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# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JULY 1986





# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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

LA POSTA: A JOURNAL OF AMERICAN  
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Phone: (503) 657-5685

COVER: This Frederick Whympers illustration, 'Breaking Up of Ice in the Yukon', appeared in Harper's 'New Monthly Magazine' in March of 1869. As our cover illustration, it calls attention to Len Persson's fine article on the Western Union Telegraph Expedition to Alaska.

## AWARDS:

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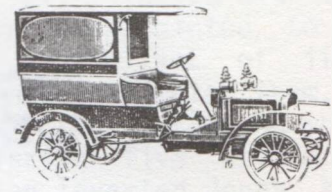
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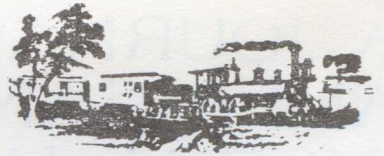
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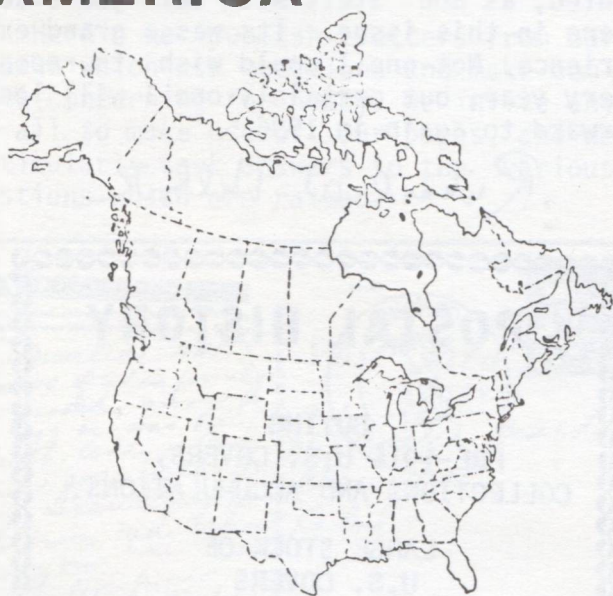
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# AMERICA



## AMERIPEX IMPRESSIONS

From a purely impressionistic standpoint, I left Chicago convinced that the whole idea of AMERIPEX was hatched by some clandestine group of podiatrists who were certain to reap windfall profits once the weary and footsore philatelists had returned home. A calmer perspective, nurtured by a few days back in my normal sedentary routine, has convinced me that podiatrists were not to blame, but I am still awed by the physical size of the show and the heroic stamina demanded from any body who managed to see it all.

The philatelic press will no doubt be filled for weeks to come with reports on the show, so I'll try to avoid being reportorial and concentrate on impressions from a postal history perspective. Many, many postal history enthusiasts were in attendance while I was there, and no doubt many others went to the show after I went home. Very few of those I talked to were able to find much material to add to their collections, and it is my very strong impression that AMERIPEX was not a good show at which to buy postal history.

What a bizarre impression! That collectors were unable to find desirable postal history at a show which boasted hundreds of dealers with thousands of

square feet of retail floor space? What an absurdity! And yet, I talked with many collectors who were disappointed to one degree or another by the lack of items offered for sale that interested them. It seems beyond belief that a show in which one dealer was offering five of the six known blocks of the Inverted Jenny airmail, should give some the impression that it was a poor postal history market. Never-the-less, it did, and regardless of whether you were looking for an elusive townmarking from Colorado, a scarce RPO marking from Florida, or an early example of a ship postmark from the USS ARKANSAS, AMERIPEX was not a good place to look.

Part of the problem in finding the kind of material that most La Posta readers are looking for at a show such as AMERIPEX involves a fundamental change which is occurring in postal history collecting patterns, and the tardiness of many dealers to recognize the trend. The concept that many people collect postal history on a "local" basis has somehow managed to elude, or chosen to be ignored by, the majority of the dealers featuring postal history at AMERIPEX. For example, if you walked up to a counter at one of the Super Booths and asked to see a group of covers from Colorado, the reaction you got was, "Well, I don't know about that. You might try this book of Expresses and Territorials, or you might look through our 1857 issues on cover." It did not matter whether you were looking for Nevada, or South Carolina, or Maine. Most of the Big Name dealers in postal history were not going to be much help. This is not to say that these dealers had nothing for local collectors, in fact a few of those at the show in early attendance, found some real bargains in those bundles of generic-label covers. The point is that these truly important dealers do not recognize a local perspective to postal history as being something with which they need be concerned.

On the other hand, there are a number of newer dealers, generally not found in the AMERIPEX Super Booths, who have educated themselves to what is going on in postal history. If you asked one of these dealers for his stock of Colorado, assuming you could get through the crowd



of collectors at his booth, he promptly handed you a batch of covers and cards to look through. The only problem here was that these, for the most part, were the same bright, youngish people that we see at the regional shows throughout the country. Largely, they are the same people who we see advertising in La Posta, and, while, there is always some fresh stock available, the truth is that the bulk of any dealer's stock does not turn over rapidly. In other words, if you had seen a dealer at WESTPEX, or FLOREX, or ARIPEX, or another regional show in the past few months, there was apt to be little new at AMERIPEX. Always a little, if the dealer had hustled (and we know how they must hustle), but rarely a major new holding.

So, for many collectors of postal history, AMERIPEX was slim pickings, and two points are worthy of note here. One, the "stuff" of which we are building our collections has not attracted much notice among the long-established, postal history retail dealers in the United States. I do not believe it is merely a matter of the prices involved, for one could find \$25 covers at the Super Booths, and we know there are those of us who do not balk at several hundred dollar tickets on scarce towns we want. Rather, I believe it is a matter of inertia, and an unwillingness to adapt to the changes which are underway in the hobby. The second point, and I think it is significant although we often take it as a "given", is that the items we seek are truly scarce. If a person can attend an exhibition which features most of the great rarities of philately, either for sale or on display, and not be able to find the kind of material he seeks, then this material must be in very short supply. Personally, I find this a very disquieting thought, and I fervently hope that the vast majority of those throngs in attendance at AMERIPEX never discover exactly what it is that we are doing.

AMERIPEX was a truly joyful experience from other standpoints. What fun it was to meet in person with so many people I had known only by correspondence or over the phone. The exhibits were superb,

and postal history was quite well represented, as Bob Stets will tell you elsewhere in this issue. It was a grand experience. Not one I would wish to repeat every year, but certainly one I will look forward to again in 1996.

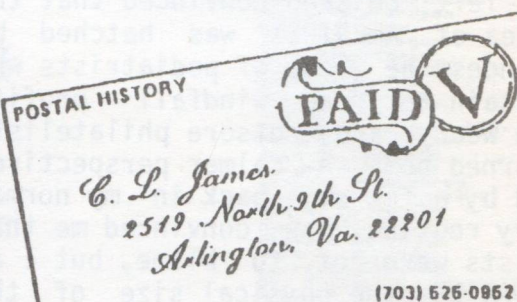
*Richard W. Helbock*

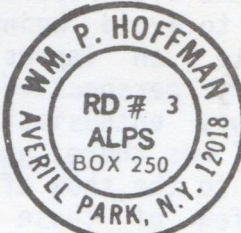
## POSTAL HISTORY

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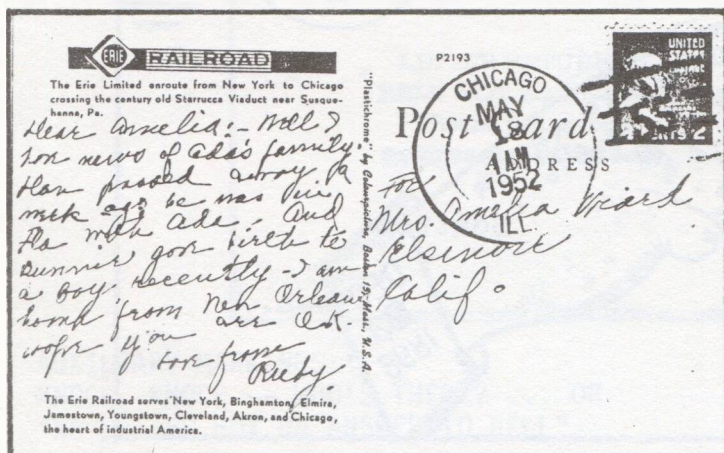
## COVERS

WRITE WITH YOUR LIST OF WANTS



## LETTERS TO LA POSTA

Herein we publish letters from our readers which ask questions and make comments concerning the hobby. We invite any and all to make use of our pages, and we particularly seek answers to the various questions which are raised.



There was no index available, and after a week of turning pages one by one, I gave up. I would very much appreciate hearing from anyone who might be able to shed light on the meaning of the numbers in the cancellations which appear on the Prexys and Liberty issue.

W. William Hanneman, P. O. Box 2453, Castro Valley, CA 94546, sends along an interesting Doane-type postmark in which an "S" is used in place of a number in the killer bars (see illustration). Does



anyone know of similar markings, or has anyone seen the Simnamahoning, Pa., postmark with a number instead of the "S"?

F.W. Wessel, P.O. Box 192, Wedderburn, OR 97491, writes:

"I've been studying the postmarks applied to the Prexys (Scott 803-834) and the Liberty issue (1030-1053), and collecting them off-cover. Among the stamps accumulated, I find cancellations similar to those called Doane cancels. But what puzzles me is that I have some numbers which, if they indicate post office receipts, would make me yearn for such as postmaster's position. For example, I have in my collection the following:

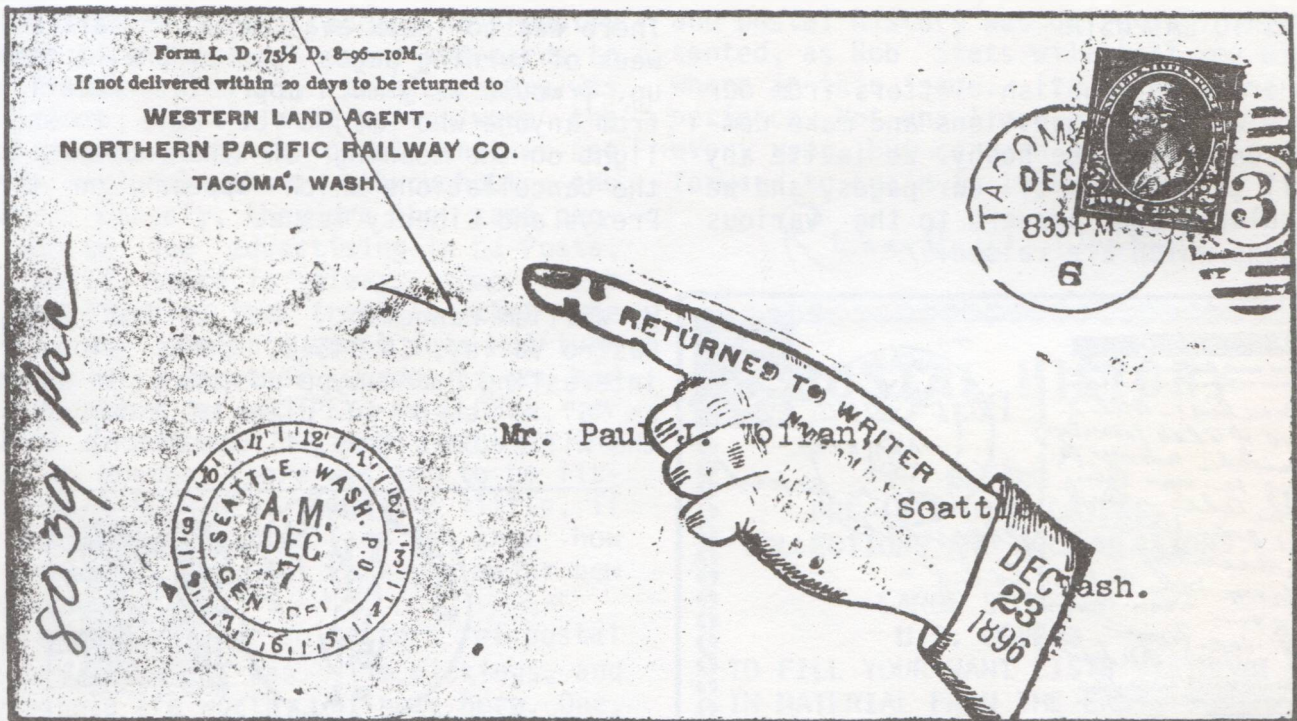
Scott #	Number in cancellation
814	3, 16 and 25
815	32
817	1
823	25
829	42 and 55
831	32
1044	15 (?)
1051	45

Obviously someone changed the rules between 1906 and 1938. While still resident in Washington, D.C., I spent a week at the P.O. library, searching the PL&R files for instructions to postmasters concerning cancellations and their use.



Lynn Langdon of Buhl, Idaho, has discovered two clock-type auxiliary marks which appear to be regulation post office markings rather than the more commonly seen clocks applied by private business on incoming mail. One of these reads in part SEATTLE, WASH. P.O./GEN. DEL., and the other reads TOLEDO, OHIO. SPECIAL DELIVERY. Lynn would be interested in hearing from readers who have other examples of similar markings applied by post offices. He may be addressed in care of LA POSTA.





This cover displays the Seattle General Delivery clock marking reported by Lynn Langdon.



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# POSTAL HISTORY - POST CARDS

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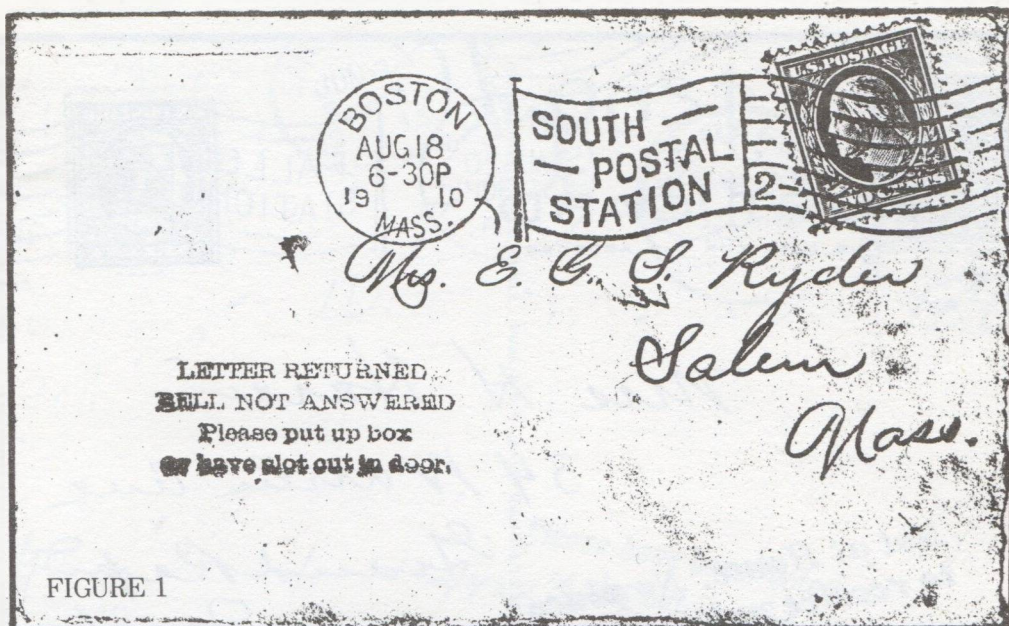


FIGURE 1

AUXILIARY MARKINGS:  
KNOCK, KNOCK -- WHO'S THERE? ... OR  
"NO LETTER BOX OR ANSWER TO BELL"

By Randy Stehle

There is a group of auxiliary markings that illustrate how things were better in the "good old days" of the Post Office Department (POD). Figure 1 shows a cover sent to Salem, MA., in 1910 with a marking that reads "Letter Returned/Bell Not Answered/Please put up box/or have slot cut in door." At first glance this may not indicate the higher quality of service that was standard 75 years ago. The Postal Laws & Regulations (PL&R) required the city delivery carriers to ring the doorbell as the situation warranted. This article will not deal with rural carriers, where boxes were required and bells never rung, or the registry/special delivery system, where the bells always had to be rung.

In the 1902 and 1907 editions of PL&R we find:

"Carriers must not throw mail into windows or halls, unless specially instructed to do so. They must ring the bell, wait a reasonable time for an answer, and deliver the mail to some one of the household in the habit of receiving it. Patrons who repeatedly fail to respond promptly to the carriers' ring must be reported to the postmaster."

Figures 2 and 3 are good examples of markings that follow this regulation. What this section fails to mention is letter boxes. It is not until the 1913 PL&R that this topic is included. The wording is similar to the above quoted section, except for the second sentence, which begins:

"When provision is not made for the delivery of mail into private receptacles, the carrier shall ring the bell ..."

Almost all the markings seen before 1913 mention something about an attempt to deliver the mail, e.g., "no response", "not home", "bell not answered". After 1913 the markings usually never mention this and only refer to the lack of a letter box. Even though the 1913 PL&R does not require patrons to provide a box, the markings would seem to suggest the POD did require one. Figure 4 gives a good illustration of this "hard line" approach the POD took to convince patrons to provide a box. The marking is on a card sent to Pittsburgh from Germany in 1925, and reads, "Notice (with two pointing hands)/After 3 days ("3 days" crossed out in pencil) mail will be held/ at P.O. No Box/Last notice ("Last notice" written in pencil). At least they got three days notice. People without boxes had to pick their mail up at the post office at this time.







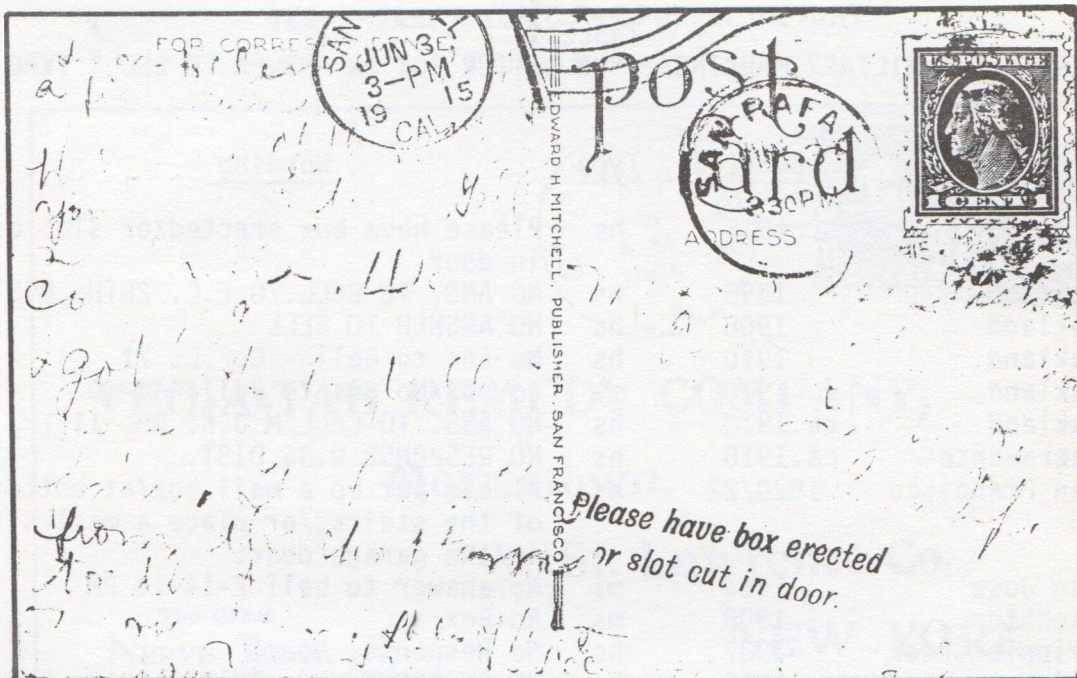
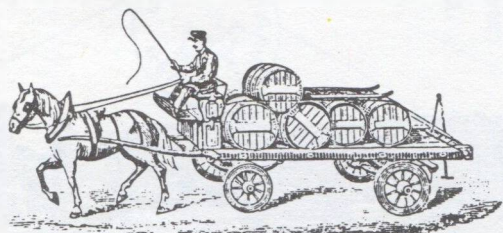


FIGURE 5

Figure 5, our final example for this subject, is a post card sent to Fresno, CA., in 1915. The marking reads, "Please have box erected/or slot cut in door." The carrier would have had to ring the bell in order for the addressee to get the card and read the auxiliary marking.

Table I is presented only to illustrate the diversity of these markings. It is in no way an attempt to list all such markings. The abbreviations "hs" and "ms" stand for handstamp and manuscript, respectively. Twenty cities in 11 states are represented, and, as usual, the listing is weighted toward California, where the author lives. The earliest marking listed dates from 1895, and the latest is 1936, although "No mail receptacle" markings are being used today. The author invites comments and questions to be sent to him at: P. O. Box 182, Belmont, CA 94002.

NEXT: "CLOSED AGAINST INSPECTION"



## COVERS !!

- U.S. STATES & TERRITORIES •
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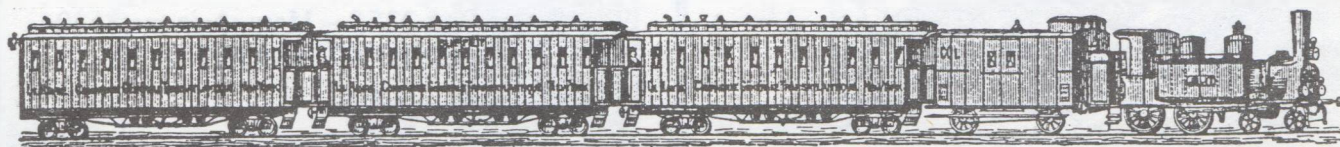
FRED SCHEUER  
**The CANCEL COLLECTOR**

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Telephone 602 / 964-6739



TABLE I  
ILLUSTRATIVE AUXILIARY MARKINGS: "NO LETTER BOX OR ANSWER TO BELL" TYPE

State	Post Office	Date(s)	Type	Wording
CA	Fresno	1915	hs	Please have box erected/or slot cut in door.
CA	Oakland	1895	hs	NO ANS. TO BELL./G.F.C. 26TH. DIST.
CA	Oakland	1908	hs	NO ANSWER TO BELL
CA	Oakland	1910	hs	No Ans to Bell - C.F.L. 71
CA	Oakland	1910	ms	No Box/No ans to Bell 4-4-10
CA	Oakland	ca.1910	hs	NO ANS. TO CALL M.J.K. No. 11
CA	Sacramento	ca.1910	hs	NO RESPONSE W.36 DIST.
CA	San Francisco	1920/22	hs	Please put up a mail box/at bottom of the stairs,/or place a mail slot in/the garage door.
CA	San Jose	1914	ms	No answer to bell 2-14-14 PM
CA	Stockton	1909	ms	No Box
CO	Cripple Creek	1907	hs	No Response, No. 1
IL	Chicago	1909	hs	NO RESPONSE .... TRIP 2 3819
IL	Chicago	1911	hs	NO RESPONSE .... TRIP. 4731
IL	Chicago	1911	hs	NO RESPONSE ..... TRIP L 2123
MA	Everett	1910	hs	NO LETTER BOX. NO RESPONSE/FEB 26 1910 S.P.D. 839 8:40 a.m.
MA	Salem	1910	hs	LETTER RETURNED/BELL NOT ANSWERED/ Please put up box or have slot cut in door.
MA	Worcester	1907	hs	RETURNED/Addressee not in./Please have box put up or slot cut in door.
MI	Grand Rapids	ca.1908	hs	Not Home. No Place/to receive mail.
MI	Grand Rapids	1909	hs	Not at Home. No Place/to receive mail.
MO	Kirksville	1908	hs	DELIVERED AT 3P.M./DOOR LOCKED 7/18-08
NY	Batavia	1911	hs	Returned to Postoffice by Carrier/ No..... No place to leave mail
OH	Alliance	1910	hs	NO REPLY AT DOOR
OH	Cleveland	1908	hs	No response 45
OH	Toledo	ca.1910	hs	DELAYED/because of no response/No Box/7/14 A.M./104
OK	Tulsa	1936	hs	XRTT/NO BOX/J.G.P.(in a circle)
OR	Portland	1909	hs	No Response to the Bell,/8-11 56
PA	Pittsburgh	1925	hs	NOTICE /After 3 days mail will be held/No Box/Last notice (ms)





## VEG-A-TAB: A TONIC FOR POSTAL HISTORY

By Herb McNeal

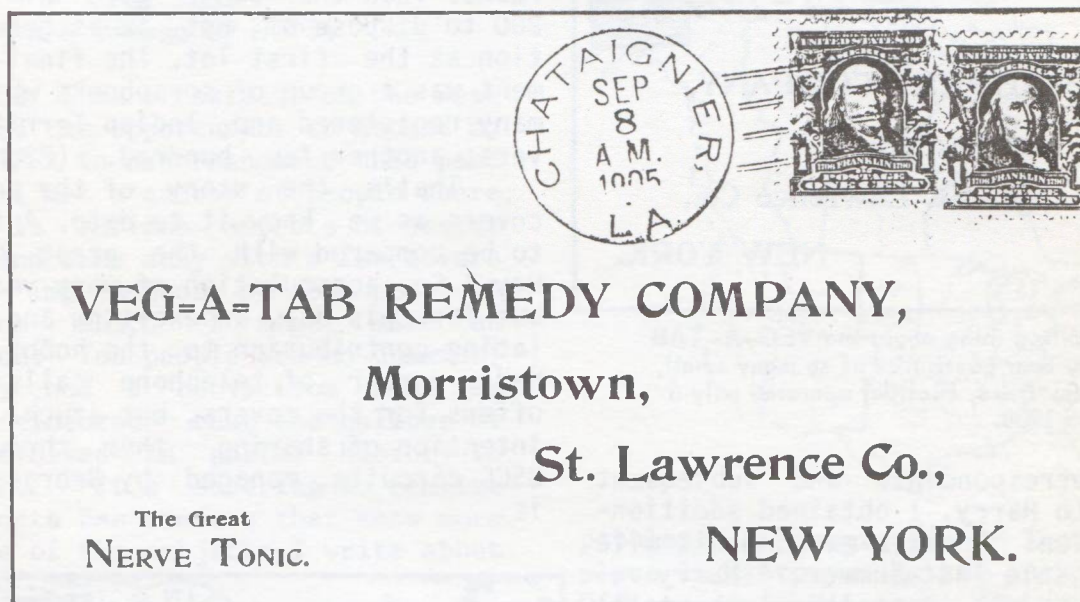


Figure 1. A typical VEG-A-TAB cover. This one displays a nice Doane cancel from Chataignier, LA.

In 1984 there came to the attention of postal history collectors some turn-of-the-century covers which quickly became known as the Veg-A-Tab covers. Most bore the printed address of the Veg-A-Tab Remedy Company, Morristown, St. Lawrence Co., New York. (Figure 1) Many also carried printed advertising on the reverse, among other things claiming the product was "A cure for constipation," and "Wonderful tonic for NERVOUS TROUBLES for ladies between forty-five and fifty." (Figure 2).

What interested cover collectors was not the advertising, but the exciting variety of small town postmarks ranging from Alaska to Washington, Alabama to

West Virginia, and most of the states in between. Many were first examples reported. Since 1984 the covers have found their way into many collections via U.S. Cancellation Club circuits, auctions, net price sales, and private treaty. Where did they come from, these Veg-A-Tab covers?

I first learned of them by way of Harry Tabor, Sidney Center, New York, a fellow member of the USCC and the ESPHS (Empire State Postal History Society). In July of 1984 I received a letter from Harry (whom I had never met) enclosing several Veg-A-Tab covers with Florida manuscript cancels. (Figure 3). He had seen my ads for Florida material, he said.

Harry wrote that he had recently acquired about 1600 of the covers, and had placed most of them in the USCC circuit. He said the Veg-A-Tab people must have run ads in hundreds of country newspapers to generate such widespread response. I was delighted to have several new Florida towns on cover, and while awaiting further details from Harry, requested a USCC circuit including some of the covers.

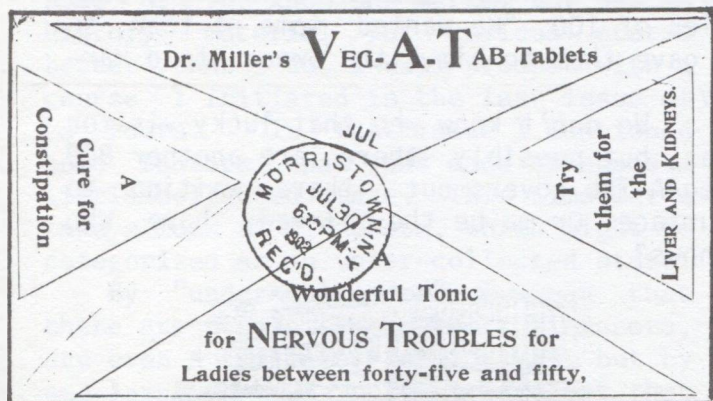


Figure 2. Reverse of VEG-A-TAB cover with advertising



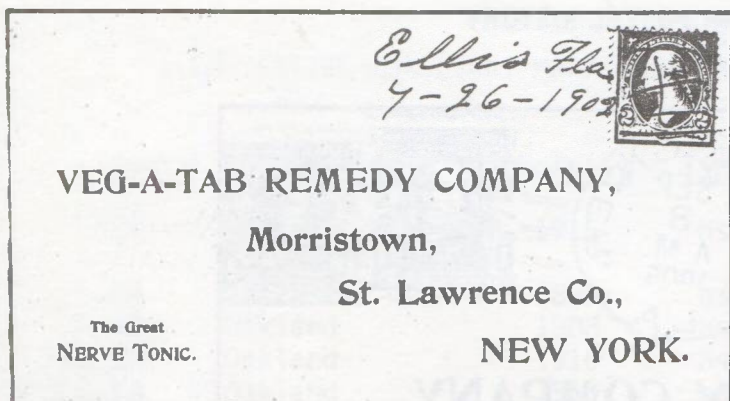


Figure 3. The exciting thing about the VEG-A-TAB covers is that they bear postmarks of so many small, short-lived offices. Ellis, Florida, operated only 6 years from 1902 to 1908.

In correspondence and subsequent meetings with Harry, I obtained additional information. "I met a man and his wife at a house sale last summer," Harry related, "and we got to talking about covers." "He told me he had a large box, but the stamps were cheap, and he had been considering throwing the whole lot away. I went to see him several days later, and he showed me the box. Many (covers) were spoiled, and I had a job convincing him that there was a sale value. He had tried to peddle them at a flea market and done nothing. Finally, his wife convinced him to let me take them." Harry put most of the covers in the USCC circuit, and some weeks later was able to deliver \$700 to the owner.

The owner told Harry that when he was about six years of age, he and a couple of friends had gone into an old abandoned building and made off with this box of covers. They got scared after they did it, and stowed the box under a porch at a nearby summer camp. There it remained until he went into the Navy, when he wrote his father about it.

His father was a law enforcement officer, and became quite upset. He got the box of covers from under the porch, found out who owned them, and not only cleared up the original box but got permission to get the rest of the covers, said to number in the many thousands. They planned to pick them up when the son returned from service, but the building was burned before that happened, and that was the end of most of the Veg-A-Tab hoard.

How many actually remained? Harry obtained about 1600 the first time around. Then the owner gave him another 200 to dispose of, not in as good condition as the first lot. The final increment was a group of scrapbooks which held many registered and Indian Territory covers; another few hundred. (Figure 4).

That's the story of the Veg-A-Tab covers as we know it to date. A find not to be compared with the great Carroll, Hoy & Co. accumulation of many years ago, but for this day, an exciting and stimulating contribution to the hobby. Harry had a number of telephone calls making offers for the covers, but stuck to his intention of sharing them through the USCC circuits, managed by George H. Lewis.

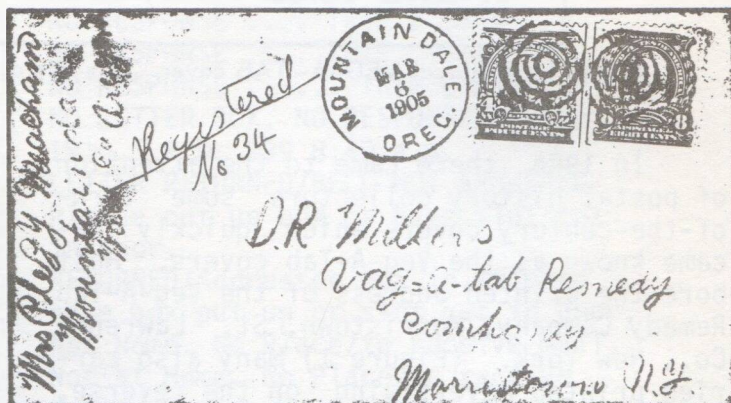


Figure 3. Not all of the correspondence was on 'company' envelopes as this registered cover shows.

Are there more Veg-A-Tab covers out there? It seems that the owner (after receiving the \$700 from Harry) had a visitor who was interested in covers. He gave the visitor 800 cover in eight bundles of 100. "He wanted some of them, so I gave them to him," the owner told Harry.

We don't know who that lucky visitor was, but possibly there are another 800 Veg-A-Tab covers out there waiting to surface. Or maybe they already have. Who knows?





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



Now that I am a resident of the West Coast I had the opportunity to attend my first WESTPEX in San Francisco this past April. I met a number of people there involved in various aspects of postal history and came away with a few covers and some impressions of the people I met, from which I might make an observation: You people are no dummies! I already had a conviction that was totally reinforced that the caliber of people involved in postal history is very high. It's sobering to realize that La Posta has readers that know more about some of the subjects I write about than I do!

It's not really surprising that the caliber of people involved in postal history is high. It is not an inexpensive hobby, and extensive collecting requires financial resources one usually associates with professional occupations. I am sure there are many collectors with moderate incomes. I also would be surprised if many spouses have not voiced the thought that too much money was being spent for cover purchases -- or would voice the thought if they knew how much money was being spent. Those who have the financial resources to really indulge themselves with postal history purchases often seem to own their own business enterprises, frequently in legal or medical professions.

But I digress. Even though I know some of you know the market for postal history material for various states better than I do, I will proceed with a course I initiated in the last issue of La Posta. In that issue I mentioned some factors that has made Arkansas a little-collected state. This time let's take a look at Minnesota, which might be categorized as an under-collected state.

By "under-collected" I mean that there are people that collect Minnesota, and even a few major collections, but by and large there is not the interest that one would expect, given Minnesota's

population, geographical location, and place in history. As the author of Post Offices of Minnesota I am somewhat surprised at this, since the book has sold rather well for a postal history book. I have been told by a major dealer that Minnesota is the only state where sales of postal history material did not jump when the state post office listing was published. People in Minnesota have told me that stamp collectors there have not moved into postal history, and that Minnesota is an exporter of postal history rather than an importer.

The level of postal history collecting in Minnesota is surprising from both an historical and a geographical standpoint, for Minnesota is a diverse state with much of interest. Its Territorial and pre-Territorial periods were long enough to produce a lot of postal history, and it is here that collecting interest has been greatest.

The southern part of the state is good agricultural land. As settlement progressed westward in the 1850's on the best arable land, Indian problems ensued, and several forts were built to protect the settlers. Agricultural richness in the south and in the prairies that stretch into the Dakotas provided the economic support to build a major metropolitan area, the Twin Cities of Minneapolis and Saint Paul.



To the north farming gives way to forested land, and the land of 10,000 lakes that is known to all Midwestern fishermen. The Arrowhead Country of northeastern Minnesota is a camper's paradise of lakes, streams, rocks, and trees. A great abundance of iron ore was discovered in the Mesabi Range, leading to the establishment of many post offices in that area, and to the emergence of Duluth as the major shipping port for the ore.

For collectors pursuing themes rather than geographic areas, Minnesota offers territorial material, frontier forts, agricultural settlements, post offices that served lumber camps or resort areas, and offices associated with the iron mining of the Mesabi Range. The Northwest Angle of Minnesota represents a geographical extreme, with several post offices in an area further north than any other in the 48 coterminous states.

Because collecting interest is generally low, prices of good material tend to be moderate, and even cancels from relatively short-lived nineteenth century offices can be obtained for \$10.00 or less. If you find your present collection of whatever you collect is not growing because you are being priced out of the premium items you still need, you might consider starting a collection of Minnesota (or Arkansas) to rekindle the joy of finding prize items at a budget price.

In the next issue I will select another state to discuss. Thoughts and contributions from readers are welcome, as always.

#### NEW ILLINOIS BOOK

The Illinois Postal History Society has announced that it will release a new publication entitled The Postal History of Coles County Illinois: The First Hundred Years (1830-1930), by Paul R. Redlich. The 175 page book will provide an historical background as well as examples of all known 19th century postal markings used in the county. For information contact IPHS at P.O. Box 1513, Des Plaines IL, 60017.

#### POST OFFICE CENTENNIALS

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

JULY	9 Raymond CA
	10 Mer Rouge LA
	16 Monrovia CA
	17 Jacksonburg* WV
	20 Washington Grove MD
	22 Safford* AL
	28 Hooper WA, Folsom WV
	29 Dumont MN
	31 Beeler* KS, Pillager MN
AUGUST	4 Soso MS, Bear Creek WI
	5 Armour SD
	17 Wallace ID, Oriskany* VA
	18 Ophelia VA
	20 Timbo AR, Chandler MN
	21 Montezuma KS
	27 Story AR, Winger MN, Ballard WV
	28 Cochise AZ

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

## The Depot

POSTAL HISTORY LITERATURE  
P R E S E N T S

### IOWA POST OFFICES 1833-1986

By

Alan H. Patera and John S. Gallagher

232 pages, sewn signature binding, over 20  
photographs

Post offices by county showing establishment,  
discontinuance, and name change dates.  
Alphabetical index to post offices.

\$25.00 Postpaid

### A CHECKLIST OF SOUTH DAKOTA POST OFFICES

By

Alan H. Patera and John S. Gallagher

\$5.00 Postpaid

P.O. Box 2093, Lake Oswego, OR 97034



## PORT HOPE, MICHIGAN

By Alan H. Patera and Arnold H. Koehn

Because of the configuration of its shoreline, the lower peninsula of Michigan has been likened to the shape of a mitten. Port Hope is located right near the tip of the thumb of this mitten, on the shore of Lake Huron in Huron County. In the days when steamships were a major source of transportation it was strategically located on the main shipping route, but as railroads and then highways became the predominant form of transport the thumb of Michigan was bypassed. Today the area is a peaceful agricultural area, with some lake shipping, some sport fishing, and a few summer homes along the lake front.

Initial settlement of the area occurred in the 1850's. Three post offices near the tip of the thumb were established within a few months of each other in 1856; Port Austin on January 19, Willow Creek, which later became Huron City and Huron on February 14, and Barnettsville, on March 31. Barnettsville, which changed its name to Sand Beach in 1861 and to Harbor Beach in 1899, was the first county seat when Huron County was organized in 1859. On January 6, 1860 a post office was established at Port Hope, midway between Willow Creek and Barnettsville.

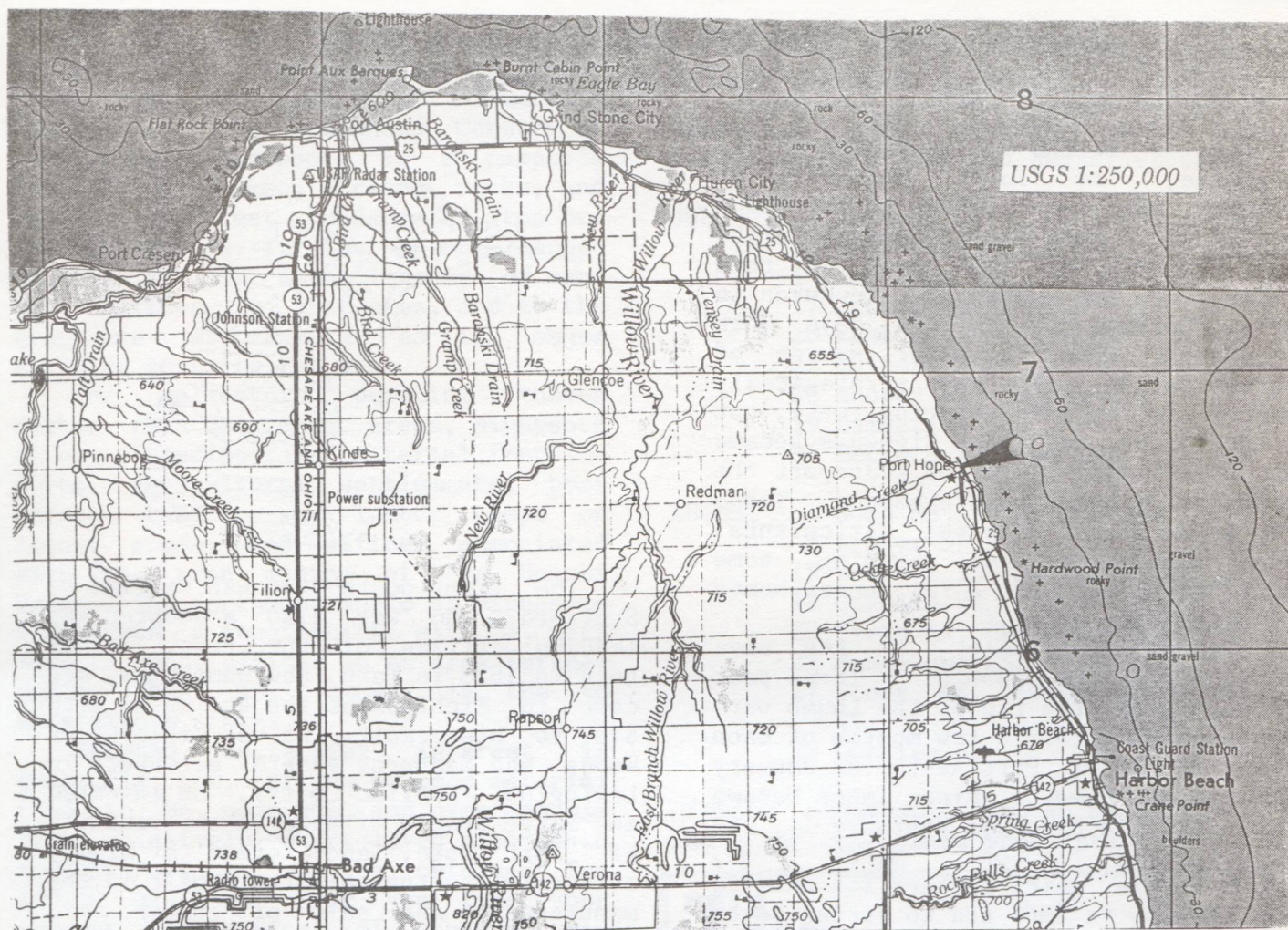


The first postmaster was William R. Stafford, who was also a booster and leading citizen of the town. He was born in 1828 in Bath, New Hampshire, and came to Michigan at the age of 21 with \$75 to his credit. He was employed by Woods and Sanburn, general merchants in Lexington, Sanilac County. He invested in large tracts of pine in the vicinity of Port Hope, and formed a highly successful partnership that dealt in the manufacture and sale of lumber. Mr. Stafford took charge of the operations at Port Hope, where the company he formed owned 27,000 acres of pine. A large mill and dock were built to facilitate large boats.



*Main street of Port Hope about the turn of the century.*





Port Hope grew as William Stafford expanded his business holdings. He built a flour mill, with a capacity of 50 barrels per day; he sank a salt well said to produce the best grade of salt manufactured in Michigan, with a capacity of 6,000 barrels per month; in addition to the lumber mills he constructed sash and door factory. He sold off large tracts of land to settlers, but by 1883 he still held over 7,000 acres, including 1,000 acres of first-class farmland which he cultivated. His mercantile efforts amounted to nearly \$100,000 yearly, and he employed over 150 men in his various enterprises.

In 1871 an extensive forest fire burned across the thumb of Michigan, destroying the mills and dock of the Stafford and Haywood Co., with a loss in excess of \$100,000. They were rebuilt

in 1872, but nine years later another fire of similar origin caused \$40,000 worth of damage to the lumber mills, but left unburned a little strip that included most of the town. A smaller planing mill was erected in place of the destroyed one, and the dock was rebuilt.

By 1880 the forests had been depleted by fire, harvesting, and cutting to allow for cultivation. Port Hope had ceased to be a major shipping point. The main export by boat became salt. With the success of the Stafford salt works another well was sunk by Dr. R.C. Ogilvie, who had come to Port Hope from Canada in 1870. In addition to his salt works and practice in general medicine, Dr. Ogilvie also ran a drug store, dealt in general merchandise, owned a sawmill and barrel factory -- and became the second postmaster in Port Hope.





*Patrons in front of the post office about 1900.*

Besides the community pillars of Stafford and Ogilvie, the flourishing village of 1883 supported a second doctor, and boasted a shop for millinery and fancy goods, a blacksmith and wagon shop, a boot and shoe shop, a third dealer in general merchandise, and a commodious hotel on Main Street, run by Robert Winterbottom. As a cultural center, Port Hope had four churches, a school with 130 students, a Masonic lodge, and two literary societies.

As forests were cleared throughout the county in the 1870's the fertile farming land was thoroughly settled. Market centers away from the lake were being established and growing, taking the focus of the county away from the lakeside towns. Trunk rail lines found their way into Huron County to tap the agricultural resources of the area.

