huron	136							84.40			95.60	
SANDUSKY	138							85.60			96.80	
Venice	140							86.80			98.00	
Bay Bridge	142							88.00			99.20	
Danbury	144							89.20			100.40	
Gypsum	146							90.40			101.60	
Port Clinton	148							91.60			102.80	
La Carne	150							92.80			104.00	
Oak Harbor	152							94.00			105.20	
Rocky Ridge	154							95.20			106.40	
Grafton	156							96.40			107.60	
Marin	158							97.60			108.80	
ELYRIA	160							98.80			110.00	
Oberlin	162							100.00			111.20	
Kipton	164							101.20			112.40	
Wakeman	166							102.40			113.60	
Collins	168							103.60			114.80	
NORWALK	170							104.80			116.00	
Monroeville	172							106.00			117.20	
Bellevue	174							107.20			118.40	
Clyde	176							108.40			119.60	
Fremont	178							109.60			120.80	
Lindsey	180							110.80			122.00	
Elmore	182							112.00			123.20	
Genoa	184							113.20			124.40	
Millbury	186							114.40			125.60	
East Toledo	188							115.60			126.80	
TOLEDO	190	4.45	10.00	2.00	10.55	1.45	8.40	116.80	5.55	9.55	128.00	6.30

WEST—Toledo to Chicago.

STATIONS.	Miles.	20th Century Lim.	The Lake Shore Lim.	Western Express.	Pacific Express.	Fast Mail Limited.	Special Lim. Mail.	Boston & Chil. Spec'l.	Day Express.	Day Express.	Kendallville Accom.	Toledo and Chicago A.C.	Accommodation.
BUFFALO.....Lv	0 10 50	3 05	5 10	1 00	6 25			10 55					
CLEVELAND.....Lv	181	2 30	7 20	11 15	7 20	10 55		3 15	6 10				13 00
AIR LINE.													
TOLEDO.....Lv	296	4 45		PM	PM	AM		AM		AM	PM		
Air Line Junction.....	299			2 25	11 05	1 50		6 00		18 00	6 00		
Holland.....	301				11 24					8 05	6 05		
Swanton.....	315				11 42					8 17	6 15		
Delta.....	321				12 02					8 32	6 35		
Wauseon.....	329				12 14	13 05				8 45	6 45		
Pettisville.....	331				12 19					8 55	7 00		
Archbold.....	333				12 21					9 02	7 10		
Stricker.....	343				12 30					9 10	7 20		
Bryan.....	350				3 46	12 54				9 31	7 47		
Melbern.....	355					1 05				9 41	7 57		
Edgerton.....	360					1 17				9 51	8 07		
Butler.....	365				4 15	1 32	3 30			10 05	8 20		
Waterloo.....	375				4 27	1 51				10 20	8 35		
Sedan.....	381					2 05					8 44		
Corunna.....	384				4 45	2 19	4 05	8 10		10 45	9 00		
Kendallville.....	389									10 58			
Brimfield.....	395					2 50		8 34		11 15			
Wawaka.....	401				5 16	2 50				11 31			
Millersburg.....	411					3 02		8 54		11 32			
Goshen.....	419				5 45	3 15	4 45			11 45			
Dunlap.....	429							9 10		12 10			
ELKHART.....Ar	434	7 27		6 00	3 35	5 00							
OLD ROAD.													
TOLEDO.....Lv	296		10 05				PM	AM					PM
Air Line Junction.....	299						8 20	10 15		17 45			7 55
Richards.....	302							10 20		7 50			7 00
Sylvania.....	311							10 30		8 05			7 10
Ottawa Lake.....	311							10 42		8 15			7 25
Riga.....	317							10 50		8 27			7 30
Blissfield.....	319							10 55		8 33			7 45
Grosvener.....	321							11 00		8 40			7 50
Palmyra.....	323							11 04		8 45			7 54
Lenexa Junction.....	325							11 08		8 52			8 00
Adrian.....	329		10 35				8 12	11 12		9 05			8 15
Cadmus.....	337							11 23		9 16			8 25
Clayton.....	340							11 40		9 24			8 35
Hudson.....	346		11 20					11 52		9 37			8 45
Pittsford.....	353							12 05		9 51			8 57
Osseo.....	359							12 12		9 59			9 10
Hillsdale.....	372		11 50				4 02	12 25		10 10			9 25
St. Wayne Junction.....	375							12 35		10 20			9 35
Jonesville.....	387							12 46		10 28			9 45
Allen.....	392							12 56		10 40			9 55
Quincy.....	396						4 30	1 08		10 53			10 04
Coldwater.....	398	12 28						1 16		11 03			10 13
Batavia.....	399							1 27		11 12			10 23
Bronson.....	395							1 39		11 24			10 35
Burr Oak.....	402						4 55	1 50		11 47			10 47
Burgin.....	408							2 01		11 49			10 52
Klinger Lake.....	414							2 13		12 01			11 10
White Pigeon.....	421							2 22		12 11			11 20
Vistula.....	425							2 31		12 22			11 30
Bristol.....	431												
Elkhart.....	435		1 30				5 40	2 45			175	11 45	
ELKHART.....Ar	439	7 30	1 45	8 05	3 45	5 05		9 15	PM				AM
Osceola.....	444				6 23	4 05			3 06				6 10
Mishawaka.....	449				6 35	4 15			3 14				6 20
South Bend.....	454		2 11	6 35	4 05	5 31	9 38		3 23				6 30
Lydyck.....	461								3 36				6 53
Terre Coupee.....	466								3 44				7 02
New Carlisle.....	467				7 55	7 40			4 48				7 06
Holling Prairie.....	474					7 52			4 00				7 17
La Porte.....	481		2 52	7 30	5 10	6 14	10 17		4 13				7 30
Durham.....	487								4 28				7 40
Otis.....	497								4 32				7 46
Burdick.....	495								4 38				7 52
Chesterston.....	492				7 45	5 42			4 46				8 01
Dune Park.....	505								4 57				8 11
Millers.....	510								5 08				8 21
Indiana Harbor.....	517								5 20				8 32
Whitings.....	521					8 18	6 23		5 30				8 43
10th Street.....	527								5 42				8 55
South Chicago.....	528				8 28	6 34			5 47				9 00
Grand Crossing.....	531				4 04	8 35	6 42	7 24	11 25	5 55			9 10
Englewood.....	534	9 27			4 10	8 42	6 51	7 32	11 32	6 04			9 19
31st Street.....	539				4 19	8 50	6 59	7 40	11 41	6 12			9 29
CHICAGO.....Ar	540	9 45	6 30	9 00	7 10	7 50		11 50	6 20				9 35

No. 47 is merged into No. 37 at Elkhart.

EAST—Chicago to Toledo.

STATIONS.	Miles.	Michigan	Day	Limited	Fast Mail	Chl. N.Y. & Bos. Spec.	20th Century	New Eng'd Ex	Eastern Express	The Lake Shore	Night Express	N.Y. & Bos. Express	Fast Mail	Accommodation
CHICAGO.....	0	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1st Street.....	1	11:00	8:30	10:30	12:30	2:00	3:00	5:30	8:30	10:30	12:30	2:00	3:00	5:30
Englewood.....	12	11:18	8:48	10:48	12:48	2:18	3:18	5:48	8:48	10:48	12:48	2:18	3:18	5:48
Grand Crossing.....	13	11:28	8:58	10:58	12:58	2:28	3:28	5:58	8:58	10:58	12:58	2:28	3:28	5:58
South Chicago.....	14	11:38	9:08	11:08	13:08	2:38	3:38	6:08	9:08	11:08	13:08	2:38	3:38	6:08
100th Street.....	15	11:48	9:18	11:18	13:18	2:48	3:48	6:18	9:18	11:18	13:18	2:48	3:48	6:18
Whiting.....	16	11:58	9:28	11:28	13:28	2:58	3:58	6:28	9:28	11:28	13:28	2:58	3:58	6:28
Indiana Harbor.....	17	12:08	9:38	11:38	13:38	3:08	4:08	6:38	9:38	11:38	13:38	3:08	4:08	6:38
Millers.....	18	12:18	9:48	11:48	13:48	3:18	4:18	6:48	9:48	11:48	13:48	3:18	4:18	6:48
Dune Park.....	19	12:28	9:58	11:58	13:58	3:28	4:28	6:58	9:58	11:58	13:58	3:28	4:28	6:58
Chesterton.....	20	12:38	10:08	12:08	14:08	3:38	4:38	7:08	10:08	12:08	14:08	3:38	4:38	7:08
Burdick.....	21	12:48	10:18	12:18	14:18	3:48	4:48	7:18	10:18	12:18	14:18	3:48	4:48	7:18
Otis.....	22	12:58	10:28	12:28	14:28	3:58	4:58	7:28	10:28	12:28	14:28	3:58	4:58	7:28
Durham.....	23	13:08	10:38	12:38	14:38	4:08	5:08	7:38	10:38	12:38	14:38	4:08	5:08	7:38
La Porte.....	24	13:18	10:48	12:48	14:48	4:18	5:18	7:48	10:48	12:48	14:48	4:18	5:18	7:48
Kolling Prairie.....	25	13:28	10:58	12:58	14:58	4:28	5:28	7:58	10:58	12:58	14:58	4:28	5:28	7:58
New Carlisle.....	26	13:38	11:08	13:08	15:08	4:38	5:38	8:08	11:08	13:08	15:08	4:38	5:38	8:08
Terre Coupee.....	27	13:48	11:18	13:18	15:18	4:48	5:48	8:18	11:18	13:18	15:18	4:48	5:48	8:18
Lyndick.....	28	13:58	11:28	13:28	15:28	4:58	5:58	8:28	11:28	13:28	15:28	4:58	5:58	8:28
South Bend.....	29	14:08	11:38	13:38	15:38	5:08	6:08	8:38	11:38	13:38	15:38	5:08	6:08	8:38
Mishawaka.....	30	14:18	11:48	13:48	15:48	5:18	6:18	8:48	11:48	13:48	15:48	5:18	6:18	8:48
Osceola.....	31	14:28	11:58	13:58	15:58	5:28	6:28	8:58	11:58	13:58	15:58	5:28	6:28	8:58
ELKHART.....	32	14:38	12:08	14:08	16:08	5:38	6:38	9:08	12:08	14:08	16:08	5:38	6:38	9:08

STATIONS.	Miles.	Michigan	Day	Limited	Fast Mail	Chl. N.Y. & Bos. Spec.	20th Century	New Eng'd Ex	Eastern Express	The Lake Shore	Night Express	N.Y. & Bos. Express	Fast Mail	Accommodation
CHICAGO.....	0	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1st Street.....	1	11:00	8:30	10:30	12:30	2:00	3:00	5:30	8:30	10:30	12:30	2:00	3:00	5:30
Englewood.....	12	11:18	8:48	10:48	12:48	2:18	3:18	5:48	8:48	10:48	12:48	2:18	3:18	5:48
Grand Crossing.....	13	11:28	8:58	10:58	12:58	2:28	3:28	5:58	8:58	10:58	12:58	2:28	3:28	5:58
South Chicago.....	14	11:38	9:08	11:08	13:08	2:38	3:38	6:08	9:08	11:08	13:08	2:38	3:38	6:08
100th Street.....	15	11:48	9:18	11:18	13:18	2:48	3:48	6:18	9:18	11:18	13:18	2:48	3:48	6:18
Whiting.....	16	11:58	9:28	11:28	13:28	2:58	3:58	6:28	9:28	11:28	13:28	2:58	3:58	6:28
Indiana Harbor.....	17	12:08	9:38	11:38	13:38	3:08	4:08	6:38	9:38	11:38	13:38	3:08	4:08	6:38
Millers.....	18	12:18	9:48	11:48	13:48	3:18	4:18	6:48	9:48	11:48	13:48	3:18	4:18	6:48
Dune Park.....	19	12:28	9:58	11:58	13:58	3:28	4:28	6:58	9:58	11:58	13:58	3:28	4:28	6:58
Chesterton.....	20	12:38	10:08	12:08	14:08	3:38	4:38	7:08	10:08	12:08	14:08	3:38	4:38	7:08
Burdick.....	21	12:48	10:18	12:18	14:18	3:48	4:48	7:18	10:18	12:18	14:18	3:48	4:48	7:18
Otis.....	22	12:58	10:28	12:28	14:28	3:58	4:58	7:28	10:28	12:28	14:28	3:58	4:58	7:28
Durham.....	23	13:08	10:38	12:38	14:38	4:08	5:08	7:38	10:38	12:38	14:38	4:08	5:08	7:38
La Porte.....	24	13:18	10:48	12:48	14:48	4:18	5:18	7:48	10:48	12:48	14:48	4:18	5:18	7:48
Kolling Prairie.....	25	13:28	10:58	12:58	14:58	4:28	5:28	7:58	10:58	12:58	14:58	4:28	5:28	7:58
New Carlisle.....	26	13:38	11:08	13:08	15:08	4:38	5:38	8:08	11:08	13:08	15:08	4:38	5:38	8:08
Terre Coupee.....	27	13:48	11:18	13:18	15:18	4:48	5:48	8:18	11:18	13:18	15:18	4:48	5:48	8:18
Lyndick.....	28	13:58	11:28	13:28	15:28	4:58	5:58	8:28	11:28	13:28	15:28	4:58	5:58	8:28
South Bend.....	29	14:08	11:38	13:38	15:38	5:08	6:08	8:38	11:38	13:38	15:38	5:08	6:08	8:38
Mishawaka.....	30	14:18	11:48	13:48	15:48	5:18	6:18	8:48	11:48	13:48	15:48	5:18	6:18	8:48
Osceola.....	31	14:28	11:58	13:58	15:58	5:28	6:28	8:58	11:58	13:58	15:58	5:28	6:28	8:58
ELKHART.....	32	14:38	12:08	14:08	16:08	5:38	6:38	9:08	12:08	14:08	16:08	5:38	6:38	9:08

* Daily. † Daily except Sunday. ‡ Daily except Monday. § Meal Station.
 NOTE A.—For regulations concerning sale and acceptance of tickets on trains Nos. 22 and 26 see page 19, under, "Tickets on The Lake Shore Limited trains, Nos. 19 and 22," and "The 20th Century Limited trains, Nos. 25 and 26," respectively.

- a Stops Sundays for passengers to Toledo and east thereof.
- b Stops on Saturdays.
- c Stops to leave passengers.
- d Stops Sundays on signal for passengers to Cleveland and beyond.
- e Trains stop to leave passengers, and on signal to take passengers.
- f Stops to leave passengers, and on signal to take passengers for points east of Berea.
- g Stops to leave passengers from west of Elyria.
- h Stops to leave and on signal to take passengers, Sundays.
- i Stops on signal to take passengers for points on Norwalk division.
- o Stops to leave and on signal to take passengers for points east of Cleveland.
- u Stops to leave paying passengers from Chicago and west thereof.
- v Stops on signal to take paying passengers.
- x Stops on Sundays.

EAST—Toledo to Buffalo.

STATIONS.	Miles.	Michigan		Day Express.	Limited Fast Mail.	Chl. N.Y. & Bos. Spec.	20th Century Lim.	N. Eng'd Ex	The Lake Shore Lim	Night Express.	N.Y. & Bos. Express.	Fast Mail.	Toledo & Ind. A.C.	Accommo-	Norwalk Accom.	
		42	2													6	10	16	22	28	32	40	44	126
TOLEDO.....Lv		14 53	5 01		2 27	4 45	5 25	7 55	11 25	3 45	4 15	8 50	6 10	10 00		
East Toledo.....	246	4 58	5 06										6 15	10 05		
Millbury.....	252	5 08	5 18										6 25	10 16		
Genoa.....	257		5 28													
Elmore.....	262		5 38													
Lindsey.....	267		5 49													
Fremont.....	274		5 59													
Clyde.....	282		6 10													
Bellefleur.....	290		6 20													
Monroeville.....	297		6 30													
NORWALK.....	302		6 55													
Collins.....	308		7 06													
Wakeman.....	315		7 16													
Kipton.....	318		7 27													
Oberlin.....	323		7 37													
ELYRIA.....Ar	332		7 57													
Martin.....	345		5 16													
Graytown.....	352		5 25													
Rocky Ridge.....	365		5 30													
Oak Harbor.....	385		5 35													
LaCarne.....	393		5 44													
Port Clinton.....	398		5 06					9 40								
Gypsum.....	404		5 11													
Danbury.....	414		5 18													
Bay Bridge.....	426		5 22													
Venice.....	429		5 27													
SANDUSKY.....	437		5 35			5 49		9 00	12 31		5 35	9 52				
Huron.....	440		5 55								5 52					
Ceylon.....	438		7 05													
Vermillion.....	313		7 22													
Brownhelm.....	316		7 30								6 13					
North Ambler.....	320		7 38								6 26					
ELYRIA.....Ar	327		7 55			6 45					6 40	10 40				
ELYRIA.....Ar	330		8 10		4 56	6 45				6 25	6 40	10 40				
Shawville.....	336		8 20										9 10	12 48	7 02	
Olmsted Falls.....	342		8 33										9 19	12 58	7 10	
Berea.....	347		8 45										9 29	1 09	7 20	
West Park.....	351		8 55										9 39	1 15	7 25	
St. R. Sta.....	356												9 45	1 25	7 35	
CLEVELAND.....Ar	357		9 10		5 40	7 30	7 40	10 30	2 15	7 20	7 40	11 25	10 00	1 40	7 50	
CLEVELAND.....Lv		11 0	2 PM	4 PM	10 PM	2 10 PM	16 PM	22 AM		28 AM	32 AM	46 PM	40 AM	18 AM		
Case Avenue.....	359	9 25	5 45	7 50	7 43	10 35	2 20			8 00	11 30	3 00	11 40	1 50		
Willow Avenue.....	360															
Glenville.....	363		4 43							8 12			11 53			
Collins.....	369		4 45										11 56			
Collinswood.....	364		4 47										11 59			
Nottingham.....	366		4 51										12 06			
Noble.....	369		4 57										12 11			
Wickliffe.....	371		5 02										12 16			
Rush Road.....	372		5 05													
Willoughby.....	376		5 10	8 58						8 41			12 24			
Reynolds.....	379		5 14													
Mentor.....	379		5 20	10 05						8 51			12 33			
Heislcy.....	382		5 24													
Painesville.....	386		5 34	10 14	5 29					9 04	12 12	8 38	12 45			
Lane.....	389		5 41										12 53			
Perry.....	391		5 46							9 18			12 58			
Madison.....	396		5 57	10 30						9 28			1 08			
Unionville.....	399		6 02										1 13			
Geneva.....	402		6 10	10 38						9 40			1 18			
Baybrook.....	406		6 21										1 29			
Ashtabula.....	411		6 33	10 56	7 03	9 04		11 50		10 05	12 45	4 13	1 40	3 02		
Kingsville.....	417		6 44										1 51			
Amboy.....	421		6 52													
Conneaut.....	424		7 00	11 18						10 28		4 32	2 06			
Springfield.....	427												2 21			
Grand Haven.....	431		11 41							10 48			2 39			
Fairview.....	434												2 44			
Branville.....	437												2 49			
ELYRIA.....Ar	442		12 10		7 57	10 02	9 37	12 43	4 32	11 15	1 44	5 14	3 00	4 02	104	
ELYRIA.....Ar	445		12 15		8 01	10 07	9 40	12 47	4 36	11 20	1 49	5 18	3 05	4 07	8 53	
Wesleyville.....	446												3 13		8 58	
Harbor Creek.....	450												3 21		9 04	
Woodward.....	451												3 28		9 08	
North East.....	453												3 37		9 17	
State Line.....	457												3 46		9 25	
Ripley.....	475		1 00							11 56			3 53		9 32	
Forsyth.....	478												4 00		9 38	
Westfield.....	482		1 50	1 01						12 11			4 09		9 48	
Portland.....	484												4 20		9 59	
Detroit.....	484									12 24			4 26		10 02	
Van Buren.....	495		6 12										4 36		10 11	
Dunkirk.....	500		6 20	1 27	9 02	11 10		1 49	5 37	12 45	2 48	6 18	4 45	5 07	10 20	
Waltes Crossing.....	505		6 29										4 56		10 29	
Silver Creek.....	508		6 35							12 58			5 04		10 36	
Irving.....	512		6 42							1 04			5 12		10 45	
Farnham.....	514		6 45										5 16		10 48	
Angola.....	518		6 53							1 15			5 24		10 57	
Derby.....	523		7 00										5 31		11 05	
North Evans.....	525		7 03										5 35		11 08	
Idlewood.....	527		7 05										5 36		11 09	
Lake View.....	528		7 07							1 28			5 38		11 10	
Wanakab.....	528		7 13										5 43		11 15	
Atbol Springs.....	531		7 19							1 36			5 49		11 22	
Bay View.....	537		7 22										5 51		11 24	
Blasdel.....	534		7 25										5 51		11 23	
West Seneca.....	535		7 31										6 00		11 31	
BUFFALO C.T.M.....	540		7 45	2 40	10 10	12 20	11 30	2 55	6 45	2 00	6 55	7 25	6 15	6 13	11 45	
BUFFALO E.T.M.....	540		8 45	3 40	11 10	1 20	12 30	3 55	7 45	3 00	8 55	8 25	7 15	7 13	12 46	
11		AM	PM	PM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	PM

DETROIT DIVISION. FAYETTE BRANCH.

