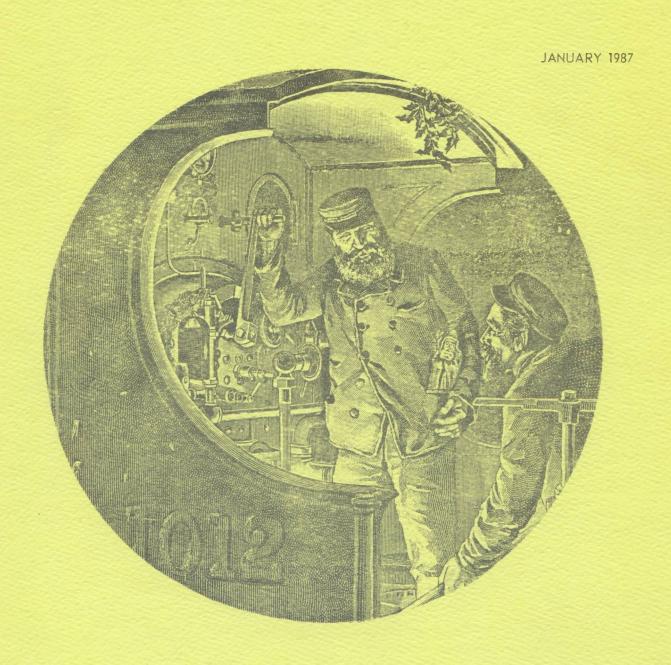
LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY



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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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PUBLISHER'S PAGE



Production of this issue of LA POSTA involved a procedure which represents a first for us. Although this issue doesn't look any different from the last, the way it came together -- at least in part -is very different. Simply put, Ted Gruber sent his latest Nevada Postmark Catalog article directly from the machine upon which he composed it in Las Vegas to my computer here in Oregon. Now, granted, that doesn't sound earth-shaking, but it illustrates the kind of information exchange which is certain to become more and more a part of our postal history hobby, and for that reason it is highly noteworthy.

The promotion of personal computers for home use has been with us for almost a decade, and some of us have taken the bait and made the purchase. Of those who bought a "PC", many were disappointed. After several hours of playing electronic games, or balancing checkbooks and bank accounts, the novelty began to wear thin, and after several months of sitting on a shelf some PCs found their way back into a box and into a closet. Other new owners used their PCs as word-processors. They invested the time and money required to master one of the commercial software programs which allows a PC to act as an electronic typewriter. Some liked others found their old typewriter to be more reliable and less intimidating.

Not all people who bought a PC were disillusioned. Some became convinced that the computer could really become a useful tool, if only one could get the hang of it. This is particularly true for people who bought PCs with the hope that they could be used effectively in stamps and postal history. Articles began appearing in LINN'S, STAMP COLLECTOR, and elsewhere

touting the use of PCs for laying out album pages, maintaining filing systems of collections, and even buying and selling stamps through new electronic bulletin boards. At least one society, devoted to the use of computers in philately, has formed, and one of the most popular tables at AMERIPEX last summer was the one concerned with the use of home computers in the hobby. There is just something about computers and postal history that says. "these two things ought to go together."

I confess to belonging -- at least in spirit -- to this latter group of PC owners. Since buying my first Radio Shack Model I back in 1979, I've been convinced that the darned thing really ought to be useful in my hobby. I tried filing systems, page layouts, and used it to write articles. I even used it to keep track of Alaskan postmark updates to make it easier to publish the second and third edition of POSTMARKS OF TERRITORIAL ALASKA. Over the years, which have also seen purchases of a second and third PC, I've become absolutely convinced of the value of a PC in business activities. It would absolutely impossible for me to do the tasks required to put together an issue of LA POSTA without a PC. The articles, the auctions, the subscriber list, and even the mailing labels would become gigantic projects without being able to use files which can be easily updated with a few key strokes.

Note, please, that I said business activities. I have not yet become convinced that a PC is critically useful in my postal history hobby activities, and that brings me back to the procedure used in assembling this issue of LA POSTA. One of the foundations of postal history, as I see it, is information exchange. Lists of post office operating dates, types of postmarks, postal rate information, types of auxiliary markings, and so forth are absolutely essential if we are to make sense of the items in our collections. Normally, we acquire this information by buying books, subscribing to journals, and exchanging letters with fellow collectors. While I do not see these tried and true methods becoming obsolete in the near future, it is quite likely that they will soon be augmented by electronic information exchange.

For example, one day next year I might happen on a fortunate find of post cards bearing postmarks of discontinued South Carolina offices. Wishing to learn more about the offices represented, but knowing there is no published listing of South Carolina post offices, I telephone Bob Stets. Bob says, "Oh yes, I've just completed a listing for the counties in which those offices were located. Would you like a copy of the lists?" Telling Bob I would be delighted to have a copy, I hang up the phone. Bob then dials a local number for a nationwide information network and "uploads" his county lists with a notation "addressing" them to me. I wait until enough time has passed for Bob to make the transfer, and then dial my local number for the same network. I search through any "mail" I might have to find Bob's lists, and then instruct my computer to "download" the file. If I wish, I can print out a copy of the lists on my machine. The whole procedure might take one-half hour from the time I call Bob to the time I have a printed copy of his list.

Science fiction, a fantasy future? No, its all possible right now -- provided I had the post cards and Bob had the lists. The cost of such an exchange, provided both parties have a computer and a modem (a device which enables interconnection by use of the telephone), is quite modest. There are now several nationwide information networks which function pretty much as I've suggested, and they charge on an hourly basis once a modest fee is paid to subscribe.

If this sounds irresistible to you, and you are tempted to drop your LA POSTA

right now to run out any buy a system, I urge you to resist. There is a drawback, and it is this. While electronic information exchange is entirely possible and, I think, practical right now, the fact is that there are not many postal historians who are equipped to link up at the moment. The initial cost of equipment is not insignificant, and taking the time to learn its capabilities, demands and possibilities has prohibited many from traveling this road. My advise, if you are intriqued, is to proceed slowly. If you have a PC, investigate modems and networks available in your area. A local PC users group is a good place to start if you don't know where to ask questions. If you don't already have a PC, but are thinking of buying one, you need to read, read, read. You will find almost as many opinions as people you ask, and the only sure way to proceed is to learn all you can about what you want to do and what you want the machine to do for you before you buy. If all else fails, give me a call. I'll be happy to put in my 2-cents. Richard W. Helbock

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DESCRIPTION OF WHAT YOU WOULD
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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 raised.

IDAHO POSTAL HISTORY PROJECT ANNOUNCED

Lynn Langdon, 223 S. Broadway, Buhl, ID 83316 has informed us that he is about to begin work on a comprehensive study of Idaho post offices and postmarks. Lynn is most anxious to hear from anyone who can assist in the research by providing lists of postmarks in their collections, photocopies of same, and other details which could help the project go forward. He can be reached at the above listed address, and will be happy to reimburse any costs for photocopying.

HENRY BEECHER COMMENTS ON LA POSTA #101

I was absentminded in stating (p.5) that indemnity for loss of registered articles began in the US in 1902; it was 1898. (There was an increase in 1902.)

In his article on auxiliary markings (pp.11-13), Randy Stehle errs in citing POSTAL LAWS & REGULATIONS without specifying the edition. The year is needed because: 1) the same regulations may appear in different editions with different section numbers, and 2) regulations on the same subject may change from one edition to another. To his list of four ways of defacing uncanceled stamps at destination post offices, a fifth may be Starting about May 1962, a "dauber" has been supplied for use at distribution cases. It is an ink-impregnated device fastened to the case, and when a mail piece is pressed against it, it imprints parallel straight lines (originally five, nearly three inches long).

As to "Down the Line" markings applied by rural route (and also Star/Highway Contract route) carriers, it should be mentioned that this cancellation was also required to be a postmark with date and identification of the carrier and post office to which attached. No doubt the rule was not always obeyed.

Not mentioned is the regulation, in force for many years, requiring a destination post office to cancel stamps missed at the origin office with its postmark -- the only permissible use of a postmark as a cancellation since 1860. I first noticed this in POSTAL BULLETIN 450 (1881), but am not sure whether it was a new order or just a reminder. I do not know how long it lasted, but the 1931 POSTAL GUIDE, citing the 1924 PL&R Art. 524, noted that a report of such cases was to be made on Form 3039 to the office of the Third Assistant Postmaster Generral, attaching the cover if possible.

In the Fig.3 example, "Not Mailed.." does not really cancel the stamp, and I believe it was not intended to do so; that was left for the Middletown postmaster to do with his postmark -- and he was as delinquent as the origin clerk. In the Fig. 4 case, I suggest "cancelled" (not the spelling prescribed by the POD) was used, as is commonly done by both the postal service and collectors, to mean "postmarked (and canceled)". I believe the rubber stamp was "homemade" by excising "SEALED AT" from a standard stamp and inserting individual rubber types. Notice that "cancelled" is not in the same typeface as the second line. The card was unmailable because not prepaid; but being nevertheless dispatched, it was subject to postage due at double the prepaid rate (2-cents whether for a post card or third-class printed matter not over 2 oz.) Thus there was delinquency at Los Angeles as well as the origin post office. The postage due stamp should have been canceled, but no cancellation is visible in the illustration. quess that the card was in a quantity metered mailing, and two cards stuck together going through the postage meter. It might have been part of a bulk thirdclass mailing, for which the metered postage would have been 1-cent, with the bulk rate endorsement applied by a meter slug; but on a piece received without postage, the regular third-class would apply.

I do not see how reports of failure to cancel stamps could affect the salary of a fourth-class postmaster. Could the POD legitimately presume that he had included the uncanceled stamps in the quan-

tity he reported having canceled?

I have a few quibbles with Lynn Langdon's article (pp.17-24) on postage due stamp usage. The Fig. 2 cover was "forwarded three times" only if "forwarded" is used as it was during the 19th century, to mean "dispatched." In modern usage it was forwarded (re-forwarded in some early terminology) only twice. It was marked "Fwd 3" and "FORWARDED" and "DUE 3" by the forwarding post office, and stamped "DUE 6" (twice) plus an addition line and manuscript "6" by the delivering office. I am sure there was no doubt that 6-cents was due from the addressee.

On the Fig.4 cover, I would not say that the due stamp was used in pre-payment, but that it was affixed when postage was collected on delivery. Note that Art. 2 of the 1879 "Instructions" (Fig. 5) says due stamps are to be used only on "overweight drop or local letters, upon which one full rate has been prepaid". This seems contradictory to the third paragraph of the circular letter (Fig. 4), which says they "are intended exclusively for the collection of postage due on matter arriving at destination through the mails": local letters do not arrive through the mails. On the other hand, Art. 3 of "Instructions" would seem to require their use on wholly unpaid drop letters: "Postage-due stamps should be affixed upon the delivery of all matter upon which there is a charge..." Oddly, the 1879 PL&R (effective 1 Oct.) yields no clarification. It instructs that drop letters which cannot be returned to the sender may be delivered to the addressee upon payment of the postage due, but is without a clue as to whether that prepayment is to be evidenced by regular stamps or postage due stamps. It does not even say whether postage on drop letters prepaid less than one full rate is due at a single or double rate. A ruling published in the Jan. 1880 POSTAL GUIDE (and perhaps earlier) specified that it was at the single rate.

The "DUE/3/CTS." handstamp on the Fig.6 cover is quite proper. The origin post office has always been required to mark shortpaid domestic matter with the amount due.

There was no provision for collecting postage due from the recipient of the Fig.7 cover. Per the US-Hawaiian postal convention, letter postage of 6-cents per 1/2 oz. had to be fully prepaid; otherwise. letters were sent to the Dead Letter Office in Washington. (The "HELD FOR POSTAGE" stamp was not properly applied to international mail.) Mailed a month and a half later, such a letter prepaid one 5-cent rate would have gone through for collection of 10-cents on delivery, as Hawaii became a member on 1 Jan. 1882 of the Universal Postal Union, whose rules permitted dispatch of even wholly unpaid letters. Here is a little light on the endorsement indicating that the deficit postage was paid by the San Francisco assistant postmaster. POSTAL BULLETIN 690 (10 June 1882) ordered discontinuance of the practice of a postmaster selecting some unpaid letters and affixing stamps and stamping on, or attaching to, the envelope a notice that the stamp was affixed by the postmaster, or of enclosing it in a penalty envelope. In the Jan. 1884 POSTAL GUIDE, p.553, is Ruling #1053, which says that several years ago the Department tried the experiment at several larger post offices of allowing associations or individuals to pay postage on unpaid letters; it was found unsatisfactory, as sometimes when the postage was not refunded to the paying parties, they sent duns, or they used inscriptions asking for return of the postage they added, etc. I assume that if the recipient of this letter did not repay Mr. Dougherty (by enclosing 6 cents in US coin in an envelope bearing 6-cents Hawaiian postage), the letter was out of pocket; surely U.S. government funds could not be used to reimburse him.

I would say that there is a question about the Fig.8 cover. Indianapolis should have marked it "Due 3", and the destination post office should have "canceled in the customary way" the postage due stamp, rather than using the "HELD FOR POSTAGE" handstamp, meaningless in this context.

There is no reason to think the Fig. 9 cover was missent by the post office. It was forwarded from Shippensburg to Chambersburg for a 3-cent charge, then

back to Shippensburg for another 3-cent charge; so 6-cents was due on delivery, as shown in the manuscript "6" under the addition line.

I assume that Langdon's remarks about the end of postage due stamps are based on publication in the philatelic press of the Philatelic Release of early August, which does not have official status and which was evidently premature. The official directive appeared in POSTAL BULLETIN 21587 (2 Oct. 1986). It ordered discontinuance of the use of due stamps, effective immediately. On window delivery of postage due matter, the amount due is to be collected, then postage stamps or meter strip affixed to the mail piece and postage stamps canceled. In the case of Business Reply or Postage Due advance deposit accounts, postage stamps, meter strips, or Form 3582-C, "Postage Due Invoice", are to be used as appropriate. Delivery of postage due matter by city, rural, or star route carriers will continue as it has been since 1981: no stamps are affixed to the mail piece for the postage due. It is consigned to carriers on Form 3584, "Postage Due Log", which form is also used to clear carriers of responsibility for the collection.

For a number of years it has been permissible to use regular postage stamps in lieu of postage due stamps when the latter were out of stock; and such usage sometimes occurred even before it was authorized. Post offices having postage meters have long used them to print postage due stamps, by using a "POSTAGE DUE" slug in the meter die on a meter assigned exclusively to postage due use. Langdon refers to such indicia, but unfortunately Fig.10 illustrates not it, but a regular postage die. The postage due meter stamp

is illustrated here:



Presumably these meter stamps became obsolete on 2 October 1986.

If indeed Mr. Langdon's local postmaster delivers postage due wholly unpaid letters reaching his office, I feel sure he is disobeying regulations. I am aware of no change since 17 Nov. 1974, when it was ruled that First-Class Mail bearing no postage was to be returned for postage to the sender by the origin post office OR the destination post office; or sent to the sender by the origin post office OR the destination post office; or sent to a Dead Letter Branch if there was no return address (or if the return and destination addresses were the same. (See MANUAL, current DOMESTIC MAIL Article 146.121.) If ANY postage is prepaid, the piece is sent postage due.

* *

ILLUSTRATIONS OF EARLY ILLINOIS AND MISSOURI COVERS MADE AVAILABLE

Ken Schoolmeester has forwarded to LA POSTA some photocopies of early stampless covers from both Illinois and Missouri, which were discovered by a friend of his recently. Persons who might be interested in obtaining copies of these covers are requested to write LA POSTA. A stamped, self-addressed envelope would be appreciated.

* *

CARRYING MAIL BY SKIS?

Professor E. John B. Allen, Dept. of History, Plymouth State College, Plymouth NH 03264 is researching a book on the history of American skiing, and has solicited our help in his project. If anyone has information on the subject of carrying mail by skis, or snowshoes, please contact Professor Allen.

* *

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BOOK REVIEWS



POSTAL MARKINGS OF UNITED STATES EXPOSITIONS By William J. Bomar. Published by David G. Phillips Pub. Co., Inc., P.O. Box 611388, North Miami, FL 33161. 210 pp. Softbound \$25.00 and Hardbound (limited edition) \$35.00, both ppd. in USA.

This is one of those books which is quite likely to inspire collectors to become involved in the field of Exposition postal history. Author Bomar and his contributors -- including a masterful job on Pan Pacific Publicity Slogan Cancels by Bob Payne -- present us with a compact, well-organized, copiously illustrated handbook, which will go far in making us all aware of the richness of the field. Each marking is identified, illustrated, and valued. Helpful notes explain the differences between markings which appear similar. The values assigned appear to be reasonable, although this reviewer is not familiar enough with the market for Exposition material to be confident in this matter. Undoubtedly, they will provide a good measure of relative values for the various markings. In addition to postal markings, Bomar considers related items such as illustrated covers, post cards, and even tickets associated with the various expositions. There is a marvelous table at the beginning of the book which gives "Exposition Vital Statistics" for each event from the 1853 New York Crystal Palace to the 1984 New Orleans World's Fair. These events mark the scope of this book, and the pages between are filled with fascinating details. This book is highly recommended.

CONFEDERATE STATES OF AMERICA PHILATELIC SUBJECT INDEX AND BIBLIOGRAPHY 1862-1984 By Richard H. Byne. Published by Leonard H. Hartmann, Box 36006, Louisville, KY 40233. 352pp Hardbound. \$45.00 ppd.

Author Byne and Publisher Hartmann have collaborated to produce a beautiful reference volume for students of the postal history and philately of the Confederacy. Arranged in two parts, the book contains a 138-page Index of over 20.000 references grouped according to subject, and 160-page Bibliography with over 5,700 books, articles, and related publications alphabetically by author.

The overall impression of the text is one of careful attention to detail combined with a keen organizational ability. Author Byne is to be congratulated on his diligence and care. There can be no doubt that this effort will serve well the many followers of Confederate postal history, and should represent a model for those who would assemble similar references for other fields of postal history.

Publisher Hartmann has produced another exquisite library book. Bound in gray buckram with gold stamping, the text has been printed on enamelled paper of 8 x 10.5-inch page size. As is fitting for a reference of this magnitude, the book has been produced in such a way that it should last a lifetime.

By nature of its content, this book is likely to appeal most to those who are either deeply involved in the study of Confederate philately and postal history, or are building important philatelic libraries covering a variety of subjects. This is a very scholarly production, and that fact is both a strength and a weakness when it comes to recommending its purchase. For the right person, Byne has authored a book which could be the most important work on the shelf, but for average postal historian, with only a passing interest in the Confederacy and a limited budget for books, this book can not be recommended as a necessity.

RWH

RWH

MACHINE CANCELLATION COLLECTING --WHERE ARE WE AND WHERE ARE WE GOING?

By Richard E. Small

I have been interested in machine cancels for some time now, and, in my opinion, the MACHINE CANCEL FORUM is the single most comprehensive reference on this subject I have found. There are a great many articles, monographs, checklists, and books dealing with the subject of machine cancels, but many of them are out-dated and/or out of print.

Some time ago I began a project which will eventually lead to a city by city, nationwide listing of machine cancel use, along with the dates of use for

each type

of cancel-in each city. Naturally, in order to compile such a list, it was necessary to learn to identify each type of machine cancel according to the manufacturer of the machine which made the impression. I conducted a search of the literature on machine cancels, and the results of that search are presented below. In effect, the listing which follows represents a summary of what we know (at least, what has been published), and identifies areas where published information is lacking.

The listing is arranged alphabetically according to manufacturer of the machine cancel. The letter/number before each reference is the code I use to refer to in the city by city checklist I have compiled. The letters "MCF" refer to the

MACHINE CANCEL FORUM.

I. MACHINE SPECIFIC REFERENCES

AM. AMERICAN POSTAL MACHINES, Boston, MA

AM1. STANDARD FLAG CANCEL ENCYCLOPEDIA by Frederick Langford, published by the author. This is the most comprehensive and detailed of all machine cancel references, and is the best model to use for future works. It has served as an inspiration to me, and was the initial encouragement I needed to begin compiling data on machine cancels. The book covers all Flag-type cancels, the American 6-bar machine, and Flag cancels of other machines.

AM2. AMERICAN MACHINE CANCELS by Reg Morris, published by the author. A comprehensive study of the American Machine bar-type cancels from 1884 to 1898.

AM3. "American Service Marks," MCF, pp. 664-682.



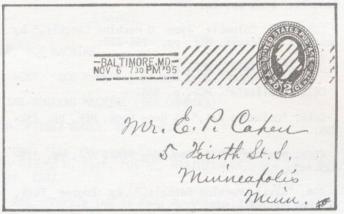
BA. BARRY CANCELLING MACHINE, Syracuse, NY

BA1. BARRY MACHINE CANCELS by Eugene M. Funk and Arthur H. Bond, published by the U.S. Cancellation Club. Now out of print.

BA2. "Supplement, Barry Machine Cancels," U.S. CANCELLATION NEWS, pp. 54, 55, and 62-64.

BAB. "Barry Cancels of Buffalo, NY", MCF, 1707.

BAC. "Barry Cancels of Cleveland, Ohio", MCF, 1559.



Barry

BF. BARR-FYKE MACHINE CO., Kansas City, MO

BF1. BARR-FYKE MACHINE CANCELS by Arthur H. Bond, published by U.S. Cancellation Club. Now out of print.

BF2. STANDARD FLAG CANCEL ENCYCLOPEDIA by Fredderick Langford, pub. by author. Page 76 illustrates and lists the Barr-Fyke "Tassel" Flag cancels.

CO. COLUMBIA AND IELFIELD CANCELLATIONS

CO1. "Columbia Type 1 and 2 Machines," by Eugene Funk, MCF, pp. 620-621.

CO2. "Columbia Machines, a New Type System," by Gene Funk. Although a complete and organized approach to machine cancels, I feel the original "Pike" designations are too well known by collectors to be replaced by Funk's system. In addition, they are easily remembered and only the Type "R" requires additional work. Therefore this article is listed as a reference only.

CO3. "An Updating of the Columbia M, O, and P lists with the addition of the Columbia K-7," MCF, pp. 1307-1320.



Columbia

CO4. "Columbia and Ielfield Cancels after 1930," MCF, 1238.

CO5. "Columbia and Ielfield Cancels," by Gene Funk, MCF, p. 1738.

CO6. "Columbia Wavy Line Update" by Gene Funk, MCF, p. 1746.

COE. "Columbia Exposition & Aerial Route Station Cancels," MCF, pp. 701-702.

COG. "The Columbia Type G Machine Cancels," by George I. Stickels, MCF, pp. 295-299.

COII. "Ielfield", MCF, p. 68.

COI2. "Ielfield", MCF, p. 365.

COK6. "Columbia K-6," by Gene Funk, MCF, pp. 252-256.

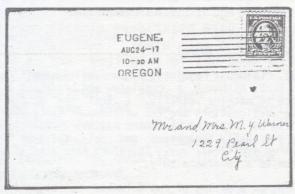
COK8. "Columbia K-8," by Gene Funk, MCF, pp. 329-339.

CON. "Naval Machine Cancels," by Eugene Funk, MCF, pp. 410-411.

COS. "Columbia Slogan and Service Marks," MCF, p. 280.

COW. "Usages of Columbia Wavy Line Machine Cancels," by Gene Funk, MCF, pp. 695-700.

COWa. "Usage of Columbia Wavy-Line Machine Cancels, Supplementary List No. 1," by Gene Funk, MCF, p. 882.



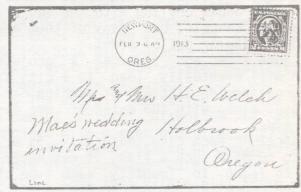
Columbia

CU. CUMMINS AND TIME-MARKING MACHINE, Chicago, IL

CU1. "The Time-Marking Machine Co. and the B.F. Cummins Co.," by Geschwinder, Morris and Koontz, published by the Machine Cancel Forum and in the MCF, pp. 1151-1166.

CU2. "Catalog of Time-Marking and Cummins Machine Cancels," by William F. Rapp, published by J-B Pub. Co., and also in POSTAL HISTORY-USA, Sep-Dec, 1978.

CU3. "Catalog of Time Marking and Cummins Machine Cancels, Supplement I," by William F. Rapp, POSTAL HISTORY-USA, Sep-Dec, 1979.



Cummins-Time

DB. DIAGRAPHIC-BRADLEY FLATS CANCELLER

DB1. "Diagraphic-Bradley Machine," MCF, p.354.

DB2. MCF, p. 703.



Doremus

DO. DOREMUS MACHINE

DO1. STANDARD ENCYCLOPEDIA OF DOREMUS MACHINE CANCELS by Frederick Langford. Now out of print but the author is currently working on an update.

DO2. "Doremus Update," MCF, p.204.

ET. ETHRIDGE MACHINE

ET1. "F.N. Ethridge" by John W. Koontz, MCF, p.478.

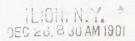
ET2. THE POSTAL HISTORIANS HANDBOOK, "Groth-Constantine and Ethridge Machines," by K.F. and V.M. Olson.

GC. GROTH-CONSTANTINE MACHINE

GC1. THE POSTAL HISTORIANS HANDBOOK, "Groth-Constantine and Ethridge Machines," by K.F. and V.M. Olson.

GV. GOVINS FLATS CANCELLER

GV1. MCF, p. 537.





Hampden

HA. HAMPDEN MACHINE

HA1. "Hampden Machine Cancels," by Arthur H. Bond, U.S. CANCELLATIONS, March 1970, p. 14.

IELFIELD MACHINE (See COLUMBIA).

IN. INTERNATIONAL MACHINE, Silver Creek, NY

IN1. INTERNATIONAL MACHINE CANCELLATIONS 1888 TO 1910, by Arthur H. Bond, published by the U.S. Cancellation Club.

IN2. "International L and S Machines after 1910," MCF, p. 1723.

INB. "International, Buffalo, NY," MCF, p. 1044.

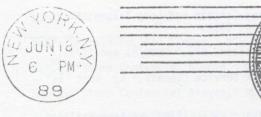
INH. "International HD-1, HD-2 and HD-3 Machine Cancels," by Eugene M. Funk, MCF, pp. 463-468.

INHa. "International HD-1, HD-2 and HD-3 Machine Cancels not Included in listing, Machine Cancel Forum, June 1978," by Eugene Funk, MCF, pp. 596-598

INHb. "International HD Machine Cancellations - Dial Type Chart #1," by Keith Nelson.

INHc. "International HD Machine Cancellations - Killer Type Chart #1," by Keith Nelson.

INL. "The International Model L Machine Cancel,"



International

by Eugene M. Funk, MCF, pp. 85-86.

INN. "A Compilation of Naval Machine Cancels," by Eugene M. Funk, MCF, pp. 533-544.

IT. INTELEX MACHINE, West Berlin, Germany

IT1. "Intelex Cancels," by Eugene M. Funk, MCF, p. 79.

KR. KIRK-RUDY

KR1. "Kirk-Rudy Machine," by Theodore W. Bozarth, MCF, p. 1025.

LE. LEVITT MACHINE, Boston, MA.

LE1. DESCRIPTIVE CATALOG OF THE LEVITT CANCELLA-TIONS. by Frank B. Stratton, published by the U.S. Stationary Society.



Leavitt

NC. NCR MACHINE

NCNY. "NCR Machines of New York," MCF, p. 1222.

TIME-MARKING MACHINE (See CUMMINS)

PB. PITNEY-BOWES, Stanford, CT.

PB1. "The Straight-Line Mark II Machine Cancel," by Eugene M. Funk, POSTAL HISTORY-USA, Dec 1980 & Mar. 1982.

PB2. "Purple Ink to Fade Away into History," by Elaine Durnin Boughner, LINN'S.

PB3. "Pitney-Bowes," MCF, p. 82.

PB4. "Pitney-Bowes," MCF, p. 112.

PB5. "Pitney-Bowes," MCF, p. 130.

PB6. "Pitney-Bowes Mark II," LINN'S 2/17/77.

PB7. "Pitney-Bowes Mark II," MCF, p. 258.

PB8. "Pitney-Bowes," MCF, p. 307.

PB9. "Pitney-Bowes Mark II Straight Line Machine" MCF, p. 1564.

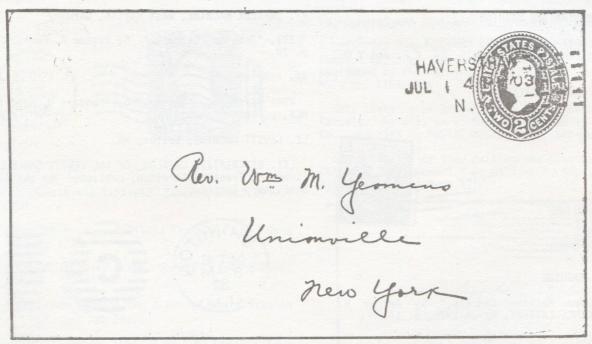
PB10. "Pitney-Bowes Mark II Cancels," PHU3/82.

PN. PNEUMATIC MACHINE, Kansas City, KS.

PN1. PNEUMATIC MACHINE CANCELS, by Arthur H. Bond, published by the U.S. Cancellation Club.

PN2. "Pneumatic," MCF, p. 189.

PN3. MCF, p. 472.



Perfection

PR. PERFECTION MACHINE

PR1. "Perfection Machine Mechanical Handstamps," by Maurice Grossman, MCF, pp. 583 and 1277-1281.

UN. UNIVERSAL MACHINE, New York, NY.

UN1. "Universal Machine Cancels," by John Koontz, MCF. Coverage to 1910.

UN2. "Universal Model K Machine Naval Cancels," by Eugene M. Funk, MCF, p. 476.

In addition there are articles on experimental machines and machines used in specific states, cities and other countries.



II. STATE SPECIFIC REFERENCES

CA1. "List of California Post Offices Using Cancelling Machines (1953)," by William P. Barlow.

COGL. "Greeley, CO.," MCF, p. 518.

CT1. THE CANCELLATIONS OF WATERBURY, CONNECTICUT, 1865-1890 By M. Hahn.

CT2. THE WATERBURY CANCELLATIONS, 1865-1890, by Paul C. Rohloff.

MAB1. BOSTON POSTMARKS TO 1890, by Maurice C. Blake.

MAB2. MACHINE COMMATS OF BOSTON, MASS., 1876-1886 by F.G. Floyd.

MAB3. "Boston Machine Cancels," by K.H. Smith, published in the CYCLOPEDIA OF U.S. POSTMARKS AND POSTAL HISTORY by Delf Norona.

MDC. "Columbia, MD," PHU3/79.

NE1. "Postoffice Changes from NB to NE," by Bill Rapp, MCF, pp. 1034-1035.

NE2. "Nebraska Machine Cancels with State Abbreviation "NB" Altered to "NE"," by Eugene Funk, POST-AL HISTORY-USA, Sept. 1980.

NV1. "Some Nevada Machine Cancels," by Bob Summerell.

NYB. "Buffalo, NY.," MCF, p. 47.

NYF. "Fulton, NY.," MCF, p. 1065.

NYLI1. "Machine Cancels of Long Island, NY.," by Gene Funk, MCF, p. 1551.

NYLI2. "Long Island, NY.," PHU9/81 and 12/81.

NYSC. "New York Service Cancels," by Bart Billings.

OH. OHIO MACHINE CANCELLATIONS by Bart Billings.

OHC1. "Cincinnati, Ohio Postmarks," by K.H. Smith published in the CYCLOPEDIA OF U.S. POSTMARKS AND POSTAL HISTORY by Delf Norona.

OHC2. "Cincinnati, Ohio," MCF, p. 53.



Barry

III. GENERAL REFERENCES

Al. "Air Mail," MCF, p. 563.

A2. "Air Mail Field Cancels," by Gene Funk, MCF, pp. 592-593.

F1. "Flag Cancel Update," FCN2/85.

ID. "Introduction to the Identification of Machine Cancels," by W.F. Rapp, TM-8/83.

L. U.S. POSTAL SLOGAN CANCEL CATALOG By Moe Luff.

M1. "APO Machine Cancels, World War II," MCF, pp. 388-390.

M2. "APO and AMT Cancels," MCF, p. 505.

M3. "Cancels Used At Army & Navy Installations, World War II," by Eugene Funk, MCF, p. 511.

M5. "Naval," MCF, p. 533.

M6. "Machine Cancels, World War I," by Eugene M. Funk, MCF, pp. 574-576.

M7. "Naval Installations, U.S. & Abroad," by Gene Funk, MCF, p. 585.

M8. "Army-Navy Installations Since WW II," by Gene Funk, MCF, p. 601.

M9. "Navy," MCF, p. 1190.

MHF. "Mail Handling Facilities," PHU3-6/81.

SLAM. "Air Mail Slogan," MCF, p. 913.

SLAMF. "Air Mail Slogan," MCF, p. 1247.

SLPP. "Panama-Pacific Slogan," MCF, p. 761.

SLSC1. "Stamp Centennial Slogan," MCF, p. 818.

SLSC2. "Stamp Centennial Slogan," MCF, p. 953.

SLSC3. "Stamp Collecting Slogan," OBL7/85.

T. 20TH CENTURY U.S. FANCY CANCELLATIONS by F.W. Loso and DeWindt.

U. U.S. MACHINE POSTMARKS by R.F. Hanmer.

IV. REFERENCES ON FOREIGN MACHINES

BK. BICKERDIKE MACHINE

BKC1. "Bickerdike Used in Canada," MCF, p. 561.

BKC2. "Bickerdike Used in Canada," MCF, p. 1221.

DG. DAGUIN MACHINE, France.

DGC. "Daguin Machine in Chile," MCF, p. 1069.

KG. KRAG MACHINE, Oslo, Norway.

KG1. "The Krag Cancelling Machine Used in the United States," by John W. Koontz, POSTAL HISTORIAN QUARTERLY, Winter 1978.

KG2. "Krag Cancels in the USA," MCF, p. 155.

KG3. "Krag," MCF, p. 342.

V. REFERENCES ON FOREIGN COUNTRIES

BL. "Les Obliterations Machaniques Belges," by D. Dhondt.

CDN1. "The Early Rapid Cancelling Machines of Canada," by David F. Sessions.

CDNB1. "Bickerdike Used in Canada," MCF, p. 561.

CDNB2. "Bickerdike Used in Canada," MCF, p. 1221.

CDN1. "International Used in Canada," MCF, p.873.

CHD. "Daguin Machine in Chile," MCF, p. 1069.

FR1. "Les Obliterations Drapeau de Paris, 1898-1906, by J.D. Hayhurst.

FR2. "France," MCF, p. 1207.

GER1. KATALOG DER DEUTICHEN SENDERFTEMPEL by Julius Bochmann.

GER2. "German Cancels," MCF, p. 797.

GER3. "German Cancels," MCF, p. 989.

GER4. "Columbia German Flag," MCF, p. 421.

NED. DE POSTSTEMPLES VAN NEDERLAND 1676-1915, by O.M. Vellings.

NZ. "New Zealand Machine Cancels," MCF, p. 1817.

SW. "Verzeichnis der Maschinenstemple, Schweizerische Post-uerwaltung.

UK1. BRITISH POSTMARKS by R.C. Alcock and P.C. Holland.

UK2. "Early Stamp Machines," by W.G. Stitt-Dibden

UK3. POSTAL CANCELLATIONS OF LONDON by H.C. Westley

UK4. COLLECT BRITISH POSTMARKS by Dr. J.T. Whitney.

SUMMARY

The above listed references represent the major body of knowledge thus far published on the subject of machine cancels. Almost all of the references need updating, but the listing indicates that there are a few broad areas where new research is required.

American Machines: The bar machines up to 1898, the Flag machines, the 6-Bar machines, and the Service Marks have been covered, but work needs to be done on the Bar machines used after 1898.

Barry machines have been covered, but the work is out of print.

Barr-Fyke machines have been studied, but the major work is out of print.

Columbia machines have received considerable attention in the literature, but the Pike "R" type needs work.

Cummins/Time markings have been researched.

Doremus machine markings are currently being updated by Fred Langford.

Hampden and Ielfield machine references are available.

International machines have received considerable attention up to 1910, but work is needed on their use after 1910.

Levitt machines have been extensively researched.

NCR machines require a type-chart, probably based upon the Pitney-Bowes Mark II types, along with the compilation of a city list. this will require an actual request of each post office, as the dies are made by International, and are identical to the Pitney-Bowes Mark II machine dies.

Pitney-Bowes machines require a type-chart based on an extension of the Universal type chart, and the compilation of a city list should be made.

Universal machines after 1910, particularly the model K and D machines, require a city list.

There is lots of pleasurable work that needs to be done on this interesting facet of postal history. If you are seeking to expand your collecting interests, and would be willing to participate in projects designed to increase our knowledge of machine cancels, why not drop me a line. This article constitutes a "call to arms" in the effort to bring machine cancels into the main stream of American postal history.

Richard E. Small, 27523 Diane Marie, Saugus, CA 91350.



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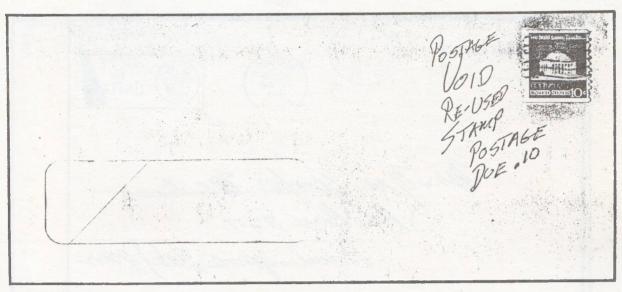


FIGURE 1

AUXILIARY MARKINGS -- "INVALID STAMPS,"
... OR KEEP A SHARP EYE

By Randy Stehle

The Post Office Department has ruled that certain types of stamps cannot be used to prepay postage. The major reason behind invalidating some stamps is the potential for lost revenue. The one class of stamps that immediately comes to mind as real revenue loosers are previously used stamps. The 1913 "Postal Laws & Regulations" (PL&R) addresses this subject as follows:

"When matter bearing previously used stamps is deposited for mailing (except for forwarded mail), it shall be treated as "hold for postage." Upon receipt of stamps to pay postage, they shall be affixed and canceled and the mail forwarded to the addressee."