This had the byproduct of reducing the need to ship goods by water. The county seat had shifted to Port Austin in the 1860's, but by 1880 it was moved to Bad Axe, more centrally located in the county -- and away from the lake.

With the loss of employment that accompanied the reduction of lumber harvesting it was inevitable that Port Hope should experience a decline in population. The 1880 census shows a population for Rubicon Township of 1,229. In 1940 the population for the same area was 730. The village of Port Hope has remained fairly constant, with a population between 300 and 400.

In 1986 the prominent businesses of Port Hope include a bank, supermarket, farm service center, hardware store, insurance agent, car dealer, hotel, and two gas stations, all lining the main highway as it passes through town.



Arnold H. Koehn was formerly the postmaster at Port Hope. Currently he is the postmaster at Harbor Beach, Michigan.



## THE GREENWOOD, SOUTH DAKOTA, POST OFFICE

By Ken Stach

The Greenwood post office was established in what is now Charles Mix County of South Dakota on September 29, 1859, with Alexander H. Redfield as the first postmaster. It was one of only four post offices in existence in the South Dakota portion of the new Dakota Territory when it was created March 2, 1861. Those four offices were "inherited" from parent territories: Sioux Falls from Minnesota Territory and Ponca Agency, Fort Randall, and Greenwood from Nebraska Territory (1). Greenwood was thus in South Dakota when statehood was achieved November 2, 1889. Figure 1 shows the location of Greenwood and Charles Mix County within the present borders of South Dakota.

Charles Mix County was established May 8, 1862 by a bill in the first legislative assembly held in the Territory. It was named after Charles E. Mix, U.S. Commissioner of Indian Affairs in 1858. Greenwood was in unorganized territory prior to that time. The county was reorganized with its present boundaries under an act of the Legislature passed in 1868-69 (2).

The first settlements in Charles Mix County were made by employees of the American Fur Company as early as 1830. Many of these early settlers were French

Canadians and frequently inter-married with the local Indians (2). The settlers of the 1850's and 1860's were primarily employed in forms of river trade. In the spring of 1880 settlers rapidly began to move to the area and farming became more prevalent.

The very early establishment of a settlement and post office at Greenwood make it especially interesting. It was located on what was then the Yankton Indian Reservation. The agency for this reservation was established at Greenwood in 1858, the year in which the Yankton Indians ceded all their lands except those comprising the reservation. An earlier article by the author (published in *La Posta*) entitled "South Dakota Territorial Indian Agencies" noted that the agency offices were located at "White Swan". Research on this article has revealed that the offices were actually located at Greenwood, substantiating the claim that one can find literature to support many contradictory "facts".

At the time of the original treaty, about half of Charles Mix County was part of the Yankton Indian Reservation. Agency reports from 1884 indicate that about 2,000 Indians lived on the reservation at that time. They were

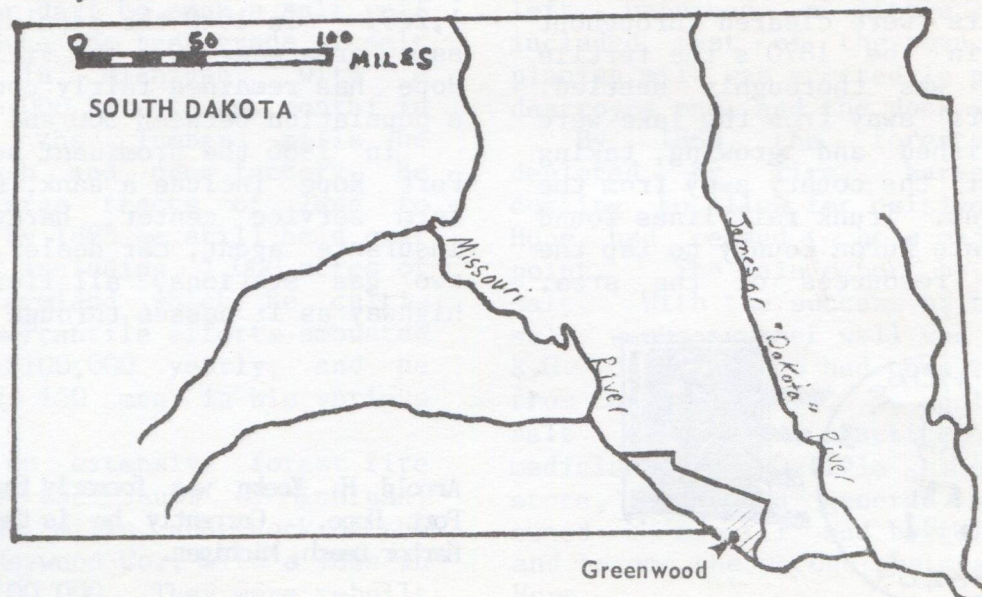


Fig. 1 Map showing location of Greenwood and Charles Mix County, South Dakota.



under the leadership of their chief, "The Man that was Struck by the Ree", who was one of the oldest and most honored chiefs of the Sioux nation. Records claim he derived his name on account of having been severely wounded in a fight with the Arikaree Indians, and came into prominence a few years before the Minnesota massacre. His action at that time, in not allowing his tribe to participate in the Indian outbreak, won him the respect and esteem of his white neighbors. He claimed that he never in any way opposed the whites, but was always their friend. He also claimed that on the day of his birth, two white men visited his tribe, and "made him a white man" (2). It is presumed that these men were Captains Lewis and Clark on their 1804 journey exploring the Missouri headwaters.

The first missionary among the Yankton Indians was Rev. John P. Williamson, a Presbyterian clergyman. Rev. Williamson accompanied Colonel Thompson to Crow Creek in 1863. He was later sent to "Greenwood Agency", which was also known locally as "Yankton Agency", in 1869 (2). A couple of later postmasters at Greenwood were named "Williamson", presumably related to the missionary of the same name:

Sarah A. Williamson November 26, 1886 to May 15, 1889  
Guy W. Williamson June 13, 1901 to December 3, 1909

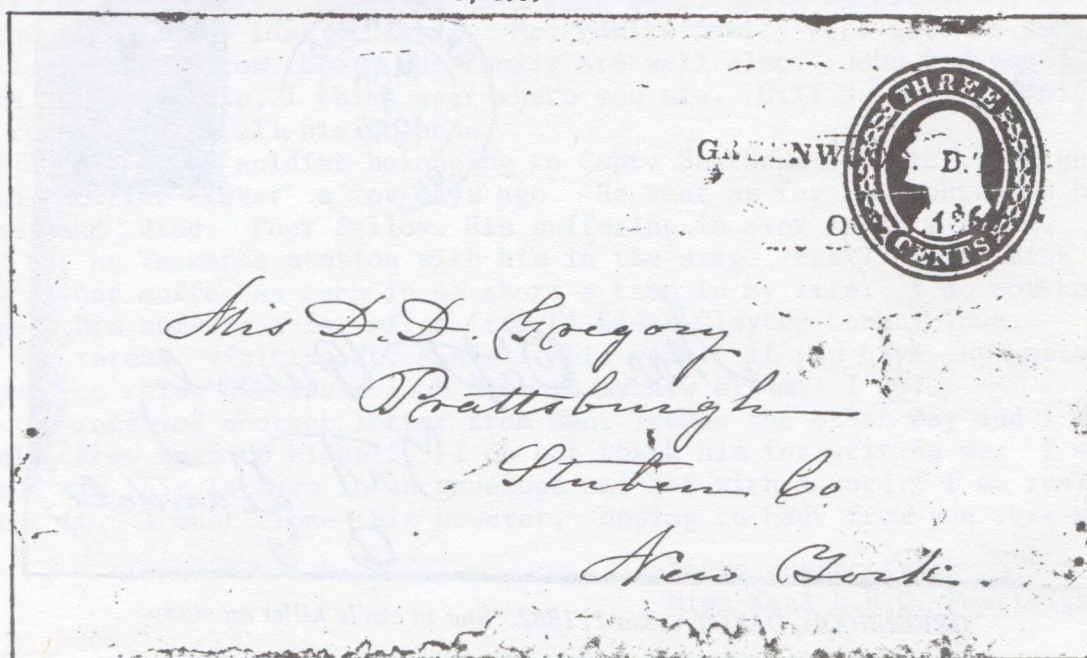
The agent from 1884 reports:

"The Indians here, as elsewhere, are treated in a most humane manner. Two or three fine school buildings have been erected at the agency, and the Government is doing everything in its power to educate them and change their mode of life. It is a difficult, and possibly, an impracticable task, to change the habits and customs of centuries, but the prospect now is very favorable to such a result." (2).

Greenwood received mail service on the route from Sioux City, Iowa to Fort Randall, Dakota Territory via other post offices in the area in the early years of its existence. Mail contractor records indicate the following contractors in the 1860's for the "Greenwood route":

#### Contractor

Robert W. McElhaney	October 2 1862 to March 1, 1864 twice a week
Robert W. McElhaney	March 1, 1864 to July 1, 1864 three times weekly
Halsted, Root & Haskell	July 1, 1864 to April 21, 1866 three times weekly
Hedges S. Thompson	April 21, 1866 to ? three times weekly



GREENWOOD D.T. Oct. 1, 1860. Scarce straight-line cancel.

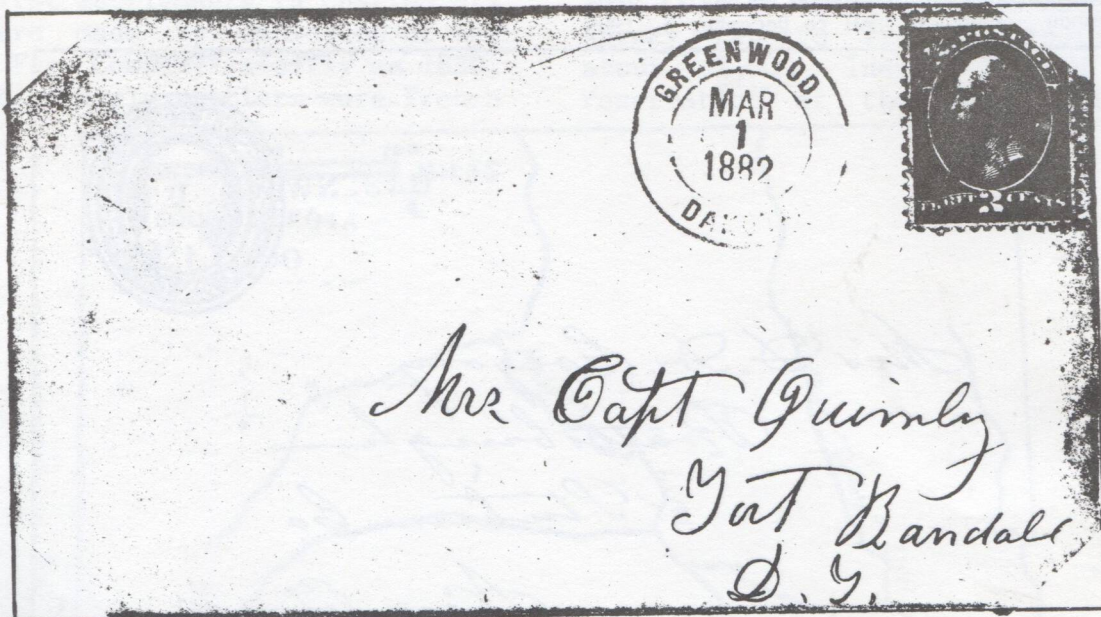
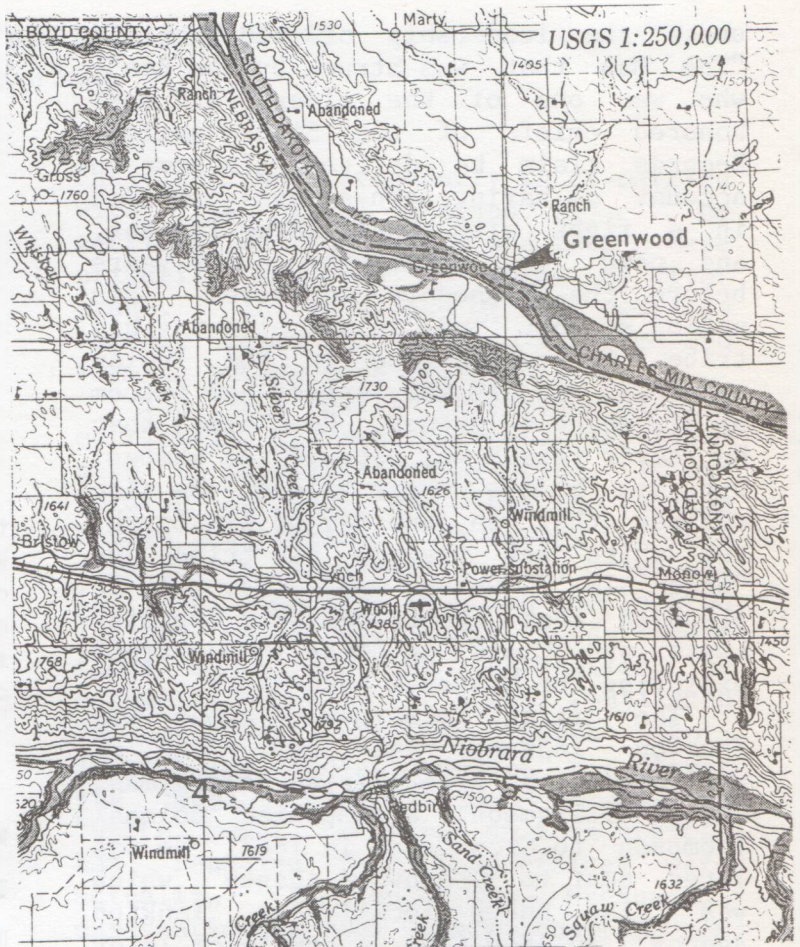


The records also show that it was some 40 miles further down the route from Bon Homme, and about 15-20 miles from the terminus at Fort Randall. Some other Dakota Territorial post offices reportedly on the route at different times were Willow, Adelscat, Grant, Elk Point, Green Point, Liberty, Vermillion, Lincoln, Yancton (sp), James River, Emanuel, Choteau, and Choteau Creek.

The glory days of Greenwood Agency came to an end as the area became more settled and the need for the agency faded. An 1890 report indicates a population of only 28 for the "village" called Greenwood. The Greenwood post office, one of the first four in South Dakota, was discontinued December 30, 1965. Mail was sent to nearby Wagner after that time.

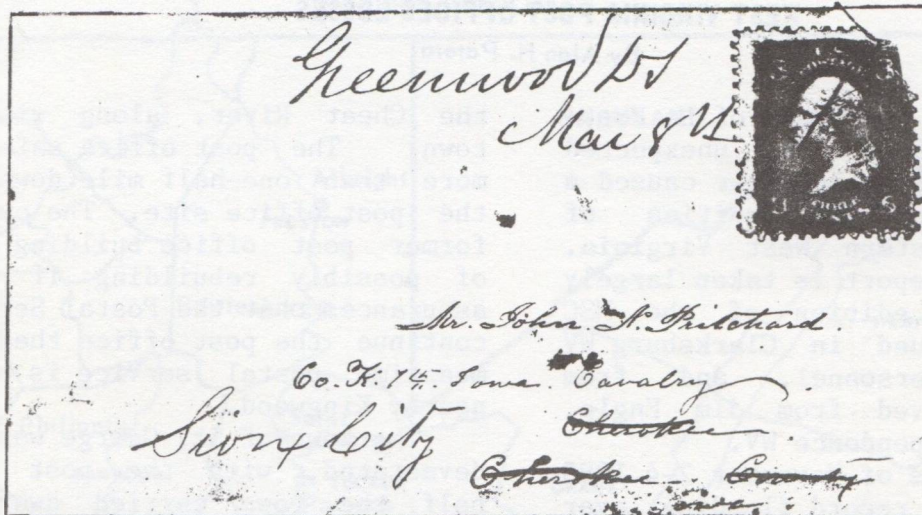
#### References

1. Phillips, George H., "Post offices and Postmarks of Dakota Territory", J.B. Publishing Co., Crete NE, (1973).
2. Andreas, Alfred Theodore, "Atlas of Dakota", (1884).



GREENWOOD, DAKOTA Mar 1, 1882. Star in circle killer on stamp.





Manuscript Greenwood cancel, March 8, 1865. Below is the letter enclosed in this cover.

Greenwood D.T.  
March 5th 1865

Mr. John N. Pritchard  
Dear Sir,

I received your letter in due season, and should have answered before, but my time has been quite taken up lately between receiving company and visiting. So I shall have to beg your pardon for this long delay.

I saw some squaws today about your moccasins, they have no porcupine quills and cannot get them, but have very nice beads and will make them for 2 1/2 dolls. per pair. I ordered them made, and thought if you did not wish to have them I would keep them myself. You will let me know when you write again.

There is very little news here at present. I believe since I wrote you that Dr. and Mrs. Burleigh have gone east, and I do not think they will return until the last of April. Mr. Faulks family were well as usual when I last heard from them. Our family are well also. John had gone down in Iowa to buy cattle, I think near where you are. Gill is well and wished to be remembered to all his friends.

There was a soldier belonging to Capt. Shatucks Co. died very suddenly with scarlet fever a few days ago. He went as far as Yankton on his way home and died. Poor fellow. His suffering is over in this world. I went as far as Tacketts station with him in the stage, and I don't think I ever saw anyone suffer as much in so short a time in my life. I do not know his name. His home is a few miles from El Kader Clayton County Iowa.

I intend visiting Ft. Randall this week. If you have any photographs about you think one would look nice in my new album. I do.

I received another letter from Geo. Trumbo the other day and I wish he would keep them to himself. I do not thank him for writing me. I mean to send him his letters in an envelope and not with a word. I am real vexed about it. I must close this however, hoping to hear from you very soon.

Yours respectfully  
Miss Kari L.H.C. Pourleigh



## WEST VIRGINIA POST OFFICES LOSSES

By Alan H. Patera

As reported in the issue of La Posta for December 1985, the unexpected intense rains of early November caused a disaster for many communities of northern and eastern West Virginia. This follow-up report is taken largely from a special edition of the MSC COMMUNICATOR, issued in Clarksburg WV for postal personnel, and from information received from Jim Engle, postmaster at Independence WV.

In the storms of November 2-4 1985 and the subsequent record flooding, over 40 post office buildings suffered water damage. In addition, 120 offices were affected by flooding, with high water reducing delivery or eliminating dispatches. The post offices suffering the worst damage were:

<u>County</u>	<u>Post Office</u>
Barbour	Belington
	Philippi
Gilmer	Glenville
Grant	Petersburg
Hampshire	Green Springs
Hardy	Moorefield
Lewis	Weston
Morgan	Hancock
Pendleton	Circleville
	Riverton
	Seneca Rocks
Preston	Albright
	Rowlesburg
Tucker	Parsons
	Saint George
Upshur	Adrian
	Buckhannon

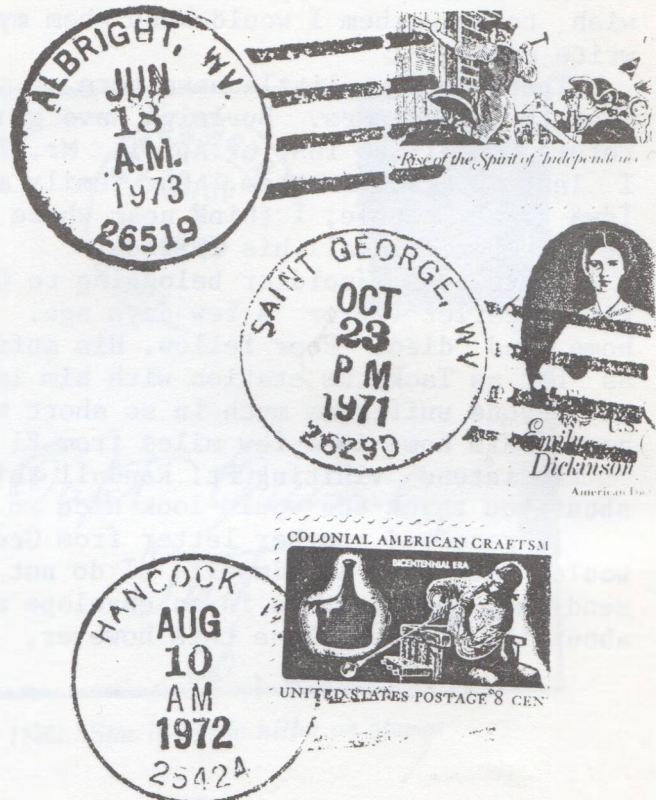
The Rowlesburg post office had 4 feet of muddy water in the building, but the brick building remains usable. The rest of the town suffered nearly complete destruction. The post offices at Circleville, Green Springs, Riverton, and Petersburg were not so fortunate and were relocated at temporary quarters in the community.

The worst fate befell Albright, Hancock, and St. George. The post office at Albright was washed away by

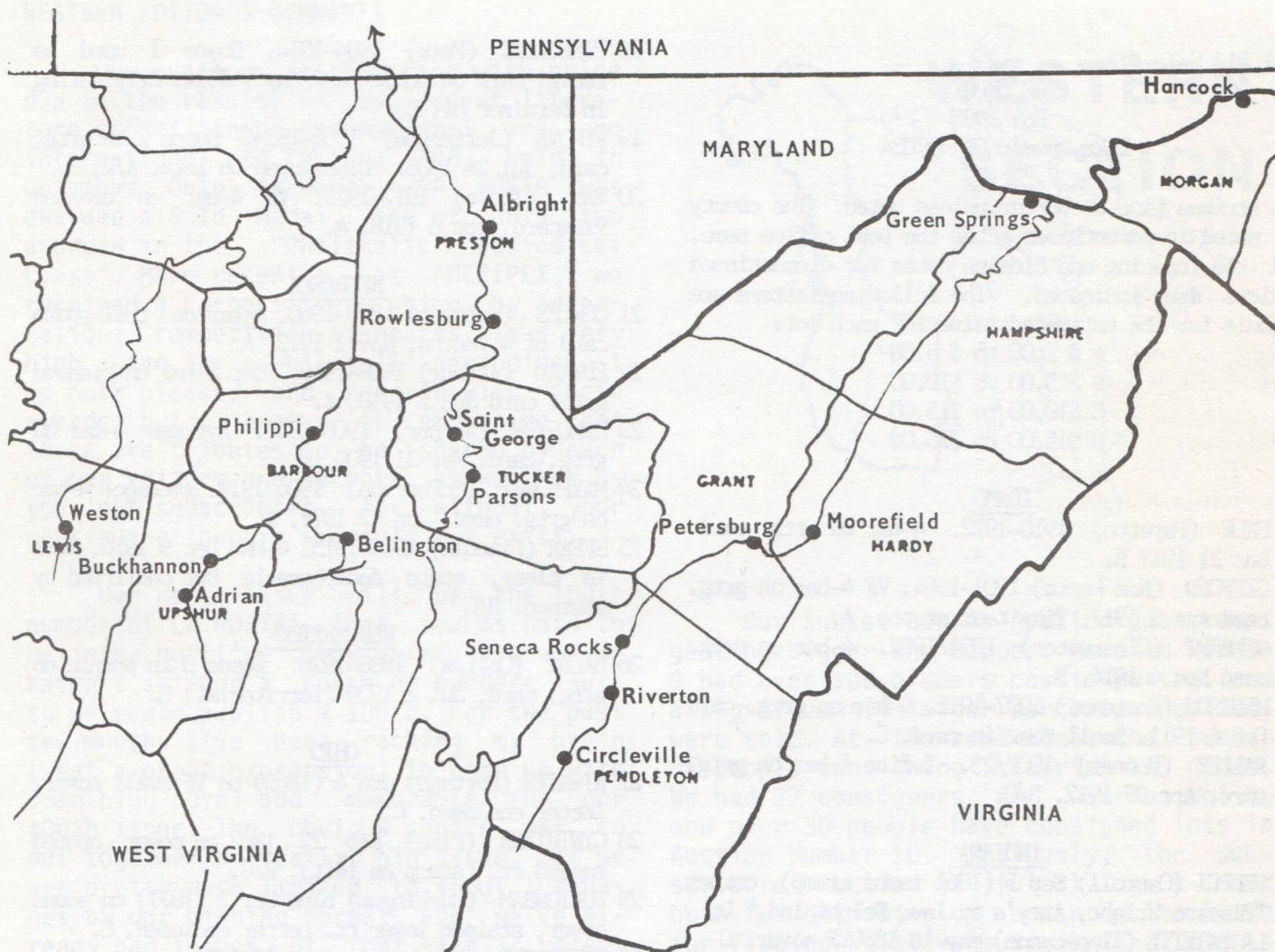
the Cheat River, along with half the town. The post office safe was found more than one-half mile downriver from the post office site. The owner of the former post office building has talked of possibly rebuilding if there were assurances that the Postal Service would continue the post office there. In the meantime postal service is provided by nearby Kingwood.

The town of St. George was similarly devastated, with the post office and half the town carried away and the remaining structures so badly damaged that they are unusable. The postmaster is now retired and postal service is out of Parsons. It is unlikely that the St. George post office will ever re-open.

Hancock did not serve a town. The post office was located down a dirt road along the railroad tracks a short distance off U.S. Highway 522, directly across the Potomac River from the sizable town of Hancock, MD. Its mail service is now handled by Berkeley Springs. It is unlikely this office will re-open.







This map locates those post offices which were damaged or destroyed by the torrential rains and subsequent flooding of November 2-4, 1985. Saint George, Albright, and Hancock will probably never return to service.

## WANTED TO BUY

*Paper Americana All Types*

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

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

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

IDAHO

- 1 FALK (Payette) 1910-1922. 4-bar on grtg. card. Dec 21 191? B.
- 2 GIFFORD (Nez Perce) 1901-1964. VF 4-bar on grtg. card Apr 2 1917. Tiny tear at top. A.
- 3 GILBERT (Clearwater) 1894/1922. 4-bar on grtg. card Nov 4 1914. B.
- 4 MADISON (Kootenai) 1907-1912. 4-bar on grtg. card Oct 8 1911. Small tear in card. C.
- 5 VALLEY (Bonner) 1902/23. X-fine 4-bar on grtg. card, Apr 27 1912. B/C.

INDIANA

- 6 DELPHI (Carroll) Sep 5 (1861 issue stamp), corner "Black & Wright, Atty's at law, Delphi Ind." D.
- 7 LA FAYETTE (Tippecanoe) may 18 1859 VF cover. C
- 8 LA PORTE (La Porte) "R.F.D. Mar 23 1903 Laporte Ind" handstamp on VF cover. B.

KANSAS

- 9 GREINA (Phillips) 1907-1945. 4-bar on grtg. card, Nov 21 1907. A/B.
- 10 ORONOQUE (Norton) 1885-1934. 4-bar on grtg card Jan 27 1908? B.
- 11 PADONIA (Brown) 1857/1933. Average 4-bar on grtg. card, Dec 22 1925. A.
- 12 POST (Gray) 1906-1914. VF 4-bar on grtg. card, Dec 9 1911. B/C.
- 13 SCOTT (Scott) 1880-1913. VF duplex on grtg card, Sep 4 1912. Some smudges on card. A.
- 14 XENIA (Bourbon) 1858-1926. VF cancel on grtg. card, Dec 15, 1910 B.

MONTANA

- 15 ABSHER (Musselshell) 1910-49. 4-bar May 20 1911 on grtg. card. B
- 16 CRAIG (Lewis & Clark) 1888-1953. 4-bar on grtg card. Dec 20 1911. A/B.
- 17 FORT ASSIMBOINE (Chouteau) 1892-1911. VF duplex Jun 24 1909 on grtg. card, creased corner. B.

18 PINECREEK (Park) 1904-1914. Doane 1 used as recvg. mark on comic card May 7 1914. Originating in Gardiner MT. B.

19 RENOVA (Jefferson) 1906-1923. Doane 2 on grtg. card, Jul 24 1908. Discolored on left. A/B.

20 VAN (Toole) 1912-1925. VF 4-bar on creased viewcard, Apr 6 1918. A.

NEBRASKA

- 21 COWLES (Webster) 1879-1960. 4-bar on real-photo card of 4 youths. Nov 2 1912. A.
- 22 EDWARD (Arthur) 1909-1919. Poor 4-bar on creased grtg. card Jun 2 1910. A.
- 23 HILLSIDE (Arthur) 1908-1933. Average 4-bar on grtg. card. May 31 1909. B.
- 24 MAYFLOWER (McPherson) 1906-1919. Average+ 4-bar on grtg. card. Jun 12 19??. A.
- 25 SPEAR (Lincoln) 1909-1913. 4-bar Dec 9 1910. Name is clear, state decipherable but confirmed by message. B/C

NEW MEXICO

- 26 BALDY (Colfax) 1888-1926. Doane 3 in purple on grtg. card, Jul 2 1909 (Territorial) C.

OHIO

- 27 ATWATER (Portage) Jun 6 (1865) on VF small cover, letter enclosed. C.
- 28 CYNTHIANA (Pike) Feb 22 1887 on cover, opened ragged rt. (stamp on left). B/C.
- 29 FULTONHAM (Muskingum) blue Oct 2 (1877) on sound cover, stained lower rt. Letter enclosed. C.
- 30 GREENFORD (Mahoning) June 11 1886, corner cover "T.W. Roller, dealer in Domestic Fruits". B/C.
- 31 HOMEWORTH (Columbiana) VF cancel with star-in-circle killer, Sep 18 1888. D.

OKLAHOMA

- 32 DRIFTWOOD (Alfalfa) 1894-1959. 4-bar on grtg card. Sep 11 1911. A.
- 33 FLORIS (Beaver) 1903-1925. 4-bar Jul 29 1910 on grtg. card. B.

SOUTH DAKOTA

- 34 GOODWILL (Roberts) 1889-1907. Average strike Mar 1 1905 on cover; backstamp superb WIST (Day) 1894-1911 Doane 2 as recvg. mark. Original contents. Cover opened ragged rt. into stamp, still nice item. C.
- 37 ROWENA (Minnehaha) 1888-1964. X-Fine 4-bar July 4 1908 on VF grtg. card. B.

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

Bids close July 31, 1986.

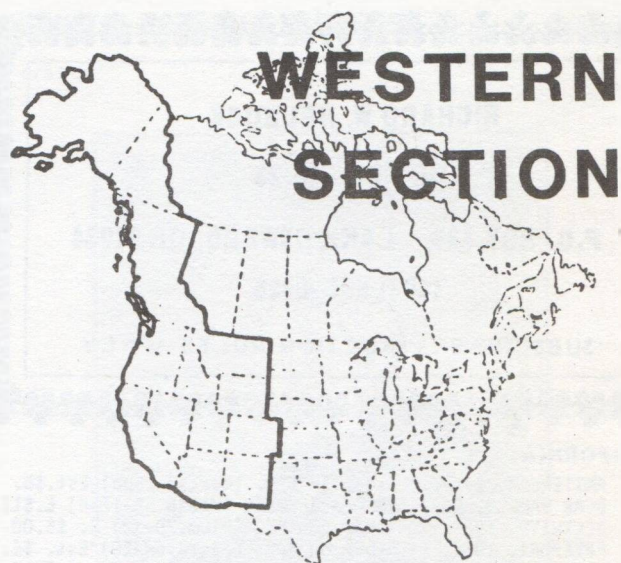


## WESTERN EDITOR'S COMMENTS

Our buttons are bursting with pride due to the results of two recent literature competitions: one national and one international. At COLOPEX '86, held in Columbus, Ohio, in March, LA POSTA was awarded a Gold Medal, one of only two awarded in the "Philatelic Periodical Class". More recently, at AMERIPEX, we received a Large Silver, which, by international competition standards, is a very high award for a philatelic periodical. I am both pleased and honored with these awards, but I hasten to emphasize that these are tributes to be shared by each of our editors and authors, as well as by you, our subscribers, for without your continuing support we could not exist.

Our next issue will be the 100th number of LA POSTA! That sounds hard to believe, but I've checked carefully, and we haven't skipped a bunch of numbers just so we could publish a 100th. For the past few months I've been racking my brain (what a great expression) to come up with something novel and memorable for our 100th issue. The obvious choice was to put together a really big issue, but we are pretty much limited to about 100 pages by our binding format, and we've already had issues of that size in recent years. Cost, time, available material, all these were factors which seemed to confound each original idea I could come up with to make #100 special. But finally I had an idea which will work, and, while I'm not going to tell you what it is, I will tell you that our next issue will be special, and, I think, will feature something that should be of interest to everyone. Now you'll just have to watch your mailbox for that August-September issue...

Montana enthusiasts be advised that Tom Mulvaney, Box 814, East Helena, MT 59635, has begun publishing the "Montana Postcard/Paper Club Newsletter". A subscription costs \$5.00 per year for six issues, and Tom has hopes of bringing together all sorts of collectors who share an interest in the Big Sky Country. The first number, published in April, contained articles on postcard values and a Montana postcard primer, as well as the introductory remarks.



Our Subscribers' Auction just keeps getting bigger and bigger. Auction Number 9 had over 100 bidders participating, and a significantly larger percentage of lots were sold. At the same time, the number of people consigning material has grown. We had 27 consigners for Auction No. 9, and over 30 people have consigned lots in Auction Number 10. Obviously, the Subscribers' Auction is fulfilling a need both for disposing of unwanted items and for finding relatively low-budget pieces of interest. If you've thought about participating either as a consigner, or bidder, or both, but have held back until now, why not join the fun. The rules are simple, and you are apt to have a good time. A note of caution for consigners. Not all states do as well as others in our auctions. Partly this is a result of our subscription pattern, and partly it is a result of collecting preferences. We have a strong market for most states west of the Mississippi River, and the South, but Midwestern and Eastern states have been spotty except for pre-stamp material and very scarce DPOs. The best prices are commanded by DPOs and short-lived RPOs. Ships, RFDs, and Auxiliary markings have occasionally done quite well, but almost no one bids on 20th century covers and cards bearing postmarks of operating post offices. To get a better feel for what sells and what doesn't, compare the prices realized with lot descriptions for a few of the past auctions.

Richard W. Helbock



**RICHARD W. HELBOCK****AUCTION NO. 23****P.O. BOX 135, LAKE OSWEGO, OR 97034****(503) 657-5685****SUBSCRIBERS' AUCTION RULES APPLY****CALIFORNIA**

- 01 AMSTERDAM, 1914, G 4-bar on PPC. (Mer.12-25pd) Est.\$6.  
02 BEAR VALLEY, 1893, VG cds on U349 (Marip.58-12pd) E.\$12  
03 BECKWITH, 1920, VG 4-bar on PPC. (Plum.70-32) E. \$5.00  
04 FREEPORT, 1911, G+ 4-bar on PPC. (Sakra.64-20) Est. \$6.  
05 GIBSONVILLE/SIERRA CO.,1886, G mag.cds on cover trimmed  
just into 2-cent brown. (1855-1910) Est. \$25.00  
06 LILAC, 1912, F Doane on cover. (S.D. 98-12) Est. \$15.00  
07 MILLSAPS, 1909, VG Doane on PPC. (Glenn 94-27) Est.\$6.  
08 MIRAMAR & ENCINATAS, 1903, both VG Doanes partially  
overstruck as sending & fwd markings on cover. Est. \$5.  
09 NORTH BRANCH, 1914, G+ 4-bar on PPC. (Cala.12-25pd.)E.\$12  
10 SILSBEE, 1910, G+ 4-bar on PPC. (Imp.1902-09). Est. \$12.  
11 TRAVER/TULARE CO.,c.1885, G fancy dcds on cover. E.\$25.

**COLORADO**

- 12 EMPIRE, 1918, VG dplx on EMPIRE COMERCIAL ASSN. ad cvr  
w/overall ad on back. Cut short @ rt. Looks nice. E. \$15.  
13 PEARMONT, 1911, VG 4-bar on PPC. (1907-18). Est. \$30.

**IDAHO**

- 14 CHESLEY, 1909, VG cds & target on PPC. (99-13) Est. \$20.  
15 KIPPEN, 1907, about G Doane on PPC. (96-09) Est. \$12.  
16 REUBENS, 1910, G 4-bar on PPC. Est. \$3.00  
17 WRENCOE, 1912, about G magenta 4-bar on PPC. (01-16)E.\$12

**MONTANA**

- 18 CHICO, 1907, VG dplx on PPC(view of resort).(74-19)E.\$8  
19 GRANDVIEW, 1915, VG 4-bar on PPC. (1910-33) Est. \$6.00  
20 HUNTERS HOTSPRINGS,1914, G+ 4-bar on PPC.(78-32) E.\$8.  
21 LOTHROP,1907,VG 4-bar on PPC(Missoula view)(00-13) E.\$20  
22 PHILBROOK, 1909, VG 4-bar on PPC. (81-12) Est. \$5.00

**NEVADA**

- 23 MILL CITY, 1908, VG dplx on cvr w/Hotel cc.(64/48)E.\$15  
24 OSCEOLA, 1911, VG dplx on PPC. (78-20) Est. \$15.00  
25 WHITNEY, 1941, F 4-bar on phil.card (32-59) Est. \$6.

**NEW MEXICO**

- 26 BLAND, 1906, VG Ty6 (Doane) on PPC w/crease. Est.\$25.  
27 ESTANCIA, 1907, F Ty2 (Doane) on cover. Est. \$15.00  
28 KOEHLER, 1909, VG Ty1 on PPC. Est. \$15.00  
29 LA CUEVA, 1909, VG Ty8 on PPC. Est. \$15.00  
30 OLD ALBUQUERQUE, 1894, G+ Ty4 on cover w/2-ct Colum.E\$10  
31 VERMEJO PARK, 1909, VG Ty1 on PPC.(1907-17) Est. \$35.  
32 WILLARD, 1909, VG Ty2 on PPC. Est. \$15.00

**OREGON**

- 33 BAKER CITY, 1879, VG Ty4 ties 3-ct green on cvr w/encl.  
headed "Weatherby Station". Scarce pre-RR. Est. \$50.00  
34 BIG EDDY, 1914, G+ 4-bar on PPC. (Wasco 11-36) E. \$8.  
35 BROWNLEE, 1965, LDC as rural station.(1956-65) Est. \$6  
36 DIAMOND, 1953, VG 4-bar on PPC. (Harney 87-62) Est.\$5.  
37 DUSTY, 1899, VG cds on aged 2-ct green ent.(95-02)E.\$20  
38 HORTON, 1917, VG 4-bar on PPC w/stain. (Lane 13-60)E.\$5  
39 INVALE, 1901, G+ cds on cover. (Bent.96-05) Est. \$50.  
40 INDEPENDENCE, 1894, G+ Ty10 on 2-ct entire. Est. \$8.00  
41 KELLOGG, 1892, VG Ty2 on Reg. Rct. Est. \$6.00  
42 LEBANON, c.1878, G Ty3 on 3-ct entire. Est. \$30.00  
43 LOWELL, 1894, G+ Ty2 w/wheel-of-fortune ties 2-ct.red  
(corner missing) on cover. Est. \$30.00  
44 McCOY, 1884, G+ Ty2 on cvr w/light stains. Est. \$30.  
45 ODESSA, 1911, VG 4-bar as rec'd on PPC. (Klam.02/19)E\$6  
46 OREGON CITY, 1878, VG red Ty10 w/star on 3-ct entire  
trimmed just into stamp. Enclosure. Est. \$20.00

**OREGON (Cont)**

- 47 PENDLETON, c.1876, about G lite Ty2 on cvr. Early. E\$15  
48 PERRYDALE, 1892, G Ty5 on 2-cent entire. Est. \$15.00  
49 PRAIRIE CITY, 1899, VG Ty3(known example) on cvr. E.\$20  
50 RIDDLES, 1890, G Ty3 on cvr w/2x1-ct banknotes. E.\$15.  
51 SCIO, 1892, VG Ty6 on 2-cent green entire. Est. \$18.00  
52 STAUFFER, 1948, VG 4-bar on phil.cvr.(Lake 29-50pd) E\$8  
53 TOP, 1958, G+ 4-bar on phil. GPC. (Grant 15-53) E.\$6  
54 UPPER OCHOCHO, c.1878, G+ cds on 2-ct ent.(1871-80)E\$50  
55 YONCOLLA, 1887, G red Ty3 (error) on Reg.Rct. Est. \$10.

**SOUTH DAKOTA**

- 56 MONROE, 1908, VG 4-bar on PPC. (90-65) Est. \$4.00  
57 SAVOY, 1919, G+ 4-bar on PPC. (1912-33) Est. \$12.00 *LAWR*

**WASHINGTON**

- 58 BUTLER, 1911, about G lite 4-bar on PPC. (1902-11)E\$8  
59 CENTER, 1913, VG 4-bar on PPC. (90-19) Est. \$8.00  
60 EDGEWATER, 1911, VG 4-bar on PPC. (1911-15) Est. \$15.  
61 FULDA, 1910, G+ Doane on PPC. (77-12) Est. \$6.00  
62 HANFORD, 1907, VG Doane on PPC. (1906-08) Est. \$10.00  
63 IRONDALE, 1910, G+ blue 4-bar on PPC. (1901-20) Est.\$10  
64 JUNCTION, 1908, VG duplex on PPC. (98-09) Est. \$5.00  
65 KLABER, 1909, VG 4-bar on PPC. (1907-58) Est. \$4.00  
66 MONTERA, 1908, F 4-bar on PPC. (1904-11) Est. \$10.00  
67 Prindle, 1909, mss. on PPC. Early Provisional Use. E.\$20  
68 VENERSBORG, 1910, VG 4-bar on PPC. (1913-18) Est.\$30.00

**WYOMING**

- 69 BIRDSEYE, 1909, VG Doane on PPC(stagecoach)(06-13)E.\$40

**RFDs**

- 70 Belgrade (MT), c.1910, Rt.1, Ty11F on PPC. Est. \$8.00  
71 Cleveland (OK), 1908, Rt.2, Ty11C on PPC. Est. \$10.00  
72 Woodburn (OR), 1910 Rt.3, Ty11C on PPC. Est. \$12.00

**RPOs**

- 73 CHEY.& POCATELLO, 1910, G+ (932-Q-1) on GPC. Est. \$8.00  
74 EL PASO & TUCSON,1914,VG (969.3-D-2) on PPC(Gen.Carranza)  
message headed HACHITA,NM mentions war. Est. \$12.00  
75 GRANDVIEW & NO.YAKIMA,1914,about G (901.6-A-1) PPC.E.\$12  
76 KIOWA & GUTHRIE, 1914, VG (930.5-A-1) on PPC. Est. \$6.00  
77 MUSCATINE & MONT., 1907, G (793-G-1) on PPC. Est. \$6.00  
78 NORFOLK JC.& WINNER, 1913, readable (939-D-1) on PPC.E\$6  
79 OAKES & SIOUX CITY, 1912, VG (887.1-F-1) on PPC. E.\$6.  
80 OROVILLE & SPOKANE, 1911, G (902-1-F-1) on PPC. Est. \$8.  
81 PORTLAND & DALLAS, 1907, G+ (900.5-D-1) on PPC. E.\$8.00  
82 SAN FRAN.& BARSTOW, 1914, G (993.3-B-1) on PPC. E.\$6  
83 SEATTLE & NEAH BAY/S.R., 1913,G+ (W-2-c) stmboat.PPC.E\$25

**AUXILIARY**

- 84 SAN FRANCISCO P.O./D.L.SECTION,1906, in mag.dcds with  
HELD FOR POSTAGE & This is the Mail... marks. Est. \$5.  
85 ADDRESS CHANGED/OR/COMPLETED/BY.../CHICAGO, in red circ.  
1908 card. Est. \$5.00

**MISCELLANY**

- 86 WISCONSIN CHRISTMAS STAMP, 1909, colorful seal on PPC  
pm MARINETTE/MENKAUNEE STA dplx. Est. \$5

- 87 Several thousand (about 9 lbs) most diff pms & meters  
cut 2x4 or smaller, 1940-1980's. Most states represented  
a longtime collector's horde. Est. \$40.00

**BIDS CLOSE: JULY 31, 1986**



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## COLONEL WICKER AND THE WESTERN UNION TELEGRAPH EXPEDITION

By N. Leonard Persson

[This article originally appeared in The Alaskan Philatelist, and is being reproduced here with permission because of its broader geographic interest.]

Seward was no fool. At the time of the purchase of Alaska, which he negotiated for \$7,200,000, the acquisition from Russia was labeled "Seward's Folly." Political enemies and ordinary citizens, whose collective ignorance alike portrayed Alaska as a total wasteland, questioned the economic value of Seward's move. It was felt by many that Russia had definitely been done a favor when it unloaded Alaska on the United States.

One often unconsidered factor in Seward's decision was his true humanitarianism. The two signatures on the Emancipation Proclamation were those of Abraham Lincoln and William H. Seward. To about a third of the Alaskan natives the transfer of ownership of Alaska to the United States meant freedom from the brutal bondage their Russian slave masters had forced upon them for so many years.