	Way Frt.	Way Frt.	Way Frt.	Miles.	STATIONS.	Way Frt.	Way Frt.	Way Frt.
	326	323	323			323	327	
	AM	PM	AM			AM	PM	
	8.42	7.25	0	Lv	ADRIAN	Ar	9.03	3.50
	8.52	7.35	4		Lenawee Junction	Ar	8.52	3.15
	9.00	7.45		Ar	Grosvenor	Lv	8.40	2.58
	9.17	7.50	8	Lv	Grosvenor	Ar	8.10	2.58
	9.28	7.58	13		Ogden		7.58	2.25
	9.58	8.05	16		Jasper		7.54	1.55
	10.16	8.12	19		Weston		7.42	1.25
	10.50	8.34	24		Morenci		7.28	12.40
	11.05	8.32	30		Riters		7.12	12.25
	11.20	8.40	33	Ar	FAYETTE	Lv	7.15	12.10
	AM	PM				AM	PM	

Way Freight No. 326 starts from Grosvenor. Main Line train No. 44 should be taken at Adrian to connect.

Train No. 329 connects at Lenawee Junction with Main Line train No. 45 for Adrian.

JACKSON BRANCH.

	Way Frt.	C.&B. Exp.	C.&B. Exp.	Miles.	STATIONS.	C.&B. Exp.	C.&B. Exp.	Way Frt.	
	349	351	315			316	318	348	
	AM	PM	AM			AM	PM	AM	
.....	12.30	1.00	6.05	0	Lv..... JACKSON	Ar	10.15	9.30	11.00
.....	1.00	9.22	6.27	10	..... Eldred	Ar	9.50	9.16	.....
.....	1.10	9.28	6.33	13	..... Napoleon	Ar	9.52	9.05	10.10
.....	1.40	9.33	6.47	23	..... Norvell	Ar	9.47	9.00	9.47
.....	2.20	9.46	6.54	25	..... Manchester	Ar	9.35	8.45	9.00
.....	2.40	9.53	7.01	28	..... River Raisin	Ar	9.28	8.38	.....
.....	3.03	9.53	7.11	33	..... Clinton	Ar	9.22	8.32	8.10
.....	3.11	9.53	7.24	35	..... Tecumseh	Ar	9.14	8.24	7.11
.....	4.15	9.53	7.35	42	Ar..... Sutton	Lv	8.04	6.13	.....
.....	4.30	9.53	7.45	46	Ar..... Lenawee Junction	Lv	8.52	6.05	6.15
.....	5.11	10.00	7.51		Ar..... ADRIAN	Lv	8.20	7.45	6.00
.....	5.23	10.00	8.00		Ar..... ADRIAN	Lv	8.52	8.00	.....
.....	5.40	10.00	8.17		Ar..... Lenawee Junction	Lv	7.45	6.55	.....
.....	5.50	10.00	8.25		Ar..... Toledo	Lv	7.30	6.00	.....
.....	6.00	10.00	8.35		Ar..... Cleveland	Lv	7.15	5.35	.....
.....	6.10	10.00	8.45		Ar..... BUFFALO	Lv	7.00	5.20	.....
.....	6.20	10.00	8.55		Ar..... ADRIAN	Lv	6.45	5.05	.....
.....	6.30	10.00	9.05		Ar..... ADRIAN	Lv	6.30	4.50	.....
.....	6.40	10.00	9.15		Ar..... Lenawee Junction	Lv	6.15	4.35	.....
.....	6.50	10.00	9.25		Ar..... Toledo	Lv	6.00	4.20	.....
.....	7.00	10.00	9.35		Ar..... Cleveland	Lv	5.45	4.10	.....
.....	7.10	10.00	9.45		Ar..... BUFFALO	Lv	5.30	4.00	.....
.....	7.20	10.00	9.55		Ar..... ADRIAN	Lv	5.15	3.45	.....
.....	7.30	10.00	10.05		Ar..... ADRIAN	Lv	5.00	3.30	.....
.....	7.40	10.00	10.15		Ar..... Lenawee Junction	Lv	4.45	3.15	.....
.....	7.50	10.00	10.25		Ar..... Toledo	Lv	4.30	3.00	.....
.....	8.00	10.00	10.35		Ar..... Cleveland	Lv	4.15	2.45	.....
.....	8.10	10.00	10.45		Ar..... BUFFALO	Lv	4.00	2.30	.....
.....	8.20	10.00	10.55		Ar..... ADRIAN	Lv	3.45	2.15	.....
.....	8.30	10.00	11.05		Ar..... ADRIAN	Lv	3.30	2.00	.....
.....	8.40	10.00	11.15		Ar..... Lenawee Junction	Lv	3.15	1.45	.....
.....	8.50	10.00	11.25		Ar..... Toledo	Lv	3.00	1.30	10.05
.....	9.00	10.00	11.35		Ar..... Cleveland	Lv	2.45	1.15	.....
.....	9.10	10.00	11.45		Ar..... BUFFALO	Lv	2.30	1.00	.....
.....	9.20	10.00	11.55		Ar..... ADRIAN	Lv	2.15	0.45	.....
.....	9.30	10.00	12.05		Ar..... ADRIAN	Lv	2.00	0.30	.....
.....	9.40	10.00	12.15		Ar..... Lenawee Junction	Lv	1.45	0.15	.....
.....	9.50	10.00	12.25		Ar..... Toledo	Lv	1.30	0.00	.....
.....	10.00	10.00	12.35		Ar..... Cleveland	Lv	1.15	.....	.....
.....	10.10	10.00	12.45		Ar..... BUFFALO	Lv	1.00	.....	.....
.....	10.20	10.00	12.55		Ar..... ADRIAN	Lv	0.45	.....	.....
.....	10.30	10.00	13.05		Ar..... ADRIAN	Lv	0.30	.....	.....
.....	10.40	10.00	13.15		Ar..... Lenawee Junction	Lv	0.15	.....	.....
.....	10.50	10.00	13.25		Ar..... Toledo	Lv	0.00	.....	.....
.....	11.00	10.00	13.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	11.10	10.00	13.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	11.20	10.00	13.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	11.30	10.00	14.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	11.40	10.00	14.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	11.50	10.00	14.25		Ar..... Toledo	Lv	.....	.....	.....
.....	12.00	10.00	14.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	12.10	10.00	14.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	12.20	10.00	14.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	12.30	10.00	15.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	12.40	10.00	15.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	12.50	10.00	15.25		Ar..... Toledo	Lv	.....	.....	.....
.....	1.00	10.00	15.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	1.10	10.00	15.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	1.20	10.00	15.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	1.30	10.00	16.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	1.40	10.00	16.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	1.50	10.00	16.25		Ar..... Toledo	Lv	.....	.....	.....
.....	2.00	10.00	16.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	2.10	10.00	16.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	2.20	10.00	16.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	2.30	10.00	17.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	2.40	10.00	17.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	2.50	10.00	17.25		Ar..... Toledo	Lv	.....	.....	.....
.....	3.00	10.00	17.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	3.10	10.00	17.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	3.20	10.00	17.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	3.30	10.00	18.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	3.40	10.00	18.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	3.50	10.00	18.25		Ar..... Toledo	Lv	.....	.....	.....
.....	4.00	10.00	18.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	4.10	10.00	18.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	4.20	10.00	18.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	4.30	10.00	19.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	4.40	10.00	19.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	4.50	10.00	19.25		Ar..... Toledo	Lv	.....	.....	.....
.....	5.00	10.00	19.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	5.10	10.00	19.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	5.20	10.00	19.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	5.30	10.00	20.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	5.40	10.00	20.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	5.50	10.00	20.25		Ar..... Toledo	Lv	.....	.....	.....
.....	6.00	10.00	20.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	6.10	10.00	20.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	6.20	10.00	20.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	6.30	10.00	21.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	6.40	10.00	21.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	6.50	10.00	21.25		Ar..... Toledo	Lv	.....	.....	.....
.....	7.00	10.00	21.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	7.10	10.00	21.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	7.20	10.00	21.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	7.30	10.00	22.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	7.40	10.00	22.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	7.50	10.00	22.25		Ar..... Toledo	Lv	.....	.....	.....
.....	8.00	10.00	22.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	8.10	10.00	22.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	8.20	10.00	22.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	8.30	10.00	23.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	8.40	10.00	23.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	8.50	10.00	23.25		Ar..... Toledo	Lv	.....	.....	.....
.....	9.00	10.00	23.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	9.10	10.00	23.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	9.20	10.00	23.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	9.30	10.00	24.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	9.40	10.00	24.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	9.50	10.00	24.25		Ar..... Toledo	Lv	.....	.....	.....
.....	10.00	10.00	24.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	10.10	10.00	24.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	10.20	10.00	24.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	10.30	10.00	25.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	10.40	10.00	25.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	10.50	10.00	25.25		Ar..... Toledo	Lv	.....	.....	.....
.....	11.00	10.00	25.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	11.10	10.00	25.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	11.20	10.00	25.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	11.30	10.00	26.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	11.40	10.00	26.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	11.50	10.00	26.25		Ar..... Toledo	Lv	.....	.....	.....
.....	12.00	10.00	26.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	12.10	10.00	26.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	12.20	10.00	26.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	12.30	10.00	27.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	12.40	10.00	27.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	12.50	10.00	27.25		Ar..... Toledo	Lv	.....	.....	.....
.....	1.00	10.00	27.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	1.10	10.00	27.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	1.20	10.00	27.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	1.30	10.00	28.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	1.40	10.00	28.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	1.50	10.00	28.25		Ar..... Toledo	Lv	.....	.....	.....
.....	2.00	10.00	28.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	2.10	10.00	28.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	2.20	10.00	28.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	2.30	10.00	29.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	2.40	10.00	29.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	2.50	10.00	29.25		Ar..... Toledo	Lv	.....	.....	.....
.....	3.00	10.00	29.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	3.10	10.00	29.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	3.20	10.00	29.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	3.30	10.00	30.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	3.40	10.00	30.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	3.50	10.00	30.25		Ar..... Toledo	Lv	.....	.....	.....
.....	4.00	10.00	30.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	4.10	10.00	30.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	4.20	10.00	30.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	4.30	10.00	31.05		Ar..... ADRIAN	Lv	.....	.....	.....
.....	4.40	10.00	31.15		Ar..... Lenawee Junction	Lv	.....	.....	.....
.....	4.50	10.00	31.25		Ar..... Toledo	Lv	.....	.....	.....
.....	5.00	10.00	31.35		Ar..... Cleveland	Lv	.....	.....	.....
.....	5.10	10.00	31.45		Ar..... BUFFALO	Lv	.....	.....	.....
.....	5.20	10.00	31.55		Ar..... ADRIAN	Lv	.....	.....	.....
.....	5.30	10.00	32.05						

* Daily. † Daily except Sunday.
‡ Stops to leave and on signal to take passengers.

The Matter of Travel.

People now-a-days select that route where the service is most frequent and punctual, and which provides the latest conveniences for their welfare and comfort, and which by its natural location, geographically, admits of the movements of fast trains with the greatest degree of safety and comfort to their occupants.

These conditions are the very ones which have made the Lake Shore so popular with travelers, so that, of all the lines in America, it is, beyond question, the best patronized for through travel.

In its through trains, which are operated, east of Buffalo, in connection with the New York Central and Boston & Albany roads, the passenger travels promptly and most comfortably between the cities of New York, Boston, Buffalo, Cleveland, Toledo and Chicago, with direct connections in the latter city with fast trains of western lines to and from all points in the Northwest, West and Southwest, and cities of the Pacific Coast.

Its stations in the great cities, reached by its trains, are so located as to afford its patrons unequalled terminal facilities, which is a very important and desirable feature of travel.

In New York all its trains arrive at and depart from the Grand Central Station, in the center of the hotel and business district, and the only railway station in that city; in Boston, the splendid new South Station; in Chicago, the Grand Central Station, corner of Harrison Street and Fifth Avenue, this latter being a temporary arrangement during the erection of a splendid new station in Van Buren Street, corner of La Salle, to take the place of the present one on that site.

The Lake Shore is widely known as the route of the United States Government fast mails, having been engaged in that duty for more than a quarter of a century, and being the greatest through mail line in the world, conveying mails, not only for this country, but for Europe and the far Pacific Ocean countries.

Any particular desired information about the Lake Shore will be furnished by applying to

A. J. SMITH, Gen'l Pass. and Ticket Agent,
13 Cleveland, O.

DETROIT DIVISION. DETROIT TO BUFFALO AND CHICAGO.

Miles.	STATIONS.	ROUTE.	Det. & Cleve. Day Exp.	Det. & Cleve. Day Exp.	Chic. & Cleve. Day Exp.
			325	321	319
			AM	PM	AM
	Lv DETROIT	L.S. & M.S.	7.30	2.55	6.00
2	Gratiot Street		7.38		6.08
3	D. & M. Junc.		7.45		6.15
5	Woodward Ave.		7.48	3.10	6.19
8	West Detroit		7.58		6.28
11	Delray		8.03		6.33
14	Ecceles		8.08		6.38
17	Wyandotte		8.12		6.43
21	Trenton		8.19		6.49
26	Rockwood		8.25		6.55
33	Newport		8.31		6.08
36	Stony Creek		8.42		6.13
40	Ar MONROE		8.53	3.57	6.25
256	Ar CHICAGO	L.S. & M.S.	6.20		7.10
40	Lv MONROE	L.S. & M.S.	8.53	3.57	6.25
43	LaSalle		9.02		
50	Vienna		9.11		7.30
55	Alexis		9.21		
58	West Toledo		9.25		6.51
61	Wagon Works		9.30	4.25	
62	Air Line Junc.		9.35		7.05
65	Ar TOLEDO		9.40	4.35	7.10
			AM	PM	AM
	Lv TOLEDO	L.S. & M.S.	10.00	4.45	7.55
178	Ar CLEVELAND		1.40	7.30	10.30
361	Ar BUFFALO		7.25	12.21	2.55
	Ar PITTSBURG	ERIE and P. & L. E.	6.30	6.05	
			PM	AM	AM

No. 221-Parlor Car Detroit to Cleveland.

BUFFALO AND CHICAGO TO DETROIT.

Miles.	STATIONS.	ROUTE.	Det. & Cleve. Day Exp.	Det. & Cleve. Day Exp.	Chic. & Cleve. Day Exp.
			338	324	350
			AM	AM	AM
	Lv BUFFALO	L.S. & M.S.		3.05	7.55
183	Lv CLEVELAND			7.20	12.45
292	Ar TOLEDO			10.00	3.40
	Lv PITTSBURG	P. & L. E. and ERIE			7.00
			AM	AM	PM
0	Lv TOLEDO	L.S. & M.S.	9.10	10.10	1.50
3	Air Line Junc.		9.15		
7	Wagon Works		9.20	10.19	4.01
10	West Toledo		9.25	10.22	4.07
13	Alexis		9.31		
15	Vienna		9.38		
20	LaSalle		9.45		
25	Ar MONROE		9.55	10.45	4.38
			AM	AM	AM
	Lv CHICAGO	L.S. & M.S.	Note		8.30
	Lv MONROE	L.S. & M.S.	9.55	10.45	4.38
29	Stony Creek		10.05		4.42
32	Newport		10.10		4.46
37	Rockwood		10.15		4.51
44	Trenton		10.30		5.03
48	Wyandotte		10.37		5.10
51	Ecceles		10.41		5.14
54	Delray		10.46		5.21
57	West Detroit		10.51		5.28
60	Woodward Ave.		11.00	11.34	5.37
63	D. & M. Junc.		11.05		5.40
65	Gratiot Street		11.11		5.45
65	Ar DETROIT		11.20	11.55	5.55
			AM	AM	PM

No. 330-Parlor Car Cleveland to Detroit.

MONROE BRANCH.—DETROIT, MONROE AND CHICAGO.

	Det. Chl. Exp.	Det. & Chl. Exp.	Miles.	STATIONS.	Chl. & Det. Exp.	Chl. & Det. Exp.
	347	345			344	342
	PM	AM			AM	PM
	† 6.00	† 7.30		Lv.....DETROIT.....	Ar	† 11.20 * 5.55
	† 6.30	† 10.10	40	.....Monroe.....	Ar	9.55 4.25
	† 6.42	† 10.23	45	.....Strasburg.....		† 9.40 † 4.10
	† 6.50	† 10.29	50	.....Ida.....		9.34 4.03
	† 6.55	† 10.34	53	.....Federman.....		† 9.29 † 3.56
	7.05	10.41	57	.....Petersburg.....		9.22 3.50
	7.13	10.49	61	.....Deerfield.....		9.15 3.43
	7.18	10.55	64	.....Bisson.....		† 9.07 † 3.36
	7.23	11.00	67	.....Wellsville.....		† 9.03 † 3.30
	7.25	11.08	70	.....Lenawee Junc.....		8.55 3.25
	7.35	11.30	74	Ar.....Adrian.....	Lv	† 8.30 † 2.48
	7.10	6.30		Ar.....CHICAGO.....	Lv	3.00 * 8.30
	AM	PM			AM	PM
					Note	

NOTE B.—Passengers on train No. 347 for locations west of Adrian will change cars at Lenawee Jct. to main line train No. 7, leaving at 11.05 a.m.

* Daily. † Daily except Sunday. ‡ Stops to leave and on signal to take passengers.

NOTE.—Passengers on Main Line train No. 32, leaving Chicago at 3.00 a. m., will change to train No. 344 at Adrian, which runs daily except Sunday, and connects at Monroe with No. 338 for Detroit.

NOTE B.—Passengers on train No. 342 for localities west of Adrian will change cars at Lenawee Junc. to main line train No. 1, leaving at 11.08 a. m.

FRANKLIN DIVISION. OIL CITY BRANCH.