The cover shown in Figure 1 is an example of this usage. The cover is from a large lot of window envelopes used to pay bills to a cable TV company in the 1970's. The stamp was obviously used before, and the manuscript marking "Posttage/VOID/Re-used/Stamps/Postage/Due .10" was applied.

The PL&R of 1913 goes on to give the criminal penalties for reusing stamps in Section 537:

"Whoever shall use, or attempt to use in prepayment of postage, any canceled postage stamps... or shall remove, or assist in removing, the canceling or defacing marks from any postage stamp, shall... if he be a person not employed in the postal service be fined not more than five hundred dollars, or imprisoned not more than one year, or both."

Postal service employees could receive the same dollar amount fine, but up to three years in prison instead of only one.

There are four other types of stamps that would loose revenue for the Postal Service if they were allowed to frank mail. The first is the use of fractional parts of stamps. Figure 2 shows a cover with only a small portion of the stamp still attached. It is evident from the smudged outline that originally the entire stamp had been used. This is probably why no postage due was assessed on it (or it could have just passed through the mail completely unnoticed by any postal eyes).

The second kind of stamps would be those early issues that were demonetized by the Post Office Department. Covers of this type, bearing markings such as "OLD STAMPS NOT RECOGNIZED", are among the most sought after of auxiliary markings.

The third kind would be covered stamps. The PL&R states:

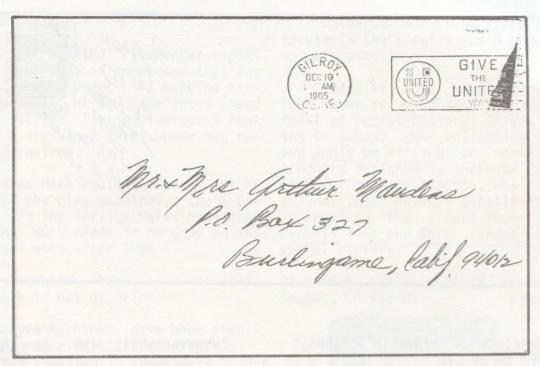


FIGURE 2

"When postage or special-delivery stamps are so affixed to mailable matter that one overlies another, concealing part of its surface, the stamp thus covered shall not be taken into account in prepayment."

An extension of this "overlapping" rule is illustrated in Figure 3. Here, instead of another stamp covering, we have an adhesive tape which has been used to affix the stamp to the envelope. The markings "COVERED STAMPS NOT/GOOD FOR POSTAGE" and "POSTAGE DUE 8 (cents)" have been applied.

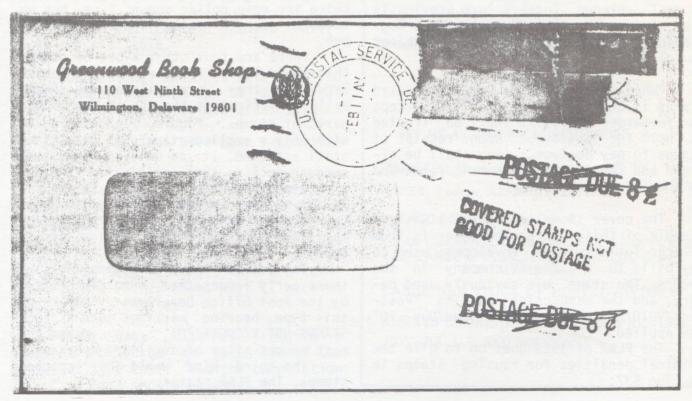
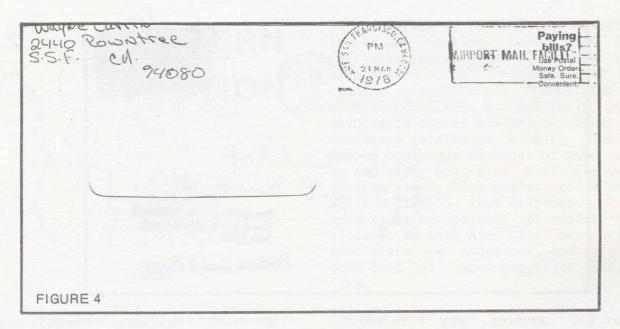


FIGURE 3



The final kind of invalid revenue-loosing stamps are those that are "other than postage stamps." The list of these is endless, and would include revenue stamps, Christmas seals, labels, foreign stamps, and so forth. A recent issue of LINN'S illustrated a cover with a Fruit of the Loom underwear label used as post-tage. The cover shown in Figure 4 is particularly ironic for two reasons: one, it bears a label promoting a revenue producing postal product; and two, it passed through the mail untouched.

There are several other types of invalid stamps that, at first glance, seem unrelated to any revenue concerns. One is mutilated, or defaced, postage stamps. The rationale for declaring such stamps invalid must be twofold: if a stamp is mutilated, it may be difficult to ascertain 1) whether it was previously used, and 2) what denomination it was. Given these two possible uncertainties, it is better to simply invalidate all such stamps.

Other invalid stamps include the postage dues. In terms of revenue loss to the P.O.D., postage dues hardly qualify, i.e., someone has paid for them. The only explanation which occurs to this author for their invalidity is that their use might foul-up some kind of postal accounting system. One may conjecture that allocations and budgets are in part based upon accurate revenue records. If postage

dues are used as postage, this may affect the validity of the accounting records.

Finally, stamps cut from embossed stamped envelopes, newspaper wrappers, or postal cards are invalid as postage. Figure 5 shows a post card that was franked with a cut-out from a 1-cent stamped envelope. The marking "HELD FOR POSTAGE" was applied two days after the initial postmark, and a proper stamp was affixed. Figure 6 illustrates an envelope franked with two 2-cent cut-outs from postal cards. The marking "Stamps cut from Embossed/Envelopes & Postal Cards/Not Valid" appears. What was the reason behind the decision of the P.O.D. not to allow such cut-outs? The reason may well have been a theory that these envelopes/postal cards had already been used, but that the

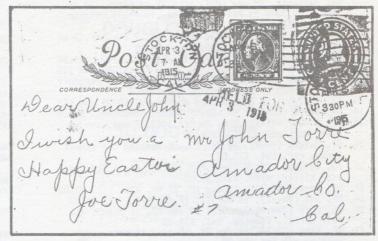


FIGURE 5



stamp was not canceled. Why else would someone cut up a perfectly good item? Declaring them invalid prevents any possible re-use (and revenue loss) from these stamps.

The author welcomes comments, suggestions for future columns, and criticisms. Write him at P.O. Box 182, Belmont CA 94002.

NEXT TIME: WHEN THE STAMP FALLS OFF.

TOM TODSEN MAIL AUCTION

2000 ROSE LANE, LAS CRUCES, NM

88005

1-505-524-1250

- 1. AL, Sunny Side (1851-55?), 3 Mar -, Paid 3, F cds, wbd stpls cvr, not in ASCC. Minimum Bid \$50.00
 2. AZ, Tuba, Ty3, 20 May 08, VF DOANE, PPC, E.\$10.00
 3. CA, Nordhoff (74-17), 15 Oct 08, F cds, PPC. E\$4.
 4. CA, Playa del Rey (04-14),18 Jun 06,XF DOANE.PPC.E\$3
 5. CA, Tamalpais (06-29), 16 Jul 08, VF DOANE on PCC of Mt. Tamalpais w/train. Est. \$3.00
 6. CA, Veterans Home (92-66),18 Jul 00, VF cds, cvr.E\$3
 7. CT, Danielsonville (78-95), 9 Aug 79, VG cds,gpc.E\$5
 8. GA, Savannah, 13 Jun 1857, SFL, VF markings, 24 in circle, N.YORK BR PKT 5, America-Liverpool,Edinbgh. Minimum Bid \$20.00

- Minimum Bid \$20.00 9. IA, Carroll City (67-83), 28 Oct 73, F cds,cvr, 3-ct banknote. Minimum Bid \$10.00
- banknote. Minimum Bid \$10.00

 10. KS, Deerhead (85-23), 1 Feb 11, F DOANE, PPC. Est.\$4

 11. KS, Indian Creek (73-82), 20 Dec-, F mss,U82. MB \$10

 12. KS, Midway (71-78;87-12), 4 Mar 78, VF mss, cvr ruff at rt., racy letter. Minimum Bid \$10.00

 13. KY, Doylesville (47-30), 12 Apr 10, VF DOANE,ppc.E\$3

 14. LA, Avard (05-08), 27--08, F DOANE, photo PPC. E.\$10

 15. ME, Brewer Village,DPO, 20 Oct 1862, F mss, cvr w/ Civil War letter. Est. \$15.00

 16. MI, Dwight (?-98), 10 Jan 87, VF toothed cds w/Malt. Cross, cvr. Est. \$10.00

 17. MO, Bethany, Jas.M.Simms.P.M..27 Oct 80. F dcds w/

- MO, Bethany, Jas.M.Simms, P.M., 27 Oct 80, F dcds w/star killer, U163. Est. \$3.00
 MO, Deray (98-14), 11 Jun 10, VF 4B, PPC. Est. \$3.00
 MT, Ada (96-17), 10 Jul 11, VF 4B, PPC, Est. \$4.00
 NE, Buff (Jun 06-Jun 07), 12 Jan 07, VF DOANE, gse ruff at rt., from PM. Est. \$10.00
 NE, King (02-34), 4 Jun 09, VF cds, illustr. cvr ruff at rt. Est. \$4.00

- 22. NV, Carson City, 25 Nov 1866, F blue cds, fwd mark, cover ruff at top. Est. \$20.00
- 23. NH, East Weare (DPO), 29 Sep 1864, F mss, cvr. E\$10
- 24. NM, Claud, Ty.1, 23 Feb 10, It but F fwd mark, 4B on PPC. Est. \$15.00
 25. NM, Des Moines, Ty1, 22 Nov 10, VF DOANE, PPC. E.\$15
 26. NM, Faywood, Ty1, 16 Dec 02, VF cds., cvr. Est. \$20.
 27. NM, Grant, Ty7(latest), 13 Nov 11, It but F Doane, PPC
- Est. \$15.00

 28. NM, Isleta, Ty5, 4 Apr 10, VF DOANE, PPC. Est.\$25.00

 29. NM, Lake Valley, Ty1(Latest), -Mar 83, g cds, cvr.E\$15

 30. NM, Varghn, Ty2(latest), 2 Apr 10, F 4B, cvr ruff at

- 30. NM, Vauchn, Ty2(latest),2 Apr 10, F 4B, cvr ruff at rt. Est. \$15.00
 31. NM, Willard, Ty1,28 Jan 07, VF DOANE, PPC. Est. \$20. 32. ND, Blabon (00-57),17 Nov 11, VF magenta 4B,PPC. E\$3. 33. OK, Alluwe (DPO), 24 Dec 08, VF 4B, PPC. Est. \$4.00 34. OK, Darrow (DPO), 17 Dec 13, F 4B, PPC. Est. \$4.00 35. OR, Riddles, Ty1(latest), 15 Feb 84, 1t but readable purple cds on clean cvr. Minimum Bid \$75.00
 36. OR, Salem. Tv11. 1 Sep 84. VF cds on USF. Est. \$8.00
- 36. OR, Salem, Tyll, 1 Sep 84, VF cds on UX5. Est. \$8.00
- 37. PA, Buckmanville (DPO), 18 Dec 60's, F cds, ladie's
- cvr. Est. \$10.00
 38. SC, Mayesville, 3 May 60's, VF mss, #65 on cvr (Occupation). Est. \$6.00

- cupation). Est. \$6.00

 39. TX, Dresden (52-07), 16 May 1865, VF mss, U58. MB\$30

 40. TX, Thorpe (07-15),24 Jul 08, VF 4B, PPC. Est. \$5.00

 41. UT, Uinta (69-19), 18 Oct 15, VF DOANE, PPC. E\$6.00

 42. VT, Richford, 26 Jan-, F dcds,cvr w/3-ct bnknte. E\$3

 43. WA, Hoquiam, 16 Apr 89, VF purple dbl oval, rec.mark cvr w/XF GLENLOCH/KANS.(87-13) on front. Min Bid.\$30

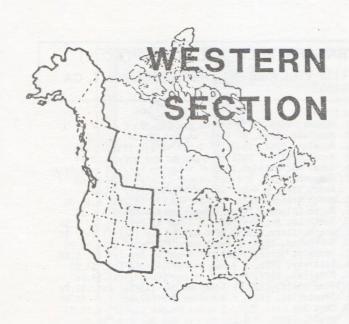
 44. WA, Newell (95-04), 30 May 04, F cds, gse. Est.\$10.

 45. WA, Walker (02-15), 31 Aug 11, F 4B, PPC. Est. \$8.00

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BIDS CLOSE: JANUARY 31, 1987 (8PM MST)



WESTERN EDITOR'S COMMENTS

The most difficult thing about coming back from a wonderful vacation is trying to say something about it that doesn't sound like a cliche, and yet is succinct enough so you don't bore your listener. Three weeks of warm sun, palm trees, and lovely beaches was just the right tonic, and, if any of you are thinking of escaping this winter, I'll be happy to recommend Malaysia. Details upon request.

An anticipated article on Mendocino County, California, has been delayed to our next issue. This provides some time for additional polishing and a chance to introduce Dr. Vance Terrall as a new author this issue. Vance writes lovingly of his boyhood home -- the Grande Ronde Valley -- and it is always a delight to publish an article which combines postal history with such a warm sense of place.

In addition, we are proud to present another fine piece of work by our Evergreen State author, Henry Dierck, and the latest in Ted Gruber's county segments of the Nevada Postmark Catalog. By the way, work continues by Ted and his collaborators on the compilation of Nevada postmark information, so if you can lend a hand with new dates, types, or towns, please do so. The Nevada Study Group will be most grateful, and we will all benefit in the long run.

Although he is too shy to admit it in his own section, Editor Alan Patera continues to expand the efforts of the Lake Oswego postal history publishing complex. Alan recently inaugurated WYOMING COLLECTOR, a quarterly journal devoted to postal history and other paper Americana related to Wyoming. The first number contained 20 pages of good stuff. In addition, beginning with the January issue of 1987, Alan begins editorship of WESTERN EXPRESS, that grandaddy of journals treating subjects of western postal history. We wish Alan the best of luck with these new endeavors, and can only hope that his word-processor stays on line.

Richard W. Helbock

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LA POSTA will herein list currently available titles which are judged to be of broad geographic interest and a high degree of merit in terms of content and production. In short, these books are the recommended resources on the market today for students of American postal history.

BAKERS' U.S. CLASSICS by Hugh J. Baker and J. David Baker. Published by The U.S.Philatelic Classis Society, Inc.,1985. Clothbound, 343 pp. Available from USPCS, P.O. Box 14338, Columbus, IN 43214. \$29.50 postpaid.

A reprint of the wide-ranging columns of the Baker Brothers, which originally appeared in STAMPS magazine from 1962 to 1969. This volume, which adds new illustrations and a wonderful 3,000-entry index to the Bakers' text, is highly recommended as both an important reference on many aspects of classic US postal history and a bargain.

AMERICAN STAMPLESS COVER CATALOG, Volume 1, edited by David G. Phillips. Published by D.G. Phillips Pub. Co., Inc., P.O. Box 611388, North Miami, FL 33261-1388. Hardbound \$50; Softbound \$40 postpaid from the publisher.

Fourth edition of the standard catalog for American stampless covers containing nearly 400 pages of listings arranged by state and territory. Copiously illustrated throughout and a quality production, it belongs on the shelf of anyone interested in postal history of the United States.

U.S. ROUTE AND STATION AGENT POSTMARKS by Charles L. Towle. Published by the Mobile Post Office Society. Clothbound, 486 pp. Available from MPOS, RFD 1, Box 91, Contoocook, NH 03229. \$33.00 postpaid.

Author Towle's works have a habit of becoming outof-print rather quickly, and this, his latest book, is likely to be no exception. With lists and illustrations of over 3,300 railway route, agent and waterway postmarks, this well-indexed reference will long endure as the "bible" of classic US RPO marks.

POSTAL MARKINGS OF UNITED STATES EXPOSITIONS by William J. Bomar. Published by D. G. Phillips Pub. Co., Inc., P.O. Box 611388, North Miami, FL 33161. Softbound \$25; Hardbound \$35, postpaid.

An attractive and well-illustrated guide to an interesting facet of U.S. postal history. Covers expositions from 1853 to 1984 with tracings, dates and values of postal markings, and details on post cards, illustrated covers and related items.

RANDY STEHLE MAIL AUCTION NO. 11
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CALIFORNIA 1. Mohawk, 1925, VF 4-bar on cvr (81-26) E.\$5.00 2. Moonlake, 1929, VF 4-bar on cvr (29-39) E.\$8.00 3. Mountain Rest, 1948, VF 4-bar on cvr (45/53)E.\$5 4. Napa Junction, 1925, F 4-bar on cvr (75-33) E.\$4 5. Naval Air Station, 1933, VF 4-bar on cvr. (33 only) E\$10 6. Neenach, 1925, G 4-bar on cvr (88-29) Est. \$5.00 Nord, 1924, G 4-bar on cvr (71/33) Est. \$5.00 8. North Branch, 1924, F 4-bar on cvr (95/25) E.\$5.00 9. North Columbia,1925, F 4-bar on cvr (60-31) E.\$5 9. North Columbia, 1925, F 4-bar on cvr (60-31) E.\$5
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COLORADO
51. Arrow, 1910, VF DOANE on PPC (05-15) Est. \$6.00
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57. Shoshone, 1908, G 4-bar on PPC (1907-10) Est. \$20.
58. State Bridge,1911,F 4-bar on PPC creased(09-15)E\$25
59. Thomasville, 1909, F 4-bar on PPC (90-18) Est. \$12.

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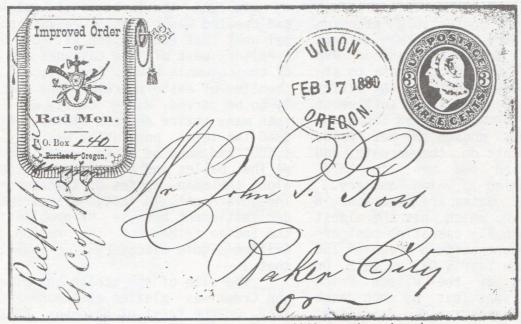
60. Garwood, 1912, F 4-bar on PPC (07-33) Est.\$8.00 61. Hillsdale, 1911, VG 4-bar on PPC (08-13) Est. \$20.

OREGO

62. Galena, 1908, F 4-bar on PPC (01-43) Est. \$4.00 63. Pokegama, 1911, F 4-bar on PPC (99-11) Est. \$15.00 64. Saint Johns,1911, F dplx on PPC (73-12) Est. \$4.00 65. South Forest Grove,1908, F DOANE on PPC.(06-14)E\$5

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AUCTION CLOSES: January 31, 1987



This lodge cover was postmarked in Union in 1880 at a time when the town was still the most important center in Union County.

OLD UNION AND THE GRANDE RONDE VALLEY

By Vance L. Terrall, M.D.

The town of Union in northeastern Oregon is situated on Catherine Creek in the southeast corner of the Grande Ronde Valley. Pyle's Canyon opens into the valley just south of town, and Mount Craig looms to the west. The townsite is surrounded by dun hills backed by forest-covered mountains. The Grande Ronde River enters the western part of the valley from the Blue Mountains to the west, and skirts La Grande, Mount Emily, and Elgin before entering canyons that lead it to the Snake River. Catherine Creek meanders across the 40-mile wide valley to join the Grande Ronde.

To the mountain men, explorers, and fur traders of the early 1800's, and to the emigrants of the 1840's and 1850's, the valley was like a paradise after en-

Dr. Vance Terrall, a Portland physician, was born at Hot Lake Sanitarium, and grew up in Union. He remembers the old livery stable, the big sawmill, the creamery, the abandoned woolen mill, the flour mill with its annual parade of wheat trucks, and the ol'swimming hole on Catherine Creek. Vance collects postmarks of Union County, and is an active participant in the Portland "Chapter" of the Oregon Pastal History Society.

during the discomforts of the Oregon Trail from the south. Here they found cool, clear water in abundance, chesthigh grass for grazing stock and horses, and friendly -- as long as you were passing through -- Shoshone, Umatilla, Cayuse, and Nez Perce Indians. Best of all, the valley afforded a comfortable place to camp before tackling one of the most formidable barriers of the entire trek west, the Blue Mountains.

After leaving Catherine Creek early travellers proceeded along the eastern edge of the valley to avoid the extensive tule marshes around the hot springs, later to be known as Hot Lake. Once they arrived at the site of Summerville across the valley, they had a choice of two routes. The first led down the Grande Ronde, up over the northern trail through the Blue Mountains past Tollgate, and on to Walla Walla Mission. The other route proceeded up the Grande Ronde canyon, over a more southern trail through the Blues called Emigrant Pass, and down Umatilla River to the site of present-day Pendleton. Both routes then joined at the Columbia River, and from there early travellers made their way down the Columbia to Fort Vancouver, Astoria, or the Willamette Valley.

While the Grande Ronde Valley offered a welcome and comfortable stopping place for travellers, there was evident danger from local Indians for anyone who stayed too long, and nobody chose to attempt permanent settlement of the valley until the 1860's. Even after settlement was well along, the were Indian troubles. The Bannock tribes roused the Nez Perce, who eventually went on the warpath, and the Bannocks killed two men in 1878. These men are buried in Union Cemetery.

Two historic dates are important in the story of Union, which has the oldest surviving continuously operating post office in all of northeastern Oregon. The first date was New Year's Day of 1812. On this date members of the Wilson Price Hunt expedition, sent out by John Jacob Astor, arrived, exhausted and emaciated, at a "beautiful valley surrounded by mountains" and "crossed by sparkling streams." The area was then dotted with Shoshone Indian tepees and grazing Indian ponies, and the travellers were well-received by the friendly Indians. The story goes, that one of the French Canadian voyageurs of the party inadvertently named the place when he exclaimed "La Grande Ronde Vallee!" They had arrived at the future site of Union. The stream along which they camped was later named Catherine Creek after an early settlers daughter, and the beautiful valley became the Grande Ronde forever thereafter.

The second date of significance to the history of Union occurred almost exactly a half century later. On October 24, 1861, a 55-year old prospector named Henry Griffen discovered gold on a creek tributary to the Powder River, 14 miles southwest of present-day Baker, Oregon. Griffen was one of a party searching for the lost and fabled "Blue Bucket" gold mining district reported by the Meek Party of immigrants in 1845. Once the prospectors reached Walla Walla in December of 1861 for supplies, news of their strikes began spreading like wild-fire. The discovery triggered the biggest gold rush in the history of Oregon. In the three years which followed, steamship records show that more than 82,000 people travelled up the Columbia River to search for gold in eastern Oregon.

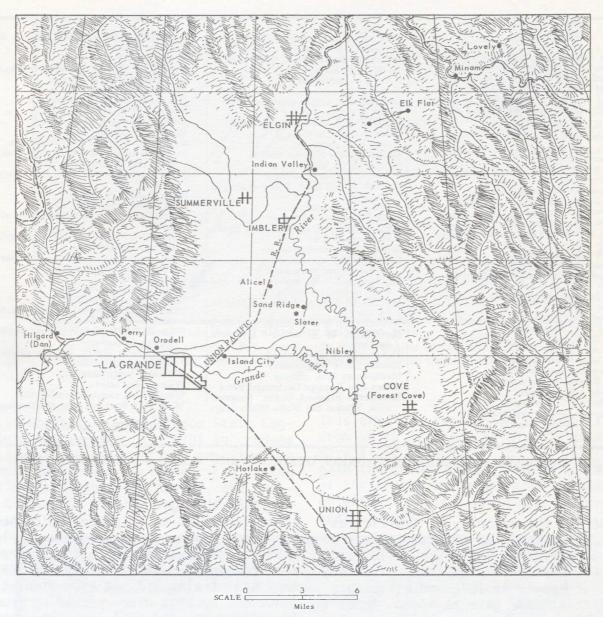
In 1854 the Territorial Legislature had created Wasco County, a vast political unit that encompassed all of Oregon Territory east of the Cascades and south of the Columbia River. From it, all other counties of eastern Oregon were eventually to be carved. Wasco County was larger than many entire eastern states, but by 1860 the total population was only about 1,600, and most of these were clustered at The Dalles and a few tiny settlements along the main routes of transportation. The government, in fact, discouraged wider settlement because of problems with the Indian tribes of the region. Henry Griffen's gold discovery changed

The site of the strike on Blue Canyon Creek was platted as Auburn in April 1862. On the first of November, 1862, the Auburn post office -- first in all northeastern Oregon -- was authorized with William F. McCreay as postmaster. Things happened fast after that date.

Baker County was carved from Wasco County on September 22, 1862, and Auburn was named the county seat. For a time, Auburn was said to be the largest city in Oregon with a population of some 6,000 -- Portland had about 3,000 -- and there was even talk of moving the state capital to Auburn. But Auburn's site had a serious flaw; not enough water. A stamp mill for gold was begun at a location 14 miles north on Powder River, and a competitor named Baker City soon boomed at this location.

New gold discoveries in eastern Oregon and Idaho served to reinforce the position of Baker City as a transportation hub. Stage roads following the Old Oregon Trail connected here for Union and Umatilla Landing with roads for Boise City, Canyon City, and The Dalles. In 1866 Baker City took the county seat from Auburn, and growth continued by leaps and bounds. The Baker City post office was established March 27, 1866. Auburn post office closed in 1903, and the site is now a ghost town with little left to show it existed, and few people who even know where it was located.

Conrad Miller became the first white person to settle at the site of Union in 1861. One year later there were 35 whites



The Grande Ronde Valley of northeastern Oregon is clearly a pastoral oasis amidst the mountains as shown in this original perspective map by Richard Cook Helbock.

and one "half-breed" residing in cabins built near Catherine Creek. John Andrew Jackson Chapman opened a small store on his Catherine Creek property, and it was here that Union post office was established on May 4, 1863, with Chapman as postmaster. It's only fair to report that La Grande post office was started just three weeks later, and Forest Cove post office opened on June 4, 1863. Forest Cove later became Cove in 1868 to avoid confusion with Forest Grove, another office in Oregon.

The early years in Union saw slow, but steady, growth, and in 1864 David

Thompson, platted 25 blocks on Postmaster Chapman's land. By 1865 the population was over 100, and in 1878 Union received its charter from the State of Oregon. Union County was created out of Baker County on October 14, 1864, and Union was designated the seat of county government. Union remained the county seat until 1904 when it was moved to La Grande, a decision which left much hard feeling.

Union's early growth was spurred by its importance as a stage and wagon station on the route from Umatilla Landing to the mines at Auburn and Canyon City. Until the emergence of Baker City in the

UNION.

Union County. A post and express office, situated in the celebrated Grand Ronde Valley, and is now the county seat. The stock and agricultural interests in this vicinity are rapidly developing. Population 800.

Ayles S, cooper Baer Mrs Clara, milliner Baer L, general merchandise and agricultural implements Baker & Eakin (M Baker and R Eakin), attorneys-at-law Beidleman D, harnessmaker Bell & Crites (O T Bell and J R Crites), attorneys and notaries public -, district judge Benson A F, county treasurer and livery stable Block & Wilson, druggists Boskonitz I.A & Co, general mdse Brainard & Baird, paints, oils, and tin-Burns John, hardware, stoves and tin-WATA Burrouchs S B, carpenter Carroll W T, blacksmith
Cates Ed E, justice of peace, collector and conveyancer Cates John A, cabinetmaker Chancey A, boarding-house Chase Eugene, county surveyor Chomson J B, carpenter Coffinbury C C, blacksmith Collins --, county supt schools Craig A C, county judge

Crawford T H, attorney-at-law Cromwell I N, physician Culbertson A, livery and feed stable Davis W F, mayor Davis W F, mayor

Deering —, physician

Denny A J, cooper

Dolby Joel B, county commissioner

Eakin R, attorney-at-law

EATON J B, general merchandise

Eaton J B Jr, gen mdse Emery H C, carpenter Foster Thomas H, meat market Gardner A W. watchmaker Goodal O P, county assessor Hannah S, agt Utah, Idaho & Oregon Stage Co Heritage M, painter Hyde J C, district attorney Hyde & Reed (T C Hyde and J H Reed), attorneys-at-law Jones & Bros, photographers Levy Adolph, agt Hamburg-American Packet Co and gen mdse
Lichtenthaler D W, register U S Land
Office and notary public McCOMAS E S, publisher "Mountain Sentinel' McComas E S & J T, patent medicines McCOMAS W H, editor "Mountain McLaughlin —, livery stable Mettler Louis, wagonmaker Montgomery Mrs, milliner Moore Dan F, propr Centennial Hotel Morelock & Rinehart, Union, Summer-ville, Weston and Walla Walla Stage

"MOUNTAIN SENTINEL," E S
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Woodel Wm, county commissioner Wright G & Sons, gen mdse and flouringmills WRIGHT W T, county clerk

TABLE 1. THE BUSINESS COMMUNITY OF UNION, OREGON (Source: McKenney's DIRECTORY, 1883)

late 1860's, the majority of traffic passed through Union. A livery stable did good business, and in 1865 a Wells Fargo office was opened in the town. Discovery of gold at Sanger in 1870 and at Cornucopia a little later gave an added impetus to Union because both were closer to Union that to Baker City. By 1883 Union was a bustling town of about 800 with a well-developed business core (see Table 1).

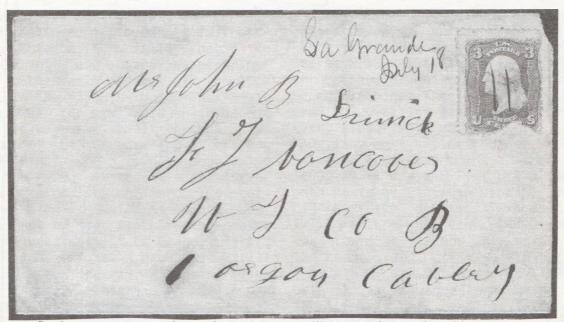
In 1884 the transcontinental railroad was built through Grande Ronde Valley, but due to the short-sightedness of
Union bankers and businessmen coupled
with the far-sightedness of La Grande
land owners who donated land to the railroad for a roundhouse, Union missed a
great opportunity for growth. Indeed,
some might argue that the town's leaders
condemned it for all time to second class
status within the county.

The railroad was built two miles from Union, and people having railroad business or connections had to travel the

extra two miles to a place which became known as Union Junction. All non-local mail, of course, had to be transferred to and from Union Junction. By the 1930's many mail trains did not even stop at the junction, so bags were picked up from an ingenious arm, and mail sacks were unceremoniously dumped from the railway mail cars as the train swept through.

In 1893 a spur of standard-gauge rail two and one-half miles long was built to connect Union with the main line. Called the Central Railroad of Oregon, for years it provided passenger and mail service, but it became unprofitable for anything but freight in the 1920's so a contract mail service by truck was established.

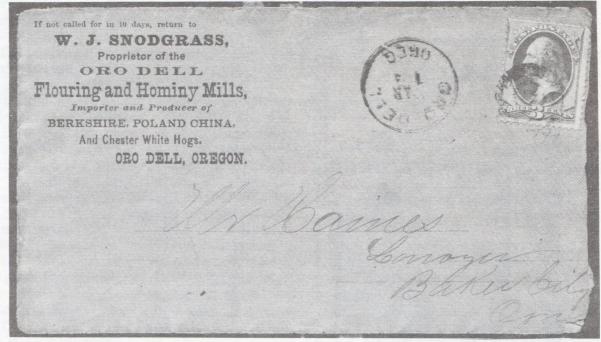
Union had achieved a solid footing as a market center for the surrounding farms and ranches, so the effect of being by-passed by the railroad was not an immediate loss of population. In fact, the town's population continued to grow, and by 1900 had reached 1,600.



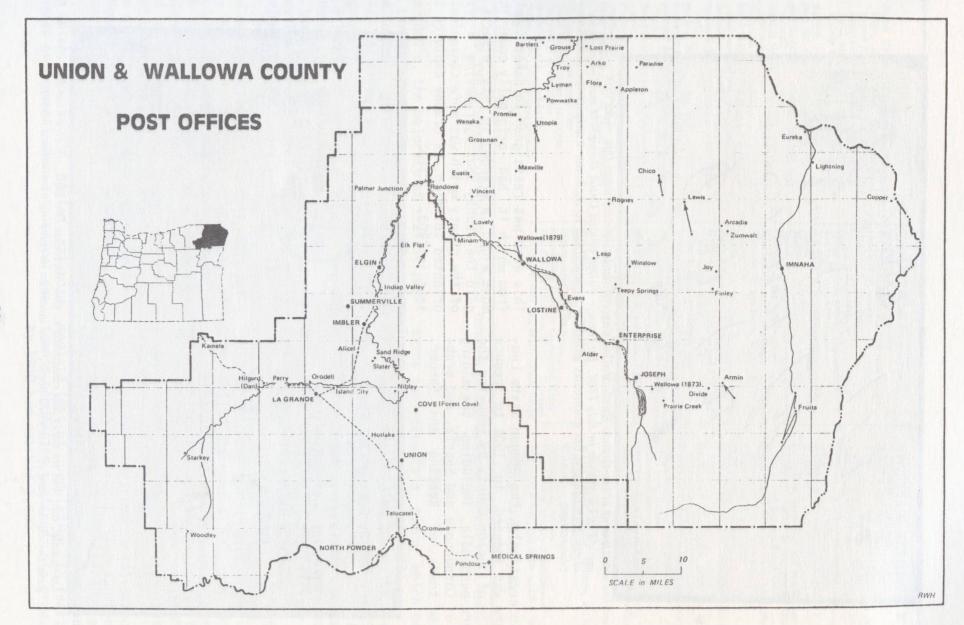
Settlement of the Grande Ronde Valley was still in its infancy when this cover was mailed in La Grande in July 1864. La Grande trailed behind Union throughout most of the 19th century, but eventually gained prominence due to its better transport connections.

Interestingly, the Oregon State Legislature was induced in 1901 to reduce the size of Union County by removing the southern panhandle, including the mining towns of Cornucopia and Sparta, and probably the towns of Keating and Sanger.

This area was reassigned to Baker County, from which it had originally come. This move aided La Grande in its efforts to gain the county seat by removing a part of the county which was more conveniently oriented to Union. La Grande captured the seat in 1903.



La Grande, too, had its early day competitors. One such was Oro Dell, which as we see from the corner card of this 1873 cover, was intent on developing as a milling center.



Loss of the county seat, the Depression and continued improvements in transportation through the valley began to take their toll, and Union began shrinking during the early decades of the 20th century. In the 1940's Union was again by-passed when the new road which became a major freeway was built through Ladd Canyon out of La Grande, and it was not until 1975 that the town's population reached the number it had attained threequarters of a century earlier. The current population of Union is about 2,000, not it is not an important trading center due to the proximity of La Grande, Baker, and Pendleton. It is a beautiful little town though, now nearly a dozen miles from the freeway (Interstate 84), and many have retired there because it is so peaceful.

Towns and cities of Union County with post offices now number seven, and only one -- North Powder -- is out of the Grande Ronde Valley. The six Grande Ronde Valley offices are:

Post Office	Established	Current Pop.
La Grande	1863	10,000
Union	1863	2,000
Elgin	1885	2,000
Cove	1863	300
Imbler	1891	200
Summerville	1865	100

Closed post offices of the Valley include Indian Valley, near Elgin (1873-1881); Alicel, near La Grande (1890 -1972); Sand Ridge (1875-1877), Niblev (1902-1906), and Slater (1881-1882), all near Summerville; Oro Dell (1867-1878) and Island City (1873-1972), both within two miles of La Grande; and Hot Lake, about five miles from Union on the La Grande Highway (1883-1943). According to Charles Whittlesey, premier Oregon postmark historian and author of POSTMARKS, there is only one cover known from Oro Dell, none from Slater, Sand Ridge, or Indian Valley, and Nibley, being a 20th century office is not mentioned. Covers from Alicel, Hot Lake, and Island City are fairly common, and do not raise many eyebrows.

Ten other closed post offices existed in the area surrounding the Grande Ronde Valley: Woodley (1896 only) and Starkey (1879-1935) were in the far western reaches of Union County on the Grande Ronde drainage; Kamela (1887-1949), Hilgard (also called Dan) (1883-1949), and Perry (1890-1931) were all in the Blue Mountains west of La Grande, the first two being railroad towns. Palmer Junction (1909-1937) and Elk Flat (1878-1886) were both north of Elgin in the northern panhandle of the county; Telocaset (1885-1975) and Cromwell (1882-1884) were railroad towns in the southern border area of the county; and, lastly, Medical Springs (1887-1979) and Pondosa (1927-1959) were both in far southeastern Union County, the former a spa and the latter a large lumber operation.

Thus it can be seen that gold was the original motive prompting the settlement of eastern Oregon and the Grande Ronde Valley. Lumbering, agriculture, and recreation are the economic mainstays today. There have been no large gold strikes for years, but many people are still out there in the hills prospecting, so don't be surprised if there isn't a big one yet to come.