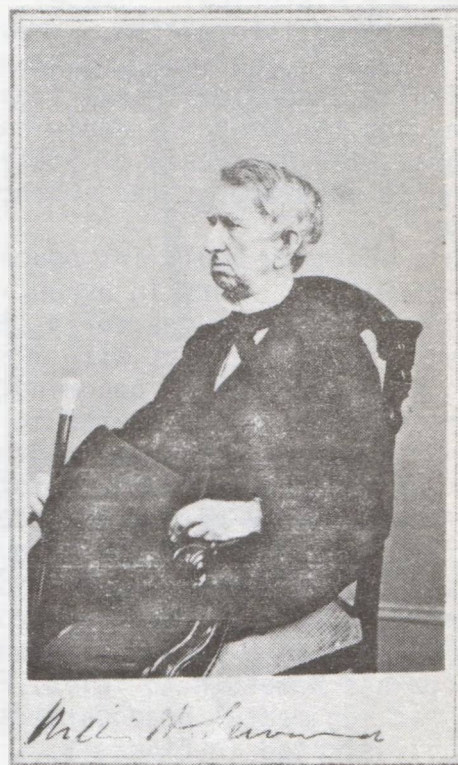


Figure 1. William H. Seward in a Brady photo.

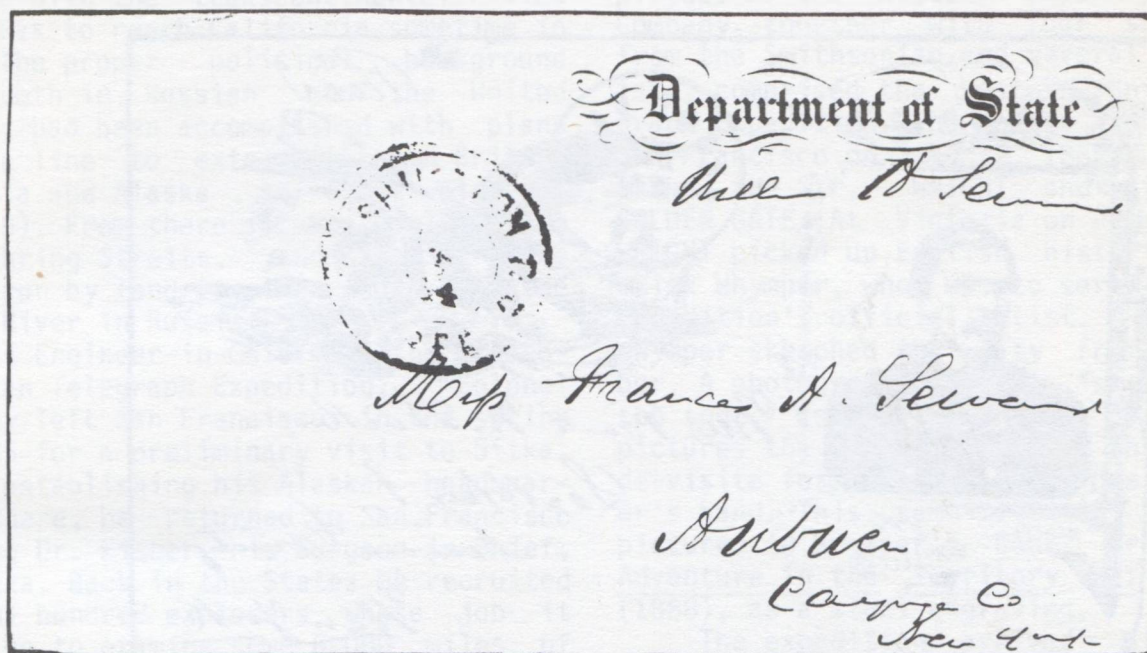


Figure 2. William H. Seward free frank on a Department of State cover.



Was it only humanitarianism then that motivated Seward, and pure luck justifying the purchase that eventually upgraded Seward's historical image? Some recently uncovered information, coupled with much already published data, has synergistically shed additional light on factors leading to Seward's decision so as to suggest the Secretary of State had assessed quite accurately the chance he was taking.

At this point we would introduce one Frank Newell Wicker, born in Akron, New York, on May 6, 1838. In the early 1850's the family moved to Lockport with Frank's father (T. Rice Wicker) becoming the postmaster at the office located in "The Red Tavern." Frank was educated both at public school and under private tutor. He became an accomplished penman, carpenter, accountant, and fireman. Near the outset of the Civil War in 1861, Wicker joined the 8th Regiment of the New York Volunteers on May 22nd as a second lieutenant. A cover from his hometown to "Lt. Frank N. Wicker" at regimental headquarters at Albany is illustrated in Figure 3:

In August of 1861 Lt. Wicker was detached from his company and assigned to the Signal Service Corps with the Banks Division in Maryland. A McClellan patriotic mailed by Wicker from Sandy Hook, one

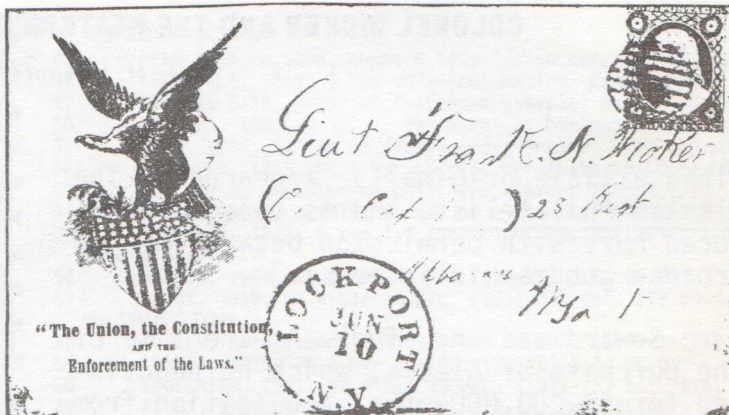


Figure 3. Cover addressed to Lt. Frank Wicker.

of the town post offices handling the heavy Banks Division mail, is shown in Figure 4. Next, he served as signal officer in the U. S. Military Telegraph Service at New Orleans.

By the end of the war Wicker had attained the rank of Lieutenant Colonel, and was placed in charge of all military telegraph operations under Colonel Charles S. Bulkley, Superintendent. Later, he was appointed second in command of Colonel Bulkley of the Russo-American Telegraph Expedition.

The idea of a telegraph line linking North America with Asia and Europe originated about 1860. Officials of the Western Union Telegraph Company envisioned a



Figure 4. Cover mailed by Lt. Wicker to his home in Lockport.





Figure 5. An early Mitchell map shows depot of 'R.A. Tel. Co.' (Arrow).

link-up with the transcontinental line which was to reach California sometime in 1861. The proper political background work, both in Russian and the United States, had been accomplished with plans for the line to extend through British Columbia and Alaska to Port Clarence (Fig. 5). From there a cable would cross the Behring Straits, and then a line would run by land to the mouth of the Amoor River in Russia.

As Engineer-in-Chief of the Russo-American Telegraph Expedition, Colonel Bulkley left San Francisco in the spring of 1865 for a preliminary visit to Sitka. After establishing his Alaskan headquarters there, he returned to San Francisco leaving Dr. Fisher, his Surgeon-in-Chief, at Sitka. Back in the States he recruited several hundred explorers whose job it would be to examine some 6,000 miles of country from the Fraser River to the Behring Straits. These recruits, now em-

ployees of the Western Union Telegraph Company, together with four scientists from the Smithsonian and several specialists, comprised the Western Union Telegraph Expedition. The party sailed from San Francisco on July 12, 1865, using two ships, the Str. WRIGHT and the Bark GOLDEN GATE. At Victoria on July 30, the WRIGHT picked up English historian Frederick Whymper, who was to serve as the expedition's official artist. At Sitka, Whymper sketched the city from the harbor. A photograph of this "sketched on the spot," is shown in Figure 6. Figure 7 pictures the reverse side of this carte-de-visite format with notations in Whymper's hand. This same view of Sitka is pictured in Whymper's book, Travels and Adventure in the Territory of Alaska (1868), as a steel engraving.

The expedition arrived at Norton Sound on September 12th, and at Saint Michaels the following day. A photograph



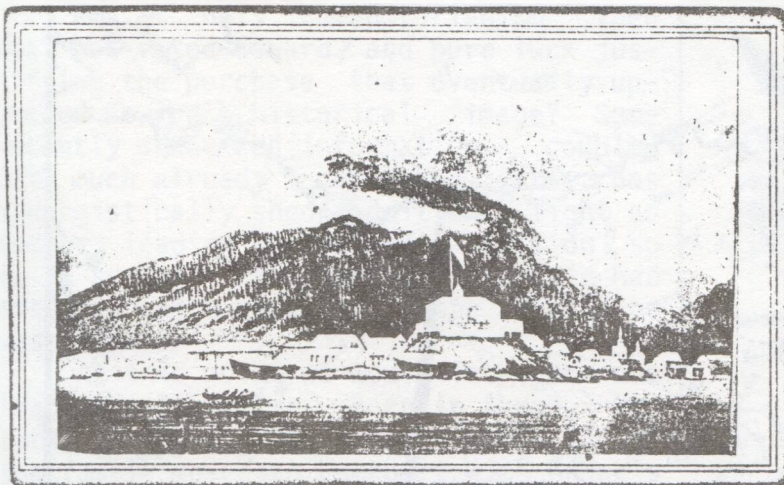


FIGURE 6

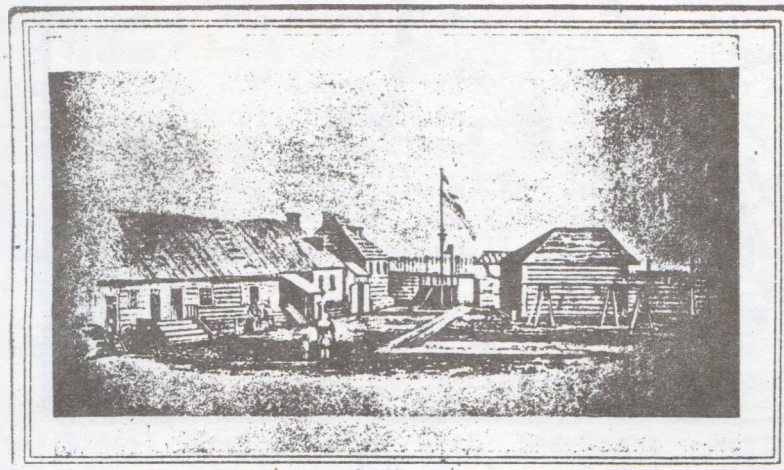


FIGURE 8

of another Whympers sketch, "Fort St. Michaels", is presented in Figure 8. This view also appears in Whympers book as an engraving. Incidentally, even in 1868 Whympers was not convinced that the Alaska purchase was any too shrewd a move, for he wrote in the preface of his book, "From a report... I glean that the U.S. Government, so far from regretting the purchase of Alaska, is almost ready to bid for Iceland and Greenland! Mr. Seward's mania for icebergs and snow-fields seems insatiable."

Initial work was commenced in 1865 with Colonel Bulkley placing Major Kennicott in charge of the Yukon party, Lieutenant MacCrea in charge of the Siberian party, and Captain Conway in charge of the Building Division. The location of the depot of the "R.A.Tel.Co." (Western Union Telegraph Company) at Port Clarence can be seen on the early Mitchell map illustrated in Figure 5.

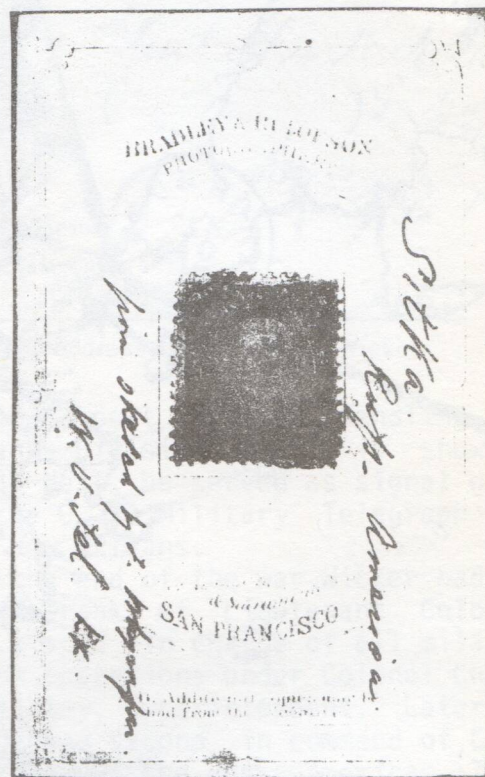


FIGURE 7

Colonel Bulkley returned to San Francisco late in 1865 with his adjutant, Major George M. Wright, there reporting the first season's progress in December. Part of a newspaper account (possibly from the New York Herald) is reproduced in Figure 9. In California Bulkley continued to recruit and to oversee other expedition details with Lt. Col. Frank Wicker, who had been assigned to him at the outset of 1866.

It was Colonel Wicker who seems, at least to this writer, to have grasped the most realistic view of the future potential of Alaska. It was also Wicker who later, after the purchase, chose to champion the cause of the conservation of the Alaskan fur-seal, and lead the criticism of the uncontrolled exploitation of this tremendous, yet finite, natural resource.

Colonel Wicker, as was his habit and discipline, apparently kept detailed diaries of his daily activities and personal



## THE RUSSO-AMERICAN TELEGRAPH.

### Interesting Report of Colonel Bulkley— The Route Adopted and the Work Progressing.

The Secretary of the Western Union Telegraph Company, Colonel Palmer, has just received from San Francisco the detailed report of Colonel Bulkley, the Engineer-in-chief of the Russian Telegraph expedition. We publish the report as a matter of great interest to the public, looking with anxiety to the progress of the work of uniting by telegraph the two continents. With the report are complete maps, made by Colonel Bulkley, showing the route surveyed and the location of the points named. This report most fully confirms the hopes of the friends of the Russo-American Telegraph for its speedy completion and successful construction:—

SAN FRANCISCO, Dec. 18, 1865.

Since my last report, dated at Victoria, our ships have been engaged in transporting material, supplies and parties for exploration of the country through which our lines will pass on both continents, examining harbors and coast lines, locating cable crossings, and, so far as possible, determining the route of these lines. Mr. Conway, in charge of the Fraser's river division, has been delayed in building, owing to late arrival of materials, but has finished four hundred and fifty miles of line. I believe that the exploration committed to him, with the establishment of depots and distribution of supplies, has been fully and satisfactorily completed. In a brief message he states that "up to fifty seven degrees north latitude there is nothing to prevent building the line."

The rendezvous of our vessels at Sitka was necessary in order to distribute supplies, which were in the Clara Bell; also to divide and dispatch our parties for their

FIGURE 9

views. Unfortunately, no diary of his 1866 activities has yet surfaced, but a diary beginning with an entry on January 10, 1870, describing his stay in Sitka through February 4, is now in the possession of the author. In the back part of this diary is pasted a title label, "Copies of Orders, etc., Western Union Telegraph Expedition, From July 6th 1866, to ----." (Figure 10) Obviously, this has been removed from the cover of an earlier diary. Following this page are several

pages of actual handwritten copies of orders, a few of which are presented here:

Figure 11	July 6	Assignment of duty
Figure 12	July 11	Ship organization order
Figure 13	July 14	Officers & crew, Bark "GOLDEN GATE"
Figure 14	July 14	Employees on board

Note the following: Major Wright was now Col. Wicker's adjutant. Also, the GOLDEN GATE was identified as the "Headquarters of the Land Service of the Western Union Telegraph Expedition." In other writings the GOLDEN GATE is referred to as the "Flagship of the Expedition."

The discovery of this diary containing handwritten pre-purchase copies of official orders gives hope to the eventual discovery of an actual letter written in Russia-owned Alaska. Several searches for such a letter, hopefully with cover, have been made in Russia, but without success, by the late Robert W. Baughman. Baughman probably had access to more museums, libraries, and various archives in Russia than almost any other American ever has had or ever will have. Considering the governmental upheavals, purges, and continuing rewrites of history which have characterized Russian behavior this century, it could very well be that corres-

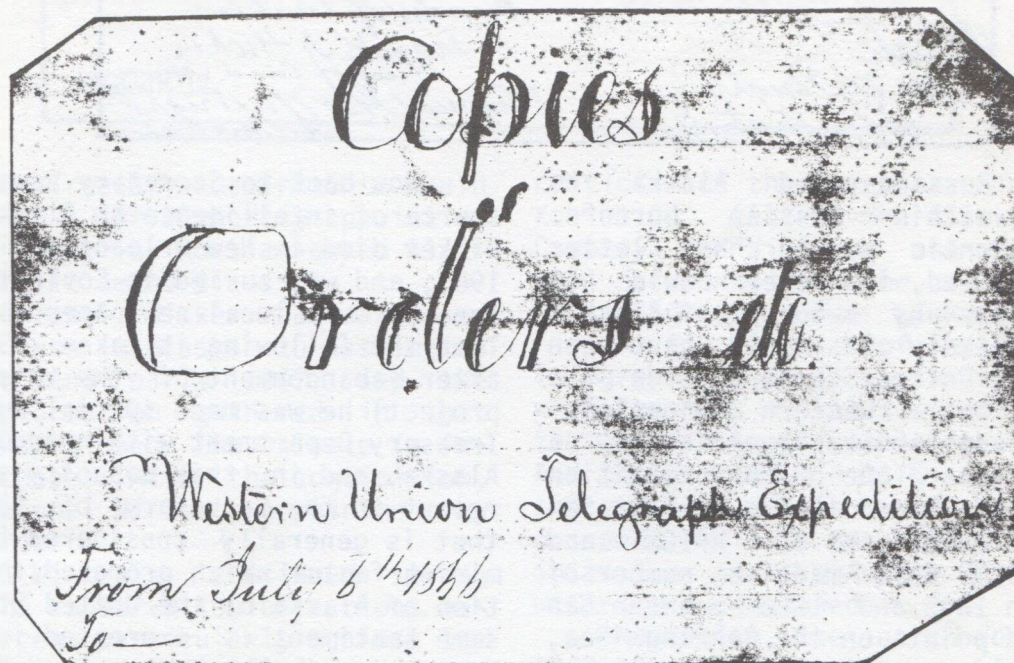


FIGURE 10



FIGURE 11

Head Quarters West. U. S. Exp.  
San Francisco Cal.  
July 6. 1866.

General Order  
No. 1.

I. The following named employees of this Expedition will report to Lieut Col. F. N. Wicker, Chief of Land Service, for assignment to duty and quarters on board Bark "Golden Gate", at 2 P.M. on Sunday, July 8<sup>th</sup> 1866.

J. K. Leggett	Foreman:
LeRoy Bliss	D. C. Norton
Wm. Palmer	Thos. W. Webster
E. Looman	G. H. Ritchie
J. J. Harrington	J. E. Goble
M. J. Kelly	
J. A. Kisson	
Fred. Dent	
R. Caldwell	Hospital Steward.

Edmund Bickett	Don't Shea
Edw. Brooke	Chas. Brackett
John McIntyre	Patrick Lawler
W. H. Billads	Fred. Keenan
H. Spars	Eli Henstow

By order of Lieut Col  
Frank N. Wicker  
Chief of Land Service  
Signed Geo M. Wright  
Adjutant

Official  
Geo M. Wright  
Adjutant

pondence from Russian-owned Alaska no longer exists within Russian borders. Should an authentic pre-purchase letter ever be discovered, its cover would not necessarily bear any evidence of Alaskan origin. Most likely it would have been carried to the United States outside the mails, either by a Western Union Telegraph Expedition employee or by a military man aboard one of the expedition ships, and then placed in the mail at San Francisco. No doubt the Str. WRIGHT and the Bark GOLDEN GATE made a number of trips both in 1865 and 1866 between San Francisco and points on the Behring Sea, bringing supplies north and returning with progress reports, etc.

Now back to Secretary Seward and his source of intelligence on Alaska. Colonel Wicker died in New Orleans on February 7, 1903, and was buried in Covington, Louisiana. From a local newspaper obituary column the following is taken: "Soon thereafter (abandonment of the telegraph line project) he was made special agent of the Treasury Department with headquarters in Alaska, and in this capacity submitted a report to the Secretary of the Treasury that is generally considered the determining factor which prompted the acquisition of Alaska by the United States." The same sentiment is expressed in an obituary notice in the Lockport, N.Y., newspaper. Obviously, there is some confusion



Head, U.S. Land Service,  
Bark "Golden Gate", At Sea,  
July 11<sup>th</sup> 1866.

Special Order,  
No. 1.

I. Lieut. J. K. Leggett, Store  
Keeper, will have immediate charge of all  
employees of this Expedition who are passen-  
gers on board Bark "Golden Gate" and not  
specially assigned to duty as foremen &  
telegraph constructors. He will attend to  
the issuing of blankets and other stores  
that may be necessary, charging the men  
respectively with the stores received.

II. Mr. Thos. W. Webster  
is hereby announced as foreman in  
charge of unassigned foremen and  
telegraph constructors on board Bark  
"Golden Gate", and will be obeyed and  
respected accordingly.

III. Assignments of  
quarters will be made by the chiefs of  
parties.

By order  
(Signed) Frank A. Wicker  
Chief of Land Service  
"U. S. T. C."

FIGURE 12

here for the Treasury Department would have no business or authority appointing an official agent in Russian-owned Alaska. However, it seems plausible to conclude that Colonel Wicker had reported what he had seen in Alaska to Washington in late 1866 and early 1867, and the weight of information gathered in that period is what tipped the balance in favor of purchase. After the acquisition, then came Colonel Wicker's appointment by President Grant.

Colonel Wicker's continued strong stands on the conservation of various natural resources, particularly against the excessive harvesting of seal fur, and his

criticism of the practices of Hutchinson, Kohl & Co. (later the Alaska Commercial Company) and Williams and Haven Co. are well documented in the records of the 41st Congress, House of Representatives.

As for the fate of the Western Union Telegraph Expedition, it was abandoned when the news of the successful laying of the trans-Atlantic cable reached Alaska. And the Bark GOLDEN GATE, the flagship of the expedition, also came to an inglorious end, for late in 1866 it was damaged in an ice pack in Anadyr Bay in Russian waters and abandoned.

Meanwhile, the search for an 1865 or 1866 "pre-U.S. Alaska" cover goes on. Who will be the first to report one?



List of Officers + Crew, Bark "Golden Gate"  
Western Union Tel Exped'n.

FIGURE 13

Thos. C. Harding	Captain
Frederick Westdahl	1st Officer
S. W. Frost	2nd Do
S. B. Stoddard	Ship's Quarter Master.
C. E. Giddes	Carpenter
Francis Mathews	Steward
Thos. Davits	Cook
Gold James	Boy
William Lorrain	Do.
Edward Purcell	Seaman.
Geo. Flanagan	Do.

Robert Bell  
Benton Husband  
William Adamson  
William H. Ferris  
Terrence Tobin  
David Sturrock

Bark "Golden Gate,"  
At Sea, July 14<sup>th</sup> 1866

List of Employees of Land Service  
West U. Tel Expd. on board Bark "Golden Gate," At Sea, July 14<sup>th</sup> 1866

J. K. Leggett	Store Keeper
J. J. A. Kissam	Do.
Wm. Palmer	
LeRoy Joss	Clerk
J. J. Harrington	Do.
W. J. Kelly	Do.
R. Caldwell	Hospital Steward
E. Foreman	Messenger
Fred Denton	Do.
Telegraph Constructors.	
Foremen:	D. C. Norton
	J. W. Webster
	G. H. Ritchie
	J. C. Goble

Edward Pickett	Dan'l Shea
Edw. Brooke	Chas. Brackett
John McIntyre	Patrick Lawlor
W. A. Billado	Fred Keenan
Hugh Spauld	Eli Houston

FIGURE 14



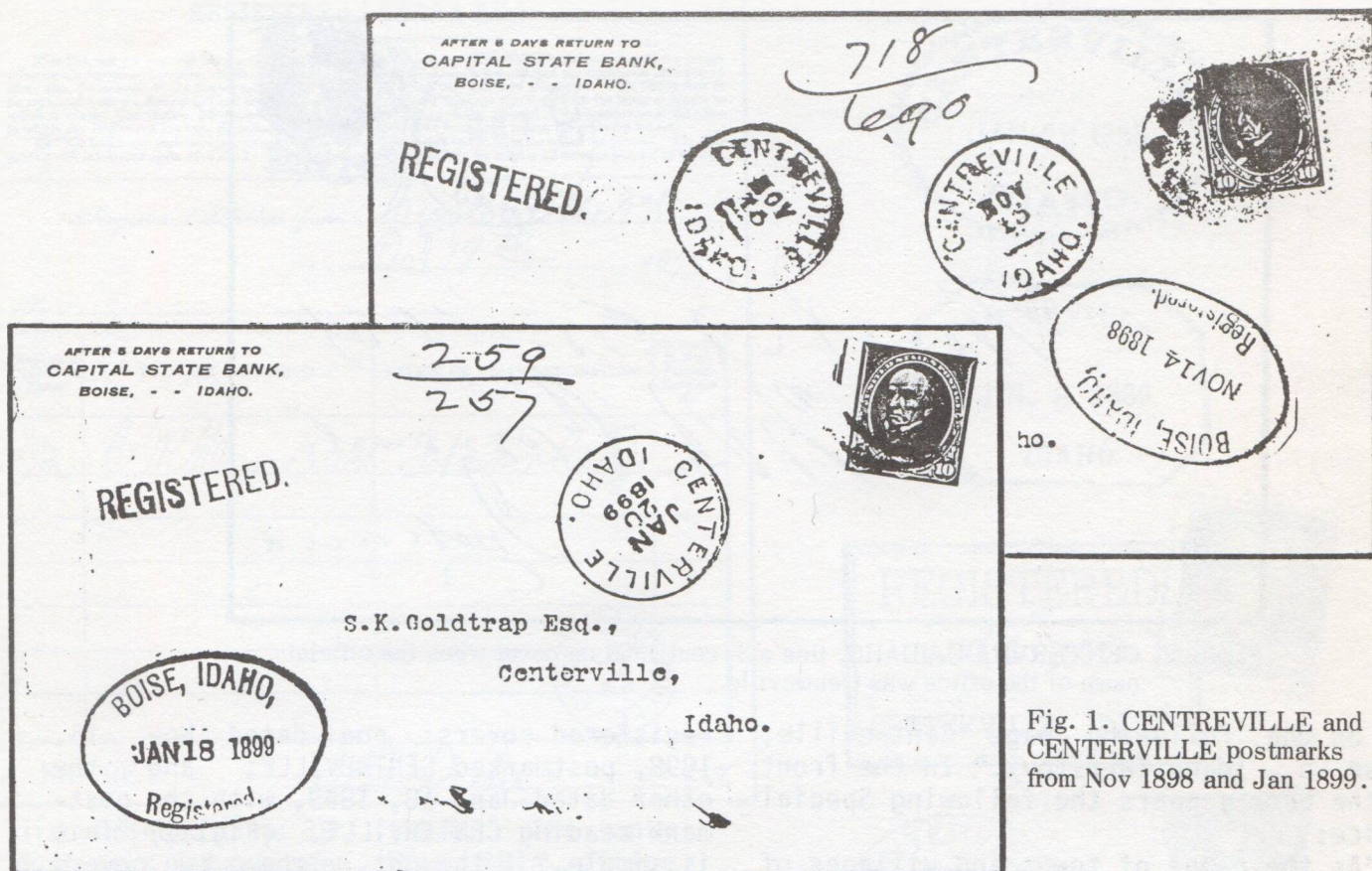


Fig. 1. CENTREVILLE and CENTERVILLE postmarks from Nov 1898 and Jan 1899.

## CENTERVILLE OR CENTREVILLE

By Lynn Langdon

The Question: What prompts a person to do research in postal history and to write an article? I have often wondered as I read La Posta, The American Philatelist, and other philatelic publications. In this case, the prompting came from looking at seven different source books and getting seven different answers. Even the postmasters at Centreville (or Centerville) seemed confused, not to mention the Post Office Department in Washington, D.C.

Here is a summary of what my source books were telling me:

Landis, Oregon, Washington & Idaho:  
"Centreville Boise Co. 22 Jun 1864"

Schell, Ghost Towns & Live Ones:  
"Centreville 1864 Boise Co. Disc.  
1952 mail to Idaho City"

Patera & Gallagher, Checklist of Idaho Post Offices:

"Centreville 1864-1893 Boise Co.  
Centerville 1893-1952 Boise Co."

Ramsey, Postmarked Idaho:

"Centreville (Centerville)  
June 22, 1864-Nov. 16, 1952 Boise"

Pickens, Fulton & Co., Commercial Agency Reference Book, 1884:

"Centerville Boise Co. Idaho Terr."

Helbock, Pacific Northwest Doanes:

"Centerville 1893-1952" indicating  
that as of 1893 Centreville was a  
DPO

Tellers American Shippers & Express Guide and Official Post Office and Telegraph Guide, 1870, is a comprehensive listing of every locality, or community, with or without post offices, in the United States. It lists 103 places named Centreville in the United States; 19 in Pennsylvania alone! The Guide lists "Centerville, Boise Co., Idaho Territory"



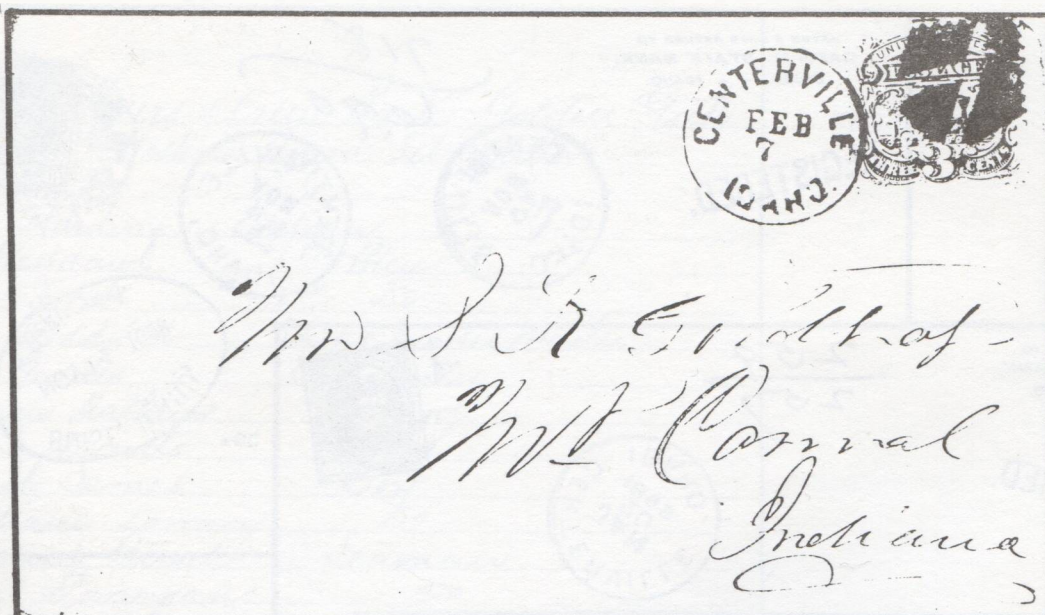


Figure 2. CENTERVILLE, IDAHO, ties a 3-cent 1869 on cover when the official name of the office was Centreville.

and on the following page "Centreville, Boise Co., Idaho Territory." In the front of the book appears the following Special Notice:

"As the names of towns and villages of the same name are often spelled in a different way, care must be taken to know the correct way, as a different mode of spelling the name of a town will sometimes place it on a page or two apart in the directory."

Centerville, or Centreville, was located on Grimes Creek at the mouth of Slaughterhouse Gulch, Sec. 29 - T7N - R5E eleven miles northwest of Idaho City, near the site of the original gold discovery by the Grimes party, which opened up the Boise Basin to the great gold rush of 1863. The town soon had a population of about 3,000, with an express office, blacksmith shop, and the usual assortment of saloons, hurdy-gurdy houses, hotels and rooming houses, stores, an assay office and other business places which made up a frontier mining town. Between 1864 and 1931 Centerville had 17 different postmasters.

Since I wanted to determine how the postmasters of Centerville thought the name of their town was spelled, I decided to survey my collection of Idaho postmarks. My first discovery was a pair of

registered covers: one dated Nov. 15, 1898, postmarked CENTREVILLE; and the other dated Jan. 18, 1899, with the postmark reading CENTERVILLE. (Fig. 1) "This is simple," I thought, "these two covers pinpoint the actual name change within two months." Then came a shocker. In my Territorial collection I found a cover with a 3-cent 1869 bearing a postmark which reads CENTERVILLE. (Fig. 2) Further search revealed a registered letter bill of Oct., 19, 1873. On it Postmaster J. B. Duke had written "Centerville, I.T.", then struck the blue post office cancel of Centreville in the lower right corner. (Fig. 3)

Additional searching turned up an 1889 octagon, a 1901 boxed straight-line registry marking, and a 1907 Doane duplex all with the CENTERVILLE spelling. Ken Kibble sent me an 1886 fancy toothed oval also spelled CENTERVILLE. (Fig. 4) The message which came through this examination of postmarks was clearly one of inconsistency.

To make matters worse, the Post Office Department established on July 23, 1889, a new Boise County office which most authorities list as Center. This office was located in SW Sec. 23 - T15N - R3E, on the North Fork Payette River, a site now under water due to the construction of a dam. Center post office was



# REGISTERED LETTER BILL.

This Bill, and the annexed Return Bill, are to be filled up alike at the office of mailing, by entering in the proper columns the registered numbers, names of persons to whom addressed, and destination of the registered letters to be sent; also, the number of the Registered Package Envelope in which they are to be forwarded. This Bill is then to be separated from the Return Bill and included in the same Registered Package Envelope with the letter or letters to which it refers. The Return Bill must then be included in a RED envelope, directed to the Postmaster at the office to which the Registered Package Envelope is directed, and sent in the same mail among the ordinary letters.

The first letter registered is to be entered No. 1, the second No. 2, and so on to the end of the quarter. The next quarter will commence again with No. 1. The full postage and the registry fee must in all cases be prepaid by stamps.

Registered Letters from Centerville ID  
Oct 19th, 1873

Registered Number of Letter.	TO WHOM ADDRESSED.	OFFICE OF FINAL DESTINATION.	Forwarded in Reg. Package Envelope No.
2	C. M. Moore & Co.	Idaho City	2

FIGURE 3

J. B. Duke, P. M.

discontinued June 30, 1910. The only postmarks I have seen from this office use the spelling CENTRE. (Fig. 5)

And now, the next move is up to you readers of La Posta. I ask your help in straightening out this confusion. Please send photocopies of postmarks from Centerville or Centreville prior to 1869, or Centreville after 1898, and also any postmark reading Center, Idaho. As they say on TV, "Stay tuned -- more news later on this same channel."

FIGURE 4

[Communications to Lynn Langdon may be addressed c/o LA POSTA, Box 135, Lake Oswego, OR 97034]

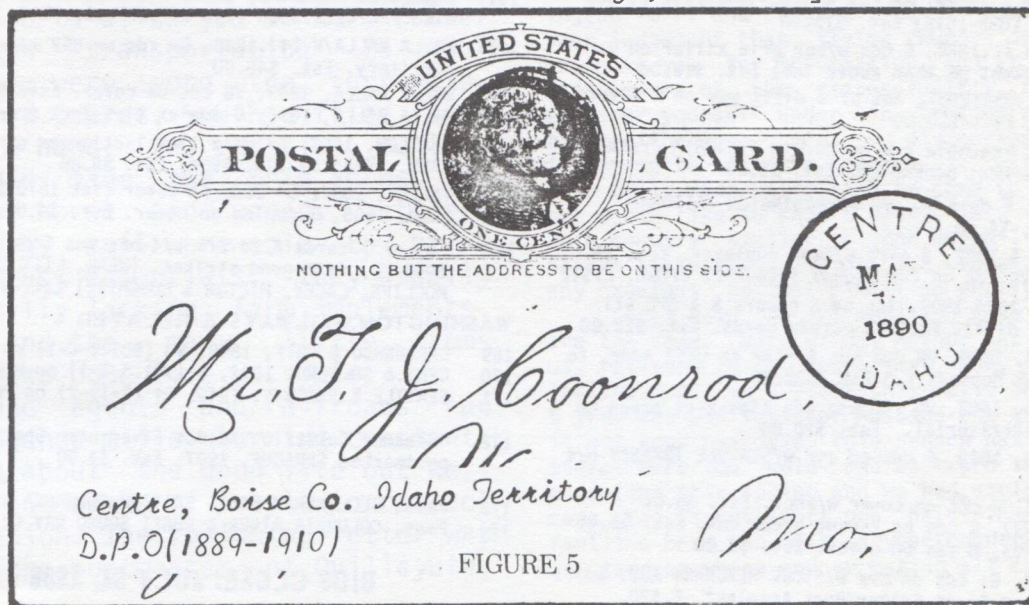


FIGURE 5



RICHARD W. HELBOCK IS PLEASED TO PRESENT

A SPECIAL MAIL AUCTION OF

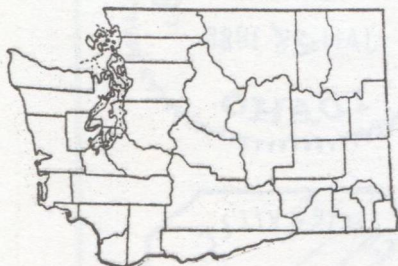
## THE COLLECTION OF A PUGET SOUND GENTLEMAN

OF

## WASHINGTON STATE & TERRITORIAL COVERS

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

(503) 657-5685



THE LETTER 'T' FOLLOWING A LOT NUMBER INDICATES  
A TERRITORIAL COVER

### WASHINGTON TOWNMARKS

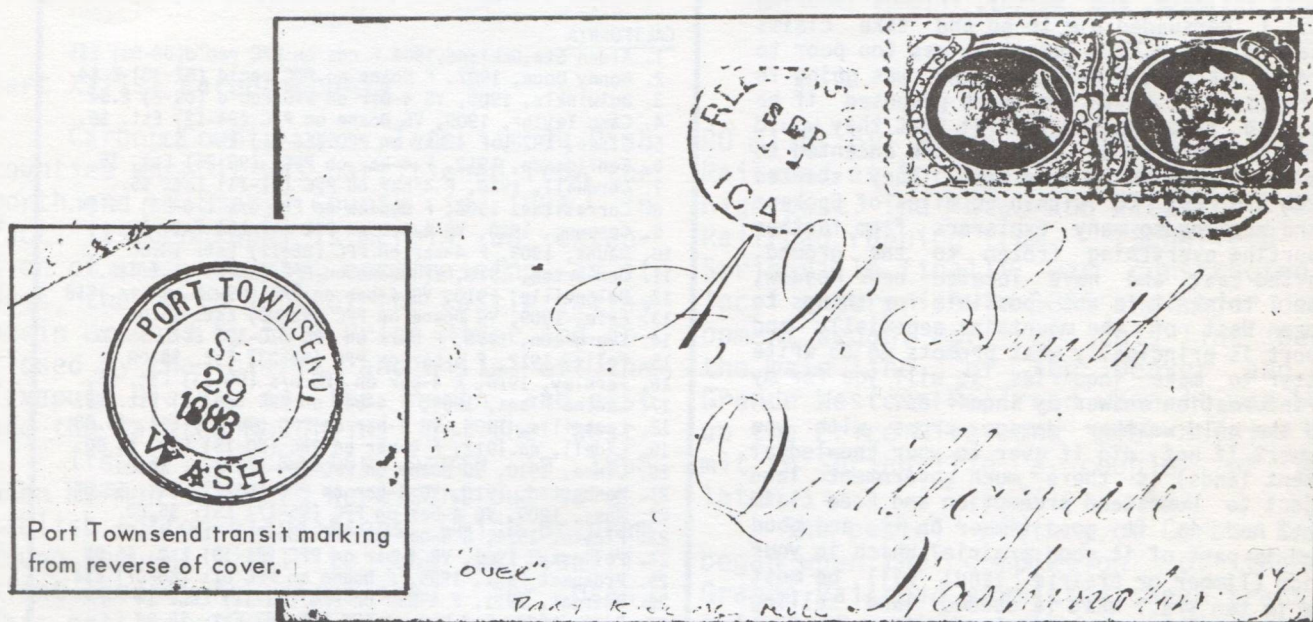
- 101 ALKI, 1891, VG cds on GPC (Whit 88-08) Est. \$40.00  
102 BALLARD, 1891, VG cds on cvr. (King 89-08) Est. \$12.00  
103 BALLARD, 1907, VG machine on PPC. Est. \$3.00  
104 BLACK DIAMOND, 1899, VG cds on POD pen.env. Est. \$10.00  
105 BLACK DIAMOND, 1919, F Time-Cummins machine cancel w/ "DIAMOND" in st. line on cover. Est. \$4.00  
106 BLAINE, 1897, VG cds on cover w/Victoria b/s. Est. \$8.00  
107 CENTRALIA, 1897, VG cds on cover. Est. \$6.00  
108T CHEWELAH/WASH.T., 1887, VG cds on Reg. cvr w/Maltese Cross tying 2 & 10 cent banknotes. Lovely. Est. \$75.00  
109 DETROIT, 1918, VG 4-bar on PPC. (Mason 94-22) Est. \$12.  
110T ELLENSBURG/WASH.TY., 1887, VG dcds & Wheel-of-fortune on GPC. Est. \$25.00  
111T ELLENSBURGH, 1889, G cds on cover w/2-ct green. Est. \$20.  
112 ELLENSBURG, 1899, VG duplex on GPC. Est. \$6.00  
113 FREMONT, 1892, F cds on cover. (King 1890-1901) E. \$15  
114 GEORGETOWN, 1910, VG dplx on PPC. (King 1901-10) E. \$8  
115T GOLDENDALE, 1881, G cds on cvr w/encl. Est. \$30.00  
116 GREENBANK, 1921, VG 4-bar on cover. Est. \$5.00  
117T HOQUIAM/Chehalis Co., Wash.Ter., 1889, G+ double oval on cvr opened uneven at rt. Est. \$20.00  
118T LAKE VIEW/WASH.TER., 1889, VG purple cds on cvr. E.\$25.  
119 LIND, 1910, VG dplx on PPC (view of town) w/cnr crease. Est. \$4.00  
120 LOWELL, 1899, F cds on cvr w/paper co. cc. Est. \$10.00  
121 LYNDEN, 1896, VG cds on cvr w/SEATTLE TRANSIT b/s.E.\$12  
122 MYRTLE, 1906, VG cds on cover. (Clall 1903-13) E. \$20.  
123 NEW WHATCOM, 1892, VG cds on cvr w/VICTORIA b/s. E.\$8.  
124 NEW WHATCOM, 1893, about G dplx on cvr w/BELLINGHAM BAY REVEILLE cc. SEATTLE TRANSIT. Est. \$8.00  
125T NORTH YAKIMA/W.T., 1888, G+ cds w/U.S.-in-circle killer on GPC. (Yak. 1885-1918) Est. \$15.00  
126T NORTH YAKIMA/W.T., 1889, G cds w/bar grid killer on cover. (Differtent pm than above lot) Est. \$15.00  
127 NORTH YAKIMA, 1896-1907, lot of 3 diff. pms on 2 covers & PPC, all VG. Est. \$10.00  
128T OLYMPIA, 1883, readable cds on cvr to VICTORIA franked w/strip of 3 1-cent banknotes. Est. \$5.00  
129 OLYMPIA, 1893, F dplx on cvr w/WASHINGTON NATIONAL GUARD cc. Est. \$5.00  
130 OLYMPIA, 1901 & 1902, 2 cvrs w/G-VG duplexes. Est. \$5.  
131T PASCO, 1887, VG cds on cvr opened into 2-ct brown. E.\$12  
132 PORT ANGELES, 1895-1907, lot of 6 covers & 1 GPC all w/VG-F pms (2 diff). Various corner cards. Est. \$12.00  
133T PORT TOWNSEND, 1879, VG red cds & star on U163 addr. to "Tatoosh Light House/W.T." Est. \$30.00  
134T PORT TOWNSEND, 1889, VG rimless cds ties 2-ct green on cover. Nice territorial. Est. \$20.00  
135 PORT TOWNSEND, 1899, F cds on cvr w/SEATTLE TRANSIT b/s Est. \$8.00  
136 PROSSER, 1897, G cds on cover w/encl. Est. \$5.00  
137 PUYALLUP, 1899?, G cds on 2-cent green ent. Est. \$5.00  
138 RITZVILLE, 1893, G cds on cover. Est. \$6.00  
139T SEATTLE, 1887, G+ cds on cvr w/STOVE MERCHANT ADV. addr. to "Puget Sound Co-op Colony/Port Angeles" E.\$20.  
140T SEATTLE, 1888, G+ cds on cvr w/OLYMPIA TRANSIT b/s.E\$12  
141 SEATTLE, 1890-98, lot of 9 covers & 1 GPC w/10 DIFFERENT NUMBERED DUPLEX postmarks, VG-F. Great lot! Est. \$40.00  
142 SEATTLE, 1896, VG duplex on cvr w/fancy cc of ENGRAVER. Est. \$5.00  
143 SEATTLE, 1899, lot of 2 covers w/DIFF flag cancels. E\$5  
144 SEATTLE/EXPOSITION STA., "D" 1909, VG machine cancel on PPC (photo of AYP Educational Bldg) Est. \$5.00  
145 SKOKOMISH, 1890, G cds w/Maltese Cross killer on 2-ct green entire. Enclosure. (Mason 1858-90) Est. \$30  
146T SKOOKUM CHUCK, 1883, F purple oval on UX5 w/small closed tear. (Lewis 1857-84) Lovely Territorial. Est. \$125.00  
147 SOUTHPARK, 1902, G dplx on cover. (King 1892-1908) E. \$8  
148 SOUTHPARK, 1903, F dplx on cover. (King 1892-1908) E.\$10  
149 SOUTHPARK, 1908, VG 4-bar on PPC(SF earthquake) E. \$8.00  
150T SPOKAN FALLS, 1885, VG dplx on UX5. Est. \$15.00  
151 SPOKANE BRIDGE, 1915, VG 4-bar on PPC. (67-58) E. \$3.00  
152 SPOKANE, 1892 & 1896, 2 DIFF dplxes on 2 GPCs. Est. \$5  
153 STEILACOOM, 1907, G Doane on PPC. (Pierce 95-71) E. \$4  
154 SUMNER, 1890, VG cds & wheel-of-fortune tie 2-cent green on cvr w/smoothed crease & nick. Est. \$10.00  
155T TACOMA, 1888, VG cds on GPC. Terr. Est. \$8.00  
156 TACOMA, 1892-97, lot of 2 GPC & 1 cover w/DUPLEX cancels (2 diff), G-VG. Est. \$6.00  
157 TIGER, 1921, about G 4-bar on cvr. (Pend 1906-75) E. \$4  
158 TUKWILA, 1909, VG 4-bar on PPC. (King 1904-66) E. \$4.00  
159 VANASSEL, 1908, F Doane on PPC. (King 92-13) Est. \$12.  
160T VANCOUVER/W.T., c.1875, G red cds on cvr w/3-cent green banknote. Est. \$12.00  
161T VANCOUVER BARRACKS, 1888, G cds on cover (Clark 84-90) Also PPC w/ca.1908 view of barracks. Est. \$50.00  
162T WALLA WALLA/W.TY., 1868, G+ cds on U59 w/encl. to Idaho Territory. Est. \$40.00  
163T WALLA WALLA, 1883, VG cds on cover. Est. \$12.00  
164 WALLA WALLA, 1890, G duplex ties 2-ct green on cvr.E\$8  
165 WHATCOM, 1903, G+ dplx ties 1-ct green on PRIVATE MAILING CARD. (Whatcom 1901-1904) Est. \$8.00  
166T YAKIMA, 1884, G+ dcds on cover (Yak 1870-1915) Est. \$20  
167 YELM, 1905, G duplex on cover. Est. \$4.00  
168 Lot of 7 cards & covers w/4-bar pms from 7 diff towns, 1908-28, fair-good strikes. (MEAD, LITTLEROCK, TOLEDO, MOCLIPS, LACEY, MILTON & LONGMIRE) Est. \$10.00
- ### WASHINGTON RAILWAYS & RELATED
- 169 CARBONADO & GATE, 1899, VG (901.2-C-1) on cvr. Est.\$20  
170 CENT.& SO.BEND, 1912, G (901.3-B-1) on PPC. Est. \$6.00  
171 SEATTLE & SKAGWAY, 1940, G+ (X-19-f) on PPC. Est. \$5.00  
172 "Steamer Colfax on St.Joe River near Spokane" on PPC postmarked SPRAGUE, 1907. Est. \$4.00  
173 Pass, BELLINGHAM BAY & BRITISH COLUMBIA RR, 1905 VF.E.\$15  
174 Pass, COLUMBIA RIVER & PUGET SOUND NAV.CO., 1901,F. E.\$15

BIDS CLOSE: JULY 31, 1986 10PM



## IS THERE GOOD LAND NEAR THE OCEAN?

By Henry C. Dierck



Cover postmarked REEDERS MILLS, IOA., which carried the letter below.