Pa. Co. Exp.	Oil City Exp.	Oil City Mail.	STATIONS.	Miles.	Buf. & C. Exp.	Pa. Co. Exp.
219	227	247			228	216
AM	AM	PM			PM	AM
3.00	10.35		Lv.....CHICAGO.....Ar	496	9.00	7.10
8.50	4.15		Lv.....Toledo.....Ar	255	8.20	10.55
3.00	8.00		Lv.....Cleveland.....Ar	142	11.10	7.00
4.13	10.05		Ar.....Ashtabula.....Lv		9.20	4.55
PM	AM				AM	PM
1.00	5.10		Lv.....BUFFALO.....Ar	126	2.00	7.25
4.55	8.20		Ar.....Ashtabula.....Lv		10.05	4.15
PM	AM				AM	PM
75.05	10.15		Lv.....ASHTABULA.....Ar	87	8.50	3.55
5.05	10.18		Centre Street.....	89	8.47	3.51
5.15			Plymouth.....	92	8.38	3.40
5.22	10.58		Griggs.....	93	8.33	3.35
5.42	10.49		Jefferson.....	100	8.28	3.30
5.50	10.55		Dorset.....	107	8.17	3.20
6.20	11.03		Leon.....	109	8.08	3.15
6.31	11.14		Andover.....	113	8.02	3.05
6.37	11.20		Simon.....	117	7.48	2.54
6.43	11.26		Turner.....	121	7.43	2.49
6.52	11.36		Jamesstown.....	125	7.33	2.43
7.00	11.41		Osgood.....	141	7.22	2.28
7.10	11.52		Salem.....	159	7.13	2.18
7.17	11.59		Hadlev.....	160	7.08	2.11
7.30	12.12		Clark's Mills.....	180	6.57	2.00
7.33	12.15		Sandy Lake.....	186	6.53	1.56
7.43	12.28		Raymilton.....	223	6.41	1.43
7.52	12.38		Polk.....	187	6.33	1.36
7.56	12.44		Niles.....	157	6.28	1.30
8.08	12.58		Franklin.....	9	6.17	1.22
8.15	1.05		Eclipse.....	76	6.10	1.15
8.19	1.11		Remo.....	4	6.05	1.11
8.19	1.11		Ar.....OIL CITY (W.S.).....Lv	1	6.00	1.05
8.25	1.17		Ar.....OIL CITY (E.S.).....Lv	15	5.50	12.55
PM	PM	PM			AM	PM

YOUNGSTOWN BRANCH

Y. Exp.	Y. Youngstown Ac.	Y. Exp.	STATIONS.	Miles.	Buf. & C. Exp.	Eastern Exp.	Farad. Exp.
211	215	237			218	210	232
PM	AM	PM			AM	PM	AM
11.00		1.00	Lv.....BUFFALO.....Ar	192	6.13	12.20	3.55
11.57		2.20	Lv.....Dunkirk.....Ar	152	5.07	11.10	2.48
1.09		3.53	Lv.....Erie.....Ar	104	4.02	10.02	1.44
2.05		4.55	Ar.....Ashtabula.....Lv		3.02	9.04	12.45
PM	AM	PM			AM	PM	AM
2.00		3.00	Lv.....CHICAGO.....Ar		4.30	7.50	7.10
7.45		8.50	Lv.....Toledo.....Ar		10.00	1.45	10.55
10.35	3.50	3.00	Lv.....Cleveland.....Ar		7.15	10.50	7.00
11.50	3.02	4.13	Ar.....Ashtabula.....Lv		5.55	9.26	4.55
PM	AM	PM			AM	PM	AM
2.15	7.10	5.05	Lv.....ASHTABULA.....Ar	63	2.36	8.20	12.25
7.12	6.08		Centre Street.....	62		8.16	12.32
7.22	6.18		Plymouth.....	58		7.47	11.58
7.26			Griggs.....	55		7.47	11.58
7.35	6.28		Jefferson.....	52		7.47	11.58
7.45	6.42		Dorset.....	46		7.40	11.49
7.54	6.50		Leon.....	42		7.32	11.41
7.59	6.02		Andover.....	38		7.22	11.30
8.09	6.15		Williamsfield.....	33		7.17	11.23
8.20	6.23		Stanhope.....	31		7.03	11.09
8.22			Derry.....	26		6.53	10.59
8.30	6.47		Kidman.....	20		6.48	10.54
8.40	7.00		Lattimer.....	17		6.42	10.48
8.47	7.08		Fowler.....	14		6.37	10.42
8.53	7.10		Tyrrell Hill.....	11		6.33	10.37
8.59	7.15		Brookfield.....	8		6.28	10.32
9.03	7.20		Coalburg.....	6		6.23	10.27
9.08	7.24		Doughton.....	3		6.18	10.22
9.25	7.35		Thorn Hill.....	0		6.13	10.17
4.05	9.25	7.35	Ar.....YOUNGSTOWN.....Lv				
AM	AM	PM			AM	PM	AM
4.20	9.37	7.50	Lv.....P.A.L.E.R.R.....Ar				
5.00	10.20	8.45	Ar.....New Castle.....Ar				
6.10	10.30	8.55	Ar.....Beaver Falls.....Ar				
6.05	11.15	9.55	Ar.....PITTSBURG.....Lv				
AM	AM	PM			PM	AM	AM

SHARON BRANCH

Way Frl.	Miles.	STATIONS.	Way Frl.
94			96
AM			PM
6.20	0	Lv.....YOUNGSTOWN.....Ar	6.10
6.52	6	Doughton.....	4.38
7.04	7	Doughton Junction.....	4.28
7.20	11	Hubbard.....	4.15
7.30	12	Bentley.....	4.05
7.30	12	Stewart's Furnace.....	
AM		Ar.....SHARON.....Lv	PM

GRAND RAPIDS BRANCH.

GRAND RAPIDS TO BUFFALO AND CHICAGO.

Miles.	STATIONS.	NY&C Exp.	NY&C Exp.	Way Frl.	Thro. Frl.
		507	523	551	553
		AM	PM	AM	PM
0	Lv GRAND RAPIDS.....	7.55	2.00	8.20	7.00
2	Eagle Mills.....	8.00	2.05		
6	Grandville.....	8.08	2.13		
12	Byron Centre.....	8.17	2.22	8.52	7.40
18	Dorr.....	8.28	2.33	9.15	7.58
22	Hilliards.....	8.35	2.39	9.30	8.10
26	Hopkins.....	8.42	2.46	9.40	8.20
30	Allegan.....	8.57	2.56	10.15	8.50
34	Abronia.....	9.07	3.08	10.40	
40	Ousego.....	9.16	3.15	10.56	9.30
46	Plainwell.....	9.23	3.21	11.10	9.45
49	Argenta.....	9.28	3.26	11.20	
53	Cooper.....	9.34	3.31		
58	Kalamazoo.....	9.55	3.54	11.55	10.50
65	Portage.....	10.10	4.10	12.20	
71	Schoolcraft.....	10.29	4.29	1.00	11.40
75	Flowerfield.....	10.47	4.48	1.30	
79	Moorepark.....	10.54	4.56		
83	Three Rivers.....	11.01	5.04	5.04	
88	Florence.....	11.10	5.13	5.39	1.00
93	Constantine.....	11.20	5.20		
95	Lv White Pigeon.....	11.30	5.31		
100	Ar White Pigeon.....	11.40	5.40		
104	Ar White Pigeon.....	11.50	5.50		
114	Ar Elkhart.....	12.05	6.05		
	Lv White Pigeon.....	12.55	6.05		
	Lv Elkhart.....	6.20	9.00		
215	Ar CHICAGO.....				
	Lv White Pigeon.....	11.20	7.10		
219	Ar TOLEDO.....	2.20	11.10		
245	Lv TOLEDO.....	5.40	2.15		
515	Ar BUFFALO.....	10.10	6.45		
		PM	AM		

BUFFALO AND CHICAGO TO GRAND RAPIDS

Miles.	STATIONS.	NY&C Exp.	NY&C Exp.	Way Frl.
		532	510	552
		AM	PM	AM
...	Lv BUFFALO.....	7.55		
183	Lv CLEVELAND.....	2.00	16.10	
245	Lv TOLEDO.....	5.40	10.15	
620	Ar White Pigeon.....	11.10	2.13	
		Note A		
...	Lv CHICAGO.....	3.00	10.30	
101	Ar Elkhart.....	5.20	1.20	
...	Ar White Pigeon.....			
...	Lv Elkhart.....	5.30	2.10	
115	Bristol.....	5.48	2.31	
120	Ar White Pigeon.....	6.05	2.40	
0	Lv WHITE PIGEON.....	6.05	3.00	8.30
4	Constantine.....	6.11	3.10	9.15
11	Florence.....	6.16	3.17	
16	Three Rivers.....	6.23	3.27	10.47
20	Moorepark.....	6.29	3.37	11.10
23	Flowerfield.....	6.34	3.45	11.25
25	Schoolcraft.....	6.40	3.57	11.55
30	Portage.....	6.51	4.10	12.20
36	Kalamazoo.....	7.10	4.30	1.25
42	Cooper.....	7.26	4.42	
45	Argenta.....	7.31	4.46	1.65
48	Plainwell.....	7.37	4.51	1.85
52	Ousego.....	7.46	4.59	2.15
59	Abronia.....	7.55	5.05	2.40
62	Allegan.....	8.05	5.18	2.55
68	Hilliards.....	8.25	5.33	3.40
73	Dorr.....	8.35	5.40	4.55
78	Byron Centre.....	8.41	5.46	6.10
83	Grandville.....	8.52	5.57	6.57
92	Eagle Mills.....	9.02	6.07	
95	Ar GRAND RAPIDS.....	9.10	6.15	
		PM	PM	

Note A—Passengers with first-class tickets from Toledo and points east thereof to points on Grand Rapids branch north of White Pigeon, taking the line train Nos. 3 or 31, may be carried, without additional charge, over the Air Line to Elkhart, making connection at that point with train No. 332 of the following morning only, and which runs through to such points.

GOSHEN AND MICHIGAN BRANCH.

Miles.	STATIONS.	Exp.	Mixed
		557	503
		PM	AM
...	Lv.....FINDLEY.....Ar	4.55	10.10
...	Sturgis.....	4.41	9.50
...	Twin Lakes.....	4.26	8.58
...	Seyberts.....	4.21	8.52
...	Shipshewana.....	4.14	8.45
...	Pashan.....	4.07	8.38
...	Middlebury.....	4.04	8.35
...	Burns.....	3.58	8.15
...	Williams.....	3.51	8.00
...	GOSHEN.....Lv	3.47	7.45
		PM	AM

*Daily. *Daily except Sunday. †Daily except Monday. ‡Sundays only.
o Stops to leave passengers. † Stops to leave and on signal to take passengers.

*Daily. †Daily except Sunday. ‡Stops Sundays on signal.
f Stops to leave and on signal to take passengers.

LANSING DIVISION.

LANSING BRANCH.

Way Freight 464	Hills- dale Accom. 461	C.&N.Y. Exp. 442	Miles.	STATIONS.	C.&N.Y. Exp. 445	Lansing Accom. 461	Way Freight. 465
PM	PM	AM	0	Lv. NORTH LANSING.....Ar	PM	AM	AM
12.30	4.40	9.20	1	LANSING.....	4.45	10.15	11.55
4.44	9.24	1.00	2	G. T. Crossing.....	4.51	10.21	12.01
4.51	9.31	1.07	3	Packard.....	4.58	10.28	12.08
12.46	4.58	9.37	4	Dimondale.....	4.58	10.28	12.08
4.58	9.37	1.07	5	Kingsland.....	4.58	10.28	12.08
4.58	9.37	1.07	6	Eaton Rapids.....	4.58	10.28	12.08
4.58	9.37	1.07	7	Charlesworth.....	4.58	10.28	12.08
4.58	9.37	1.07	8	Springport.....	4.58	10.28	12.08
4.58	9.37	1.07	9	Devereux.....	4.58	10.28	12.08
4.58	9.37	1.07	10	Albion.....	4.58	10.28	12.08
4.58	9.37	1.07	11	Condit.....	4.58	10.28	12.08
4.58	9.37	1.07	12	Homestead.....	4.58	10.28	12.08
4.58	9.37	1.07	13	Litchfield.....	4.58	10.28	12.08
4.58	9.37	1.07	14	Jonesville.....	4.58	10.28	12.08
4.58	9.37	1.07	15	Ar. HILLSDALE.....Lv	4.58	10.28	12.08
4.58	9.37	1.07	16	Hilldale.....	4.58	10.28	12.08
4.58	9.37	1.07	17	Jonesville.....	4.58	10.28	12.08
4.58	9.37	1.07	18	Ar. CHICAGO.....Lv	4.58	10.28	12.08
4.58	9.37	1.07	19	Hilldale.....	4.58	10.28	12.08
4.58	9.37	1.07	20	Toledo.....	4.58	10.28	12.08
4.58	9.37	1.07	21	Cleveland.....	4.58	10.28	12.08
4.58	9.37	1.07	22	Ar. BUFFALO.....Lv	4.58	10.28	12.08

LANSING DIVISION.

YPSILANTI BRANCH.

Way Freight 468	Express and Nail. 454	Miles.	STATIONS.	Express and Nail. 443	Way Freight. 468
PM	AM	0	Lv. CHICAGO.....Ar	PM	AM
3.00	8.30	1	Ar. Hilldale.....Lv	3.00	8.30
3.00	8.30	2	Hilldale.....	3.00	8.30
3.00	8.30	3	Lv. HILLSDALE.....Ar	3.00	8.30
3.00	8.30	4	North Adams.....	3.00	8.30
3.00	8.30	5	Jerome.....	3.00	8.30
3.00	8.30	6	Somerset Centre.....	3.00	8.30
3.00	8.30	7	Somerset.....	3.00	8.30
3.00	8.30	8	Woodstock.....	3.00	8.30
3.00	8.30	9	Brooklyn.....	3.00	8.30
3.00	8.30	10	Watkins.....	3.00	8.30
3.00	8.30	11	Manchester.....	3.00	8.30
3.00	8.30	12	Bridgewater.....	3.00	8.30
3.00	8.30	13	Saline.....	3.00	8.30
3.00	8.30	14	Pittsfield Junction.....	3.00	8.30
3.00	8.30	15	Ar. YPSILANTI.....Lv	3.00	8.30

Daily. † Daily except Sunday. ‡ Stops to leave and on signal to take passengers.

FT. WAYNE BRANCH.

Way Freight. 462	Hills- dale Accom. 414	Detroit & Ind. Exp. 410	Clinch- field Exp. 456	Miles.	STATIONS.	Through Exp. 457	Jackson Accom. 461	Ind. & Detroit Exp. 459	Way Freight. 463
PM	PM	AM	AM	0	Lv. JACKSON.....Ar	PM	AM	PM	PM
6.15	5.45	11.20	7.40	1	Wilson's.....	8.25	9.15	8.35	3.00
6.45	6.15	11.41	8.04	2	Horton.....	8.58	9.48	8.05	2.30
6.55	6.25	11.46	8.11	3	Hanover.....	8.58	9.48	7.58	2.15
7.10	6.30	11.55	8.14	4	Stony Point.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	5	Mosherville.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	6	Jonesville.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	7	Ft. Wayne Junction.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	8	Ar. Hilldale.....Lv	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	9	Hilldale.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	10	Ar. CHICAGO.....Lv	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	11	Hilldale.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	12	Ar. CHICAGO.....Lv	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	13	Hilldale.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	14	Ar. BUFFALO.....Ar	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	15	Cleveland.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	16	Toledo.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	17	Ar. Hilldale.....Lv	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	18	Hilldale.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	19	Bankers.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	20	Reading.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	21	Montgomery.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	22	Ray.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	23	Fremont.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	24	Angola.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	25	Pleasant Lake.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	26	Steubenville.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	27	Summit.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	28	Waterloo.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	29	Auburn.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	30	Auburn Junction.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	31	St. Johns.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	32	New Era.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	33	Stoners.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	34	Huntertown.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	35	Carroll's Crossing.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	36	Academie.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	37	Freight Yard.....	8.58	9.48	7.58	2.15
7.35	6.54	12.06	8.32	38	Ar. FT. WAYNE.....Lv	8.58	9.48	7.58	2.15

* Daily. † Daily except Sunday.
‡ Stops to leave and on signal to take passengers.



W. T. McGREER

P. O. BOX 391

SELAH, WA 98942

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SEE ME AT THE SHOW:

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WESTERN COVERS also BETTER
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VALUABLE INFORMATION.

CENTRAL STANDARD TIME.—The time given herein for trains of the Lake Shore & Michigan Southern Railway is Central Standard (90th Meridian) time. It is one hour *slower* than Eastern Standard Time, by which trains of connecting lines east of Buffalo are run. The time given herein is subject to change without notice and is not guaranteed, neither does the L. S. & M. S. R'y hold itself responsible for omissions or errors in time of connecting lines given herein.

TICKET OFFICES at all important Stations are open thirty minutes before the time of departure of passenger trains.

COUPON TICKETS to all important points in the United States and Canada may be purchased from the Company's Agents at all its principal stations. Passengers purchasing such tickets must designate the route or routes by which they desire to travel. Agents are instructed to remain neutral on this point.

PURCHASING TICKETS.—Passengers are respectfully requested to purchase tickets before entering the cars. Always procure tickets at regular ticket offices. There are numerous expired, lost, counterfeit and stolen tickets in the hands of unauthorized parties. No responsibility attaches to a railroad company for refusal to accept such tickets for passage, and if presented Conductors are instructed to take them up and collect fare.

REDEMPTION OF TICKETS.—This Company will fully protect its patrons from loss in cases where, from a good reason they do not use the tickets purchased for passage over its line. The unused portion of this Company's issue of coupon, or of local tickets, either single or round trip, will be redeemed in accordance with established rules on presentation to the General Passenger and Ticket Agent, Cleveland, O. Do not dispose of your ticket to unauthorized dealers. You will always realize more by presenting these matters to this Company. If you do not have time to attend to the matter, refer it to the Ticket Agent at your station, who will attend to its adjustment for you.

MILEAGE TICKETS.—1000-mile books are on sale at all principal Stations. These books are known as the Central Passenger Association 1000-mile Interchangeable Tickets. The coupons of these tickets will not be accepted for passage on the trains nor in checking baggage, but the books must be presented to ticket agents who will exchange coupons for mileage exchange train ticket, which ticket will be honored by conductors on train specified in ticket and when presented to him in connection with the mileage ticket upon which it was issued; and will also be accepted in checking the regulation allowance of baggage.

TICKETS ON THE 20TH CENTURY LIMITED TRAINS Nos. 25 and 26.—Local round trip, mileage, commutation, advertising tickets, or tickets having printed, stamped or written on them, "Not good on limited trains," "Special," "Delegate," "Clergy," "Theatrical," "Charity," "Aid," "Employe," "Second Class," "Third Class" or "Emigrant," will not be accepted on these trains.

An excess fare will be charged on these trains between all points for which tickets are sold.

No tickets will be sold for train No. 25 at intermediate stations between Buffalo and Chicago.

Tickets for train No. 26 will be sold only as follows: From Chicago to Toledo and points east thereof; from Elkhart to Erie and east; from Toledo to Buffalo and east; and from Cleveland to points east of Buffalo.

The sale of tickets on No. 26 is dependent on ability of agent to secure space in the train for passengers.

TICKETS ON THE LAKE SHORE LIMITED TRAINS Nos. 19 and 22.—Local round trip, mileage, commutation, advertising tickets, or tickets having printed, stamped or written on them, "Not good on limited trains," "Special," "Delegate," "Clergy," "Theatrical," "Charity," "Aid," "Employe," "Second Class," "Third Class" or "Emigrant," will not be accepted on these trains.

No tickets will be sold for train No. 22 from Chicago to points west of Toledo; nor from intermediate stations between Chicago and Buffalo, at which this train stops, to points west of Buffalo.

No tickets will be sold for train No. 19 from Buffalo to points east of Cleveland.

The sale of tickets for No. 19 is dependent on the ability of the agent to secure space in the train for passengers.

BAGGAGE.—Baggage Agents are instructed to examine tickets before checking baggage. One hundred and fifty pounds of baggage will be checked free of charge on each whole ticket, and seventy-five pounds on each half ticket. Baggage in excess of 150 pounds will be charged for in accordance with tariff furnished Agents. Passengers paying for excess baggage will receive a Baggage Ticket, which together with check, must be presented to Baggage Agent at station to which baggage was checked. Baggage allowed to remain in baggage room over twenty-four hours will be subject to storage charges. A single piece of baggage weighing more than two hundred and fifty pounds will not be checked. Baggage will not be checked to a point short of destination.

MARK BAGGAGE.—Passengers should always mark their baggage plainly with name and address, also make a memorandum of the number of the check, stations between which baggage is checked, and date.

RATES FOR CHILDREN.—Children under five years of age, in charge of a competent person, will be carried free. Children over five and under twelve years of age will be charged half rates; over twelve, full rates.

FREIGHT TRAINS.—This Railway Company does not wish to carry passengers upon Way Freight trains, and does so only as an accommodation to the public. These trains cannot stop at the stations or platforms, and all persons who take passage on them must do so with the understanding that they must get on or off where the cars may chance to stand, and that they assume all inconvenience and risk of getting to and from the cars. No baggage can be checked on these trains. Tickets must be purchased before taking these trains. Cash fares will not be accepted for passage.

DISPUTES.—Agents and Conductors are governed by the rules of this Company. In cases of disputes with them, it is always best to pay the fare requested and refer the matter to the General Passenger and Ticket Agent, who will promptly investigate and adjust any differences.