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ALASKA

- 1. CHISANA, 1914, G+ (Tyl earlier) on PPC. PHOTO. Est. \$50.00
- 2. Real photo PPC of MAIL PLANE postmarked on face at FAIRBANKS, May 20, 1924. A dbl.oval Fairbanks ties 2-ct. Harding on msg. side. PHOTO. Est. \$50.00

CALIFORNIA

- 3. BEATRICE, 1885, ms. on cover w/1-ct banknotes(x2) (Humb. 84-55) PHOTO. Est. \$20.00 4. CUFFEY'S COVE, 1882, G+ cds on UX7. (Mendo. 70-88)
- PHOTO. Est. \$40.00 GRIZZLY BLUFF, 1891, G cds ties 2-ct red on cvr. (Humb. 90-33) Est. \$15.00
- MARK WEST, 1879, ms. on UX5. (Son. 65/17) Est. \$25.
- NEVADA CITY, 1864, VG dcds & target ties #65 on cover. Est. \$10.00
- 8. PETROLIA, 1887, G+ fancy cds ties #210. Est. \$10.00
- ROHNERVILLE/Humboldt Co., 1879, G magenta cds & star in circle on UX5. Est. \$25.00
- 10. SAN FRANCISCO/MODEL POST OFFICE, 1915, G+ Intnat'l. machine (SF15-02) ties #397 on PPC. Est. \$15.00 WADDINGTON, 1900, G cds on cover. (Humb. 91-40) PHOTO. Est. \$15.00

OREGON (See also Lot 24)

- 12. FORT CLATSOP, 1877, ms. on 3-ct entire. (Clatsop Co. 1876-1881) ONLY KNOWN EXAMPLE. PHOTO. Est. \$500-750.
- HERMANSVILLE, 1879, about G magenta cds on 3-ct ent. (Coos 1872-81) PHOTO. Est. \$200-250.

- 14. HERMANSVILLE, c.1879, G+ mag. cds on piece. Est. \$25 15. HERMANSVILLE, c.1880, G+ black cds on piece. E.\$25. 16. MYRTLE POINT, COOS CO., 1879, VG magenta cds & star-
- in-circle (Whit. Tyl) on piece. Est. \$15.00 17. NYE, 1915, VG 4-bar on PPC. (Umat. 87-17) Est. \$10. 18. PORTLAND, 1885, VG cds & cork ties 1-ct banknote(x2)

- on cover. Est. \$8.00

 19. PORTLAND, 1888, VG cds on cvr to Dayton, O. bearing
 1-ct due & ADVERTISED-in-Circle & mss "Dead". E. \$15

 20. PORT ORFORD, 1889, G cds on cvr w/backstamps of five
 Cal. POS (SMITH RIVER, ORICK, ARCATA, EUREKA & RIO DELL). Est. \$20.00

STAMPLESS COVERS

- 21. STURGIS/MICH, c.1855, on cvr w/10-in-circle & PAID
- handstamps. PHOTO. Est. \$30.00

 22. WASHINGTON CITY D.C./FREE, c.1859, readable cds on cover w/POST OFFICE DEPARTMENT/Official Business in 2 lines to Bucksport, California. PHOTO. Est. \$20.00

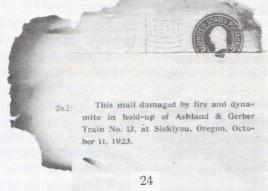
RAILWAY RELATED

- 23. ALAMOSA & AMETHYST, 1908, about G (960-A-1) on PPC (leather). Scarce narrow guage RPO. PHOTO. Est. \$40
 24. Damaged & scorched cover bearing label reading "This
- mail damaged by fire and dynamite in hold-up of Ashland & Gerber Train No. 13, at Siskiyou, Oregon, October 11, 1923." A great artifact from a famous Oregon train robbery. PHOTO. Est. \$150-200.00









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BIDS CLOSE: JANUARY 31, 1987

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THE NEVADA POSTMARK CATALOG

By Ted Gruber

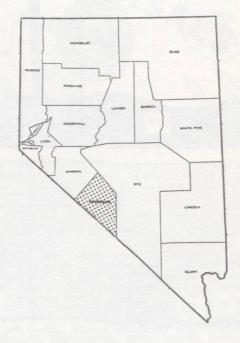
Part VIII: Esmeralda County

Esmeralda was one of the nine original counties created during the first session of the Nevada Territorial Legislature in November 1861. The county name, which means "emerald" in Spanish, derives from the Esmeralda mining district at Aurora (now in Mineral County). Esmeralda County originally encompassed all of southern Nevada Territory including present Mineral County, most of Nye County, and part of Lyon County. Except for Indians, the only settlers in this vast unexplored area lived in Aurora, the Mason and Smith Valleys, and along the road be-

tween Aurora and Carson City.

The county began to lose area in 1864 when Nye County was created from eastern Esmeralda and southern Lander counties. Between 1865 and 1875 Esmeralda-Nye county line was adjusted three times before reaching its present position, but no post offices were affected by these changes. Esmeralda County lost valuable agricultural land in 1883 when several hundred square miles in the northwestern part of the county were annexed to Lyon County. The boundaries remained unchanged until February when the county was essentially split in two, with the northern half forming the new county of Mineral. The last boundary change was made in 1913 when a tiny triangular area near Tonopah was transferred to Nye County. These seven changes reduced Esmeralda County from over 25,000 square miles in 1861-- nearly one-fourth the present area of Nevada -- to just over 3,500 square miles today. This report will be restricted to those post offices situated within the current limits of Esmeralda County.

The first mineral discoveries present Esmeralda County were made during 1863 and 1864 in the adjacent Red Mountain and Silver Peak districts. gold and silver discoveries led to the founding of the town of Silver Peak by 1865. During 1866 and 1867 an eastern mining company acquired the principal properties in the two districts and constructed a new ore processing mill to replace an inefficient mill which had



ceased operating late in 1865. company successfully continued operations until November 1870 when the mines and mill were shut down for no apparent reason. For the rest of the 19th century, only a limited amount of mining and milling took place in the district.

Rich salt deposits were discovered in 1864 on a large alkali flat which is now known as the Columbus Salt Marsh. The Columbus mining district was soon organized and also included some small nearby silver mining operations. In 1865 the town of Columbus was founded to serve the new district, and by 1866 Columbus had a population of 200. The town grew even more after borax was discovered on the salt flats in 1871. There were four borax companies operating in the district by 1873, with the Pacific Coast Borax Company being the largest. Columbus atattained its peak population of perhaps 1,000 between 1873 and 1875, but after the Pacific Borax Company moved its operations to Fish Lake in August 1875, the town declined rapidly. The population fell to 100 by 1880, and only limi-

ted work was done thereafter. Lida was the only post office established in Esmeralda county during the 1870s. When it opened in March 1873, it was listed in Inyo County, California,

because of a Post Office Department error. The mistake was found in about five weeks, and the office was then correctly placed in the Esmeralda County records. The post office served the town of Lida Valley and the gold and silver mines in the surrounding district. Although mining activity declined in the late 1870s, Lida still had a population of 200 in 1880, but this figure decreased steadily for the rest of the century.

Eight more post offices were established between 1880 and 1893 -- Montezuma, Fish Lake, Gold Mountain, Oriental, Palmetto, Dyer, Senner, and Calmville. These offices all served small mining towns, many of which had been worked as early as the 1860s. Gold and silver were the minerals being sought in most cases, but Fish Lake and Calmville owed their existence to the borax industry. By 1895, however, most of these towns had faded away.

In 1900 the only post offices operating in present Esmeralda County were Dyer, Lida, Oriental, and Silver Peak, and by the end of the year Oriental was gone. No new mineral discoveries were being made, and most of the older dis-

tricts were inactive. The local mining

outlook was not very encouraging.

While on his way to the small mining camp of Klondike, a prospector named Jim Butler discovered rich silver ore in May 1900 just across the county line in Nye County at a place that became known as Tonopah. This discovery stimulated mining activity throughout Nevada, especially in the Tonopah region, as prospectors searched for additional ore bodies. In December 1902 two prospectors from Tonopah, William Marsh and Harry Stimler, discovered gold on Columbia Mountain, 25 miles south of Tonopah. A small rush developed in the spring of 1903, and the resulting camp was named Grandpa. However, the excitement soon waned because no mineral shipments were made. By July the camp was nearly deserted.

In October 1903 gold was discovered on the Combination claim, and once again interest in the district increcreased. About the same time, the name of the camp was changed from Grandpa to Goldfield, and in December 1903 the Goldfield post

office was established. Later that month the first shipments from the Combination were made. This marked the beginning of an intense mining boom that would turn Goldfield from a town of a few dozen miners into Nevada's largest city within four years.

The Goldfield boom continued through 1904 and 1905. People arrived by wagons, on horseback, or by auto stages. Transportation to Goldfield improved in September 1905 when the Tonopah & Goldfield Railroad reached the town. By the end of 1905 Goldfield had many fine brick and stone buildings, and electricity and water connections were available to businesses and residences. The population

stood at 8,000.

The additional ore bodies discovered in Goldfield's mines in 1906 added fuel to the boom. Goldfield was given valuable national publicity when promoter Tex the world lightweight Rickard brought championship fight between Joe Gans and Battling Nelson to the new city in 1906. In 1907 Goldfield acquired the county seat from Hawthorne, and construction began on a substantial courthouse building. With a population of 20,000 late in 1907, Goldfield was Nevada's city. Several 4-story and 5-story brick buildings dotted Goldfield's skyline, including the modern 150-room Goldfield Hotel, which opened in June 1908.

Goldfield began to decline in 1908 when the individual leases on the mines expired and the Goldfield Consolidated Mining Company, the most important producer in the district, concentrated its work on developing its major mines. Although 1909-1911 were the peak years of mineral production, the mining was done on a more businesslike basis, and many people left Goldfield as a result. The Goldfield Consolidated stopped its operations in 1918 after exhausting its mineral resources, and only small-scale mining was done thereafter.

Decreasing mineral production was not the only reason for Goldfield's decline. In September 1913 a cloudburst sent a river of water down the surrounding mountains into the declining town, damaging many residences beyond repair. Many commercial structures were destroyed

by a devastating fire in 1923 which reduced 53 square blocks of Goldfield to rubble.

Today Goldfield is a small town of about 600 people. It is still the seat of Esmeralda County and with its many old buildings ranks as one of the most interesting and historical places in Nevada.

The Goldfield boom resulted in the founding of two nearby towns -- Columbia and Diamondfield. Columbia was situated one mile north of Goldfield at the base of Columbia Mountain near the original By 1907 Columbia mineral discoveries. had a population of 1,500 and had essentially fused with Goldfield; a line separating the two towns ran between Grand Avenue and Prospect Street. Columbia began to decline along with Goldfield in 1908 and lost its post office shortly after the Goldfield Consolidated closed in 1918. Diamondfield, located five miles northeast of Goldfield. was laid out in 1903 after mineral discoveries were made nearby. The town had several businesses by 1905, but it never grew to more than two or three hundred residents. The decline at Goldfield in 1908 brought an end to Diamondfield.

Several older mining towns revived early in this century as a result of the Goldfield excitement. Palmetto revived early in 1905 and its post office was reestablished. In 1905 Lida awakened from its dormant state, and Silver Peak followed in 1906. From 1905 until 1907 mining resumed at Montezuma, but the post office was not re-established. The Gold Mountain post office was scheduled to be re-established late in 1907 when that camp revived, but the excitement quickly fizzled and the order to re-establish the post office was rescinded.

The town of Blair was founded by the Pittsburg Silver Peak Gold Mines Company in September 1906. When that company acquired the principal mining properties at Silver Peak earlier that year, speculators purchased all of the available land there and were asking extremely high prices for mill sites. Because of this, the company surveyed a new townsite three miles north and named it Blair. Blair grew to a population of 700 by 1907 and had a 17.5 mile railroad spur connecting

it to the Tonopah & Goldfield main line at Blair Junction. The mining operations at Blair continued until October 1915, when the ores became too low-grade to be mined profitably.

There were several other towns in Esmeralda County that were founded early in this century and had post offices. The town of Millers formed in 1906 when a large ore processing mill was built on the Tonopah & Goldfield Railroad about 15 miles west of Tonopah. The next year a second, smaller mill was built. Millers peak years were 1907-1911 when the town had 250 residents. The town of Hornsilver emerged in the spring of 1908 when silver chloride deposits were discovered near the old site of Lime Point. Within five weeks Hornsilver had an estimated population of 700. The boom lasted until 1909 when many mining properties became involved in litigation. Smaller mining operations continued after that. The name of the town was changed to Gold Point in 1932. Coaldale, Cuprite, Klondike, Mary Mine, Sigold, Stimler, and Tule were short-lived mining camps founded between 1900 and 1920. Mary Mine, in the Silver Peak district, was the only whose post office one of these camps operated for longer than five years.

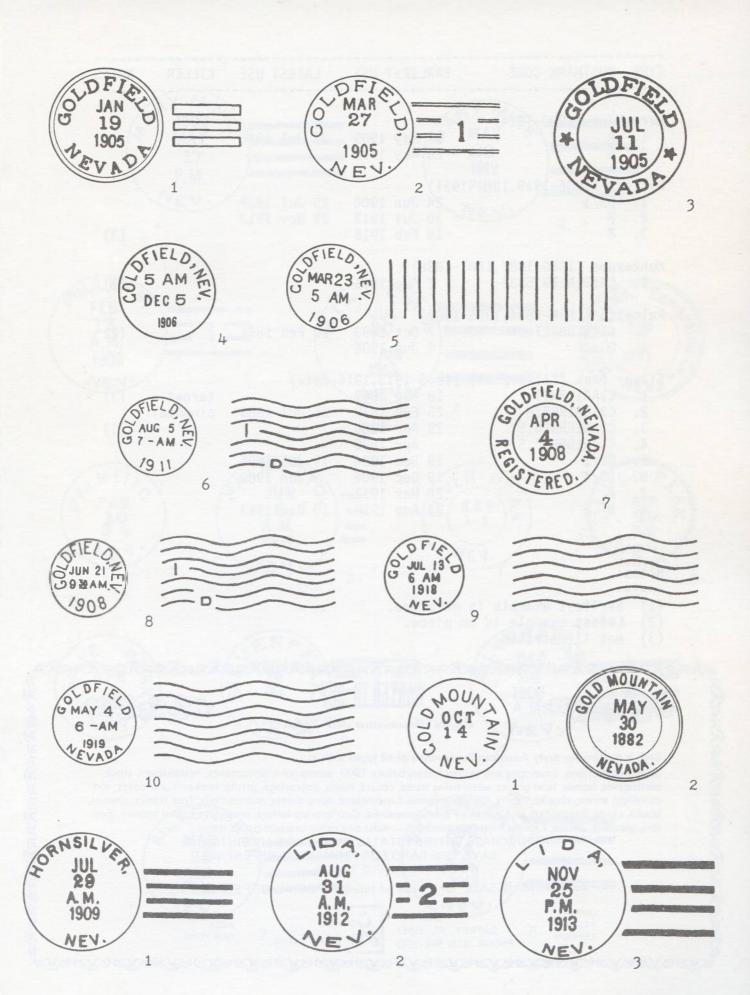
Arlemont and Dyer were the only ranching settlements in present Esmeralda County. At times, small amounts of silver and lead were mined near Dyer.

A total of 30 post offices have operated within the present limits of Esmeralda County. Five of these post offices were established after the 1920 cutoff date for this series. Goldfield, Dyer, and Silver Peak are the only post offices still operating in Esmeralda County.

In the initial Esmeralda County report, 50 different postmark types have been documented representing 15 of the 25 pre-1920 post offices. Goldfield, with ten postmark types, has more types listed than any other town in the county. Silver Peak is next with eight different types, while Columbus follows with five. The two unusual Goldfield postmarks (types 1 and 3) may have been locally produced devices. Columbia was one of the few towns in Nevada to use two dif-



TYPE POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER NOTES
Blair (1906-1916) 1. A 2. A 3. B 4. B	18 Sep 1907 12 Oct 1909 14 Apr 1911 13 Aug 1913	19 Jan 1909 Aug 1910 22 Aug 1912 18 Feb 1916	
Coaldale (1904-1908) 1. D3/2	9 Feb 1907	25 Jun 1907	
Columbia (1904-1919) 1. SL 2. D2/1 3. D3/1 4. A	3 Jan 1905 29 Jan 1905 22 Sep 1905 17 Apr 1907	3 Mar 1905 9 Mar 1907 7 Aug 1913	
Columbus (1866-1871,1871- 1. M 2. C1AA1BBR24 3. C1AA1BBR25.5 4. C1BN1B29 5. C1AN1BBR27.5	1000	8 Dec 1878 30 Dec 1882 1 May 1889 May 1896	cork target star cork
Diamondfield (1904-1908) 1. D2/1		7 Dec 1907	
Dyer (1889-date) 1. A 2. B	12 Oct 1908 2 Feb 1914	11 Jan 1909 21 Feb 1916	
Goldfield (1903-date) 1. C21BN1RRB30 2. D2/1 3. C31B11N1RRB34 4. C1A'T6B25 5. C1A'T9B22.5 6. C1A'T9B20.5 7. C1A'T9B20.5 8. REG 9. C1AT6B20.5 10. C1BT6B22	14 Jan 1906 23 Mar 1906 28 Feb 1907 17 Mar 1908 29 Mar 1908	18 Apr 1905 24 Jun 1905 11 Jul 1905 30 May 1908 20 May 1906 5 Mar 1915 24 Dec 1910 4 Apr 1908 24 Oct 1918 2 Mar 1922	target ovate grid cork
Gold Mountain (1881-1891) 1. C1AA1BBR26 2. C41BN1B30 3. M	14 Oct 1881 30 May 1882 12 Jul 1884		target
Hornsilver (1908-1932) 1. A	27 Sep 1908	4 Oct 1913	
Lida (1873-1918,1921-1929 1. M 2. D3/2 3. B	14 Aug 187? 23 Dec 1906	20 Feb 1913 25 Nov 1913	



TYPE POSTMARK CODE	EARLIEST USE LATE	ST USE KILLER NOTES
Mary Mine (1909-1914) 1. A 2. B	17 May 1909 25 Ju 20 May 1912	1 1910
2. B	931) 24 Jun 1906 29 Ju 30 Jul 1913 29 No 19 Feb 1916	1 1909 v 1913
Montezuma (1880-1887,1887 1. C41B1N1BB'BB32		(1)
Palmetto (1888-1894,1905- 1. C1AN1BBR27.5 2. D3/?		b 1894 (2)
Silver Peak (Silverpeak) 1. C1AA1BBR?? 2. C31AA1BBR28 3. C2AN1RRB26.5 4. C1AN1BBR27.5 5. D2/1	18 Aug 186?	target (3) 1 1885 pinwheel (1)
	19 Dec 1906 8 Ju 26 Mar 1911 24 Aug 1913 10 De	n 1909

Notes:

Earliest example is on piece.

Latest example is on piece. (2)

(3) Not illustrated.



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

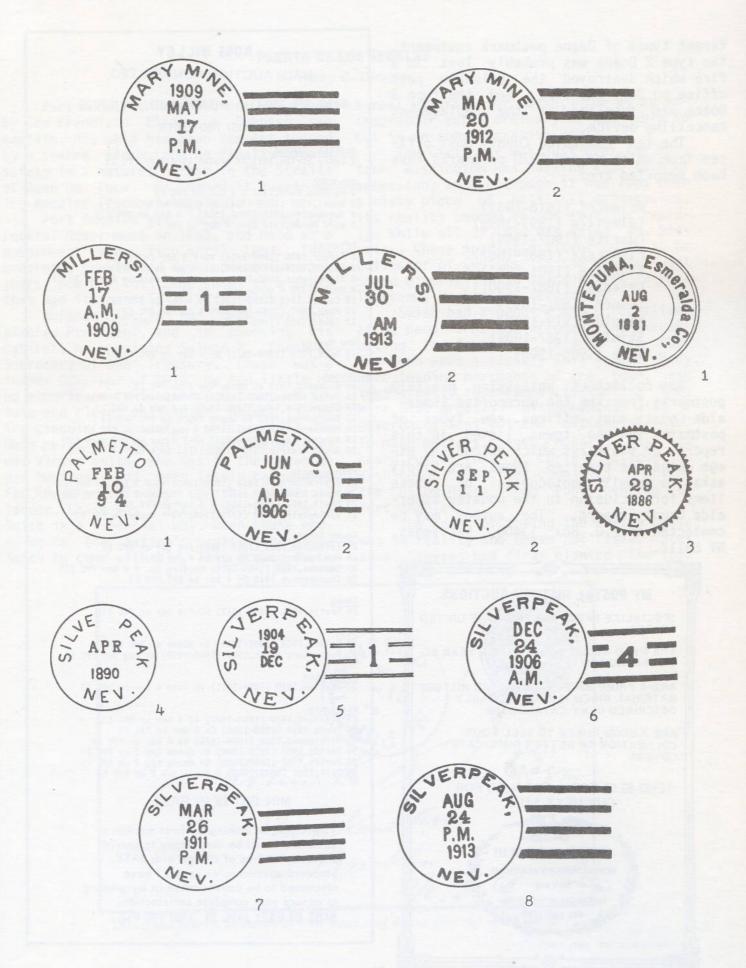
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ferent types of Doane postmark equipment. The type 2 Doane was probably lost in a fire which destroyed the Columbia post office on July 15, 1905, and the type 3 Doane was supplied as the replacement cancelling device.

The ten Esmeralda County post offices from which no pre-1920 postmarks have

been reported are:

Arlemont (1916-1932) Calmville (1893-1895) Cuprite (1907-1909) Fish Lake (1881-1887) Klondike (1901-1903) Oriental (1887-1900) Senner (1891-1895) Sigold (1919-1920) Stimler (1907-1909) Tule (1905-1906)

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



NRY M. SPELMAN II

POSTAL HISTORY AUCTION

415 453-4663

ROSS WILLEY

MAIL AUCTION NUMBER TWO

3930 SE 150TH PORTLAND, OR 97236 (503) 760-7618

ALBERTA, CANADA 1 Lucky Strike, 1911 G+ broken circle on PPC E?

Moraine Park, 1917 G 4 bar on PPC E5 3 Ruedi,1907 (1889-1941) VG 4 bar on PPC E3 4 Sweetwater,1912 (1908-1918) F 4 bar on PPC E10 5 Wild Horse,1917 VG-F 4 bar on PPC E3

6 Armour,1908 (1890-1934) VG-F 4 bar on PPC E3 7 Austin,1914 (1873/1919) VG 4 bar on PPC E5 8 Bloomington,1886 F circ sawtooth, maltese killer GP E6 9 Brule,1910 F doane typ 1 on PPC E2 10 Canton,1907 (1890-1921) VG 4 bar on PPC E3 11 Meek, 1911 (1899-1931) VG 4 bar on PPC E 12 Spear, 1910 (1909-1913) G+ 4 bar on PPC E12

New Mexico 13 Meek,1915 (1904-1922) G+ 4 bar on PPC E10

14 Blodgett,1910 VG doane typ 2 on PPC E2 15 Coles Valley,1910 (60/16) G doane on PPC crease E8 16 Dixonville,1910 (1901-1938) G 4 bar on PPC E3 17 Galescreek,1912 VG doane typ 2 on PPC DPO E3 18 Monkland,1910 (1886-1919) G mag doane on PPC E7 19 Rondowa, 1910 (1909-1915) VG-F 4 bar on PPC nice E35 20 Round Prairie, 1912 (1853/1918) G+ 4 bar on PPC E15

21 Blairs Corners, 1913 (1872-1940) VG-F 4 bar on PPC E2 22 Davis Grove, 1878 (1871/1905) MS cancel on F cvr E10 23 Shoff, 1907 (1896-1909) F 4 bar on PPC E4

24 Springvale, 1912 (1879-1918) VG-F doane on PPC E2

South Dakota 25 Effington, 1915 (1892-1916) F 4 bar on PPC E5

26 Hot Springs,1898 G+ cds on F cvr E2 27 Owatoma,1910 (1909-1914) Harding Co. F 4 bar PPC E15 28 Thunderhawk, 1911 F+ 4 bar on PPC DPO E3

29 Gratis, 1911 (1910-1912) VG-F 4 bar on PPC E15

30 Golden, 1909 (1901/1909) G+ doane on PPC E20 31 Promontory Point, 1909 (1906-1930) G+ mag doa PPC E3

<u>Washington</u> 32 Clallam,1910 (1894-1911) VG lite 4 bar on PPC E5

33 Clifford,1909 (1893-1927) VG 4 bar on PPC E3 34 Cream,1915 (1890-1916) G+ 4 bar on PPC E4 35 Marblehead, 1909 (1886-1925) VG 4 bar on PPC E2 36 Perida,1907 (1899-1908) VG doane typ 2 on PPC E6 37 Perida,1907 (1899-1908) G+ doane typ 2 on PPC E5 38 Tell,190? (1893/1910) G doane typ 2 on PPC E4

MIN BID \$2 PLEASE

Thank you for making my first auction a success. I will be very happy to provide photocopies free of charge with SASE. Standard auction rules apply. I have attempted to be conservative in my grading to ensure your complete satisfaction.

BIDS CLOSE: JAN. 31, 1987 (10 PM)

PUERTO DE LOS ANGELES

By Henry C. Dierck

Port Angeles, Washington, was named by Don Francisco Eliza, a Spanish sea captain. His ship had been tempest tossed by a severe storm, and he finally found safety in a natural harbor in the Straits of Juan de Fuca. He named it Puerto de los Angeles (Port of Angeles).

Port Angeles was locked up by the Federal Government in 1863, and held as a government reservation until 1894. This prevented growth and development for many years. How all this came about is a story that had its genesis in Washington, D.C.

Abraham Lincoln had been just been elected President, and in choosing his cabinet, he appointed Salmon P. Chase as Secretary of the Treasury. Chase was a former Governor of Ohio. He had little or no experience in finance, but was an astute and clever politician. Before joining Lincoln's cabinet, while still in Ohio politics, one of Chase's associates was Victor Smith, who was in the newspaper business, and very likely campaigned for Chase on his way up the political ladder. Chase was also involved with Smith in a financial way. When Chase moved on to the nation's capital, he asked Smith to come with him. This proved to be

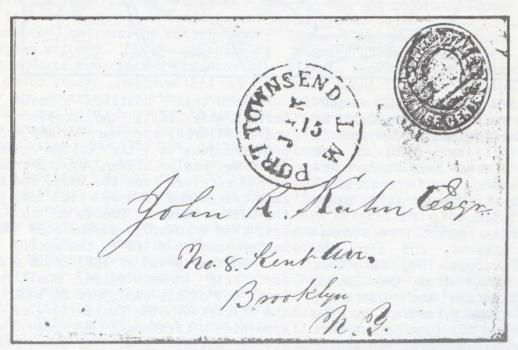
a real windfall for Smith, for as an entrepreneur extra ordinary he was able to cut in on some lucrative deals.

The Civil War was just over the horizon. Washington was buzzing with talk of secession, and, although it had long been a misty piece of political metaphysics, its reality seemed to be emerging rapidly. While all of this was going on, Secretary Chase appointed Victor Smith to be Collector of Customs in the remote Puget Sound District, with headquarters in Port

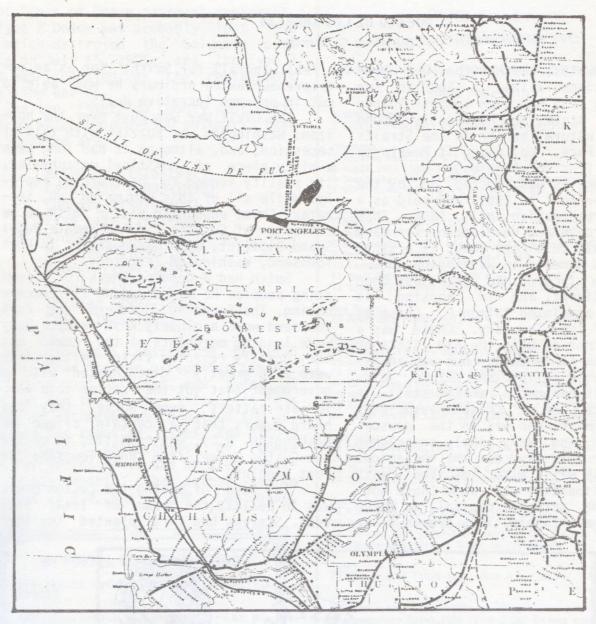
Townsend, Washington Territory.

Smith had a genuine knack for alienating people. He was arrogant and exacerbating. The founding fathers of Port Townsend were a closely knit group. Many were leading merchants of the town. they greatly resented Victor Smith. Thev were also greatly disenchanted with a government that got the nation into war. To make matters even worse, they had heard rumors that a certain clique in Washington, D.C., was committed to moving the Custom House from Port Townsend to Port Angeles.

The idea of moving the Custom House was in reality the dream of Isaac Stevens. Stevens had first planted the idea



This cover bears a postmark of Port Townsend dating from the mid-1860's.



some years earlier when he went to Washington as a congressional delegate. He had garnered considerable influence in the nation's capital, and told of the possibilities of a naval base at Port Angeles. Several people caught the scent of a good investment in Stevens' talk; among them was Victor Smith.

Port Townsend's leaders were strongly against Isaac Stevens, and also the new Collector of Customs. They hung them both in effigy; Smith from the Custom House roof. Smith became the source of blame for many wrongs perceived by the citizens, and it was not long before Port Townsend had completely ostracized Victor Smith from social activities.

Into this hostile climate came Smith's wife Calli, the couple's three small children, and four men who had been promised jobs in the Custom Service. Smith was badly shaken by the treatment he had received from the town, and he became determined to move his family, and the Custom House to Puerto de los Angeles, then a nearly unpopulated natural harbor some 25 miles to the west.

In the spring of 1862 Smith prepared for a trip to Washington. Unwilling to trust any of his employees to look after the affairs of the Custom Service, Smith appointed a Lieutenant Merryman from the Revenue Cutter "Lane," to take over as Deputy Collector. Merryman proved fastid-

ious than perhaps Smith had intended, for after Smith departed he began looking into things and found that Smith had no bond of office and had, in fact, been serving illegally. Merryman also discovered a letter from the Treasury Department warning Smith that if he failed to prefect his bond, his drafts on the Department would not be honored. Finally, he discovered where a revenue cutter had been sold, but no record of the money received by the Department from the sale. Merryman wrote a letter relating these discoveries to the Secretary of Treasury. He had often heard Smith boast of the support Chase gave him, so Merryman also sent a copy to President Lincoln.

Meanwhile, Smith had been completely successful on his mission to Washington, and on June 18, 1862, an Act of Congress transferred the Custom House from Port Townsend to Port Angeles. One day later President Lincoln signed an executive order which turned Port Angeles into a 5-mile square Federal Reserve. Thus there became two Federal Reserves in the United States -- two national cities -- Washington, D.C., on the Potomac and Port Angeles on the Strait of Juan de Fuca. The seed planted by Isaac Stevens and nurtured by Victor Smith and Salmon Chase had

become a reality. Smith and his family returned in triumph to Port Townsend aboard the cutter "Shubrick", but, as the vessel docked, Merryman watched Smith approaching the Custom House and locked the door before he could enter. Smith walked up to the door and started yelling. Merryman yelled back and told him that he was not properly bonded and that he would not vield the Custom House to him. Smith returned to the cutter and sent two armed men with a written request for the keys. Merryman declined, and the skipper of the "Shubrick", under orders from Smith, loaded the ship's guns with grapeshot and shrapnel and aimed them at the town. Smith gave Merryman 15 minutes to surrender the keys, or the town would be bombarded. Merryman gave in, and Smith wasted no time loading the records on board the cutter. This exchange took place August 1, 1862, just one year and two days after Smith's arrival in Washington Territory.

On August 11, the "Eliza Anderson" arrived from Olympia. On board was an examining committee consisting of Governor Pickering, the U.S. Marshall and his deputy, two army officers, and two civilians. This was no ordinary offense. committee swore out an arrest warrant charging Smith with assault and intent to kill. The "Shubrick" was in Port Townsend Bay, and the U.S. Marshall and his deputy set out in a small boat to serve the warrant. As they came along side the Cutter "Shubrick", its captain pushed the Marshall back into his boat and sailed off for Canadian waters. The next morning at "Shubrick" five o'clock the returned. loaded everything aboard, and sailed for Port Angeles. The home of Robert Riley was converted to a temporary Custom House until a new building could be erected. At this time the population of Port Angeles was only ten.

A site for the Custom House was selected at the mouth of Valley Creek, a small stream which drained from the interior mountains. Local Indians warned of the dangers of flooding, but their advice was ignored and over the next year a Custom house was constructed of logs and lumber.

While this was going on, a Grand Jury was meeting in Olympia to consider the charges against Victor Smith. Smith was found guilty on 13 counts, including converting government money to his own use and unlawful purchases of government lands. Secretary Chase dispatched a Special Agent from Washington, D.C., to investigate the verdict, and Victor Smith returned to the capital to try to clear his name. During Smith's absence, on December 16, 1863, a wall of water, which had been impounded by a landslide, came rushing down Valley Creek and destroyed the Custom House. Mrs. Smith was able to save herself and the children, but two employees were killed by falling chimney bricks.

The Special Agent dispatched by Chase managed to have the Grand Jury charges against Smith dropped, but Smith was forced by the Lincoln Administration to resign as Customs Officer. He was in turn appointed Treasury Agent by Chase, and assigned to escort a large sum of money from Washington to San Francisco.

En route, his ship was wrecked on Roncadore Reef about 200 miles east of Panama, and the money disappeared. Smith accused the ship's captain of theft, but the money was never recovered. Proceeding to San Francisco, Smith later boarded the ship "Brother Jonathon" in San Francisco for the trip north to Port Angeles. On July 30, 1865, the "Brother Jonathan" was wrecked in a storm off Crescent City. The ship sank with great loss of life, and Victor Smith was among the missing. His body was never recovered.

In 1866 the Custom House was moved back to Port Townsend, but the Federal Reserve at Port Angeles was allowed to remain in place. Port Angeles entered a long period of decline, which lasted until the late 1880's when a land and rail-road boom renewed interest in the region.

On March 3, 1891, President Harrison set aside the Federal Reserve, and by doing so put the Government into the real estate business. Port Angeles townsite had been laid out as a model city, and platted by the Government on a plan based on that of Cincinnati, Ohio. On Jan. 1, 1894, an auction was held in the Clallam County Court House (Clallam County had been created out of Jefferson County in 1854). Lots sold from \$5.00 to \$160.00, and real estate speculators made a killing. Sadly, Victor Smith did not live to see his deep-laid plan come true.

Settlement of Port Angles did not increase much even after the Reserve was opened. The county was in an economic depression, and money was scarce. There was a small group that had settled in the late 1880's on the east side of the Reserve, but they were considered a radical cult by local residents and kept pretty much to themselves. The group, called the Puget Sound Cooperative Colony, was very industrious and even made their script to use in place of money. The group brought with them their own newspaper, "The Model Commonwealth." Its masthead carried the slogan, "Free Land -Free Trade - Free Men." The older residents of Port Angeles did not like the fact that this paper was published under a Port Angeles dateline. In fact, they did not like the people of the Puget Sound Cooperative Colony, and accused them of,

among other things, practicing free love. The colonists reacted by withdrawing into their own society, and were convinced that their detractors were acting out of ignorance. Financial difficulties and internal disputes forced the Colony to eventually declare bankruptcy and disincorporate, but during the 1888-89 period it was a major factor in the de-velopment of Port Angeles.

One other group that contributed significantly to the early development of Port Angeles were the veterans of the Civil War, mostly from Michigan. The slow pace of settlement at Port Angeles caused a group of prominent people from Clallam County to form the Clallam County Immigration Bureau. James S. Cooligan was elected President, and the Bureau opened a headquarters in Port Angles and an eastern office in the Globe Building in Saint Paul, Minnesota, Cooligan commissioned publication of a 61-page booklet which told the story of Clallam County, and presented numerous details, maps, as well as, "Views and Opinions of Settlers." Among the maps were those showing the routes of proposed railroad extensions of the major transcontinental lines, all terminating at Port Angeles. These railroads lines were never built, but Cooligan's group was moderately successful in attracting new residents to Port Angeles.

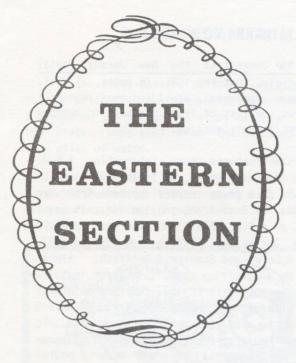
Today, Port Angeles is a beautiful little city of about 15,000, but I doubt that there are many living there who know about the turbulent times and exciting past of their Puerto de los Angeles on the Strait of Juan de Fuca.

References:

Campbell, Patricia. "History of the North Olympic Peninsula", THE DAILY NEWS, Port Angeles.

Cooligan, James S. "The Gate City of the Pacific Coast", 4th ed., 1898.

Woodward, W. E. NEW AMERICAN HISTORY.



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

Postal historians frequently use "copying" equipment: to copy an article, copy a cover, copy a map-- or whatever. The copying that I would like to editorialize about is copying of items to be used for illustrating articles.

I receive a number of journals from various state postal history societies and the illustrations in these journals range from excellent to awful! I might add, that materials submitted to me for illustrations to accompany articles for the Eastern Section of LA POSTA cover the same range.

And so, a bit of discussion on the subject. First, not all copiers are equal. We often see nearly solid black "copies" of the brownish (buff) government envelopes used in the 1850's, or those dark green 1c stamps that show up on early 20th Century post cards. But some copiers will produce fairly nice "copies" of these same items. You may have to do a bit of research to find the copying machine in your town that makes decent looking copies of such items.