In the middle of the 1880's the large immigrant wagon trains were slowly fading into history. The Iron Horse was pulling settlers across the continent in ever increasing numbers. Even though settlers were wooed by railroads with the inducement of rebates on their fare, there were some disadvantages. When you arrived at your destination, generally at the end of the line, you and your baggage were deposited on the depot platform and left to fend for yourself. If your finances were such to allow you to hire either boat or wagon transportation to your homestead you were among the fortunate, providing, of course, you had filed for a claim before hand. In addition, unlike those who had made the trip across the continent by horse and wagon, settlers who arrived by rail were able to bring only the barest essentials. They usually arrived totally lacking farm implements, furniture, and the many little items needed to make home life possible.

The land agents and railroads had their propaganda mills churning constantly, telling about the good life out West and giving out names of people to contact for information. The following letter was written to the postmaster of Quillayute,

Washington Territory, by a Midwesterner considering resettlement in the Pacific Northwest. It provides us with a glimpse of the hopes and fears of people about to embark on perhaps the biggest adventure of their lifetime.

Reeders Mills, Harrison Co., Iowa  
Sept. 22nd, 1883

Friend Wesley  
Dear Sir,

I am in need of information concerning Washington Terr. and Oregon, and I would rather risk your judgement than flying rumors or papers. I write to you for information, and at the same time being aware of the responsibility that you may consider yourself under in writing anything that might either encourage, or discourage your friends in coming to so far a country. I will say that I have fully made up my mind to come to your country, but would like to know a little more of it, as it is a country similar to none which I have seen. So please state facts as you see them and if I form any crouious notions I will be wholly responsible.

Local News. We are well and hope you and folks are the same. Our, or My, Mother has been visiting us, returned to her home last Mon. She will go to Indiana for a yr's visit this fall. She got married 5 yrs. ago and lost her husband one yr. ago so she is not keeping house. This season has had many hard storms here too cold and backward to get crops in good time this spring and we had early frost so our corn crop is cut short one half. There are several families here who talk of your country. I don't own any land anywhere and am making all calculations to



go west, but I will explain a little and then you will understand what makes me feel a little incredulous concerning W.T. I had looked on and seen one of our most intimate, and worthy, friends laboring here until I persuaded him to go and take claims and we talked up W.T., but as he was too poor to get there on his own, a neighbor who was going to Spokane Falls, W.T., with two teams proposed if he would go with them (He and family) that they would take them through free of cost, so the ancented to go if we would promise to come also. They started April 12th and got to within 50 miles of Spokane Falls, and meeting so many explorers from farther west reporting everything frozen to the ground, they started East and have located near Moscow, Idaho, so I think it is not possible for things to have frozen West of the mountains sepecially and that report is principally what prompts me to write this letter to make inquiries so will you for my general information answer my inquiries?

Did the cold weather damage crops with you this summer? If not, did it ever to your knowledge? (Government lands) is there much government land yet subject to Homestead preemption and Free claim entry yet? And is it good timber on it, and good soil, and is part of it good prairie? Which in your estimation (Timber or prairie land) will be most valuable in ten yrs.? What is deeded land selling at? Can Broom Corn be raised successfully? Can Sorghum (cane) be raised successfully? How near the ocean can one get good land? If one would take a claim in the winter, could they get a crop next year off of it? In the timber, do they plow up the ground before they raise the first crop? Can they raise a crop on prairie land the first yr.? How low in price do eggs sell in the country? How high do they sell at the Highest in cities of W.T.? Will Hunting or trapping pay anything? Are good guns as cheap as here do you think? Tell us again what school teachers wages are, and what they are examined on. Is there any call for singing teachers, and what can their schools be made pay them per term? Please answer soon and oblig yours. Give our love to your folks. As ever your friend,

S. M. Greenstreet  
Reeder's Mill Harrison Co  
Iowa

The letter arrived at Port Townsend on September 29, 1883. Taken from there by mail boat to Neah Bay, W.T., it was then transferred to canoe for the last leg of its trip down the coast and up Quillayute River to Quillayute post office. There it was received by A. Wesley Smith, Quillayute postmaster.

The Greenstreet family never located in that part of Washington Territory, at least not in the Quillayute Valley, according to a report from people living in those parts. Perhaps when the received a reply from Postmaster Smith, they changed their plans and moved to Idaho, or Oregon's Willamette Valley, or maybe the decided to stay in Iowa.

## RANDY STEHLE MAIL AUCTION NUMBER TEN

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

### CALIFORNIA

1. Alden Sta, Oakland, 1904 F cds on PPC rec'd (00-08) E\$5
2. Bonny Doon, 1907, F Doane on PPC rec'd (87-30) E.\$4
3. Bulwinkle, 1909, VG 4-bar on PPC rec'd (09-2) E.\$4
4. Camp Taylor, 1909, VG Doane on PPC (94-12) Est. \$6.
5. Cisco, 1926, F 4-bar on PPC (66-41) Est. \$3.
6. Confidence, 1912, F 4-bar on PPC. (99-25) Est. \$5.
7. Cornwall, 1910, F 4-bar on PPC (81-11) Est. \$5.
8. Corralitos, 1908, F Duplex on PPC o/s (76-23) E. \$4.
9. Cosumne, 1910, VG 4-bar on PPC (52-15) Est. \$5.
10. Daunt, 1909, F 4-bar on PPC (86-11) Est. \$8.00
11. Denterton, 1910, VF Doane on PPC (58-11) Est. \$8.
12. Dolgeville, 1910, VG 4-bar on PPC (09-10 as sta.) E\$8
13. Erle, 1909, VG Doane on PPC (92-09) Est. \$5.00
14. Evergreen, 1905; F cork on PPC (70-13) Est. \$5.00
15. Felix, 1912, F 4-bar on PPC (93-23) Est. \$5.00
16. Fernley, 1910, F 4-bar on PPC o/s (98-13) Est. \$4.
17. Lancha Plana, 1909, F 4-bar on PPC (59/19) Est. \$6.
18. Leesville, 1908, VG 4-bar on PPC (74-20) Est. \$5.00
19. Lidell, ca.1912, F 4-bar on PPC (80-15) Est. \$5.00
20. Linne, 1910, VG Doane on PPC (89-25) Est. \$4.00
21. Manhattan, 1910, VG 4-bar on PPC (03-27) Est. \$3.00
22. Moss, 1909, VG 4-bar on PPC (95-17) Est. \$5.00
23. Pleyto, 1914, G 4-bar on PPC (84-25) Est. \$3.00
24. Pollasky, 1909, VG 4-bar on PPC (91-10) Est. \$5.00
25. Prospect Park, 1905, F Doane on PPC o/s (88-07) E\$4
26. Retreat, 1911, F 4-bar on PPC (03-31) Est. \$4
27. Rust, 1909, F 4-bar on PPC (09-16) Est. \$8.00
28. Shelter Cove, 1908, VF 4-bar on PPC (92-33) Est.\$4.
29. Slipperyford, 1905, VG target on PPC (61-11) E.\$6.
30. Spaulding, 1911, G duplex on PPC (08-21) Est. \$4.
31. Tamalpais, 1913, VG 4-bar on PPC. (06-29) Est. \$3.
32. Vista Grande, 1909, F 4-bar on PPC (1908-13) E.\$8.00
33. Wrights, 1911, F 4-bar on PPC (79-38) Est. \$3.00

### COLORADO

34. Arkansas Junction, 1908, G 4-bar on PPC (90-10) E.\$15
35. Carrizo, 1909, F 4-bar on PPC (1907-16) Est. \$30.00
36. Dover, 1908, F Doane on PPC (1905-31) Est. \$15.00
37. Farley, 1908, F 4-bar on PPC (1908 only) Est. \$80.00
38. Fair, 1910, F 4-bar on PPC (1907-46) Est. \$5.00
39. Galatea, 1912, F 4-bar on PPC (87-48) Est. \$5.00
40. Gem, 1912, G 4-bar on PPC (1907-13) Est. \$10.00
41. Halfway, 1905, F Doane on PPC (1903-17) Est. \$5.00
42. Hawthorne, 1907, F 4-bar on PPC (1906-30) Est. \$5.00
43. Higbee, 1908, F Doane on PPC transit mark (72-23) E.\$10
44. Kaiserheim, 1914, F 4-bar on PPC (1914-18) Est. \$50.
45. Leal, 1910, F Doane on PPC w/stain (1904-30) Est. \$6
46. Longs Peak, 1916, F 4-bar on PPC (1909-36) Est. \$8.
47. Mirage, 1909, F 4-bar on PPC (95-27) Est. \$20.00
48. Omer, 1909, VG target on PPC (1900-09) Est. \$10.00
49. Primero, 1931, F 4-bar on cvr w/cc (1901-33) E.\$10.
50. Riverbend, 1912, F 4-bar on PPC (75-37) Est. \$8.
51. Tuttle, 1911, F 4-bar on PPC NO STAMP (83-18) E.\$5
52. Waldorf, 1908, F 4-bar on PPC (1908-12) Est. \$8.00

### MONTANA

53. CaLabar, 1909, F 4-bar on cvr. (1909-29) Est. \$10.
54. Chance, 1911, F 4-bar on PPC (98-21) Est. \$10.00
55. Fourchette, 1936, F 4-bar on cvr (22-37) Est. \$8.00
56. Genou, 1918, F 4-bar on PPC (1911-54) Est. \$6.00
57. Hedgesville, 1913, VG 4-bar on PPC (10-59) Est. \$5.
58. Hoffman, 1909, F 4-bar on PPC rec'd (09-18) Est. \$6.
59. Salesville, 1909, F Doane on PPC (80-27) Est. \$10.
60. Sedan, 1908, F Doane on PPC (91-15) Est. \$10.00
61. Valentine, 1930, F 4-bar on PPC (03-43) Est. \$4.00
62. Washoe, 1910, G 4-bar on PPC (07-59) Est. \$4.00

### WASHINGTON

63. Dunlap, 1910, F 4-bar on PPC (94-11) Est. \$8.00
64. Gross, 1910, F 4-bar on PPC (1902-15) Est. \$15.00
65. Lexington, 1909, F 4-bar on PPC (88-17) Est. \$8.00

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## THE POST OFFICES OF UTAH

By Dan Meschter with Arthur E. Rupert

### Part XXIII: Carbon County

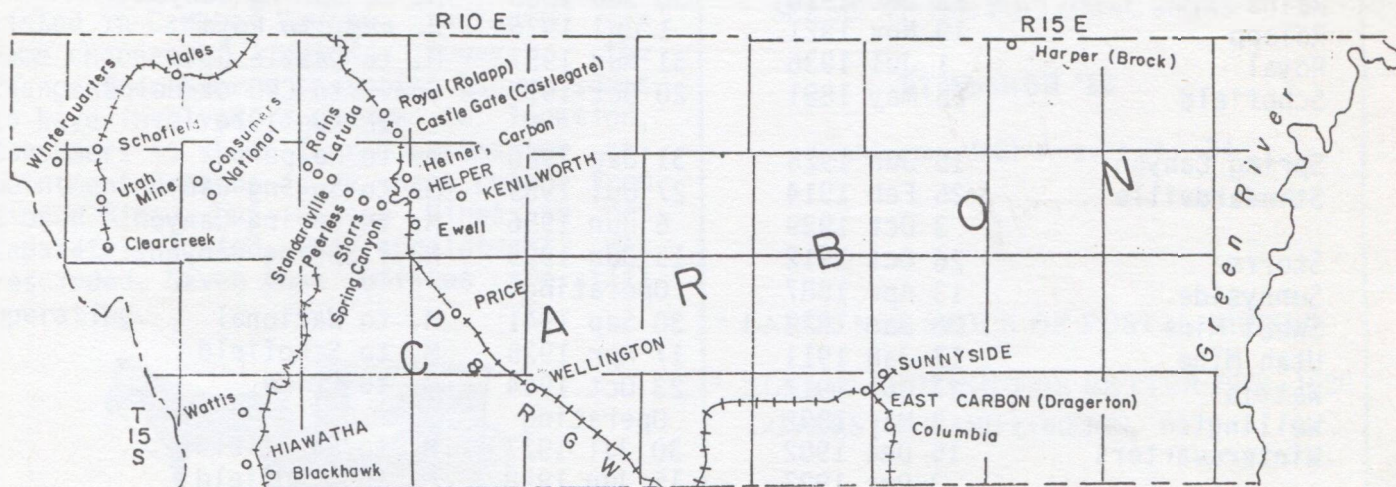
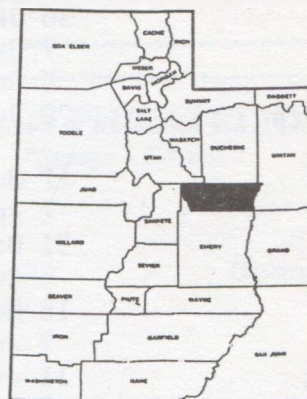
Carbon County was late among Utah counties when it was partitioned from the north end of Emery County in 1894. In fact, its geography is merely an extension of Emery County, encompassing, as it does, the north end of the Castle Valley basin drained by the Price River and enclosed by the cliffs and hills of the Tavaputs Plateau on the north and east and the Wasatch Mountains on the west.

Its earliest history began in 1858 when Mormon settlers were sent out to establish cotton plantations which Brigham Young thought vital to the self-sufficient economy he visualized for Utah. This settlement at or near what is now Wellington failed, as did other attempts at cotton culture in Utah except further south in Washington County. Failure was assisted in no small measure by a devastating flood in 1861, and it was two years before settlement was resumed on the basis of general agriculture.

However, it was known since earliest times that the Castle Valley was rich in coal resources, which also were regarded as important to self-sufficiency. Mines were opened in the hills in the northeast corner of the county in the early 1870's, and the coal was laboriously hauled some

90 miles by wagon to the Utah Southern Railroad at Springville, near Provo, at high cost. The Utah and Pleasant Valley Railroad running from Schofield to Springville finally was constructed by local enterprise in 1876 and major development began. Part of this line became the main line of the Denver and Rio Grande Western Railroad when it was built up the Price River and over Soldier Summit to Springville a couple of years later.

The postal history of Carbon County began when the completion of the Rio Grande Railroad permitted cheap transportation of coal in bulk quantities to regional markets, including the railroad itself to fuel its locomotives. The





UTAH POST OFFICES  
Carbon County

Post Office	Established	Discontinued	Notes
Blackhawk	7 Feb 1912	31 Aug 1915	M. to Hiawatha
Brock	19 Jan 1888	13 Dec 1899	N. chg. to Harper
Carbon	9 Sep 1914	15 Sep 1915	M. to Helper
Castle Gate	20 Jul 1889	3 Apr 1895	N. chg. to Castlegate
	1 Mar 1950		Was Castlegate
		1 Nov 1974	M. to Helper
Castlegate	3 Apr 1895	1 Mar 1950	Was Castle Gate
Clearcreek	15 Dec 1900	27 Dec 1968	M. to Schofield
Columbia	13 Sep 1923	25 Apr 1975	M. to Price
Consumers	14 Apr 1925		Was Gibson Mines
		15 Mar 1938	M. to National
Dragerton	16 Aug 1943	21 Jun 1974	N. chg. to East Carbon
East Carbon	21 Jun 1974	Operating	Was Dragerton
Ewell	19 Dec 1910	14 Jul 1923	M. to Helper
Gibson Mines			Never listed as such
		14 Apr 1925	N. chg. to Consumers
Hales	15 Jan 1908	28 Jan 1910	Rescinded
Harper	13 Dec 1899	1 May 1903	Was Brock; M. to Price
	18 Mar 1907	15 Nov 1910	
	1 Jul 1913	30 Oct 1915	M. to Price
Heiner	30 Jan 1919	31 Dec 1937	M. to Helper
Helper	7 Jan 1892	Operating	
Hiawatha	9 Oct 1909	Operating	
Kenilworth	20 Jul 1907	Operating	Conv. to CPO of Helper
			15 Apr 1983
Kiz	17 Jun 1926	27 Feb 1937	M. to Wellington
Latuda	2 Apr 1920	30 Nov 1958	
Lee	31 Oct 1894	5 Oct 1895	M. to Brock
National	5 Oct 1920	15 Oct 1921	M. to Helper
	16 May 1928	8 Oct 1938	
	9 Jul 1941	31 Oct 1952	M. to Price
Peerless	11 Jul 1924	15 Oct 1931	M. to Helper
Price	7 Apr 1882	Operating	
Rains	15 Dec 1916	30 Sep 1958	M. to Spring Canyon
Rolapp	19 Nov 1921	1 Jul 1936	N. chg. to Royal
Royal	1 Jul 1936	31 Aug 1957	M. to Castle Gate
Schofield	26 May 1881	20 Oct 1977	Conv. to CPO of Helper
			16 Aug 1974
Spring Canyon	15 Jun 1925	31 Jan 1960	M. to Helper
Standardville	25 Feb 1914	27 Jul 1939	M. to Spring Canyon
	3 Oct 1939	6 Jun 1956	M. to Spring Canyon
Storrs	26 Oct 1912	15 Jun 1925	NCT: Spring Canyon
Sunnyside	13 Apr 1887	Operating	
Sweet Mine	26 Jan 1927	30 Sep 1941	M. to National
Utah Mine	17 Jan 1911	17 Apr 1925	M. to Schofield
Wattis	27 Jul 1917	23 Oct 1964	M. to Price
Wellington	9 Mar 1892	Operating	
Winterquarters	15 Dec 1902	30 Jul 1927	M. to Schofield
	3 Dec 1927	15 Jun 1928	M. to Schofield

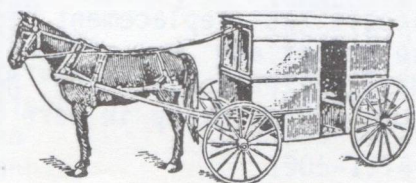



first post office was opened at Schofield in 1881 at the then terminus of the Pleasant Valley line. It was followed within the year by another at Price, which early became the distribution point central to the agricultural and mining communities around it. Helper probably was the only strictly railroad town in the county. It is said to have been named as the place where "helper" locomotives were attached to trains to assist them in the long pull up toward Soldier Summit.

Coal was, and still is, the name of the game in Carbon County. Well over half of the post offices in the county served strictly coal mining towns, and many of those were "company" towns where the mining company provided worker housing with the post office being located in the company store. The line of discontinued post offices up the gulch from Spring Canyon to Rains, and over the hill at Consumers, National, and Sweetmine, is typical of mine portal towns that lasted only as long as the coal that could be mined through that portal lasted. The names, too, often were derived from the name of the coal company as in the case of Consumers, National, Utah, and Peerless, or the names of coal company executives in other cases.

An exception to the transitory nature of mine-mouth post offices is Sunnyside, located at what is said to be Utah's oldest continuously worked coal mine. It was in the press recently on account of a disastrous fire that took many lives.

A total of 36 post office names are listed in Carbon County, including six name changes of which, however, the change from Storrs to Spring Canyon seems to have involved a change in location. Consumers is shown in the postmaster appointment records as a name change from Gibson Mines, but Gibson Mines is not separately listed. One appointment was rescinded. Seven post offices are still operating.





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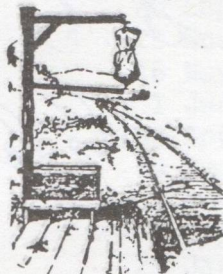
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The Sheridan, Nevada, Type 1 Doane device was damaged in late 1906 or early 1907, and subsequent examples lack killer bars.

#### NEVADA DOANE CANCELLATIONS: AN UPDATE

By James Gammett, Ted Gruber, and Randy Stehle with Dr. James D. Jacobitz, Anson Reinhart and others.

Several new and important discoveries of Nevada postal history material have been made since the 1982 publication of "Western Doanes" in La Posta. These finds, along with countless Tesser discoveries, have substantially increased the number of known Doane cancellations known from Nevada. Herein we present the latest listing of Nevada Doane cancels, and invite readers to help us to continue to expand the list.

In 1982 only 57 towns in Nevada had been documented using one of the three Doane types. Today the list stands at 102 and nine of those offices are known to have used more than one type. The use of Type 1 Doane cancels is still uncommon among Nevada post offices, but besides

Fallon (the only office listed in 1982), Lee and Sheridan are now known to have used Type 1 cancels.

Additional discoveries of offices to have used Doanes are anticipated. For example, there were 63 offices established in Nevada between July 1, 1903, and August 30, 1906 -- the period during which Doane cancels were issued as standard equipment to new offices -- and of that number 45 have thus far been reported to have used Doanes. We expect, therefore, that Doanes should eventually be discovered from Ashdown, Aura, Brattain, Copper, Currie, Derby, Gold Center, Goldyke, Joy, Kawich, Kingston, Maestretti, Mina, Morristown, Pilot, Regan, Silverbow and Tule. In addition, we expect that a few other offices will be found which received Doane cancels as replacement equipment. Please report any new offices, new types and date extensions to the Nevada Postal History Study Group in care of La Posta.



NEVADA DOANE CANCELLATIONS

<u>Post Office</u>	<u>In Service</u>	<u>Ty.</u>	<u>No.</u>	<u>Earliest Date</u>	<u>Latest Date</u>
Acoma	1905-1907	2	1	17 Apr 1906	
Alamo	1905-Date	3	1	12 May 1905	18 Oct 1912
Amos	1898-1926	2	2	11 Aug 1905	13 Sep 1907
Antelope	1904-1908	2	1	10 Feb 1906	14 Nov 1906
Arthur	1881-1951	2	2	2 Jun 1905	15 Feb 1909
Atwood	1906-1908	3	?	3 Dec 1907	
Aurora	1906-1919	3	1	26 Nov 1909	23 Oct 1911
Aurum	1881-1938	3	3	12 Mar 1907	
Bauvard	1904-1912	2	1	7 Oct 1904	4 Dec 1907
Bauvard	1904-1912	3	6	14 Jul 1908	21 Aug 1909
Beatty	1905-Date	2	1	19 Feb 1906	23 Oct 1906
Berlin	1900-1918	2	1	25 Oct 1906	25 Feb 1911
Blaine	1884-1914	2	1	14 Sep 1904	
Buckskin	1906-1914	3	1	20 Sep 1906	3 Jan 1908
Buena Vista	1905-1911	3	1	20 Sep 1906	14 Sep 1911
Bull Frog	1905-1909	2	1	25 Nov 1905	18 Jan 1907
Bullion	1871-1934	2	1	16 Nov 1906	15 Jan 1909
Carlin	1868-Date	2	9	1 Jun 1905	11 Oct 1911
Cave Creek	1887-1929	3	2	30 Apr 1907	11 Sep 1909
Charleston	1895-1951	2	1	19 Dec 1904	11 Dec 1911
Coaldale	1904-1908	3	2	9 Feb 1907	25 Jun 1907
Cobre	1906-1927	3	1	1 Sep 1905	7 Apr 1910
Columbia	1904-1919	2	1	29 Jan 1905	4 Nov 1905
Columbia	1904-1919	3	1	22 Sep 1905	9 Mar 1907
Crescent	1905-1918	3	1	8 Sep 1906	3 Apr 1908
Diamondfield	1904-1908	2	1	14 Feb 1906	7 Dec 1907
Duckwater	1876-1941	3	2	1 Jan 1907	19 Aug 1911
Edgemont	1901-1918	2	4	2 Jan 1905	24 Aug 1912
Empire	1895-1912	2	2	13 Feb 1905	12 Aug 1907
Fallon	1896-Date	1	2	3 Jan 1905	23 Feb 1905
Fallon	1896-Date	2	10	9 Oct 1905	12 Mar 1908
Fairview	1906-1919	3	1	16 Apr 1906	12 Feb 1907
Fitting	1905-1915	2	1	16 Nov 1907	29 Jan 1909
Fletcher	1894-1912	2	3	13 Aug 1908	1 Jun 1910
Fort Churchill (1)	1905-1924	2	?	13 Jul 1905	
Fort Churchill	1905-1924	2	1	21 Oct 1907	4 May 1909
Franktown	1881-1927	2	1	21 May 1908	
Gold Butte	1906-1911	3	1	28 Jun 1907	
Gold Creek	1897-1929	2	2	13 May 1910	13 Oct 1911
Golden	1906-1907	3	1	11 Jun 1907	
Goldfield	1903-Date	2	1	27 Mar 1905	24 Jun 1905
Goodsprings	1899-1960	3	2	21 Dec 1906	3 Sep 1912
Gordon	1906-1907	3	1	1 Dec 1906	
Harriman	1903-1904	2	1	21 Jan 1904	23 Aug 1904
Hawthorne	1881-Date	2	7	17 May 1906	23 May 1909
Hazen (2)	1904-Date	2	1	8 Dec 1905	
Hazen	1904-Date	3	6	8 Dec 1905	27 Aug 1908
Holbrook	1883-1915	2	1	8 Feb 1906	3 Aug 1908
Hotcreek	1897-1912	3	1	1906	11 Apr 1909
Illipah	1898-1913	2	1	10 Jun 1905	25 Aug 1907
Jean	1905-1925	3	1	7 Jan 1907	
Johnnie	1905-1914	2	1	4 Oct 1906	



NEVADA DOANE CANCELLATIONS

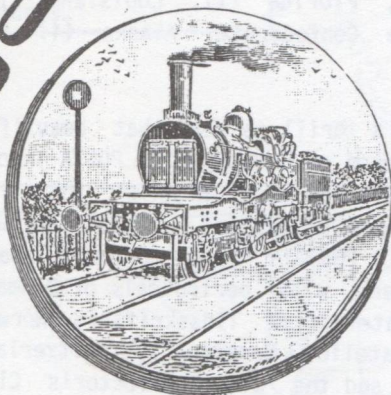
<u>Post Office</u>	<u>In Service</u>	<u>Ty.</u>	<u>No.</u>	<u>Earliest Date</u>	<u>Latest Date</u>
Junction	1873-1906	2	?	15 Apr 1905	
Kennedy	1892-1917	3	2	14 Apr 1907	20 Jan 1913
Kimberly	1905-1958	3	1	23 Sep 1905	8 Jan 1909
Lamoille	1874/1982	3	4	4 Jul 1906	26 Dec 1906
Lane	1906-1911	3	1	23 May 1907	14 Dec 1908
Las Vegas	1903-Date	2	?	25 Jul 1904	
Las Vegas	1903-Date	3	11	27 Dec 1906	21 Feb 1908
Las Vegas (3)	1903-Date	3	1	4 Oct 1907	27 Nov 1907
Lee	1882-Date	1	?	22 Apr 1904	13 Oct 1904
Lee	1882-Date	2	1	8 Jan 1910	
Leetville	1895-1907	3	2	14 Apr 1906	22 Dec 1906
Lidd	1873-1918	3	2	23 Dec 1906	28 May 1912
Lund	1898-Date	2	2	27 May 1909	2 Aug 1909
Luning	1882-Date	2	3	3 Jul 1909	
Manhattan	1905-Date	3	?	29 Apr 1906	
Marble	1906-1917	3	1	21 Nov 1907	31 Dec 1910
McGill (4)	1891-Date	2	1	1 Aug 1907	19 Nov 1907
Millers	1906-1931	3	1	13 Jul 1907	29 Jul 1909
Millett	1906-1930	3	1	28 Aug 1906	20 Feb 1910
Moapa	1889-Date	3	4	6 May 1907	29 Jul 1909
Mountain City	1870-Date	3	4	6 Feb 1908	30 Dec 1911
Nelson	1905-1929	3	1	3 Apr 1908	
Northfork	1889-1944	2	2	9 Jul 1908	16 Jan 1910
Olinghouse (5)	1903-1923	3	1	29 Mar 1907	2 Jul 1907
Overton	1883-Date	2	2	28 Aug 1906	11 Nov 1909
Palisade	1870-1961	2	5	11 Jan 1905	7 Jul 1908
Palmetto	1905-1907	3	?	16 Jun 1906	
Paradise Valley	1871-Date	3	4	22 Apr 1908	3 May 1910
Pinegrove	1868-1912	3	2	19 Oct 1907	4 Oct 1910
Pyramid	1904-1959	2	1	24 Mar 1910	
Reveille	1905-1911	3	1	14 Jun 1907	11 Jul 1908
Rhyolite	1905-1919	2	1	10 Apr 1906	8 Dec 1906
Ruth	1904-Date	2	1	23 Aug 1905	15 Apr 1907
Saint Clair	1905-1907	2	2	24 Dec 1906	9 Apr 1907
Sandy	1896-1910	3	2	17 Mar 1909	
Schurz	1891-Date	2	1	17 Nov 1905	14 Dec 1907
Sharp	1901-1939	3	2	12 Sep 1906	21 Feb 1908
Sheridan (6)	1865-1920	1	2	9 Aug 1904	8 Jun 1909
Silver City	1860-Date	3	4	24 Dec 1906	24 Dec 1908
Silver Peak	1866-1913	2	1	19 Dec 1904	21 Dec 1909
Silver Peak	1866-1913	3	4	19 Dec 1906	Feb 1907
Skelton	1884-1911	2	2	17 Jan 1907	25 Feb 1907
Smith	1892-Date	3	2	27 Dec 1905	5 Jul 1911
Sparks	1904-Date	2	1	4 Dec 1904	
Sparks	1904-Date	3	15	7 Oct 1905	12 Apr 1910
Spencer	1896-1908	3	1	18 Dec 1906	
Steptoe	1893-1940	3	1	21 Dec 1908	6 Apr 1912
Stewart	1905-1974	2	1	4 Apr 1907	30 Aug 1912
Stone	1904-1909	2	2	3 Apr 1907	25 Nov 1908
Sunnyside	1890-1933	2	1	7 Jun 1906	20 Dec 1909
Sutro	1872-1920	2	1	6 Jul 1906	28 Sep 1910
Sweetwater	1870-1925	2	2	8 Feb 1905	17 Oct 1910



# NEVADA DOANE CANCELLATIONS

<u>Post Office</u>	<u>In service</u>	<u>Ty.</u>	<u>No.</u>	<u>Earliest Date</u>	<u>Latest Date</u>
Thorp	1905-1909	3	1	27 Jun 1907	
Tippett	1896-1926	3	3	10 Aug 1909	19 May 1911
Toana	1872-1906	3	4	14 Nov 1905	19 Dec 1905
Tybo	1874-1906	3	2	10 Apr 1906	3 Jul 1906
Unionville	1862-1956	2	1	6 Mar 1907	12 May 1913
Verdi	1869-Date	3	5	23 Nov 1905	22 Nov 1907
Wabuska	1881-1966	3	3	5 Sep 1906	25 Mar 1908
Wellington	1878-Date	2	3	16 Apr 1907	

- NOTES: (1) The earliest Fort Churchill Type 2 differs from the latter Type 2 by having smaller, more closely spaced lettering.  
 (2) The killer bars are missing on some examples.  
 (3) Illustrated in Gruber's "Nevada Postmark Catalog".  
 (4) The latest date is from the one-year period when the office was officially named Smelter.  
 (5) The Olinghouse Type 2 listed by Helbock has been determined to be a Type 3.  
 (6) The Sheridan Type 1 device became damaged in late 1906 or early 1907, and later examples show the Type 1 postmark with a non-Doane killer (see illustration).



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# THE EASTERN SECTION

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## AMERIPEX '86 was BIG BIGGER BIGGEST !

Your Eastern editor was thrilled to be able to attend this fantastic event for all eleven days and proud to have a small part in its development.

The biggest surprise of the show was the very great interest shown in the role of computers in Philately. All discussions on this subject were jammed. Interest was so great that the AMERIPEX Committee, who had already provided a booth (at no charge) where demonstrations of computer programs were given, provided a second booth (again at no charge) to accommodate the crowds who wanted to learn more about this growing facet of our hobby.

The philatelic press has by now informed you of the details of AMERIPEX, so I'll not say more, but concentrate on how AMERIPEX looked to a U.S. postal history collector. Listed under "U.S. POSTAL HISTORY" were 30 exhibits consisting of 203 frames. The degree to which postal history collectors are specializing, is clearly shown by a breakdown of these exhibits: 13 were specialized collections of some city or state; 7 were exhibits relating to U.S.- Foreign mails; 4 were related to express, railway or domestic waterways, while only 6 of the 30 U.S. Postal History exhibits were specialized as to stamp issue or use.



AMERIPEX provided eight levels of awards: Large Gold, Gold; Large Vermeil, Vermeil; Large Silver, Silver; Large Bronze, Bronze. Every one of the 30 U.S. Postal History exhibits received an award, with 29 receiving a Large Silver or better. Two-thirds of them received the top level awards: 5 Large Golds, 8 Golds and 7 Large Vermeil. What fantastic material!

The 13 city, state or territory-related exhibits broke down as follows: Massachusetts (1), Rhode Island (1), Pennsylvania (2), Virginia (2)- both Confederates, Florida (1), Louisiana (1), Tennessee (2)- one Confederate, Alaska (1) and Puerto Rico (2).

It was indeed a thrill to see that beautiful "Large Silver" ribbon on a copy of LA POSTA in one of the attractive display cases in which the literature entries were displayed. That alone was worth the trip. LA POSTA's "Large Silver" award gave it equal rank with periodicals of Denmark ("NFT Nordisk Filatelistisk Tidsskrift"), Norway ("Norwegian Philatelic Magazine"), Switzerland ("Postgeschichte"), and the U.S. ("Collector's Club Philatelist").

The Eastern Section for July offers a varied menu, stretching from 1820 to 1867 and related to Pennsylvania, Maryland and South Carolina.

We'd really like to receive an article from you to tell the many readers of LA POSTA about your collecting interest. How about it?



# HANDSTAMPED POSTAL MARKINGS OF HARFORD COUNTY, MARYLAND, 1820-1855

By Frank M. Stewart

Harford County was formed out of a section of Baltimore County in 1773 and was named for Henry Harford, son of the sixth Lord Baltimore. The county seat, first established at Bush or Harford Town along the Old Post Road (now MD Route 7), was moved to Bel Air in 1782, where it remains today.

Harford County has an area of approximately 950 square miles and is bounded on the east by the Susquehanna River, on the west by the Little Gunpowder River, on the north by York County, Penna. and on the south by Chesapeake Bay.

Early growth and development occurred rapidly in the southern corridor, up to 15 miles inland from Chesapeake Bay. Two railroads and the Old Post Road traversed Harford County prior to 1840.

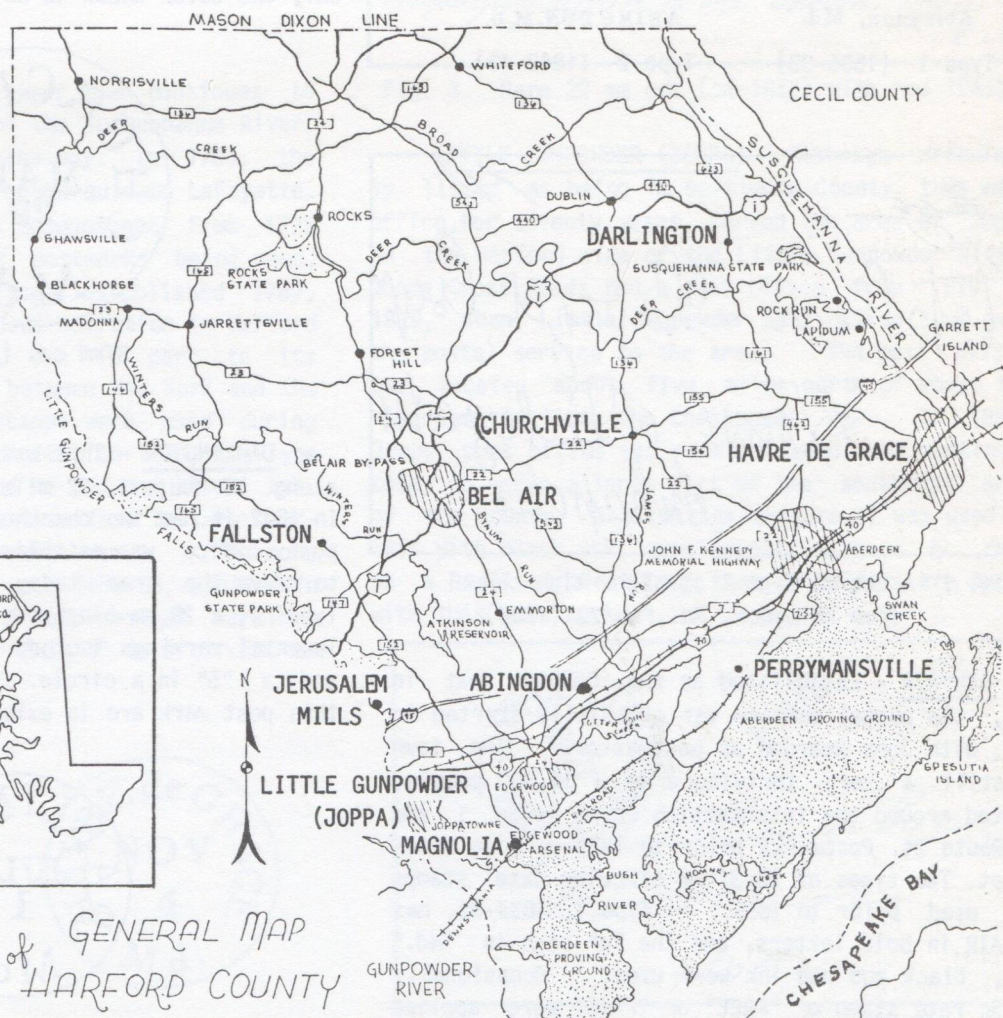
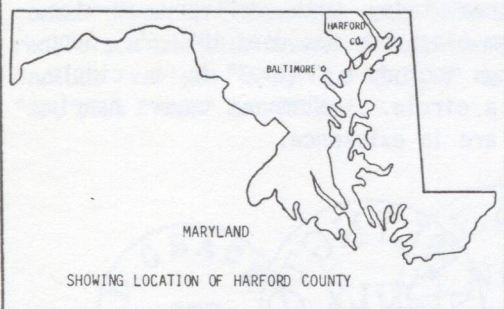
Most of the early post offices, i.e. Abingdon, Magnolia, Joppa, Perryman, Havre de Grace, Churchville, Harford and Halls Cross Roads were in this corridor.

As population growth expanded north away from the coastline, post offices such as Fallston, Bel Air, Jerusalem Mills, Jarrettsville, Darlington and Rock Run were established. Havre de Grace had the first post office in the county, in 1789.

In the early 1800's, Harford County residents were engaged in farming (including milling and canning operations), fishing, and the production of iron and iron products. By the end of the stampless cover era (1855), the population stood at 20,000.

## About the Author:

Frank Stewart is a mechanical engineer who has collected Maryland stampless covers since 1973. Since 1980, he has narrowed his interest to Harford County. He also collects Baltimore Street Car R.P.O. postmarks.





Following is a brief description of the postmarks in use from 1820 to 1855:

**ABINGDON** - This large village was established in the late 1780's, on the Old Post Road (MD Route 7) between Havre de Grace and Baltimore. The post office was established in the village in 1830. In 1985, the post office was moved three miles away to better serve a new area of housing development.

Manuscript postmarks were used in the early 1840's. Three different types of straight line cancels were used 1836-1843, all of which are quite rare today. Type 1 (used 1836-38) was applied in both blue and black ink, the town name appearing in cap and lower case letters. A black postmark was applied in 1842-43 with the town name in thin line capital letters. In 1843, a postmark of heavier capital letters was used. No circular date stamps are known used at Abingdon during the stampless period.

Abingdon, Md.  
Type 1 (1836-38)

ABINGDON, M.D.  
Type 2 (1842-43)

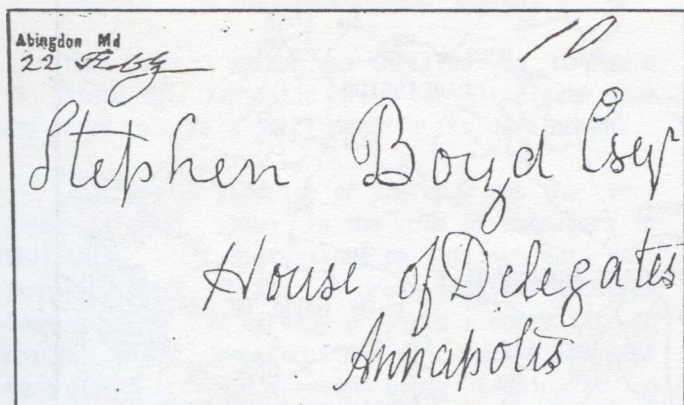


Fig. 1 A scarce Type 1 straight line cancel from Abingdon, Md., Feb 22 (1836)

**BEL AIR** - Established as the County seat in 1782, the postal service was officially started in 1795, with John Reardon as postmaster. The town is still a very thriving area of 15,000 people, located around the intersection of US Route 1 and MD Route 24. Postmarks prior to 1839 were in manuscript. Two types of 30-31 mm circular date stamps were used prior to 1855. Type 1, 1839-53, has BEL AIR in bold letters, and the "d" high in "Md." Blue, black and red ink were used. Occasionally the 5c rate stamp or "FREE" or "PAID" were applied to the letters. In 1854, a canceller with BEL AIR

in smaller letters and the "D" high in "MD." was used, but today, only several letters exist with this cancel.

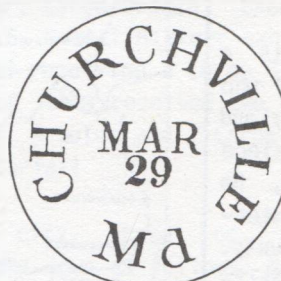


Type 1 (1839-53)



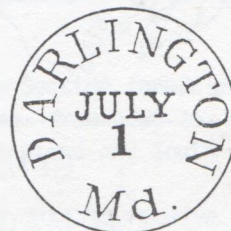
Type 2 (1854)

**CHURCHVILLE** - This crossroads village still exists, with its post office at the intersection of MD Routes 22 and 136. The post office has been in continuous service since 1832. Before 1855, only manuscript postmarks have been reported. In 1855, a 37 mm circular date stamp was applied in black ink. This Type 1 cancel is very rare, with only one cover known to be in existence.