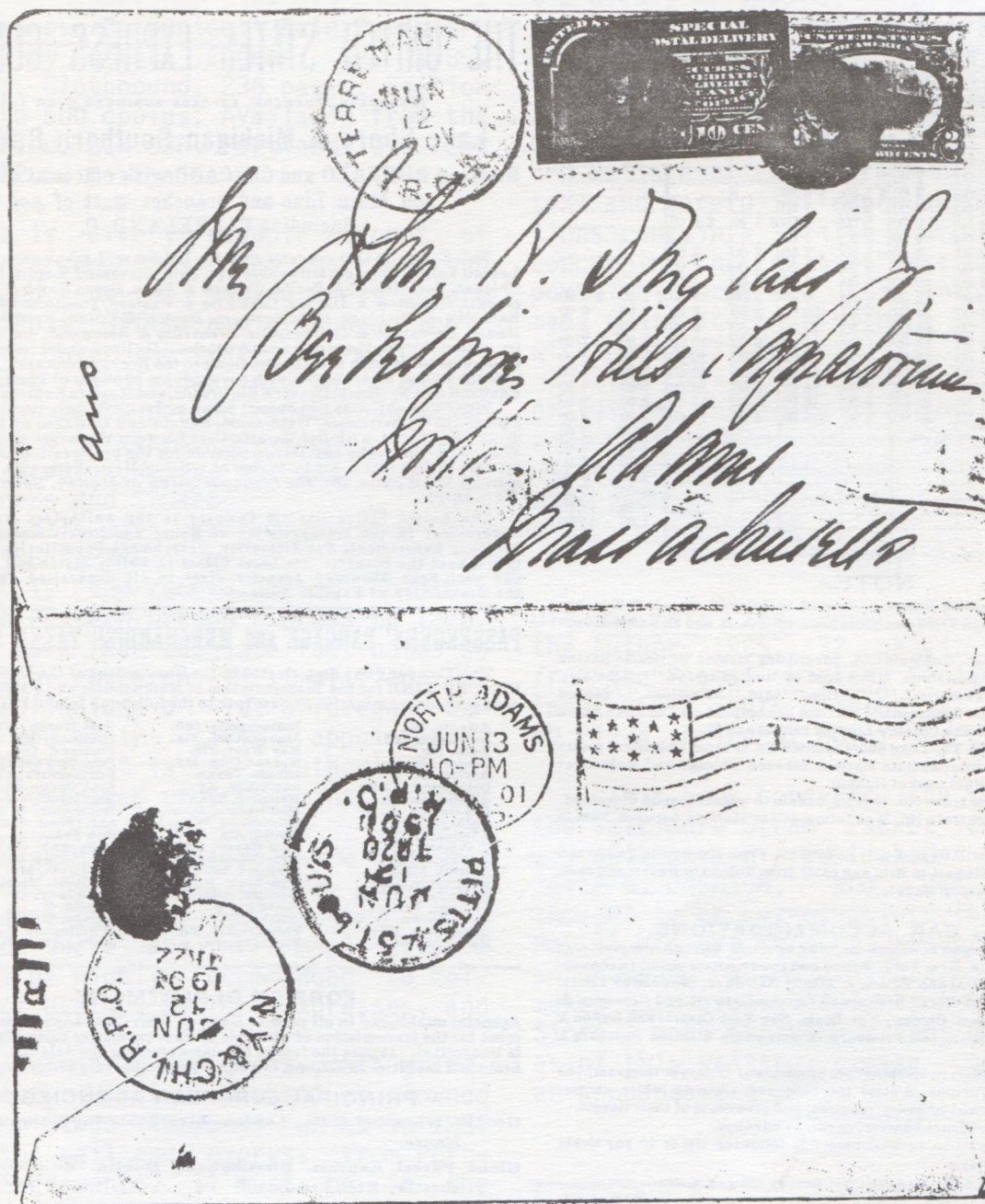
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LOCAL CONNECTIONS

AT STATIONS OF MAIN LINE AND BRANCHES.

ASHTABULA, O., Junction of Franklin and Eastern Divisions and Penna. Co.
 ANDOVER, O., Junction of the Franklin and Youngstown Branches.
 ADRIAN, MICH., Junction of Jackson and Monroe Branches with Michigan Division; Detroit Southern R. R. and Wabash R. R.
 ALLEGAN, MICH., with Pere Marquette R. R. and D. T. & M. R. R.
 ALBION, MICH., with M. C. R. R.
 AUBURN JUNCTION, with B. & O. R. R. and Wabash R. R.
 BUFFALO, N. Y., with Buffalo, Rochester & Pittsburgh R. R., Delaware, Lackawanna & Western R. R., Erie R. R., New York Central & Hudson River R. R., Lehigh Valley R'y, Pennsylvania R. R. and West Shore R. R.
 BROCTON, N. Y., with Pennsylvania R. R.
 BEREK, O., with Cleveland, Cincinnati, Chicago & St. Louis R'y.
 BELLEVUE, O., with C. S. & H. R. R.
 BRYAN, O., with C. N. R. R.
 BUTLER, IND., with Vandalla Line and Wabash R. R.
 CLEVELAND, O., with Baltimore & Ohio R. R., Cleveland, Cincinnati, Chicago & St. Louis R'y, Penna. Co., Erie R. R., Wheeling & Lake Erie R. R. and C. A. & C. R'y.
 CLYDE, O., with Cleveland, Cincinnati, Chicago & St. Louis R'y.
 CONNEAUT, O., with B. & L. E. R. R.
 CHICAGO, ILL., with all Railways diverging West, Northwest, South and Southwest.
 DANBURY, O., with Lakeside & Marblehead R. R.
 DUNKIRK, N. Y., with Erie R. R. and Dunkirk, Allegheny Valley & Pittsburgh R. R.
 DELRAY, MICH., with Pere Marquette R. R. and Wabash R. R.
 DETROIT, MICH., with M. C. R. R., Pere Marquette R. R., Detroit Southern R. R., G. T. R'y, Canadian Pacific R. R. and Wabash R. R.
 ERIE, PA., with Penna. Co. (E. & P. Div.), Penna. R. R. (P. & E. Div.) and B. & L. E. R. R.
 ELYRIA, O., with Norwalk and Sandusky Div. and Baltimore & Ohio R. R.
 EATON RAPIDS, MICH., Michigan Central R. R.
 ELKHART, IND., with Air Line, Old Road and Western Divisions, and C. C. C. & St. L. R'y.
 ENGLEWOOD, ILL., with C. R. I. & P. R'y.
 FREMONT, O., with Lake Erie & Western R. R.
 FRANKLIN, PA., with Erie R. R. and Penna. R. R.
 FEDERMAN, MICH., with Ann Arbor R. R.
 FORT WAYNE, IND., with G. R. & I. R. R., Penna. Co., Wabash R. R., F. W. C. & L. R'y, F. F. W. & W. R. R. and N. Y. C. & St. L. R'y.
 FINDLEY, MICH., with Michigan Central R. R.
 GIRARD, PA., with Penna. Co.
 GROSVENOR, MICH., with Michigan Division and Fayette Branch.
 GRAND CROSSING, ILL., with Illinois Central R. R.
 GOSHEN, IND., with Cleveland, Cincinnati, Chicago & St. Louis R'y, and Air Line and Goshen & Michigan Branch.
 GRAND RAPIDS, MICH., with G. T. R'y, G. R. & I. R. R., M. C. R. R. and Pere Marquette R. R.
 HANOVER, MICH., with D. T. & M. R. R.
 HILLSDALE, MICH., with Fort Wayne, Lansing and Ypsilanti Branches and Michigan Division.
 HOMER, MICH., with Michigan Central R. R. and D. T. & M. R. R.
 JAMESTOWN, PA., with Penna. Co.
 JACKSON, MICH., with C. N. R. R., Mich. Cent. R. R. and Grand Trunk R'y.
 JEROME, MICH., with D. T. & M. R. R.
 KENDALLVILLE, IND., with G. R. & I. R. R.
 KALAMAZOO, MICH., with Michigan Central R. R. and G. R. & I. R. R.
 LENAWEE JUNCTION, MICH., with Jackson and Monroe Branches and Michigan Division.
 LANSING, MICH., with G. T. R'y, Pere Marquette R. R. and Michigan Central R. R.
 LA PORTE, IND., with Indianapolis Division L. E. & W. R. R. and Pere Marquette R. R.
 MONROEVILLE, O., with Baltimore & Ohio R. R.
 MONROE, MICH., with Detroit and Monroe Branches.
 MANCHESTER, MICH., with Jackson and Ypsilanti Branches.
 OIL CITY, PA., with Erie R. R., and Pennsylvania R. R.
 OSGOOD, PA., with B. & L. E. R. R.
 OTIS, IND., with Chicago, Indianapolis & Louisville R'y.
 PAINESVILLE, O., with B. & O. R. R.
 STONEBORO, PA., with Pennsylvania R. R.
 SANDUSKY, O., with B. & O. R. R., C. C. C. & St. L. R'y, C. S. & H. R. R., and L. E. & W. R. R.
 SHARON, PA., with Erie R. R. and Penna. Co.
 SOUTH BEND, IND., with G. T. R'y, M. C. R. R., I. I. & I. R. R. and Vandalla Line.
 STURGIS, MICH., with Grand Rapids & Indiana R. R., and Michigan Division and Goshen and Michigan Branch.
 SCHOOLCRAFT, MICH., with Grand Trunk R'y.
 TECUMSEH, MICH., with D. T. & M. R. R. and Detroit Southern R. R.
 TOLEDO, O., with Ann Arbor R. R., C. H. & D. R. R., H. V. R'y, D. T. & M. R. R., Pere Marquette R. R., Mich. Cent. R. R., Penna. Co., T. St. L. & W. R'y, Ohio Central Lines, W. & L. E. R'y, Wabash R. R., and Toledo, Michigan and Detroit Divisions.
 THREE RIVERS, MICH., with Michigan Central R. R.
 WATERLOO, IND., with Air Line Division and Ft. Wayne Branch.
 WAUSEON, O., with Detroit Southern R. R.
 WEST DETROIT, MICH., with Grand Trunk R'y.
 WHITE PIGEON, MICH., with Kalamazoo and Michigan Divisions.
 YOUNGSTOWN, O., with P. & L. E. R. R., Erie R. R., Penna. Co. and B. & O. R. R.
 YPSILANTI, MICH., with Michigan Central R. R.

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Only a little more than a month after its first day of issue, the two cent Pan-American Exposition stamp with the help of an E-4 "speedy" helped carry this special delivery cover from Terre Haute, Indiana to North Adams, Massachusetts in a little over one day. Routed from Terre Haute, Indiana via the Keystone Express and the Lake Shore Limited, this was the Lake Shore & Michigan Southern at its best.

PULLMAN SLEEPING CAR FARES.

Except on The Lake Shore Limited Nos. 19 and 22, and 20th Century Limited Nos. 25 and 26. See Note below.

FROM TO	Chicago.		Toledo.		Cleveland.		Buffalo.	
	Berth	Drawing Room	Berth	Drawing Room	Berth	Drawing Room	Berth	Drawing Room
Toledo	\$ 2 00	\$ 7 00						
Sandusky	2 00	7 00						
Cleveland	2 00	7 00	\$ 1 50	\$ 6 50				
Ashtabula	2 00	7 00	2 00	7 00				
Erie	2 50	9 00	2 00	7 00	\$ 1 50	\$ 6 00		
Brocton, (Chaut. Lake)	2 50	9 00	2 00	7 00				
Dunkirk	2 50	9 00	2 00	7 00	2 00	7 00		
Buffalo	3 00	10 00	2 00	7 00	2 00	7 00		
Rochester	3 00	10 00	2 00	7 00	2 00	7 00		
Syracuse	3 50	12 00	2 50	9 00	2 00	7 00	\$ 1 50	\$ 6 00
Utica	4 00	14 00	3 00	10 00	2 50	9 00	1 50	6 00
Albany	4 50	16 00	3 50	12 00	2 50	9 00	1 50	6 00
New York	5 00	18 00	4 00	14 00	3 00	10 00	2 00	7 00
Pittsfield	5 00	18 00	4 00	14 00	3 00	10 00	2 00	7 00
Westfield	5 00	18 00	4 00	14 00	3 00	10 00	2 00	7 00
Springfield	5 00	18 00	4 00	14 00	3 00	10 00	2 00	7 00
Worcester	5 50	20 00	4 50	16 00	3 50	12 00	2 50	9 00
Boston	5 50	20 00	4 50	16 00	3 50	12 00	2 50	9 00
Pittsburg							2 00	7 00
Cincinnati							2 50	9 00
Dayton							2 50	9 00
Columbus							2 50	9 00
Indianapolis							3 00	10 00
Terre Haute							3 50	12 00
St. Louis							4 00	14 00

To obtain rate for section double the berth rate.

NOTE.

Rates for berth in Stateroom Sleeping Car will be from 50 cents to \$2.00 higher than in other sleeping cars on The Lake Shore Limited Nos. 19 and 22, and 20th Century Limited Nos. 25 and 26.

Local round trip, mileage, commutation, advertising tickets, or tickets having printed, stamped or written on them, "Not good on limited trains," "Special," "Delegate," "Clergy," "Theatrical," "Charity," "Aid," "Employee," "Second Class," "Third Class," or "Emigrant," will not be accepted on The Lake Shore Limited, Nos. 19 and 22, and 20th Century Limited Nos. 25 and 26.

No tickets will be sold for The Lake Shore Limited No. 22 from Chicago to points west of Toledo; nor from intermediate stations between Chicago and Buffalo, at which this train stops, to points west of Buffalo.

No tickets will be sold for train No. 19 from Buffalo to points east of Cleveland. No tickets will be sold for train No. 25 at intermediate stations between Buffalo and Chicago.

Tickets for train No. 26 will be sold only as follows; From Chicago to Toledo and points east thereof; from Elkhart to Erie and east; from Toledo to Buffalo and east; from Cleveland to points east of Buffalo.

SLEEPING CAR ACCOMMODATIONS.

The Lake Shore & Michigan Southern Railway operates through sleeping cars between Chicago and Buffalo, New York, Boston and intermediate cities, in connection with the New York Central and Boston & Albany Railways; between St. Louis, Cincinnati and Buffalo, New York, Boston and intermediate cities in connection with the Cleveland, Cincinnati, Chicago & St. Louis, New York Central and Boston & Albany R's.; between Buffalo and Pittsburg, in connection with the Pittsburg & Lake Erie R. R.

In securing accommodations in sleeping cars by means of letters or telegram, the sender should be very particular to state the date and train on which accommodations are desired, amount of space required, and give route of their tickets.

It is always best to secure space in sleeping cars in advance.

For accommodations apply to persons named in following list or to any ticket agent of above named railways.

C. F. DALY, Chief Ass't Gen. Pass. Agent, 211 Omaha Bld'g, s. e. cor. La Salle and Van Buren streets. Chicago, Ill.
L. F. VOSBURGH, City Pass. Agt., L. S. & M. S. R'y, 180 Clark St. Chicago, Ill.
WM. GATES, City Ticket Agt., L. S. & M. S. R'y, Boody House Toledo, O.
J. D. BROWN, City Tkt. Agt., L. S. & M. S. R'y, 237 Superior St. Cleveland, O.
J. W. DALY, Gen. East. Agt., L. S. & M. S. R'y, 297 Main St., Ellicott Sq. Buffalo, N. Y.
P. D. WARREN, City Pass. Agt., L. S. & M. S. R'y, 297 Main St., Ellicott Sq. Buffalo, N. Y.
F. M. LAHM, Ticket Agt., N. Y. Cent. Grand Cent., Station New York, N. Y.
L. F. KUHNLE, City Ticket Agt., N. Y. Cent., 415 Broadway New York, N. Y.
K. LOVENBERG, Ticket Agent, 1216 Broadway New York, N. Y.
HENRY GAZE & SONS, Ticket Agents, 113 Broadway New York, N. Y.
THOS. COOK & SON, Ticket Agents, 261 Broadway New York, N. Y.
J. L. WHITE, City Pass. Agt., B. & A. R. R., 366 Washington St. Boston, Mass.
C. L. HILLEARY, Asst. Gen. Pass. Agent, C. C. & St. L. R'y St. Louis, Mo.
J. E. REEVES, General Southern Agent, C. C. & St. L. R'y Cincinnati, O.
JAS. RHINES, City Ticket Agent, Detroit, Mich.
G. H. THOMPSON, City Pass. Agent, P. & L. E. R. Pittsburg, Pa.

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THE UNITED STATES EXPRESS COMPANY

TRANSACTS A GENERAL EXPRESS BUSINESS OVER THE

Lake Shore & Michigan Southern Railway

Between BUFFALO and CHICAGO with offices at all stations on Main Line and branches west of and including CLEVELAND, O.

This Company also operates over the Delaware, Lackawanna & Western, Lehigh Valley, Chicago, Milwaukee & St. Paul, Cleveland, Lorain & Wheeling, Chicago, Rock Island & Pacific, Chicago & Alton, Green Bay & Western, Cincinnati, Hamilton & Dayton, Lake Erie & Western, Toledo & Ohio Central, Kanawha & Michigan, Ohio Southern, Dayton & Union, Evansville & Terre Haute, Evansville & Indianapolis, Evansville & Richmond, and many other important lines in the states and territories. Its lines, under its own management, extending from the Atlantic Coast to the Rocky Mountains. It also has through billing arrangement with one graduate to offices of Pacific, Northern Pacific, Great Northern, Denver & Rio Grande, and Western Express Companies.

This Company runs two Special Express Trains daily between New York, Philadelphia, Baltimore, Washington, Buffalo and Chicago, at Limited Express Train speed, with Refrigerator Cars between the larger cities East and West, which gives the best service possible for the preservation of perishable matter. These trains are in charge of reliable Messengers, with Stationary Burglar Proof Safes, for the transportation of Money, Securities and Valuables.

The United States Express Company is the Authorized Agent of the Government in the transportation of Money and Securities between the Treasury Department, Sub-Treasuries, Government Depositories and Banks throughout the country. Its Local Offices in Thirty States and Territories and over Four Thousand Agencies, gives to all Unexcelled Facilities for the Transaction of Express Business.

PASSENGERS' BAGGAGE and MERCHANDISE TAKEN IN BOND.

This Company has been created by the Government of the United States a BONDED LINE for the Transportation of Merchandise and Passengers' Baggage without examination at New York to the following Inland Ports of Entry:

Atlanta, Ga.	Indianapolis, Ind.	Port Huron, Mich.
Baltimore, Md.	Jacksonville, Fla.	Portland, Me.
Bath, Me.	Key West, Fla.	Portland, Ore.
Boston, Mass.	Kansas City, Mo.	Port Townsend, Wash.
Buffalo, N. Y.	Laredo, Texas.	Portsmouth, N. H.
Bridgeport, Conn.	Louisville, Ky.	Providence, R. I.
Burlington, Vt.	Memphis, Tenn.	Richmond, Va.
Charleston, S. O.	Middletown, Conn.	Rochester, N. Y.
Chicago, Ill.	Milwaukee, Wis.	San Diego, Cal.
Cincinnati, O.	Mobile, Ala.	San Francisco, Cal.
Cleveland, O.	New Haven, Conn.	Savannah, Ga.
Denver, Colo.	New Orleans, La.	St. Joseph, Mo.
Detroit, Mich.	Newport News, Va.	St. Louis, Mo.
Evansville, Ind.	New York, N. Y.	St. Paul, Minn.
Eagle Pass, Texas.	Nogales, Ariz.	Sandusky, O.
El Paso, Texas.	Norfolk, Va.	Toledo, O.
Georgetown, D. O.	Omaha, Neb.	Tampa, Fla.
Greece Bay, Wis.	Philadelphia, Pa.	Wilmington, Del.
Hartford, Conn.	Pittsburg, Pa.	Wilmington, N. C.

FOREIGN DEPARTMENT

Agencies established in all parts of Europe. This Company's Foreign Department for the transmission of all kinds of Express matter to and from Europe is unexcelled. It uses the fastest Steamers crossing the Atlantic, and having first-class facilities in Europe, can offer the public every inducement.

PRINCIPAL EUROPEAN AGENCIES.

Geo. W. Wheatley & Co., London, Liverpool, Southampton, Paris, Havre.
Globe Parcel Express, Birmingham, Dublin, Edinburgh, Manchester, Etc., Etc.
Wulkow & Cornelsen, Hamburg, Bremen, Etc.