We have three different commercial firms here in Walterboro who make "copies", each with a different brand of copier. One charges 10c, one 15c, and one 20c a copy. But sometimes it's worth paying the 20c in order to get a nice looking copy.



Figures 1, 2 and 3 (on the next page) show how those three different machines "copy" a buff colored envelope and a 1c dark green stamp.

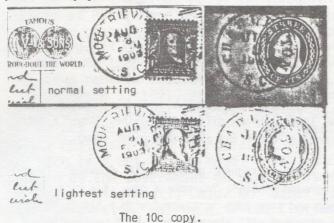
Another frequent problem with "copies" is a background "haze". You make a copy of a nice clean cover and your copy is covered with a black "haze" or streaked with black lines. Most copiers have a control to lighten or darken the appearance of the copy. Sometimes all that is needed is to adjust that control to a lighter setting, and the "haze" will disappear. But if it doesn't, the copying machine probably needs servicing, so find another machine that's working properly, or find out when the machine will be serviced, and come back later.

The third problem with copiers is that they don't reproduce the original exactly. In the copying process, some detail is lost, and a copy of a copy loses more detail, while a third copy of an original looks distorted even to the naked eye. If you look at a copy through a good magnifying glass, you will notice that a few lines that were light in the original are entirely missing in the copy, or where you had complete letters in the postmark on the original, some of those letters are now incomplete, some distorted. Under magnification you can see something else—the copying machine has added some black dots that weren't on the original!

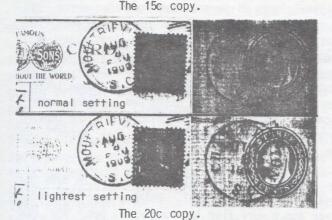
Distorted or incomplete copies can be made to look like the original. Using a good magnifying glass and a very fine (accountant's) pen, you can

replace the lines that disappeared on the copy, while the extra black dots, depending on where they appear, can be erased, or scratched off, using a pointed "Exacto" knife, or the tips of pointed stamp tongs.

Of course, one way to eliminate the problem is to send your original material to the editor along with your article, and let him make photographs (at least one editor requires this), but if you don't want to allow the originals out of your possession, by following the above tips, you can send your editors illustrations with details that can be seen, and greatly improve the appearance of your society journal.







HAVE YOU SEEN ?

NJPH, the Journal of the New Jersey Postal History Society, October 1986, 16 pages, $8\frac{1}{2} \times 11$, plus an 8 page supplement, providing two pages of Society news, a list of items for sale to members and a 171 lot Society auction.

This issue features some interesting R.P.O. covers by Fred Mac Donald, an "11th hour" compilation of U.S. #1 & #2 on covers posted from New Jersey towns by Brad Arch; and the first (5 page) installment of a list of all postmasters appointed at New Jersey post offices from 1789 to 1857, by William C.Coles and Stanley E.Griffith. Alphabetically by post office name, this first installment lists the postmasters and their appointment dates for postoffices ABSECOMBE thru 3EESLEY'S POINT. There is also an article about the old Postmaster's House at Port Elizabeth, N.J. (Thomas Lee's) and illustrations of some modern postal history (fractional rate covers) by Brad Arch.

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 ?

NCPHS Newsletter, October 1986, 18 pages, 8½ x 11. The new typesetting and headlining give an outstanding appearance to this group's fine publication. Although somewhat improved, the illustrations could stand further improvement, but the editors point out that the cost of half-tones precludes their use in a publication of this type.

This issue includes "North Carolina Pioneer Air Mail: Wilmington 1912", by Thomas J.O'Sullivan "The Post Offices of Maney's Neck Township, Herford County", by W. Marvin Worrell, Jr.; "Is It or Isn't It? The Carolina City Provisional", by Tony Crumbley (including a listing of 22 Confederate covers mailed from Carolina City, N.C.); "Old Post Offices Never Die.." by Ken Schoolmeester, and a report of a previously unreported 1827 Chapel Hill postmark by Tony Crumbley

NCPHS Newsletter is edited by Tony Crumbley and Darrell Ertzberger and published quarterly by the North Carolina Postal History Society. Information from Milton Wicker, 508 Lindley Road, Greensboro, NC 27410.

NEW SHOREHAM/BLOCK ISLAND, RHODE ISLAND, PART II

By Brad Arch

In the first Eastern Section, which appeared in LA POSTA #89, the October-November 1984 issue, I presented the background story of this interesting place, separated from the mainland by about nine miles of water.

Part II presents an interesting "loose ship letter" from Block Island, along with tracings of all reported postmarks and a record of its postmasters.

The postal clerk in New London datestamped it on arrival "August 6" and also marked it "HELD FOR POSTAGE" (the notched oval, partly covered by the stamp). Notification was apparently sent to the sender (or the Hotel or the Steamship Co.) to provide postage for the letter before it could be released. When payment was received, a 2c stamp was applied over the "HELD FOR POSTAGE" handstamp, upon which it was postmarked "New London August 13" and sent on its way, after a week's delay.

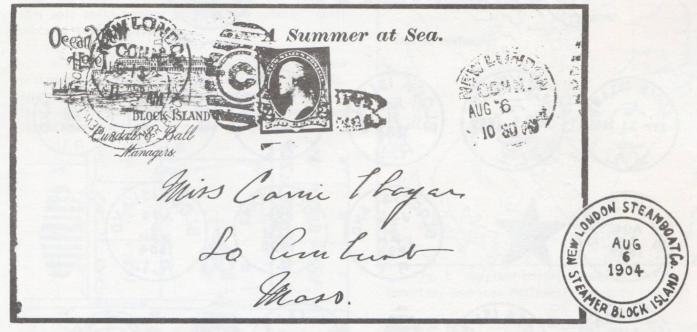


Fig. 1 Letter mailed at sea (note steamship marking [Fig. 2] over hotel corner card at upper left) and held for postage at New London, Conn.

Fig. 2 Steamboat marking appears on cover in Figure 1

The envelope shown in Figure 1 was appropriated from the Ocean View Hotel on Block Island, but used while in transit from the island to the mainland at New London, Connecticut on a steamship that did not hold a mail carrying contract. (The mail contract at this time was held by the steamer to Newport, Rhode Island.)

The envelope was apparently handed to the ship's purser, who applied his handstamp over the hotel corner card, and upon arrival in port, delivered it to the post office as per regulations.

About the Author:

Brad Arch is a retired postal clerk with limited travel experiences, but with a fascination for islands and their postal history, plus a deep interest in New Jersey postal history in the classic period (1847-1869).

NEW SHOREHAM/ BLOCK ISLAND (Newport Co.) R.I.

Listing of Postmasters and Appointment Dates Compiled by John Kay & Brad Arch

ESTABLISHED AS NEW SHOREHAM P.O.		
William S. Wright, 1st P.M December	13,	1832
Samuel Dunn July	26,	1837
Alfred Card June	12,	1841
George Ross September	23,	1845
Rev. Charles E. Lewis April	17,	1852
Rev. Elijah Macomber, Jr May	17,	1855
Samuel J. Osgood August	4,	1860
William L. Milikin June	5,	1861
Charles W. Willis April	1,	1878
NAME CHANGED TO BLOCK ISLAND November	7,	1879

***************************************	S. Martin Rose July 22, 1913
NAME CHANGED TO BLOCK ISLAND November 7, 1879	Lenice M. Rose (Acting) March 30, 1935
John C. Champlin July 14, 1888	
	Nicholas Bell August 27, 1935
Alvin H. Sprague February 8, 1890	Matthew A. Moran March 31, 1941
Almaniza Rose October 27, 1893	Mrs. Emma L. Gouley August 3, 1960
Edward L. Payne January 17, 1898	Natalie A. Mitchell (Acting) June 27, 1961
Ray L. Littlefield May 9, 1903	Natalie A. Mitchell June 12, 1971
Edward L. Payne June 10, 1908	Edrie H. Dodge August 18, 1984



Information on activities and membership in the New Jersey Postal History Postal History Society

is available from the author: Brad Arch, 144 Hamilton Avenue, Clifton NJ 07011

JOPPA, MARYLAND, AND NEARBY OFFICES

By Jane Bickel

The town of Joppa came into being in the early 1700's. By 1706 the "harbor" of Old Baltimore had become badly silted up and so, a legislative act in 1712 fixed the new county seat of Baltimore County "at the house built on Taylor's Choice, in the town of Joppa".

A 1724 Act of the Maryland Assembly seemed destined to assure the growth of Joppa. According to this law, all people paying debts with tobacco, need pay only nine-tenths of what they owed, if they sold their tobacco at Joppa and settled their debts at that place.

A 1725 plat of Joppa (Figure 1) shows the new prison, the courthouse, the old prison and St. John's Parish Church. Adjacent to the new prison is a small lot marked "Amen Corner", which was sacred to the whipping-post and the pillory.

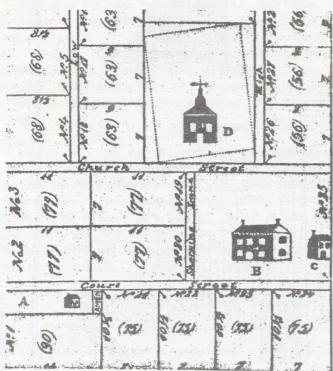


Fig. 1 Portion of Plat of Joppa in 1725.

A- New Prison, B- Court House, C- Old Prison,
D- St. John's Parish Church.

About the Author:

A lifetime resident of White Marsh, Baltimore County, Md., Jane Bickel is interested in local history and currently collecting data and postmarks of Baltimore County postoffices for the County Historical Society.

In 1725, a Mrs. Elinor Rumsey was living in a house in Joppa. Today, a stone building, known as the "old jail" stands near the house known as the Rumsey Mansion, believed to be the sole remaining buildings on the site of the original Joppa.

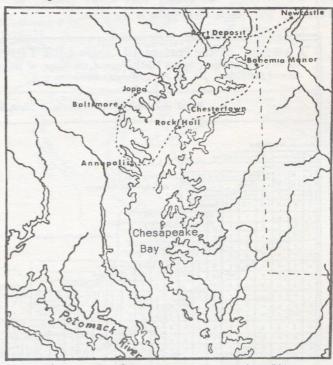


Fig. 2 Maryland postal routes in 1728 (courtesy American Philatelic Research Library)

Joppa grew - houses, warehouses, courthouse, jail, church school, a race track, a port teeming with activity.

In 1730, when Alexander Spotswood,ex-Governor of Virginia, became Deputy Postmaster General for the Colonies, with headquarters in Philadelphia, he showed a keen interest in colonial affairs, particularly in promoting a Grand Line of Post, connecting north and south. The Maryland section of this route is described in the July 6, 1732 issue of the American Weekly Mercury:

"The southern Post set out this morning from Philadelphia Post Office, at the sign of the Bible in 2nd Street, in order to perform that stage to New Castle weekly, and to proceed by different stages to Susquehanna, Joppa, Patapsco, Annapolis, Marlborough, Potowmack River, New-Port, Mattapony River, Williamsburg York-Town, Hampton, Isle of Wright, Bennets-Creek and Edenton in North Carolina."

A table of postage rates published in 1763, (Figure 3) shows Susquehanna, Joppa, Patapsco, Annapolis and Marlborough as the parliamentary post offices in Maryland.

However, political pressure could not prevail against a silting harbor and a rival town - Baltimore, and in 1768, the county seat moved south to Baltimore, and Joppa went into a decline.

The old Joppa court house was sold, torn down, the wharves vanished, the church moved up river to Kingsville and later, the old tombstones were used as flooring in some stables.

In 1774, Harford County was separated from Baltimore County, the dividing line being Little Gunpowder Falls. All that was left of Joppa was now in Harford County.

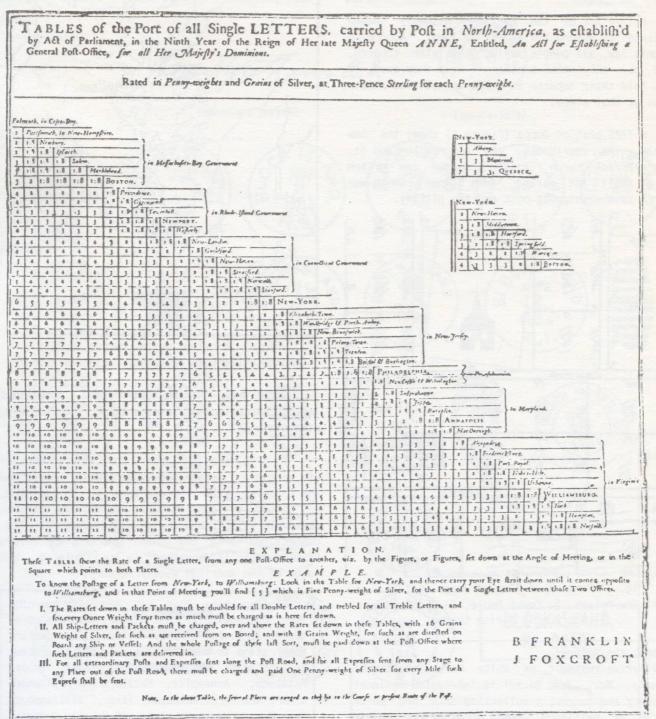


Fig. 3. Table of postage rates as revised in 1763. (courtesy American Philatelic Research Library)

With the adoption of the Constitution and the establishment of the United States postal system, services were expanded throughout the former confederated states and in 1809, a post office was established at Joppa Cross Roads in Harford County, with John Rouse as postmaster, and continued until 1816.

Joppa Cross Roads may well have been a post office without a town. It was most likely located in the Peggy Stewart Inn, where Old Joppa Road crosses the Philadelphia Road, with the old toll gate just across the turnpike.(Figure 5)

Since the selection of postmasters and post office locations was often politically motivated, we cannot discuss the Joppa post offices without including two other offices which, from time to time served the postal needs of this area, --Gunpowder and Little Gunpowder, just across the river in Baltimore County.

Gunpowder P.O. was established in Baltimore Co. December 14, 1816, with Benjamin Buck, as its first postmaster. It operated until December 1819. Joppa Cross Roads was re-established on December 23, 1819, closing again in 1829. Little Gunpowder P.O. in Baltimore Co. took over from May 18, 1828 to 1880, John W. Onion being its first postmaster.

Little Gunpowder was located on the Philadelphia Turnpike at the Little Falls. An 1850 map shows the tollgate, lumberyard, J.W.Onion's house, a store, and Little Gunpowder P.O. at the intersection of the Philadelphia & Joppa Roads — this Joppa Road was the one which ran from Kingsville through Paradice and on to the Philadelphia Road, where it crossed the Little Falls.(Figure 5)



Fig. 4 Postmark of Little Gunpowder, 1851. (courtesy Frank Stewart)

By 1877, the map shows only two houses in Little Gunpowder-- the toll house and the post office. On that same 1877 map, H.H. Blakiston lived about 1/2 mile west of the post office, while John W. Dieter had a grist mill across the Falls and diagonally across from the toll gate.

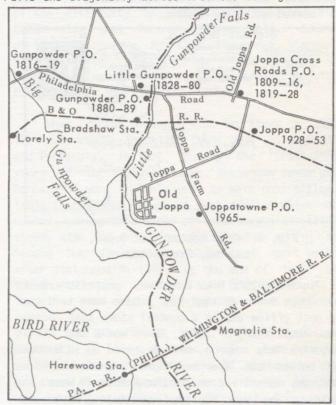


Fig. 5 Map showing the Joppa area.

In May 1880, Little Gunpowder P.O. became Gunpowder P.O., with Herbert Blakiston as first postmaster, lasting until 1889. In 1889 a flood inundated the mills along the Gunpowder and the postmaster packed up and left. Gunpowder area was served from Bradshaw P.O. and never regained its post office once the mills were gone.

In 1881 Joppa was reborn as a post office in Harford County, with William Wade listed as first postmaster. Around 1890-1900 Joppa moved -- or rather was moved. My father's cousin remembers seeing one of the log cabins of Joppa being hauled down the Philadelphia Road (now Route 7) and relocated almost across from Cowenton Ave. (in White Marsh). He said it was quite a sight to see it coming down the road.

Two railroads pass through this area- what we call the "Pennsy" started out as the Philadelphia, Wilmington and Baltimore Rail Road in the 1830's. In the 1880's the Baltimore and Ohio came through.

Although there was no town of Joppa until the new development called Joppatowne was built on land surrounding the old Rumsey Mansion, with a beautiful new post office (Figure 8), a Joppa P.O. existed from 1881 without a town. I have not been able to discover just where that post office was located until the 1920's.



Fig. 6. 1909 postmark of Joppa, MD. (courtesy Frank Stewart)

In the 1920's Mrs. Ennis was postmistress at the Joppa P.O. At that time I have been told that the post office was in a general store that burned down about 1925. Mrs. Ennis was a dear little Victorian lady — apron, hair fastened up in a bun. She helped out the neighbors and was loved by everyone. She lived on Trimble Road. When she retired, she was replaced by Acting Postmaster Elizabeth Preston.

In 1951, Mr. Louis Stoddard became postmaster at Joppa, replacing Acting Postmaster Elizabeth Preston. He remembers the very small and primitive frame shack, almost out of sight at the end of a lane from Joppa Road, near the B & O Railroad. "It had been the office (with weighing scales) for a tomato cannery", he said.(Figure 5)

Mr. Stoddard continues, "There were cracks between the floor boards through which coins were often lost. Small boys were then told that if they wanted a dime or quarter they were welcome to it for crawling into the open crawl space to find it. In winter, several layers of empty mail bags shut out cold drafts from below and served as a carpet near my desk, but it was still necessary to wear heavy footwear with galoshes or arctics for anything like comfort."

Mr. Stoddard: "We had a brick and concrete block post office built in 1953, on Joppa Road moved into it about July 15. We outgrew it and moved into the "Joppatowne" (present) building (Figure 8) on March 25, 1965. This is a memorable date because it had snowed during the night!"



Fig. 7 Present machine cancel of Joppa, MD.

Mr. Stoddard continued, "Mrs. Ennis and Simon P. Clapper had occupied the "cannery" post office building for some years before she retired. I know nothing of her having the post office in her home, though that is possible."

"Raymond R. Howell was the rural carrier when I became postmaster, and the part time clerk was George Kroh, Mrs. Ennis' brother."

Today, Joppa postoffice stands in Joppatowne, at the corner of Joppa Farm Road and Town Center Road. It is a large one story brick building (Figure 8). The office currently has 9 city routes and 4 rural routes as well as 488 lock boxes to serve the 5218 families or approximately 15,000 persons in the area.

The present postmaster is David E. Schlothauer who has held that position since May of 1973, when Mr.Stoddard retired. Joppa Post Office also has a Superintendent of Postal Operations which is currently filled by Paul D. Alexander.



Fig. 8 Today's modern post office in Joppatowne

Acknowledgement:

Permission of the American Philatelic Society to use material from Alex ter Braake's <u>The Posted Letter in Colonial and Revolutionary America</u> is gratefully acknowledged.

NO MATTER HOW YOU SPELL IT IT'S STILL FLORIDA

By Niles Schuh

Modern town postmarks use standardized abbreviations to indicate the state of origin on mailed matter. Under this system, Florida is abbreviated "FL" on postmark devices supplied to local offices by the Postal Service. Actually, the ZIP Code number and especially its first three digits, are the most important bits of information to the personnel and machines of the USPS. The standard two-letter state abbreviations are for those of us who don't want to be "just numbers", but couldn't the USPS have let us have three letters instead of just two? Two letters are all that computers need to tell the states apart, but how many humans can remember which states are indicated by "MA", "MD", "ME", "MI", "MN", "MO", "MS", and "MT"?

In looking over Florida stampless covers, one becomes intrigued by the number of different ways the word "Florida" was abbreviated before the days of standardization and postmarking devices supplied by the Federal Government.

During Florida's Territorial and Early Statehood periods (1821-1855), postmarks were much more interesting than they are today. There was variety in the postmarks because every postmaster in every town selected his own size, shape, and spelling. The few small towns in Florida were far apart, communication was poor, and standardization would have been very difficult, even if desired. About the only thing common was that most handstamped postmarks were circular and all were required to include the town and state names and the month and day. Sizes varied, spelling was different, and some were not circular. At least one (Tallahassee) included the year date between 1837 and 1841, a practice which is standard today, but which was very unusual at that time.

A small study was made of the ways in which "Florida" was abbreviated and which of the various town post offices used them. The study was limited to handstamped town postmarks used during the stampless period in Florida, roughly 1821 to 1855.

About the Author.

Niles Schuh is a recently retired electrical engineer with a primary philatelic interest in Florida postal history and a secondary interest in 19th century Chile and Peru, especially their postal markings.

Manuscript markings were not included so as to limit the scope of the study and also because of the difficulty of determining spelling from handwriting that is over 130 years old. Sources of information were Phillips "American Stampless Cover Catalog" and "Florida Postal History and Postal Markings During the Stampless Period", by Pickett, Rice and Spelman.

When Florida became a U.S. Territory in 1821, the only really important towns were St. Augustine and Pensacola. In fact, during the first three years of territorial status, those two towns plus Fernandina were the only ones to have post offices. Table 1 shows the growth in post offices which occurred during this early period. Growth was fairly steady with the exception of a slowdown during the Second Seminole War and a significant spurt upward after statehood in 1845. By the end of 1855, although 193 post offices had been opened, 43 of these had been closed, leaving 150 active offices.

Of the 193 offices, only 45 used handstamp postmarks as far as we know. The state name was spelled at least 16 ways in the 74 postmarks used by those 45 early post offices. The use of lower case letters is counted as different from upper case because of the difference it makes in the appearance of the postmark.

Five varieties out of the 16 spellings indicated territorial status:

F.TY FL.T. FL.t. Fl.T. Fla.T.

Four varieties were abbreviations of East Florida:

E.F. E.Fl. E.FLO. E.FLOR⁴

Table 2 is a list of all 45 towns using handstamped postmarks in the 1821-1855 period. The state abbreviation is indicated for each (seven town postmarks used no abbreviation).

Table 2 lists four towns with four different spellings; four with three spellings; nine towns with two spellings and 28 towns that used only one spelling.

The "FLA" abbreviation was by far the most popular, having been used by 22 of the 45 towns at some time during the stampless period. The relative popularity of those spellings used by more than one town is indicated:

FLA.	22	Fl.T.	3
Flor.	12	Flo.	2
FLO.	10	F.Ty.	2
Fla.	9	FL.T.	2
FLORIDA	7	E.FLO.	2

All other abbreviations were used by only one town. Note that the modern standard "FL" was not used by even one town.

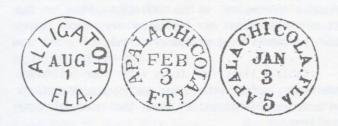
Statistically minded Florida postal historians will see that this small study could be expanded if desired. The question of how long each town used each postmark has not been addressed. Postal historians could also ask how the statistics presented would be affected by including the manuscript postmarks, or how the changes in design can be related to changes in postmasters, or...!? This writer has gone far enough for this article; but, if you had been making the decision, how would you have abbreviated Florida?

TABLE 1

GROWTH OF POST OFFICES IN FLORIDA, 1821-1855

Period from 1821 to end of:	Cumulative Opened		Post Offices Net
1823	3	0	3
1825	7	0	7
1830	38	1	37
1835	63	6	57
1840	76	10	66
1845*	101	20	81
1850	155	33	122
1855	193	43	150

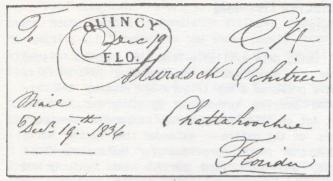
^{*} Florida became a state on March 3, 1845.



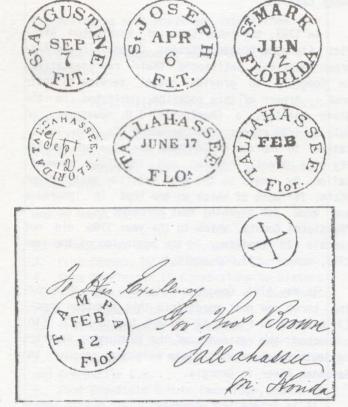


A $6\frac{1}{4}c$ rate (instead of 6c) for single letters carried under 30 miles, is seen around 1830-40. 1/8 of a Spanish dollar(a 'bit') was equal to $12\frac{1}{2}c$ while a 'medio real' or 'picayune' equalled $6\frac{1}{4}c$.





Another fine $6\frac{1}{4}$ c rate from Quincy, Flo.



An attractive 'X-rated' cover from Tampa

WANTON P.O. E. FLO. Maylo





ALPHABETICAL LIST OF 45 TOWNS USING HANDSTAMPED
POSTMARKS DURING 1821-1855 PERIOD
SHOWING STATE ABBREVIATION USED

SHOWING	STATE	ADDREV	TATION	USED	
	FLA.	Flor.	FLO.	Fla.	Other
Adamsville	-	-	-	X	0 01101
Alligator	X				
Apalachicola	X	-	-	-	FLORIDA
					F.TY
Cedar Key	-	-	-	-	FLORIDA
Chattahoochee	-	-	X		
Clay Landing	X				
Fernandina	X				
Flemington	X				
Garey's Ferry	-		_	X	
Greenwood	X				
Jacksonville	200	X	Х		
Jasper	X				
Key West	X		1 2 3 1	X	FLORIDA
Lipona			and pr	11	FLORIDA
Madison	-	X			
Magnolia	X	-	_	χ	
Marianna	X	7.2			Fl.T.
Mayport Mills	X				
Micanopy	X				
Middleburg	_		X		
Milton		X	^		
Monticello	-neight	X			
Mount Vernon			X		
Newnansville		X	^		FL.t.
Newport	X	X		- 4	I L. U.
Ocala (Ocola)	X	^	X	X	
Ochesee	X	Int de	^	^	
Pensacola	^	Χ	X		F.
Picolata	- 0000	^	^	X	100
Pilatka		X		^	
Port Leon	X	X	Χ	Х	
Quincy	X	X	X	^	
Rocky Comfort	X	^	^		
St. Augustine	_	and to	and a	χ	Fl.T.
Ju. Augustine				^	E.FLO.
			200		E.F1.
St. Joseph	96		4		Fl.T.
St. Marks	-	100	A mary	a lesi	
St. Marks	102 -	al las	-		FLORIDA
Cominals Assault			v		FL.T.
Seminole Agency	_		X		FLORIDA
Tallahassee	Χ	X	-		FLORIDA
Table 1 and 1 and 1 and 1		v			FLOA
Tampa	et in the	X	-		FLORIDA
Wantons	-	Depart 1	X	-	E.FLO.
Warrington	X				
Welaka	-	-	-		E.F.
White Springs	X	-		X	E EL 224
Woodstock Mills	-	-	-	-	E.FLOR♠

POSTAL ROUTES IN SOUTH CAROLINA 1794-1800

By Robert J. Stets

Slowly, but surely, information is being discovered that permits us to see a clearer picture of postal services in South Carolina in the early days of our republic. Similar information is available to permit postal research for any of the states in existence prior to 1833— the period for which post office department postmaster records are incomplete.

Two sources of information which permit us to fill in much of the information missing from the post office department records of postmaster appointments prior to 1833 are:

- 1. United States Post Offices 1797-1831, Shelf item 14988, Reel No. 1, available from The Library of Congress Photoduplication Service, Dept. C-111, Washington, D.C. 20540, at \$23.00.
- 2. The Public Statutes at Large of the United States of America from 1789 to March 3, 1845. The Acts are arranged in chronological order, and a Table of Contents at the beginning of each volume lists briefly the subject matter of each Act. The volumes are located in the Library of Congress, in the Law Library Building, Washington, D.C. Photocopies of the Acts establishing or discontinuing post roads can be made for 10c each page.

In the March, 1986 issue of LA POSTA, I presented a map of the first inland postal routes in South Carolina and Georgia, based on ads in Charleston, S.C. newspapers requesting bids for carrying the mail over those 1792-93 post roads. Information obtained from Source 2 above discloses that those roads were authorized by an Act of Congress dated February 20, 1792, to become effective "from and after the first day of June next" (June 1,1792)

In the September 1986 issue of LA POSTA, I presented a map of the postal routes in South Carolina authorized by an Act of Congress on April 25 1810. As a result of obtaining copies of Acts of Congress setting up the early post roads, I am now preparing maps of South Carolina showing the post roads for the years between 1792 and 1810.

With some exceptions, the Postmaster General was limited to establishing post offices only on post roads authorized by Congress, so by locating where the post roads ran, we can see where post offices could be established in those early days.

Using data available from the sources listed above, as explained in the September 1986 article, I have prepared a map (Figure 3) showing the expanded service authorized by Congress in 1794. That Act of 1794 tremendously expanded the post roads of the nation— extended them further north and further south, provided for extensive cross posts, and authorized service into Kentucky and what would later be Tennessee.

No doubt much of that expansion was in response to petitions from new residents on the frontiers similar to the following incident in South Carolina.

In 1793, the inhabitants of Washington District (today's Oconee, Pickens, Greenville and Anderson Counties) petitioned their representatives in Congress to provide postal service to their area. A part of this petition, published in the State Gazette, a Charleston, S.C. newspaper, on July 1, 1793 reads: "We recommend to the legislature to impress on Congress the absolute necessity of a direct, regular and immediate communication by posts to the most exterior parts of our state, for want of which we are kept in ignorance and know not anything that concerns us.........." "Pendleton County, which in the year 1786 did not contain 20 families, in the beginning of the year 1793, contains 13,000 souls."

In May 1794, Congress responded by authorizing three new post roads into this frontier area-(7, 8 and 9 in Figure 1) while a fourth route (10) connected the residents of the Washington District in South Carolina with their neighbors across the Savannah River in Georgia.

It is interesting to note in the places named on these early post roads, the frequent use of the identification "C.H."(court house). Congress had authorized the Postmaster General to provide a post (as required) to any court house, from the nearest post town, so apparently, when residents of a court house area requested mail service, they stated that they lived in a court house town, even if a village with that name didn't exist.

"Washington C.H.", mentioned on two different post roads in Figure 1, was never known locally by that name, having been called "Pickensville" almost from the time it was laid out. "Pendleton C.H." refers to the small County court house located in Pendleton Village, likewise "Greenville C.H." refers to the small County court house that served that area, but in 1794, the village of Greenville had not yet been laid out.

Notice too, on Route 9 in Figure 1, the name "Spartan C.H." although as far as I can discover, the place was always called "Spartanburgh".

"Pinckney C.H." however, referred to the District Court House for the entire Pinckney District, including what is today Spartanburg, Union, Cherokee, York and Chester Counties, which by 1790 had a white population of almost 26,000.

Act of May 8, 1794, effective June 1, 1794

The following post roads are established:

1. From Passamaquoddy, Maine to St.Mary's in Georgia.....

via Fayetteville and Lumberton in North Carolina.

via Cheraw C.H, Camden, Columbia and Edgefield C.H. in South Carolina.

via Augusta, Waynesborough and Savannah in Georgia.

and in South Carolina,

- 2. From Cheraw C.H. to Georgetown.
- 3. From Camden, by Statesburg to Charleston.
- 4. From Charleston, by Coosawatchy to Sisters Ferry on Savannah River, thence to the post road from Augusta to Savannah.
- 5. From Coosawhatchy to Beaufort.
- 6. From Columbia, by Orangeburg to Charleston
- 7. From Columbia to Newbury C.H., Laurens C.H and Greenville C.H.
- 8. From Edgefield C.H.to Cambridge, thence by Abbeville C.H. to Pendleton C.H.
- 9. From Columbia by Winnsboro, Pinckney C.H. Spartan C.H. and Greenville C.H. to Washington C.H.
- 10. From Washington C.H. by Pendleton C.H. to Hatton's Ford on Tugaloo River, thence by Franklin C.H., Elberton and Petersburg to Washington in Georgia.
- 11. From Morganton in N.C., by Lincolnton to Pinckney C.H. in South Carolina.

Fig. 1 Roads 1-11. List of post roads authorized by Act of Congress 8 May 1794. Numbers correspond with Figure 3.

Other comments that come to mind when comparing the 1794 routes with the 1792 routes include:

- 1. The main north-south route now bypasses Cambridge, which is now served on a route from Edgefield C.H. to the Washington District.
- 2. A branch route from the main north-south route at Cheraw C.H. now serves Georgetown, rather than via Charleston.
- 3. A new route now provides direct service between the old state capital (Charleston) and the new state capital (Columbia).
- 4. The road between Coosawhatchy and Savannah has been changed to provide service to the Swiss settlements on both sides of the Savannah River, and a branch has been established to provide service to Beaufort.

Figure 3 reflects not only the post roads authorized in 1794, but the additional routes and changes authorized by Congress in 1795 and 1797.

Note that in 1797, Congress reinstated the road along the coast, which had been discontinued in 1792. Also in 1797 the road from Morganton in North Carolina to Pinckney C.H. (#11) was changed to terminate at Spartanburg.

Thus Figure 3 provides us with a picture of the post roads which operated in South Carolina between 1794 and 1800. At a later date, a map of the roads that operated between 1800 and 1810 will complete the picture.

Has any reader developed similar maps for any of the other states for this period?

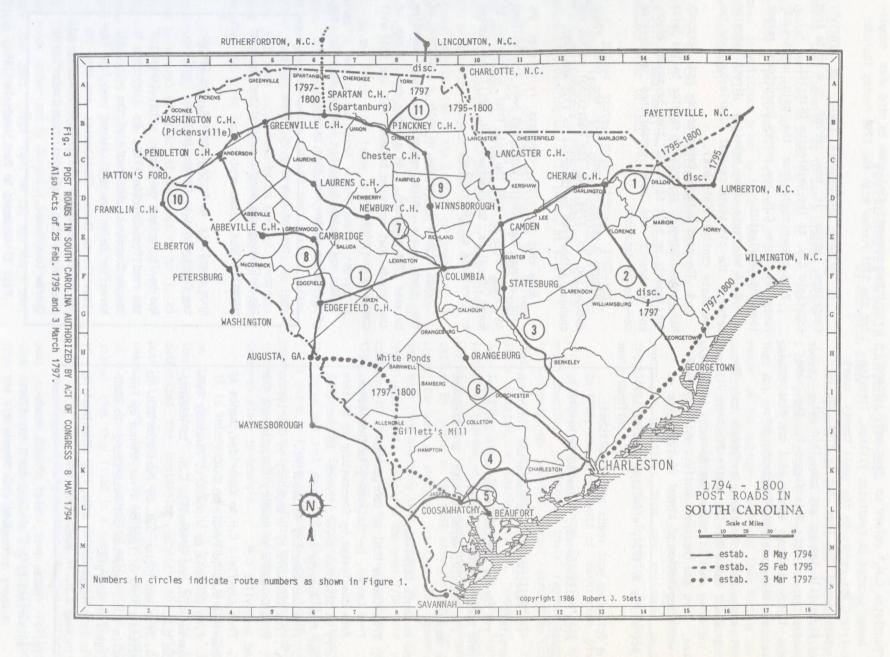
Act of February 25, 1795:

The following are hereby established as post roads:

From Charlotte in North Carolina, by Lancaster Court House to Camden in South Carolina.

And be it further enacted, That instead of the road from Fayetteville, by Lumberton to Cheraw Courthouse, the route of the post shall hereafter be on the most direct road from Fayetteville to Cheraw Courthouse; and that the Postmaster General shall have authority to discontinue the post road from Lumberton to Cheraw Courthouse.

Fig. 2 Changes to Post roads in 1795.