37mm cds (1855)

**DARLINGTON** - This was a post village located along US Route 1, 32 miles northeast of Baltimore. In 1842 it had two churches and an academy. The post office was established in 1819 and continues to serve the area today with delivery service. Type 1, a 29 mm black cds was used 1852-55. Supplemental markings include a "PAID 3" in a circle, and a "5" in a circle. Numerous covers bearing this post mark are in existence.



Type 1 (1852-55)

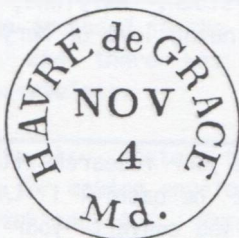


FALLSTON - This post office was established in 1849 and is still very much in operation today with widespread delivery service. From 1845-1849, the post office operated as White House. Fallston was named for the nearby falls of the Little Gunpowder River which separates Harford and Baltimore Counties. Covers were only discovered in recent years which were cancelled with a 33 mm black cds in the early 1850's. They are quite rare, as less than 10 are known to exist. Covers with manuscript cancels are known from the 1830's and 1840's.



Scarce 1850's cds.

HAVRE DE GRACE - This river town continues to thrive on the west bank of the Susquehanna River, where it enters the Chesapeake Bay. In 1785, the town was given its name by Marquis de LaFayette. The post office operated as Susquehanna from 1775 to 1789, with manuscript postmarks being used. The Havre de Grace post office, established 1789, is the oldest in continuous operation in Harford County. The town grew, due in part to its location on the Post Road between New York and the South. Two circular date stamps were used during the stampless period. From 1821 to 1823, the Type 1 cancel (25 mm) was applied in red and black ink. Type 1 is rare, with less than five letters bearing this postmark still in existence. A more common Type 2, (30mm) was used 1836-53, applied in red, black and blue inks. Supplemental markings include various 5's, a "PAID 3" in a circle, an "X", plus "PAID" and "FREE".



The rare Type 1 (1821-3) Type 2 (1836-53)

JERUSALEM MILLS - This area was named for a flour mill built in 1776 and still standing along the Little Gunpowder River. The Quaker settlement chose the name out of the Bible. The post office was established in 1840, and used manuscript postmarks until the early 1850's when a 29 mm cds was applied in red ink. A large "5" and a large "PAID" were used to accompany the hand stamp. In 1895 the post office name was changed to Jerusalem and in 1923 it was discontinued.

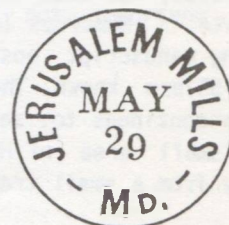


Fig. 3 Rare 29 mm cds (ca 1852) with red "PAID"

LITTLE GUNPOWDER (JOPPA) - Although officially listed as being in Baltimore County, this post office, for seventy years, served the area of Joppa on the Harford side of the Little Gunpowder River. Joppa Cross Roads had a post office from 1819 to 1829, when Little Gunpowder post office took over the postal service to the area. The post office was located about five miles north of where the river empties into the Chesapeake Bay. In 1881, Joppa post office was reestablished, and continues today to serve a large part of the southwest area of the County. A 35 mm cds (Figure 4) was used in 1851 with black ink, supplemented with a 5c rate in a small circle. Less than 20 letters are known with this post mark.

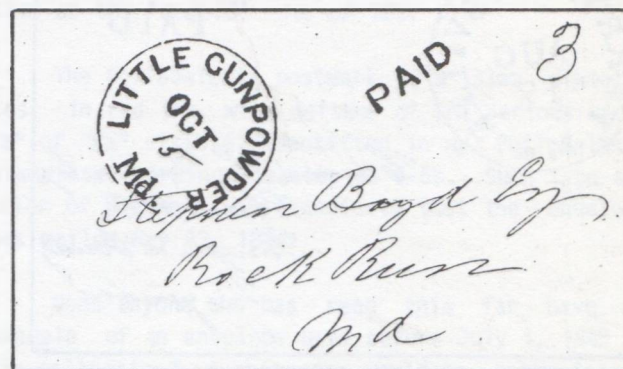


Fig. 4 Rare 35mm cds of Little Gunpowder (Joppa)



**MAGNOLIA** - This post office was established in 1840, near the Pennsylvania Rail Road, about 20 miles northeast of Baltimore, along the Gunpowder River. Only one copy of a cover with a 31 mm cds, dated 1853, has been located to date. Numerous letters bearing manuscript postmarks (1840-55) are known. The post office continues to serve a very small area of Harford County from a small trailer.



Rare 31 mm cds (1853)

**PERRYMANVILLE** - This town is located in a remote area where the Bush River enters the Chesapeake Bay. It is about 27 miles northeast of Baltimore, along the Pennsylvania Railroad. The village post office started operation in 1838. Until 1843, only manuscript postmarks are known. Then a straight line handstamp in script letters was in use for two years. This Type 1 postmark, using black ink, is quite scarce. In the latter years of the stampless cover era (1850-55), a 35mm cds was in use with both red and black inks. A large "5" and a "PAID" marking supplemented the hand stamp at times. In 1880, the town's name, named for the Perryman family, was shortened to Perryman. That post office continues to serve a wide population area today.



*Perrymanville Md.*

Type 1 Straight line      Type 2 cds (1850-55)

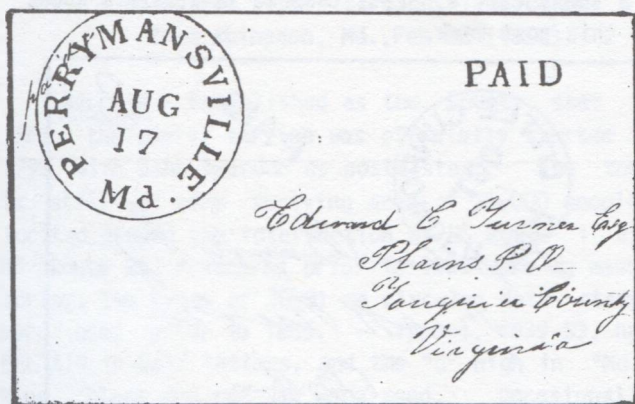


Fig. 5 Red 35mm cds (ca 1852) from Perrymanville.

As mentioned in the town write-ups, manuscript postmarks were also used by these towns at various times. Numerous other villages in Harford County used only manuscript postmarks during the stampless era. These village post offices include but are not limited to: Pleasantville, Rock Run, Jarrettsville, Harford, Deer Creek Works, Halls Cross Roads, Hickory Tavern and Joppa Cross Roads.

Although in many cases, the relative value of these old covers is not great, they are getting scarcer and almost impossible to obtain. The new edition of the American Stampless Cover Catalog, Volume I, 1985, placed the following evaluation on these handstamped postmarks from Harford County:

Abingdon	T-1 \$750; T-2 \$500; T-3 \$450
Bel Air	T-1 \$ 35; T-2 \$ 35
Churchville	T-1 \$ 85
Darlington	T-1 \$ 30
Fallston	T-1 \$125
Havre de Grace	T-1 \$ 75; T-2 \$ 20
Jerusalem Mills	T-1 \$ 75
Little Gunpowder	T-1 \$ 75
Magnolia	T-1 \$125
Perrymanville	T-1 \$ 85; T-2 \$ 50

As for covers bearing manuscript postmarks from Harford County in the 1830-50 period, they can usually be purchased for \$15 to \$30 when they are available.

Much of the information about the various markings used on Maryland stampless covers was extracted from an excellent book by D. Homer Kendall, "Maryland Postal History", published in 1984 by David G. Phillips Co., Miami, FL. The book covers only markings used during the stampless period prior to 1855. Reverend Kendall is the foremost authority on this subject, having devoted much of his life to the study. His cover collection is the most extensive in existence and includes most of the "one of a kind" material. He is also editor of the Maryland section of the American Stampless Cover Catalog. A retired minister, now living in Hagerstown, Maryland, he is still involved in his continuing love of Maryland postal history.

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Share your research with fellow postal historians-Don't be bashful ! LA POSTA Section Editors will help you convert your research into a finished article. Contact one today and see how easy it is to have your research appear in LA POSTA.



## AN EARLY ENVELOPE USAGE

By Robert J. Stets

Did you ever wonder why most of the "stampless covers" you see are really "stampless folded letters"? Did you ever wonder why the early writers didn't use envelopes? Let's back up in time-- say 150 years .....

Envelopes had been made in Europe from the early 1830's. However, in the United States, in the 1830's, letter postage charges were based on the number of sheets of paper being mailed, and the distance the letter had to be carried. Under U.S. postal regulations, the envelope was considered an additional sheet of paper, and an additional charge was made for it. Consequently, very few envelopes were used in the U.S. prior to 1845.

Normally, the letter was simply folded and sealed, with the name and address written on the outer letter sheet-- thus the name "folded letter".

In the American Stampless Cover Catalog (ASCC) Fourth Edition (1986), on page 7 the editor reports that in mid-July 1836, the U. S. Commissioner of Patents, H.L. Ellsworth, applied his free frank to handmade envelopes containing a printed brochure explaining the new patent law passed by Congress on July 4, 1836, thus creating one of the earliest known uses of envelopes in the U.S. mails.

The World Book Encyclopedia states that envelopes were first manufactured in the U.S. in 1839 by a New York man named Pierson. It also states that for about 10 years after envelopes were invented, they were cut, folded and pasted by hand. According to World Book, a good worker could make about 3000 envelopes a day.

What happened, then, that changed this situation and encouraged the use of envelopes?

In 1845, effective July 1, U.S. postal rates were changed. The new rates were based on total weight, (rather than sheets) and distance. Thus envelope and letter could be included in the 1/2 ounce basic weight allowance and there was no additional fee charged for the envelope.

The World Book Encyclopedia also states that the first successful machine for making envelopes was patented in 1849 by J.K. Park and C.S. Watsen of New York City, while ASCC states that the first machines for the manufacture of envelopes were

patented in the U.S. in 1848. Perhaps one of my readers may wish to investigate these discrepancies, but the exact dates are not important for this article.

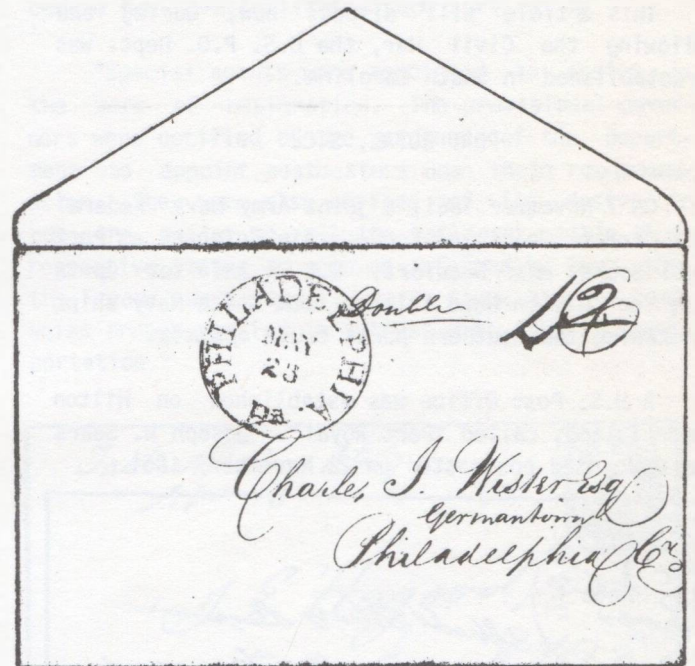


Fig. 1 Hand made envelope, 1844 use.

Figure 1 is a hand manufactured envelope used from Philadelphia, Pa. to Germantown, Philadelphia County, Pa. The envelope (with letter enclosed) was first rated at 6c for "a single sheet of paper not exceeding 30 miles"; but when the post office clerk noticed the envelope, he rated the combination at the "double" rate of 12c.

The Philadelphia postmark is a 33mm diameter cds, in red ink, with neither of the periods under "a" of "Pa" visible, identified in my Philadelphia stampless markings catalog as C-5b. Such type and color of postmark would indicate that the envelope was mailed May 23, 1844.

Does anyone who has read this far have an example of an envelope used before July 1, 1845 in his collection? A photocopy would be appreciated. Mail to P.O. Box 142, Walterboro, SC 29488.



# THE RE-ESTABLISHMENT OF U. S. POSTAL SERVICE IN SOUTH CAROLINA, 1861-1867

By Robert J. Stets

On June 1, 1861, the U.S. Post Office Dept. discontinued its services in South Carolina and the Confederate States of America Post Office Dept. took over the operation of postal services within the state.

This article will discuss how, during and following the Civil War, the U.S. P.O. Dept. was re-established in South Carolina.

## PORT ROYAL, S.C.

On 7 November 1861, a joint Army-Navy Federal Task Force destroyed Confederate defenses at Port Royal Sound, near Beaufort, S.C., and set up a base on Hilton Head Island, from which Navy ships blockading the southern ports could operate.

A U.S. Post Office was established on Hilton Head Island, called "Port Royal". Joseph H. Sears was appointed postmaster on 22 November, 1861.

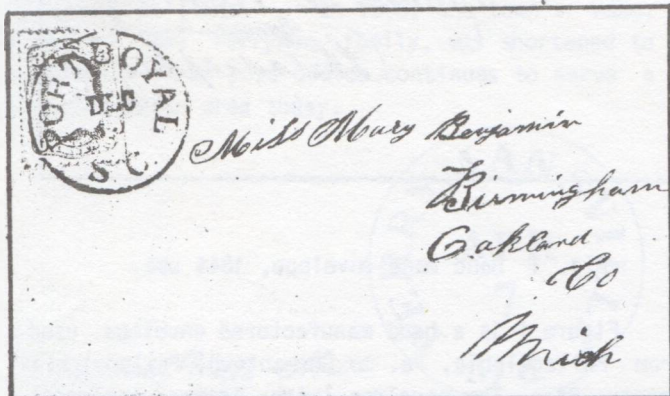


Fig. 1 Cover from Hilton Head Island, S.C. (Port Royal P.O.) postmarked DEC 15 (1861) during its first month of operation.

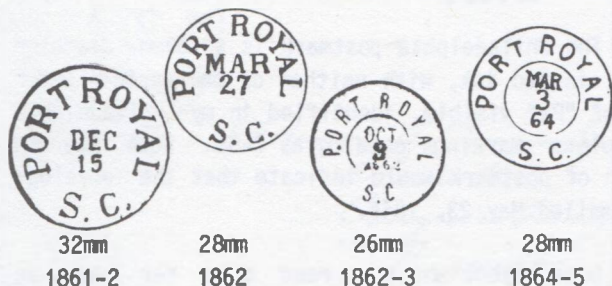


Fig. 2 Postmarks used by Port Royal P.O. during Federal occupation of Hilton Head Island.

After Federal forces took over the island, the town of Port Royal became a thriving community, housing over 23,000 troops. Merchants and traders flocked to the new island city and soon the main business street boasted three hotels, a theatre and two newspapers.

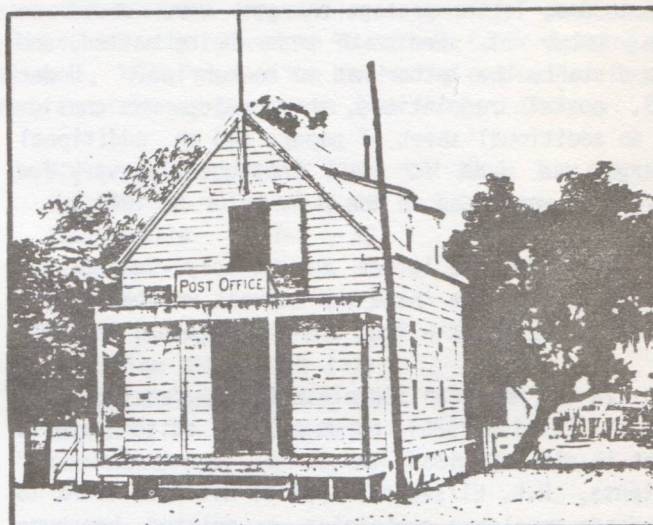


Fig 3. The Port Royal, S.C. Post Office.

## BEAUFORT, S.C.

On 11 December 1861, Federal troops under General Stevens occupied Beaufort, S.C. However, records at Washington show no reactivation of the post office there until more than a year later, when Henry Shears was appointed postmaster on 7 January, 1863.

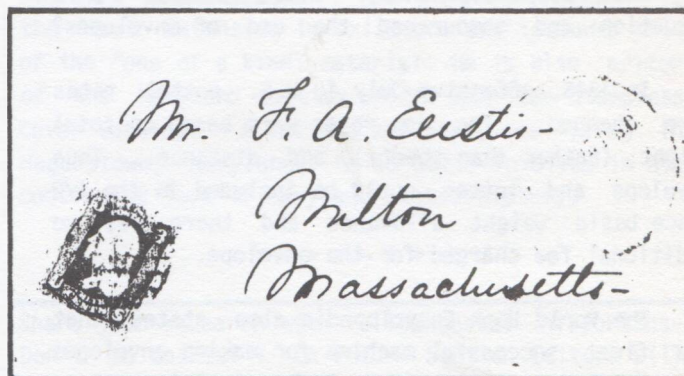


Fig. 4 Provisional postmark of Beaufort, S.C. in use during January and February 1863.



A provisional postmark (Fig. 4) was placed in use during January and February 1863, until a standardized double circle handstamp could be obtained from the North.

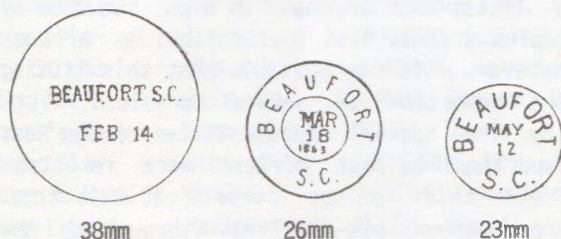


Fig. 5 Postmarks used at Beaufort, S.C.  
1863 - 1867.

#### CHARLESTON, S.C.

Port Royal and Beaufort were the only towns in South Carolina known to have operated under the U.S. Post Office Dept. until the occupation of Charleston in 1865.

Charleston was isolated as Sherman's army moved diagonally across the state in January, February and March of 1865 and defending forces withdrew on February 18. Col. A.H. Markland, Sp. Agt. U.S. Army, was appointed postmaster at Charleston on February 22, 1865 and U.S. Postal Service (at first only by ship) was begun shortly thereafter.

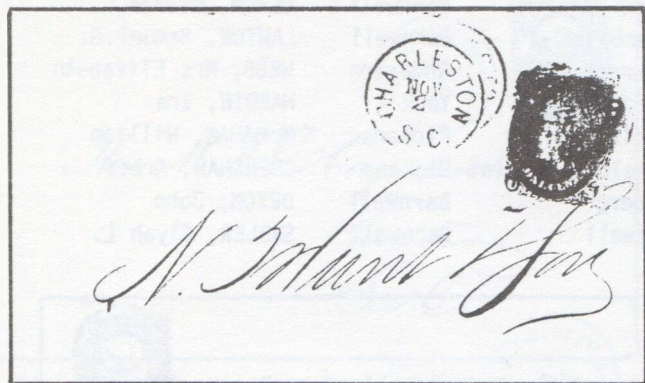


Fig 6. Charleston, S.C., 1866.  
This is the only type of postmark reported from Charleston for the period 1865-1870.  
(collection of Henry Welch)

#### OTHER P.O.'s IN SOUTH CAROLINA.

Information on the reestablishment of service at other locations in South Carolina is not so easy to obtain. P.O. records at Washington, D.C.

show no entry whatever for resumption of service to many towns. Reports of the Postmaster General (PMG) for 1865 and 1866 explain some of the difficulties encountered:

The Report of PMG William Dennison, dated 15 November, 1865 states:

"The closing of the war brought with it the necessity of restoring the postal service in the southern States." He further indicates the procedure for re-establishing such service:

"Special agents were appointed to assist in the work of restoration. The provisional governors were notified of the readiness of the department to appoint postmasters upon their recommendation. They were also advised of its desire to put the mails on all the railroads within their respective States as soon as informed by them that the roads were ready to carry them, and the companies proper parties to intrust with their transportation."

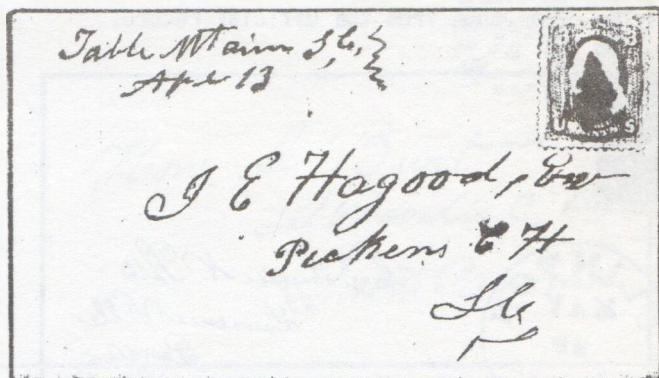


Fig. 7 Early use of Federal mail service from Table Mtn. S.C. (re-establishment date not known)

PMG Dennison points out some of his problems:

"Although the service has been restored in each of the southern States, it is not so general as the department has desired and the wants of the citizens require because of the difficulty of procuring contractors and postmasters who can take the oath prescribed by the acts of July 2, 1862 and March 3, 1863, requiring uniform loyalty to the government during the rebellion as the condition of holding office and for the conveying of the mails."

Postmasters and mail contractors were required to subscribe to an oath which (among other



things) stated that they "have never voluntarily borne arms against the United States." One of the ways of getting around this requirement was for the wife of the Confederate postmaster to take the oath and be appointed as U.S. postmaster, while the previous postmaster continued to operate the office.

#### NUMBERS OF SOUTH CAROLINA P.O.'s

U. S. Post Office Department records show 634 post offices on record in South Carolina as of June 1, 1861 when the Confederate Post Office Department took over the operation of the mails. PMG Reports indicate only 4 offices established, plus 4 more offices whose names and sites were changed between July 1, 1865 and June 30, 1866. Up to June 30, 1867, 68 additional offices were reported established while one office had name and site changed. The big activity between July 1 1866 and June 30, 1867 was 481 offices discontinued. These were apparently offices that ended service at sometime during Confederate operation. "Discontinued" entries were made during 1866 and 1867, simply to clear them from the official record.

listing for the other office, but it is not so noted.

The list seems to be a succession of six separate lists, each arranged in alpha sequence by District, plus a final list that follows no arrangement whatever. It is possible that this listing might be a summation of several previous lists issued by the special representative of the Post Office Department as post offices were re-established, but this is not certain at this time. There were numerous mis-spellings throughout the list, and when detected, they have been corrected.

For ease of use by my readers, I have arranged the entire list alphabetically by post office name. If any of my readers have covers from any of these, or other South Carolina towns bearing stamps of the ungrilled 1861-66 issue (Scott #63-78), please send a photocopy to the Eastern Editor. Perhaps, with enough examples of use, we may be able to develop a better picture of how these post offices were reopened throughout South Carolina.

#### Charleston Daily Courier March 30, 1867 OFFICIAL POSTMASTERS COMMISSIONED IN THE STATE OF SOUTH CAROLINA.

OFFICES	DISTRICT	NAME OF POSTMASTER
Ariel	Marion	CARTER, William
Aiken	Barnwell	REACH, George L.
Allendale	Barnwell	LAWTON, Samuel G.
Anderson C.H.	Anderson	WEBB, Mrs Elizabeth
Antioch	York	HARDIN, Ira
Arnold's Mills	Pickens	McMAHAN, William
Bachelors Retreat	Pickens	CRENSHAW, Greif
Bamberg	Barnwell	DEXON, John
Barnwell	Barnwell	SADLER, Elyah L.

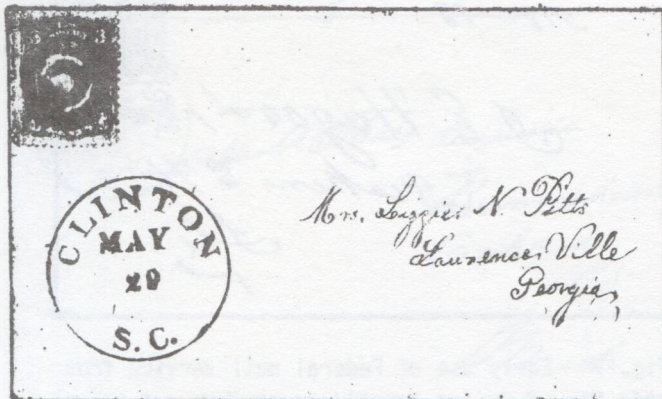


Fig. 8 A 3c #65 used from Clinton, S.C. postmarked in brown ink. (Date of re-establishment is not known.)

#### 1867 OFFICIAL LIST OF POSTMASTERS

In the Charleston Daily Courier for March 30, 1867, there is a list headed "OFFICIAL / POSTMASTERS COMMISSIONED IN THE STATE OF/ SOUTH CAROLINA."

There follows a list of 160 offices, together with the District in which they were located, and the Name of the Postmaster. Two of these offices are repeated, one repeat listing being noted "new ap." It is probable that this explains the second

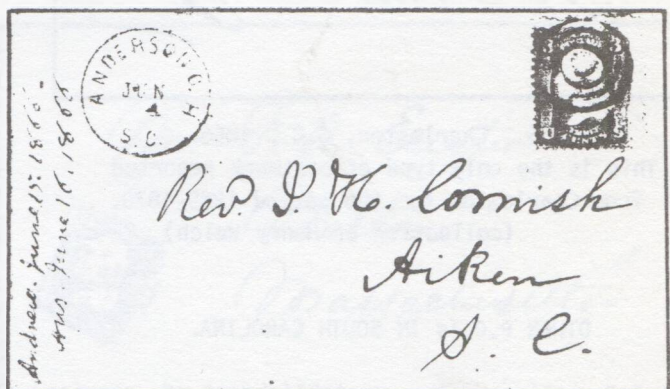


Fig. 9 1866 use from Anderson C.H., S.C. (date of re-establishment unknown)



OFFICES	DISTRICT	NAME OF POSTMASTER
Beaufort C.H.	Beaufort	VERDIER, James R.
Beaver Pond	Lexington	HULID, Charles
Belton	Anderson	STRICKLAND, Mary
Bennettsville	Marlborough	HENDERSON, Wm. F.E.
Bishopville	Sumter	FRAZER, Henry W.
Black Stocks	Chester	CAMERON, John L.
Blackville	Barnwell	LANGE, Bernard D.
Bonneau's Depot	Charleston	DeHAY, G. W.
Branchville	Orangeburg	THOMPSON, Mrs. Amy
Britton's Neck	Marion	ROGERS, John Henry
Brownsville	Marlborough	ALLEN, David
Camden	Kershaw	GAYLE, Joseph M.
Camp Ridge	Williamsburg	SCHOEKLER, Selina
Cartersville	Darlington	DuBOSE, Emoree W.
Cedar Hill	Spartanburg	FARMER, Frances E.
Charleston	Charleston	TROTT, Stanley G.
Cheraw	Chesterfield	GRAHAM, Elizabeth
Chester C.H.	Chester	McCOUGHAN, John
Chick's Springs	Greenville	SMITH, Mrs. Linna
Claremont	Pickens	MILLER, John C.C.
Clinton	Laurens	MARTIN, Henry M.
Clio	Marlborough	BRISTOW, Julia A.
Columbia	Richland	JANNEY, J.C.
Conwayboro'	Horry	RICHWOOD, Joseph J.
Cross Keys	Union	SPARKS, Miss Frances
Cureton's Store	Lancaster	MAGILL, Thomas R.
Cureton's Store	Lancaster	PHILLIPS, B.F.
Dacusville	Pickens	MARGAR, Marcus A.
Darlington C.H.	Darlington	BROWN, James M.

OFFICES	DISTRICT	NAME OF POSTMASTER
Eighteen Mile	Pickens	HENDRICKS, Lemuel
Equality	Anderson	MAYFIELD, Mrs Rebecca
Fair Play	Pickens	DOUGHTY, Benjamin R.
Five Mile	Pickens	THOMPSON, Mahala
Florence	Darlington	ROUSE, Charlotte
Floydsville	Marion	FLOYD, Pennie Q.
Fort Mill	York	DAVANT, Thomas S.
Fort Motte	Orangeburg	BIRCHMORE, John
Frog Level	Newberry	KIBLER, David
Gadsden	Richland	CAIN, Thomas
Gallivant's Ferry	Horry	FLOYD, Catherine
George's Creek	Pickens	SPILLERS, James R.
Georgetown	Georgetown	McFEELY, Thomas
Gillisonville	Beaufort	AUNIN, John
Glenn Springs	Spartanburg	CATER, Robert Z.
Gowdeysville	Union	BROWN, Mrs. Sarah
Gowensville	Greenville	PEACE, James C.
Graham's Turn Out	Barnwell	BOWMAN, Caleb J.
Grahamville	Beaufort	FARR, E.P.
Graniteville	Edgefield	SINGLETON, Robert
Greenville C.H.	Greenville	ALLEN, James M.

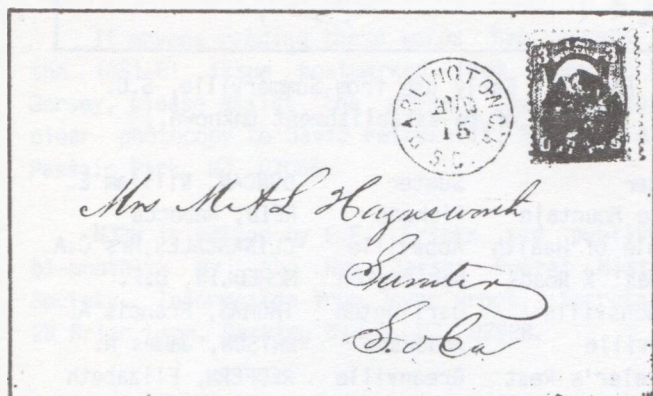


Fig. 10 Early use from Darlington C.H., S.C.  
(date of re-establishment not known.)

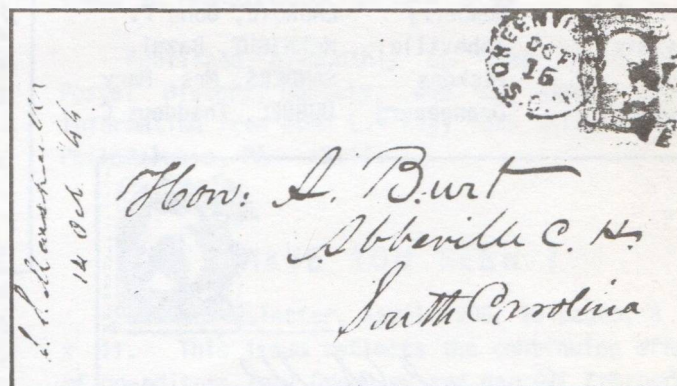


Fig 11. 1866 use from Greenville, S.C.  
(date of re-establishment not known.)

Diamond Hill	Abbeville	BELL, John H.
Doko	Fairfield	KENNEDY, James R.
Donaldsville	Abbeville	PEARLSTINE, Louis
Dove's Depot	Darlington	EVANS, Mathew A.
Due West	Abbeville	HAWTHORN, Andrew E.
Dyson's Mills	Edgefield	DAVID, Moses
Edgefield C.H.	Edgefield	WALKER, Edward T.
Edisto Island	Colleton	STAEVEN, Gustav
Effingham Station	Marion	MORRISON, John E.

Greenwood	Abbeville	OSBORN, Milton
Guthriesville	York	GUTHRIE, Ms Susan J
Hamburg	Edgefield	KEMME, Daniel H.
Hartsville	Darlington	JACKSON, Stephen P.
Highland Grove	Greenville	FOWLER, Mathew B.
Hodges	Abbeville	WARREN, Vincent L.
Honey Path	Anderson	HAWTHORN, David W.
Hopkin's Turn Out	Richland	JENKINS, Thomas
Hunter's Mills	Pickens	HUNTER, William
Innisville	Union	WARD, Hezekiah
Johnson's	Barnwell	WOODWARD, Jafus
Kingstree	Williamsburg	GERVINNER, Mary F.
Lancaster C.H.	Lancaster	JOHNSON, Sarah J.
Laurens C.H.	Laurens	KRUSE, August W.
Lexington C.H.	Lexington	SIMMONS, Mary J.
Line Creek	Laurens	AUSTIN, Texana



OFFICES	DISTRICT	NAME OF POSTMASTER
Lisbon	Darlington	WINDHAM, Thomas J.
Little River	Horry	DUNN, Thomas E.
Little Rock	Marion	STEWART, Sarah
Lotts	Edgefield	LOTT, Nancy M.
Lowndesville	Abbeville	BINGHAM, Edwin H.
Lydia	Darlington	LYNCH, Evander
Lynchburg	Sumter	SPENCER, Charles E.
Lynch's Lake	Williamsburg	MANKEIN, Amanda
Manchester	Sumter	TINDALL, J.M.
Manning	Clarendon	TREMAIN, Alfred F.
Marietta	Greenville	GOOD, Ms O. Josephine
Marion C.H.	Marion	BROWN, Julius
Mar's Bluff	Marion	WILLIAMS, Margaret A
Martin's Depot	Laurens	BARKSDALE, Hillary
Mayesville	Sumter	WITHERSPOON, James E
Midway	Barnwell	BURKE, Louis A.
Mile Creek	Pickens	ROBINS, Mrs. Mary J.
Moffettsville	Anderson	READ, Robert A.
Monticello	Fairfield	PARKER, Mahalu
Mullin's Depot	Marion	VAMPILL, Rudolph
Mush Creek	Greenville	YOUNGBLOOD, M.E.P.
New House	York	WHISENTAN, Henderson
Newberry C.H.	Newberry	LAGROVE, John F.
Ninety-six	Abbeville	McKNIGHT, Bazel
Oakway	Pickens	SANDERS, Mrs. Mary
Orangeburg	Orangeburg	HUBBEL, Thaddeus C.

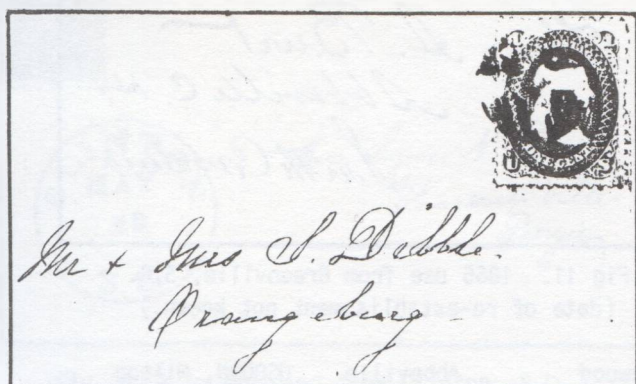


Fig. 12 Use of 1c #63 on local letter at Orangeburg, S.C. (date of re-establishment unknown.)

Parnassus	Marlboro'	BYRD, John A.
Pendleton	Anderson	HUNTER, Mary C.
Pickens	Pickens	GIBSON, Catherine T.
Pickensville	Pickens	HOWARD, Alpha B.
Pleasant Hill	Lancaster	ANDREWS, Alfred
Pomaria	Newberry	SUMMER, William
Port Royal	Beaufort	BRAYTON, Chas. P.
Reevesville	Colleton	GRIFFITH, Carry V.
Ridgeville	Colleton	CORDES, Josephine
Ridgeway	Fairfield	CARLISLE, William
Rish's Store	Lexington	RISH, Levi
Rock Hill	York	RUTLAND, Maria L.

OFFICES	DISTRICT	NAME OF POSTMASTER
Rocky Ridge	Anderson	HAYNE, Ms Elizabeth
Saddler's Creek	Anderson	SHEARER, Louisa J.
St. George's	Colleton	CURRIE, Samuel M.
St. Mathews	Orangeburg	WILES, Sallie J.
St. Stephen's	Charleston	PANZERBIETER, Herman
Saltketcher Bridge	Colleton	LEVIN, Abraham
Salubrity	Pickens	BATES, Mrs. Mary
Sandy Flat	Greenville	FOWLER, Miss Mary H
Shallow Ford	Anderson	PALMER, Mrs Laura F
Silver Street	Newberry	SPEARMON, Edmund
Slabtown	Anderson	SMITH, James B.
Smith's Turn Out	York	DUFFY, Michael
Snow Creek	Pickens	MOORE, Emory
Society Hill	Darlington	DOUGLAS, John
Spartanburg	Spartanburg	HAIS, Fredrich
Spartanburg	Spartanburg	POINIER, S.T. new ap
Storeville	Anderson	JACKSON, John A.
Summerville	Charleston	KINGMAN, Samuel

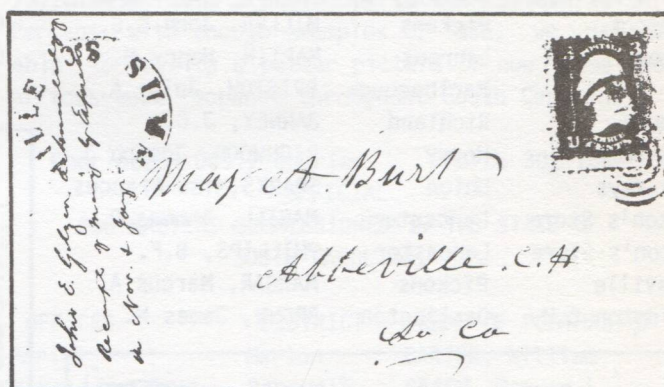


Fig 13. Early use from Summerville, S.C. (date of re-establishment unknown.)

Sumter	Sumter	DUNCAN, William E.
Table Mountain	Pickens	REID, Rebecca
Temple of Health	Abbeville	CLINKSCALES, Mrs C.A
Thomas' X Roads	Darlington	McHEDLIN, D.F.
Timmons ville	Darlington	THOMAS, Francis A.
Townville	Anderson	BRYSON, James N.
Traveler's Rest	Greenville	REDFERN, Elizabeth
Tumbling Shoals	Laurens	PHILLIPS, Ransom
Unionville	Union	SIM, William T.
Vance's Ferry	Orangeburg	AVINGER, Ransome M.
Walhalla	Pickens	ISERTELL, Christina
Walterborough	Colleton	ALBRECHT, Henry
Whilden's Factory	Greenville	HUGHS, Emily
White Pond	Barnwell	WILLIAMS, Miss O.L.
Williamston	Anderson	FOLGER, Thomas W.
Williston	Barnwell	HUMMELL, William
Winnsborough	Fairfield	CARLISLE, Thomas A.
Wright's Bluff	Clarendon	TENNANT, Thomas G.
Yonguesville	Fairfield	MILLER, Robert G.
Yorkville	York	ALEXANDER, Emily E.



## HAVE YOU SEEN ?

NJPH, the Journal of the New Jersey Postal History Society, May 1986, 20 pages, 8 1/2 x 11, offset, with an additional 10 page insert covering secretary's report, list of items for sale to members and two upcoming auction sales, with 334 lots.

Nineteen pages are devoted to an in-depth "preliminary report" on the use of the 1851-61 issue in New Jersey, representing many years of research by David Petruzelli, with assistance from a small group of contributors. This report, hopefully augmented by new information turned up as a result of its publication, will provide a monograph to be published on this interesting period of postal history.

David's report starts with a discussion of why covers of this period (from New Jersey) are not readily available, and provides data on early shipments of this issue of stamps to New Jersey post offices. It describes domestic uses, cross-border uses, trans-ocean covers and ends with a listing of 511 New Jersey post offices that were open during the 1851-61 period, identifying the 234 offices from which covers have been reported to date. The presentation is excellent, but unfortunately, many of the covers illustrated lack desired detail.

If anyone reading these words has covers of the 1851-61 issue postmarked from towns in New Jersey, please assist the project by sending a clear photocopy to David Petruzelli, 64 Union Ave. Passaic Park, NJ 07055.

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

## HAVE YOU SEEN ?

Pennsylvania Postal Historian, March-April, 1986, 16 pages (8 1/2 x 11) neatly printed and punched with three holes to fit standard ring binder. The Pennsylvania Postal History Society has now joined the Vermont Philatelic Society in using the non-profit bulk mailing rate to reduce its mailing costs. (It arrives here just as quickly)

This issue includes three feature articles:

1. "Philadelphia Octagonal Postmarks of 1834-1836"

by Norman Shachat is a detailed report on these interesting markings. The article is illustrated with examples of earliest and latest known dates of use. Of the 29 x 22 mm (0-3) marking, only 5 examples are known, all postmarked March 25, 1836. Of the 25 x 24 "truncated box" (0-4) marking, only two examples are known, both cancelled Feb. 22, 1836.

2. Second feature article, by J. von Hake, discusses early Registered covers, illustrating a cover from Wilkesbarre, Pa. of Nov 14 (1847) that bears a script "Registered" and is addressed to Philadelphia, where it received the large blue "R" marking upon receipt. The earliest handstamped "Registered" cover is also from Wilkesbarre, postmarked Nov 7 (1849).

3. Third feature article, also by J. von Hake, describes a recent fascinating "find" of over 500 pieces of mail from 1830 through 1870, representing letters addressed to William Silkman. In the "find" are some covers from Kansas Territory, and numerous newly discovered postmarks from small towns in Pennsylvania and New York.

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

## HAVE YOU SEEN ?

NCPHS Newsletter, April 1986, 20 pages, 8 1/2 x 11. This issue reflects the continuing efforts of co-editors Tony Crumbley and Darrell Ertzberger. Large (24 point) type is used for headlines, text is 2 columns per page, using a pleasing typeface, with proportional spacing.

This issue features Forsyth Co., N.C., and a fine presentation it is-- There's "O.A. Keehn's Salem Post Office", by Tony Crumbley; "A Recent Discovery" (a new "fancy" handstamped stampless cover from Salem, N.C.) by Tony Crumbley; "Twin City Postal System Began in Salem in 1792" by Mary C. Wiley; and illustrations of 34 covers representing 145 years of postal service in Forsyth County. Unfortunately, a number of the illustrations have not reproduced too well, spoiling an otherwise beautiful presentation.

Published quarterly by the North Carolina Postal History Society; information from Milton Wicker, 508 Lindley Road, Greensboro, NC 27410.