UNITED STATES EXPRESS MONEY ORDERS.

Bought by Everybody. Good Everywhere. Charges from Five Cents, according to amount.

MONEY PAID BY TELEGRAPH AT REASONABLE RATES.

PURCHASING AND COMMISSION.

The United States Express Company gives special attention to purchasing all kinds of goods, and executing a great variety of commissions for its patrons. Such purchases are carefully attended to, and returned by first express after receipt from dealer. No extra charge is made for this service. Any agent upon application will furnish detailed information.

E. R. HOGLE, Gen'l Supt.,
CLEVELAND, O.

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BOOKS IN REVIEW

Oregon Express Companies. Dale Forester. Published by Author, Eugene, OR, 1985, 236 pages. Clothbound, 236 pages. Edition limited to 500 copies. Available from the author, P. O. Box 686, Portland, OR 97202 Price: \$32.50 postpaid.

This is a very readable account of the private companies who carried the mail to and from the mining areas before the U.S. Post Office had extended their service to cover the state. The main body of the book is divided into three parts.

I. The early period 1845-1855 which includes the services of Todd, Adams, Gregory, Newell, Wells, Fargo, T'Vault, Cram, Rogers and Stuart.

II. Deals with Western Oregon Expresses 1855-1870.

III. Is the record of the Columbia River and Eastern Oregon Express to 1870.

The work has adequate foot-notes so that further research is simplified. The Appendices include a list of Oregon Expressmen and their civic appointments ("Solid Citizens" is the author's term) and an illustrated record of the printed franks.

Throughout the volume are many illustrations of Express covers, the companies' advertisement, cheques, portarits and there are three maps. It is a volume to be highly recommended to collectors of U.S.A., Western Expresses, and private posts.

The author is the great-great grandson of Henry Winslow Corbett who owned the Oregon Stage Company, which in 1866 carried the mail and express from Portland to Sacramento. It must be in the blood!

R L.

[Reprinted from Robson Lowe's "On the Bookshelf"]

Bakers' U.S. Classics. Hugh J. Baker and J. David Baker. Columbus, OH: The U.S. Philatelic Classics Society, Inc., 1985. Clothbound, 343 pages. Available from USPS, P.O. Box 14338, Columbus, OH 43214 Price \$29.50 postpaid.

This well-illustrated book reprints the weekly columns of Hugh J. and J. David Baker, which originally appeared in Stamps magazine from 1962 to 1969. Content ranges from the pre-stamp era to the 1869 issue in American postal history and contains a few articles devoted to Western mails and Confederate matters. The text and carefully reproduced illustrations contain a wealth of information concerning the "classic" era of American postal history, and the information is made quite accessible by a 13-page index with nearly 3,000 entries.

The Classics Society is to be congratulated on making this wonderful source of information available once again, and for enhancing the material with such an excellent presentation. Highly recommended.

R.W.H.

Old Bay Mail Line. Jesse G. Johnson. By the Author, 1965. 32 pages. Available from the Postal History Society of Maryland, 255-B South Clinton St., Baltimore, MD 21224. Price \$2.00.

This book concerns the history of the Baltimore Steam Packet Company. It was written and published by Admiral Jesse G. Johnson, and has long been thought to be out-of-print. The Maryland Postal History Society recently acquired an unopened carton of these books and now makes them available for a nominal price. Since I have not seen a copy of this book as of this writing, please consider this an announcement only.

R.W.H.

Write for latest auction catalog



H.J.W. Daugherty

COVERS & POSTAL HISTORY

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SPECIAL OFFERS - NET PRICE SALE

OFFERING OF INDELIBLE PENCIL R.F.D. CANCELS ON POSTCARDS

LOT NO.

1. IDAHO RARITY, Kamiah Ty 11-F #405 on VF 1913 card. Good buy at....\$50.00
2. ILLINOIS: Donovan Ty 11E, 11F, Hersman 11F, Homer 11F, Parkersburg 11C, Witt 11E. Lot of 6 1908-11 cards, nice at special price of... 17.50
3. INDIANA: Atlanta (2 types), Bippus, Butlerville, Colburn, Columbia City, Converse, Danville, Etna Green, Evans Landing, Greentown, Hartford City, Heltonville, Huntington, Huron, Jonesboro, Liberty Centre, Middleburg, Monroe, Muncie (2 types), Peru, Petroleum, Portland (2 types), Sharpesville, Shipshewana, Switz City, Union City, Wabash, Warren (2 types), Winchester. Great lot off 33 most all types. Many unlisted and very scarce, lot just.....100.00
4. MIXED LOT: Alburnett, Iowa 11F; Strong, Maine 11F; Flintstone, Md 11F; Montgomery, Minn 11F. Nice lot of 4 for 10.00
5. MINNESOTA: Buffalo 11F, Montevideo 11F, Montgomery 11F, lot of 3.. 10.00
6. MISSOURI: Excelsior Springs and Lewiston, both 11F, for 5.00
7. MIXED LOT: Manchester, N.H. 11F; Raymond, N.H. 11F; Hannibal, N.Y. 11F; Jefferson, N.Y. 11. Lot of 4, nice, just 10.00
8. NORTH DAKOTA: #374 Ty 11F Mooreton on large clock New Years card. Scarce card and cancel..... 8.50
9. OHIO: Arlington, Covington, Danville, Dayton, Defiance (2 types), Franklin, Galion, Hilliard, New Lebanon, Sabina, St.Paris, Sidney, Sullivan, Sunbury, Trotwood, Wapakoneta. Nice lot of 17 various types, many scarce, only. 45.00
10. PENNSYLVANIA: Corry, Grand Valley, Hooversville, Middlebury, West Willow, types 11E and 11F. Lot of 4 just 10.00
11. Scarce VIRGINIA Ty 11E Keezletown, priced low at 3.50
12. WASHINGTON: #331 pmk Ty 11F Litrell, Wash. on Lake Chelan, Wash. viewcard. Scarce D.P.O. Scarce cancel 10.00
13. WEST VIRGINIA: Hedgesville Ty 11F, Mathias Ty 11, Mole Hill Ty 11F a scarce D.P.O. Seldom found, lot of 3 for 20.00
14. WEST VIRGINIA: VF Mathias Ty 11, 1912 pmk on VF card, scarce 7.50
15. WISCONSIN: Jackson Ty 11E & 11F, Thiensville 11F, Waterford 11F. Lot of 3 on VF cards, scarce, priced low for 10.00
16. MIXED LOT of duplicates of above. Nice lot of 41, many types, mainly VF. Excellent dealers or investors lot, priced very low at. 75.00

OFFERINGS OF SPECIAL DELIVERY COVERS AT BARGAIN PRICES

17. E5 10-ct blue Messenger Running on generally VG-F covers, some with adv. corner cards, tied with postage stamp by VG-F cancels. Catalogs on cover at \$17.50 each. One for 7.50
18. E6 10-ct ultramarine Messenger on Bicycle tied with postage stamp on generally fine standard size covers, various cancels, some with corner cards. Catalogs on cover at \$10.00 each. One for 4.50
Lot of 5 well assorted.....\$18.50 Great buy, lot of 10..... 35.00
19. E8 second issue 10-ct Bicycle stamp tied with postage stamp on VG-F covers, number with corner cards. Very scarce, catalogs on cover at \$17.50. Just a few on hand. One for \$7.50, lot of 5 at .. 25.00

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HAVE YOU SEEN ?

Georgia Postal History Society Bulletin, February 1986; 8 pages, 8 1/2 x 11, neatly printed by offset. Editor Douglas N. Clark explains in his editorial why he uses an auction agent - and how he saved hundreds of dollars by using an agent at a recent auction.

Ernest Owens provides the background postal history for a cover from Poolesville, Ga., established in 1831 in what is now Fulton County.

Douglas Clark takes issue with inaccurate auction lot descriptions, using as an example, three different descriptions of the same cover.

This issue's "Feature County" is Madison County, with a listing of post offices, dates of establishment, discontinuance and name of first postmaster, supplied by GPHS member Jeff West.

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

HAVE YOU SEEN ?

Long Island Postal Historian, Winter, 1985; 37 pages, beautifully photocopied, plus a separate 3-page membership list. This issue contains four feature articles. Fred Lightfoot provides Part II of his report on items relating to early postal activity on Long Island that he located in the Pennypacker Collection of early Long Island documents, letters, etc. housed in a special room of the East Hampton Free Library.

Carl Baker writes about the Ship "Sabina" and her role in taking Long Island adventurers and fortune seekers to the gold fields of California.

Bob Miller gives a short history of LaGuardia Airport in his "Long Island Wind Sock" column.

John M. Price, Jr. and J. Fred Rodriguez offer Part VII of Long Island Post Offices - "More Suffolk County". The authors have come up with another fine batch of postcards picturing post offices in Suffolk County, each one matched with a cover postmarked from that office.

There is also a report of Long Island covers sold at four recent auctions.

Edited by J. Fred Rodriguez and published quarterly by the Long Island Postal History Society, P.O. Box 1178, Southold, NY 11971.

HAVE YOU SEEN ?

Vermont Philatelist, February 1986; 12 pages, 5 1/2 x 8 1/2, stapled, neatly printed by offset.

A "Very, Very, Fancy, Fancy Cancel" reported

by David Jarrett -- the "BULLY" geometric cancel from Rutland, Vt.

In "Vermont Way Mail", D. B. Johnstone states that he has recorded 36 different Vermont post offices that have handled "way" mail starting prior to 1800, and going up to mid century, with the majority between 1820 and 1845.

John C. Wriston, Jr. reports that he has alphabetized the list of some 8500 postmasters of Vermont originally listed by County by Max Jolley. Wriston provides some interesting data turned up by an examination of this list.

"McLerans or McLarens?" Jason J. Granger has an explanation for the spelling of a post office recorded as "McLerans".

A much travelled cover is presented by Richard Marek, which, by examination of its postal markings, during a six week journey, travelled from Vermont to Washington D.C., to New Hampshire, to London and finally to Constantinople.

In "More Vermont Masonic Cancels", Peter G. Huntsman provides an update to an earlier article on the subject by listing 11 more of these attractive cancels.

Editor Morton Nash packs an excellent variety of material into his 12 pages. Published quarterly by the Vermont Philatelic Society. Contact Dr. Paul Abajian, 93 Saratoga Ave., Burlington, VT 05401.

HAVE YOU SEEN ?

The Confederate Philatelist, Jan-Feb 1986; 32 pages, printed on coated paper, bound in a soft cover, features four articles of interest to postal historians: "Andersonville, Epitome of Infamy" by Patricia A. Kaufmann. Four recently discovered covers recall some of the horrors of war.

"Use of United States Stamps and Envelopes in the Independent and Confederate States". Earl Kaplan reports on these uses in Alabama. As an Independent State, 13 towns have been recorded, with 34 different usages. Alabama Confederate usage consists of 37 towns with 147 examples.

"Stalking the History of a Confederate Cover" by Everett K. Cooper tells of the author's efforts to trace the writer and conditions under which a letter originated from Guiney's Va.

The fourth item, by James W. Milgram, M.D. illustrates the use of a Union Patriotic letter-sheet, folded into a stampless cover and mailed from Corinth, Miss.

Edited by Patricia A. Kaufmann and published bi-monthly by the Confederate Stamp Alliance. Information from Buck Boshwit, 46 N. Third Street Suite 208, Memphis, TN 38103.

WESTERN EDITOR'S COMMENTS (Continued from p. 25)

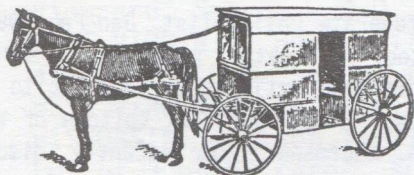
Time or Newsweek, and we certainly don't expect our authors to send us perfect, clean copy.

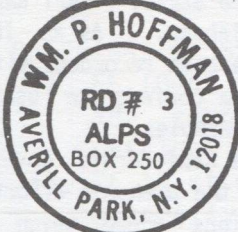
Q. How about a "Letters to the Editor" column? It might generate items from people like me, and thus in itself provoke an exchange of information, and possibly a future article.

A. Good idea! Send us your cards and letters, friends.

Q. I remember the first time that I found a postmark earlier than one that the late Sheldon "Doc" Dike had listed in his New Mexico Territorial Postmark Catalog. It took quite sometime for me to send him a copy of it, for after all he was a known expert, and who was I to come up with new material? Was I reading it wrong? Did I understand the identification correctly? Such doubts. But Doc set me at ease, and encouraged me to ask questions about postal history, for as he said, "I like to be proved wrong for it expands our knowledge of postal history".

A. Amen, Friend Bridge, amen.





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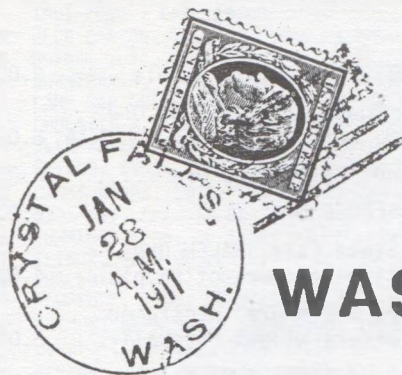
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ESTRUP, Lane Co. DPO (1898-1902) Very nice T1 postmk on May 15, 1900 cover	95.00	OAKLAND, Douglas Co. Nice blue Dec 15 postmk T3 on pretty U35 entire docketed 1862 ...	35.00
FAIRBANKS, Wasco Co DPO (1905-1909) Nice 4-bar 1907 as rec mk on ppc	40.00	OAKLAND, Douglas Co. Rather faint 1881 T7, earliest known, on sltly soiled cover ...	15.00
GRANT'S PASS, Josephine Co. Very nice 1880 T1 purple postmk; matching star killer ties beautiful 10¢ banknote to entire. Earliest known example of this postmk ...	125.00	PHILOMATH, Benton Co. Nice mauve octagonal 1885 T3 postmk, matching star on cvr	35.00
LA GRANDE, Union Co. Attractive illustrated pistol adv on back of 1940 cover	10.00	SCOTTSBURG, Douglas Co. Rather nice blue T5 postmk, matching target killer on entire with 1886 contents. Roughly opened	25.00
LAMPA, Coos Co. DPO (1905-1918) Nice 1906 Doane postmk as rec mk on back of cover .	8.00	SCOTTSBURGH, Douglas Co. Decent blue T6, with H added, on Nov 2 cvr, 1885 contents. A little rough, but a rare marking	45.00

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"ASTORIA, Or After Fire, Looking East, 9th and Com." Many-block view, mailed 1923 .	10.00	"Waterfront, NEWPORT Ore" Docks, people ..	9.00
"Hay Stack Rock, Cannon Beach Near SEASIDE, Ore" Nice old automobile on beach	6.00	"Automobiles at the Roundup, PENDLETON Ore" Many, many old-time autos, sign Sep 14-15-16	8.00
Men standing behind large produce display Pencil on back "Peach Day, FREEWATER Oregon, Sept 3, 1908"	6.00	"High School & Grounds PRINEVILLE Ore"	6.00
"YWCA, GEARHART Oreg" Large home, tents ..	5.00	"Central School, ROSEBURG Ore"	6.00
"Main St, HEPPNER Ore" Palace Hotel; School in background, dirt st. Mailed 1913	8.00	"Rest Room, Oregon State Fair, SALEM Ore" Mailed 1913; beautiful picture of people.	4.00
"First Fair, KNAPPA Oregon" Pencil bk 1910	15.00	"Parade, Cherry Fair, SALEM Ore" Costumed members of Moose order; midget marshall .	8.00
"Looking North from Post Office, KNAPPA" ..	15.00	Large group on porch of SCOTTSBURG Hotel; Pencil on bk "Charles & Frances Wedding Guests, June 12, 1917" Heddens, etc	8.00
"Outlet US Dredge, Oregon, Capacity 300 Cu Yds per Hour" Men watching dredge, large sign says "Watch MARSHFIELD Grow" 1909 .	16.00	"Drain Stage at WINCHESTER BAY, Ore" Shows Hosre-drawn stage on beach, men watching.	8.00
"MARSHFIELD, Ore" Beautiful Aerial View ...	10.00	"Cantilever on the Coos Bay Bridge, one of the largest in the world, length 1708 ft"	6.00
"Front St, MARSHFIELD Ore" Shops, Central Hotel, horse-drawn wagon etc	18.00	"Peddling the Bull in Eastern Oregon" Couple in sm cart drawn by bull with hat on	6.00
"High School MCMINNVILLE Ore on the Road of a Thousand Wonders" Lge school, children	6.00	"Columbia River Highway Ore Vista House" Large crowd, military ceremony, flag	8.00
"A Pen of Holsteins, Coos & Curry Co Fair, MYRTLE POINT Oreg, Sept 1912"	8.00	"ROSEBURG" Nice aerial view	6.00
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- 101 ROWLAND, 1909, VG 4-bar on PPC. DPO. Est. \$8.00
- 102 STOUTS MOUNTAIN, 1907, about G 4-bar on PPC. DPO. E.\$4

ALASKA

- 103 DUTCH HARBOR, 1941, VG Ty1 on cml.cvr. Est. \$12.00
- 104 NOME, 1923, VG Ty16 as b/s fwd. mark on cvr sent back to Yakima w/Non-delivery marking. Est. \$4.00
- 105 SHAKTOOLIK, 1958, VG Ty4 on phil. cvr. Est.\$4.00
- 106 STEBBINS, 1958, VG Type 2 on GPC. E. \$3.00
- 107 TAKOTNA, 1957, VG Type 3(latest) on cml.cvr. Est. \$5.
- 108 WALLIN, 1951, F Ty 1 on phil. cvr. (1947-51) Est. \$10.
- 109 WRANGELL, 1908, F Ty2 on PPC(totem). Est. \$12.00
- 110 WRANGELL, 1937, G Ty 5 on PPC. Est. \$4.00
- 111 "Cliff Mine, Prince Wm Sound.." unused real ph.PPC.E\$8
- 112 "Unqa, 5/30/14.." birds eye unused real photo PPC. E.\$6

ARIZONA

- 113 ELEVEN MILE CORNER RUR.STA.,1952, F 4-bar on FDC. E.\$6
- 114 FORT APACHE, 1909, G Ty6 on PPC. Est. \$15.00
- 115 HOT SPRINGS, 1908, G+ Type4 on PPC. Est. \$20.00
- 116 JUNCTION, 1909, G Type 4 on PPC. Est. \$20.00
- 117 LIBERTY, 1933, F red 4-bar on PPC. DPO. Est. \$5.00
- 118 MESA, 1910, VG Ty13 on postal card. Est. \$5.00
- 119 SKULL VALLEY, 1908, G Type 4 on PPC. Est. \$20.00
- 120 WILLIAMS, 1896, G Type 7 on 2-ct green ent. Est. \$15.
- 121 WILLIAMS, 1908, VG Type 11 on PPC. Est. \$5.00
- 122 YUMA, c.1878, VG Type 6 on 3-ct. entire. Est. \$40.00
- 123 Lot of 4 Territorials: WILLCOX (Ty7); SAFFORD (Ty12); TOMBSTONE (Ty27) & BISBEE (Ty25),1908-10,VG on PPC.E\$20