MANUSCRIPT POSTMARKS AND MISCELLANEOUS NET PRICE SALE

Webster F. Stickney

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LOT		PRICE	LOT	PRICI
	Blue Pond, Ala., unlisted ASCC, 1851.	\$30.00	64. Centre Harbor, N.H., 5 rate, (1840-1893) 1850.	\$5.00
2.	Porterville, Ala., stains, unlisted ASCC, 1854.	\$18.00	65. Durham, N.H., P.M. Free Frank, 1821.	\$8.00
	Marmion, Ala., PM Free Frank, ASCC record copy.		66. Franconia, N.H., Paid 6, 1841.	\$8.00
	Bruceville, Ala., Ulo. NYD	\$5.00	67. New Boston, N.H., Unity, N.H. fwd. cover, NYD.	\$10.00
	Summit, Ala., 3-cent postal stat., 1872.	\$6.00	68. Rochester, N.H., P.M. Free Frank, 1832.	\$15.00
	Wheeler, Ala., 3-cent postal stat., 18/3.	\$7.00	69. Salisbury, N.H., 12 1/2, 1844.	\$7.00
	Gaines Landing (Ark), stains, 1851.	\$25.00 \$40.00	70. Sanbornton Bridge, N.H., 12 1/2,(1840-69) 1843.	
	Ozark, Ark., very clean, 1842.	\$12.00	71. Thornton's Ferry, N.H., 5 rate, 1847.	\$12.00
	Eudora, Ark., U10, 1860. Lyme, Ct, 5-cent rate, no year date.	\$5.00	72. Cleveland, N.Y., Paid 5, 1849.	\$5.00 \$4.00
	Newtown, Ct., 18 1/2 rate (1800-1879), 1831	\$5.00	73. Delhi, N.Y., Paid 6, NYD. 74. Delta, N.Y., Paid 12 1/2, 1836.	\$5.00
	W. Hartland, Ct.,114 (1826-1899), 1869.	\$9.00	75. Oneida Castle, N.Y., 6 rate, 1838.	\$6.00
	Grace, Ga., 206 pair, 1884.	\$5.00	76. Sauquoit, N.Y., 6 rate, 1838.	\$6.00
	Missionary Station, Ga., 10 rate, 1850.	\$15.00	77. Stokes, N.Y., Paid 12 1/2, 1836.	\$7.00
	Missionary Station, Ga., Way 19 3/4,		78. Trenton, N.Y., 5 rate, w/letter. NYD.	\$5.00
	a bit ratty, 1840.	\$20.00	79. Vernon Centre, N.Y., 12 1/2, 1836.	\$5.00
16.	Malad, Ida., to Boise City, UX8, 1887.	\$30.00	80. Vienna, N.Y., P.M. Free Frank, 1836.	\$6.00
17.	Lisbon, Iowa, 3-ct. rate, unlisted ASCC, NYD.	\$15.00	81. Volney, N.Y., 5 rate, 1847.	\$5.00
	Monona, Iowa, Paid 3, w/letter, 1853.	\$9.00	82. Wampville, N.Y., 6 rate, 1842.	\$5.00
	Westgate, Kan.,(1854-1901),Reg.cvr.w/226, 1893.		83. Bartons Ville, N.C., ms. "Ber" on 11, to	
	Allendale, Ky., UX3, 1877.	\$6.00	Clara Barton, 1857.	\$30.00
	Burksville, Ky., 11, stains, 1852.	\$7.00	84. Horse Creek, N.C., 5 rate (1847-1850), 1850,	405 00
	La Grange, Ky., U10, 1859.	\$6.00	not pretty, but scarce.	\$35.00
	Middle Creek Mills, Ky., 26, NYD.	\$15.00	85. Blandon, 0., 213, college cc., 1890.	\$5.00
	Newport, Ky., 10 rate, 1849.	\$6.00 \$10.00	86. E. Claridon, O., Paid 5 cts., 1849.	\$5.00
	Piketon, Ky., 88, 1868.		87. Sago, O., 3 cent green (1850-1893), NYD.	\$5.00
20.	Rocky Hill Sta., Ky., 213, irregular into stamp,	\$3.00	88. Milton, Pa., Free, 1843.	\$5.00
27	w/letter, 1890. Stark, Ky., 11, to St. Louis, NYD.	\$12.00	89. East Hanover, Pa., 10 rate, 1838. 90. Neffsville, Pa., 10 rate, 1836.	\$5.00
	Port Hudson (La.), hs PAID 3 in circle, NYD.	\$15.00	91. Strasburg, Pa., 5 rate, 1845.	\$7.00
	Baldwin (Me.)(1811-1833), P.M. Free Frank, 1821.		92. Mt. Willing, S.C., 12 rate, Unlisted ASCC, 1842.	
	Cooper, Me., paid 18 3/4, 1838.	\$6.00	93. Mars Bluff, S.C., 3-cent green, w/letter, 1871.	\$6.00
	Dixfield (Me.), 18 3/4, 1827.	\$5.00	94. Centerville, Tenn., 5 rate (stained), 1850.	\$5.00
	Fish Mills, Me., 12 1/2 (1839-1842), 1840.	\$50.00	95. Knoxville, T., 25 rate, 1818.	\$45.00
	Goffs Corner, Me., 5, (1825-1854), NYD.	\$10.00	96. Lawrenceburg, Te., 1847.	\$6.00
34.	Jackson Brook (Me.), 5, (1837-1885), 1847.	\$8.00	97. Panther Springs, Te., 5 rate, 1850.	\$15.00
	Kilmarnock (Me.), 5, (1825-1861), 1847.	\$12.00	98. Pelham, Ten., 12 1/2 rate, 1841.	\$15.00
36.	K.I.Works (Katahain Iron Works, Me.), no frank		99. Coltharp, Texas, 2-cent p.s., 1886.	\$10.00
	or rate, to Brewer, NYD.	\$15.00	100.Foresville, Texas (1871-1876),3-ct. green,1874.	\$20.00
	Pembroke (Me.), 18 3/4, 1834.	\$5.00	101.Belknap, Texas, 2-cent p.s., 1886.	\$10.00
38.	Robbinston, Me., 18 1/2 on fwd. letter,	410.00	102.Bald Prairie, Tex., 2-cent p.s., 1886.	\$15.00
20	St. John (N.B.) to N.H., 1823.	\$18.00	103.Cartersville, Tex., 2-cent p.s., 1886.	\$12.00
	Sebasticook, Me., 5, (1842-1852), 1849.	\$12.00	104.Easterly, Tex., 12-cent Reg. cover, 1896.	\$9.00
	Sedgewick, Me., 5, 1848.	\$5.00	105.Golden, Texas, 12-cent Reg. cover, 1887.	\$10.00
	Shirley (Me.), 5, (1834-1850), 1848.	\$8.00	106.Pine Hill, Texas, 65, w/letter, 1867.	\$20.00
	So. Molunkus, Me., Free, (1845-1902), 1848.	\$6.00 \$6.00	107.Sattlers (Texas), 3-ct. green p.s., NYD.	\$8.00
	Bridgetown, Md., U10, 1857.	\$5.00	108.Lilly (texas), (1892-1897), UX10, 1893.	\$15.00
	Denton (Md.), 25 rate, 1838. Prospect, Md., Reg., 209, 206(2), 1885.	\$8.00	109.Union, Wis. (Terr.), Paid 5, 1848.	\$15.00
		\$5.00	110.Glacier (Wash.), 319, 1907. 111.Guineys, Va., 10 rate, w/letter,related to	\$10.00
	Cambridge, Ms., 6 rate, 1826. Chesterfield, Ms., 5 rate, 1850.	\$4.00	sale of slaves, 1848.	\$50.00
	Co(ld) Brook (Ms.), 5 rate (1833-1850), 1846.	\$20.00	112. Brownington, Vt., Paid 5, 1849.	\$8.00
49	East Medway, Ms., Paid 6, 1822.	\$6.00	113.Derby Line (Vermont), U34, 1863.	\$5.00
50.	Greenwich, Mass., 26, to Minn. Terr., NYD.	\$5.00	114. "Per Boy Toney", Tenn., slave carried letter,	40.00
	North Leverett(Ms.),12 1/2 rate, bit ratty,1832		1838.	\$10.00
	Provincetown, Ms., 12 1/2 rate, 1835.	\$4.00	115. "Per Joshua", as above, 1845.	\$8.00
	Sandwich (Ms.), 10 rate, 1809.	\$10.00	116. 1 oz., 74 (4 x 18 1/2 rate), no postmarks, 1818.	
	Yarmouth, Ms., Paid 10, 1844.	\$6.00	117. Public Service/Wm. Cook Capt., 17 rate, 1809,	D AFR
55.	Kingston, Mi., to Louisana, 1857.	\$15.00	Albany to Oswego, N.Y.	\$10.00
	Louisville, Mis., 18 3/4 (torn), 1836.	\$8.00	118.Way 6, Printed Masonic form, Nashville to	
	Middleton, Miss., Paid 25, 1840.	\$15.00	Tarborough, N.C., toned at left, 1844.	\$12.00
	Torrence, Miss., U277, 1885.	\$7.00		
59.	Whitesville, Mi., 11, (1831-1853), 1852.	\$25.00	Xerox copies available at 20 cents each plus SASE.	
	Finey, Mo., (1884-1911), Registered, 1896.	\$10.00	IAL L E OIL I	
	Hopewell Furnace, Mo., 65, (1855-1886), 1868.	\$25.00	Webster F. Stickney	

POSTAL HISTORY

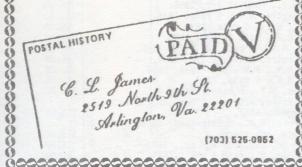
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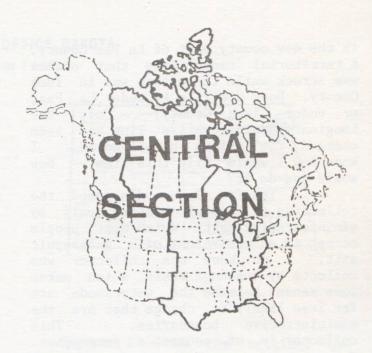
THE MIDWESTERN EDITOR
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There are a lot of differences in the way people approach collecting postal history in different parts of the country. Many collectors narrow their field of interest geographically by concentrating on a county or handful of counties of greatest concern.

In the West one is much more likely to find collectors who collect state-wide or even several states than one will in the East. One reason for this is that there are far fewer post offices to collect - compare Wyoming or North Dakota with about 1000 names each to Virginia or New York or Pennsylvania, with over ten times that many.

New York and Pennsylvania share certain characteristics among collectors of postal history from those states. Virtually no one collects state-wide. Some counties are sought by several collectors, but other counties excellent material available that goes begging for someone to love them. once put a perfect cancel from a post office in New York that had a brief 2-year lifespan into a La Posta auction -- and got no bids on it. Part of the problem is that it is difficult to convince someone who collects only. Herkimer County, New York that it is worth their while to spend \$10 subscribe to La Posta, which has never had an article on Herkimer County New York. (Truth is, I don't know anyone who collects Herkimer County, picked it for an example.)

The states of the Central Section show the expected mix of east and west. States on the eastern border are generally more populated and correspondingly have more post offices. so that in Ohio and Michigan you are more likely to find collectors concentrating on a county or group of counties that you would in the states along the western border. In the Dakotas you may find some crossing of



state lines. And of course for one state there are no known collectors. I may have to start collecting Arkansas myself so I can boast of having the finest collection of something...

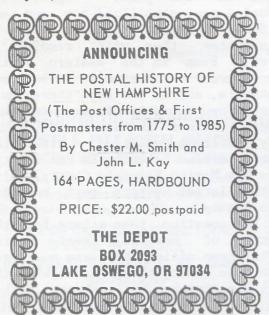
It is very natural to relate a geographic distribution to the state and county boundaries, and hardly even necessary to be consciously aware that these boundaries are after all. imaginary lines that lawmakers drawn upon the land to make the vast space more managable. However, the reliance on county boundaries collecting purposes is interesting in that the boundaries have frequently. changed in the past. While boundaries are stabilized now and are considered "permanent" by most, there is they will remain no guarantee forever. Even in the eastern states are occasional boundary adjustments, and in the west there been two new counties formed in this decade in Arizona and New Mexico. County, Arizona divided, with northern portion becoming La Paz County; and in New Mexico Valencia County split, with the larger western part becoming Cibola County.

The question then arises for the collector of how to treat postal material from offices that are no longer in the same county they were in when the cancel was struck. For instance, Parker

is the new county seat of La Paz County. A territorial cancel from that office was struck while the office was in Yuma County. Does one file it under La or under Yuma County? Only imaginary administrative line has been changed, the office hasn't moved. know how I would file this item -would you do it?

Thusfar I have discussed the collecting of postal history only by administrative unit, which most people accept as an equivalent of a geographic unit. I do know one collector who collects by drainage basin, which makes some sense because the watersheds are far less likely to change than are the administrative boundaries. collector is of course a geographer. There are of course other categories by which one may collect that are valid and deserve discussion, but they shall be treated at a separate time.

One last note for those of you that keep a close tab on things. You may observe that my address is slightly changed. Lake Oswego has been designated a multi-ZIP office, with the Lake Grove station - where I get my mail - being given the separate ZIP code 97035. As I do not actually live within the city limits of Lake Oswego, I have chosen to adopt the address of Lake Grove; the new ZIP is to take effect January 1, 1987.



POST OFFICE CENTENNIALS January-February 1987

One hundred years ago was still a very active time for the establishment of new post offices. Though "Frontier" period was reaching its end, many areas of the West were just beginning to be settled to the point where post offices were needed. Railroads were under construction in many areas of the Midwest and West, resulting in the establishment of many new offices along the right-of-way. Even in the East new offices were created in both rural areas peripheral to cities, as suburbs established along inter-urban lines.

Below is a list of currently post offices that were operating established in January and February of Some of them have grown in population and are important towns to day. The largest of them are Minot, the magic railroad city of North Dakota, and Bessemer, Alabama, whose steel mills helped Birmingham claim the title of the "Pittsburgh of the South".

JANUARY

- Sandstone MN
- Central NM
- Prinsburg MN, Mauldin SC 10 Colgate WI, Mellen WI, Saxon WI 11
- Randolph NE, Boggs WV 12
- 13 Cle Elum WA
- 14 Dundee IA
- Geneseo KS, Watersmeet MI, Adrian ND, Brandt SD, 15 Farmingdale SD, Reader WV
- 18 Connell WA, Roslyn WA
- Nampa ID, Turin IA Auburn IA, Kimball MN, Ritter OR, Justin* TX, La Marque TX, Pleasant Grove TX, Howertons VA,
- Long Beach WA, Elcho WI, Glenrock WY Deweese NE, Black Hawk SD
- 31 Kiln MS, Delmont SD

FEBRUARY

- Davey NE, Nesmith* SC
 - Hatch NM, Reno OH
- Cyclone WV 3
- Lakeside CA 4 6
- High Bridge WI Smithfield* WV, Shawnee WY Farwell MN, Manville WY 8
- Falls City* TX 11
- Minot ND
- Stanley IA, Silver Lake WI Ravalli MT, Kent OR
- 17
- Bessemer AL, King City CA, Sanger* TX 18
- Childress TX 21
- Etta MS, Rutland ND 23
- 25 Jansen NE
- 26 Orick CA, Bentley MI, Gering NE, Harrisburg* NE, Aragon* NM
 - Decatur NE, Volin SD

Thanks to John Gallagher for the information.

SILVISTA POST OFFICE, DAKOTA

By Gordon Twedt

Early last winter I received a letter with an inquiry about the post office at Silvista, Dakota Territory. I returned what little information I had available at that time, and a few weeks later I asked the gentleman to consider me as a first choice if it should ever cross his mind to sell or trade this cover. My reasons were twofold. First. I am a collector of Dakota Territory cancels of the area that became North Dakota when the Territory was split. Also, the post office of Silvista was located in the county in which I was born, and this always adds something to any item that is in your area of collecting. He said that a reasonable offer would buy the cover, but that I must also do some additional research and continue with his original intention to submit an article about the cover to some postal history group.

Now, after several sources have been checked, I find myself confused as to where this post office was really located. I will try to explain the information I have acquired, and then then you can decide in your own mind where you think it was located.

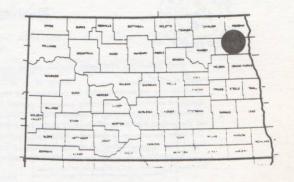


Figure 2 shows the original application or a post office at Silvista by James Frederick Berry, who was listed as the first postmaster. I do get confused, however, when I see the top line of the application as Elk Lake, and then the word Silvista further down the page.

The map which is attached to the application shows it will be located in the section that is indicated on the application. (See Figure 3)

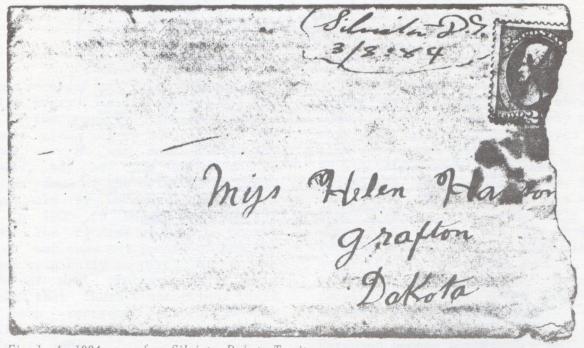


Fig. 1. An 1884 cover from Silvista, Dakota Territory.

POTNATOOI-NEW SERIES-JANUARY 1, 1882.) Wost Office Department. OFFICE OF THE FIRST ASSISTANT C. M. GENERAL WASHINGTON, D. C., Lelen SIR: Before the Postmaster General decides upon the application for a new post office of ..., County of ... Walls for Suite of at which you are recommended for postmaster, he requires that the blanks in the following statement be filled, and the questions carefully and correctly answered, verified by your signature, certified by a neighboring postmaster, and returned to this Department, addressed to me. The contractor should be informed of this application; and if the site of the proposed office be off the mail route, you will forward his certificate as to the practicability of supplying it, and also as to the increase of distance. If the proposed office is not on any route now under contract, it can only be established as a "Special Office" to be supplied without expense to the Department other than net proceeds. Be careful to designate the post offices by their true official names; and answer the subjoined queries fully and accurately, or the case will not be acted upon. Very respectfully, FRANK HATTON. First Assistant Postmuster General. To Mr. care of the Bestmaster of .. , who will please forward to him. The proposed office to be called Selvista Select a short name for the proposed office, which, when written, will not resemble the name of any other post office in the United States. It will be situated in the A. W. quarter of Section 57 (East or West), Which in the County of It will b 35223 , being the route from on which the mail is now carried tractor's jame is No no thereal If not, how far from, and on which side of it!-- day. Twelve mules How much will it excusses the travel of the mail one way each trip!-Ans. Where will the mail loave the present route to supply the p Where intersect the roote again !-- dns. ... What post office will be left out by this change!-Ass. If not on any route, is a "Special Office" wanted 1— Ans. Lee. To be supplied from The name of the marest office to the proposed one, on the same route, is stand to the transfer of the miles in a Averather. ita distance la The name of the nearest office on the same route, on the other side, in miles, in a direction from the proposed office The name of the nearest office to the proposed one, not on this route, is _____ eide of it, and will be Alexandra and Mark Discourse of the name o If on the line of or near a railroad, on which side will the office be located: how far from the track; ud what is, or will be, the name of th What will be the distance from the proposed sixto the nearest fee station ourion !- ine beat side, thirty nearest flag station ! -- Ans State name of station:

What will be the distance from the proposed site to the nearest station at which mail trains make regular stops?—Ans.

Blate name of station? If the proposed office is located where it can be supplied from a crane or flag station, or located over 80 rods from the trains make regular stops, will the mail be carried to and from the proposed office without expense to the Department!-Ass If it be a village, state the sounder of inhabitanta—Ass.

Also, the population to be supplied by proposed office.—Ass. A diagram, or shoots from a map, showing the sosition of the proposed new office, with neighboring river or creek, roads, and other post offices towns, or villages near it, will measure it is a factorized desired.

Sometiment map of the locality might be furnished by the county surveyor, but this must be without expense to the Post Office Department. ALL WHICH I CERTIFY to be correct and true, according to the best of my knowledge and belief, this

Fig. 2. Site location report for Silvista.

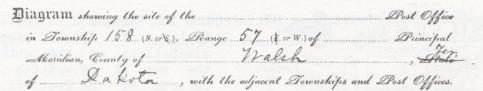
I CERTIFY that I have examined the foregoing statement, and that it

(Sign full name.)

....., 188

is correct and tous, to the best of my knowledge and belief

(OVER.)



It is requested that the exact site of the proposed or existing Post Office, as also the roads to the adjoining offices, and the larger streams or rivers, be marked on this diagram, to be returned as soon as possible to the Post Office Department.

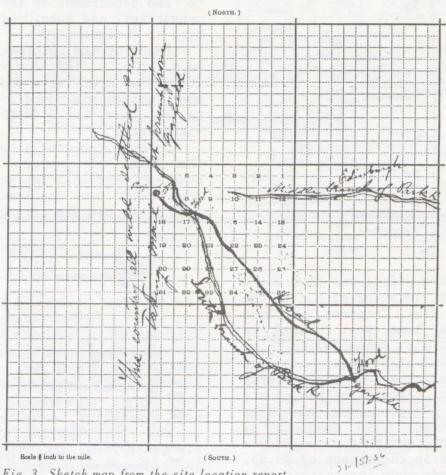
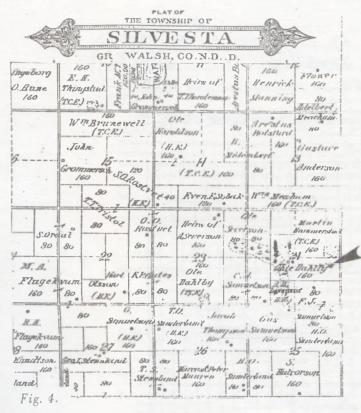


Fig. 3. Sketch map from the site location report.

The records of Walsh County show that J.F. Berry (James F. Berry) was the owner of the property. The records are not very clear as to how the land was It was most likely by acquired. homestead, but no name nor amount is shown on some of the original records. It was sold by warranty deed by Mr. Berry in 1903 to Donald G. McKay for \$300.00. The records of Pembina County also do not show any record of how the land was originally acquired, nor do the records of Grand Forks County. It is possible that these transactions could have been recorded prior to the formation of Walsh County from these two counties in 1881.

J.F. Berry was replaced as post-master by Ole Dahlby on February 15, It would seem entirely possible that the post office was moved at this time across the township line from Tiber to Silvista township, because Ole Dahlby owned the land in Section 24, Twp.158, Range 58. (See Figure 4) This would be abut 2 miles south and 1 mile west of where J.F. Berry had his homestead. Records indicate that this land was acquired by Ole Dahlby by U.S. patent, with no price shown. However, a receiver's receipt dated 30 March 1886 states a price of \$200.00.

On September 25, 1885, an Alex Ferguson became postmaster, and it would



seem as though the office was then moved to a permanent location either in the farm home of Alex Ferguson, or close nearby. This home was located in Section 24 (Twp. 158, Range 58) in Tiber Township. An 1893 atlas shows this post office in large letters on the property of Alex Ferguson. Records at the county seat of Walsh County show that Alex Ferguson acquired this property by homestead patent, and that a receiver's receipt was paid in the amount of \$3.83.

Postal records show that either Alex or Kate Ferguson served as postmaster until the post office was discontinued in 1904. Thereafter mail was sent to Edinburg. The reports of the Post Office Department on the salary of postal employees in the Silvista post office is listed below:

1883	J.F. Berry	No report
1885	Ole Dahlby	32.46
1887	A. Furguson	79.45
1889	A. Ferguson	151.07
1891	A. Ferguson	136.39
1893	Alex Fergerson	142.91
1895	Alex Ferguson	152.99

The variation in spelling is not the fault of poor proof-reading or misspelling on the author's part, but the way it is written in the official records of the Post Office Department. This is understandable due to the fact that all of these records were turned in to the department by the postmasters in manuscript, and some handwriting is very hard to decipher.

Based on the information that I have been able to find from various sources, it would seem very probable that this post office was moved from one location to the other, but I do not have proof to his effect.

I have, hopefully, gathered most of the facts of property transfers and ownership and will let you, the readers, form your own conclusion as to where this cover had its origin.

	THE TOWNSE	HIP OF
-	TIBI	ER
CO.N.D.	ISIN Est. of Louisa D. Cost. IGO H.B. Meyor & Others Botsford (T.C.E.) 76.10 Wm. Geo. Meacham Diebel IT. 152.56	John Groinmers (160) John Groinmers (160)
WALSH	Alex Ferguson (HE) 160 SINVESTA PO 153.02 Donnesott Fjorle 153.46 160	solak John L. solak John L. 120 Lean Hans 120 S. S. Hanson 160

Gordon Twedt is the editor of the publication of the North Dakota Postal History Society, The Dakota Collector.

BRIDGEPORT, WISCONSIN 1849 -- BUT WHY?

By William B. Robinson



Bridgeport Wis., Feb. 16, (1849).

Postal historians looking for solutions often find more questions than answers when they start unravelling problems. On the surface, the stampless folded letter illustrated above, with manuscript postmark "Bridgeport Wis Feb.16" and adressed to Auburn, Michigan, is just an interesting old cover. However, the enclosed letter presents in sequence a puzzle, a partial answer, and a final puzzle about the reason the letter ever passed through Bridgeport.

Bridgeport is in Brown County, upriver from Green Bay about fifteen miles. The post office opened on June 11, 1839 with Hoel S. Wright as postmaster. The office operated under that name until 1852, when the name was changed to Wrightstown. The initial puzzle presented when examining the enclosed letter is why the letter is headed "La Ance".

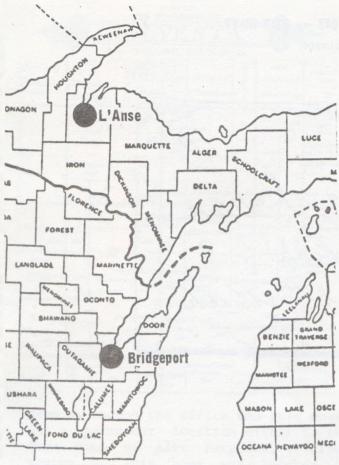
La Ance, or L'Anse, is on Keweenaw Bay in Michigan's Upper Peninsula. It was visited by a French priest in the 1600's. The area began to be settled by loggers, miners, and adventurous Easterners in the mid-1840's when iron and copper ore discoveries were made in the central part of the Upper Peninsula.

The writer of this letter makes his story quite clear, despite his spelling:

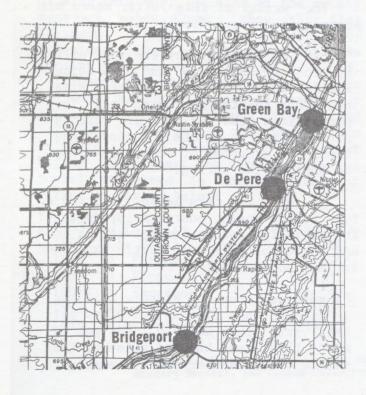
"I am cuting logs for the ance mill by the thousan now and am a doing midlin well at it. Business bids pret fair for the coming spring. The coppermines that ar work are turning out copper in grate a bundance and their is a number of other are going to work in the spring."

So why was this letter, written so far to the north, posted at Bridgeport? The puzzling connection between La Ance and Bridgeport is only partly explained in this postscript:

"I got you leter out of this mail and I did not hav time to write and get this into this mail so I hav got to send this two hundred miles to the office or not answer under a month."



Map shows the location of L'Anse and Bridgeport.



Apparently the mail carrier left L'Anse promptly after his arrival and the writer had no chance to send a reply with him. How often did the mail come and go at L'Anse during the winter? Once each month as the writer seems to indicate? More frequently in the summer with the opening of navigation?

It seems likely, since there are no postal markings, that obliging friend who was setting off for the south offered to speed up communications by carrying the letter out of L'Anse to place it in the mail at the earliest opportunity. That friend evidently traveled south through wilderness (and no post offices!) to the Green Bay area, about two hundred miles. The helpful traveler made pretty good time - twelve days or less, either on horseback or on foot - considering the difficulties of winter travel in the woods of Upper Michigan and northern Wisconsin.

The real puzzle is, why Bridgeport? Any traveler making a bee-line from L'Anse to Bridgeport had to have gone directly through Green Bay and De Pere. Why was the letter not put into the mail either of those two offices, especially Green Bay, where the mail would have been sent out once a week? Mail dispatched from Bridgeport would have been routed back north to Green which was a distributing post Then it would have been placed in a dispatch for the south, to pass around Lake Michigan to get to its final destination of Auburn, Michigan. Did the helpful letter-carrier have such urgent business in Bridgeport that he didn't have time to stop sooner, or did he simply forget about the letter until he had unpacked? Why Bridgeport?

The map on the left shows Green Bay, De Pere, and Bridgeport. A traveler from L'Anse to Bridgeport would have passed through Green Bay first.

MISSOURI DOANES

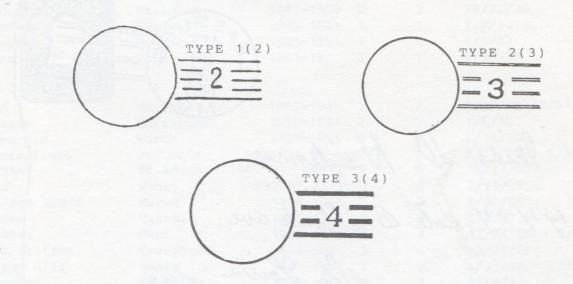
BY

Robert G. Schultz

The February-March, 1986 issue of <u>LaPosta</u> carried an elegant explanation of the origin of the Doane cancels. The three types of Doane markings differ in number and style of killer bars. Type 1 has a 5-bar killer; Type 2 has four hollow bars in the killer; Type 3 has a solid 4-bar killer. In general, the lettering style in the dials tend to be both wider and more widely spaced than in other devices.

with a range of dates represent two or more examples from the same town. (In one case, Cooper Hill, sixteen receiving mark Type 1 Doanes were recorded.) The earliest recorded date for Missouri Doanes in the list is for Varvel, Texas Co., July 8, 1904. Two very late usages of Doane cancels were also found, Sturdivant, Bollinger Co.,
March 21, 1933 and Grogan, Texas Co., Feb. 22, 1944! Of the recorded Doane towns, 12 were Type 1, 99 were Type 2 and 97 were Type 3.

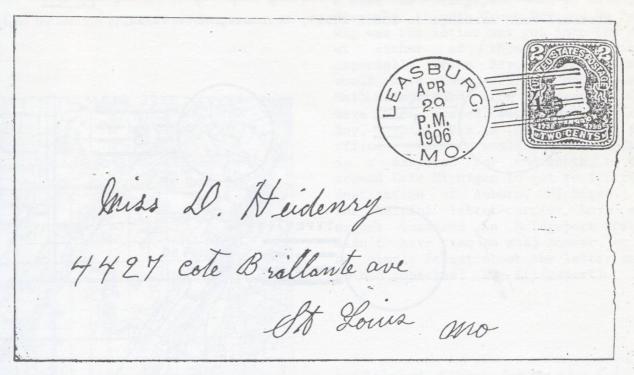
The author would appreciate receiving photocopies of any additional Missouri Doan markings at POBox 28961, St.Louis, Mo., 63132.



Robert G. Schultz is the author of <u>Missouri Post Offices 1804-1981</u>, published by the St. Louis Branch no.4 of the American Philatelic Society. Copies of this book are available from the author for \$6.75 postpaid.



ANNADA: Two Doane Type 2(2) markings. From Dallas, Oregon. Annada transit marking 8/27/06 to Paynesville. Forwarded from Paynesville to Illinois with 8/29/06 AM Annada and 8/29/06 PM Clarksville, Missouri transit markings.



LEASBURG: Type 2(4), wider than "normal" hollow bars.

MISSOURI DOANE CANCELS

TOWN	COUNTY	YEARS IN	TYPE	KILLER	DATE
TOWN	COUNTY	SERVICE	LIFE	NUMBER	(or range of dates
Affton	St.Louis	1876-02,06-39	3	1.	9/14/09
Aid	Stoddard	1904-1949	3	1	1/25/09
Altenburg	Perry	1854-now	3	3	12/26/06 - 12/26/0
Amy	Howell	1891-1931	3	1	4/3/07
Anglum	St.Louis	1894-1929	3	3	3/29/07 - 12/22/12
Annada	Pike	1880-now	2	2	8/27/06 - 3/28/10
Anthonies Mill	Washington	1901-1955	2	1	4/7/09
Arab	Wayne	1905-1943	3	1	9/19/08
Arcola	Dade	1873-now	3	?	4/19/11
		1890-18,22-45	3	1	7/20/09
Avert	Stoddard	1890-18,22-45	3	36	7/20/09
Balm	Cedar	1885-1910	2	2	3/30/09
Bebra	Morgan	1882-1910	1	1	2/26/09
Belmont	Mississippi	1869-1923	3	1	1/13/07
Benjamin	Lewis	1869-1926	3	1	9/5/09 - 1/27/10
Benton City	Audrain	1869-now	2	1	7/8/08
Berryman	Crawford	1886-now	1	2	8/13/08
Billingsville	Cooper	1871-75,90-42	3	1	1/7/10
Black	Reynolds	1883-now	3	?	1/19/11
Bloomsdale	Ste.Genevieve		2	2	3/25/10
Boeuf Creek	Franklin	1857-1915	2	1	12/24/09
Bois D'Arc	Greene	1868-now	3	4	12/10/07
Bolckow	Andrew	1869-now	3	?	11/27/08
Boonesboro	Howard	1871-1953	2	3	5/12/10
Bridgeton	St.Louis	1843-1958	3	3	12/22/10
Broadway	Maries	1898-1921	1	1	1/8/12
Burnham	Howell	1883-1951	1	2	4/3/07
Burns	Polk	1884-1920	2	1	8/13/07
Case	Warren	1893-1946	3	2	2/24/09-10/31/10
Cassidy	Christian	1882-1934	2	?	1/5/10
Cedar Gap	Worth	1883-1955	3	2	7/16/16
Chesterfield	St.Louis	1820-24,93-nov	w2	2	7/11/05 - 5/18/08
Clayton	St.Louis 1	885-01; 04-13	2	7	10/19/07
Coal	Henry	1892-07,21-35	3	2	2/13/07
College Mound	Macon	1858-1965	2	3	4/20/06
Calama	Carroll	1861-1907	2	2	3/2/07
Coloma		1905-1912	3	1	12/24/06 - 8/1/07
	Dent	1903-1912			
Cooksey	Dent Crawford	1874-now	2	4	12/24/06
Cooksey Cook Station			2	4 2	
Cooksey Cook Station Cooper Hill	Crawford	1874-now 1860-1957			4/30/08 - 5/1/12
Cooksey Cook Station Cooper Hill Corridon	Crawford Osage	1874-now 1860-1957 1901-1967	1 3	2	4/30/08 - 5/1/12 4/14/11
Cooksey Cook Station Cooper Hill Corridon Cosby	Crawford Osage Reynolds Andrew	1874-now 1860-1957 1901-1967 1879-now	1 3 3	2 1 ?	4/30/08 - 5/1/12 4/14/11 7/18/08
Coloma Cooksey Cook Station Cooper Hill Corridon Cosby Cottleville Creve Coeur	Crawford Osage Reynolds Andrew St.Charles	1874-now 1860-1957 1901-1967 1879-now 1843-now	1 3 3 2	2 1 ? 2	4/30/08 - 5/1/12 4/14/11 7/18/08 6/10/08 - 4/9/09
Cooksey Cook Station Cooper Hill Corridon Cosby Cottleville Creve Coeur	Crawford Osage Reynolds Andrew St.Charles St.Louis	1874-now 1860-1957 1901-1967 1879-now 1843-now 1851-1959	1 3 3 2 3	2 1 ?	4/30/08 - 5/1/12 4/14/11 7/18/08 6/10/08 - 4/9/09 11/16/07
Cooksey Cook Station Cooper Hill Corridon Cosby Cottleville	Crawford Osage Reynolds Andrew St.Charles	1874-now 1860-1957 1901-1967 1879-now 1843-now	1 3 3 2	2 1 ? 2	4/30/08 - 5/1/12 4/14/11 7/18/08 6/10/08 - 4/9/09

TOWN	COUNTY	YEARS IN SERVICE	TYPE	KILLER NUMBER	DATE (or range of dates)
Danby	Jefferson	1883-1955	2	2	10/12/10
Dardenne	St.Charles	1816-42,75-13	3	2	4/4/12
DeCamp	Phelps	1905-26	3	-1	7/31/11
Defiance	St.Charles	1893-now	2	2	1/25/07 - 7/23/08
Dell	Benton	1894-1911	2	2	2/4/10
Dillard	Crawford	1886-1976	3	1	6/11/10 - 6/29/10
Drain	Franklin	1894-1908	2	1	3/28/07 - 10/17/07
Drew	Laclede	1892-1930	3	1	11/13/08 - 8/17/10
Dunnegan	Polk	1886-now	2	3	8/10/09 - 11/11/09
Durham	Lewis	1872-now	2	3	3/1/05
Edanville	Texas	1898-1926	2	1	7/31/07 - 10/31/11
Edmonson	Benton	1886-1916	2	1	5/17/09
Edwards	Benton	1883-now	1	?	3/9/12
Elmont	Franklin	1887-1938	3	2	9/5/07 12/22/10
Elwood	Greene	1897-1940	2	3	11/15/05
Enon	Moniteau	1882-1968	2	2	4/2/08
Epworth	Shelby	1891-1935	3	1	5/29/07 - 6/9/11
Ethlyn	Lincoln	1904-1957	2	1	9/3/09 - 4/22/10
TOVICE THE THE					S Total State of the last of t
Fenton	St.Louis	1833-now	3	3	5/2/08
Ferguson	St.Louis	1868-01,04-12		?	9/30/06 - 12/11/08
Fletcher	Jefferson	1896-19,22-no		1	6/20/05
Florissant	St.Louis	1818-01,04-no		2	11/7/04
Floyd	Washington	1893-1932	3	1	11/9/09
Fortescue	Holt	1884-1973	2	3	2/16/08
Fowler	Texas	1889-1923	3	?	11/20/11
Fruitland	Cape Girarde		1	2	4/13/05
Gamburg	Ripley	1880-1931	3	1	5/19/08
Ganter	Camden	1905-1927	2	1	7/16/09
Gentry	Gentry	1899-now	3	?	12/21/09
Gore	Warren	1894-1953	3	2	3/1/08
Graniteville	Iron	1874-1958	3	3	11/13/06
Gregory Landing	Clark	1868-1954	3	2	5/24/09 - 6/14/09
Grogan	Texas	1897-1954	3	1	2/22/44
020300		E RE-INC, TOP-SW		112	
Hamburg	St.Charles	1851-1941	2	2	9/6/06
Hardin	Ray	1858-now	3	1	6/14/10
Hawk Point	Lincoln	1840-now	3	1	7/10/08
Hazlegreen	Laclede	1858-1958	3	1	8/16/12
Hendrickson	Butler	1875-1965	2	?	8/9/08
Hilda	Taney	1896-97,05-64		1	5/11/05
Hoeberville	St.Charles	1879-1914	3	2	2/29/10 - 12/25/11
Holliday	Monroe	1873-now	3	4	1/20/08
Hollister	Taney	1904-now	3	2	8/18/14
Homer	Stone	1899-1911	2	?	7/21/08
110HICT	SCOILE	1033-1311	de.		7/21/00