## LA POSTA BACK NUMBERS FOR SALE:

Vol., No.	Contents		
10, 1	Utah PDs in Other States, NM Territorial PMs, Doane Cancels of Utah. (\$2.00)	15, 5	Pittsburgh Fancy Cancels, 1872-82; Block Island, Rhode Island; Chittenden Corr.; U.S.T.M.C. Sup.; Hanibal & St. Joseph (MO) RR.; Louisville, Wis.; Brett, KS; William Carter & Overland Mail; Wasatch Co., UT; South Bend, Wash.; Klamath Co., Oregon; Mazuma Nevada. (\$3.00)
10, 3	19th Cent. PDs and postmarks of Umatilla Co., Oregon. (\$2.00)		
10, 4	Early Mails to Victoria, BC; Doane Cancels of California; Davis Co., Utah. (\$2.00)	15, 6	Arizona Branches & Stations; Mouth of Rogue R. (OR); PDs of SE Alaska; Siskiyou Valley, CA; Carter & Overland Mail; Unpaid Carrier Fee at Philadelphia; Early South Carolina Postal Hist.; Brainerd, KS; Nutwood, Ohio; Colorado Railway Mail (The Texas Lines); Chittenden Corr.; U.S.T.M. Cat. Supp. (\$3.00)
10, 6	Salt Lake Co., Utah; Banner, Idaho; Colfax Co., NM; Murphysville & Alpine, Texas; Postal History in the 1980's. (\$2.00)		
11, 1	Olympic Peninsula, Wash.; Utah Co., Utah; Curry Co., NM. (\$2.00)	16, 1	Harding Co., SD; Alphadelphia, Mich.; Charlotte, NC; Treaty Mails from Charleston, SC, 1851-60; Inter-Treaty Ltr. Rate to France; Philadelphia Carrier Service, 1857-63; Nevada PDs in Other States; Lapush, Wash.; Postmarks & Cancels; Ma. Carter & Overland Mail; Rio Grande Southern. (\$3.00)
11, 6	Carrying the Mails in Southern Oregon, 1856-58; An Alternate View of Postmark Scarcity. (\$2.00)		
12, 4	Confederate Occupation of NM Terr., 1841-62; Letter from Arctic Alaska; Addendum to NM RPD Catalog. (\$2.00)	16, 2	Nevada PM Catalog; Shasta Co., Calif.; Curry, Alaska; Carter & Overland Mail; Springs of Western Virginia; Charlotte, NC; Philadelphia Maritime Markings; Antelope Co., Nebraska; Fort Snelling, MN; Alberta, Canada. PDs; Edmonton, Alberta; Patsey, KY; US Pacific RR Commission Hearings; Chitt. Corr.; U.S.T.M. Cat. (\$3.00)
13, 2	Trans-Pecos Texas; Polk Co., Oregon; Beaver Co., Utah. (\$2.00)		
13, 6	Klickitat Co., Wash.; PDs of Southeast Alaska; Benton Co., Oregon; Washington Co., Utah. (\$2.00)	16, 3	Fords Branch, KY; Independence, MO; Benton Co. Arkansas in Civil War; Valdez-Fairbanks Trail in Alaska; Nevada Postmark Cat.; RFD ENCYCLOPEDIA, 2nd Supp.; White Marsh, MD; South Carolina Ghost Towns; Springs of Western Virginia; Philadelphia Maritime Markings; Street Car Railways (St. Louis, Cleveland & Brooklyn); Inland Empire Mail Service. (\$3.00)
14, 8	King Co., Wash.; Imperial Co., Calif.; Nevada PDs in Other States; Black Diamond Coalfields of Calif.; Railroad Hist. of Long Island RR; Chittenden Correspondence. U.S.T.M. Cat. Suppl. (\$3.00)	16, 4	Postmarks & Cancellations (II); RFD Supplement; 1-cent Rate at Philadelphia; Our First Newspaper Wrapper; 1863 Periodical Rate; 20TH Century Advertised; Springs of Western VA (II); Philadelphia Maritime Marks (III); Postboy, OH; Via Express Mail; Mormon Letters from Mt. Pisgah, Iowa; Nevada PM Cat., Douglas Co., Fillmore, CA; Two-good Reminiscences; Utah PDs, Duchesne Co.; California Rwy PDs; The Tourist Lines. Price: \$3.00
14, 6	Rural Free Delivery in Calif.; Lane Co., Oregon; PDs of SE Alaska; Gray Co., Texas; ENCYCLOPEDIA OF RFD CANCELS, 1st Sup.; Jay Gould; Michigan's Interurbans; Douglas Mil. Br., Arizona; Chittenden Corr.; U.S.T.M. Cat. additions. (\$3.00)	16, 5	Auxiliary Markings (Called Out); RFD Supplement; Postal Note Business; Houghton Co., Michigan; Louisville, KY; Leavenworth & Pike's Peak Expr.; Trinity Co., Calif.; Las Cruces, NM; Cottage Grove-Lemati (OR); Suffey, Colo.; Nevada Postmark Catalog (Lyon); Unlisted Confederates; Philadelphia Letter Stations; Confederate Mail bags; RRs of South Carolina; Schedule of Mail Trains for Nebraska, Colorado & Wyoming, 1917. Price: \$3.00
15, 1	RFD (AZ, CO, NM, UT); Nevada PDs; Cache & Rich Cos., Utah; Jackson Co., Oregon; Sup. to RFD ENCYCLOPEDIA; Midwest Postal Hist. Societies; Keweenaw Co., Michigan; Pennsylvania RR; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)	16, 6	Auxiliary Markings (Unavailable); RFD Supplement; Nevada Postmark Catalog (Ormsby); Utah Post Offices (Uintah); James Two-good; Charleston, SC; Barry Machines of Pittsburgh; Letter Stations of New York City; Mules & Mail; Philadelphia Letter Stations; Hood, Virginia; Houghton Co., Mich.; Red Cloud, Nebraska; California & Nevada RPDs (The Boom Towns). Price: \$3.00
15, 2	Toboso, Ohio; Effective Establishment Dates; South Dakota Indian Agencies; California Mules; Pioche, NV; RFD (ID, MT, WY); Arizona's Pencilst Markings; Annville, NM; 1983 Officials; Josephine Co., OR; Morgan Co., UT; RFD ENCY.; Rio Grande's Santa Fe Ext.; Postal Opns & Civil War; Chitt. Corr.; U.S.T.M. Cat. Suppl. (\$3.00)		
15, 3	RFD (Washington); Summit Co., UT; Military Forts Frontier Nevada; Douglas Co., OR; Aurora Co., SD; Minnesota Mail Contracts; Quincy, IL; Switz City (IN) & Effingham (IL) RPDs; Chittenden Cor.; U.S.T.M. Cat. Sup. (\$3.00)		
15, 4	Monterey Co., Calif.; RFD (Oregon); Paquebot Marks of Pac. NW; Plus Grove, Kansas; Dakota Rural Routes; Phil Sheridan, KS; Colorado Railway Mail Cat., Vol. I; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)		

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# The Second Section

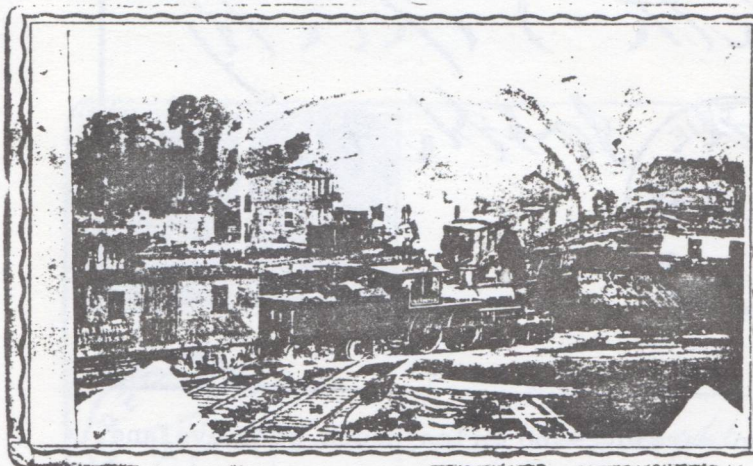
Robert G. Munshower, Jr.  
Editor



NOTHING BUT THE ADDRESS CAN BE PLACED ON THIS SIDE.



*Taplin*



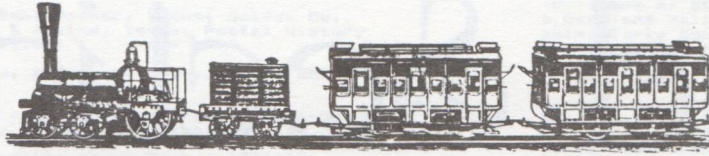
*Speaker, Atty  
New Lisbon  
Columbiana Co  
Ohio,*

## THE CLEVELAND & PITTSBURGH RAILROAD

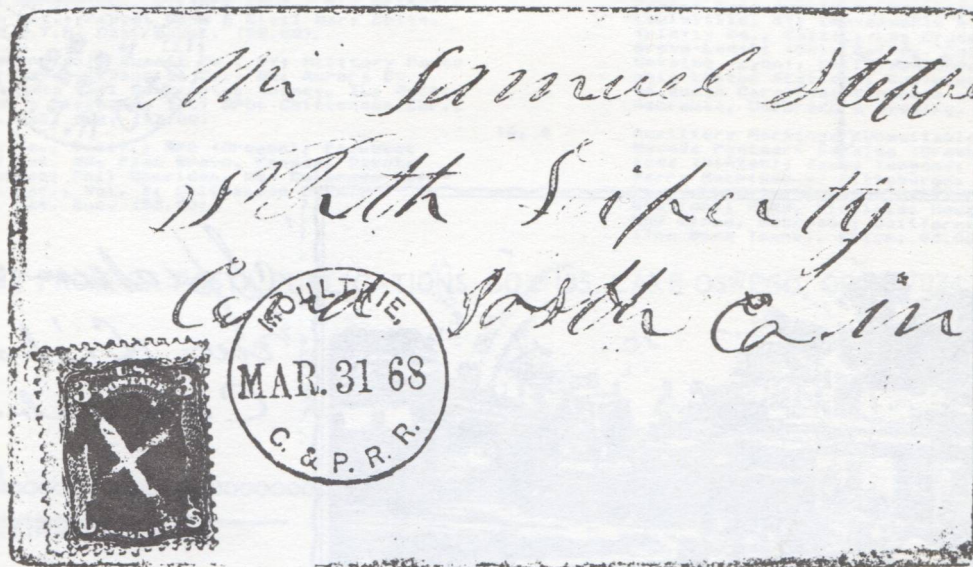
This trip of the Second Section is a short postal and operating history of the Cleveland & Pittsburgh Railroad. This fairly small mineral hauling subsidiary of the Pennsylvania Railroad has generated a plethora of route markings quite out of proportion to its size. The two markings above are excellent examples of only two of the more than twenty-five types of markings so far recorded.



# Cleveland & Pittsburgh Rail Road.



Chartered in 1836, the Cleveland & Pittsburgh Railroad, like many contemporary pioneer companies, found that chartering and constructing an operating railroad were two distinct and highly different projects, with the first relatively easy and the second far more difficult. Early progress, other than some minimal grading and surveying, was nil. In fact, so little was done that the original charter lapsed and had to be revived by the Legislature in 1847. Additional acts were passed by the Legislature in 1849, 1850 and 1851 granting the company the rights to build branches from Bayard and Hudson, Ohio.

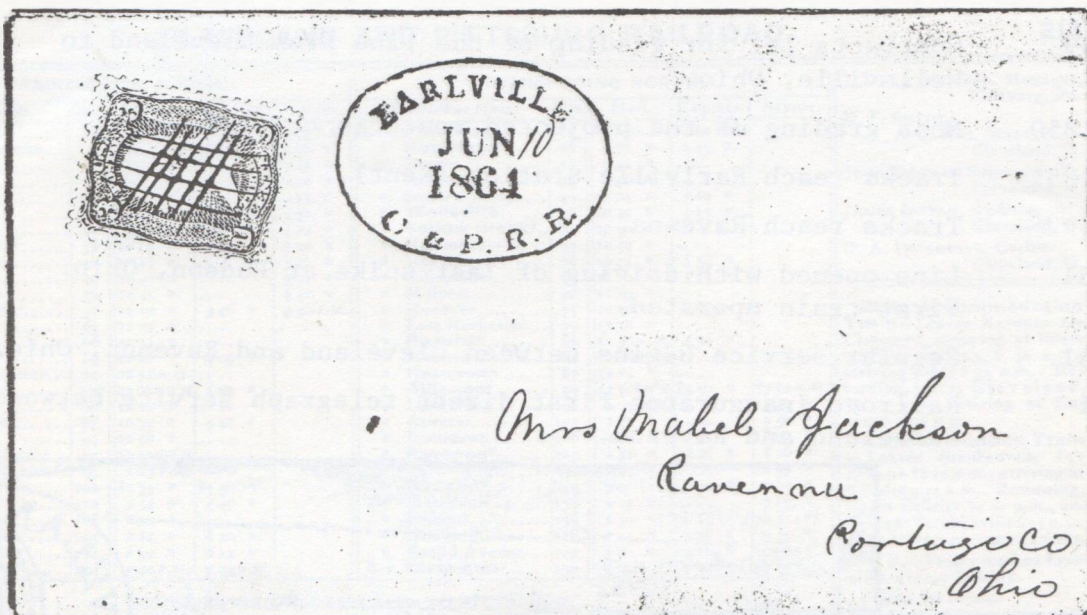


Moultrie, Ohio station marking - 66 miles south of Cleveland, Ohio.

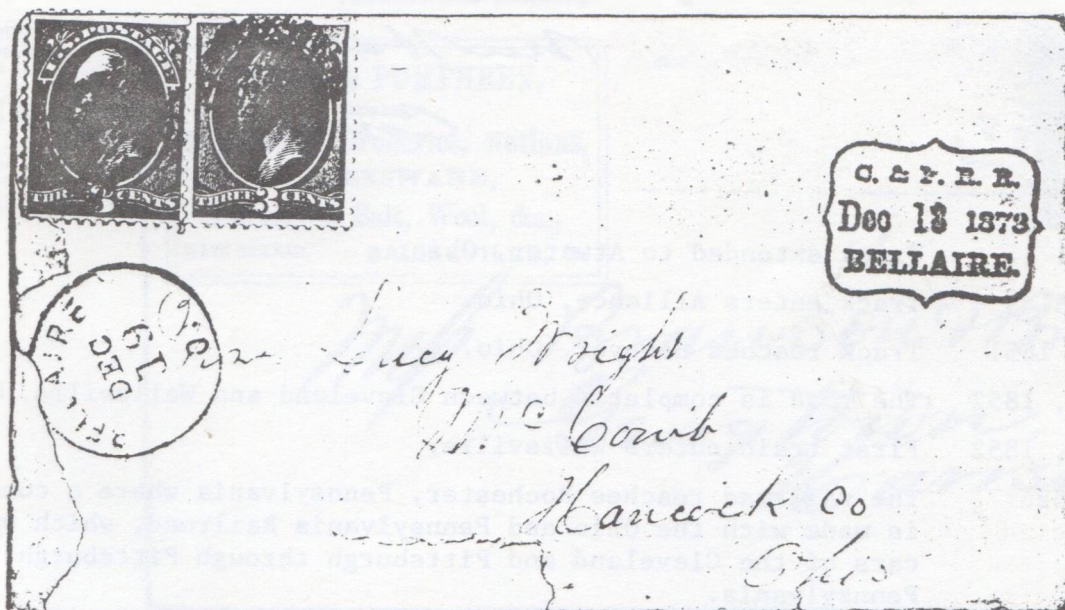
By April of 1850, the State of Pennsylvania authorized the Cleveland & Pittsburgh Railroad to build into that state and in 1853 conferred the right to incorporate as an operating company in Pennsylvania.

Track laying between Cleveland and Ravenna began in 1850, with construction between those cities completed by March 1851. Through service to Beaver, Pennsylvania was accomplished by taking the canal packet boat at Ravenna via the Ohio-Pennsylvania Canal. Cost of the twenty-six hour trip was \$3.50. During this period, one train each way was operated between Cleveland and Ravenna.





By November of 1851, the tracks had reached Hanover, Ohio where the stagecoach for Wellsville or Pittsburgh could be taken. By this route, one would leave Cleveland on the 8:45 a.m. train and arrive in Pittsburgh at 10 p.m. the same day. Wellsville, Ohio, the primary goal, was finally reached on February 14, 1852, although through passenger and mail service did not start until February 28th. Construction continued on until the road made its connection at Rochester, Pennsylvania with the Pittsburgh, Ft. Wayne & Chicago Railroad, giving it access to Pittsburgh via the Rochester to Pittsburgh trackage of the Ft. Wayne Route. Somewhat later the line from Wellsville was extended another 48 miles into Bellaire, Ohio which remained the southern terminus until the Cleveland & Pittsburgh took over operation of the Ohio Valley Railroad, a fifteen mile coal road which operated from Bellaire to Powhatan.

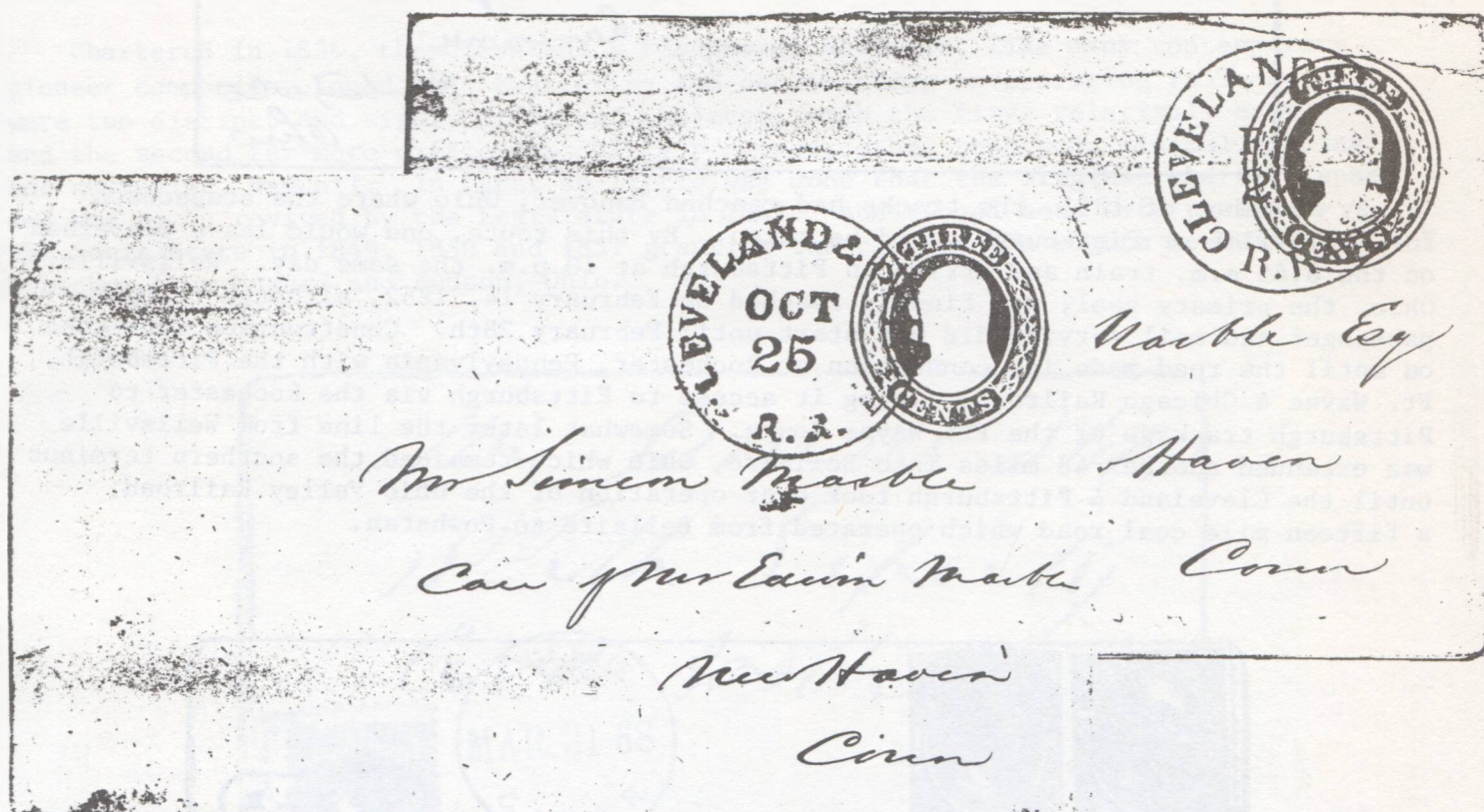


Only recorded example of the Bellaire, Ohio station marking. This is one of the few reported uses of a Cleveland & Pittsburgh station marking used as a cornercard.



# CONSTRUCTION CHRONOLOGY

April 16, 1849	Contracts let for grading of the line from Cleveland to Wellsville, Ohio.
October 22, 1850	Most grading of the projected route is completed.
January 17, 1851	Tracks reach Earlville Station (Kent).
March 6, 1851	Tracks reach Ravenna.
March 10, 1851	Line opened with driving of last spike at Hudson, Ohio. First train operated.
March 18, 1851	Regular service begins between Cleveland and Ravenna, Ohio.
April 1, 1851	Railroad inaugurates first direct telegraph service between Cleveland and Ravenna.



May 28, 1851	Track extended to Atwater, Ohio.
June 11, 1851	Track enters Alliance, Ohio.
November 5, 1851	Track reaches Hanover, Ohio.
February 14, 1852	The road is completed between Cleveland and Wellsville, Ohio.
February 23, 1852	First train enters Wellsville.
March 4, 1852	The railroad reaches Rochester, Pennsylvania where a connection is made with the Ohio and Pennsylvania Railroad, which operates cars of the Cleveland and Pittsburgh through Pittsburgh, Pennsylvania.
December 15, 1862	The Cleveland and Pittsburgh Railroad enters into an agreement with the Pittsburgh, Ft. Wayne and Chicago Railway (Ohio and Pennsylvania Railroad) to operate its trains over the tracks of the latter company between Rochester and Pittsburgh, Pennsylvania.



# CLEVELAND AND PITTSBURG RAILROAD.

213

## TRAINS GOING SOUTH.

June 25, 1876.	Mis.	Mail.	Express.	Accom.
Lve. Cleveland <sup>1</sup> .....	0	7 30 A.M.	7 50 P.M.	7 15 P.M.
" Euclid Avenue.....	3	8 35 "	2 05 "	3 30 "
" Newburg.....	8	8 50 "	3 45 "	4 00 "
" Bedford.....	14	9 05 "	4 00 "	4 13 "
" Macedonia.....	20	9 19 "	4 13 "	4 26 "
" Hudson.....	26	9 40 "	4 50 "	4 42 "
" Earlville.....	32	9 55 "	5 02 "	4 44 "
" Ravenna.....	38	10 13 "	5 14 "	5 00 "
" Rootstown.....	42	10 25 "	5 26 "	5 11 "
" Atwater.....	49	10 42 "	5 40 "	5 26 "
" Lima.....	52	10 51 "	5 40 "	5 40 "
" Alliance <sup>2</sup> .....	57	11 10 "	5 46 "	5 50 P.M.
" Homeworth.....	63	11 25 "	5 50 "	5 50 "
" Moultrie.....	66	11 33 "	5 50 "	5 50 "
" Bayard.....	69	11 42 "	5 50 "	5 50 "
" East Rochester.....	71	11 51 A.M.	5 50 "	5 50 "
" Hanover.....	75	12 01 NO'N	5 50 "	5 50 "
" Millport.....	80	12 11 "	5 50 "	5 50 "
" Salineville.....	87	12 30 "	5 50 "	5 50 "
" Irondale.....	94	12 48 "	5 50 "	5 50 "
" Hammondsville.....	95	12 53 NO'N	5 50 "	5 50 "
" Yellow Creek.....	99	1 03 P.M.	5 50 "	5 50 "
" Wellsville.....	102	1 35 "	5 50 "	5 50 "
" Smith's Ferry.....	110	1 55 "	5 50 "	5 50 "
" Industry.....	116	2 09 "	5 50 "	5 50 "
" Beaver.....	123	2 24 "	5 50 "	5 50 "
" Rochester <sup>3</sup> .....	124	2 30 "	5 50 "	5 50 "
Arr. Pittsburg.....	150	3 40 P.M.	7 15 P.M.	

## TRAINS GOING NORTH.

Columbus time.	Mis.	Mail.	Express.	Accom.
Lve. Pittsburg.....	0	7 30 A.M.	7 40 P.M.	
" Rochester.....	26	9 30 "	2 45 "	
" Beaver.....	27	9 34 "	2 45 "	
" Industry.....	34	9 50 "	2 45 "	
" Smith's Ferry.....	40	10 04 "	3 14 "	
" Wellsville.....	48	10 30 "	3 45 "	
" Yellow Creek.....	51	10 40 "	3 45 "	
" Hammondsville.....	55	10 49 "	3 45 "	
" Irondale.....	56	10 54 "	3 58 "	
" Salineville.....	63	11 10 "	4 13 "	
" Millport.....	70	11 29 "	4 13 "	
" Hanover.....	75	11 40 "	4 39 "	
" East Rochester.....	79	11 51 "	4 39 "	
" Bayard.....	81	11 56 A.M.	4 51 "	
" Moultrie.....	84	12 06 NO'N	4 51 "	
" Homeworth.....	87	12 14 "	4 51 "	
" Alliance.....	93	12 50 NO'N	5 30 "	7 30 A.M.
" Lima.....	98	1 00 P.M.	5 30 "	7 40 "
" Atwater.....	101	1 07 "	5 30 "	7 50 "
" Rootstown.....	108	1 21 "	5 30 "	8 07 "
" Ravenna.....	112	1 31 "	6 06 "	8 20 "
" Earlville.....	118	1 47 "	6 06 "	8 37 "
" Hudson.....	124	2 00 "	6 32 "	9 00 "
" Macedonia.....	130	2 15 "	6 32 "	9 19 "
" Bedford.....	136	2 30 "	6 32 "	9 31 "
" Newburg.....	142	2 43 "	7 08 "	9 45 "
" Euclid Avenue.....	147	3 00 "	7 21 "	10 00 "
Arr. Cleveland.....	150	3 15 P.M.	7 35 P.M.	10 15 A.M.

J. D. LAYNG, Gen. Manager,  
Pittsburg, Pa.

R. F. SMITH,  
Asst. Gen. Manager,  
Cleveland, O.

JOHN THOMAS, Superintendent,  
Cleveland, O.

JAMES INSTANT, Auditor,  
Cleveland, O.

G. A. INGERROLL, Cashier,  
Cleveland, O.

**Extra Accommodation Train**—Leaves Ravenna for Cleveland, stopping at intermediate stations, 6 40 a.m., arriving there 8 35 a.m. Returning, leaves Cleveland, 7 50 p.m., arriving at Ravenna 7 05 p.m.

**Accommodation Train**—Leaves Steubenville for Bellaire 7 10 a.m., arriving at Bellaire 9 35 a.m. Returning, leaves Bellaire 7 40 p.m., arriving at Steubenville 6 15 p.m.

N. B.—Trains marked † run daily, except Sunday.

† Stop for meals.

## RIVER DIVISION.—BELLAIRE TO PITTSBURG.

STATIONS.	Mis.	Accom.	Mail.	Express.	STATIONS.	Mis.	Mail.	Express.	Accom.
Lve. Bellaire <sup>11</sup> .....	0	7 55 A.M.	10 50 A.M.	7 50 P.M.	Lve. Pittsburg.....	0	7 30 A.M.	7 40 P.M.	7 05 P.M.
" Bridgeport <sup>12</sup> .....	4	8 05 "	10 00 "	3 00 "	" Rochester.....	26	9 30 "	2 45 "	5 18 "
" Martin's Ferry.....	6	8 13 "	11 08 "	3 08 "	" Beaver.....	27	9 34 "	2 45 "	5 28 "
" Deep Run.....	10	8 25 "	11 20 "	3 20 "	" Van Port.....	29	9 39 "	2 45 "	5 36 "
" Yorkville.....	11	8 25 "	11 20 "	3 20 "	" Industry.....	34	9 50 "	2 45 "	5 58 "
" Portland.....	13	8 30 "	11 26 "	3 25 "	" Smith's Ferry.....	39	10 04 "	3 14 "	6 12 "
" Rush Run.....	15	8 37 "	11 33 "	3 32 "	" East Liverpool.....	44	10 15 "	3 25 "	6 24 "
" La Grange.....	20	8 48 "	11 50 "	3 43 "	" Wellsville.....	48	10 35 "	3 45 "	6 35 "
" Mingo Junction.....	23	8 57 "	11 57 A.M.	3 52 "	" Yellow Creek.....	51	10 44 "	3 53 "	6 43 "
" Steubenville.....	26	9 06 "	12 06 NO'N	4 02 "	" McCoy's.....	56	10 58 "	4 05 "	6 55 "
" Brown's.....	32	9 22 "	12 22 "	4 22 "	" Elliottsville.....	58	11 05 "	4 12 "	7 00 "
" Jeddo.....	34	9 25 "	12 25 "	4 25 "	" Sloan's.....	60	11 09 "	4 16 "	7 04 "
" Sloan's.....	35	9 29 "	12 31 "	4 30 "	" Jeddo.....	61	11 12 "	4 16 "	7 07 "
" Elliottsville.....	36	9 34 "	12 36 "	4 34 "	" Brown's.....	62	11 16 "	4 22 "	7 10 "
" McCoy's.....	38	9 39 "	12 42 "	4 39 "	" Steubenville.....	68	11 30 "	4 36 "	7 23 "
" Yellow Creek.....	43	9 55 "	12 58 NO'N	4 54 "	" Mingo Junction.....	71	11 42 "	4 40 "	7 32 "
" Wellsville.....	46	10 00 "	1 15 P.M.	5 30 "	" La Grange.....	74	12 00 A.M.	4 54 "	7 42 "
" East Liverpool.....	51	8 39 "	1 44 "	5 38 "	" Rush Run.....	79	12 00 NO'N	5 04 "	7 53 "
" Smith's Ferry.....	55	8 45 "	1 55 "	5 47 "	" Portland.....	81	12 07 "	5 10 "	8 00 "
" Industry.....	61	9 03 "	2 09 "	5 50 "	" Yorkville.....	83	12 18 "	5 15 "	8 06 "
" Van Port.....	66	9 18 "	2 14 "	5 50 "	" Deep Run.....	84	12 23 "	5 25 "	8 16 "
" Beaver.....	67	9 23 "	2 24 "	6 10 "	" Martin's Ferry.....	88	12 23 "	5 31 "	8 22 "
" Rochester.....	68	9 30 "	2 30 "	6 15 "	" Bridgeport.....	90	12 30 "	5 31 "	8 22 "
Arr. Pittsburg.....	94	10 35 A.M.	3 40 P.M.	7 15 P.M.	Arr. Bellaire.....	94	12 45 NO'N	5 45 P.M.	8 35 P.M.

## CONNECTIONS.

- With railroads diverging from Cleveland.
- With Cleveland, Mount Vernon & Columbus R. R.
- With Atlantic & Great Western R. W.
- Crossing of Pittsburg, Fort Wayne & Chicago R. R.
- With Tuscarawas Branch.
- Junction of Main Line with River Division.
- With Pittsburg, Fort Wayne & Chicago R. R.
- With railroads diverging from Pittsburg.
- With Pittsburg, Cincinnati & St. Louis R. W.
- With Baltimore & Ohio R. R.
- With Central Ohio Division of Baltimore & Ohio R. R.

## TUSCARAWAS BRANCH.

STATIONS.	Mis.
Lve. New Philadelphia.....	0
" Canal Dover.....	3
" Zoar.....	9
" Mineral Point.....	18
" Waynesburg.....	31
" Malvern.....	41
" Onelda.....	56
" Minerva.....	59
Arr. Bayard.....	62

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*My Branson & Brn  
Georgetown.  
Harrison  
Ohio*

Salineville, Ohio fancy shield station marking on cover to Georgetown, Ohio.



# SCHEDULE OF TRAINS

ALLIANCE, OHIO.

CENTRAL STANDARD TIME.

Pittsburgh, Fort Wayne and Chicago Railroad.  
EAST BOUND-LEAVE.

No. 8.....\*3.45 A.M. | No. 6.....\*2.25 P.M.  
No. 14.....\*9.30 " | No. 4.....\*3.10 "  
No. 10.....\*9.00 " | No. 20.....\*10.30 "

WEST BOUND-LEAVE.

No. 1.....\*2.30 A.M. | No. 3.....\*4.50 P.M.  
No. 9.....\*10.10 " | No. 11.....\*9.20 "

Cleveland and Pittsburgh Railroad.

NORTH BOUND-LEAVE.

No. 41.....\*2.55 A.M. | No. 35.....\*10.25 P.M.  
No. 5.....\*7.40 " | No. 37.....\*4.30 "

SOUTH BOUND-LEAVE.

No. 42.....\*1.41 A.M. | No. 38.....\*3.10 P.M.  
No. 36.....\*10.15 " | No. 8 Ar.\*5.45 "

Pittsburgh, Youngstown and Alliance Railroad.

EAST-LVE.

WEST-ARR.

No. 22.....\*5.00 A.M. | No. 69.....\*9.50 A.M.  
No. 104.....\*2.20 P.M. | No. 25.....\*8.00 P.M.  
No. 82.....\*12.45 " | No. 103.....\*4.30 "

Lake Erie, Alliance and Southern Railroad.

NORTH

Mail.....†

Pass'r.....†

Freight.....†

\*Daily.

John Thomas, Superintendent, Cleveland, O.  
General Offices-Pittsburgh, Pa. Adams Exp.

10†	4†	2†	1†	Tk't	May 23, 1881.	1	2	3	4
P.M.	P.M.	A.M.	A.M.	fare	Calendar time	P.M.	P.M.	A.M.	A.M.
11 30	8 30	5 30	0	0	CLYDE RD 100142	8 22	7 25	6 30	5 30
12 00	9 00	6 00	0	0	Newburg.....200	8 57	8 57	8 02	7 02
12 30	9 30	6 30	14	0	Bedford.....200	9 28	9 28	8 47	7 47
12 40	9 42	6 42	20	0	Macedonia.....†	9 28	9 28	8 56	7 56
1 00	9 54	6 54	26	0	HYDRON.....1623	9 58	9 58	9 22	8 22
1 20	10 12	7 12	32	0	Earlville.....†	1 05	1 05	1 10	1 10
1 45	10 30	7 30	38	0	MAVERNA.....4000	1 43	1 43	1 54	1 54
2 00	10 40	7 40	42	0	Rootstown.....125	1 54	1 54	2 04	2 04
2 20	10 54	7 54	48	0	Atwater.....1200	1 50	1 50	2 31	2 31
2 45	11 02	8 02	52	0	Lima.....204	1 53	1 53	2 55	2 55
3 00	11 12	8 12	57	0	ALLIANCE.....4633	1 55	1 55	3 15	3 15
3 15	11 22	8 22	63	0	Homeworth.....200	2 01	2 01	3 31	3 31
4 51	11 46	8 46	69	0	RAYARD.....10012	2 16	2 16	4 49	4 49
LVE. APR. A.M. P.M.									
5 55	12 30	9 30	0	0	RAYARD.....10011	05	4 10		
6 05	12 30	9 30	5	0	Minerva.....1600	10 50	4 01		
6 20	12 38	9 38	6	0	Onelda.....200	10 35	3 53		
6 35	12 44	9 44	8	0	Malvern.....447	10 25	3 47		
6 50	12 55	9 55	12	0	Waynesburg.....624	10 00	3 35		
6 58	1 15	10 15	20	0	Mineral Pt.....700	9 20	3 16		
7 00	1 21	10 21	22	0	Zoar.....†	9 10	3 08		
7 10	1 38	10 38	29	0	CARL DOV'R 2208	8 35	2 50		
7 25	1 57	10 57	32	0	S. PHILADEL. 3400	78 00	2 40		
LVE. A.M. P.M.									
4 51	11 46	8 46	69	0	RAYARD.....10012	16	4 49		
5 55	12 30	9 30	0	0	RAYARD.....10011	05	4 10		
6 05	12 30	9 30	5	0	Minerva.....1600	10 50	4 01		
6 20	12 38	9 38	6	0	Onelda.....200	10 35	3 53		
6 35	12 44	9 44	8	0	Malvern.....447	10 25	3 47		
6 50	12 55	9 55	12	0	Waynesburg.....624	10 00	3 35		
6 58	1 15	10 15	20	0	Mineral Pt.....700	9 20	3 16		
7 00	1 21	10 21	22	0	Zoar.....†	9 10	3 08		
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7 25	1 57	10 57	32	0	S. PHILADEL. 3400	78 00	2 40		
LVE. A.M. P.M.									
4 51	11 46	8 46	69	0	RAYARD.....10012	16	4 49		
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6 05	12 30	9 30	5	0	Minerva.....1600	10 50	4 01		
6 20	12 38	9 38	6	0	Onelda.....200	10 35	3 53		
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6 05	12 30	9 30	5	0	Minerva.....1600	10 50	4 01		
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6 50	12 55	9 55	12	0	Waynesburg.....624	10 00	3 35		
6 58	1 15	10 15	20	0	Mineral Pt.....700	9 20	3 16		
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6 05	12 30	9 30	5	0	Minerva.....1600	10 50	4 01		
6 20	12 38	9 38	6	0	Onelda.....200	10 35	3 53		
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6 20	12 38	9 38	6	0	Onelda.....200	10 35	3 53		
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4 51	11 46	8 46	69	0	RAYARD.....10012	16	4 49		
5 55	12 30	9 30	0	0	RAYARD.....10011	05	4 10		</



# Engines of the Cleveland & Pittsburgh Railroad

1850-1860

27 Atlantic	42 General Scott	4 Portage
Atwater (blew up)	25 Goliath	21 President
6 Bayard	41 C. E. Gorham	1 Ravenna
16 Bedford	31 Great Western	22 Reliance
32 Borealis	55 Haloway	20 Republic
9 Carroll (camelback)	Hanover (blew up)	23 Resolute
49 W. W. Chandler	18 Hercules	Rhode Island (out of)
50 J. F. Clark	44 J. Hovey	14 Rocket
8 Clipper	13 Hudson	10 Salineville
11 Columbiana	52 Iron City	26 Sampson
28 Comet (Mason built)	12 Jefferson (camelback)	Slater (out of)
24 Defiance	56 Kingsley	Stark (out of)
35 J. H. Devereaux*	51 Liberty	47 Billy Steward
40 Dispatch	54 D. C. List	7 Summit
Dover (out of)	29 Meteor (Mason built)	43 Union
19 Etna	34 Nebula	United States (out of*)
36 Excel	38 Neptune	48 Vantine
33 Express	17 New Philadelphia	39 Volcano
15 James Farmer**	O'Neal (out of)	37 Vulcan
45 John Fletcher	53 W. S. C. Otes	2 Wellsville
5 Forest City	30 Pacific	Winchester (out of**)
3 Robert Fulton	46 Pittsburgh	

\*The "United States" was rebuilt and numbered 35

\*\*The "Winchester" was changed to "James Farmer"

One may assume that the notation "out of" indicates locomotives that were out of service at the time the Cleveland & Pittsburgh Railroad began to change over from naming to numbering its locomotives. This roster was compiled by an early engineer of the Cleveland & Pittsburgh Railroad whose name, unfortunately, has been lost to history. A good example of this roster data is the photograph on the frontispiece of this article. The photograph shows #40, the "Dispatch" at the Cleveland & Pittsburgh and Pittsburgh, Fort Wayne & Chicago railroad crossing at Alliance, Ohio. Note the early mail car in this early 1861 or 1862 view of Ohio railroading. The Fort Wayne route locomotive is waiting for the Dispatch to clear the diamond, while on the Alliance House track adjacent sits a similar 4-4-0.

## LJP STAMP SERVICES

Western Postal History

Colorado Wyoming

BUYING - SELLING

-- LISTS --

Box 1758

Boulder, CO 80306



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

## Wm. B. Robinson

1641 Bruce Ln.

Green Bay, WI 54303





PENNSYLVANIA COMPANY.

270.



*Mr. J. W. Richards*

*11 1/2 Abingr*



*Wells, Pa.*

*606 Union St.*

*West Philadelphia*

*Pa. S.*

Pittsburgh to Bellaire via Wellsville, Ohio agent. This route was operated over the River Division.

156 B.

ADAMS EXPRESS COMPANY,

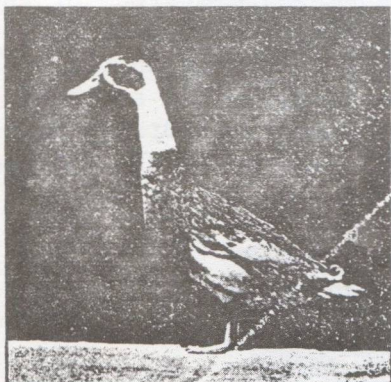


*Chas Speaker Esq.*  
*Prosecutor*  
*Lisbon Ohio*



Importer, Breeder, Shipper Indian Runner, Blue Sweedish, B. E. India, Aylesbury, Cayuga, Rouen, Pekin Duc.  
Buff and Toulouse Geese; W. H. Bronze, Buff, Slate Turkeys; Buff Orpingtons, G. P. Wyandotts, B. Rocks, S. C.  
B. Minorcas, R. I. Reds, Houdans, R. C. Br. Leghorns, Buff, Black, White Cochins, Bantams, Etc.

After seven days return to



**M. V. DECKER,**  
(THE DUCK MAN,)  
COLUMBIANA, O.

*M. J. Caldwell*  
*Route No 2.*  
*Lectonia, Ind.*



Probably applied by the Alliance, Ohio transfer clerk. This is the only known example of clerk's straight line handstamp as applied on the Cleveland to Pittsburgh route.

## PENNSYLVANIA RAILROAD

Schedules in effect September 28, 1917

Train Service between  
**ALLIANCE AND EAST LIVERPOOL, O.**

DAILY EXCEPT SUNDAYS AND HOLIDAYS

READ DOWN		READ UP
470	EASTERN STANDARD TIME	471
AM		PM
10.00	Lv. ALLIANCE	Ar. 5.50
10.11	" Homeworth	" 5.37
10.17	" Moultrie	" 5.32
10.25	" Bayard	" 5.26
10.29	" East Rochester	" 5.19
10.38	" Kensington	" 5.09
10.48	" Summitville	" 4.58
10.59	" Salineville	" 4.47
11.10	" New Salisbury	" 4.33
11.15	" Irondale	" 4.30
11.19	" Hammondsville	" 4.26
11.31	" Wellsville	" 4.04
11.34	" Wellsville (3d St.)	" 3.59
11.40	Ar. EAST LIVERPOOL	Lv. 3.50
AM		PM

† Stops only on signal or notice to agent or conductor to receive or discharge passengers.

Responsibility.—The Pennsylvania Railroad is not responsible for errors in time tables, inconvenience or damage resulting from delayed trains or failure to make connections.

Schedules subject to change without notice.

ALAN D. SMITH, General Passenger Agent  
Pennsylvania Station, Pittsburgh 22, Pa.

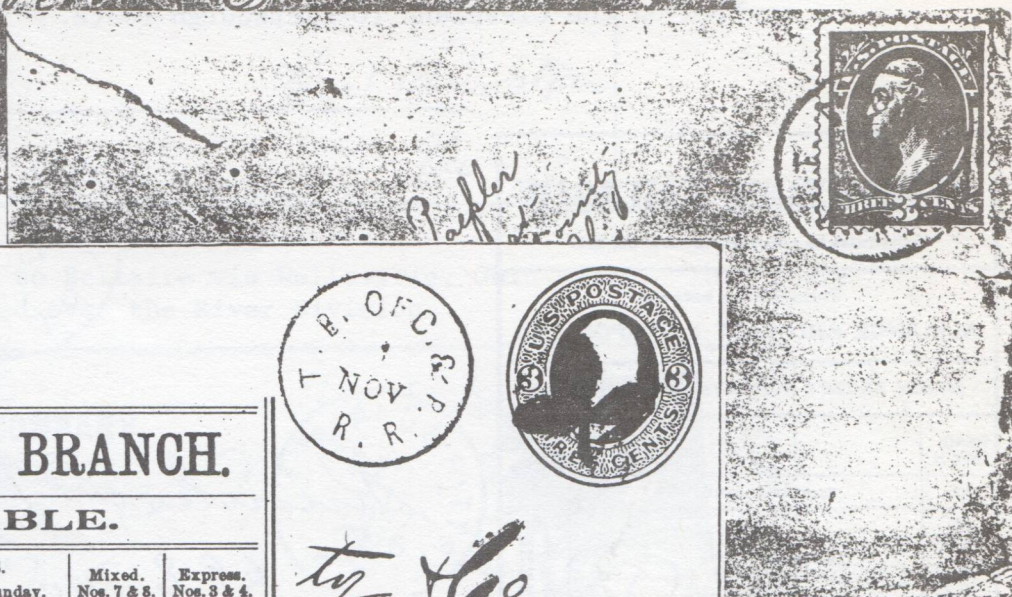


*Knowles and Douth*  
*69 E. Main St.*  
*Salem*  
*Ohio.*



# THE TUSCARAWAS BRANCH OF THE CLEVELAND & PITTSBURGH RAILROAD

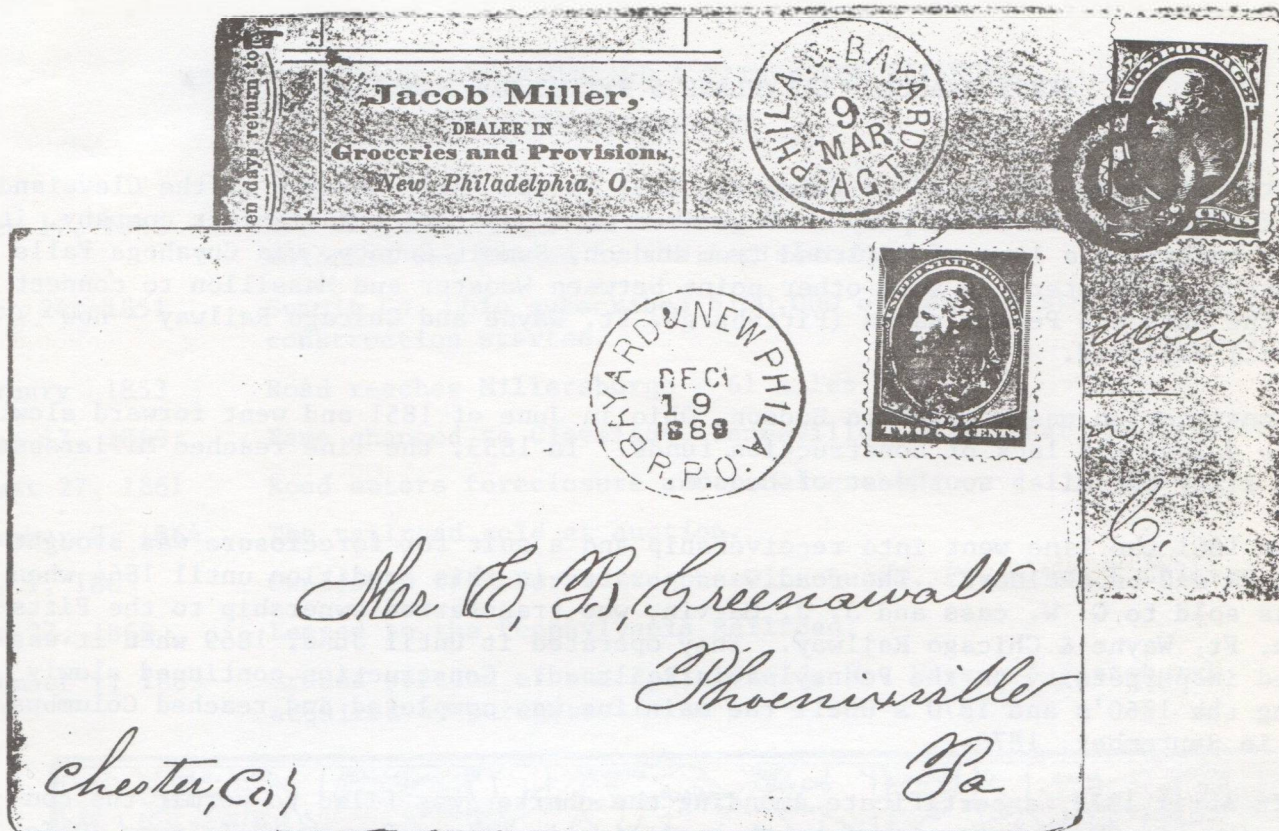
On March 9, 1850 the Ohio Legislature passed an act amending the Charter of the Cleveland and Pittsburgh Railroad. This Act contained this clause: "and said Cleveland & Pittsburgh Railroad Company are hereby authorized to extend an arm of said Cleveland & Pittsburgh Railroad down the valley of the Sandy so far south as to intersect the Steubenville Railroad." Thus was born the Tuscarawas Branch of the Cleveland & Pittsburgh Railroad. Thirty-two miles long, this major branch connected Bayard and New Philadelphia, Ohio.