CALIFORNIA

- 124 ARROWHEAD SPRINGS,1911, about G 4-bar on PPC. DPO. E.\$4
- 125 BARD, 1911, about G 4-bar on PPC. (Imp. 10-33pd) E.\$5
- 126 BECKWITH, 1905, G mag. Doane on PPC. (70-32). Est. \$3.
- 127 BERROS, 1912, G 4-bar on PPC w/lt.diag.crease. (SLO 1901-20pd.) Est. \$4.00
- 128 BLUE CANYON, 1911, G Doane on PPC. (Placer 67-27pd).E.\$3
- 129 BUENA, 1892, G toothed cds on rt. 1/2 of cvr. E. \$6.
- 130 BURNTANCH, 1909, VG 4-bar on cover. Est. \$4.00
- 131 CAMP SAN LUIS OBISPO, 1942, VG dplx on Patr.cvr. E.\$5
- 132 CHULAVISTA, 1900, about G cds on 2-ct red entire. E.\$3.
- 133 CLEARWATER, 1891, VG cds on cvr.w/encl. (LA 88-48) E.\$8
- 134 COVELO, 1902, VG dcs ties #279 on 1-ct ent. Est. \$6.
- 135 CROSS ROADS, 1936, F 4-bar on Ham radio card. (S.Berd. 1935-68). Est. \$3.00
- 136 CUMMINGS,1936, VG 4-bar on PPC.(Pat redwds). Est. \$4.
- 137 ELINOR,1909, G+ red Doane on PPC. (Humb.06-14) E. \$12
- 138 ENGLEMIN, 1917, VG 4-bar on PPC. (Plum 16-30) Est.\$15
- 139 FLORENCE, 1908, VG Doane on PPC. (LA 78-18) Est. \$8.
- 140 FREMONT BRANCH/SAN FRANCISCO, 1918, VG FLAG on YMCA cover. (1917-19). Est. \$8.00
- 141 GENERAL GRANT NATIONAL PARK,1935,G 4-bar on ph.cvr.E\$3
- 141A HAVILLAH, 1907, G 4-bar on PPC. (Tulare 66-18) E. \$8
- 142 INDIAN FALLS, 1910, VG 4-bar on PPC w/1" circ. surface tear from old mounting. No effect on pm. (1909-16) E.\$10
- 143 INGOT, 1907, VG Doane on PPC w/minor edge wear. E. \$4.
- 144 JULIAN,1911, VG 4-bar on PPC("Julian Stage") Est. \$5.
- 145 LA CRESCENTA,1907, G 4-bar on PPC(castle). (88-66).E\$4
- 146 LAMANDA PARK,1887, F Fancy dcds w/star-in-star killer as fwd mark on back of cvr pm SF. (86-94) Est. \$10.
- 147 LOS GATOS, 1902, VG straight-line on Reg. cvr. Est. \$10
- 148 LUNDY, 1897, VG cds on 2-ct ent. (Mono 80-14) E. \$25.
- 149 MANOR, 1916, F 4-bar on PPC. (Marin 15-53). E. \$4.00
- 150 MILTON, 1908, VG 4-bar on PPC. (Calav.71-42) Est. \$3.
- 151 MONO LAKE, 1931, VG 4-bar on cml.cvr. (89-63) Est. \$4.
- 152 MONOLITH, 1936, G 4-bar on radio cd. (Kern 10-73). E.\$3
- 153 OPHIR, 1908, G+ Doane ties #308 on legal-sized 2-ct. entire to England. Registered. (Placer 72-10) E.\$20
- 154 POINT FERMIN, 1913, VG 4-bar on PPC. (LA 12-17). E. \$12
- 155 RAMONA, 1900, VG cds on cover w/2-ct red. Est. \$5.00
- 156 RED BLUFF,1869, VG blue oval on WELLS FARGO franked U59 to Shasta. Encl. Light stains. Est. \$15.00
- 157 SAN FRANCISCO, c.1855, VG cds ties pair of #11 on cvr. w/enclosure to Maine. Est. \$20.00

CALIFORNIA

- 158 SAN FRAN., poor blue oval on WELLS FARGO franked 3-ct ent., also 1875 cml.house handstamp. Est. \$6.00
- 159 SAN FRAN.,1895, G mach.xcl ties 1-ct ult.(#246) on cvr w/purple dbl.oval WORKMEN'S GUAR. FUND h/s & fancy b/s of SHASTA (only fair). Encl. Unusual item. Est. \$5.00
- 160 SAN FRANCISCO(STA.K),1909, VG dcds on Reg. cvr. Est. \$6.
- 161 SANTA ROSA, 1893, G dplx on U349. Est. \$3.00
- 162 SHARON, 1918, VG 4-bar on PPC. (Mad. 98-27pd). Est. \$4.
- 163 STRATHMORE, 1908, F 4-bar on 2-ct red ent. Est. \$3.00
- 164 SUSANVILLE, 1893, VG cds on 2-ct green ent. Est. \$5.
- 165 TAMALPAIS, 1910, VG Doane on PPC. (1906-29) Est. \$4.
- 166 TRUCKEE, 1900, G cds on 2-cent red ent. Est. \$3.00
- 167 VALLEJO, 1875, G cds on cvr w/3-ct bnk. Encl. Est. \$6
- 168 WEST OAKLAND,c.1875, barely readable red cds w/CANCELLED in circle killer on Lady's cover. (1873-1878). E. \$8.
- 169 YREKA,(1878), G cds on 3-ct ent w/stained LL cnr & encl. headed "Shasta". Flap missing. Est. \$6.00

COLORADO

- 170 ASPEN, 1887, VG cds on GPC. Est. \$6.00
- 171 COALBY, 1912, VG 4-bar on PPC. (1906-12). Est. \$40.00
- 172 COLORADO CITY,1909, VG machine on cvr. (60-17). E.\$3.
- 173 EDGEWATER, 1908, VG dplx on PPC. (92-37) Es. \$3.00
- 174 GALATEA, 1919, G 4-bar on cvr w/Land Co. cc. opened just into 2-ct red. (87-48). Est. \$6
- 175 HASWELL, 1909, G 4-bar on PPC. (1903-56) Est. \$5.00
- 176 MAGNOLIA, 1910, F 4-bar on FRONT. (76-20). Est. \$6
- 177 PALMER, 1908, G+ 4-bar on PPC. (94-12). Est. \$4.00
- 178 PALMER, 1912, VG 4-bar on PPC. (94-12) Est. \$4.00
- 179 SMUGGLER, 1916, VG 4-bar on cvr. (95-28). Est. \$10.

CONNECTICUT

- 180 NORWH CY CT.(H,V&T high),1835, G red cds on sfc. E. \$15

DISTRICT OF COLUMBIA

- 181 WASHINGTON, 1878, bold purple cds w/corks on UX5. E.\$4

FLORIDA

- 182 GEORGIANA, 1911, VG 4-bar on PPC. DPO. Est. \$3.00
- 183 HIAWATHA, 1908, F 4-bar on PPC. (1907-12) Est. \$18.00
- 184 SALERNO, 1912, F 4-bar on PPC. DPO. Est. \$5.00

GEORGIA

- 185 GILMORE, 1909, VG 4-bar on PPC. DPO. Est. \$3.00

IDAHO

- 186 COUNTY LINE,1910, VG 4-bar as rec'd mark on PPC. E.\$5
- 187 DENVER, 1910, VG Doane on PPC. (92-14) Est. \$15.00
- 188 FLETCHER, 1908, VG 4-bar on PPC. (96-10) Est. \$15.00
- 189 HUSTON RURAL STA./CALDWELL,1920?,G 4-bar on PPC. E.\$12
- 190 MINIDOKA, 1908, G Doane on PPC. Est. \$3.00
- 191 SLICKPOO, 1916, VG 4-bar on PPC. (98-26). Est. \$10.
- 192 SOUTH BOISE, 1908, VG 4-bar as rec'd mk. on PPC. E. \$6
- 193 VANWYCK, 1911, lt.readable 4-bar on PPC. (88-17) E. \$6
- 194 WESTLAKE, 1910, G 4-bar on PPC. (93/51) Est. \$4.00
- 195 Lot of 2 diff 4-bars on PPCs: FRUITLAND (1916) & NEW PLYMOUTH (1909), G-VG. Est. \$3.00

ILLINOIS

- 196 GARLOCK, 1909, VG 4-bar on PPC. DPO. Est. \$4.00
- 197 KEITHSBURG, 1887, G mag. cds on cvr w/#210. E. \$3
- 198 OQUAWKA, 1885, VG cds on Nursery ADV cvr. #210. E.\$4

INDIANA

- 199 NORA, 1906, VG Doane on PPC. DPO. Est. \$4.00

IOWA

- 200 BASSETT, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
- 201 CHEROKEE,1903, VG dplx on cvr. w/genl.merch.cc. E.\$4
- 202 GERMANIA, 1914, G 4-bar on PPC. DPO. Est. \$4.00
- 203 ROELYN, 1011, G magenta 4-bar on PPC. DPO. Est. \$5.00

KANSAS

- 204 BLACK WOLF, 1953, F 4-bar on GPC (LDC) Est. \$3.00
- 205 LEESBURGH,1886,about G dcds w/STAR ties #210 on cvr.E\$4
- 206 NORTON, 1882, VG dcds on cvr w/3-ct green. Est. \$5.00
- 207 ONAGA, 1892, G cds ties 2-ct red on cvr. Est. \$3.00
- 208 REAMSVILLE, 1909, about G 4-bar on PPC. DPO. Est. \$3
- 209 RUBENS, 1875, mss. on 3-ct ent. w/encl. DPO. Est. \$20.

KENTUCKY

- 210 BLUELICK SPRINGS, 1908, about G cds on PPC. DPO. E\$4
- 211 BRUCE, 1907, F Doane on PPC. DPO. Est. \$4.00
- 212 ONEONTA,1905, VG cds on GPC w/2 sm.file holes.DPO E.\$4

LOUISIANA

- 213 POLEY, 1916, F 4-bar on 2-cent red entire. DPO. Est.\$5.
- 214 Lot of two: MELROSE (1910) & MANSFIELD (1892),G-VG,on covers. Est. \$5.00

MAINE

- 215 CORHAM, c.1880, G+ cds on cvr. w/3ct green. DPO. E \$8.
 216 FRYEBURGH CENTRE, c.1880, G cds on cvr w/3ct gr.DPO.E\$8
 217 TURNER CENTER, 1911, VG Doane on PPC. DPO. Est. \$4.00

MARYLAND

- 218 BALTIMORE, 1838, VG red cds on sfc (vert.crease). E. \$6
 219 ELKTON, 1863, VG cds on cvr. w/ltr. Est. \$4.00
 220 GLENCOE/GEO.R.MOWELL, P.M., 1886, G+ cds on GPC. Est. \$10
 221 HAVRE de GRACE, 1840, F cds on sfc. Est. \$12.00
 222 LONACONING, 1838, mss w/PAID h/s on sfc. Early. E. \$10
 223 NEW LONDON, c.1855, mss. on cvr w/#11. (39-00pd) E. \$8
 224 PORT-DEPOSIT, c.1835, VG blue cds on sfc. Est. \$18.

MASSACHUSETTS

- 225 SOUTH HADLEY FALLS, 1875, partial OCTAGON on cvr.DPO.E\$3
 226 SPRINGFIELD, c.1840, F red cds & FREE on sfc. E. \$5.

MICHIGAN

- 227 DOUGLAS(LAKE SHORE RUR.STA), 1930, about G on PPC. E. \$4
 228 GROSS, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
 229 HARTMAN, 1910, VG Doane on PPC. DPO. Est. \$5.00
 230 PARIS, 1907, VG Doane on PPC. Est. \$2.50
 231 ROSS, 1908, VG magenta 4-bar on PPC. DPO. Est. \$5.00
 232 SEEWY, 1912, VG 4-bar on PPC. DPO. Est. \$6.00
 233 SHEPARDVILLE, 1910, F 4-bar on PPC. DPO. Est. \$6.00
 234 TOBINS HARBOR, 1911, VG 4-bar on PPC. (Kew.11-38) E. \$5

MINNESOTA

- 235 HILL CITY, 1913, VG blue 4-bar on PPC. Est. \$2.00
 236 JUNCTION, 1877, G cds on UX5. DPO. Est. \$5.00
 237 LEIPOLD, 1913, VG 4-bar on PPC. (1909-25) Est. \$6.00
 238 RAMEY, 1912, VG 4-bar on PPC. (99-23) Est. \$5.00
 239 ST. PAUL/State Fair Grounds Sta., 1907, G purple boxed st. lines ties #300 on PPC. Partial overstrike. E. \$6.00

MISSISSIPPI

- 240 NEW HEBRON, 1904, F Doane on cvr w/lr. stains. E. \$3

MISSOURI

- 241 ARNETT, 1910, F 4-bar on PPC. (98-16) Est. \$10.00
 242 EDMONSON, 1908, G Doane on PPC. (86-16) Est. \$5.00
 243 HULDA, 1910, G+ Doane on PPC. (1904-16) Est. \$6.00
 244 IONIA, 1907, VG Doane on PPC. Est. \$3.00
 245 LOUISIANA, c.1885, G cds on Nursery ADV cvr. & #210.E\$4
 246 ROSELAND, 1909, VG 4-bar on PPC. (94-21) Est. \$4.00
 247 SHELBYVILLE, c.1858, mss. on cvr w/#26. Est. \$8.00
 248 SHORT BEND, 1910, G 4-bar on PPC. (49/13) Est. \$8.00
 249 ST. LOUIS, c.1873, VG cds on cvr w/BOOKSELLER cc. E. \$3.

MONTANA

- 250 BASIN, c.1910, magenta boxed st. line on PPC trimmed 1/8 inch off top. Est. \$2.00
 251 COALRIDGE, 1911, G+ 4-bar on PPC. (1907-74) Est. \$3.00
 252 DEWEY, 1908, VG Doane on PPC. (94-13) Est. \$12.00
 253 ELECTRIC, 1909, VG 4-bar(non-standard) on PPC. Est. \$12
 254 FINCH, 1923, G 4-bar on PPC. (1914-40) Est. \$6.00
 255 GARLAND, 1926, about G 4-bar on PPC. (90-50). E. \$3.00
 256 GLASSTON, 1920, VG 4-bar on PPC w/stamp removed.DPO.E\$5
 257 GLENGARRY, 1913, G 4-bar on PPC. (1909-24) Est. \$10.00
 258 KALISPEL, 1911, VG FLAG(missing last L) on PPC. E. \$3.00
 259 LAKESIDE, 1911, VG 4-bar on cvr w/encl. (1907-20) E. \$12
 260 MIDVALE, 1912, VG 4-bar on PPC. (92/13) Est. \$5.
 261 MIZPAH, 1915, F 4-bar on PPC. (92/41) Est. \$8.00
 262 PRESTON, 1910, G blue Doane on PPC. (1900-14) E. \$10.
 263 TETON, 1911, VG 4-bar on PPC. (96-17) Est. \$12.00
 264 WHITEPINE, 1940, G 4-bar on PPC. (03-65) Est \$3.00
 265 YELLOWSTONE, 1913, G 4-bar on PPC. (1909-20) Est. \$5.
 266 Lot of 2 DPOs: SAYLE (1942) & MOORHEAD (1943), VG 4-bar on Christmas card-sized covers. Est. \$6.00
 267 Lot of 3 diff. VG-F 4-bars on PPC (CLYDE PARK, VALIER, and BONNER), 1908-09. Est. \$5.00

NEBRASKA

- 268 CUSHING, 1912, VG 4-bar on PPC. (87-67) Est. \$3.00
 269 ICKES, 1908, F 4-bar on PPC. (92-12) Est. \$15.00
 270 MAYFLOWER, 1912, G Doane on PPC. (1906-19) Est. \$12.00
 271 SUPERIOR, 1881, VG triple cds on 2-ct gr. ent. Est. \$4

NEVADA

- 272 ARTHUR, 1910, VG 4-bar on PPC. (81/51). Est. \$8.00
 273 BAUVARD, 1908, G+ Doane on PPC. (1904-12) Est. \$15.
 274 BLAIR, 1914, G+ 4-bar on PPC. (1906-16). Est. \$10
 275 CANDELARIA, 1926, G 4-bar on 2-ct ent. (82-39). E. \$10.
 276 CHERRY CREEK, 1911, G 4-bar on PPC. Est. \$4.00
 277 FAIRVIEW, 1907, VG Doane on PPC (comic town view). E. \$30
 278 HUMBOLDT HOUSE, 1900, VG cds on GPC. (72-09) E. \$12.00
 279 MOUND HOUSE, 1912, VG 4-bar on PPC. (77/29) Est. \$30
 280 SILVERPEAK, 1913, G+ 4-bar on PPC. (66-13pd) Est. \$20
 281 UNIONVILLE, 1924, G 4-bar ties 2-ct Harding on tiny cvr. (1862-1956). E. \$6

NEW HAMPSHIRE

- 282 PEQUAKET, 1906, G cds on PPC (Peak House). DPO. Est. \$3

NEW JERSEY

- 283 RAHWAY/HOSPITAL No.3 BR., 1919, VG dplx on PPC. DPO.E\$4

NEW MEXICO

- 284 CLOUDCROFT, 1909, VG Type 4 on PPC. Est. \$5.00
 285 DURAN, 1917, G 4-bar on 2-ct entire. Est. \$4.00
 286 FORT STANTON, 1909, G Ty16 (Doane) on PPC. Est. \$8.00
 287 MINERAL HILL, 1911, VG Ty 1 as rec'd mark on PPC. E. \$15
 288 ORCHARD PARK, 1907, VG Ty1 on PPC. Est. \$20.00
 289 PORVENIR, 1912(Jul), F 4-bar on PPC. DPO. Est. \$12.00
 290 SANTA ROSA, 1907, about G Ty5 on PPC. Est. \$3.00
 291 SERVILETA, 1913, F 4-bar on PPC. (1913-49) Est. \$8.00
 292 THOREAU, 1910, G+ Type 4 on PPC. Est. \$10.00

NEW YORK

- 293 AURORA/CAYUGA Co., 1885 VG cds on cvr w/2-ct brown. E\$6
 294 BINGHAMTON, 1873, G rimless cds on cvr. w/encl. E. \$4
 295 BUFFALO, 1883, G cds & cork wedges klr tie #210 on MOURNING cvr. w/encl. Est. \$3.00
 296 CLINTON, c.1840, VG red cds on sfc. Est. \$7.00
 297 CLINTON, 1879, VG red cds & star on UX5. Est. \$5.00
 298 NEW YORK, c.1875, G cds w/bold NEG. "4" klr on UX1. E\$5
 299 PINE HILL/ULSTER CO., 1885, VG cds and Cross-in-circle killer ties 2-ct red brown on cvr. Est. \$8.00
 300 WEST, 1904, VG dplx on UX18. DPO. Est. \$3
 301 WHITE LAKE, 1873, G cds on lady's cvr w/encl. Est. \$3.