TOWN	COUNTY	YEARS IN SERVICE	ТҮРЕ	KILLER NUMBER	DATE (or range of dates)
Howards Ridge	Ozark	1905-1964	3	1	4/13/10
Hulda	Benton	1904-1916	2	1	1/13/10
Huzzah	Crawford	1898-1967	3	1	7/8/10
13 % & 4 6 6 6 1				1	
Ilasco	Ralls	1905-1960	3	4	3/18/08
Ionia	Benton	1904-now	2	1	9/1/07
Iron Mountain	St.Francois 18	46-94,06,73	3	?	7/23/09
Irwin	Barton	1884-now	1	2	5/3/05
Isbell Station	Osage	1889-1941	2	1	8/6/08
Isadora	Worth	1866-1951	1	?	4/16/08
Jody	Taney	1904-1906	2	1	3/4/05
Judge	Osage	1904-1922	2	1	4/30/12
		**************************************			1, 50, 12
Kenwood	Knox	1890-1936	2	1	2/7/09
Kinsey	Ste.Genevieve	1889-1955	3	1	10/22/10
Koenig	Osage	1892-1920	2	1	12/29/10
		1032 1320		9 9 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	12/23/10
Lagonda	Chariton	1811-1922	2	1	11/30/07
Lake Spring	Dent	1856-now	3	1	12/30/12
Lane	Osage	1903-1920	2	1	9/17/08 - 8/12/11
Lawrenceburg	Lawrence	1876-1914	2	2	7/6/11
Leasburg	Crawford	1860-now	2	4	4/29/06
Leboeuf	Osage	1886-1920	2	1	8/26/08 - 1/26/10
Lecoma	Dent	1883-now	2	2	7/27/08
Leonard	Shelby	1875-now	2	3	5/30/07 - 8/16/07
Light	Maries	1894-1923	3	?	10/27/11
Lindell	Maries	1884-1919	2	1	5/10/08 - 1/22/10
Locust Hill	Knox	1858-1907	2	?	9/20/07
Lois	Maries	1889-1912	3	?	8/1/07 - 12/23/09
Love Lake	Macon	1886-1919	1	1	6/23/12
Luebbering	Franklin	1888-now	2	1	9/11/08 - 3/18/10
					3, 10, 10
McBaine	Boone	1894-1958	3	1	11/21/08 - 3/23/10
McGirk	Moniteau	1881-now	3	2	11/22/08
Macedonia	Phelps	1890-1917	2	1	7/23/09
Manchester	St.Louis	1824-1963	3	1	12/18/07
Mansfield	Wright	1882-now	2	8	5/22/07
Martin City	Jackson	1888-1963	3	3	1/3/08
Melzo	Jefferson	1906-1938	3	?	7/11/12 - 11/4/14
Menfro	Perry	1904-now	2	?	9/5/09
Middlebrook	Iron	1858-now	2	5?	1/1/10
Millgrove	Mercer	1873-1974	3	?	1/28/09
Moody	Howell	1880- now	3	2	6/3/11
Monteer	Shannon	1889-1924	2	2	9/27/11
Morrellton	Franklin	1893-1953	3	3	8/14/19 - 10/18/09
Mount Washington	Jackson	1890-1928	2	2	6/22/08 - 8/11/08

TOWN	COUNTY	YEARS IN SERVICE	TYPE	KILLER NUMBER	DATE (or range of dates)
Napier	Holt	1889-1943	2	1	2/17/08
Nebo	Laclede	1868-1960	2	1	11/12/07
Nixa	Christian	1881-now	2	3	6/2/09
Norman	Phelps	1888-1926	3	1	3/1/10
Normandy	St.Louis	1857-1932	3	3 or 6	1/7/08
Nursery	St.Louis	1892-04,07-26	3	1	10/31/08
100	7 - 7 - 7	1040 1055	2		7/6/11
Oakland	Laclede	1849-1955	2	2	7/6/11
Omba	Douglas	1892-1920	2	1	5/6/09
Ongo	Douglas	1897-1949	2	1	4/21/13
Orla	Laclede	1880-1954	2	?	6/16/08
Osage Bluff	Cole	1858-1912	2,3	1	12/29/08, 4/6/11
Cskaloosa	Barton	1894-1953	3	1	7/30/06
Overton	Cooper	1864-1944	2	?	2/26/08
Owen (Station)	Lincoln	1883-1915	3	1	6/1/10
Cxley	Ripley	1900-now	3	?	12/19/11
Fanama ·	Vernon	1893-1909	3	3	3/7/07
Parnell	Nodaway	1887-now	2	?	5/13/08
Pearl	Greene	1886-1928	3	1	8/4/08
Pease	Laclede	1885-1921	2	1	8/17/10
Peru	Bates	1892-1910	3	?	11/21/08
Philadelphia	Marion	1847-now	3	?	10/12/08
Pine Creek	Laclede	1870-1914	3	2	4/16/09
Pleasantview	Cedar	1876-1937	3	1	12/27/08
Plum Valley	Texas	1858-68,89-10	2	1	7/18/10
Potts	Osage	1905-1920	3	1	11/29/06
Pratt	Ripley	1894-1933	3	?	12/31/08
Purcell	Jasper	1905-now	3	1	11/5/08
					History and the second
Radical	Stone	1878-1944	3	2	12/24/09
Rea	Andrew	1888-now	3	3	7/10/11
Redbird	Gasconade	1883-1936	2	1	3/26/09
Reeds Spring	Stone	1871-79,05-nov		2	4/3/09
Rembert	Wright	1904-1915	2	1	12/8/09
Restful	Crawford	1906-1910	3	1	8/16/07 - 12/16/09
Richwoods	Washington	1844-now	1	3	12/14/06 - 3/2/11
Riverside	Jefferson	1890-93,00-10	2	1	8/x/07
Rowena	Audrain	1884-1912	3	1	2/1/0x
Royal	Phelps	1892-94,04-16	2	1	2/9/09
Russ	Laclede	1890-1929	3	2	5/13/08 - 7/3/08
Ryors	Osage	1905-1934	2	1	6/7/09
St.Albans	Franklin	1889-07,43-now	3	1	4/19/06
		1906-1912	3	1	8/28/08
Schumers Springs	Perry Vernon	1881-now	3		5/19/09
Sheldon	Pettis	1871-now	2	6	5/21/07
Smithton			3	1	7/9/09 - 11/22/15
Southard	Laclede	1906-1939			12/9/09 - 4/1/10
Spurgeon	Newton	1884-1912	2	3	12/3/03 - 4/1/10

TOWN	COUNTY	YEARS IN SERVICE	TYPE	KILLER NUMBER	DATE (or range of dates)
Stover	Morgan	1875-now	2	1	9/27/06
Stultz	Texas	1887-1941	2	1	7/21/08
Sturdivant		88-92,99-now		3	3/21/33
Sulfur Springs Land		1858-1910	2	3	8/29/05
Swedeborg	Pulaski	1881-now	2	3	8/16/11
Syenite	St.Francois	1881-1914	2	2	10/9/07
Talmage	Wright	1903-1912	2	1	5/29/10
Truxton	Lincoln	1854-now	3	?	12/22/09
Tullvania	Macon 185	8-87,96-15	2	1	7/2/08
Turley	Texas	1886-1949	3	1	12/19/13
Tyrone	Texas	1892-1962	1	1	8/3/08
Van	Polk	1899-1934	2	1	9/11/08
Varvel	Texas	1891-1909	2	1	7/8/04
Veve	Vernon	1890-1908	3	2	6/13/07 - 11/8/09
Vida	Phelps	1898-1964	2	1	10/1/08
View	Stone 19	01-07,12-14	2	1	3/27/05
Vilander	Crawford	1885-1920	2	1	8/16/08
Villa Ridge	Franklin	1889-now	2	2	6/27/05
Vista	St.Clair	1889-1973	3	2	12/7/11
Wardsville	Cole	1881-1933	2	2	12/30/08
Wayland	Clark	1877- now	3	5	12/2x/16
Westphalia	Osage	1848-now	2	4	11/7/06 - 6/18/09
Whitechurch	Howell	1889-1915	2	2	7/8/10
Whiteside	Lincoln	1883-now	2	?	2/14/07
Whiting	Mississippi	1889-1909	2	3	7/7/08
Williamsburg	Callaway	1835-now	3	3	9/5/06 - 2/11/09
Wilton	Boone	1875-1925	2	2	10/25/0x
Womack	Ste.Genevieve	1894-1975	3	1	1/21/08
Yarrow	Adair	1904-1969	2	1	6/13/08
Zion	Madigan 100	0-21 20 64	2	1	2/26/10
Zodiac		0-21,30-64	2	1	3/26/10 4/29/10
Zora	Vernon Benton	1882-1914 1887-1931	3	1	
201a	Delicon	100/-1931	3	1	6/4/10



IRWIN: Type 1(2).



FRUITLAND: Type 1(2).



DEFIANCE: Type 2(2).



STURDIVANT: Type 2(3), very late date.



WARDSVILLE: Type 2(2).



ELWOOD: Type 2(3) used as a receiving mark.



OSAGE BLUFF: Type 3(1) in purple.



GROGAN: Type 3(1), Latest recorded Missouri date.

Mail bid sale #17

THE DEPOT

BOX 2093

LAKE OSWEGO, OR 97034

All strikes as noted. The county is in parentheses after the post office name, and the opening and closing dates for discontinued post offices are shown. 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 \$20.00

ARKANSAS

1. 10 Different Arkansas DPO Last Days on Postal Card, 1950's. Start your Arkansas collection today! B.

INDIANA

- 2. LAFAYETTE (Tippecanoe) Registered, VF, 1894 B.
- 3. PATRIOT (Switzerland) XF cancel Apr 23 1894, mis-spelled PATROIT on 2 ct. Columbian. C.
- 4. RICHMOND (Wayne) Ave.+ strike Jun 3 1887, corner (trimmed) "Chicago, St. Louis & Pittsburgh Railroad Co." A.
- 5. RIVERVALE (Lawrence) 1859-1931. Doane 2 as rcvg. mark Oct 23 1908 on VF view card. A/B.
- 6. WILKINSON (Hancock) Ave.+ strike Oct 25 17, partially light marking applied "Back the boys in the trenches/ Buy a Liberty Bond/ Inquire at any bank or post office. A/B.

MONTANA

- 7. ALPINE (Carbon) 1914/1953 Last day card. part of date written in. A.
- 8. COOKE (Park) 1882-1957. 4-bar on grtg. card 20 Dec. 1913. A.
- 9. KNERVILLE (Fergus) 1898-1915. Duplex on grtg. card, 13 Feb. 1908. B.
- 10. STEARNS (Lewis & Clark) 1891-1921. 4-bar on grtg. card, 25 Dec. 1912.
- 11. VANANDA (Rosebud) 1912-1959. Last day cover. A.
- 12. VIRGINIA CITY (Madison) 1864+ Large fancy multiringed circle on UX7, partially light but nice, 24 Apr 1883. C.

NEVADA

13. UNIONVILLE (Pershing) 1862/1956. Doane 1 on viewcard. A/B.

RHODE ISLAND

14. COLLECTION of 25 Rhode Island cancels 1878-1976. Mostly all different towns & branches. esting assortment, retail priced at over \$45.

SOUTH DAKOTA

- 15. FAIRBURN (Custer) 1887+. 4-bar Last day for rescinded closing, 22 Jan 1938. A.
- 16. HILLHEAD (Marshall) 1917-1960. 4-bar on Last day cover, PM autographed A
- 17. LOYALTON (Edmunds) 1886/1974. Ave. 4-bar Dec 24 1914. A.
- 18. MARVIN (Grant) Prob. Doane, but
- number on stamp. Apr 17 1908. A.
 19. MILLBANK (Grant) 1880-1903. Average+
 duplex with 2 "L" spelling, 17 Feb. 1902. A/B.

WISCONSIN

- 20. AURORAVILLE (Waushara) 1859-1941. 4-bar on view card, Aug 10 1907.
- 21. BEAVER DAM (Dodge) XF cancel Aug 6 1886 on small VF cover. Octagonal "Farina ILL M.O.B. as recvg. mark.
- 22. ELDERON (Marathon) VF Doane 3 on postcard of alligators. A.
- 23. FOND DU LAC COUNTY. collection of 20 items, including five 19th century, retail priced at over \$30.
- 24. OXFORD (Marquette) Near strike Sep 24 1888. B.
- 25. PASCO (Dane) Doane 2 on viewcard, Jul 24 1911. A.
- 26. PORT WASHINGTON (Ozaukee) F stike poorly placed on postal card, May 11 1896. A.
- 27. WAUPACA COUNTY. Small collection of 12 items, mostly post-card era greeting cards, retail priced at over \$21.
- Minimum bid \$2.00. Winning bids will be reduced to one advance over the second highest bid. Buyer will pay postage. Bids close January 31, 1987.

BEAR MOUNTAIN PHILATELIC P. O. Box 13911 Boulder, Colorado 80308

COLORADO, UTAH, WYOMING

- 204 BAILEY, COLO 1908 Doane PPC
- 205 BROOKVALE, COLO 1908 4-bar w/Evergreen CB 4-bar PPC
- 206 DAFFODIL, COLO 1908 Doane RARE! PPC
- 207 DECKERS, COLO 1909 4-bar PPC
- 208 DECKERS, COLD 1911 4-bar. Magenta PPC
- 209 FLORENCE, COLO 1898 w/straightline "Missent", also Canyon City duplex, also partial Howard CO as B/S
- 210 GARO, COLO 1934 4-bar on reg. receipt, slightly blurred
- 211 GILPIN, COLO 1909 duplex used as killer #300 creased PPC
- 212 LA JARA, COLD 1914 4-bar, Magenta PPC
- 213 PARLIN, COLO 1912 4-bar, PPC
- 214 ROSITA, COLO 1914 4-bar, PPC, doublestruck but clear
- 215 RANDOLPH, UTAH 1915 4-bar, PPC
- 216 ALCOVA, WYO 1913 Doane, PPC
- 217 DOWNINGTON, WYD 1908 Doane, PPC, repaired
- 218 LUSK, WYO 1909 4-bar, PPC
- 219 KIRTLEY, WYD 1909 4-bar, PPC
- 220 COLORADO Lot of 8 4-bars on PPC's, cond. mostly good or better. Atwood, Genoa, Gilcrest, Henderson, Livermore, Matheson, Stonington, Wiley

MISSOURI, NEBRASKA, TEXAS

- 221 CURZON, MO 1908 Doane on real photo PPC of houseboat
- 222 CHAMPION CITY, MO 1909 4-bar, PPC
- 223 DRAKE, NO 1909 4-bar, PPC
- 224 FRISTOE, MO 1908 4-bar, PPC, w/Fridonia duplex
- 225 LUTMAN, MO 1906 Doane w/Mora MD duplex and Smithton
 Doane, PPC
- 226 NASHUA, MO 1909 Doane, PPC
- 227 CARRIGO, NEB 1910 Doane, PPC
- 228 HUNT, NEB 1909 as rec. mark, poor Powell WYO 4-bar ties stamp
- 229 COVE, TX 1908 Doane w/Cedar Bayou 4-bar, PPC
- 230 DENAVILLE, TX 1908 4-bar, PPC
- 231 VALLEY PARK, TX 1913 4-bar on emb. PFC, Hasty CO 4-bar as rec. mark
- 232 ZEPHYR, TX 1906 Doane ties J45 due, w/McKinney TX duplex and Red straightline "Due 1 Cent"

ILLINOIS, OHID, WEST VIRGINIA

- 233 ELSAH, ILL 1909 Doane hotel real photo PPC
- 234 ETNA, ILL 1913 4-bar, PPC
- 235 LARCHLAND, ILL 1906 Doane as rec. mark
- 236 MEDIMONT, ILL 1911 4-bar, PPC
- 237 NORTH CHILLICOTHE, ILL 1912 4-bar, bit lite, bottom
- 238 SANDOVAL, ILL 1910 4-bar into design, PPE
- 239 BLACK RUN, OH Manuscript ties 3c Green
- 240 CARLISLE STATION, OH Blue CDS ties 3c Green
- 241 COLLINWOOD, OH Manuscript ties 3c Green

- 242 WHITE EYES PLAIMS, OH Hangscript 3c Green
- 243 MORTH OLMSTEAD. OH SED bandstead 12-22-05
- 244 UPPER SANDUSKY. OH Ties Jc 1857
- 245 ALASKA, # VA 1908 4-bar on PPC
- 245 FANCIEHT, W VA 1907 Doane, PFC
- 247 ORBAN CAVE. W VA 1910 Doane. PPE

MAINE, WISCONSIN

- 248 OTTERTAIL, MAINE 1910 Doane, PPC
- 249 DWLSHEAD, MAINE 1908 Doane, PPC
- 250 BEETOWN, WISC 1910 Doane, PPC

COLORED HANDSTAMPS

- 251 MATHESON. COLO 1918 4-bar Magenta "Colo" indistinct
- 252 SULPHUR SPRINGS. IND 1909 4-bar Magenta PPC
- 253 BURTON VIEW, ILL 1913 4-bar Magenta PPC
- 254 BURDETT, KANS 1915 4-bar Bright Purole PPC
- 255 IDANA, KANS 1913 4-BAR Purole
- 256 UNITY, MAINE 1890 Blue CDS ties #213
- 257 HERMAN. MICH 1911 4-bar Magenta PPC
- 258 BONITA, MONT 1907 Bright Magenta 4-bars (2)
- 259 BREEN POND, NJ 1914 4-bar Magenta PPC
- 260 GLEN EYRE, PENN 1909 Doane Red PPC
- 261 COLMAR, S DAK 1911 large CDS as 4-bar Magenta PPC
- 262 BELLINGTON, W VA 1910 Straightline Magenta handstamo
- 263 COUPEVILLE, WASH 1912 4-bars Magenta on two PPC's

BOX HANDSTAMPS

- 264 MERCED. CALIF 12-26-10 ties #300
- 265 AGRA. KANS 1908 ties #300, PPC
- 266 HOLTON, KANS 1909 ties #300, PFC
- 267 DOWS. IOWA 1909 ties #300. PPC
- 268 ROSEBANK, LONG ISL ties U77 (about 1899)
- 269 FOWLERSVILLE, MICH 1909-10 ties #331, PPC
- 270 KEARNEY, NEB 12-23-08, PFC

R.F.D. MANUSCRIPT CANCELS

- 271 "Feb. 26 1909 R.F.D. HQ" Specht Ferry. Iowa, PPC
- 272 "Bloomington, KS. Route One June 14 1909", PPC
- 273 "Souldsboro R.F.D. No 1" Souldsboro, Maine, PPC. #300
- 274 "Malta Bend, MO 9-7-09" U.S. #331, PPC
- 275 "Rhineland, MO" ties #300, PPC
- 276 "Lucien. OKLA 8/16/09" PPC

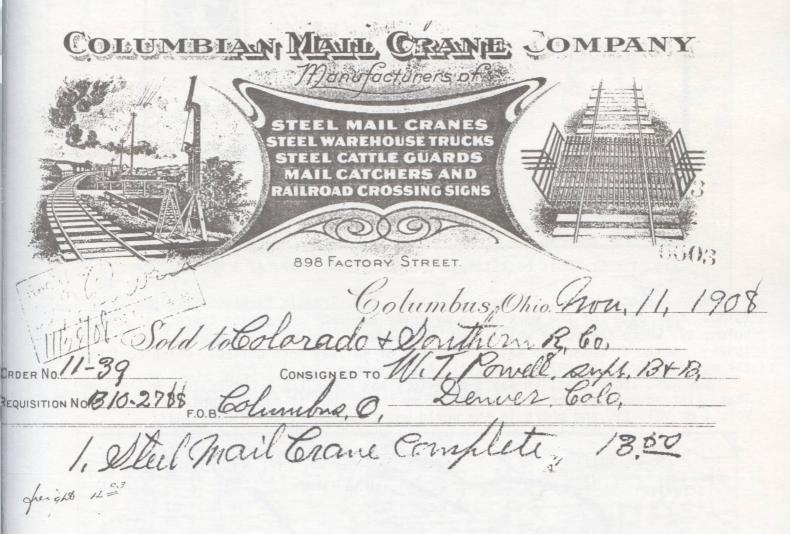
R.P.O. CLERK HANDSTAMPS

- 277 1904 A. Rice Sreelev & Denver (Blue) C.O. Buell Chevenne & Denver (Magenta) on req. pack. env.
- 27B 1908 D.H. Longnecker Chevenne & Denver (Magenta)
 J.N. Meeker Greeley & Denver (Blue) on reg. pack.
- 279 1906 A. Rice Greelev & Denver (Magenta) E. Comly PAC Junct & Den (Blue) J.H. Couter St. Joe & Oxford (Purple) on req. pack. env.
- 280 1907 E.D. Lewis Lyons & Denyer (Magenta) W.C. Murrel Graeley & Denyer (Blue) on reg. mack. env.

Bids close January 15, 1987. \$ 2.00 minimum. Buyer pays postage.

The Second Section

Robert G. Munshower, Jr. Editor



This month's Second Section is indebted to Bob Stets, our Eastern Section Editor, for a fine descriptive write up of an unlisted railway mail route operated over the Richmond & Danville Railway. The balance of the Second Section is devoted to a chronological compilation of accidents and wrecks which involved railway post office cars on Colorado railway mail routes between 1885 and 1889. Of particular note were the two identical accidents which plagued both the east and the west-bound Denver & Leadville railway post office cars on 17 February 1887. These accident reports were taken from the Annual Reports of the Post-master General, The Railroad Gazette, Railway Review, and various volumes of the Federal Message and Records series. I plan to gather similar data for the States of California, Massachusetts and Illinois for listing in the Second Section later in 1987.

A RECENT DISCOVERY - ASHE. & CHARLESTON (N.C.) R.P.O. by Robert Stets

I was surprised to see Charles Towle's request in Transit Postmark Collector #274 for examples of this R.P.O. marking. Recently, I had purchased the cover shown in Figure 1. The cancel reads "ASHE. & CHARLESTON / R.P.O." and I thought that it was probably an early use of the Asheville & Charleston (S.C.) R.P.O.

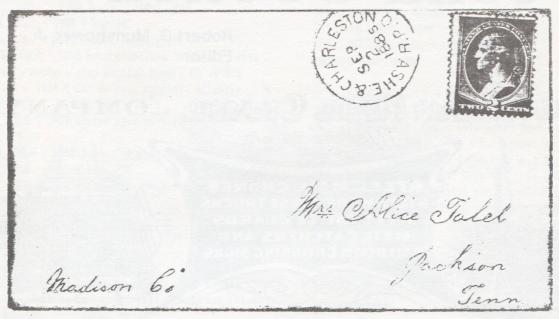


Fig. 1 Cover is backstamped JACKSON/ TENN./ SEP/ 4/ 3 PM/ 1885

When I reached home, I consulted Towle's U.S. Transit Markings Catalog, Vol. 1 (since the date of the marking on my cover was 1885) - nothing there. Then to Volume II, where the route was listed, but shown as being in operation only from 1897! Next I consulted Kay's Directory of Railway Post Offices, which confirmed the establishment in 1897 of Asheville & Charleston (S.C.) R.P.O.

But just above that, in Kay's Directory was ASHEVILLE & CHARLESTON NC(1885-86) That listing matched the time period of my cover, but it hadn't appeared in Towle's

Vol. I or Vol. II, and where in the world was Charleston, NORTH Carolina?



Fig. 2 Map showing western part of North Carolina, 1881.

Checking my map of North Carolina for 1881 (Figure 2) gave the answer. Charleston N.C. apparently became Bryson City, N.C. sometime later, because on my 1896 postal route map, it is shown as Bryson City.

Figure 3 shows a map of the extension of the Richmond and Danville southward from Asheville, N.C. to Murphy, N.C., which was apparently built between 1884 and 1891. The map used for Figure 3 is from 1910, and by that time the Richmond & Danville had become part of the Southern System, and the road had been extended into Georgia.

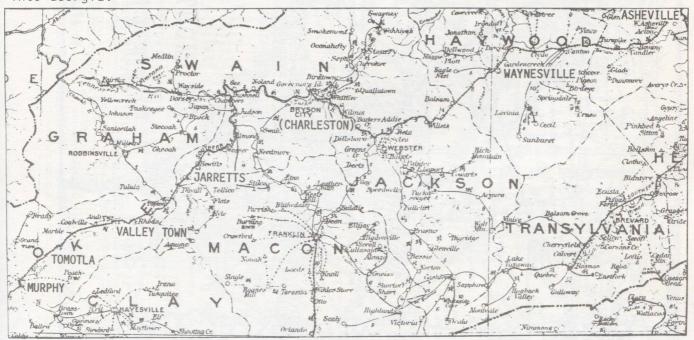


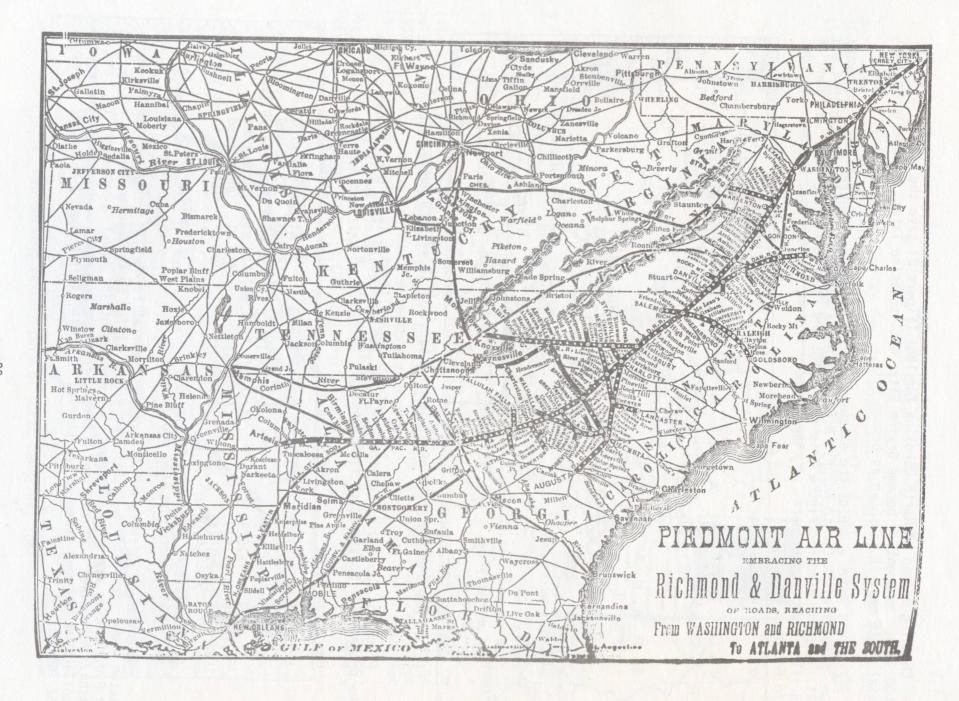
Fig. 3 Map showing route of Richmond & Danville in western North Carolina.

From John Kay's Directory of R.P.O.'s, the changes in the R.P.O. names show the progress of construction from Asheville to Murphy, N.C.

Operation Dates	Name of R.P.O.	Dist.	Examples
11/20/84 to 2/ 9/85 2/ 9/85 to 3/15/86 3/15/86 to 9/ 8/90 9/ 8/90 to 1/15/91 1/15/91 to 9/ 1/91 9/ 1/91 to 7/19/48	ASHEVILLE & WAYNESVILLE " & CHARLESTON (" & JARRETTS " & VALLEY TOWN (" & TOMOTLA " & MURPHY	1) 64 mi. 96 mi. 2) 114 mi. 118 mi.	1887, 5/7/91(Vol 2) unreported

- (1) Charleston, N.C. (now Bryson City) not listed in Towle.
- (2) Location shown on 1881 map, Figure 2.

The Ashe. & Jarretts R.P.O. example reported for 5/7/91 is after the termination date for Ashe. & Valley Town R.P.O. listed by Kay, so an Ashe. & Valley Town R.P.O. marking may never be found, but what about an Ashe. & Waynesville, or an Ashe. & Tomotla? Or an Ashe. & Murphy from the nineties? Please look over your collection and send examples to Charles L. Towle, 4621 E. Don Jose Drive, Tucson, AZ 85718.



	WESTERN NORTH	CAROLINA DIVISION.	
# 5 50 52	MAIN LINE. Mis September 30, 1888. 53 51	MURPHY BRANCH.	ASHEVILLE AND SPARTAN
Imman Steepers on 50 at 11 man Steepers on 50 at 12 man Steepers on 50	Cleveland 6 622 44 3 56 26 52 58 58 58 58 58 58 58	A.M. LEAVE ARRIVE ARRIVE	Fletchers
ELEGANT THROUGH COACHES	Express. STATIONS. Exp. 87 00A. M. Ive. Charleston. (N.E.)arr. 950 0 20A. M. Ive. Burnter. (W.C.&A.)arr. 646	P.M. AILANIA AND ASHEVI	LLE, VIA SPARTANBURG
HETWEEN	*7 OOA.M. Ive., Charleston.,(S. C.)arr. 910 lve.Augusta.,(C.C.&A.)arr. 910	P.M. Express. September	7 30, 1888. Express (R.&D.).arr. 10 40 P.M.
DEIWERM		P.M. 0.40 0 0	urg(A.&S.).arr. 11 50A.M.

ACCIDENTS INVOLVING RAILWAY POST OFFICE CARS ON COLORADO RAILROADS 1885-1889

January 13, 1885 - Denver and Ogden R.P.O., bound west, caught fire near Green River, Utah. About 75 letters badly burned.

January 21, 1885 - Pueblo and Silverton R.P.O., Train No. 3, was wrecked 1 mile west of Durango, Colo. Three cars, including mail apartment, derailed. Clerk uninjured. No mails damaged or destroyed.

May 1, 1885 - Denver and Ogden R.P.O. was wrecked west of Gunnison, Colo. Cause, severance of coupling and air-brake on down grade. Clerk S.F. Lucas uninjured. Mails undamaged, transferred to baggage car, and forwarded.

May 22, 1885 - Pueblo and Silverton R.P.O., Train No. 3, was wrecked 13 miles west of Osier, Colo., by broken wheel of mail apartment. Clerk J.H. Love uninjured. The mails, undamaged, transferred to baggage car and taken to Durango, Colo.

September 1, 1885 - Denver and Ogden R.P.O., Train No. 3. Just before leaving Pueblo, Colo., Clerk Frank Willis discovered a sack of paper mail for Villa Grove to be on fire, which he immediately extinguished. Two papers were scorched.

October 31, 1885 - Pueblo and Silverton R.P.O. Mail apartment and engine, Train 3, left the track and turned over 7 miles south of Walsenburgh, Colo., caused by sand from break in irrigating ditch. Considerable mails damaged by water and some supposed to be lost. Clerk in charge unhurt.

June 24, 1886 - Leadville and Salida R.P.O., Train No. 8, was wrecked near Salida, Colo., by a stone on the track, derailing engine and mail apartment. W.H. Hunt, R. P. Clerk, was thrown against the stove, sustaining serious injury to his back, disabling him for duty. Mails had been tied out and pouched, and received no damage.

July 25, 1886- Denver & Leadville R.P.O. while rounding a sharp curve in Platte Canon, causing a sudden jerk of the car, Postal Clerk Fred Scother lost his balance and was thrown against the paper rack resulting in injuries to the muscles of his back and incapacitating him for duty for six days.

July 30, 1886- Omaha & Ogden R.P.O. eastbound ran into a wild engine at Echo City, Utah, destroying the front end of the mail car No. 264. A new mail car was procured at Ogden City, to which, mails were transferred without loss or damage.

November 1, 1886- Denver & Ogden R.P.O., train No. 7, was wrecked at Lehi City, Utah, by the breaking of a wheel under the forward truck of the mail apartment. The latter left the track, and before the train could be stopped, the lower portion was completely stripped of running gear. Letters were scattered, but none lost or damaged. Clerk unhurt.

December 2, 1886- Como & Gunnison R.P.O., train No. 431,was derailed four miles east of Buena Vista, Colorado. Engine and mail apartment were turned over on their sides, and the latter was completely wrecked. Clerk-in-Charge James F. Keenan cut his way out of the apartment with an axe, escaping uninjured. No mail lost, but some damaged by oil.

January 14, 1887- Pueblo & Silverton R.P.O., Train No. 52 was wrecked by a snow slide three and a half miles south of Silverton, Colorado. The postal car was badly damaged, windows, doors, etc, being crushed in by the falling snow. No mails lost or damaged and postal clerk unhurt.

February 2, 1887- Denver & Leadville R.P.O. train No. 401, collided with an express train at Slaghts Colorado, wrecking mail apartment car, but doing no damage to mails or injury to clerk. Mails transferred and taken as far as Como Colorado, where the mail train was abandoned.

February 17, 1887- Pueblo & Silverton R.P.O. One of the apartment cars of the above R.P.O. in charge of the express messenger, with entire contents consisting of mail, baggage, and express, was burned near Colorado Springs caused by derailment of the train by windstorm. No clerks run on that portion of the Denver & Rio Grande Railway between Denver and Pueblo Colo., as the mails are put in the charge of an express messenger.

February 17, 1887- Denver & Leadville R.P.O. train No. 401 (westbound) was derailed by wind ten miles from Denver, Colorado and, entire train except engine, went over an embankment. The rear coach was burned. all passengers wounded. Railway Postal Clerk D.M. Morrison was injured on the head and back and incapacitated for duty. Mail apartment took fire, but was extinguished and all mails saved, a portion being damaged by oil and water

February 17, 1887- Denver & Leadville R.P.O. train No. 402(eastbound) was derailed by wind near Como, Colorado, the coaches rolling over and a number of passengers seriously injured. Mail apartment went down an embankment, but no mails lost or damaged and clerk unhurt.

April 10, 1887- Denver & Ogden R.P.O. train No. 7, ran into a landslide near Delta, Colorado, throwing the engine and tender into the Gunnison River. Mail apartment was badly wrecked, but mails not damaged. Clerk unhurt

May 17, 1887- Kansas City & Pueblo R.P.O. train No. 3 was derailed and wrecked by cattle at Booneville Colorado. The postal car was badly damaged. No injury to clerks or damage to mails

September 2, 1887- Denver & Pueblo R.P.O. train No. 4 was wrecked by rocks falling on a bridge and breaking it down, 25 miles west of Pueblo Colorado. The engineer and one other person were killed. Postal clerk G.W. Meldrum was badly bruised. No mail lost or damaged.

September 23, 1887- Denver & Pueblo R.P.O. Train No. 1, was wrecked 2 miles east of Elizabeth Station, Colo., by the breaking of a flange on a car wheel. The engine fell a distance of 100 feet down an embankment, the baggage and mail car following. Mail was scattered about the car, the oil stove which had just been lit, overturning, a large portion of mail was scorched and saturated with oil, but not sufficient to prevent forwarding to destination. Postal clerk James M. Rand miraculously escaped death. October 24, 1887-Pueblo & Silverton R.P.O. Train No. 11, was wrecked near La Veta Colorado and forward end of postal car crushed in. Mail was transferred without loss or damage to box car. No one hurt.

November 3, 1887- Denver & Ogden R.P.O. Train No 8, was stopped 5 miles east of Grand Junction Colorado and the mail apartment was entered by disguised robbers who secured 17 registered packages.

January 12, 1888- Denver & Pueblo R.P.O. Train No. 1, was derailed at Pinon, 15 miles east of Pueblo, Colorado. Postal Clerk J.M. Rand saved himself by jumping from his car. Mails transferred to caboose without loss or damage.

March 14, 1888- Denver & Ogden R.P.O. Train No. 8, was wrecked 1 mile east of Montrose, Colorado ditching two coaches and completely telescoping the postal car. Mails thrown upon the floor, but recovered without loss or damage and transferred to the express car. Railway Postal Clerk W.T. Newton considerably bruised.

May 11, 1888- Denver & Ogden R.P.O. Train No. 7, was ditched 6 miles east of Delta Colorado. No injury to clerk. Mails transferred without loss or damage to express car.

May 14, 1888- Express train No. 7, Atchison, Topeka & Santa Fe R.R. collided with two "wild" freight cars (loaded with naptha and gunpowder) at Fountain, Colorado. Six persons were killed, a number seriously wounded, and the adjacent depot and buildings blown to pieces. The mails were in charge of the train baggage man. The car was entirely consumed, but the pouches and nerarly all the canvas mails were saved, but 2 or 3 sacks of papers being destroyed.

May 16, 1888- Express Train No. 3, Denver & Rio Grande Ry. wrecked near Salida Colorado, smashing baggage car. No loss or damage to the mails.

May 23, 1888- Denver & Ogden R.P.O. Train No. 7, caught fire from mattresses which were being taken over the road in the baggage end of the car. The car was sidetracked at Nada, Colorado, and allowed to burn up, after all efforts to extinguish the fire were found useless. All mail saved in good condition.

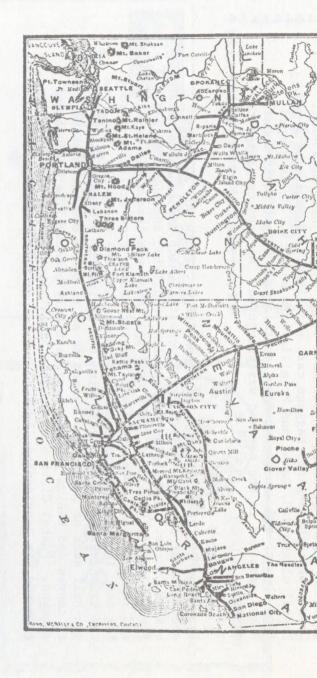
June 8, 1888- The express pouch from Sterling to Denver, Colorado (U.P.RY Train No. 306) and which was in charge of the train baggageman, fell upon the stove and was considerably burned. Letters not badly damaged and all were forwarded to destination, with explanation to addressees.