TUSCARAWAS BRANCH.					
TIME TABLE.					
Mall. Nos. 8 & 7.	Mixed. Nos. 3 & 4.	Miles.	STATIONS. Daily, except Sunday.	Mixed. Nos. 7 & 8.	Express. Nos. 3 & 4.
12 10 p.m.	5 00 p.m.	0	Lve.....Bayard.....Arr	9 30 a.m.	4 10 p.m.
12 18 "	5 10 "	3	".....Minerva....."	9 20 "	3 57 "
12 33 "	5 24 "	6	".....Onelda....."	9 05 "	3 43 "
12 40 "	5 31 "	8	".....Malvern....."	8 57 "	3 36 "
12 57 "	5 50 "	12	".....Waynesburg....."	8 37 "	3 18 "
1 28 "	6 22 "	20	".....Mineral Point....."	8 00 "	2 45 "
1 38 "	6 32 "	23	".....Zoar....."	7 50 "	2 35 "
2 10 "	7 00 "	29	".....Dover....."	7 20 a.m.	2 10 "
2 30 "	7 20 p.m.	32	".....New Philadelphia....."	6 50 "	1 40 p.m.
7 50 p.m.		130	Arr.....Marietta.....Lve		7 50 a.m.

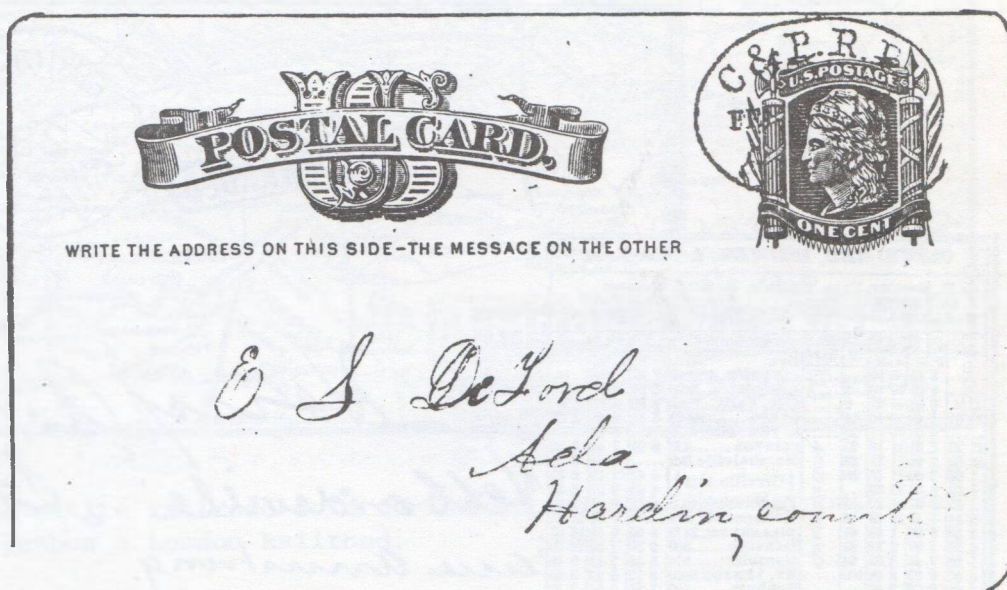
While the Cleveland & Pittsburgh was completing its line into Wellsville during March of 1852, surveys for the line between Bayard and New Philadelphia were just starting. It would not be until 7 December 1854 that the line would be completed into New Philadelphia, Ohio. What is most surprising is that this branch had four daily trains for many years and often moved more freight than did the much larger River Division from Wellsville to Bellaire, Ohio.





Six major types of markings applied upon the cars plying the Tuscarawas Branch have so far been recorded. As expected, they vary in scarcity from relatively common to extremely rare. In addition, nine different station markings have been recorded, four of which - Bayard, Minerva, Mineral Point and Oneida - were located on the Tuscarawas Branch. All station markings are, of course, uncommon.

The other recorded examples of Cleveland & Pittsburgh station markings - Earlville, Millport, Moultrie, Salineville and Bellaire - were all mainline stations and are also uncommon.



Bayard, Ohio station marking in blue on U.S. Postal Card UX5.  
Bayard, Ohio was 69 miles south of Cleveland, Ohio.



# AKRON BRANCH - CLEVELAND & PITTSBURGH RAILROAD

Organized and chartered in February, 1851 as the "Akron Branch of the Cleveland and Pittsburgh Railroad Company". Organized as a separate and distinct company, it was to construct a line of railroad from Hudson, Summit County, via Cuyahoga Falls and Akron to Wooster, or some other point between Wooster and Massillon to connect with the Ohio and Pennsylvania (Pittsburgh, Ft. Wayne and Chicago Railway - now Conrail) Railroad.

Construction was started in Hudson, Ohio in June of 1851 and went forward slowly due to delays and lack of construction funds. In 1853, the line reached Millersburgh, Ohio, sixty-one miles southwest of Hudson.

In 1861 the line went into receivership and a suit for foreclosure was brought by stock and bondholders. The road was operated in this condition until 1864 when it was sold to G. W. Cass and J. J. Marvin, who transferred ownership to the Pittsburgh, Ft. Wayne & Chicago Railway. They operated it until June, 1869 when it was leased in perpetuity to the Pennsylvania Railroad. Construction continued slowly during the 1860's and 1870's until the mainline was completed and reached Columbus, Ohio in September, 1870.

In April 1872, a certificate amending the charter was filed to permit the construction of a branch running from the mainline in Holmes County to Trinway, Ohio, a distance of 33.5 miles. This branch gave the Cleveland, Mt. Vernon & Delaware Railway a direct connection with the Cincinnati & Muskingum Valley and the Pittsburgh, Cincinnati & St. Louis Railways. Construction of the branch was completed by May, 1888. The cost of constructing the branch was enough of a strain to cause the road to again enter bankruptcy from which it emerged in June of 1882 as the Cleveland, Akron & Columbus Railway. One positive aspect of the foreclosure was that the Cincinnati & Muskingum Valley Railway granted the Cleveland, Akron & Columbus Railway trackage rights from Trinway to Zanesville (16 miles). This gave the road connections with the Baltimore & Ohio Railroad, the Wheeling & Lake Erie Railroad and several smaller lines.

CLEVELAND, MT. VER. & COL. R. R.											
T. D. Measler, Pres., Pittsb'g. E. Mize, Auditor. J. D. Thompson, Treas. J. A. Tilton, G.F. & T.A. G. A. Jones, Receiver. Gen. Offices - Mt. Vernon, O.											
2		4	1	2	Tkt. fare		Nov. 15, 1880.		3	1	
P.M.		A.M.			Lvs.		Arr.		P.M.	A.M.	
3 45	8 50				CLEVELAND 10 42		7 25		10 10		
5 05	10 10				HUDSON 16 25		6 15		8 55		
5 25	10 27				Cuy. Falls 22 30		6 00		8 35		
5 45	10 40				AKRON 16 12		5 44		8 17		
6 04	10 57				S. PORTAGE 22 5		5 02				
6 21	11 13				CLINTON 20 2		5 15		7 45		
6 44	11 36				Marshallville 30 0		4 43		7 24		
7 00	11 45				{ Orrville 14 1		4 43		7 10		
7 15	11 55				Fredericksburg 10 0		4 18		6 54		
7 37	12 17				Holmesville 37 5		3 50		6 45		
7 58	12 38				MILLMURA 24 75		3 50		7 38		
8 14	12 48				Danville 30 0		3 50		7 38		
8 36	1 02				Gambier 57 4		3 58		7 11		
8 58	1 24				MT. VERNON 54 00		3 17		6 54		
9 01	1 27				Sunbury 70 0		1 23		5 54		
9 15	1 36				Galena 47 5		1 17		5 48		
9 28	1 44				Westerville 15 00		1 00		5 31		
9 35	1 50				COLUMBUS 31 65		12 55		5 05		
9 50	2 00				CHICAGO 265 999		8 00		P.M.	A.M.	
P.M.		A.M.		Arr.		Lvs.		A.M.		P.M.	

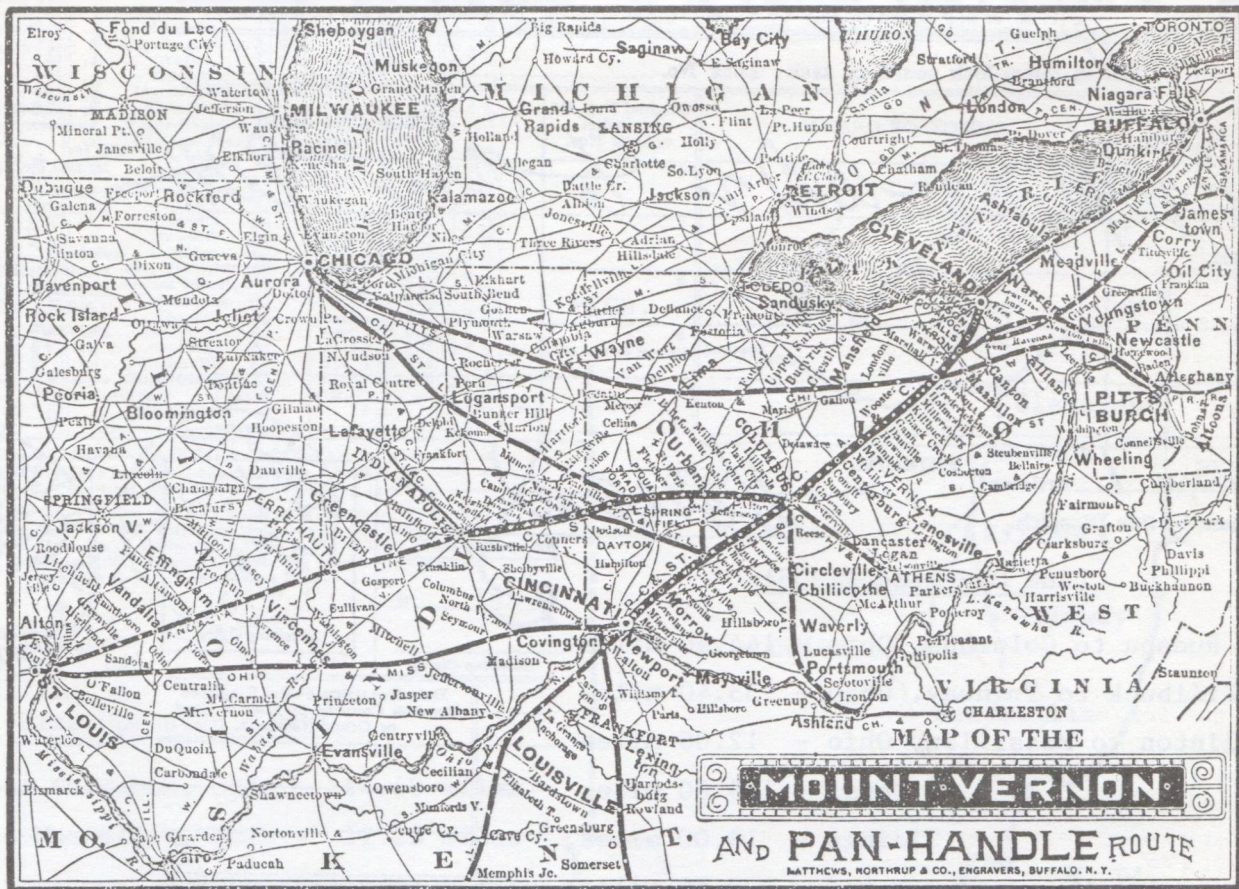




# AKRON BRANCH OF THE CLEVELAND & PITTSBURGH RAILROAD

## CORPORATE CHRONOLOGY

March 17, 1851	Act chartering the Akron Branch of the Cleveland & Pittsburgh Railroad was passed by the Legislature.
March 24, 1851	Summit Co. Ohio subscribes \$100,000 of capital stock to get construction started.
February 1853	Road reaches Millersburgh - 61 miles.
March 17, 1853	Name changed to Cleveland, Zanesville & Cincinnati Railroad.
August 27, 1861	Road enters foreclosure and receivership.
November 2, 1864	The railroad sold at auction.
July 1, 1865	Ownership transferred to the Pittsburgh, Ft. Wayne & Chicago.
June 27, 1869	Leased to the Pennsylvania Railroad.
November 1, 1869	Graded portion of the Springfield, Mt. Vernon & Pittsburgh acquired by purchase.



November 4, 1869	The entire railroad sold to the Pittsburgh, Mt. Vernon, Columbus & London Railroad.
------------------	-------------------------------------------------------------------------------------



November 4, 1869 The above company purchased the lease of the Massillon & Cleveland Railroad.

December 20, 1869 Name changed to the Cleveland, Mt. Vernon & Delaware Railroad.

December 17, 1872 Authority granted to construct the Dresden Branch.

September 1, 1873 Road enters Columbus, Ohio - 144 miles.

May 27, 1878 Dresden Branch completed - 33 miles.

December 1, 1881 Entered foreclosure, sold to the Cleveland, Akron & Columbus Railroad.

December 1, 1881 Enters foreclosure, sold under bankruptcy.

June, 1882 Emerges from foreclosure as the Cleveland, Akron & Columbus Railway.

May, 1888 Construction of the branch between Trinway and Killbuck completed.

REGISTRY BILL (or Jacket) No. \_\_\_\_\_ Dated 3/6, 1919 For Registered Matter Dispatched  
 From NY Phila. W.D. 2 To Clev. & Pitts  
 (P. O. or R. P. O. and Tr. No.) (P. O. or R. P. O. and Tr. No.)

If used as bill in rotary-lock pouch or sack: Lock No. \_\_\_\_\_ Rotary No. \_\_\_\_\_

Original Reg. No. or Jacket or Lock Nos.	OFFICE OF ORIGIN	Original Reg. No. or Jacket or Lock Nos.	OFFICE OF ORIGIN
1 <u>P-4092-153-W.D. 2</u>		6 <u>to Clev. &amp; Pitts</u>	
2		7	
3		8	
4		9	
5		10	

A total of \_\_\_\_\_ Articles  
 sent by this Dispatch.

POSTMASTER,  
 Per Howard

Line Operated (1905)

Hudson to Columbus, Ohio - 144.40 miles  
 Killbuck to Trinway, Ohio - 33.40 miles  
 Clinton to Massillon, Ohio - 12.00 miles  
 Total - 189.80 miles  
 Sidings - 18.00 miles  
 Total - 207.80 miles

Dispatching Clerks.  
 \_\_\_\_\_ M.

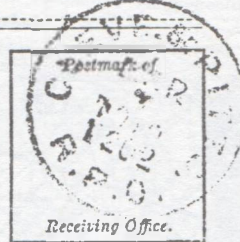
Receiving Clerks.  
 \_\_\_\_\_ M.

Date Receiving Postal Employee  
 Returns Coupons or Receipt Card,  
 or Other Notations.

Postmark of

Receiving Office.

Bill (or  
 Jacket) No. \_\_\_\_\_  
 Lock and  
 Rotary No. \_\_\_\_\_  
 Received  
 articles described on above-  
 numbered bill from dis-  
 patching office named in  
 post-mark.



65-3840

Registered matter bill receipt for transfer between the New York & Chicago and the Cleveland & Pittsburgh R.P.O.'s at Cleveland, Ohio. New York & Chicago clerk's handstamp struck in Magenta.



Return to SMITH & SCHOTT,  
MILLERSBURG, Ohio,  
If not delivered within 5 days.



*Jeff. Millerwood Ohio*

**CLEVELAND, MOUNT VERNON & COLUMBUS R.R.**

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General Offices—Mount Vernon, O.

Acc.	Mix.	Exs.	Acc.	Mt.	November 27, 1878.	Acc.	Mix.	Exs.	Acc.	Additional Train—Leaves Hudson for Mt. Vernon 8:45 a.m.; Mt. Vernon for Columbus 6:15 a.m.; Leaves Columbus for Mt. Vernon 3:15 p.m.; Mt. Vernon for Hudson 6:30 a.m.
	A. M.	A. M.	P. M.		(Columbus time.)	A. M.	P. M.	P. M.		
		8:20	3:45		lve. Cleveland arr.	10:15		7:30		
		A. M.	P. M.		LEAVE	ARRIVE	A. M.	P. M.		
		9:40	6:09		0 + Hudson	8:55		6:18		
		9:57	6:27		8 + Cuyahoga Falls	8:35		6:00		
		10:35	10:12		14 + Akron	8:17	4:25	6:41		
		11:25	10:46		27 + Clinton	7:45	3:30	6:15		
		12:03	11:04		33 + Marshallville	7:27	3:00			
		1:03	11:17		38 + Orrville	7:15	2:35	4:43	9:32	
		1:55	11:50		52 + Frederickburg	A. M.	1:01	4:12	8:58	
		2:10	12:01		56 + Holmesville	12:42		8:47		
		2:30	12:14		62 + Millersburg	12:10	3:50	8:32		
		2:50	12:30		68 + Killbuck	11:45		8:19		
		3:30	12:43		74 + Black Creek	11:20		8:04		
		4:17	1:10		82 + Gann	10:57		7:31		
		4:43	1:22		86 + Danville	10:19	2:50	7:07		
		5:00	1:31		91 + Howard	10:02		6:57		
		5:16	1:40		95 + Gambier	9:46	2:32	6:47		
		5:36	1:53		100 + Mt. Vernon	9:18	2:17	6:31		
		6:48			109 + Mount Liberty	8:45		6:11		
		7:18	2:24		114 + Centerburg	8:28	1:44	6:00		
		7:38			120 + Condit	7:47		5:47		
		7:50	2:40		124 + Sunbury	7:30	1:23	5:37		
		7:59	2:50		130 + Galena	7:20	1:17	5:31		
		8:27	3:05		133 + Westerville	6:50	1:00	5:14		
		8:45	3:30		145 + Columbus	7:00	12:35	4:50		
		9:00			265 ARRIVE	ARRIVE	A. M.			
		9:00			ARRIVE	ARRIVE	A. M.			

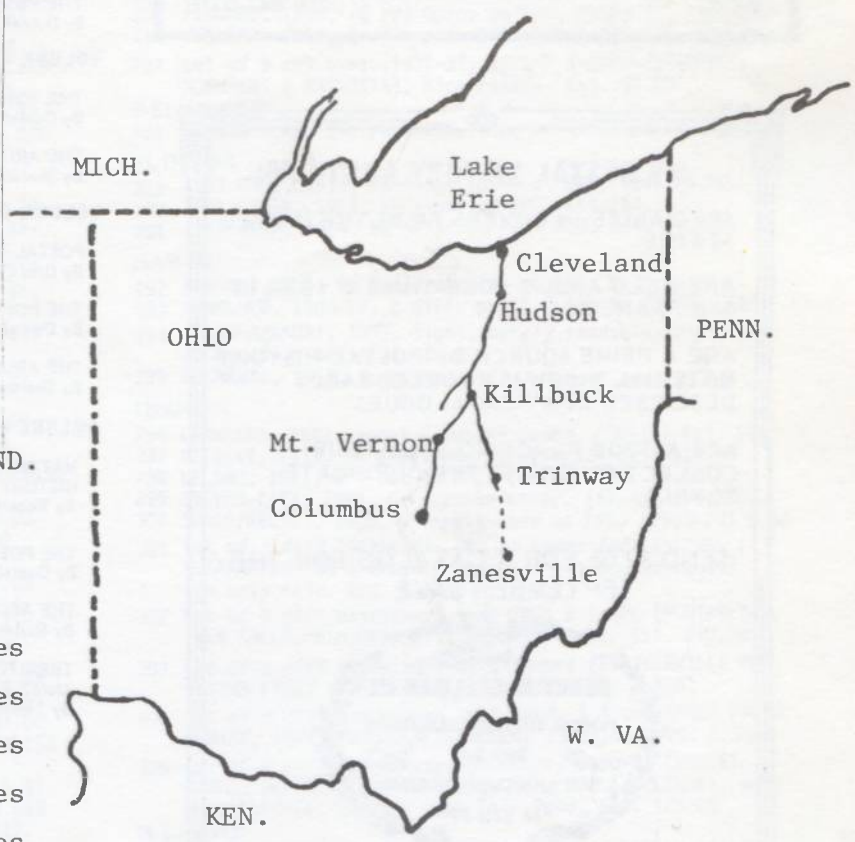
**MASSILLON BRANCH.**—Train leaves Massillon+ for Clinton 7 10 a.m., arriving at Clinton 7 44 a.m. Leaves Clinton 6 32 p.m., arriving at Massillon 7 10 p.m. Distance, from Massillon to Clinton, 13 miles.

**CONNECTIONS.**—<sup>1</sup> Trains run on Cleveland & Pittsburg R. R. from Hudson to Cleveland. <sup>2</sup> With Pittsburg, Fort Wayne & Chicago R. W. <sup>3</sup> With Lake Erie Division of Baltimore & Ohio R. R. <sup>4</sup> With Pittsburg, Cincinnati & St. Louis R. W.; Central Ohio R. R.; Cleveland, Columbus, Cincinnati & Indianapolis R. R.; Little Miami R. R.

IND.

Line Operated (1880)

Hudson to Columbus, Ohio - 144.40 miles  
Clinton to Massillon, Ohio - 12.23 miles  
Total - 156.63 miles  
Sidings - 21.32 miles  
Total - 177.95 miles





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# LA POSTA VOLUME 4 REPRINT

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**ALABAMA**

201 DRAVO, 1909, about G 4-bar on PPC. DPO. Est. \$4.00

**ALASKA**

- 202 ANNETTE ISL'D. L'NDG. FIELD BR./KETCHIKAN, 1942, F Ty1 on censored cover. Est. \$15.00
- 203 HOLIKACHUK, 1942, F magenta Ty1 on phil.card. Est. \$8.
- 204 IKATAN, 1957, VG Ty1 on phil. card. (1950-57). Est. \$8.
- 205 JUNEAU, 1949, G Ty24 on cvr w/ALASKA TERRITORIAL LEG., HOUSE OF REPS/C.A.POLLARD cc. Est. \$10.00
- 206 KOYUKUK, 1941, F magenta Ty2 on Dog Team cvr. Est. \$5
- 207 LADD FIELD BR./FAIRBANKS, 1950, VG mag. Ty1 on ph.cd.E\$5
- 208 NOME, 1908, F Ty11 (the scarce FLAG) on PPC. Est. \$20
- 209 NORTH POLE, 1958, F Ty3 on card w/Santa h/s. E. \$4.00
- 210 PORT ALSWORTH, 1959(Jan 5), VG 4-bar on cover. Est. \$4
- 211 RICHARDSON, 1932, G Ty2 on cover. Est. \$15.00
- 212 SAINT MICHAEL, 1900, about G Ty4 on cover. Est. \$40.
- 213 SEATTLE & SEWARD/RPO, 1935, VG Ty14 (North) on phil. cover w/SSN'WESTERN clerk's signature. Est. \$15.00
- 214 SHAKAN, 1926, G+ magenta Ty4 on PPC. Est. \$40.00
- 215 SITKA/FLEET AIR BASE BR.,1938, VG Ty1 on phil.cd. E.\$12
- 216 SKAGWAY, 1909, VG Type 11 on PPC. Est. \$8.00
- 217 STEBBINS, 1954, F Ty1 on phil cvr. Est. \$4.00
- 218 TREADWELL, 1908, VG Ty 1 on GPC. Est. \$15.00
- 219 WRANGELL, 1913, VG Ty3(earliest) on PPC. Est. \$8.00

**ARIZONA**

- 220 ADAMANA, 1912, G 4-bar on PPC. Est. \$8.00
- 221 APACHE, 1943, VG 4-bar on LDC card.(1908-43) E. \$4.00
- 222 BANNON, 1942, G 4-bar on LDC card. (1920-42) Est. \$6.
- 223 BISBEE, 1906, F Ty18 (FLAG) on illus. HOTEL cvr. E. \$15
- 224 BONITA, 1947, G 4-bar on cml.cvr. (84-55) Est. \$4.00
- 225 CHIN LEE, 1941, VG 4-bar on LDC card (03-41) Est. \$4.
- 226 COOLIDGE/INTERMENT BR.,1943, VG dcds on Free PPC.E.\$30
- 227 DEWEY, 1911, VG Ty4 on PPC. Est. \$20.00
- 228 ESCUELA, 1942, VG 4-bar on LDC card. (1907-42) Est. \$5
- 229 FAIRBANK, 1911, G (ARIZ not struck) magenta Ty11 on PPC w/"Fairbank, Arizona" heading. Est. \$20.00
- 230 GLENDALE, 1909, G+ Ty3 on PPC. Est. \$8.00
- 231 GOODWIN, 1943, VG 4-bar on LDC card. (1935-43) Est. \$8.
- 232 GOODYEAR, 1941, F 4-bar on LDC card. (1919-41pd) E.\$5.
- 233 HILLTOP, 1942, F 4-bar on LDC card. (1920-45) E. \$6.
- 234 HUMBOLDT, 1907, VG(lt.ov'stk) Ty1 (Doane) on PPC. E\$10
- 235 KLONDYKE, 1947, VG 4-bar on cml.cvr.(1907-55) Est. \$5.
- 236 MORENCI, 1903, G Ty6 on GPC. Est. \$20.00
- 237 REDINGTON, 1940, VG 4-bar on LDC card.(79-40) Est. \$5.
- 238 SAFFORD, 1907, VG Ty10 on PPC. Est. \$5.00
- 239 SAFFORD, 1908, VG Ty12 on PPC. Est. \$8.00
- 240 SHELTON, 1909, F Ty 1(earlier) on PPC. Est. \$80.00
- 241 SHUNGOPAVY, 1942, VG 4-bar on LDC card.(1934-42) E.\$8
- 242 SILVERBELL, 1907, G Ty2 (Doane) on PPC. Est. \$30.00
- 243 SOMBRERO BUTTE,1940, VG 4-bar on phil cvr (Pony Express) w/MAMMOTH & COPPER CREEK b/s. Est. \$5.00
- 244 TOMBSTONE, 1882, G Ty 7 on cvr.w/bank cc. Est. \$20.00
- 245 TUBAC, 1942, F 4-bar on LDC card (59-42) Est. \$4.00
- 246 TUCSON, 1906, F Ty34 (DOREMUS) on cover. E. \$6.00
- 247 WALKER, 1940, F 4-bar on LDC card. (79-40) Est. \$5.00
- 248 WILLIAMS, 1902, VG Ty9 on GPC. Est. \$5.00
- 249 YUMA, 1898, G Ty18 on 1-ct ent W/1-ct Colum. Est. \$30.

**CALIFORNIA**

- 250 ALLENDALE, 1907, VG cds on PPC. (Alam.1903-08) Est. \$8
- 251 BELLOTA, 1893, VG fancy cds as b/s on cvr.(60/18) E.\$4
- 252 CAMP CURRY, 1913, G 4-bar on PPC. (1909-20) Est. \$4.00
- 253 CENTREVILLE, 1878, VG cds on cvr w/encl.(Alam.55-93)E\$8
- 254 DOWNIE-VILLE, 1870, G dcds on U58. Est. \$12.00
- 255 FOLSOM & FOLSOM CITY,1938, FD & LD on 2 covers. Est.\$5
- 256 Fortuna Main Street on photo PPC.,pm RIO DELL 1912.E\$8
- 257 FYFFE, 1909, VG Doane on PPC. (ElDor.82-13) Est. \$12.
- 258 GREEN VALLEY, 1909, VG cds on PPC. (ElDor.54-11) E.\$12.
- 259 HEMET/CALIF., 1927, G FLAG on cml. card. Est. \$4.00
- 260 HYDESVILLE, 1879, G octagon on GPC. Est. \$15.00
- 261 LOS ANGELES(STA.NO.25),1921,VG dcds as b/s on reg.cvr.E8

**CALIFORNIA (Cont)**

- 262 LOS ANGELES/NAV.TRN.SCHOOL STA.,1943, F 4-bar on #8 sized Free franked cover. (1941-45) Est. \$5.00
- 263 MARYSVILLE, c.1858, VG WELLS FARGO double oval on U10 w/WELLS FARGO FRANK to San Francisco. Est. \$30.00
- 264 MAYFIELD, 1904, VG cds ties 1-ct LA.PURCHASE on cover. (S.Clara 55-30). Est. \$6.00
- 265 MONETA, 1909, VG 4-bar on PPC. (90-44) Est. \$3.00
- 266 MONTRIO, 1909, VG 4-bar on PPC. (Son 02-24) Est. \$4.
- 267 NEWTOWN, 1910, VG 4-bar on PPC. (ElDor.54-12) Est. \$12.
- 268 PLEASANT VALLEY,1908, VG 4-bar on PPC. (ElDor.64-17)E\$6
- 269 PORT KENYON, 1910, G Doane on PPC. (Humb.86/13) E. \$10.
- 270 PRESIDIO, 1908, VG st.line in cds on PPC. Est. \$5.00
- 271 ROSEDALE, 1912, VG 4-bar on PPC. (Kern 91-13) Est. \$12.
- 272 ROSEWOOD, 1908?, G Doane on PPC. (Teh.98-09) Est. \$12.
- 273 RYAN, 1911, G+ red 4-bar on PPC. (Inyo 1907-30) E. \$10.
- 274 SAN DIEGO/FLEET TR BASE,SAN CLEMENTE IS BR.,1944, VG 4-bar on #10 envelope. (1939-46) Est. \$3.00
- 275 SAN FRANCISCO, c.1868, G+ blue WELLS FARGO oval on U59 to Boston w/BOSTON cds. Est. \$12.00
- 276 VORDEN, 1907, VG cds on PPC. (Sac. 02-36) Est. \$8.00
- 277 WOLF, 1908, F 4-bar on PPC. (Nev.88-56) Est. \$5.00
- 278 Lot of 3 diff POs on 3 cvrs (WINTERS '94; RELIEF '04; and CAJON '95), strikes about Good. Est. \$10.00
- 279 Lot of 6 diff handstamps on 6 cvrs: (CAYUCOS, IVANHOE, MOFFETT FIELD, NORTH BLOOMFIELD, POINT REYES STATION, & BYRON HOT SPRINGS),1913-35, strikes G-VG. Est. \$15.
- 280 Lot of 6 diff. small town h/s pms. on 5 PPCs & 1 cvr., 1899-1929,G-VG: (LARKSPUR,SOQUEL,STRATHMORE,SULTANA, SUTTER CREEK & VOLCANO) last 2 have no stamps. E.\$5

**COLORADO**

- 281 BOVINA, 1908, VG 4-bar on PPC. (99-55) Est. \$6.00
- 282 DENVER MILLS,1908, VG 4-bar on PPC. (92-18) Est. \$15.
- 283 HALFWAY, 1906, VG Doane on PPC w/blue cogged SUMMIT OF PIKE'S PEAK mark. PPC shows train & summit. Est. \$8.00
- 284 IDAHO SPRINGS, (1878), G blue cds on cvr. Est. \$10.00
- 285 LEONARD, 1909, VG red Doane on PPC. (1900-41) Est. \$10
- 286 PRIMERO, 1916, G+ 4-bar on PPC. (1901-33) Est. \$10.00
- 287 Lot of 3 cml.cvrs.,1931-32, w/VG-F 4-bars (SEGUNDO, MONUMENT & NATURITA). Nice covers. Est. \$5.00

**DELAWARE**

- 288 CAMDEN RURAL STA./WYOMING,1906, G+ 4-bar on PPC. E.\$10

**FLORIDA**

- 289 FORT DADE, 1911, VG 4-bar on PPC. DPO. Est. \$6.00
- 290 FORT OGDEN, 1912, VG 4-bar on PPC. Est. \$3.00
- 291 LAKE KERR, 1924, VG 4-bar on PPC. DPO. Est. \$4.00

**HAWAII**

- 292 HONOKAA,1906, VG Rec'd marking on PPC. Est. \$4.00
- 293 HONOLULU, 1908-09, 2 diff. pms(1 FLAG) on 2 PPCs. E\$5
- 294 KILAUEA/KAUAI, 1889, light, barely readable triple cds on Hawaiian GPC. Est. \$5.00
- 295 MAUNAWAI, 1910, G dplx on PPC w/crease. Est. \$5.00

**IDAHO**

- 296 CRAWFORD, 1903, about G cds on cover. (90-15) Est. \$8.
- 297 GILBERT, 1913, G+ 4-bar on PPC. (94/22) Est. \$12.00
- 298 LELAND, 1911, G 4-bar on PPC. (88-42) Est. \$6.00
- 299 SILVER CITY, 1881, G+ dcds on cover. (67-43) Est. \$25.
- 300 SUGAR/REC'D., 1908, properly used on PPC. (1904-50) E.\$5
- 301 Lot of 3 diff 19th-cent. POs on cover (HAILEY '86, CLEARWATER '89 & WALLACE '94) strikes and/or covers are only fair. Est. \$10.00

- 302 Lot of 3 diff handstamps on 2 PPCs & 1 GPC (MONTPELIER, TWIN FALLS, ASHTON), all 1909, all G-VG. Est. \$10.00

- 303 Lot of 3 diff handstamps on 3 covers (FEATHERVILLE MOB, SMITHS FERRY & FRANKLIN), 1923-32, G-VG. E.\$10.

- 304 Lot of 4 diff handstamps on 3 cards & 1 cvr:(POST FALLS KAMIAH, PRIEST RIVER & RATHDRUM) 1912-14, G-VG. E.\$10.

- 305 Lot of 6 diff. handstamps on cover, 1900-08 (BURLEY, NAMPA, PAYETTE, NEW PLYMOUTH, CRAWFORD & COLTMAN), some w/enclosures, strikes only Fair-Good. Est. \$25.00

**ILLINOIS**

- 306 BIG FOOT PRAIRIE, 1881, VG dcds w/fancy killer ties 3-ct banknote on cvr. DPO. Est. \$10.00
- 307 MASCOUTAH, 1845, mss. & "10" on sfl. Est. \$15.00
- 308 WHITE HEATH, 1933, VG green dcds & star (Loso-Dew.#1236) on philatelic cvr. Est. \$5.00
- 309 Lot of 3 DPOs, 1893-94, on cover (ALDEN, CARY STATION, & PARNELL), all VG-F. Nice lot. Est. \$10.00



**IOWA**

- 310 FOREST CITY, 1873, VG cds on GPC. Early use. Est.\$8.00  
 311 PRESTON, 1885, G+ dcds on GPC. Est. \$6.00  
 312 RADCLIFFE, 1892, VG cds on cover w/encl. DPO. Est. \$6.  
 313 Lot of 3 diff. POs on covers, 1880-88 (PRINGHAR, EAGLE GROVE & SIGOURNEY(as rec'd)), strikes Good. Est. \$10.00  
 314 Lot of 4 diff. POs on covers, 1890-93 (COWRIE, NASSAU, LAURENS & STORM LAKE), strikes about G-VG. Est. \$10.00

**KANSAS**

- 315 ALCONA, 1909, Mss. on PPC. (78-30) Est. \$10.00  
 316 BEAVERVIEW, 1910, G+ 4-bar on PPC. DPO. Est. \$5.00  
 317 BUFFALO, 1895, G+ cds on GPC. Est. \$4.00  
 318 DARLOW, 1908, VG 4-bar on PPC. (1900-35) Est. \$4.00  
 319 FREDONIA, 1873-74, 2 covers w/G-VG cds; 1 w/ltr. E. \$6  
 320 LARNED, c.1880, G cds and NEGATIVE B-IN-CIRCLE killer ties 1-ct banknote on drop rate cover. Est. \$8.00  
 321 LINDA, 1910, G+ Doane on PPC. DPO. Est. \$4.00  
 322 MANHATTAN, 1867, decipherable blue cds on 3-ct entire w/add'l #68 tied by blue target. Est. \$5.00  
 323 MOUND VALLEY, c.1880, VG cds on MOURNING CVR. E.\$5.00  
 324 PLEASANTON, 1869, mss on cvr w/#114 (torn). Good letter "town is just 2 months old". Est. \$12.00  
 325 Lot of 8 diff POs. on 7 cvrs & 1 GPC, 1893-99 (OLIVET, ROCHESTER, ROUNDMOUND, COLONY, ADMIRE, HERINGTON, CANTON, & CHERRY), pms G-VG. Good group. Est. \$40.00

**MARYLAND**

- 326 SHARPTOWN, 1908, G Doane on PPC. Est. \$2.00  
 327 TOLCHESTER BEACH, 1910, VG 4-bar on PPC. DPO. Est. \$4.

**MICHIGAN**

- 328 DETROIT/MARINE P.O., 1909, G duplex on PPC. Est. \$6.00  
 329 TWECOMA, 1920, F 4-bar on VF cover. DPO. Est. \$6.00

**MINNESOTA**

- 330 LOST, 1909, G Doane on PPC. (96-11) Est. \$8.00  
 331 OLGA, 1909, G Doane on PPC. (89-14) Est. \$8.00  
 332 QUIRING, 1911, G 4-bar on PPC. DPO. Est. \$4.00  
 333 RICE RIVER, 1910, VG 4-bar on PPC. DPO. Est. \$5.00  
 334 SKYBERG, 1908, VG Doane on PPC. (79-51) Est. \$4.00

**MISSISSIPPI**

- 335 JOSEPHINE, 1910, VG 4-bar on PPC. DPO. Est. \$5

**MISSOURI**

- 336 WOODLAND, 1905, VG Doane on cover. (72-41) Est. \$5.00  
 337 Lot of 4 diff POs, 1874-88 on 3 GPCs & 1 cvr (LAPLATA, LUTESVILLE, PALMYRA & BARR/CLAY CO), G-VG. Est. \$15.00

**MONTANA**

- 338 BEARMOUTH, 1909, VG 4-bar on PPC. (92-49) Est. \$5.00  
 339 BEAVER, 1908, VG 4-bar on PPC. (1907-14) Est. \$12.00  
 340 BELTON, 1908, VG cds on PPC. (1900-49) Est. \$5.00  
 341 BIG ELK, 1910, VG Doane on PPC. (82-13) Est. \$12.00  
 342 BLAINE, 1909, VG 4-bar on PPC. (93-35) Est. \$6.00  
 343 CORBIN, 1909, VG 4-bar on PPC. (87-43) Est. \$6.00  
 344 FLOWEE, 1910, F 4-bar on PPC. (1st Year) Est. \$4.00  
 345 FORT BENTON, 1904, VG cds ties 1-ct green on DROP RATE cover. Est. \$8.00  
 346 FORT LOGAN, 1909, VG Doane as rec'd on PPC.(79-29)E.\$5  
 347 GARLAND, 1925, G 4-bar on PPC. (90-50) Est. \$3.00  
 348 HOFFMAN, 1910, VG 4-bar on PPC. (1900/1918) Est. \$12.  
 349 HOWIE, 1910, F 4-bar on PPC. (92-15) Est. \$12.00  
 350 HYLENT, 1911, about G 4-bar on PPC. (1910 only) Est.\$25  
 351 LARCHWOOD, 1916, G 4-bar on PPC. (1911-23) Est. \$12.00  
 352 MISSOULA, 1880's, 2 diff. pms., G-VG, on 2 GPCs. E\$10  
 353 PAGEVILLE, 1909, VG 4-bar on PPC w/sm. closed tear. (1892-1913) Est. \$10.00  
 354 RENOVA, 1913, G cds on PPC as rec'd mark (06-23) E.\$4.  
 355 RUBY, 1911, VG 4-bar on PPC. (1901-24) Est. \$10.00  
 356 SALESVILLE, 1907, G Doane as fwd.mark on GPC. Est.\$5  
 357 WEBSTER, 1913, G 4-bar on PPC. (1910-65) Est. \$4.00  
 358 Lot of 6 PPCs w/VG-F 4-bars of 6 diff. towns (CAPITOL, CLYDE PARK, MCLEOD, MOCCASIN, SILVERSTAR & SHONKIN) E.\$8

**NEBRASKA**

- 359 ARMOUR, 1908, VG 4-bar on PPC. (90-34) Est. \$6.00  
 360 BROCKSBURG, 1957, F 4-bar on LDC. (99-57) Est. \$2.00  
 361 CANTON, 1907, G+ 4-bar on PPC. (90-21) Est. \$12.00  
 362 CHALCO, 1912, VG 4-bar on PPC. (88-53) Est. \$4.00  
 363 CORNELL, 1909, VG Doane on PPC. (80-20) Est. \$10.00  
 364 GARFIELD, 1908, VG 4-bar on PPC. (84-16) Est. \$10.00  
 365 MARY, 1925, about G 4-bar on PPC. (1908-35) Est. \$6.00  
 366 OASIS, c.1910, G+ red 4-bar on PPC. (92-18) Est. \$12.00  
 367 PARNELL, 1911, F Doane on PPC. (81-15) Est. \$15.00  
 368 Lot of 5 diff POs on 5 covers (FRIEND '86, YUTAN '09, RISING CITY '09, HOMER '02 & INLAND '22), VG-F Est.\$20

**NEVADA**

- 369 ARDEN, 1909, G 4-bar on PPC. (1907-71) Est. \$4.00  
 370 BLAIR, 1915, VG 4-bar on PPC. (1906-16) Est. \$20.00  
 371 DELAMAR, 1898, about G cds on 2-ct green entire cut 1/2 into stamp. BOSTON CAMBRIDGE/STATION rec'd as b/s. E.\$5.  
 372 EMPIRE, 1909, VG 4-bar on PPC. (95-12) Est. \$8.00  
 373 FORT CHURCHILL, 1922, about G 4-bar on card. Est. \$4.00  
 374 GOLD HILL/REC'D. 1907, VG cds as rec'd on PPC. E. \$4.  
 375 HUMBOLDT HOUSE, 1907, G cds as rec'd mark on PPC. E\$5  
 376 MANHATTAN, 1934, VG 4-bar on non-phil. cvr. Est. \$3.00  
 377 PALISADE, 1911, VG 4-bar on PPC. (70-61) Est. \$4.00  
 378 RUBY VALLEY, 1935, VG 4-bar on phil.cvr. Est. \$3.00  
 379 TEMPIUTE, 1957, F 4-bar on LDC. (1953-57) Est. \$6.00  
 380 VIRGINIA CITY, (1877), VG cds ties 3-ct bnknote. E.\$10  
 381 Lot of 6 POs on 6 cards & cvrs.(GOLDFIELD '10; CHERRY CREEK '11; DELAMAR '98; MOAPA '35; SAINT THOMAS '38 & COLUMBUS '96) last is a b/s. strikes G-VG. Est. \$25.00

**NEW HAMPSHIRE**

- 382 PORTSMOUTH, c.1820, G+ green oval w/4 stars on sfl to Boston, Est. \$25.00

**NEW JERSEY**

- 383 SAND BROOK, 1916, F 4-bar on Reg. Rct. DPO. Est. \$3.00

**NEW MEXICO**

- 384 CLOUDCROFT, 1912, about G 4-bar on PPC (foldout hand-colored CLOUDCROFT HOTEL). Est. \$6.00  
 385 DAYTON, 1911, G 4-bar (unlisted type) on PPC. Est. \$50.  
 386 HACHITA, 1942, G 4-bar on UX27 w/"COMPLIMENTS OF/USO/OF EL PASO" handstamp. Est. \$5.00  
 387 SALINAS, 1909, G+ Ty1 on PPC. (1902-12) Est. \$25.00  
 388 WILLARD, 1908, readable Ty2 on PPC. Est. \$4.00

**NEW YORK**

- 389 ELLENVILLE, 1877, F bold blue cds w/star on U163. E.\$5

**NORTH DAKOTA**

- 390 BADEN, 1910, G+ 4-bar on PPC. (1904-20) Est. \$4.00  
 391 HEART, 1907, F Doane on cvr w/tiny closed tear just into pm. Looks lovely. (1905/16) Est. \$15.00  
 392 HEFFERNAN, 1911, VG 4-bar on PPC. (1909-11) Est. \$20.  
 393 HOWE, 1911, G Doane on PPC. (1900-16) Est. \$12.00  
 394 LIBERTY, 1910, VG 4-bar on PPC. (1909-16) Est. \$15.00  
 395 MANTADOR, 1899, G cds on Reg. cvr w/2 #281. Est. \$8.00  
 396 MAX, 1908, G Doane on PPC. Est. \$3.00  
 397 PLEASANT, 1911, G 4-bar on PPC. (98-21) Est. \$8.00  
 398 STOWERS, 1909, G 4-bar on PPC. (1907-20) Est. \$10.00  
 399 WADE, 1908, G Doane on PPC. (98-20) Est. \$6.00  
 400 WILDRICE, 1908, VG 4-bar on PPC. (84-70) Est. \$4.00

**OHIO**

- 401 FITCHVILLE, c.1875, VG cds on Lady's cvr. DPO. Est. \$8  
 402 HUME, 1908, G 4-bar on PPC. DPO. Est. \$4.00  
 403 NEW BERLIN, 1914, VG dplx on PPC. DPO. Est. \$3.00

**OKLAHOMA**

- 404 BARTLESVILLE/IND.T., 1906, G dplx on PPC(Osage Camp) E\$6  
 405 HOOPVILLE, 1908, G 4-bar on PPC. (1908-13) Est. \$12.  
 406 OKLAHOMA, 1907, VG FLAG on PPC(OK CY main st.) E. \$8.  
 407 ORLANDO, 1909, VG 4-bar on PPC. Est. \$3.00  
 408 RIVERSIDE, 1911, G 4-bar on PPC. (88-27) Est. \$6.00  
 409 SACRED HEART, 1923, G+ 4-bar on cvr w/Abbey cc.DPO.E\$6.  
 410 Lot of 6 diff. POs (4 cvrs; 2 GPCs) (WAYNE, JENKS, FALLS, PAYSON, FEATHERSTON, & BLAIR), 1911-17, strikes Fair-Good Est. \$15.00  
 411 Lot of 6 diff. Terr POs (5 cvrs; 1 GPC) (WEBBERS FALLS, BLACKWELL, MORRIS, GUTHRIE, SAC & FOX AGENCY, & HAGAR) last is b/s; 1893-1905, strikes only fair. Est. \$25.00

**OREGON**

- 412 ASTORIA TRANSIT, 1909, as b/s on pen.env. Est. \$4.00  
 413 DENZER, 1913, G 4-bar on PPC. (1909-33) Est. \$10.00  
 414 FORT STEVENS, 1905, VG cds on PPC. DPO. Est. \$5.00  
 415 FORT STEVENS, 1912, G 4-bar on cvr w/2-ct due(J46).E.\$5  
 416 HAMLET, 1917?, about G 4-bar on PPC. (05-53) Est. \$8.00  
 417 HARDMAN, c.1909, G Doane on PPC. (81/57) Est. \$4.00  
 418 HAUSER, 1939, G 4-bar on PPC. (1915-57) Est. \$6.00  
 419 HILGARD, 1915, G 4-bar on PPC. (83/43) Est. \$8.00  
 420 HILLSDALE, 1909, G+ 4-bar on PPC. (86-35) Est. \$5.00  
 421 HOWARD, 1908, G+ cds on PPC. (77/18) Est. \$15.00  
 422 HUGO, 1910, G Doane on PPC. (96-56) Est. \$4.00  
 423 IRVING, 1909, VG Doane on PPC. (76-19) Est. \$6.00  
 424 ISLAND CITY, 1893, VG Ty3 (fancy oval) on cover w/2-ct Columbian. ELGIN Ty2 as b/s. Est. \$50.00  
 425 JASPER, 1909, G+ Doane on PPC. (84-61) Est. \$4.00  
 426 KEATING, 1913, VG 4-bar on PPC. (80-75) Est. \$5.00  
 427 KELLOGG, 1913, G 4-bar on PPC. (79-21) Est. \$8.00



**OREGON (Cont)**

- 428 KERBY, 1910, VG 4-bar on PPC. (56-65) Est. \$5.00  
 429 KINGS VALLEY, 1974, VG 4-bar on LDC card. Est. \$3.00  
 430 KNAPPA, 1908, VG 4-bar on PPC. (72-43) Est. \$6.00  
 431 LACOMB, 1911, F 4-bar on PPC. (89-66) Est. \$6.00  
 432 LAMONTA, 1909, G cds on PPC. (98-18) Est. \$6.00  
 433 LAMPA, 1910, VG Doane on PPC. (1905-18) Est. \$30.00  
 434 LATOURELL FALLS, 1908, VG Doane on PPC. Est. \$3.00  
 435 LAUREL, 1914, VG 4-bar on PPC. (79-35) Est. \$5.00  
 436 LEASBURG, 1908, VG 4-bar on PPC. (1907-59) Est. \$6.00  
 437 MILWAUKEE, 1910, VG dplx on PPC. DPO. Est. \$3.00  
 438 THE DALLES, 1882, VG Type 7 w/star-in-circle on GPC. E\$12  
 439 WELLEN, 1913, VG 4-bar on GPC. (Jack. 91-22) Est. \$8.00  
 440 WEST WOODBURN, 1917, G 4-bar on PPC. (1912-34) E. \$8.  
 441 WHITELAKE, 1909, VG 4-bar on PPC. (1905-13) Est. \$40.  
 442 Lot of 6 PPCs w/6 diff. town pms., 1907-10: (PILOT ROCK, CORNELIUS, DUFUR, AMITY, TURNER & AURORA), G-VG. Est. \$6

**PENNSYLVANIA**

- 443 GEORGE SCHOOL, 1907, G+ Doane on PPC. Est. \$4.00  
 444 HALLOWELL, 1908, VG 4-bar on PPC (Bellefonte Depot). E.\$5  
 445 WILLIAMSON SCHOOL, 1911, VG 4-bar on PPC. DPO. Est. \$4.