NORTH CAROLINA

- 302 MAST, 1910, VG Doane on PPC. DPO. Est. \$6.00

NORTH DAKOTA

- 303 BETHEL, 1912, F 4-bar on GPC. (1909-13). Est. \$15.00
 304 BOWDISH, 1910, VG 4-bar as rec'd on PPC. (08-15). E. \$8
 305 BRUMBAUGH, 1908, about G 4-bar on PPC. (05-12). Est. \$8
 306 ELLIOTT, 1908, VG 4-bar on PPC. (84/72) Est. \$3.00
 307 FERGUS, 1911, VG 4-bar on PPC. (93-19). Est. \$7.00
 308 GALL, 1911, VG 4-bar on PPC. (1910-13) Est. \$15.00
 309 GRAND HARBOR, 1911, G 4-bar on PPC. (82-14) Est. \$6.
 310 GRISWOLD, 1908, G cds & target on PPC. (86-09) E. \$10.
 311 HAMPTON, 1897, VG cds on Reg. 2-ct. ent. w/#272. (88-06) Est. \$30.00
 312 JOLIETTE, 1897, F cds on Reg cvr w/#273. Est. \$12.00
 313 MIDWAY, c.1910, G 4-bar on PPC. (1907-20) Est. \$8.00
 314 PEARCE, 1910, G 4-bar on PPC. (1906-10) Est. \$12.00
 315 ROGER, 1913, G+ 4-bar on PPC. (98-17) Est. \$10.00
 316 SWEDEN, 1907, F Ty1 Doane on GPC. (1903-09) Est. \$25.
 317 TIMMER, 1915, G 4-bar on PPC. (1911-54) Est. \$4.00
 318 Lot of 3 diff. VG-F 4-bars on PPC (ABSARAKA, RUSSELL, and HONEYFORD), 2 are DPOs, 1908-09. Est. \$5.00

OHIO

- 319 CLEVELAND, c.1873, VG blue cds on lady's cvr. Est. \$3

OKLAHOMA

- 320 BRUNO, 1912, VG 4-bar on PPC. (1910-25). Est. \$10.00
 321 CITRA, 1911, G+ 4-bar on PPC. (94-31) Est. \$5.00
 322 GOODNIGHT, 1912, G 4-bar on PPC. DPO. Est. \$4.00
 323 GRANTON, 1908, F 4-bar on PPC. DPO. Est. \$6.00
 324 HOBART, 1906, F dplx on leather PPC.(Terr) Est. \$4.00
 325 MADISON, 1908, G 4-bar on PPC. (1904-25). Est. \$8.00
 326 NOBLE, 1897, VG cds on cover. (Terr) Est. \$6.00
 327 RIVERSIDE, 1911, VG 4-bar on PPC. (88-27) Est. \$6.00
 328 SUPPLY, 1909, readable 4-bar on PPC. (03-43) Est. \$3.
 329 TEXANNA, 1909, VG 4-bar on PPC. (88-40) Est. \$5.00
 330 TI, 1953, F 4-bar on GPC (LDC) Est. \$3.00
 331 WASHUNGA, 1909, VG 4-bar on PPC. DPO. Est. \$8.00

OREGON

- 332 ALMEDA, 1913, G 4-bar on PPC. (1912-20) Est. \$15.00
 333 ASH, 1911, G 4-bar on PPC. (94-34) Est. \$8.00
 334 BUTLER, 1908, VG 4-bar on PPC. (95-11) Est. \$8.00
 335 CARNATION, 1915, VG 4-bar on PPC. (1914-33pd) E. \$12.
 336 DIXONVILLE, 1910, VG 4-bar on PPC. (1901-38) E. \$8.
 337 DOTHAN, 1913, VG 4-bar on PPC. (96-42) Est. \$5.00
 338 ECOLA, c.1912, G 4-bar on PPC. (1910-22) Est. \$6.00
 339 FERNVALE, 1911, G+ 4-bar on PPC. (1906-24) Est. \$8.00
 340 FOLEYS SPRINGS, 1908, G 4-bar on PPC. Est. \$5.00
 341 FOLEYS SPRINGS, 1916, G 4-bar on PPC. (84-40) Est. \$5.
 342 FORT STEVENS, 1909, VG cds on PPC. Est. \$5.00
 343 FORT STEVENS, 1912, G 4-bar on PPC. (99-49) Est. \$4.
 344 GEORGE, 1909, VG 4-bar on PPC. (81-19) Est. \$10.00
 345 HAINES, 1894, F Ty 1 on 2-ct green entire. Est. \$30.
 346 HILLSDALE RUR.STA., 1944, VG 4-bar on cml.cvr. Est. \$6.
 347 HOWARD, 1909, about G cds on PPC. (96-18pd) Est. \$8.
 348 JACKSONVILLE, 1900, VG dplx (un1st) on faded cvr. E. \$3
 349 KERBY, 1909, VG Doane on PPC. (56-65) Est. \$3.00
 350 PANTHER, 1908, VG Doane on PPC. (94-09) Est. \$30.00

OREGON

- 351 REEDSPORT/PARCEL POST, 1924, G dcds improperly used to tie 1-ct green on PPC. Est. \$5.00
 352 SISKIYOU, 1910, G dplx on PPC. (95-32) Est. \$3.00
 353 TIMBERLINE LODGE, 1942, F 4-bar on PPC(real ph. Lodge Interior) Est. \$4.00
 354 Letter headed "Dalles, Oct 5, 1865" good, newsy piece which mentions Civil War widows & orphans coming to OR and much more in 8 pp. No cover. Est. \$15.00
 355 Lot of 2 diff on PPC: CLOVERDALE (1912) & FORT STEVENS (1905), both VG, Est. \$5.00
 356 Lot of 2 DPOs: FALL CREEK (1949) & FOUR MILE (1963); VG, 1 GPC - 1 cover. Est. \$5.00
 357 Lot of 3 Portland branches on phil. cvrs.: FEDERAL STA. & JANTZEN BEACH (1947) & CENTENNIAL BR.(1959). E. \$8.00

PENNSYLVANIA

- 358 CURRY RUN, 1902, G dplx on 2-ct ent.(95-05). Est. \$6
 359 DUNNSBURY, 1833, mss. on sfc to Harrisburg. Est. \$8.
 360 EFFORT, MONROE CO., 1916, VG cds on PPC. Est. \$5.00
 361 HARRISBURG/Pa., c.1834, G+ red cds on sfc. Est. \$8.00
 362 IRISHTOWN, 1905, F Doane on cvr w/genl.merch.cc(86-14)E\$8
 363 MUNCY.PA(A high), c.1845, VG cds on sfc. Est. \$12.00
 364 PHIL/15/MAR, 1833, G red cds & PAID on sfc. Est. \$6.
 365 PHILA.(A high), 1835, VG in dbl.red octagon on sfc.E\$8
 366 POTTSVILLE/Pa(A high), 1835, VG cds on sfc. Est. \$10.
 367 SCENERY HILL, c.1873, VG cds on cover. Est. \$4.00
 368 WEST FREEDOM, 1886, VG dcds on UX8 (54-05). Est. \$4.

SOUTH DAKOTA

- 369 CENTRAL CITY/DAK., 1890, VG cds on cvr.(77-71) E.\$8. Law
 370 FORT BENNETT, 1909, VG Doane on PPC. (79-23) Est. \$8.
 371 GETTYSBURG, 1914, G dplx on cvr w/many-lined local adv. for land dealer, etc. Encl. Est. \$6.00
 372 HAYES, 1907, VG magenta Doane on PPC. (98-85) E. \$3.
 373 HAYTI, 1910, VG Doane on PPC. Est. \$3.00
 374 HOLMQUIST, 1920, VG 4-bar on PPC. (98-63). Est. \$3.00
 375 MOREAU, 1911, G 4-bar on PPC. (1907-18) Est. \$12.00
 376 OELRICHS, 1908, VG 4-bar on PPC. Est. \$2.00
 377 ORMAN, 1913, VG Doane on PPC. (1906-14) Est. \$15.00
 378 VANDERVOORT, 1910, VG 4-bar on PPC. (85-11) Est. \$10.
 379 Lot of 2 diff. VG-F 4-bars on PPC (FREDERICK & HECLA) 1907-08. Est. \$3.00
 380 Lot of 3 diff: CORSON, FEDORA, & SCENIC, VG, 1911, on PPCs. 2 4-bars; 1 Doane. Est. \$5.00

TENNESSEE

- 381 MEMPHIS, c.1864, VG dcds ties #68 on cvr. Est. \$5.

TEXAS

- 382 AMES, 1915, VG 4-bar on PCC. DPO. Est. \$4.00
 383 CLARKWOOD, 1936, VG 4-bar on PPC. DPO. Est. \$4.00
 384 IZOR, 1910, VG Doane on PPC. DPO. Est. \$5.00
 385 PAPALOTE, 1916, VG 4-bar on PPC. DPO. Est. \$5.00
 386 PEARL, 1911, F Doane on PPC w/minor crease.DPO. E.\$3.
 387 SANSOM, 1910, VG 4-bar on PPC. DPO. Est. \$5.00
 388 "Lone Star Land Office" San Antonio, fancy cc on cvr pm poor cds from ? ca. 1873. Est. \$2.00

UTAH

- 389 BRIDGEPORT, 1909, about G 4-bar on PPC. (02-16pd).E\$8
 390 FAIRFIELD, 1909, about G 4-bar on PPC. (64-19) Est. \$8
 391 GARLAND, 1911, G 4-bar on PPC. Est. \$3.00
 392 GOLDEN, 1909, VG Doane on PPC. (1901/13) Est. \$20.00
 393 GRAYSON, 1910, G Doane on PPC. (1904-15) Est. \$6.00
 394 HUNTSVILLE, 1906, F bold Doane on PPC. Est. \$3.00
 395 OGDEN, 1909, G FLAG on PPC w/G.A.R ENCAMPMENT adv in red in message space. Attractive piece. Est. \$8.00

VERMONT

- 396 SIMONSVILLE, 1920, G 4-bar on PPC. DPO. Est. \$3.00

VIRGINIA

- 397 CENTERVILLE, 1852, mss on #U9. DPO. Est. \$5.00
 398 FORT MYER, 1906, VG Doane w/"9" on PPC. DPO. Est. \$5.
 399 MACON, c.1855, mss. on 3-ct.Nesbit w/smoothed crease at bottom. Est. \$4.00
 400 RICHMOND/Va(A high), c.1835, G red cds on sfc. Est. \$6
 401 STANARDSVILLE, c.1858. mss. on cvr w/#26. Est. \$5.00
 WASHINGTON
 402 ARGYLE, 1906, G+ cds on PPC. (86-12) Est. \$10.00
 403 BROWNSVILLE, 1921, about G 4-bar on PPC. (90-33) E. \$3.
 404 COLLINS, 1909, VG Doane on PPC. (1900-18) Est. \$6.00
 405 EUREKA, 1910, VG 4-bar on PPC. (89-64). Est. \$3.00
 406 FALLON, 1908, VG Ty 1 Doane on PPC. (96-12) Est. \$8.
 407 FORT SIMCOE, 1897, G cds on Reg. cvr. (70-22). Est. \$15
 408 GOSHEN, 1915, VG 4-bar on PPC. DPO. Est. \$3.00
 409 HYLEBOS, 1919, VG 4-bar on PPC. (1916-33) Est. \$6.00

WASHINGTON

- 410 JERRY, 1910, G+ 4-bar on PPC. (1906-18) Est. \$12.00
 411 LATONA, 1891, G cds on cover. (90-01) Est. \$15.00
 412 MANETTE, 1921, G 4-bar on PPC. (1902-42) Est. \$4.00
 413 MAYVIEW, 1893, VG cds on U349. (Garf.79-59) Est. \$10.
 414 MILLER RIVER, 1920, G(lite) mag. 4-bar on PPC.(18-34).E\$4
 415 MOLSON, 1908, about G 4-bar on PPC. DPO. Est. \$3.00
 416 MOSES LAKE/AIR BASE BR., 1943 G+ dcds on cvr.(43-44)E\$8
 417 NAPAVALINE, 1891, VG cds on 2-ct green ent. Est. \$6.00
 418 NEWCASTLE, 1910, about G Doane on PPC. (94-35) Est. \$3.
 419 RAYMOND, 1909, dcds + 4-bars on PPC. Est. \$4.00
 420 REDONDO, 1908, VG Doane(overstrk.) on PPC. (04-63)e.\$3.
 421 RICHMOND HIGHLANDS, 1934, VG 4-bar on ph.cvr.DPO. E.\$3.
 422 ROBE, 1910, VG 4-bar on PPC. (94-54) Est. \$3.00
 423 ROCK LAKE, 1910, VG 4-bar on PPC. (1907-12) Est. \$25.
 424 SEATTLE/TERMINAL STA/RAINIER NATIONAL PARK/OPENS JUNE 15TH, 1919, VG slogan on PPC. Est. \$4.00
 425 TANNER, 1907, VG 4-bar on PPC missing small piece on lower right edge. (1907-12). Est. \$6.00
 426 THOMAS, 1910, VG 4-bar on PPC. (1907-25) Est. \$6.00
 427 WILEY RUR.STA., YAKIMA, 1929, G 4-bar on PPC. Est. \$5
 428 Lot of 3 diff on PPCs: CHIMACUM (1906), ALDER (1908) & SUMNER (1911), G-VG. SUMNER is fancy magenta 5-bar. E.\$8
 429 Lot of 3: MALO (Doane), ORCHARDS (4-bar) & WAUNA (4-bar) on PPC, 1909-13, VG. Est. \$5.00

- 430 Lot of 6 PPCs w/ diff handstamps, 19906-11, G-VG (ARIEL, ILWACO, OLALLA, STEVENSON, SNOQUALMIE, SO.BEND) Est. \$8.00

WEST VIRGINIA

- 431 BURNER, 1909, VG purple 4-bar on PPC. DPO. Est. \$6.00
 432 ELLENSBORO (1874), G+ cds on UX2 w/US-in-circle killer Est. \$6.00
 433 JULIA, 1910, F 4-bar on PPC(View of Seebert).DPO. E.\$5
 434 KNOBLEY, 1908, VG cds & target on PPC. DPO. Est. \$5.
 435 MUTTONRUN, 1910, about G lite cds on PPC. DPO. Est. \$4.
 436 NICHOLSON C.H., 1887, part1 (SON not struck) on GPC. E\$3.
 437 RUTH, 1907, G cds on PPC. DPO. Est. \$5.00
 438 WAPPOCOMO, 1908, VG Doane on PPC. DPO. Est. \$10.00

WISCONSIN

- 439 FRANCIS CREEK, 1919, G Fancy CDS on PPC. Est. \$4.00
 440 LIMA CENTER, 1915, VG 4-bar on PPC. DPO. Est. \$4.00

WYOMING

- 441 AKWENASA & ALTAMONT, 1951, FDC & LDC on one cvr. E. \$5
 442 BADWATER, 1914, VG 4-bar on PPC. (1911-35) Est. \$10.
 443 BITTER CREEK, 1912, VG 4-bar on PPC. (69/71) Est. \$4
 444 BITTER CREEK, 1952, VG 4-bar on GPC. (69/71) Est. \$3
 445 BRIGHT, 1959, VG 4-bar on GPC (LDC) Est. \$3.00
 446 COLTER, 1910, G 4-bar as fwd.mrk. b/s on cvr.(07-18)E\$6
 447 CORA, 1935, F 4-bar on cml. cvr. Est. \$2.00
 448 DALE CREEK, 1910?, G+ 4-bar on PPC. (1903/17) Est. \$8
 449 DUNCAN, 1940, VG 4-bar on cover. (1931-58). Est. \$5
 450 ECHETA, 1944, VG 4-bar on GPC. (1907-45) Est. \$5.00
 451 FORT FRED STEELE, 1910, G on PPC. (1868/1967) Est. \$5
 452 GAS HILLS RUR.STA., 1959, G+ 4-bar on GPC (FDC). E.\$3.
 453 GAS HILLS RUR.STA., 1959, VG 4-bar (FDC) on GPC. E.\$3
 454 GILLETTE, 1909, VG Doane on PPC. Est. \$2.50
 455 GROVONT, 1907, G Doane on GPC w/edge tears. Est. \$3.00
 456 HANNA, 1907, VG dplx on PPC. Est. \$2.00
 457 HELLS HALF ACRE RUR.STA., 1965, G 4-bar on PPC. E. \$3.00
 458 QEALY, 1962, VG 4-bar on GPC (LDC). (1920-62). E.\$4
 459 SOUTH PASS CITY, 1893, G cds on 2-ct green ent. Est.\$12
 460 SOUTH PASS CITY, 1930, G 4-bar on cover. (61/57)E.\$3
 461 SPRINGVALLEY, 1912, F magenta 4-bar on PPC. (00/32)E.\$10
 462 SUNSHINE, 1955, F 4-bar on GPC (LDC) Est. \$4.00
 463 VALLEY, 1931, F dbl.5-bar pm on UX27. Est. \$5.00
 464 Lot of 2 Doanes on PPC: BOULDER(1907) & GILLETTE(1909) Both G. Est. \$5.00

POSSESSIONS

- 465 FORT STOTSENBURG/P.I., 1941, VG dplx on RADIO cd. E.\$6

RFD

- 466 Anadarko (OK), 1914, Rt.3, Ty 11E on PPC. Est. \$6.
 467 Aurora (OR), c.1908, Rt.1, Ty 11F on PPC. Est. \$6.00
 468 BROWNTOWN/MINN, 1909, G Ty6DB (FLAG) on PPC. Est. \$20
 469 Elkton (SD), 1910, Ty 11F on PPC. Est. \$4.00
 470 FOLSOM/CAL., 1902, VG Ty 1 ties 2-ct red on cvr. E.\$15
 471 FORT JONES/CAL., 1907, G purple Ty2F on PPC. Est. \$6.00
 472 Geneva (Neb), 1912?, Rt.4, Ty 11E on PPC. Est. \$5.00
 473 Grants Pass (OR), 1911, Ty11C on PPC. Est. \$8.00
 474 GRANTS PASS, 1907, VG Ty1GB on PPC. Est. \$20.
 475 HONEYCREEK/IOWA, 1911, Rt 1, VG Ty2FD on PPC. Est. \$10
 476 LAKE CITY/IOWA, 1905, Rte 2, VG Ty2F on cover. Est.\$10
 477 MANKATO (MN), 1907, Rte 6, Ty 11 on PPC. Est. \$8.00
 478 Mt. Angel (OR), c.1908, Ty 11F on PPC. Est. \$6.00

RFD (Cont.)

- 479 Ninty-six (SC), c.1940, Rt.2, Mss date, rt. & initials ties 3-ct Prexy on cover. Est. \$8.00
 480 Orlando (OK), c.1910, Rt.3, Ty 11F on PPC. Est. \$3.
 481 PORT CLINTON(Camp Perry Rural Sta),1907,G Ty10N PPC.E\$3
 482 Quincy(IL), 1909, Rte 8, Ty 11F on PPC. Est. \$4.00
 483 Russellville (OH), 1910, Type 11 on PPC. Est. \$4.00
 484 Spencer (IA), 1911, Rt 6, Ty 11C on PPC. Est. \$5.00
 485 WOODSTOCK,ILL.,1900, Rt.1, VG Ty1A on cover. Est. \$10

RPO

- 486 ABERDEEN & MILES CITY,1919, VG (871-K-1) on PPC. E. \$6
 487 ALBY & BUFFALO/RR.,c.1855, F (114-D-1) on cvr. Est.\$40
 488 ASHLAND & GERBER,1920, F (894-H-1) on cover. Est. \$8.
 489 ASQUAM LAKE, 1909, VG (C-18-a) lakeboat. on PPC. E.\$8
 490 BADAXE & SAGINAW, 1908, VG (639-E-1) on PPC. Est. \$6.
 491 BANGOR & BAR HARBOR,1910, G (12-C-2) on PPC. Est. \$3.
 492 BOSTON & TROY, 1902, G (51-L-11) on cvr. E. \$3.
 493 BOSTON & TROY,c.1884, readable (51-L-6) w/"W" killer on 2-ct entire. Est. \$3.00
 494 BUTTE,MONT/TRANS.CLK.,1911, G dplx on PPC. E. \$4.00
 495 CED.RAP.& ESTHERV, 1913, G (748 unlst) on PPC Est. \$6
 496 DEADWOOD & EDGE.,1911, G (947-4-B-1) on PPC. Est. \$3.00
 497 DUBUQUE & CHAMB./W.D.,1907, VG (761-T-1) on PPC. E.\$4
 498 EASTERN/R.R., 1852, VG blue (4-A-2) on cvr w/#11. E.\$25
 499 EDGELEY & ABERDEEN, 1909, G (885-K-unlst). Est. \$8.00
 500 ESSEX JUNCT.& BOS.,1899, G (41-W-2) on cvr. Est. \$3
 501 GREEN R. & PORT.W.D.,1957, VG (898-K-1) on ph.cvr. E.\$3
 502 HAVRE & ANACONDA, 1905, G (891-6-A-1) on PPC. Est. \$15
 503 JAMES & MILES CITY,1910, VG (874-V-1) on PPC. Est. \$5
 504 LA JUN. & DEM./AGT.,1882, about G (911-E-1) on GPC.E.\$20
 505 MANDAN & KILDEER, 1918, VG (888-9-A-1) on PPC. Est. \$8
 506 MARMARTH & BUTTE, 1919, VG (871-Q-1) on PPC. Est. \$10.
 507 MILES C. & SEAT.E.D.,1942, VG (847-AA-1) on cvr. E. \$4.
 508 OAKDALE & MERCED, 1911, G (989-D-1) on PPC. Est. \$8
 509 OAKES & HAWARDEN, 1908, VG (887-1-D-1) on PPC. Est. \$6
 510 OMAHA & OGDEN, 1894, readable (932-L-7) on U349. E. \$5
 511 OROVILLE & SPOKANE, 1918, G (902-1-F-2) on Cvr. E.\$6.
 512 POCATELLO,ID/TRANS.CLK.,1911, VG dplx on PPC. Est.\$6.
 513 PORT.& ASHLAND,1923, VG (894-L-2) on cvr w/RED CROSS cc of Albany, OR. Est. \$6.00
 514 PORT.& SAN FRAN./S.D., 1907, G (982-K-1) on cvr. E.\$6
 515 PORTLAND,OR/TRANS.CLK.R.M.,1925, VG on PPC. Est. \$4.00
 516 RENO & MINDEN,1950, FINAL TRIP on cach.cvr. Est. \$5.
 517 RENO & VIRGINIA CITY, 1910, VG (978-F-1) on PPC. E.\$12
 518 SEATTLE & UNION, 1909, G+ (W-18-a) stboat. on PPC.E\$20
 519 SPOK. & PENDLETON, 1906, VG (896-5-D-1) on PPC. E.\$6.
 520 SPOK. & UMATILLA, 1911, F (904-6-D-1) on PPC. E.\$8.
 521 W.FALLS & ABILENE, 1909, about G (494-unlst) on PPC.E\$6