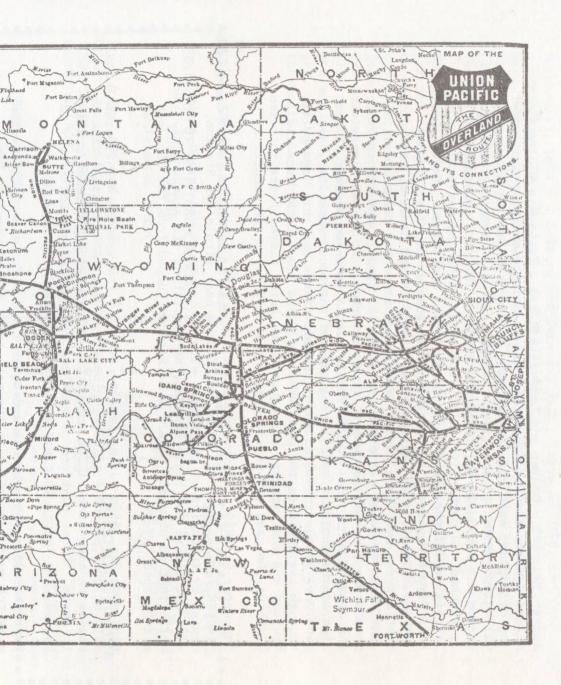
August 17, 1888- Pueblo & Silverton R.P.O. Train No. 34 was wrecked near La Veta, Colorado, caused by engine striking a cow, throwing the train from the track. Clerk G.L. Thompson received several severe bruises upon the body and left hand and arm, incapacitating him for duty for eighteen days. No mail lost or damaged.

October 16, 1888-La Junta & Albuquerque R.P.O., Train No. 1, collided with a freight train near Morley, Colorado, badly damaging engine and mail car. Mails thrown out of cases, but none lost or damaged, clerk unhurt.

November 26, 1888- Denver & Ogden R.P.O. Train No. 7, collided with the Chicago, Kansas and Nebraska express train, No. 18, near Husted Colorado, demolishing both locomotives, the baggage and express car of the latter, and the combination mail and express, and express and baggage cars of the former, the cars and one coach of which took fire and were consumed. Nothing was saved from the mail apartment, and Clerk C.B. Wilson had to cut his way out with an axe, barely escaping with his life. His clothing took fire, burning both arms. He was also bruised on his chest and leg, and had his ankle sprained, incapacitating him for duty. Two inner-registered sacks, twenty-one registered packages, and nine pounds of ordinary mail were lost, also one postmarking stamp with type, copy of Postal Laws & Regulations, one Postal Guide, and one government revolver Serial No. 119661

April 18, 1889 - Denver and Ogden R.P.O., Train No. 7, was wrecked by a rockslide 7 miles east of Cimarron, Colo. Mail car abandoned and mails transferred - without loss or damage - to baggage car. Postal Clerk G.N. Burghardt jumped from the car upon the rocks and was considerably bruised.





August 29, 1889 - Denver and Leadville R.P.O., Train No. 402, was derailed 2 miles east of Estabrook, Colo., and the entire train, consisting of engine, mail and baggage car, and two coaches, was thrown down a walled embankment 15 feet into the Platte River, instantly killing one person and seriously injuring many others. The mail apartment was badly wrecked and partially filled with water, floating serveral hundred letters out of the case, which were carried downstream. Postal Clerk E.L. Pippin succeeded in recovering the greater portion of these letters afterwards by wading in the river, though he is of the opinion that a great many were lost. Seven hours after the disaster all mail that could be found was placed in a special baggage car and taken to the Denver Post Office, where it was reworked. It was in a very wet and damaged condition. Clerk Pippin partially saved himself at the time of the accident by grasping hold of the pouch-rack; but, as this gave way, he was thrown against the side of the car, his legs going through the glass in the door window. Aside from slight cuts and bruises and the exposure consequent upon being eleven hours in soaked clothing, he came out of the wreck in a very fortunate condition.

September 6, 1889 - Denver and Leadville R.P.O., Train No. 402, was wrecked 7 miles east of Leadville, Colo., near Bird's Eye Station, caused by spreading of the track. The entire train was turned on its side and postal car badly damaged, necessitating its abandonment. No mails lost or damaged. Clerk G.E. Roberts jumped from the car door and escaped injury.

September 21, 1889 - Julesburg and Denver R.P.O., Train No. 308, ran into an open switch 4 miles from Denver, Colo., and collided with an engine on side-track. The engine was demolished and fireman scalded to death. Front platform of mail car was knocked off and trucks derailed. No injury to clerk or loss or damage to mails.

September 28, 1889 - Denver and Ogden R.P.O., Train No. 8, ran into a switch engine standing on the main track in the yards at Pueblo, Colo., wrecking engine, baggage car, and slightly damaging mail car. Postal clerks W.H. Baker and E. mills were on duty. Mills jumped from the car and was thrown down, sustaining a slight scalp wound. Baker remained in the car and was uninjured. No loss or damage to mails.

September 29, 1889 - Denver and Aspen R.P.O., Train No. 203, was wrecked near Edwards, Colo., by a rockslide which had bent the track on a sharp curve. The engine was totally demolished and engineer and fireman severely injured. The mail apartment was thrown off its trucks and laid on side. The stove was overturned and fire scattered through the car, igniting several sacks of papers and the woodwork. The fire was extinguished by the clerk with the assistance of train men. About one-half sack of papers was burned so as to be valueless. Twenty sacks of canvas and twelve pouches were partially burned. The car was badly damaged. Postal Clerk G.M. McAdams saved himself by clinging to the rack and was considerably bruised but not incapacitated for duty.

October 13, 1889 - Julesburg and Denver R.P.O., Train No. 308, ran into a herd of cattle a few miles east of Iliff, Colo., ditching engine, mail, baggage car, and one coach, all being badly damaged. Postal Clerk J. Metz was thrown on his back, the back of his head striking the floor, but escaped serious injury. Mails transferred, without loss or damage, to boxcar and arrived at Denver three and one-half hours late.

October 25, 1889 - Pueblo and Silverton R.P.O., when approaching Ojo Station, 8 miles south of La Veta, Colo. (on a down grade), the engine became disabled so that the engineer had no control over it. A freight train was standing on the main track at Ojo Station, and when it was found that the passenger train could not be stopped, the danger whistle was sounded and the switch turned so as to throw the train in onto the side track, where it collided with some freight cars, badly wrecking engine, mail, and baggage cars. The engineer, fireman, express messenger, and Postal Clerk H.E. Bell escaped serious injury by jumping from the train, each being slightly bruised. No mail lost or damaged.

POSTMARKS OF TERRITORIAL ALASKA THIRD EDITION

By Richard W. Helbock

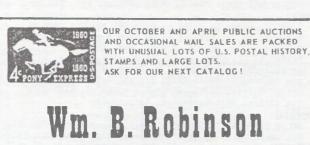
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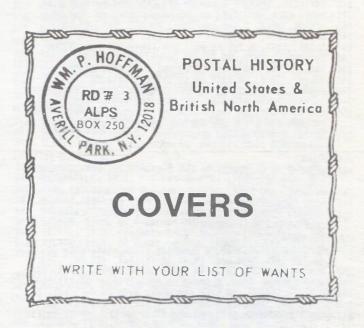
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BIDS CLOSE: JANUARY 31, 1987 (10 PM PST)

ALABAMA

100 HARRIS ST.,1872, mss on cvr w/3-ct banknote.DPO. E.\$12 JOE WHEELER DAM, 1936, VG 4-bar on TVA #10 pen.env.E\$5 SUGGSVILLE, 1889, VG cds on cvr w/2-ct green. DPO. E\$8 101 102 CATALOG NUMBERS REFER TO PTA III

"A.A.F./Otter Point/Umnak" as ret. addr. on CENSORED Free franked cvr. pm U.S./NAVY, Feb 1943. Est. \$20.00 "N A S/Cold Bay" ret.addr. on CENSORED cvr pm U.S./NAVY 103 May 7, 1943. Est. \$15.00

ANGOON, May 1959, VG 4-bar on cml.cvr. Est. \$4.00 105 106 APO 726(Attu),1943, VG 4-bar on CENSORED cvr. Est. \$6. APO 937(Ft.Greely),1943, VG 4-bar on Censured CVr. Est. \$6.

APO 937(Ft.Greely),1942, VG on cvr w/TyA CENSOR"35"E.\$8

APO 986(Amchitka),1945, VG 4-bar on PPC.CENSORED. E\$4

DOLOMI, 1913, G+ Ty2 (Doane) on PPC. Est. \$50.00

FALSE PASS,1958, G+ Ty9 on phil.cvr. Est. \$4.00

FORT WRANGEL/REC'D, 1899, G+ as b/s on shortened o-size

SMITHSONIAN PENALTY env. Also SEATTLE/TRANSIT. Est. \$50.

GAKONA, 1957, G+ Ty4 on phil. cvr. Est. \$4.00 GIRDWOOD, 1957, VG Ty3 on phil. cvr. Est. \$4.00 GLENALLEN, 1958, VG Ty1 on phil. cvr. Est. \$4.00 112 113 114

GOODNEWS BAY, 1957, VG Ty3 on phil. cvr. Est. \$4.00 HAINES, 1909, VG Ty3 on PPC. Est. \$15.00 115

HAINES, 1936, G+ mag. Ty9 on Japanese postal cd. E\$6. HAWK INLET,1942, F Ty3 on CENSORED cml.cvr. Est. \$8.00 117

HAWK INLET, 1958, G+ Ty4 on phil. cvr. Est. \$4.00 HOLIKACHUK, 1957, VG Ty1 on phil. cvr. Est. \$4.00 HOLY CROSS, 1946, VG Ty3 on cml.cvr. Est. \$10.00

HOLY CROSS, 1958, G+ Ty4 on phil. cvr. Est. \$4.00 HOOD BAY, 1957, F Ty2 on LDC. Est. \$6.00 HOONAH, 1958, VG Ty5 on phil. cvr. Est. \$4.00 123 HOOPER BAY, 1957, G+ Tyl on phil. cvr. Est. \$4.00 HOPE, 1935, G Ty5 on non-phila. GPC. Est. \$10.00 HUGHES, 1957, VG Ty2 on phil. cvr. Est. \$4.00 HYDABURG, 1958, VG Ty7 on phil. cover. Est. \$4.00 JUNEAU, 10/18/57,Ty38 on Alaska Day cach.cvr E.\$5.00 125 126 127

128 129 JUNEAU, 1917, VG Ty14 on PPC(Thwaites 4191). Est. \$8. JUNEAU, 1957, VG Ty38(PRAY FOR PEACE)ph.cvr. E.\$4.00 130 131

JUNEAU, 1957, VG Ty39(earlier) on phil. cover. E.\$4.00 KAKE, 1958, F Ty8 on cacheted cover. Est. \$4.00 132 133 134 KASAAN, 1957, F Ty8 on cacheted cover. Est. \$4.00

KETCHIKAN, 1912, G+ Ty8 on PPC. Est. \$8.00 136

KETCHIKAN, 1912, GT 198 ON PPL. EST. \$8.00 KETCHIKAN, 1958, ALL AMERICAN CITY slogan, ph.cvr.E\$5. KING COVE, 1957, VG Ty3 on cacheted cvr. Est. \$4.00 KLAWOCK, 1957, VG Ty7 on cacheted cvr. Est. \$4.00 MCKINLEY PARK, 1936, G+ Ty3 on PPC. Est. \$6.00 NAPAKIAK, 1961, F 4-bar on GPC (FDC 2nd period) E.\$4. NOME. 1935. G+ Ty22 on Japanese postal cd. F\$4.00 138 140 141

NOME, 1935, G+ Ty22 on Japanese postal cd. E\$4.00 SEWARD, 1912, G Ty6 (earlier) on PPC. Est. \$8.00 142 SITKA, 1904, G Ty15 on cover. Est. \$20.00 SLANA, 1951, F Ty1 on phil.cvr (1948-58) Est. \$5.00 143 144

TREADWELL, 1912, VG Ty2 on cover. Est. \$15.00 UNALAKLEET, 1953, VG Ty5 on cml.cvr. Est. \$5.00 145 146 147 VALDEZ, 1916, G+ Tyll on cover. Est. \$10.00

WRANGELL,1913, G Ty3 on PPC(Skeena R. scene) Est.\$8.00 US/NAVY/NAVAL AIR/STATION,1943,(Kodiak) on CENS.cvr.E\$4 Lot of 3 diff on legal-size cml. cvrs, 1947-49, all VG, 149

(HOONAH Ty5 & Ty6 and PORTAGE JUNCTION Ty1) Est. \$10.00 Lot of 2 diff BARROW RESUPLY EXP. ships (LST 1110 & USS GEORGE CLYMER),1949, on PPCs. Est. \$8.00

ARIZONA

GLOBE/Gila Co.,1888, G+ Ty4 ties #210 on cvr to Prescott A.T. Est. \$30.00

MC CABE, Dec 1912, G+ red 4-bar on PPC. Est. \$8.00 RAY, 1910, lite,readable Ty2 on PPC. Est. \$10.00 VIVIAN, 1908, VG Ty1 (DOANE) on PPC w/small closed

tear at UL. Est. \$80.00

CALIFORNIA

BLACKS STATION,1910, G DOANE on cvr w/blacksmith cc. opened into 2-ct red. (Yolo 76-15) Est. \$10.00
 BLACKS STATION, 1912, VG 4-bar on PPC. (Yolo 76-15).E\$8

BLUE CANYON, 1910, G Doane on PPC. (Placer 67-27) E\$4. CLAYTON,(1879), VG blue cds w/mss date on cvr. Est. \$8 FRODSHAM, 1917, VG 4-bar on PPC (Sac.10-22) Est. \$8.00 158 160

HARBISON CANYON, 1930, VG mag. 4-bar on GPC. (SD. 27-36) E\$8

CALIFORNIA

162 HIGHGROVE, 1908, VG 4-bar on PPC. (Riv.97-63) Est. \$5. 163 ICELAND, 1922, G 4-bar on Rec.Svc.Pen.card.(97-23)E.\$6 164

IOAMOSA,1907, G dplx as rec'd on PPC.(S.Ber.95-13)E.\$4
JENNY LIND, 1946, G 4-bar on PPC.(57-47) Est. \$4.00
JUPITER, 1914, VG 4-bar on PPC.(Tuol.1901-22) Est.\$12.
LOCKEFORD, 1873, G+ dcds on U82. Est. \$15.00
MARYSVILLE/10, 1853, G blue cds on stampless cvr. E\$15. 166

168

MICHIGAN BAR,1911, G cds on PPC.(Sac.55-35) Est. \$6.
MONETA, 1908, VG 4-bar on PPC.(LA.90-44) Est. \$3.00
MONETA, 1939, G+ machine on PPC.(LA 90-44) Est. \$2.00
MONTEBELLO/M.O.B.,1930, VG mag.dcds on UY5r. Est. \$3. 170 171 172

MONTEBELLO/M.O.B.,1930, VG mag.dcds on UY5r. Est. \$3. NIPINNAWASSE,1928, VG 4-bar on PPC. (Mad.12-59) E.\$5.00 PATCHIN,1908, VG cds on PPC. (S.Clara 72/25) E. \$8.00 PENTZ, 1908, G+ cds on PPC. (Butte 64-12) Est. \$10.00 PITTVILLE,1950, G+ 4-bar on cvr.(Lassen 37-56pd) E.\$5. ROUGH AND READY,1906, G DOANE o'strk GRASS VALLEY on PPC. (51/48) Est. \$5.00 SACRAMENTO/EXPRESS/WELLS FARGO & Co.,c.1855, G+ blue company of the shift for \$30.00 173 174 175 176

177

178

oval on 3-cent Nesbitt. Est. \$30.00 SAN FRANCISCO,1854, & "20" on stampless cvr to VT w/ very good letter re. business in early S.F. Est. \$15. SAN FRANCISCO, c.1880, G cds on cvr w/fancy cork cut as

a cross tying 3-ct banknote. Bank cc. Est. \$6.00 SANTA CRUZ/SEABRIGHT STA., 1910, VG dplx on PPC. E\$3.00

SENECA/M.O.B.,1939, G+ red dcds on GPC.(Plum.23-43pd)E\$8 SISQUOC, 1915, G+ 4-bar on PPC.(S.Barb.81/31) E.\$8.00 SLATINGTON,1907, VG DOANE on PPC.(E1 Dor.03-12 pd) E\$10 STRAWBERRY VALLEY,1875, G scallopped cds on cvr. E\$30 SUISUN CITY,COLUSA CO.,1886, G dcds on 2-ct ent. E.\$20 SYCAMORE, 1913, G 4-bar on PPC.(Col.71-60) Est. \$5.00

187 TWO RIVERS, 1915, VG 4-bar on PPC.(Mendo.12-15) E.\$20. VINTON, 1908, VG Doane ties 2-ct red on cvr. Est. \$4. 188 189

WILBUR SPRINGS,1910, G 4-bar on PPC.(Col.09-45) Est.\$4
WOODVILLE RUR.STA.,1961, VG 4-bar on cml.cvr. Est.\$4. 190 191 192 WRIGHTS, 1914, G 4-bar on PPC. (S.Clara 79-38) Est. \$6 193 YANKEE HILL,1914, G+ 4-bar on PPC. (Butte 58-51) E.\$5. 194 ZABRISKIE, 1910, VG blue 4-bar on PPC. (Inyo 07-18)E.\$15

COLORADO

195 ALAMO & BUTTE VALLEY, 1938, LDC & FDC on 2 cvrs. Both F-VF 4-bars. Est. \$10.00

AMO, 1911, VG 4-bar on PPC. (99/16) Est. \$15.00 197 BOWERMAN, 1908, VG DOANE on PPC. (1903-10) Est. \$30.00 CHEYENNE WELLS, 1886, G fancy cds on 2-ct. ent. Est. \$12.

DENVER, 1879, VG cds on cvr w/3-ct bnknte. Est. \$5.00 FORT GARLAND, 1878, readable blue cds on cvr w/fancy

201

FORI GARLAND,1878, readable blue cds on cvr w/fancy cork tying 3-ct. banknote. Est. \$20.00 LEROY, 1913, G+ 4-bar on PPC. (95-18) Est. \$15.00 PALMER, 1908, G+ 4-bar on PPC. (94-12) Est. \$4.00 QUEEN BEACH, 1909, VG 4-bar on PPC. (1908-11) Est. \$50. SOUTH PLATTE, 1911, G+ 4-bar on PPC. (1903-07) Est. \$6.00 SUBLIME, 1907, about G purple cds on PPC. (1903-07) E\$25 SULPHUR 'PRINGS, 1910, G+ 4-bar on PPC. (94-12) E\$8. 202 204

207 TOLLAND, 1909, G 4-bar on PPC. (1904-44) Est. \$5.00 DISTRICT OF COLUMBIA

208 WASHINGTON, 1879, VG cds w/Time on cvr w/2-ct green. E\$5 FLORIDA

209 HAWKS PARK, 1907, G+ DOANE on PPC. DPO. Est. \$6.00

HAWAII

210 HONOLULU/LUKE FIELD BR.,1938,VG dplx ties 20-ct Clipper on cvr w/2x10-ct POSTAGE DUES affixed. Est. \$12.00

IDAHO

211 DEMPSEY, 1909, G+ DOANE on PPC. (95-15) Est. \$20.00 212 NEW MEADOWS, c.1911, st. line ties 1-ct on PPC. E\$15.

PAYETTE, 1893, VG cds on U349. Est. \$8.00

PAYETTEVILLE, 1875, mss. as fwd. mark on cover pm Roseburg/OR to Salubria,I.T. Strip of 3 1-ct banknotes and enclosure. (1864/1878) Est. \$200.00 Lot of 2 diff DOANES (MEADOWS & SAMARIA), both DPOs,

but strikes only Fair-Good. Est. \$5.00

ILLINOIS

216 BELLE RIVER/JEFFERSON CO.,1884,G mag. trip.cds.GPC. E\$12 217 BENTON/FRANKLIN CO.,1885, VG blue trip.cds on GPC. E\$15 218 CAMPUS, Livingston Co., 1883, G geared triple cds. GPC. E\$10

MONMOUTH (1864), G cds on cvr w/2x#65 paying dbl rate

to PA. Long letter accompanies. Est. \$6.00
220 ROLLO, 1917, G+ 4-bar on PPC. DPO. Est. \$4.00
221 WENONA, 1887, G triple cds ties 2-ct green on cvr. E\$5.

INDIANA

222 NORTHFIELD, c.1873, mss on soiled 3-ct ent. Est. \$10.

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MONTANA
IOWA
                                                                                                                                            290 WILLIS, 1912, VG DOANE on PPC. (80-13) Est. $15.00
291 YATES, 1910, VG 4-bar on PPC. (1908-20) Est. $15.00
292 Lot of 3 diff handstamps on 3 cvrs.,1899-1923 (MELVILLE,
         FORT DES MOINES, 1857, VG blue cds on U10. Est. $20.00 RIVER JUNCTION, 1907, about G cds on cvr. (73-33) E.$6 SIGOURNEY, 1886, about G cds on cvr w/sheriff cc. E.$8.
223
          Lot of 3 diff 1937 4-bars (COLWELL, WAUPETON and
                                                                                                                                                       BUTTE, & WHITE SULPHUR SPRS.), G-VG. Est. $5.00
           CONWAY) all VG strikes on cml.cvrs. Est. $5.00
                                                                                                                                                    ADELIA, 1909, G 4-bar on PPC. (91-10) Est. $12.00 CANTON, 1913, G+ red 4-bar on PPC. (90-21) Est. $8.00 EDHOLM, 1907, VG Doane on PPC. (92-33) Est. $6.00 FROID, 1911, VG 4-bar on PPC. (86-15) Est. $15.00 GRAYSON, 1910, VG 4-bar on PPC. (88-28) Est. $10.00 LAKELAND, 1908, G+ DOANE on PPC. (96-17) Est. $12.00
           Lot of 3 diff 1937 4-bars (VANCLEVE, STENNETT and
                                                                                                                                            293
           PURDY) all VG-F strikes on cml.cvrs. Est. $8.00
                                                                                                                                            294
KANSAS
                                                                                                                                            295
          CHAPLIN, 1894, G cds on GPC. (1890-1903) Est. $10.00 CLEARDALE, 1896, G+ cds on GPC. (1877-1900) Est. $12.
228
                                                                                                                                            296
229
                                                                                                                                            297
                               1887, about G cds on cvr w/#210. DPO. E. $6.
                                                                                                                                            298
          DILLON, 1911, G+ DOANE on GPC. DPO. Est. $6.00 DILLWYN, 1910, G+ 4-bar on PPC. DPO. Est. $5.00
                                                                                                                                            299
                                                                                                                                                       OMAHA CITY/N.T., VG cds ties #26 on cvr to Wyandott, K.T.
232
                                                                                                                                                       Back flap torn. Est. $20.00
         ELBINO, 1909, VG DOANE on GPC. DPO. Est. $5.00
ELBINO, 1909, VG DOANE on GPC. DPO. Est. $6.00
FULLER, 1909, G+ 4-bar on PPC. DPO. Est. $5.00
GOESSEL, 1910, G+ DOANE on GPC. DPO. Est. $6.00
HAMMOND, 1940, VG 4-bar on GPC. DPO. Est. $4.00
LARNED, 1895, F cds & crude neg. star killer on cvr.E$8
LORRAINE, 1911, VG 4-bar on GPC. DPO. Est. $5.00
233
                                                                                                                                                      OPPORTUNITY, 1925, G 4-bar on PPC. (1910-43) E.$5.00 PINE CAMP. 1911, VG DOANE on PPC. (85-34) Est. $6.00
                                                                                                                                            300
234
                                                                                                                                            301
235
                                                                                                                                                       STAR, c.1910, VG 4-bar on PPC. (82-56) Est. $4.00
                                                                                                                                            302
236
                                                                                                                                            NEVADA
237
                                                                                                                                                      AURORA, 1909, G+ Doane on PPC. (1906-19) Est. $15.00
AURORA, c.1915, G 4-bar ties 2x1-ct greens. Est. $10
                                                                                                                                            303
238
                                                                                                                                            304
          LOVEWELL, 1911, G 4-bar on PPC. DPO. Est. $5.00
239
         MARVIN, 1894, G cds on GPC. (1881-1908) Est. $10.00 MC FARLAND, 1913, G+ 4-bar on GPC. DPO. Est. $4.00 PENTHEWA, 1901, VG cds on GPC. (1890-1903) Est. $12.00 WESTERN PARK, 1896, G cds on GPC. (1871-1903) E. $12.
                                                                                                                                                      BAUVARD, 1909, G+ 4-bar on PPC. (1904-12) Est. $20.00
                                                                                                                                            305
240
                                                                                                                                                      ELAIR, 1913, about G 4-bar on PPC. (1906-16) Est. $12. CALIENTE, 1909, VG 4-bar on PPC. Est. $3.00 CANDELARIA, 1902, G dplx on 2-ct ent. (82-39) Est. $10. COLUMBIA, 1907, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 CALIENTE, 1904, G 4-bar on PPC. (1904-19) Est. $20.00 C
                                                                                                                                            306
 241
                                                                                                                                            307
 242
                                                                                                                                            308
243
                                                                                                                                            309
                                                                                                                                                      COLUMBIA, 1914, about G 4-bar on cvr. (1904-19) E.$12
DAYTON, c.1865, G WELLS FARGO oval on lightly soiled
                                                                                                                                            310
244 CLAYSVILLE, 1908, VG 4-bar on PPC. DPO. Est. $6.00
245 MOUNT STERLING,1865, VG dcds ties #65 on cvr. Est.$8.
                                                                                                                                                       3-cent pink entire. Est. $30.00
                                                                                                                                                      DELAMAR, 1899, VG cds on 2-ct entire (94-14pd) E.$10. ELDORADO CANON,1887, readable cds on cvr. Est. $15.00 EMPIRE CITY, 1889, G cds on cvr w/2-ct. bnknt. Est. $25. FORT CHURCH(ILL),1922, about G 4-bar on Pen.cd. E.$8.
LOUISIANA
                                                                                                                                            312
246 COON, 1930, VG magenta 4-bar on GPC. DPO. Est. $4.00
                                                                                                                                            313
                                                                                                                                            314
MAINE
                                                                                                                                            315
247 BRUNSWICK, c.1830, readable dbl.oval on SFC w/"18 3/4"
                                                                                                                                                      HAWTHORNE/AMMUNITION DEPOT BR., 1938, G dplx on phil.
          mss. rate. Est. $15.00
KITTERY POINT, 1855, G 39mm dlc ties #11 on cvr. E.$25
                                                                                                                                            316
                                                                                                                                                       cover. (1930-46) Est. $8.00
                                                                                                                                                       MILLERS, 1906, G+ DOANE as rec'd on PPC. (06/31) E.$5.
249 PATTAGUMPUS, 1930, VG 4-bar on GPC. DPO. Est. $4.00
                                                                                                                                                      MOUNTAIN CITY,1908, VG 4-bar on PPC(Un.of NV). Est. $6. PIOCHE, 1889, G+ cds on 2-ct green ent. Est. $15.00
                                                                                                                                            318
MARYLAND
250 PORT-DEPOSIT, 1833, VG blue cds on SFC. Est. $12.00
                                                                                                                                                      PIOCHE, 1891, VG cds on cover w/encl. discussing RR
MASSACHUSETTS
                                                                                                                                                       work. Top flap missing. Est. $20.00
                                                                                                                                                      PIOCHE, 1893, G+ cds on cvr w/fancy druggist cc. E$12
RAWHIDE, 1908, about G example of fancy dcds. Est. $8.
SUTRO, 1912, G DOANE on PPC. (72-20) Est. $20.00
251 GRANTVILLE, 1879, F magenta triple cds on cvr.DPO.E$10.
252 HINGHAM, c.1865, VG baloon cds on cvr w/#65. Est. $3.
253 SOUTH MILFORD,1909, VG DOANE on PPC. DPO. Est. $5.00
                                                                                                                                            321
                                                                                                                                            322
                                                                                                                                                      TONOPAH, 1906, G Flag on cvr w/bank cc. Est. $6.00
 MICHIGAN
                                                                                                                                            324
           ALANSON, 1912, VG 4-bar on PPC. Est. $3.00
                                                                                                                                                      UNIONVILLE, 1951, F 4-bar on GPC. Est. $5.00
                                                                                                                                            325
 254
           ALMONT, 1894, VG cds on U349. Est. $4.00
                                                                                                                                                      VIRGINIA CITY, 1906, G+ dplx on PPC. Est. $3.00
                                                                                                                                            326
                                                                                                                                                      WATERLOO, 1909, about G 4-bar as rec'd on PPC. (07-11) E$8
           ANN ARBOR/Mich., 1862, F baloon cds on 3-ct. entire. E$10
                                                                                                                                            327
           BRECKENRIDGE, 1906, VG dplx on ties #319 on cover Est.$3
DUKES, 1930, F magenta 4-bar on GPC. DPO. Est. $4.00
                                                                                                                                            NEW MEXICO
 258
                                                                                                                                                      ADEN, 1910, G lite purple Ty2 on PPC. Est. $20.00 ARMIJO, 1926, VG 4-bar on PPC (83/36) Est. $8.00 DEXTER, 1908, VG Ty3 on PPC. Est. $6.00
                                                                                                                                            328
           FREMONT CENTRE, c.1878, G+ cds on UX5. DPO. Est. $8.00
 259
           NATHAN, 1920, VG 4-bar on PPC. DPO. Est. $5.00
PARSHALLVILLE,1894, G cds on cvr w/231.(57-05) E.$8.00
 260
                                                                                                                                            330
                                                                                                                                                      LAS VEGAS, 1908, VG Ty32 on PPC(street scene) Est.$5. PEREA, 1917, VG 4-bar on Reg.Rct. (1914-19) Est. $8.00
 261
                                                                                                                                            331
           WELLS, 1906, G dplx on 2-ct red ent. Est. $3.00 WEQUETONSING,1912, VG 4-bar on PPC.(86-59) Est.$5.00
 262
                                                                                                                                            332
                                                                                                                                                      SANTA FE, 1886, G+ Ty40 on UX8. Est. $6.00
SANTA FE, 1888, VG Ty40 on U277 w/MORA b/s. Est. $8.00
SEPAR, 1946, G+ 4-bar on PPC. (82-60) Est. $5.00
 263
                                                                                                                                            333
MINNESOTA
                                                                                                                                            334
264 LOST, 1908, VG DOANE on PPC. (96-11) Est. $8.00
265 MARSHALL/G.F.CANE,P.M.,1880, G+ cds on cvr. Est. $20.
                                                                                                                                            335
                                                                                                                                            NEW YORK
          ST PAUL/State Fair Grounds, c.1910, G boxed xcl.PPC.E$8
 266
                                                                                                                                            336
                                                                                                                                                       AMITY, 1930, VG magenta 4-bar on GPC. DPO. Est. $4.00
 MISSOUR!
                                                                                                                                            337 CLINTON,c.1840, VG red cds on SFL. Est. $5.00
338 HARPERSVILLE, 1882, VG dcds on GPC. DPO. Est. $8.00
339. NEW YORK & STEAM BOAT in red on 1840 SFC. Est. $6.00
 267
           GRAYS GROVE RUR.STA., 1941, VG 4-bar on FDC. Est.$5.00
           NORMANDY, 1906, VG DOANE on PPC. (57-72) Est. $4.00
NURSERY, 1909, G+ mag. 4-bar on PPC. (1907-26) E.$6.00
PATTONVILLE, 1911, VG 4-bar on PPC. (76-58) Est. $4.00
STONY HILL, 1880, VG cds on cvr to Switz. Fancy "K"
 269
                                                                                                                                                     W.GRANVILLE CORNERS, 1910, G+ cs on PPC.DPO. Est. $4.00
                                                                                                                                             340
                                                                                                                                            NORTH CAROLINA
                                                                                                                                             341 ROCK BRANCH, 1908, VG 4-bar on PPC. DPO. Est. $8.00
            killers. Est. $12.00
                                                                                                                                                       ROGERS STORE, 1909, G+ Doane on PPC. DPO. Est. $8.00 SLATE, 1890, Vg cds on 2-ct. entire. DPO. Est. $12.00
 MONTANA
                                                                                                                                             343
           BLAINE, 1911, G 4-bar on PPC. (93-35) Est. $6.00
 272
                                                                                                                                            NORTH DAKOTA
344 APLIN, 1908, VG 4-bar on PPC. (1906-16) Est. $15.00
345 GRACEVILLE, 1912, F 4-bar on PPC. (1910-16) Est. $20.
           COTTONWOOD, 1911, VG 4-bar on PPC. (1911-29) Est. $12.
COTTONWOOD, 1915, G 4-bar on PPC. (1911-29) Est. $10.00
 274
           COWAN, 1907, F Doane on PPC (1905-13) Est. $20.00
DEWEY, 1908, VG Doane on PPC(Stagecoach).(94-13) E.$12.
                                                                                                                                                        IVES, 1913, about G 4-bar on PPC. (1909-16) Est. $12.
                                                                                                                                             346
 276
                                                                                                                                             347
                                                                                                                                                        MIDWAY, 1910, G 4-bar on PPC. (1907-30) Est. $6.00
           ELSO, 1914, readable red DOANE on soiled cvr. (91-16)E$6
                                                                                                                                                       MOLINE, 1912, VG 4-bar on PPC(r.p. train)(10-19) E.$20. NESSON, 1910, G+ 4-bar on PPC. (86-18) Est. $6.00
                                                                                                                                             348
           FORT BENTON, 1906, VG dplx on PPC. (03-44) Est. $4.00
 278
                                                                                                                                             349
           LOGAN, 1912, VG 4-bar on PPC. (91-60) Est. $4.00
MARCO,1910,G+ 4-bar on PPC missing LR cnr.(09-18)E.$10
 279
                                                                                                                                                       PETRAL, 1913, readable 4-bar on PPC. (1908-39) E. $4. VICTOR, 1911, VG 4-bar on PPC. (1908-11) Est. $25.00 Lot of 3 diff DPOs (HASTINGS, MELVILLE & RUSSELL), all
                                                                                                                                             350
 280
           PAGEVILLE, 1911, G 4-bar on PPC. (92-13) Est. $10.00 RIVERSIDE, 1915, VG 4-bar on PPC. (??-34) Est. $8.00 ROCHESTER, 1910, VG 4-bar on PPC. (92-18) Est. $15.00 ROUNDUP,1912, G dplx on cvr w/cc of ROUNDUP TRIBUNE.E$5
                                                                                                                                             351
                                                                                                                                                        G-VG strikes, 1908-11, on PPCs. Est. $8.00
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OHIO

OKLAHOMA

353 HAZELWOOD, 1908, VG DOANE on cover. DPO. Est. \$5.00

355 STROUD, 1906, G dplx on PPC. TERR. Est. \$5.00

354 JURGENSEN, 11/19/07, VG 4-bar on PPC. (1906-08) E. \$25.

283

285

286 287

288

RUBY, 1907, G 4-bar on PPC. (01/24) Est. \$6.00

SHIELDS, 1908, G+ 4-bar on PPC. (82/11) Est. \$15.0 SYKES, 1910, VG 4-bar on PPC. (09-23) Est. \$12.00

TELSTAD, 1910, G 4-bar on PPC. (10-35) Est. \$8.00 TYLER, 1913, G 4-bar on PPC. (1909-40) Est. \$5.00