**SOUTH DAKOTA**

- 446 Fairfax Main Street on photo PPC, pm. 1908, Est. \$8.00  
 447 GOOBY, 1911, G+ 4-bar on PPC. (1910-20) Est. \$15.00  
 448 GOVERT, 1911, VG 4-bar on PPC. (1910-54) Est. \$5.00  
 449 GRINDSTONE, 1912, G+ 4-bar on PPC. (90-46) Est. \$6.00  
 450 GRINDSTONE, 1908, G 4-bar on PPC. (90-46) Est. \$6.00  
 451 HOLMQUIST, 1911, VG 4-bar on PPC. (98-63) Est. \$4.00  
 452 OLA, 1917, VG 4-bar on PPC. (81-17) Est. \$10.00  
 453 PACTOLA, 1931, about G 4-bar on cvr. (77-53) Est. \$4.00  
 454 SANATOR, 1922, VG 4-bar on PPC. (1921-62) Est. \$4.00  
 455 SCENIC, 1908, VG 4-bar on PPC (Herd grazing) E. \$3.00  
 456 SPOOK, 1910, Mss. on PPC. (1909-12) Est. \$25.00  
 457 VAN METRE, 1913, F 4-bar on PPC. (1907-60) Est. \$5.00  
 458 ZEAL, 1910, VG 4-bar on PPC. (1908-21) Est. \$8.00  
 459 Lot of 3 PPCs w/VG-F 4-bars, 1908-15, (ACADEMY, KEYSTONE, & NORTHVILLE). Est. \$5.00

**TENNESSEE**

- 460 BEVERLY, 1887, Mss. on cvr w/#210 & cc. Est. \$12.00  
 461 Lot of 2 diff DPOs (1 GPC; 1 cvr): (LONGHOLLOW 1896 & FLATCREEK 1898), G-VG. Est. \$8.00  
 462 Lot of 3 diff fancy dbl. circle pms (CHRISTMASVILLE, MOSHEIM, RIDDLETON), 1884-89, VG-F. Est. \$30.00

**TEXAS**

- 463 CORLENA, 1908, G+ 4-bar on PPC. DPO. Est. \$6.00  
 464 GALVESTON MILITARY BRANCH, 1913, VG magenta 4-bar PPC. E\$8  
 465 LAIR, 1910, VG Doane on PPC. DPO. Est. \$6.00  
 466 OLIVIA, 1909, VG 4-bar on PPC. DPO. Est. \$5.00

**UTAH**

- 467 EMERY, 1907, F Doane (Tyl) on PPC. Est. \$4.00  
 468 PROVIDENCE, 1910, VG 4-bar on PPC. Est. \$3.00  
 469 SAINT JOHN, 1913, VG cds as forwarding mark on cvr. E\$4  
 470 WASKAKIE, 1931, VG mgta. 4-bar error on LDC. Est. \$6.  
 471 Lot of 4 diff Terr. POs on cover, 1887-93, (HOOPER, LOGAN, HUNTSVILLE & SALT LAKE CITY), G-VG, Est. \$20.00

**VERMONT**

- 472 EAST HUBBARDTOWN, 1906, VG Doane on PPC. DPO. Est. \$8.  
 473 EVARTS, 1910, VG 4-bar on PPC. DPO. Est. \$15.00  
 474 SOUTH DANVILLE, 1907, F 4-bar on PPC. DPO. Est. \$10.00

**VIRGINIA**

- 475 ACCOTINK, 1908, VG duplex on PPC. DPO. Est. \$4.00  
 476 BRANDY STATION/REC'D, 1899, as sending pm on cvr. w/ readable SUNLIGHT b/s. Est. \$5.00  
 477 PEAKSVILLE RUR.STA./BEDFORD CITY, 1911, G 4-bar PPC. E\$12  
 478 PINE VIEW, c.1878, mss on cvr w/1 & 2-ct banknotes. DPO. Est. \$8.00

**WASHINGTON**

- 479 ARDEN, 1913, VG Doane on PPC. (1903-14) Est. \$12.00  
 480 BEVERLY, 1910, G 4-bar on PPC. Est. \$2.50  
 481 BREMER, 1908, VG 4-bar on PPC. (90-23) Est. \$6.00  
 482 CENTER, 1902, F cds on Reg.Rct. card. (90-19) Est. \$6.  
 483 CHAMOKANE, 1910, G+ 4-bar on PPC. (1907-11) Est. \$30.  
 484 CREOSOTE, 1908, G 4-bar on PPC. (1908-56) Est. \$4.00  
 485 DOWNS, 1907, VG Doane on PPC. (1902-30) Est. \$6.00  
 486 EDGEWICK, 1913, G+ 4-bar on PPC. (1912-19) Est. \$12.00  
 487 FINLEY, 1909, VG 4-bar on PPC (1906-35) Est. \$8.00  
 488 FLORENCE, 1908, G 4-bar on PPC. (84-49) Est. \$4.00  
 489 FORT CASEY, 1913, VG 4-bar on PPC. (1900-32) Est. \$6.00  
 490 GRAND MOUND, 1936, VG 4-bar on Reg.Rct. (79-55) Est. \$2.  
 491 HOOPER, 1910, G 4-bar on PPC. Est. \$2.50

**WASHINGTON (Cont)**

- 492 HOUGHTON, 1911, about G 4-bar on PPC. (81-61) Est. \$3.  
 493 KNAPPTON, 1909, VG Doane on PPC. DPO. Est. \$4.00  
 494 LELLA, 1908, F 4-bar as rec'd on PPC. (1907-10) E. \$15.  
 495 LISABEULA, 1908, G Doane on PPC. (92/35) Est. \$5.00  
 496 LOWELL, 1913, G cds on PPC. (71-62) Est. \$4.00  
 497 MC MURRAY, 1911, about G 4-bar on PPC. (90-45) E.\$5.00  
 498 PARK, 1907, VG Doane on PPC. (1905-25) Est. \$8.00  
 499 PARKLAND, 1907, VG dplx on PPC. (91-54) Est. \$3.00  
 500 REGENTS PARK, 1909, G 4-bar on PPC. (1909-17) Est. \$12.  
 501 ROCKFORD, 1910, VG 4-bar on PPC (Merry Widow) Est. \$3.  
 502 SKYKOMISH, 1912, G+ 6-bar (non-standard) on PPC. E.\$3  
 503 TIMBER VALLEY, 1911, G+ Doane on PPC. (1905-19) E. \$10.  
 504 VANCOUVER/MILITARY BR., 1918, VG dplx on YMCA cvr/w ltr. enclosed. (1917-19) Est. \$12.00  
 505 WALLA WALLA, c.1865, weak, readable blue WELLS FARGO oval on franked U59 to Canyon City, OR. Est. \$50.00  
 506 WARD, 1908, G Doane on PPC. (1904-33) Est. \$6.00  
 507 WAUNA, 1909, VG 4-bar on PPC (Seining on Puget Sd.) E.\$3  
 508 WAWAWAI, 1914, G+ 4-bar on PPC. (85/67) Est. \$4.00  
 509 WHATCOM, 1890, G cds on cover. (1874-92) Est. \$8.00

**WEST VIRGINIA**

- 510 GUYANDOTTE, 1908, VG 4-bar on PPC. DPO. Est. \$4.00  
 511 LESAGE, 1909, G Doane on PPC. Est. \$2.50  
 512 OKONOKO, 1909, VG Doane on PPC. Est. \$5.00

**WISCONSIN**

- 513 ATTICA, 1912, VG 4-bar on PPC. DPO. Est. \$5.00  
 514 PLANETS, 1925, F 4-bar on PPC. DPO. Est. \$4.00  
 515 ROME, 1912, VG 4-bar on GPC. DPO. Est. \$5.00  
 516 STANDELVILLE, 1912, VG 4-bar on PPC. DPO. Est. \$5.00  
 517 TIMOTHY, 1921, VG 4-bar on PPC. DPO. Est. \$5.00  
 518 Lot of 4 POs on covers (WAUCOMA, OREGON, WATERLOO and NECEDAH (as b/s)), 1889-1901, G-VG strikes. Est. \$8.00  
 519 Lot of 4 POs on covers (WHITE WATER, KILBOURNE CITY, BELOIT & FOND DU LAC), 1864-82, VG-F strikes. Est. \$10.

**WYOMING**

- 520 BRIDGER, 1908, about G 4-bar ov'stk by OMAHA & OGDEN RPO. Also part'l MILLBURNE Doane. Est. \$12.00  
 521 CHEYENNE, 1882, VG duplex on GPC. Est. \$8.00  
 522 SUBLET, 1913, G 4-bar on cvr to Fort Bridger missing UL corner. (1908-33) Est. \$12.00  
 523 URIE, 1908, about G 4-bar as rec'd on PPC postmarked MORONI, UTAH. Scarce town (1907-16) Est. \$10.00

**POSSESSIONS**

- 524 ANCON/CANAL ZONE, 1913, VG machine on cvr w/#39. E.\$5.  
 525 CAMP JOSSMAN/ILILO/P.I., 1908, VG dplx on PPC. Est. \$6.

**RURAL FREE DELIVERY**

- 526 Bertrand (NE), c.1908, Tyl1F on PPC. Est. \$4.00  
 527 BOYLSTON CENTER, 1905, VG Ty2F as fwd. mark on PPC. E\$5  
 528 CAMBRIA, WIS., 1901, VG mag. Tyl on cover. Est. \$8.00  
 529 Cedar Bluffs (NE), c.1910, Tyl1F on PPC. Est. \$4.00  
 530 Colbert (WA), c.1909, Rt1, Tyl1F on PPC. Est. \$8.00  
 531 Gresham (OR), c.1910, Rt.3, Tyl1F on PPC. Est. \$8.00  
 532 Hartington (NE), c.1910, Tyl1F on PPC. Est. \$4.00  
 533 Lexington (OH), c.1915, Rt.2, Tyl1F on PPC. Est. \$3.  
 534 Lowville, (NY), c.1910, Rt2, Tyl1F on PPC. Est. \$3.00  
 535 Neenah (WI), c.1908, Rt.1, Tyl1F on PPC. Est. \$3.00  
 536 Pilger (NE), 1908, Rt.1, Tyl1E on PPC. Est. \$6.00  
 537 Pulaski (IN), 1910, Rt.1, Tyl1 on PPC. Est. \$6.00  
 538 Sabetha (KS), c.1910, Rt.4, Tyl1F on PPC. Est. \$4.00  
 539 Sherwood (OR), c.1908, Rt.4, Tyl1F on PPC. Est. \$8.00  
 540 Silverton (OR), c.1912, Rt.3, Tyl1F on PPC. Est. \$8.00  
 541 WEST POINT/IOWA, 1909, Rt.2, F Tyl on PPC. Est. \$8.00  
 542 Winside (NE), 1910, Ty 11C on PPC. Est. \$6.00  
 543 Winside (NE), c.1910, Tyl1F on PPC. Est. \$4.00

**RAILWAY POST OFFICES**

- 544 ABERDEEN & MILES CITY, 1919, G (871-K-1) on PPC. E.\$5.  
 545 ALBUQUERQUE & ASHFORK, 1909, G (964-D-1) on PPC. E.\$6  
 546 AMARILLO & ALBUQ., 1910, G (928-B-1) on PPC. Est. \$6.00  
 547 ASHFORK & PHOENIX, 1919, G (967-A-1?) on PPC. Est. \$10.  
 548 ASHLAND & GERBER, 1923, G (894-H-1) on PPC. Est. \$6.00  
 549 ATCHISON, KANS./U.DEPOT, 1907, G+ duplex on PPC. Est. \$4  
 550 AUGUSTA, GA./TRANSFER OFFICE, 1951, VG on phil.cvr. E\$3  
 551 BROADWAY & 7TH AVENUE RAILROAD CO, privately carried cover (no postage or markings) Est. \$5.00  
 552 CHICAGO/TRANSFER CLERK, 1948, VG mach. on Golden State phil. cvr. Est. \$2.00  
 553 DECATUR, ILL./TRANS CLK., 1910, VG dplx on PPC. Est. \$4.  
 554 DENISON & SAN ANT., 1948, VG on Texas Sp. phil cvr. E\$2



**RPOs (Cont)**

- 555 DENVER & GR. JUNCT., 1905, F (953-M-1) on PPC. Est. \$12.  
 556 DENVER & GRAND JUNCT., 1910, G+ (953-L-1) on PPC. E. \$6.  
 557 EL PASO & LOS ANG./W.D., 1937, VG (963-P-1) on PPC. E. \$4  
 558 GREELAY & DENVER, 1889, VG strike on 2-ct green entire.  
 (The controversial one w/relevant corres.) Est. \$25.00  
 559 KEOKUK & BLUFFS, 1909, VG (737-C-1) on PPC. E. \$4.00  
 560 LAJUNTA & ALBUQ., 1905, G (911-AI-2) on PPC. E. \$6.00  
 561 LOS ANG & SAN B'D'NO KITE, 1913, about G on PPC. E. \$10  
 562 LOS ANG. & SANTA BARB., 1909, G (980-E-2) on PPC. E. \$6.  
 563 McPHER. & ELDORADO, 1914, G (920-AA-1) on PPC. Est. \$10.  
 564 NASH & MEM, 1947, F dplx on phil. cvr. Est. \$2.00  
 565 NEVADA & WICHITA, 1912, VG (824-J-1) on PPC. Est. \$6.00  
 566 NILES & SAN JOSE, 1908, VG (992.9-A-1) on PPC. Est. \$8.  
 567 NORTHOME & MORRIS, 1907, VG (881.3-E-1) on cvr. E. \$25.  
 568 OMAHA, NEBR/MAIN OFFICE, 1940, G 4-bar on phil. cvr. E. \$2  
 569 OROVILLE & SPOKANE, 1919, VG (902.1-F-1) ties #E11 on  
 Special Delivery cover. Est. \$12.00  
 570 PAC. JCT. & DENV./T. RUN, 1906, G+ (933-P-1) on PPC. E. \$6.  
 571 PEORIA & MASON CITY, 1912, G (751-I-1) on PPC. E. \$3.  
 572 Pittsburgh, Fort Wayne & Chicago RR, 1858, BILL OF  
 LADING. Illus. woodcut of train & stmbot. Est. \$8.00  
 573 PORTLAND, OREG/TRANS. CLK., 1931, G dplx on illus. SP cvr. E. \$5  
 574 PORTLAND, OREG/TRANSFER OFFICE, 1940, VG dplx on PPC. E. \$4  
 575 PRESTON & S.L. CITY, 1908, about G (973.2-C-1) PPC. E. \$5  
 576 PROMONTORY, UTAH, 1934, VG 4-bar on illus. phil. cvr. E. \$3  
 577 RED BLUFF & SACRA., 1909, VG (982-M-1) on PPC. Est. \$6.  
 578 RENO & VIRGINIA CITY, 1910, VG (978-F-1) on PPC. E. \$12  
 579 SAC'TO. & SAN FRAN., 1909, VG (797-F-1) on PPC. E. \$4.00  
 580 SANFORD & LEESBURG, 19233, VG (387-H-1) on PPC. E. \$6  
 581 ST. JOHN & DEVILS LAKE, 1913, G (876.8-B-1) PPC Est. \$8.  
 582 ST. P. & HAVRE/1st DIV., 1914, VG (869-AD-?) Est. \$4.00  
 583 STREATOR & PEKIN, 1918, G (722-I-2) on PPC. Est. \$5.00  
 584 THE PANAMA CANAL/RPO, 1929, G dplx. on PPC. Est. \$6.  
 585 WILLETS & SAN FRAN., 1911, G (985-T-1) on PPC. E. \$8  
 586 WILLIAMS & LOS ANG., 1907, F (964-Q-2) on PPC. Est. \$6.

**TROLLEYS**

- 587 BOSTON/BOSTON CIRCUIT, 1903-07, 2 PPCs w G FLAGS. E. \$4.  
 588 CLEVELAND/CLEVELAND CIRCUIT RPO, 1908, VG FLAG on PPC. \$4  
 589 PHILADELPHIA & W. PHILADELPHIA, 1898, G (PH8-c) FLAG as  
 b/s on cover from England. Est. \$5.00  
 590 ST. LOUIS/SOUTH B'WAY, 1911, G (SL15-B) on cvr w/fancy cc  
 for Undertaking & Livery Co. Est. \$10.00

**SHIPS**

- 591 USS CALIFORNIA, 1912, VG 4-bar on PPC. Est. \$6.00  
 592 USS IDAHO/BR. NEW YORK, 1932, F dplx on cover. Est. \$6.  
 593 USS RALEIGH, 1915, about G red 4-bar on PPC. Est. \$5.00  
 594 USS STURTEVANT, 1940, BALBOA/C.Z, F 3-bar on PPC. E. \$5  
 595 USS TUSCALOOSA, 1939 MONTEVIDEO/URUGUAY, VG 3-bar on  
 cacheted cover. Est. \$4.00  
 596 USS WEST VIRGINIA, 1911, VG 4-bar on PPC. E. \$6.00

**FLIGHT COVERS**

- 597 SEATTLE, 1940, PAN AM Survey Flight (Alaska 254) E. \$4

**EXPOSITIONS**

- 598 NORFOLK/EXPOSITION STA., 1907, G+ on Souv. PPC (Jamestown  
 Tower) franked w/#328. Est. \$20.00  
 599 NORFOLK/EXPOSITION STA., 1907, VG on Souv. PPC (WV Bldg.)  
 franked with #328. Est. \$20.00

**MACHINE CANCELS**

- 600 BARTLESVILLE/IND. T, 1907, VG FLAG w/"1" as b/s on  
 cover. Cat. \$25. Est. \$5.00  
 601 BARTLESVILLE/IND. T, 1907, VG FLAG w/invert "A" as b/s on  
 cover. Cat. \$50. Est. \$10.00  
 602 BOSTON, lot of 4 diff FLAGS on GPC, 1898-1906, incl.  
 1 INVOLUTE and 2 OVATES. Good strikes, but cards have  
 some toning & water stains. Est. \$6.00  
 603 BRIDGEPORT, CONN., 1895, F AMERICAN on cover. Est. \$3.  
 604 CHICAGO, 1896, FLAG #32 "N", VG on cover. Est. \$3.00  
 605 CHICAGO, 1899, FLAG #36 "O", VG on cover. Est. \$3.00  
 606 FREMONT/NEBR., 1910, VG OVATE FLAG on PPC. Est. \$3.00  
 607 LONG BEACH/CAL., 1913, VG, PAN-PAC FLAG on PPC. Est. \$5  
 608 PHILADELPHIA/NAVY YARD STA., 1918, G+ FLAG on PPC. E. \$4  
 609 TOLEDO, O., 1898, VG BARRY w/oval pm on cover. Est. \$2.

**AUXILIARY MARKS**

- 610 D.L.O. May 17 1908 in purple w/GENERAL DELIVERY No. 3/  
 PITTSBURGH on PPC w/WASHINGTON DC FLAG pm. Est. \$5.00  
 611 FRAUDULENT/MAILING TO THIS ADDRESS/... & pointing hand  
 on 1941 cover pm. RICHMOND, VA. Est. \$6.00  
 612 RETURN TO SENDER/SERVICE SUSPENDED on 1948 Air Letter  
 Sheet to "Tel Aviv, Palestine" Est. \$10.00

- 613 UNCLAIMED & pointing hand from WALLACE, IDAHO on cover.  
 Also odd date-in-double oval. 1914 pms. Est. \$5.00  
 614 UNMAILABLE & HELD FOR POSTAGE in red st. lines on PPC  
 pm BROOKINGS/S. DAK., 1909. Glitter card. Est. \$8.00

**ADVERTISING COVERS**

- 615 OREGONIAN SPAN-AM WAR PATRIOTIC cover, pm PORTLAND  
 FLAG, 1898, uneven at right. Est. \$10.00

**MISCELLANY**

- 616 DENVER and RIO GRANDE EXPRESS frank on 2-ct green ent.  
 pm. KANSAS CITY, 1892, to Kansas City. Cover toned and  
 wrinkled, but an interesting piece. Est. \$35.00  
 617 EL PASO & SW RR, two schedules (1908 & 1909), both  
 faulty. Est. \$5.00  
 618 GOODYEAR'S RUBBER company rec'd mark in shape of rubber  
 grove, 1882, on cover pm NEW YORK. Est. \$5.00  
 619 Lot of 3 College Town pms on 3 PPCs., 1908, G (STATE  
 COLLEGE (PA); AGRICULTURAL COLLEGE (MI) & CHARLOTTESVILLE  
 (VA)) Est. \$3.00  
 620 MAP of St. Louis & S.F. RR lines, 1885, on reverse of a  
 BILL OF LADING for wagon covers to Lake Valley, NM. E. \$5  
 621 MASK FANCY CANCEL on GPC pm NEW YORK, 1875. E. \$8  
 621A MT. LOWE (Cal) P.E.R.R. Sched. & brochure. 1917. E. \$5.  
 622 NORTHERN PACIFIC RR publicity mag., "WONDERLAND", 1906,  
 well illus. w/pix & maps: Yellowstone, Columbia R.,  
 Alaska, etc. Intact, but fragile. 76 pages. Est. \$12.  
 623 OREGON STAGE CO. Way Bill, 1866, Marysville-Sacramento,  
 list 18 passengers incl. 3 "John China". VF Est. \$25.00  
 624 PERFIN C423 (Crane Co) tied on PPC by 1913 PORTLAND,  
 OREGON PANAMA-PACIFIC slogan. Est. \$4.00  
 625 Postmaster Account & Record Book, DILLON, MONT., 1916-18  
 Fine cond., detailed records of stamp sales, PO expenses,  
 etc. Nice artifact. Est. \$30.00  
 626 PUGET SOUND AUTO FERRY schedule, 1934. Est. \$3.00  
 627 PULLEN & CO'S/EXPRESS/VIA/N.Y. & H.R.R. unused eps. E. \$15  
 628 WX16 tied by WEST BEND/WIS machine on PPC. Est. \$6.00  
 629 WX26 tied by DODGE CITY/KANSAS flag on PPC. E. \$3.00  
 630 WX30 tied by A??TON/WIS (1922) machine on PPC. E. \$3.  
 631 WX6 tied by MILWAUKEE, WIS (1910) machine on PPC. E. \$6

**END OF SALE**

SEND LOTS FOR AUCTION NO. 11 BY JULY 20, 1986

**NOTICE**

WILL THE PARTY WHO SUBMITTED THE  
 FOLLOWING LOTS IN AUCTION NO. 9  
 PLEASE CONTACT LA POSTA: 197, 198,  
 205, 245, 249, 294, 295, 301, 319, 367, 388,  
 and 549. WE HAVE A CHECK FOR YOU.

**SUBSCRIBERS' AUCTION CONVENTIONS**

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



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

The following auction rules will be observed:

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

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

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

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

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

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

F (fine) - one of more letters may be light, but the postmark is clearly readable in its entirety;

G (good) - one or more letters are indistinct, but the postmark is a representative example;

P (poor) or "readable" - there is no doubt about the identity of the postmark, but it is not a great example.

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

#### ABBREVIATIONS COMMONLY USED:

PPC - picture post card

GPC - government postal card

cds - circular date stamp

dcds - double circular date stamp

sfc - stampless folded cover; no letter

sfl - stampless folded letter

dplx - duplex postmark & cancel

b/s - backstamp

rec'd - received marking

LDC - last day cover

#### PRICES REALIZED - SUBSCRIBERS' AUCTION NUMBER 9

101	4.50	150	3.00	201		251	4.00	301		351	2.00	401	7.50	451	2.50	501	4.00
102	2.00	151	3.00	202		252	8.50	302		352	2.50	402	10.00	452		502	17.00
103	9.50	152	2.00	203	4.00	253	11.00	303	24.00	353	4.00	403	3.00	453		503	2.00
104	8.50	153	9.50	204	2.50	254	5.00	304		354		404		454	2.00	504	16.00
105	4.50	154	3.00	205	3.00	255	4.50	305		355	2.50	405	3.00	455	4.00	505	4.50
106	4.50	155	3.00	206		256	3.00	306		356	3.50	406	9.00	456	2.00	506	11.00
107	6.50	156	16.00	207	2.50	257	13.00	307	2.00	357	11.00	407	18.00	457	2.00	507	2.00
108	12.00	157	13.00	208	3.00	258	4.00	308	19.00	358		408	2.50	458	3.00	508	8.50
109	11.00	158	2.00	209	9.50	259	13.00	309		359	6.50	409	8.00	459	11.00	509	3.50
110	3.50	159	2.00	210	2.50	260	6.00	310		360	5.50	410	8.00	460	2.00	510	
111	8.50	160	3.00	211	4.00	261	4.00	311	19.00	361	3.50	411	14.00	461	16.00	511	7.00
112	7.00	161	3.00	212	3.50	262	12.00	312	5.00	362	2.00	412		462	2.00	512	3.00
113	3.50	162	3.50	213	6.00	263	13.00	313		363	5.00	413	7.50	463	2.00	513	7.00
114	8.50	163	2.00	214	4.50	264	2.00	314	9.50	364	5.00	414	6.50	464	4.50	514	4.50
115	14.00	164	7.50	215	2.50	265	3.50	315		365	2.00	415		465		515	3.50
116	16.00	165	3.00	216	2.50	266	3.50	316	24.00	366	4.50	416	11.00	466	5.00	516	
117	2.00	166	3.00	217	3.00	267	2.00	317	2.00	367	2.00	417	9.00	467	9.00	517	11.00
118	6.50	167	2.50	218	2.00	268		318	3.00	368		418	2.00	468	44.00	518	34.00
119	3.50	168	5.50	219	3.00	269	18.00	319		369	11.00	419		469	4.50	519	2.50
120	2.50	169	7.50	220	6.00	270	14.00	320	3.00	370	5.00	420		470	11.00	520	4.50
121		170	5.50	221	7.00	271	2.00	321	2.00	371	3.00	421		471	3.00	521	
122	16.00	171	65.00	222	8.50	272	6.50	322		372	3.50	422	6.50	472		522	3.00
123	24.00	172	2.00	223	7.00	273	2.00	323	2.00	373	3.00	423	22.00	473	13.00	523	3.00
124	2.00	173		224	9.00	274	9.00	324		374	3.00	424		474	24.00	524	2.50
125	4.00	174	4.00	225	2.00	275	9.50	325		375	14.00	425		475	5.50	525	16.00
126	2.50	175		226	3.00	276	3.00	326		376		426	5.50	476		526	2.00
127	2.00	176	7.50	227	2.00	277	19.00	327	2.00	377	12.00	427	2.00	477		527	3.50
128	3.00	177		228	12.00	278	12.00	328		378	9.50	428	2.00	478	6.50	528	11.00
129	3.50	178	2.00	229	8.50	279		329	2.00	379	2.00	429	2.00	479	4.50	529	7.50
130	2.50	179	9.50	230	2.50	280	16.00	330		380	3.50	430	2.00	480	3.00	530	4.50
131	3.00	180	7.50	231	4.50	281		331	2.00	381	7.00	431	9.50	481		531	16.00
132	2.00	181	5.50	232	13.00	282	2.00	332	16.00	382		432	2.50	482		532	16.00
133	8.50	182		233	3.50	283	4.50	333	9.50	383		433	4.50	483		533	4.50
134	3.00	183		234	13.00	284	2.00	334	7.50	384	3.50	434	3.50	484		534	7.50
135	2.50	184		235		285		335	14.00	385		435	2.00	485	2.50	535	
136	3.50	185	8.50	236		286	2.00	336	7.00	386	4.00	436		486	2.00	536	4.00
137	7.50	186	4.50	237		287	12.00	337	3.00	387	2.50	437	2.00	487	44.00	537	3.00
138	15.00	187	11.00	238		288	13.00	338		388	13.00	438	4.50	488	2.00	538	2.50
139	5.50	188	5.00	239	4.50	289	8.50	339	8.50	389	7.50	439	2.00	489		539	2.00
140	7.50	189	13.00	240	3.00	290		340	4.00	390		440		490	8.00	540	3.50
141	2.00	190	2.50	241	6.50	291	10.00	341	3.00	391		441	4.50	491	2.00	541	3.00
141A	7.00	191	4.50	242	2.50	292	7.00	342	2.50	392	26.00	442	11.00	492		542	4.00
142	6.50	192	6.50	243	3.50	293	2.00	343	2.00	393	19.00	443	2.50	493	3.50	543	7.50
143	3.00	193	2.00	244	2.50	294		344	9.50	394	3.50	444	2.00	494	2.00	544	4.50
144	2.50	194	3.00	245	3.50	295		345	40.00	395	4.50	445	2.00	495	2.00	545	w/d
145	3.00	195		246	2.00	296		346	7.00	396	2.00	446	4.50	496	2.00	546	8.50
146		196		247	8.50	297		347	9.00	397	7.50	447	3.50	497	2.00	547	2.50
147	2.50	197	3.50	248	2.50	298		348	6.50	398	5.50	448	2.50	498	22.00	548	6.50
148	22.00	198	5.50	249	2.00	299	2.50	349	4.00	399	6.00	449	2.00	499	4.50	549	2.50
149	3.50	199	2.50	250	2.00	300		350	36.00	400	6.00	450	6.00	500		550	4.50



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## Advertising Information

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51 55	2 75	4 78	6 84	13 02
56 60	3 00	5 22	7 47	14 22
61 65	3 25	5 66	8 10	15 42
66 70	3 50	6 10	8 73	16 62
71 75	3 75	6 52	9 33	17 76
76 80	4 00	6 96	9 96	18 96
81 85	4 25	7 40	10 59	20 16
86 90	4 50	7 84	11 22	21 36
91 95	4 75	8 26	11 82	22 50
96 100	5 00	8 70	12 45	23 70
101 110	5 50	9 58	13 71	26 10
111 120	6 00	10 44	14 94	28 44
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#### AUCTIONS

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

#### WANTED: DPOs

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

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

OLD RAILROAD passes wanted for private collector. E. S. Peyton, P.O. Box 24816, Tempe, AZ 85282. Phone (602) 820-4322

#### FOR SALE: NAVAL

PRE-1920 NAVAL and military cancels, also listing California, Western, DPOs, RPOs. A long list for SASE. Tom Edison, Box 822, Oakland, CA 94604

#### WANTED: POSTCARDS

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

#### WANTED: NAVAL COVERS

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

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

#### WANTED: TOWNS

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

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

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

VIRGINIA COVERS wanted all pre-1900, especially stampless, Salem, Big Lick and Roanoke College advertising. Send description or photocopies. Russell Crow, Box 284, Salem, VA 24153

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

KANSAS CITY, MO and Kansas. Cancels, meter stamps, view cards, Hotel and Ad covers. All eras. N.C. Byers, 3029 Postwood Dr., San Jose, CA 95132

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

ST. GEORGE, VT and Talcott, VT. Top prices paid. Please send photocopy first. A. Beliveau, Box 458, Williston, VT 05495

19TH and 20TH century covers wanted from the following Massachusetts towns: Annisquam, Bayview, East Gloucester, Gloucester, Lanesville, Pigeon Cove, Riverdale, Rockport, Sandy Bay, West Gloucester, Globe Village, New England Village, Southbridge and Sturbridge. Send approvals or pictures. (APS) Frank Anderson, 15419 Skyline Dr., Dumfries VA 22026

LONG ISLAND covers wanted: Suffolk County colonial through modern; manuscripts, handstamps, town markings, usages, DPOs, RPOs, Long Island Railroad, Steamer Oregon. Daniel Knowles, 97-10 71st Ave., Forest Hills, NY 11375

#### 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

MAINE POSTMARKS on cover 1870-1880; or trade for Calif. covers. Peter F., P. O. Box 246, Tres Pinos, CA 95075

#### 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

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

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

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

BUYING — TRADING — selling post office dedication cover w/cachets. Have hundreds available. 50 cents each, no more, no less. Also have computer list of my collection and known P.O.s not in my collection, \$5.00 postpaid. Also collection of 250 different cities & towns Postal People covers, 95% with strips and plate strips. For best offer by Sept. 15th. Felix H. Dreifuss, 444 Oleander Way So., St. Petersburg, FL 33707-2112

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

### WANTED: LITERATURE

LA POSTA, back issues, Whole Nos. 1, 3 to 38, 40 to 57, 68, 69, 73, 79, 80, 81, 84. Donations needed for Western Philatelic Library, P. O. Box 2219, Sunnyvale, CA 94087

### 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 Marilyn Ave., Westbrook, ME 04092.

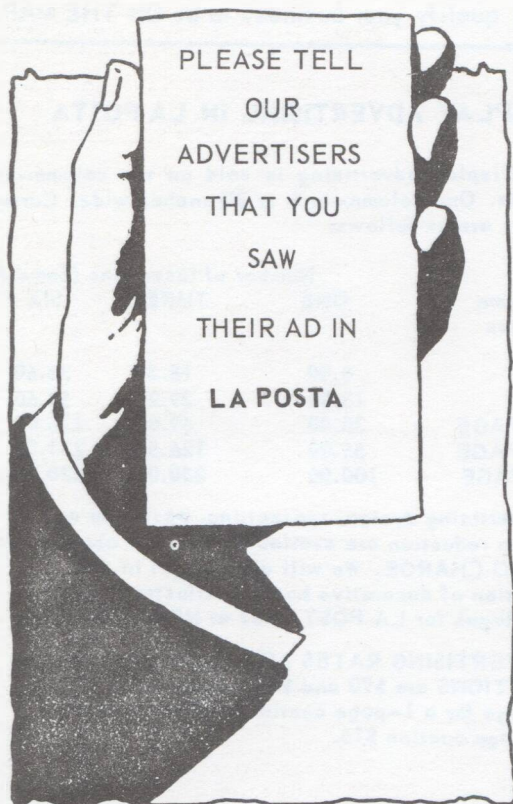
### WANTED: FOREIGN

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

NORTH CAROLINA Post Office Catalog — alphabetical listing of over 7600 post offices with county, date established, date discontinued, mail to, first postmaster, remarks. 229 pages. prong bound. Sample page on request. \$31.50 postpaid from: Phil Perkinson, Box 559, Norlina, NC 27563



## Charles Gillespie

P. O. BOX 13145, PORTLAND, OR 97213  
(503) 288-2743

### MAIL BID SALE

#### COLORADO

1. ASPEN, 1892, F cds on cover. Est. \$15.00
2. TRINIDAD/COLORADO, 1879, VF dcds on cvr. E.\$20.

#### GEORGIA

3. CAT CREEK, c.1878, mss on UX5. DPO. Est. \$10.

#### KANSAS

4. HAYS CITY, 1892, F cds on cover. DPO. Est. \$20.

#### IOWA

5. GARRISON, 1876, mss on cvr w/letter. Est. \$20.

#### MONTANA

6. SEDAN, 1892, F cds on cover. DPO. Est. \$15.00
7. VIRGINIA CITY, 1881, VG dcds on legal-size cover w/ cc of County Clerk. Est. \$25.00

#### NORTH DAKOTA

8. CASSECTON, 1889, F cds on GPC. Terr. Est. \$15.

#### OHIO

9. MIDWAY, c.1875, mss on cvr w/#158. DPO. Est.\$15

#### TENNESSEE

10. GLENCOE, 1875, mss. on cover. Est. \$15.00

#### UTAH

11. LEHI CITY, 1890, F cds on cover. Est. \$10.00

#### WASHINGTON

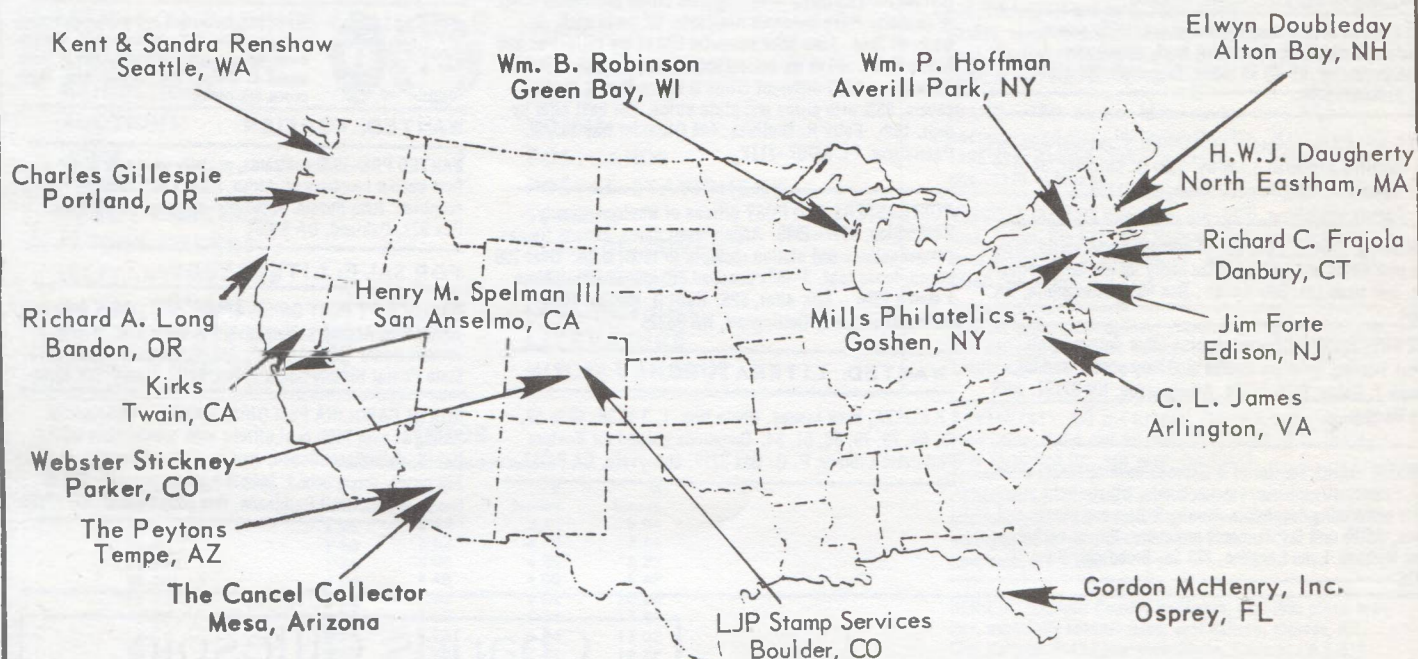
12. ELLENSBURG/WASH.TER., 1881, F blue dcds on cvr. Est. \$30.00
13. SEALAND, 1891, G-F cds on cover. DPO. Est. \$75.

BIDS CLOSE: JULY 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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H J W Daugherty	43
Elwyn Doubleday	60
Jim Forte	76
Richard Frajola, Inc.	COVER
Wm. P. Hoffman	4
C. L. James	4
Kirks	43
La Posta Backnumbers	60
LJP Stamp Services	67
Gordon McHenry, Inc.	23
Mills Philatelics	43
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Kent & Sandra Renshaw	26
Wm. B. Robinson	67
RUSTCO, Inc.	6
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Henry M. Spelman, III	76
Webster Stickney	76

### DISPLAY ADVERTISING IN LA POSTA

Display advertising is sold on the column-inch basis. One column-inch is 3 1/4 inches wide. Current rates are as follows:

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

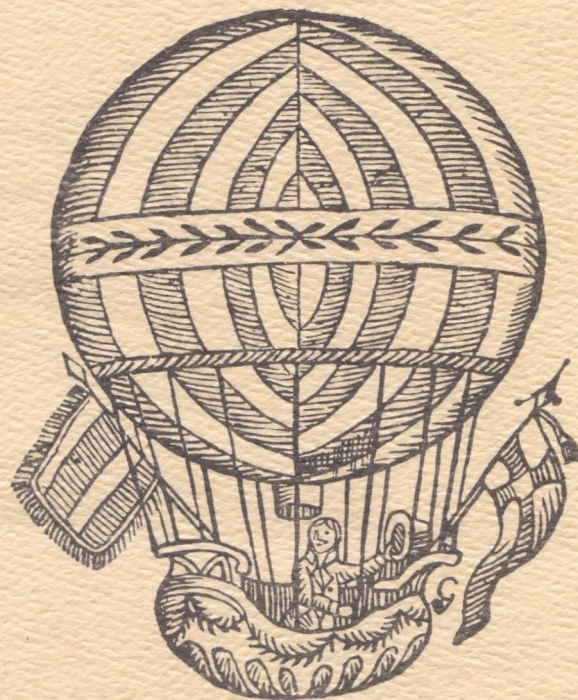
Advertising design, typesetting, paste-up and photo reduction are available under the above rates at NO CHARGE. We will also assist in the creation of decorative borders, illustrations and logos for LA POSTA ads at NO CHARGE.

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