TROLLEYS

- 522 CLEVELAND/CLEVELAND CIRCUIT,1911, Trip 7, wavy lines machine cancel on PPC. Est. \$3.00

SHIPS

- 523 NEW YORK/PAQUEBOT, 1927 VG machine ties 1 1/2p. GB on PPC. Est. \$3.00
 524 RECEIVING SHIP/GREAT LAKES,ILL.,1920, VG dplx on PPC.E\$5
 525 S.S.LURLINA, in blue st.line on #10 env. pm San Fran., 1914. (Hawaiian origin-steamship). Est. \$4.00
 526 USS BRIDGE, 1935, VG dplx on cover. Est. \$4.00
 527 USS CALIFORNIA, 1934, VG 4-bar on cvr w/ltr. Est. \$4
 528 USS COLORADO, 1911, G 4-bar on PPC. Est. \$8.00
 529 USS GEORGIA, 1912, G 4-bar on PPC. Est. \$5.00
 530 USS IDAHO, 1922, G 3-bar on PPC. Est. \$5.00
 531 USS IOWA, 1913, G+ blue 4-bar on PPC. Est. \$6.00
 532 USS PENSACOLA, 1910, VF 4-bar on PPC. Est. \$8.00
 533 USS ROCHESTER/CAVITE P.I./LAST DAY, 1933, F purple 3-bar on cvr w/YMCA cc. Est. \$6.00
 534 USS SOUTH DAKOTA, 1911, VG 4-bar on PPC(Hawaii). E. \$8

MILITARY

- 535 U.S.ARMY POSTAL SERVICE/NO.741,1919, VG dplx on PPC.E\$3

MACHINES

- 536 ASHLAND/PA,1901 F PERFECTION ties #E5 on cvr w/2-cent red. Est. \$8.00
 537 CHICAGO,1907, TIME-CUMMINS, VG BOX DIAL on PPC. E. \$5
 538 KANSAS CITY/MO., 1899, F BARRY on cover. Est. \$2.00
 539 MOUNT CLEMENS/MICH.,1908, VG OVATE FLAG on PPC. Est.\$2.
 540 PORT JERVIS/N.Y.,1901, F HAMPDEN Ty2 on cvr. E. \$4.
 541 SAN JOSE/CAL.,1913, PANAMA PACIFIC FLAG, VG on PPC.E\$3
 542 WASHINGTON/DC,1882, G LEAVITT TyX1 on Pension Office Penalty envelope. Est. \$6.00

AUXILIARY

- 543 TRACE., struck twice on PPC pm ROCKFORD/ILL,1912. E. \$4
 544 UNCLAIMED & NOT IN DIRECTORY 16 on PPC pm. LORDSBURG/CAL 1908. Also LONG BEACH dcds. Est. \$4.00

EXPOSITIONS

- 545 NORFOLK/EXPOSITION STA.,1907, VG on Souv. PPC(WV Bldg) franked w/#320. Est. \$20.

ADVERTISING

- 546 COSTUME & PARAPHENALIA supplier to Masons, Odd Fellows, etc., message in fancy banner, pm San Fran.,c.1880. E.\$20
 547 DRUGGISTS, Perkins Co. illus on cvr pm PORTLAND/ME, 1904. Est. \$6.00
 548 ILLINOIS, House of Reps.,1871, illus w/State Seal on cover pm. SPRINGFIELD w/3-ct green banknote. Est. \$10
 549 Lot of 4 fronts w/PUBLISHERS ADV & ccs. Two illus. All w/ #210 (NYC, Boston & Phila.) Est. \$3.00

MISCELLANY

- 550 SEAL WX6 tied by PORTLAND dplx on PPC. Est. \$5.00

END OF SALE

SEND LOTS FOR AUCTION NUMBER 10 BY MAY 20, 1986

PRICES REALIZED				SUBSCRIBERS' AUCTION NO. 8			
101	6.00	191	7.00	281	3.00	371	13.00
102	3.00	192	6.00	282	3.00	372	16.00
103	4.00	193	6.50	283	3.00	373	8.00
104	1.00	194	9.50	284	4.50	374	4.50
105	3.50	195	7.50	285	4.50	375	3.00
106	3.50	196	2.00	286	12.00	376	2.50
107	2.50	197	2.00	287	2.00	377	11.00
108	3.50	198	8.00	288	2.00	378	2.00
109	3.50	199	4.00	289	2.00	379	3.50
110	3.50	200	2.00	290	2.00	380	4.50
111	6.50	201	2.50	291	2.00	381	3.50
112	11.00	202	2.50	292	2.00	382	2.50
113	11.00	203	2.50	293	2.00	383	2.00
114	11.00	204	2.50	294	2.00	384	4.00
115	6.50	205	3.50	295	2.00	385	3.50
116	3.50	206	2.50	296	3.50	386	4.50
117	12.00	207	2.00	297	2.50	387	2.50
118	2.00	208	2.50	298	8.00	388	3.00
119	3.50	209	2.50	299	2.00	389	28.00
120	4.50	210	11.00	300	7.50	390	3.50
121	1.00	211	8.50	301	24.00	391	6.50
122	1.00	212	2.00	302	2.50	392	4.50
123	1.00	213	2.00	303	2.50	393	4.50
124	6.50	214	2.00	304	3.00	394	8.50
125	13.00	215	3.50	305	4.50	395	3.50
126	11.00	216	3.50	306	2.50	396	12.00
127	11.00	217	16.00	307	2.50	397	9.50
128	8.50	218	7.00	308	8.50	398	4.50
129	5.50	219	7.00	309	8.50	399	3.50
130	3.00	220	3.50	310	2.00	400	5.50
131	2.50	221	5.00	311	8.50	401	10.00
132	7.00	222	3.50	312	8.50	402	6.50
133	30.00	223	3.50	313	6.00	403	4.00
134	30.00	224	3.50	314	9.50	404	2.00
135	28.00	225	5.00	315	2.00	405	4.50
136	8.50	226	5.00	316	3.50	406	8.50
137	2.00	227	2.00	317	4.00	407	11.00
138	2.00	228	2.00	318	2.00	408	4.50
139	2.00	229	2.50	319	2.50	409	8.50
140	2.00	230	2.50	320	7.50	410	5.00
141	4.00	231	4.50	321	3.50	411	6.50
142	14.00	232	3.00	322	3.00	412	5.00
143	3.50	233	4.00	323	4.00	413	3.50
144	5.00	234	2.50	324	2.00	414	2.50
145	2.00	235	2.50	325	4.00	415	8.50
146	2.00	236	2.50	326	3.50	416	6.50
147	2.00	237	2.00	327	2.00	417	11.00
148	2.00	238	2.00	328	6.00	418	5.00
149	2.00	239	3.50	329	3.50	419	5.00
150	6.50	240	3.50	330	2.50	420	2.50
151	8.00	241	5.50	331	2.00	421	2.00
152	2.50	242	32.00	332	11.00	422	2.00
153	2.50	243	3.00	333	11.00	423	5.00
154	3.50	244	4.50	334	4.50	424	2.00
155	2.50	245	4.50	335	2.00	425	2.00
156	2.50	246	6.50	336	2.00	426	4.00
157	2.50	247	140.00	337	5.00	427	3.50
158	2.50	248	2.00	338	2.00	428	6.50
159	18.00	249	2.00	339	4.50	429	4.50
160	16.00	250	2.00	340	7.50	430	4.00
161	3.50	251	3.00	341	5.50	431	4.50
162	2.50	252	17.00	342	4.50	432	3.00
163	2.50	253	7.50	343	11.00	433	3.50
164	2.00	254	2.50	344	4.50	434	3.50
165	6.50	255	4.50	345	4.50	435	3.00
166	6.50	256	6.50	346	3.50	436	4.00
167	6.50	257	6.50	347	3.00	437	9.50
168	8.50	258	2.50	348	2.00	438	9.50
169	2.00	259	2.50	349	2.00	439	14.00
170	6.50	260	2.50	350	2.00	440	11.00
171	2.00	261	2.00	351	2.00	441	2.00
172	2.00	262	2.00	352	2.00	442	6.50
173	3.00	263	4.00	353	2.00	443	4.00
174	3.00	264	2.00	354	2.00	444	8.50
175	4.50	265	32.00	355	2.00	445	2.00
176	6.50	266	7.50	356	2.00	446	8.50
177	32.00	267	16.00	357	2.00	447	2.50
178	2.00	268	2.00	358	2.00	448	2.50
179	32.00	269	11.00	359	2.00	449	11.00
180	18.00	270	2.00	360	2.00	450	2.00
181	7.00	271	4.50	361	2.50	451	2.50
182	14.00	272	5.50	362	2.50	452	2.50
183	2.50	273	13.00	363	2.50	453	2.50
184	2.00	274	2.00	364	2.50	454	2.50
185	4.00	275	3.50	365	2.50	455	6.00
186	2.00	276	3.50	366	2.50	456	2.50
187	2.00	277	4.50	367	2.50	457	2.50
188	4.00	278	2.00	368	2.00	458	7.00
189	7.50	279	8.50	369	8.50	459	2.50
190	3.50	280	5.50	370	5.50	460	7.50

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

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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 or more letters may be light, but the postmark is clearly readable in its entirety;

G (good) - one or more letters are indistinct, but the postmark is a representative example;

P (poor) or "readable" - there is no doubt about the identity of the postmark, but it is not a great example.

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

ABBREVIATIONS COMMONLY USED:

PPC - picture post card

GPC - government postal card

cds - circular date stamp

dcds - double circular date stamp

sfc - stampless folded cover; no letter

sfl - stampless folded letter

dplx - duplex postmark & cancel

b/s - backstamp

rec'd - received marking

LDC - last day cover

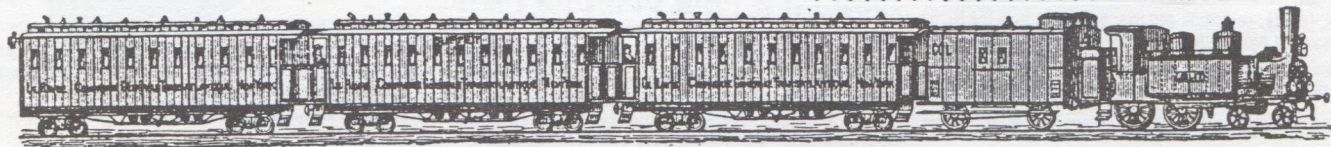


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NEW MEXICO, B-40. Cancellations, covers. Photos, Articles and all related material. Send full description, condition and price wanted. Will return postage with reply. Kenneth Bridge, Route 4, Box 553-A, Roswell, NM 88201

WANTED: TOWNS

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

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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

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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

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

OLD RAILROAD passes wanted for private collector. E. S. Peyton, P.O. Box 24816, Tempe, AZ 85282. Phone (602) 820-4322

PAID CANCELS on 3-cent 1861 (No.65) wanted by collector: all covers, unusual off-cover cancels. Phil Ahrens, RRI, Box 145, Yarmouth, ME 04096

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

OLD 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)

FREE FRANKED covers of pre-1870 U.S. cabinet members. All inquiries answered promptly. Lon D. Strickler, 3410 Carriage Hill Circle, Randallstown, MD 21133

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.

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

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

WYOMING. POST Office Department Reports of Site Locations, National Archives microfilm rolls 675 - 680, six rolls complete, \$100. Dan Meschter, 1004 Glenwood Avenue Wenatchee, WA 98801

LA POSTA back issues: Vol. 6, No. 6 thru Vol. 8, No. 6 and Vol. 9, No. 4 thru Vol. 15, No. 1, includes the Doane, NM Railroad, and Index 1-8 issues. \$60.00 postpaid. Wm. P. Hoffman, RD3 ALPS, Box 250, Averill Park, NY 12018

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

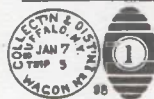
FOR SALE: COLLECTIONS

CHAUTAUQUA (NY) COUNTY cover collection for sale plus book on county postal history. If interested, write Paul Andersen, P.O. Box 2184, Laguna Hills, CA 92654

FOR SALE: FANCY CANCELS

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 Marllyn Ave., Westbrook, ME 04092.

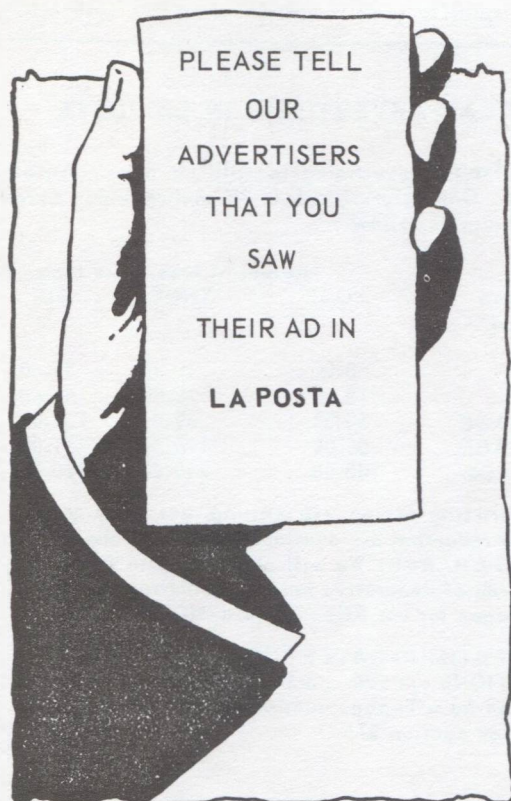
WANTED: FOREIGN

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 822, Oakland, CA 94604

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

LA POSTA back issues: Vol. 6, No. 6 thru Vol. 8, No. 6 and Vol. 9, No. 4 thru Vol. 15, No. 1, includes the Doane, NM Railroad, and Index 1-8 issues. \$60.00 postpaid. Wm. P. Hoffman, RD3 ALPS, Box 250, Averill Park, NY 12018



Charles Gillespie

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

MAIL BID SALE

OREGON

1. CLATSOP, 1909, VF on PPC. Est. \$15.00
2. FLAVEL, 1904, F on PPC. Est. \$12.00
3. HOLBROOK RFD, Rt. 1, in 3 straight lines, F-VF, in purple ink. Est. \$35.00
4. As Lot 3, 1910, Black ink. Est. \$30.00

IOWA

5. CENTRAL CITY, 1891, F purple cds w/ circle-of-wedges killer on cvr w/cc. of Agricult. Impl. dealer. Est. \$10.00
6. MARION, 1879, triple cds, F, on 3-cent green env. Est. \$10.00

DAKOTA

7. FORT PIERRE, 1878, F on 3-cent env. E.\$10.
8. KIMBALL, 1882, G cds on GPC Est. \$10.00
9. PLANKINGTON, 1882, F cds (old spelling) on GPC. Est. \$15.00

WASHINGTON

10. SCANDIA, 1915, EXC 4-bar on PPC missing UL corner (1915-17) Est. \$70.00

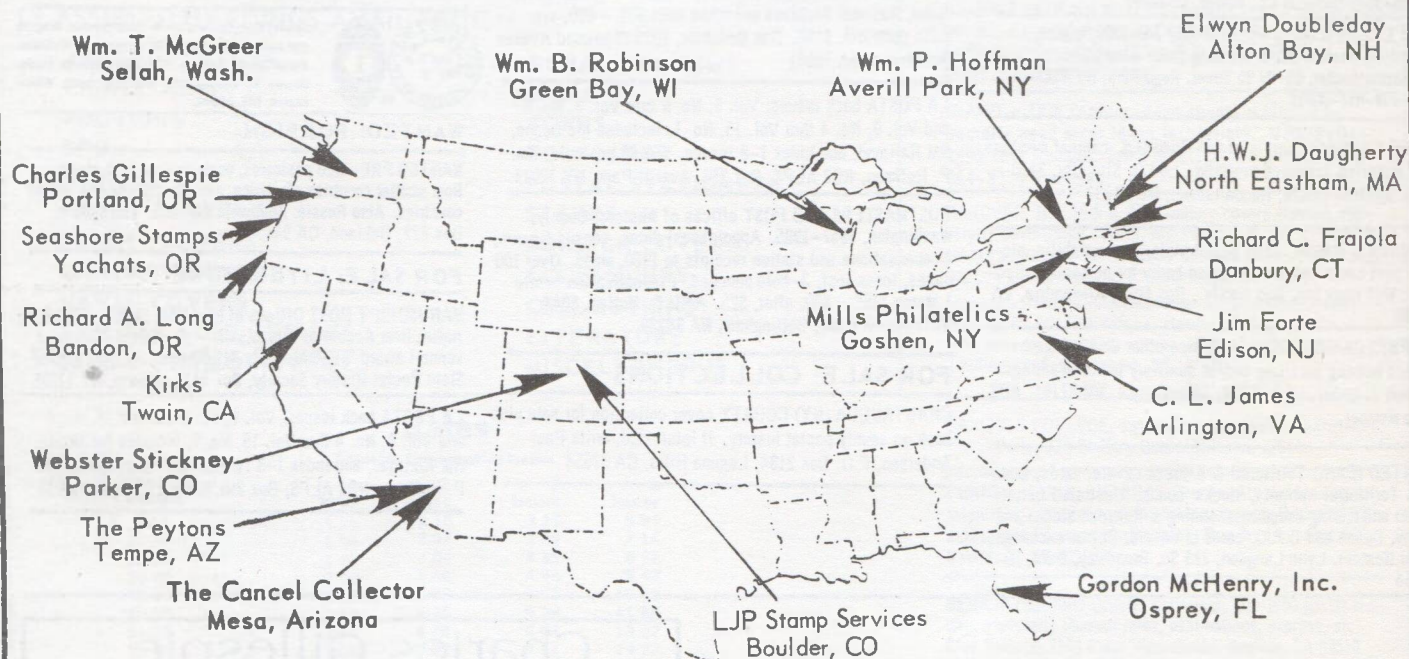
RPOs

11. DUB. TO IOWA FALLS, (1874), VF on GPC. E\$10.
12. As Lot 11, (1878), F on GPC. Est. \$10.00

BIDS CLOSE: MAY 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.

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DISPLAY ADVERTISING IN LA POSTA

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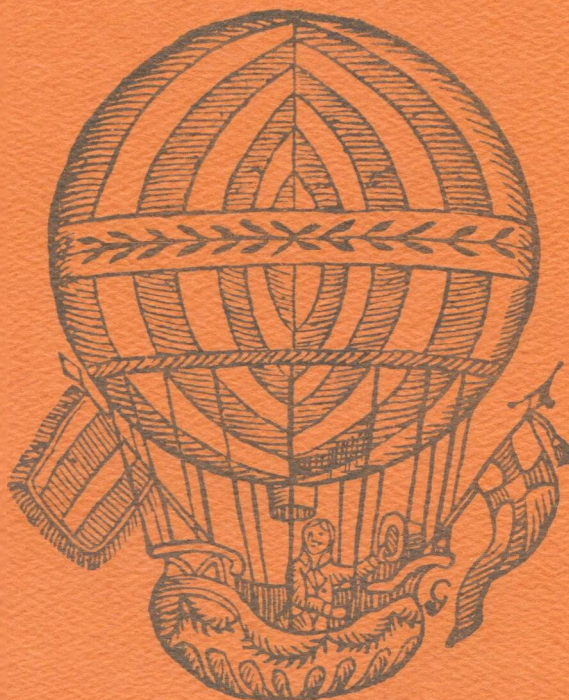
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	ONE	THREE	SIX
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2	13.00	29.90	54.60
¼-PAGE	30.00	69.00	126.00
½-PAGE	55.00	126.50	231.00
1-PAGE	100.00	230.00	420.00

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ADVERTISING RATES FOR 1-page and ½-page AUCTIONS are \$90 and \$45 respectively. Typing charge for a 1-page auction is \$25, and for a ½-page auction \$15.

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