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OREGON
                                                                                                                                WASHINGTON
356 ALBANY, c.1885, VG Ty10 on cvr w/#210. Est. $10.00
357 CLOVERDALE, 1912, VG 4-bar on PPC. Est. $3.00
358 DEMOSS SPRINGS,1907, VG DOANE on PPC.(87-23) Est. $15.
                                                                                                                                         GEORGETOWN, 1908, VG dplx on PPC. (1901-10) Est. $6.00
                                                                                                                                 427
                                                                                                                                         GEORGETUMN, 1908, VG dpix on PPC. (1901-10) EST. $0.00 GLENOMA, 1913, mss on cvr opened just into 2-ct red.E$6 LEAHY, 1913, G 4-bar on PPC. (92-43) EST. $6.00 LITTLE FALLS, 1907, VG 4-bar on PPC. (74-13) EST.$5.00 LONG LAKE, 1911, VG 4-bar on PPC. (1911-16) EST. $25.00 LOOMIS, 1895, VG cds on cvr w/OROVILLE b/s. EST. $10. MC CORMICK, 1914, VG 4-bar on PPC. (99-29) EST. $12.00 MERIDIAN, 1920, VG 4-bar on PPC. (90-36) EST. $8.00 MRRIDIAN, 1920, VG cds on leather PPC (1903-13) EST. $15. NADTH VAKIMA 1890, VG cds on cvr w/Hotel Yakima cc. $510
                                                                                                                                 429
         DUDLEY, 1911, G 4-bar on PPC. (1909-12) Est. $50.00 ECHO, 1898, G Ty3 on B&O RR Co. cvr.w/encl. Est. $20.00 HALFWAY, 1900, G Ty3 on 2-ct entire w/encl. Est.$25.00
359
                                                                                                                                 430
360
                                                                                                                                 431
                                                                                                                                 432
362
                                                                                                                                 433
         HOLLEY, 1923, VG 4-bar on cover. (90-57) Est. $3.00
LAMPA, 1906, VG DOANE as b/s rec'd on cvr.(05-18) E$8
363
                                                                                                                                 434
 364
                                                                                                                                 435
          LEBANON, 1881, G+ Ty5 & star killer on GPC. Est.$25.00
LEHMAN,1913, G+ mag. DOANE as rec'd on PPC.(99/30)E.$8
                                                                                                                                 436
                                                                                                                                          NORTH YAKIMA, 1899, VG cds on cvr w/Hotel Yakima cc. E$10.
                                                                                                                                 437
                                                                                                                                          OLYMPIA/W.T.,c.1880, VG cds on 3-ct entire cut just
          METZGER, 1913, VG 4-bar on PPC. (1912-54) Est. $6.00
                                                                                                                                           into embossed stamp. Est. $12.00
          MINAN, 1910, VG 4-bar on PPC. (10-45pd) Est. $12.00
NORWAY, 1943, G+ 4-bar on WWII patriotic. Est. $8.00
                                                                                                                                          ORELLIA, 1910, about G 4-bar on PPC. (87-64) Est. $3.00 PULLMAN, 1900, VG cds on cvr w/BURTON b/s. Est. $6.00
                                                                                                                                 439
                                                                                                                                          REVERE, 1910, G+ 4-bar on PPC. (1909-35) Est. $6.00 ROSARIO,1909, G 4-bar on PPC(rp. view of islands from top of Mt. Content?) (San Juan 06-54) Est. $6.00 SEATTLE, 1887, G cds on cyr to Port Townsend. Cut just
          OAK GROVE, 1911, VG 4-bar on PPC. (07-62) Est. $3.00 PALMER JUNCTION,1909, VG 4-bar on PPC. (09-37) Est. $10.
 370
 371
          PINE VALLEY(1892) & PINE (1894), G-VG, as b/s rec'd
          marks on 2 covers. Est. $25.00
          PLEASANT VALLEY,1911, VG cds on PPC. (68/62) Est. $8. PORTLAND, 1888, VG cds ties 2-ct banknote on cvr. E$5
 373
                                                                                                                                           into 2-ct banknote at right. Est. $5.00
                                                                                                                                          SPOKANE FALLS, 1891, VG dplx on cover (72-91) E.$15.
 374
                                                                                                                                 443
          RONDOWA, 1910, VG 4-bar on PPC. (1909-15) Est. $25.00
                                                                                                                                          SPRINGDALE,1908, light straight-line on PPC(r.p. of town after fire) message talks of fire. Obvious use
 375
          SCOTTSBURG, 1885, G blue Ty5 on 2-ct entire. Est. $25.
 376
          SCOTTSBURG, 1926, G green 4-bar on cml.cvr. Est. $5.00
                                                                                                                                           of an emergency postmark device. Est. $25.00
 377
 378
          ST. HELENS, O.T., 1856, mss. notation on Postal Routing
                                                                                                                                          STILLAQUAMISH, 1896, about G cds on cvr. (84-98) E.$15.
          slip. Signed by PM. Est. $35.00
SUMMIT RUR. STA./PHILOMATH, 1961, F LDC on cvr. Est.$5
                                                                                                                                 446
                                                                                                                                          TOUTLE, 1891, G+ cds on GPC. Early for this PO. Est. $12
                                                                                                                                 447
                                                                                                                                          TUM WATER/WASH.TER., 1880, G red dcds on GPC. Est. $12.
          Lot of 6 diff 1921-23 covers (ARLETA STA., BROWNSVILLE, EUGENE, LEBANON, JEFFERSON & HALSEY, all G-VG. Est. $10
                                                                                                                                          VANASSELT, 1906, about G Doane as rec'd. on PPC. E.$5.
                                                                                                                                 448
                                                                                                                                          WALLA WALLA, c.1885, G+ cds on cvr w/#210. Est. $8.00
                                                                                                                                         WALLA WALLA, C.1885, GT CdS on cover.(89-17) Est. $8. Lot of 2 TERR cvrs., c.1885, (SEATTLE & WALLA WALLA), readable strikes w/#210. Est. $10.00 Lot of 3 diff. DOANES (ORCAS, PARK & DUNGENESS),1909-10 all VG strikes on PPCs; last two are DPOs. Est. $12.00
                                                                                                                                 450
 PENNSYLVANIA
 381 CHANDLERS VALLEY, 1927, VF DOANE on PPC. LATE USE. E$6.
                                                                                                                                 451
          EAST EMPORIUM, 1910, G+ 4-bar on PPC. DPO. Est. $4.00
          HARRISBURG, 1834, & PAID in red, VG, on SFC. Est. $6.00
          PHILADELPHIA/3 cts./PAID all in cds in red on SFC. E$6
 384
 385 WMS.PORT,c.1835, VG cds on SFC. Est. $8.00
                                                                                                                                         FISK, 1917, G+ 4-bar on PPC. (83-39) Est. $5.00
HIKA, 1908, VG 4-bar on PPC(r.p. of dam)(58-54) E.$5.
NEPTUNE, 1913, about G 4-bar on PPC.(84-22) Est. $4.
PLAINVILLE, 1922, G+ 4-bar on PPC.(56-42) Est. $5.00
                                                                                                                                 453
 RHODE ISLAND
                                                                                                                                 454
 386 STILLWATER, 1909, VG 4-bar on PPC. (77-24) Est. $5.00
                                                                                                                                 455
 SOUTH DAKOTA
                                                                                                                                 456
                                                                                                                                         STRONGS PRAIRIE, 1926, G 4-bar on PPC. (57-52) Est. $3. VALLEY, 1909, G 4-bar on PPC. (65-53) Est. $3.00 WHITE CREST, 1911, G 4-bar on PPC. DPO. Est. $5.00
 387 ANNIN, 1908, F 4-bar as rec'd on PPC. (1904-09) Est. $8.
                                                                                                                                 457
          BRUSHIE, 1908, VG DOANE on PPC. (1905-12) Est. $20.00 CATON,c.1912, about G 4-bar on PPC. (1910-14) Est. $12.
 388
                                                                                                                                 458
 389
                                                                                                                                 459
          DANFORTH, 1910, G+ 4-bar on PPC. (84-29) Est. $8.00
 390
                                                                                                                                WYOMING
          GROVER, 1908, G+ 4-bar on PPC. (88-58) Est. $4.00
 391
                                                                                                                                        BOXELDER, 1905, G+ cds on 2-ct entire (94-43) Est. $6. DERANCH, 1904, G+ cds ties 2-ct red on cvr missing 3/4-inch square LR. (1893-1905) Est. $20.00 FRENCH, 1908, G+ cds on PPC. (92-37) Est. $8.00 HAGIE, 1912, VG 4-bar on PPC. (1905-28) Est. $15.00 QUEALY, 1930, VG 4-bar on GPC. (1920-62) Est. $5.00 ROCK CREEK/C.E.Clay,P.M.,1884, VG dcds on cvr cut a bit short at left. (68/94) Est. $100.00
                                                                                                                                460
          OLD TRAIL, 1910, VG 4-bar on PPC. (1906-14) Est. $15.00
           SIOUX FALLS/DAK., 1873, VG cds on cvr w/3-ct green. E$15.
  394 WIST, 1908, G+ cds on cvr. (94-11) Est. $15.00
 TEXAS
                                                                                                                                 463
          ARIOLA, 1907, VG dplx on PPC. DPO. Est. $4.00
 395
                                                                                                                                 464
          ROSSLYN, 1914, VG 4-bar on GPC. DPO. Est. $5.00
SPRING CREEK, 1942, VG 4-bar on GPC (LDC) Est. $4.00
 396
 397
 UTAH
                                                                                                                                POSSESSIONS
 398 KELTON, c.1880, readable purple cds on 3-ct. ent. E.$8
399 MOHRLAND, 1930, VG purple 4-bar on cvr. (1910/38) E.$8
                                                                                                                                         AGANA/ISLA.GUAM, 1903, partial cds ties 2-ct red on cvr to Newark w/MANILA,P.I./TRANSIT as b/s. Est. $20.
                                                                                                                                466
  400 WEBER, 1893, G cds on U349. TERR. Est. $12.00
                                                                                                                                         ANCON/CANAL ZONE, 1905, G red cds on cover w/#10.E$10
HONOLULU, HAWAII/NAVY YRAD, CAVITE P.I. BR., 1941, G+
4-bars on #10 env. w/6 x 50-ct Clippers. Est. $25.00
Lot of 3 diff machines (ANCON, CRISTOBAL & BALBOA HTS)
                                                                                                                                468
  401
           CLIFTON STATION (1881), G cds on UX5. Est. $8.00
           JUMP, 1910, G+ 4-bar on PPC. DPO. Est. $8.00
  402
           LOVELY MOUNT, 1884, G dcds on GPC. DPO. Est. $10.00
THREEWAY, 1930, VG 4-bar on GPC. DPO. Est. $4.00
  403
                                                                                                                                          1916-23, G-VG on PPCs. Est. $10.00
                                                                                                                                RURAL FREE DELIVERY
                                                                                                                                         ACAMPO/CAL.,1908, VG Tyl on PPC. Est. $10.00
  WASHINGTON
                                                                                                                                 470
           ADRIAN, 1917, VG 4-bar on GPC. (1904-54) Est. $4.00
ALAMEDA, 1917, VG 4-bar on Reg. Rct. Est. $8.00
  405
                                                                                                                                          ALTMAR/N.Y.,1907, G Ty2F on PPC. Est. $6.00
                                                                                                                                 471
  406
                                                                                                                                          ANTRIM/N.H.,1905, Rt.1, G Tyl on PPC. Est. $8.00
          ALAMEDA, 1917, VG 4-DAT ON REG. RCT. EST. $8.00

ALMA, 1894, about G cds on Reg. Rct. (1888-1905) E.$10.

ALTOONA, 1922, G 4-bar on Reg. Rct. (1901-57) Est. $3.

ARDEN, 1910, G 4-bar on PPC. (1903-14) Est. $15.00

ARGYLE, 1906, G+ css on PPC (86-12) Est. $8.00

AUSTIN, 1938, VG 4-bar on cover. (1915-40) Est. $8.00

BADGER, 1915, readable 4-bar on Pen. card. (12-17)E$12
                                                                                                                                 472
                                                                                                                                          Arcadia/S.D.,1907, Tyll on PPC. Est. $6.00
AUSTIN/OHIO, 1908, Rt.1, VG Tyl om PPC. Est. $6.00
BUCHANAN/MICH.,1904, G Tyl on cover. Est. $6.00
  407
                                                                                                                                 473
  408
                                                                                                                                 474
  409
                                                                                                                                 475
                                                                                                                                          CHELSEA/VT.,c.1908, G Ty2F on PPC. Est. $6.00
CLARKSON/N.Y.,1907, G+ Ty2F on PPC. Est. $8.00
DALLAS CENTER/IOWA, 1903, Rt.2, F Ty2B on cvr. Est.$12
DELAWARE/OHIO, 1911, Rt.4, VG Ty1 on PPC. Est. $6.00
  410
                                                                                                                                 476
  411
                                                                                                                                 477
  412
           BALLARD, 1897, G cds on cvr. (89-08) Est. $12.00
BALLARD, 1901, G dplx on cover.(89-08) Est. $10.00
  413
                                                                                                                                 479
                                                                                                                                          DELAWARE/UHIU, 1911, Rt.4, VG Tyl on PPC. Est. $6.00 DEPEW, 1903, Rt2, F Tyl on cvr. (Unlisted) Est. $10.00 ELPASO/ILL.,1902, VG Ty2F on cover. Est. $10.00 GLEN FALLS/NY.,1905, G Ty2JA on PPC. Est. $5.00 LYONS/NEBR.,1903, Rt.1, VG Tyl on cover. Est. $10.00 NEWFIELD/N.Y.,1903, VG Ty2B on UX14. Est. $8.00 OMRO/WIS, 1905, Rt.25, VG Ty2FA on GPC. Est. $8.00 Plevna/KS., 1913, Ty11C on PPC. Est. $4.00 ROXABELL/OHIO, 1908. G+ Ty2F on PPC. Est. $6.00 SANTA PAUL A/CALL 1905.
  414
                                                                                                                                 480
           BAY VIEW, 1918, VG 4-bar on Reg.Rct. (84-54) Est. $8
BEACH, 1906, VG cds on PPC (1882-1946) Est. $10.00
BEE, 1907, G DOANE as rec'd on GPC. (95-19) Est. $8.00
BEHULA, 1908, VG 4-bar on PPC. (1907-08) Est. $70.00
  415
                                                                                                                                 481
  416
                                                                                                                                 482
 417
                                                                                                                                 483
  418
                                                                                                                                 484
           BIGLAKE, 1921, G+ 4-bar on cover. (98-31) Est. $8.00
BOUNDARY, 1930, G+ 4-bar on cover. (93-51) Est. $3.00
  419
                                                                                                                                 485
                                                                                                                                 486
           BREMER, 1902, About G cds on GPC. (90-23) Est. $10.00
BUTLER, 1908, G+ cds on PPC. (1902-11) Est. $15.00
  421
                                                                                                                                 487
                                                                                                                                          ROXABELL/OHIO. 1908. GF TYZF ON FPC. ESC. 30.00
SANTA PAULA/CAL.,1905, G TyZF of strk. SANTA PAULA/REC'D on PPC to Maine. Est. $10.00
SEDGEWICK/KANS.,1905, VG Ty1 on cover. Est. $8.00
ST. ANNE/IL.,c.1910, VG Ty 1V in purple. Est. $12.00
STILLWATER/N.Y.,1908, G+ TyZF on PPC. Est. $8.00
  422
                                                                                                                                 488
  423
           CHARLESTON, 1912, G dplx on PPC. (91-28) Est. $4.00
           CLARK, 1908, VG 4-bar on PPC. (92-24) Est. $10.00
COLFAX, Jan.1889, G lite cds & cork ties 2-ct bnk. E$8
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424

425

FRAVEL.c.1910, readable 4-bar on PPC. (1903-13) E.\$8.00

489

490

RAILWAY POST OFFICES
492 APPLETON/WIS TRAIN LATE/MAIL DELATED on PPC pm CHICAGO MACHINE CANCELS BOSTON, 1876, about G LEAVITT on GPC w/CHICAGO,ILL/
CARRIER in blue. Attractive card. Est. \$15.00
CINCINNATI,1895, VG BARRY (earliest) on cover. Est.\$10.
LOS ANGELES, STA.R, 1916, Pan-Pac FLAG, G, on PPC. E.\$6
MARSHALL/MICH.,1906, VG COLUMBIA TY G on cvr. Est.\$15
PHILADELPHIA,1893,VG AMERICAN TY B-11 w/inv."2".cvr.E\$8
SACRAMENTO,1901, G+ BARR-FYKE w/vert. bars on cvr. E\$5 APPLETON/MIS TRAIN LATE/MAIL DELATED on PPC pm CHICAGO 1905, w/#300. Light crease. Est. \$5.00
BAINVILLE & OPHEIM,1943, VG (891.3-A-1) on GPC. Est. \$6.
BAKER & PORTLAND, 1920, G (898-C-1) on cover. Est. \$6.
BAKER & PRAIRIE CITY,1919, G (896.2-C-1) on cvr. E\$10.
BILL & SWEETGRASS,1938, VG (891.5-C-1) on cml.cvr.E\$12
FLAXTON & WHITE.,1943, VG (880.4-B-1) on GPC. Est. \$6.
GT.FALLS & HARLO.,1943, VG (891.7-C-1) on GPC. Est. \$6.
HARLOWTON & GREAT FALLS,1932,about G (891.7-B-1) on 555 556 496 AUXILIARY MARKINGS "HAVE YOUR LETTERS ADDRESSED/TO STREET AND NUMBER" on cml. cover. Est. \$6.00 PPC to Maine frk. w/#300. Est. \$3.00 PPC to Maine frk. w/#300. Est. \$3.00
"Stamps removed before receipt/at Chicago,Ill.Post
Office" in magenta on PPC pm QUINCY/ILL FLAG.1907. E\$4
HELD FOR POSTAGE in magenta on PPC pm ALEXANDRIA/SD,
1907. w/#300 added over 1 pm. Est. \$4.00
ADVERTISED in circle on cvr pm FOREST GROVE/OREG.,1869
to PORTLAND. Enclosure. Est. \$35.00
DEFFICIENCY/IN/ADDRESS/SUPPLIED/BY/WALLA WALLA,WASH. in
red circle on PPC nm WALLA WALLA, 1918. Fst. \$5.00 HELENA & PORT./W.D.,1886, VG cds on cvr. Est. \$20.00 HINKLE & YAKIMA,1952, F (904.2-A-1) on cml.cvr. E.\$8. Lot of 8 diff CALIF ad & business cc. covers from 20's, half are illustrated, G-VG condition. Est. \$20.00 JOSEPH & LA GRANDE, 1909, Unlisted RPO clerk marking ties 1-cent green on PPC. Est. \$25.00 LA JUNTA & ALBUQ.,1905, G (911-AI-2) on PPC. Est. \$4
MISSOULA & HAMIL.,1908, VG (891.10-C-1) on PPC. E.\$12.
NEWTON & AMARILLO,1910, VG (928-F-1) on PPC. Est. \$6.
NORTHPORT & SPOK.,1916, VG (902.1-E-1) on PPC. Est.\$12. red circle on PPC pm WALLA WALLA, 1918. Est. \$5.00
"This is the mail for which/you sent postage" in 2 mag.
st. lines on PPC pm SEATTLE, 1915. Est. \$5.00
New York & Notice of DETENTION in red circles w/long
"Originally held..." message on PPC w/#300. Est. \$5.00 504 506 ONTARIO & BURNS,1936, VG (896.11-A-1) on cover. Est.\$8 OROVILLE & SACRAMENTO,1906, VG (982-I-1) on PPC. E.\$6. 508 OROVILLE & WENATCHEE, 1919, readable (902.3-B-1) on cvr. E\$4 UNUVILLE & WENNICHEE, 1919, readable (902.3-B-1) on cvr.E\$
PAC.JCT.& DENVER/T.RUN, 1906, G (933-P-1) PPC. Est. \$6.
PASCO & VANCOUVER, 1911, VG (899.1-A-1) on PPC. E. \$12.
PORTLAND & TILLAMOOK, 1921, VG (900.3-B-1) on cover w/
illus. of Tillamook Hotel, opened ruff @ RT. Est. \$8.
RIDGEWAY & DURANGO, 1910, readable (962.6-A-3) PPC. E\$5.
PUT \$1 FM & TBUY C 1893 G+ (444-E-1) on cot ADVERTISING COVERS 510 ART & books fancy brown cc. of Salt Lake dlr. on cvr pm SLC 1891. Est. \$5.00511 BAKING POWDER, fillus.ad on message side of PPC. Card has RFD Type 11F cancel of Dennison, Minn. c.1910. E\$8 BICYCLES, ad cvr pm CLEVELAND,1899, BARRY w/illus SKATE RIULSALEM & TROY,c.1883, G+ (44-E-1) on ent. Est. \$20. SALIDA & OURAY, 1908, G (957-M-4) on PPC. Est. \$12.00 SALINA & OAKLEY, 1914, VG (925-C-2) on PPC. Est. \$6.00 SEATTLE & SEWARD,1940, VG Ty12 on cach.cvr. Est. \$15.00 SEATTLE & SKAGWAY,1914, G (X-19-b) on PPC. Est. \$12.00 SPOK. & COULEE CY.,1941 VG (906.6-C-1) on cvr RUFF @ Top 514 ad on reverse. Est. \$12.00 BILLBOARD, ads for 12 Pittsburgh firms on rev. of cvr pm PITTSBUGRH, c.1865. Trimmed at left. Est. \$3.00 BLOCK, red illus. on cvr pm LOCKPORT/NY, 1894. Est. \$5. 518 BOOK dlr's fancy cc. across entire top of cover pm PHILADELPHIA, 1879. Est. \$5.00 Est. \$4.00 CIGAR factory, illus. on cvr pm PHILADELPHIA, 1889, opened ruff top left into 2-ct banknote. Est. \$8.00 SPOK. & LEWISTON,1926, G (906.4-C-1) on cvr. Est. \$5.00 SPOK.PASCO & PORT.,1910, G+ (899.1-C-1) on PPC. Est.\$6 SPOKANE & SEATTLE,1898, G (902.5-A-1) ties 2-ct Trans. 520 COFFEE, illus Le Roi Brand on cvr pm SPOKANE, 1923.E\$5
COFFEE, illus. Arbuckles cvr pm E.Las Vegas,NM, 1907.E\$8
COURT HOUSE, illus. ERIE CO.,NY Clerk's Off. cover pm
BUFFALO, 1897, BARRY machine. Est. \$10.00 572 573 Miss on cvr w/encl. Est. \$10.00 ST.ALB.& BOS., G (24-M-1) ties 3-ct bnk on cvr w/fancy merchant cc. Est. \$12.00DENTAL, Phila. mfg. co. corner on cvr w/#114. No TAM.& CHESTER/RPO,c.1880, G (741-unl.) & "E" killer postmark. Est. \$3.00 ON 2-ct red entire. Est. \$30.00
TUOLUMNE & STOCK.,1911, G (989-G-1) on PPC. Est. \$8.00
WALLACE & SPOKANE,1908, VG (896.7-A-1) on PPC. Est. \$6
WHITEHALL & ALDER,1908, VG (891.13-A-1) on PPC. Est.\$12
WILL.& GLENDIVE, 1940, VG(891.14-A-1) on cvr. E. \$10.
WILL.& RICHEY,1927, G (891.14-B-1) on cvr. Est. \$12.00
Lot of 3 diff SAN FRAN.& LOS ANG./RPO pms on 3 GPCs, EAGLE, multiclr livestock comm. ad on cvr pm CHICAGO, 1928, franked w/NLS perfin. Some soiling. Est.\$5.00 ELEPHANT, Wizard Oil illus. ad on rev. of cvr pm w/ readable GUADALUPITA/NM Doane, 1905. Est. \$10.00 FACTORY, illus. Woodwark, Faulkner cover pm BROCKTON, MASS, 1895 FLAG cancel. Illus. in blue. Est. \$10.00 FACTORY, o'all illus on reverse of cvr pm CHARLOTTE/MICH 1901-02, all G-VG. Est. \$10.00 1904 for coaster brake factory. Est. \$8.00 FOOD, illus. canned corn on cvr pm BUFFALO,1902. E\$5. BOSTON CIRCUIT,1897, F FLAG (BO-10-a) on cvr. Est. \$8. CLEVELAND CIRCUIT/R.P.O.,1909, F (CL-1-a) on cvr.E\$10. FOOD, multicolor H-B BRAND ad cvr. pm SAN FRAN,1909.E\$12 HANDSTAMP, illus. Davidson Rubber cvr pm BOSTON, c.1896 531 581 532 582 MISSION ST.SAN FRAN.,1899, VG (SF2-Aa) on cvr w/small piece missing UL. Est. \$40.00 WASH.D.C.PA.AVE./R.P.O.,1898, VG (WA-Ia) on GPC. E.\$20. Est. \$8.00 583 HOSPITAL, illus. Bethesda Hosp., Goessel, Kansas on 534 franked, addressed but unpostmarked cvr. Est. \$5.00 HOSPITAL, overall illus of Scott & White @ Temple,TX SHIPS On rev. of cvr pm TEMPLE, 1937. Repaired top. E.\$7.00 535 SS COLUMBIA/MAILED AT SEA/COLUMBIAN LINE handstamp in HOTEL, illus. on cvr pm PHILA/FAIRHILL FLAG., '05. E.\$5. HOTEL, lot of 2 diff illus Calif. hotels (ALPINE [SF] & SACRAMENTO), about Good cond., 1920's. Est. \$5.00 LEAVES, illus on Agric. supply dlrs. cvr. pm CINCINNATI circle on cvr pm NYC, 1933. Est. \$5.00 USS BOXER, 1916, G+ 4-bar on PPC w/lt.crease. E.\$6.00 536 USS CALIFORNIA, 1910, VG 4-bar on PPC. Est. \$8.00 537 538 USS COLORADO, c.1910, G 4-bar on PPC(USS OREGON). E\$8. 1892. Est. \$8.00
PATRIOTIC, Span-Am war.,large colored flag on cvr pm
BOSTON/SOMERVILLE Flag xcl.,1899. Est. \$20.00
PRINTER, ad rate card of NYC co. on cvr w/#156 tied by 539 USS CONNECTICUT, 1909, about G 4-bar on PPC. Est. \$6.00 540 USS CONSTELLATION, 1911, about G 4-bar on PPC. Est. \$6. USS DELAWARE, 1917, G 3-bar on PPC. Est. \$6.00 541 USS INDEPENDENCE, 1910, G+ 4-bar on PPC. Est. \$8.00
USS NEW HAMPSHIRE, 1910, VG 4-bar on PPC. Est. \$8.00
USS YANKTON, 1911, G+ 4-bar on PPC. Est. \$6.00
USS YORKTOWN, 1910, about G blue 4-bar on PPC. Est. \$6. fancy cork to Mass. Est. \$5.00 543 SCHOOL DESKS, illus on cvr pm PHILADELPHIA, 1882. A couple minor creases but attractive. Est. \$10.00 SCHOOL, fancy cc of HEALD'S BUSINESS COLLEGE (SF) on 545 YOKOHAMA, JAPAN, 1908, fancy comm. pm for visit of AMERICAN FLEET on PPC., about G. Est. \$15.00 Lot of 3 diff. NAVY YARD stations (PORTSMOUTH, PHILA., cover pm. GUERNEVILLE, CAL.,1904 Est. \$5.00 SCHOOL, illus Geneseo Coll. Inst., on cvr pm GENESEO, ILL, 1891. Toned on reverse. Est. \$10.00 & BROOKLYN), all 1912 era, all VG on PPC. Est. \$10.00 SHEEP, illus ad cvr for Ohio breeder, c. 1880 w/pm of MANSFIELD/O which appears to be altered. Est. \$10.00 "1892/WORLD'S/EXPOSITION/CHICAGO/OUR CHOICE" in red SHOES, Buster Brown ads. on both sides of cvr pm LA circular h/s on ADAMS EXPRESS CO. env. carried outside JUNTA & ALBQ. RPO,1906. 1904 World's Fair ref. Est.\$15 the mails to PA. Est. \$15.00 THRESHING MACHINE, illus o'all ad on cvr for Rochester NY mfgr., pm DETROIT/MICH c.1880. Very nice! E. \$40.00 CALIFORNIA STATE FAIR... big label on back of cvr pm SACRAMENTO BARRY machine, 1906. Est. \$8.00 PHILA. MODEL POST OFFICE/SESQUICENT.,1926, G mach. WAGON TRAIN, o'all red Browne & Manzanares illus ad on reverse of cvr pm LAS VEGAS, NM, 1884. Also MORA M.O.B.

octagon as rec'd on reverse. Very pretty. Est. \$15.00 WAGON, Studebaker Bros. illus on cvr pm KANSAS CITY,

1898, BARRY machine. Est. \$10.00

cancel (P26-10C) ties #627 on PPC. Est. \$10.00 SAN FRAN. MODEL POST OFFICE/PAN PACIFIC,1915, VG mach.

cancel (SF15-02) ties #397 on PPC. Est. \$15.00

ADVERTISING COVER LOTS

598 Lot of 5 diff CALIF. business cc. covers,1899-1907, 3 are SAN FRAN., various early machine cancels. Est.\$10
599 Lot of 5 diff SAN FRAN. ad & business corners, 1880-91,
incl. an overall LAMP ad. Cond. Fair-Good. Est. \$15.00 600 Lot of 7 diff ad & business cc. cvrs, 1900-1910, G-VG

cond., various cities. Est. \$10.00

MISCELLANY BUTTERFLY fancy cancel on UX3 pm NEW YORK,c.1874 w/ printed SCIENTIFIC AMERICAN ad on reverse. Est. \$25.00 CANADIAN RPO pm (FT.FRANCES & W'PEG) on U.S. U429 w/ cc of Warroad/MN lumber co to St.Paul, 1939. Est. \$5.00

CHRISTMAS SEAL FON DU LAC, WIS., 1922, tied to PPC by FON DU LAC machine. Est. \$8.00

EASTERN ARCTIC PATROL R.M.S./CANADA, 1956, VG cds on

Baffin Island HAM radio card. Est. \$12.00 INDIANHEAD fancy cancel ties 3-ct banknote on cover pm NORTH CAMBRIDGE/MASS. Est. \$15.00 606

KOBE, MOJI & DARIEN, 1910, pms on PPC mailed from SAN JOSE/CAL. to Mukden, Manchuria. Est. \$5.00 607

RAILWAY MAIL SERVICE/P.L.& R., 1905 ed., 146 pp. bound & stuffed w/clippings revising to 1912. Est. \$50.00 San Francisco CARRIER cds, c.1870, "ties" James Martel/

Agent/for/Absentees label on rev. of cvr pm NYC. E.\$10 UNION PATRIOTIC (caricature of cats) mint & VF. Est.\$3. WELLS, FARGO & CO., M.O. Receipts (6), 1903, 3 are

LOTS FOR SUB.AUCT. 14 DUE BY JAN. 20TH SUBSCRIBERS' AUCTION CONVENTIONS

Series U & 3 are Series V. Lot est. \$8.00

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 the 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 beecause of condition, lack of scarcity, an unrealistic estimate by the owner, or any other reason.

are successfully Only lots which 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 material. Such bids will be treated in strict confidence, will all bids as 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 indistinct, but the postmark is

representative example;

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

101	26.00 4.50 3.50	201 202 203	2,50	301	4.00 13.00 11.00	401	11.00	501	
103	3.50	203	2.50 6.00 25.00	303	11.00	403	2.50	303	2.00
104	14.00 2.50 19.00	205	525.00	305	2.00	405	4.50	505	B.00
106	2.50	207	8.50	307	2.00	407	38.00	507	3.50
108	7.00	208	14.00	309	6.50	409	7.50	508	
110	6.50	210	16.00 2.00 24.00	310	6.50 4.50 2.50	810	5.50	511	14.00
111 112 113	8.50	211	24.00	312	5.50	411	5.50	312	
113	18.00	213	7.50	312 313 314	13.00	413 414 418	2.00	513	4.50
115	7.50	215 216 217	9.50	315		416	4.30	515	3.50
116	8.30	217	2.00	317	4.00 16.00 2.50	417	2.00	517	
118 119 120	7.50	217		318		419	2.00	519	4.00
120	5.50	219 220 221	3.50	320	7.50	420 421	11.00	520 521	
121 122 123	11.00 4.00 8.50	222	4.50	322	4.50	422 423	9.50	522 523	
124		224	18.00	324	2.00	424	2.50	324	
125	13.00 17.00 2.50	226	4.50	325	6.00	426	2.50	525	11.00
127	2.50	227	15.00	326 327 328	6.00 8.50 9.00	428	3.00	527	4.50
127		229	7.00	770	9.50	430		329	8.50
130	4.00 4.50 10.00	231 232	3.50	331	3.00	431		531	4.50
132		233		332 332 333 335	3.50	433		532 533	4.50 11.00 4.00
134	12.00	233	5.50	335	70.00	434	4.00	534	
136	9.00	235 236 237 238	9.50	336	5.00	436	13.00	534	4.50
138		238		228	12.00	438	10.00	228	4.50
139	9.50	239	16.00	340 341 342	11400	440		340	3.50
141	8.50 12.00 10.00	241	16.00 22.00 2.00 2.00	342	17.00	441	13.00	541	3.50
143	8.50	243	2.00	343 344 349		443		543	0.30
144	14.00	245	8.30	344	2.50	445	12.00	544	
146		247	2.00	347	5.00	444	4.50	546	130.00
148	8.00	248	2.50	359	2.00	448	2.50	348 549	32.00
150	11.00	250	2.00	331	5.50	450	11100	990	23.00
151	4.00	252		333		451 452	4.50	551 532	8.50
153	5.50	253 254	2.50	354	7.30	453	4.50	553 554	4.00
155	2 00	253	2.00	356		488	5.50	385	42.00
157	2.00	257	2.00	359	4.50	457	2.00	857	8.80
158	8.50	257	2.00	360	3.00	450		559	4.00
160	2.00	260	2.00	361		440	14.00	560	11.00
162	4.00	262	2.00	363	9.00	462	14.00	542	13.00
164		264	2.00 2.00 4.00	365		464	22.00	564	4.50
165	7.00	244	11.00	366 367 368 367	24.00 8.50 6.30 28.00	466		366	4.00
167	2.00	247	11.00	349	4.50	467	9.50	567	
167	7.00	269	3.00	370 371 372	2.00	469	4.50	567	4.50
171	6.30	271 272 273 274 275	3.00	372	7.50	471	4.00	570 571 572	8.50
172	4.50	273		373 374 375	2.50	473	10.00	572 573 574	18.00
174	2.00	275	2.50	376	3.50 13.00 21.00	474		575	4.80
178 176 177		276		377 378 379	8.00	475 477 478	3.50	576	3.00
178	4.00	278	3.00	379		479	2.00	578 579	11.00
180	11.00	280	13.00	381	46.00	480	14.00	380	10.00
181 182 183	4.50	281	15.00	383 384	22.00 46.00 5.50 42.00 5.50	482	8.00 7.50 3.50	501	
183	2.80	283	4.50	384 386		484		582 583 384	3.00 7.50 5.50 3.50
185		285	5.00	384	22.00	485	4.50	585	5.50
186	7.00	286	4.50	288	22.00 2.00 17.00 2.00	487	3.50	586	
188	30.00	288	2.50	280	2.00	489	4.00	507	3.00
190	35.00	290	4.00	391		491	4.50	590 591 592	5.50
191 192 193	2.50 6.50	291	4.00 15.00 3.00	393	2.00	493	2.50	592	
194	13.00	293	3.50	395	2.50	494	3.50	593	
195	2.50	295	3.50	396	3.50	496	5.50	375	4.50
197	2.50	297 298	24.00	398		498	2.50	597 598	2.00
198	2.00	299	3.30	400	2.00	300	4.50	599	2.00 4.00 8.50
200	2.00	300						400	7.30

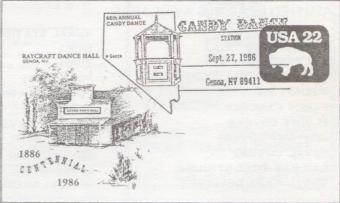
GROSS - \$3,723 BIDDERS - 110

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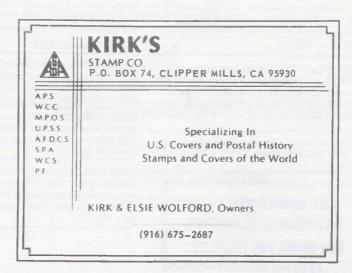
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IDAHO - 19th century Idaho covers wanted. Especially need nicer Idaho territorials. Mark Metkin 1495 29th Avenue, San Francisco, CA 94122. (415) 664-9370 evenings.

TEXAS COVERS wanted especially pre-1900 including: Stamptess, CSA, CO/PM, RFD, Doane. Early barb wire and covers bearing ancillary and/or auxiliary postal markings. windmill advertising covers also needed - any state. Send approvals or pictures. Jim Alexander (APS), 5825 Caldwell Life Member. Waco, TX 76710

WANTED: TOWNS

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

ALL SOUTH Dakota territorial and statehood cancels wanted for personal postal history collection. Dennis Goreham, 1539 East 4070 South, Salt Lake City, UT 84124 801-277-5119

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

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

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

QUINCY, ILLINOIS, pre-1920 covers. Approvals or copies and price. Member 'Oa John Bean, 938 So. 24th, Quincy, IL

NORTH DAKOTA covers with Amenia cancel, or Scott US No. 286 wanted. Send description or photocopy. Jane Fohn, Route 2, Box 352, Leander, TX 78641

TRADERS, SWAPPERS, accumulators. Old Philatelic Prospector wants pre-1920 Arizona, Nevada postally used Covers, Picture Postcards, registry receipts from smaller towns. Have large accumulation postal history items from most areas and specialties to trade. LaMar Peterson, Box 17463, Holiday, UT 84117

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

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POST OFFICE (pre-1900 fixtures, equipment, postmarking and cancelling devices, etc. Please write giving description and price. Jim Alexander, (APS), 5825 Caldwell, Waco, TX

1938 PREXIES - high and odd values - wanted on registered covers 1938 - 1956. Legitimate uses only, non-philatelic. Please send photocopy or original with your price or request my offer. Richard Helbock, Box 135, Lake Oswego, OR 97034

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CANAL ZONE, Panama stamp, stationary, cover collections, individuals. Memorabilia of Republic of Panama and French, Nicaragua, Panama Canal efforts: books, maps, postcarus, coins, tokens, currency, medals, documents, canal, railroad stocks. Quantities, exchanges accepted. Grigore, 425 South Harbor Dr., Venice, FL 33595

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WANTED: Collection & Distribution Wagon cancels from N.Y., Washington, Buffalo. Send Xerox copies, Will pay cash or trade. Bruce L. Corey, 108 Martlyn Ave., Westbrook ME 04092.



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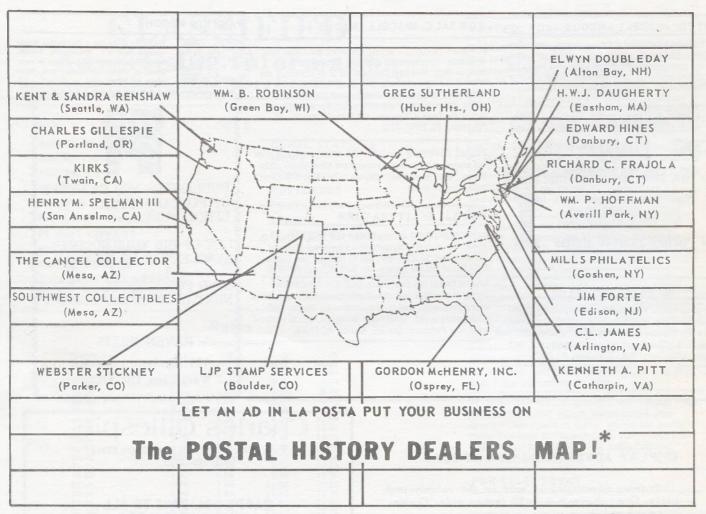
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