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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JULY 1987



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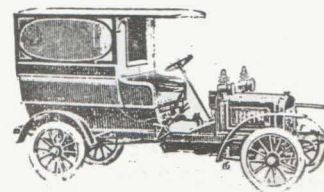
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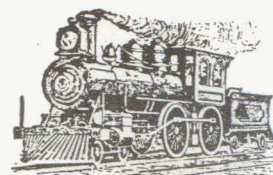
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PUBLISHER'S PAGE



Thanks to the amazing support you have given, the LA POSTA MONOGRAPH Series is now a reality, and the first volume, a detailed study of the postal markings of Louisville, Kentucky, by Louis Cohen has been mailed to the more than 240 of you who responded to our initial call for support. I believe you will find Cohen's work to be a useful and interesting addition to your library, for, although it addresses the experience of Louisville specifically, it is really guide to identifying a great many handstamps, machine cancels, and auxiliary markings used throughout the United States from the stampless period to modern times.

We are hoping to publish our second MONOGRAPH late next fall, but at this time not even the subject has been determined. I will say that we are looking for a subject which has national scope in the context of a narrow topic or time period. In this way, we will achieve a good balance in our first two publications. We welcome suggestions for this and future Monograph topics.

There are new developments on the personal computer front which deserve comment. Many of us are aware that the advent of laser printers a few years ago, and the development of better and better commercially available programs (software), has spawned a rapid growth in what is being called "desktop publishing." We at LA POSTA would dearly love to take advantage of this new technology, for it would allow us to provide you with a journal of type-set quality and a much more professional appearance. See "Philatelic Treasures from the State Archives" on page 25 for an example of a laser-printed page. At the moment, the new technology is beyond our budget, and we are watching all developments closely.

Desktop publishing per se, however, is not the point. It is the introduction of a piece of companion equipment known as a "scanner", which will likely have real relevance to postal history. Simply put, a scanner is a device -- somewhat similar to a photocopier -- which can "look" at an illustration (photo, line drawing, etc.), translate what it sees into electronic information, and send it to the computer. Once in the computer, the image can be stored or printed out just like any other data. Provided one has the correct degree of resolution in the monitor and its controlling card and the printer, an image can be viewed on the screen or reprinted on paper nearly as sharply as the original.

What this means, among other things, is that the days of tracing postmarks to build catalogs, exchange information, and so forth are nearly at an end. Although I have not yet had the privilege of doing so, it should be entirely possible with this equipment to scan a postmark on a cover, transfer the image to the computer and store it. One could then, if desirable, move the image into one of the various drawing programs, i.e., PC Paint, Dr. Halo, etc., and clean-up the postmark by removing lines, background stamps, and so forth (or strengthening weakly struck letters) by simply turning on or turning off pixels (the little dots which make up the screen). Given the fact that most of these programs include a "zoom" feature, which allows you to enlarge an image on the screen, it should be possible to make superb electronic postmark renditions, and then be able to print them out on a laser printer, most of which can print at a density of 300 dots per inch.

I hope this doesn't sound too crazy to all of you, but, after tediously tracing thousands on postmarks over the past

15 years for "Postmarks of Territorial Alaska," "Oregon Postmarks," and other projects, the idea of being able to do a better job using a machine is very exciting to me. I know that at least Charles Towle, John Williams, Owen Kriege, Tom Todsén, Ted Gruber, and a few other souls will understand.

This issue contains an interesting mix of postal history articles crafted by a variety of talented authors, and I'm confident that you will find at least a couple to pique your interest. I wish to call your attention to a pair of articles in Bob Stet's "Eastern Section", which discuss and illustrate the new self-inking postmarkers. These devices, which appear to produce postmarks with a distinctly different look, represent a dramatic break with the tradition of government supplied postmarking equipment and at least one source informs us that they may not be authorized. LA POSTA will publish any additional details on this story as they become available. Meanwhile a prudent collector would do well to examine in-coming handstamps carefully.

Richard W. Helbock

LETTERS TO LA POSTA

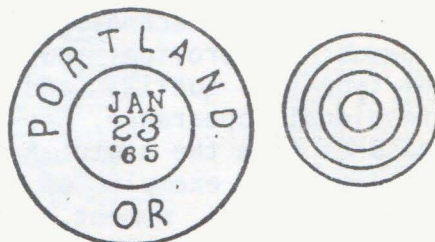
Wallace Beardsley called our attention to an unusual flag marking in the September 1986 issue of LA POSTA. The marking appeared on a 1-cent postal card addressed to Ashcroft, B.C., Canada. Mr. Beardsley now reports that N. Leonard Persson has suggested that this marking is fraudulent. Similar toothed oval markings with interchangeable legends, often reading "PAQUEBOT", have been noted in the literature. All are believed to be spurious. For additional information, see "Faked Supplementary Markings" by N. Leonard Persson in CANCELLATION CLUB NEWS, September 1981; and, "Spurious Paquebot Marks" by T. G. Hirshinger and Leonard Joesten in THE AMERICAN PHILATELIST, August 1974.

William H.P. Emery of San Marcos, TX writes with additional information and references concerning early duplex handstamps.

Tom Alexander, writing in the CHRONICLE, No.126 (Vol.37/2) notes a metal duplex handstamp made by Marcus P. Norton and used in Troy, N.Y., as early as May 1859. Richard B. Graham, in a separate article in the same issue of the CHRONICLE, also notes that General John A. Dix, postmaster at New York City, had caused duplex handstamps to be manufactured in 1860. Bond, writing in POSTAL HISTORY JOURNAL (June 1963) notes that by 1863 "steel town datestamps with target killers attached" were being manufactured for the government by Fairbanks & Co." These G.I. duplex handstamps were available to all the major P.O.s, and apparently both portions of the duplex were engraved in steel.

From my own collection of Providence material, I have found that the same duplex was used from May 1864-Sept. 1867. It was a 28mm. double circle datestamp combined with a 4-ring canceller measuring 19mm. in outer diameter. A second GI duplex was put in use at Providence as early as August 1869, and used through March 1870.

[Author Helbock responds by providing an illustration of the Fairbanks & Company duplex used at Portland, Oregon. In Portland this device is known to have been used from March 1864 through Feb. 1866, but the appearance of postmark examples suggests a device constructed of rubber rather than metal. Can any reader provide addition details concerning the construction of these Fairbanks & Company postmarkers?]



Jane King Fohn, Editor of THE TEXAS PHILATELIST, sends us a copy of the March April 1987 (Vol.35, No.2) issue, which contains, among other things, an article by John Germann and Myron Janzen on Dal-lam County, Texas, post offices. Readers interested in learning more about THE TEXAS PHILATELIST may write Jane at Route 2, Box 352, Leander, TX 78641.

Jane also sent information about the Postmark Collectors Club Museum and the Wineburgh Philatelic Research Library in response to our request for details of philatelic museum operations in the last issue.

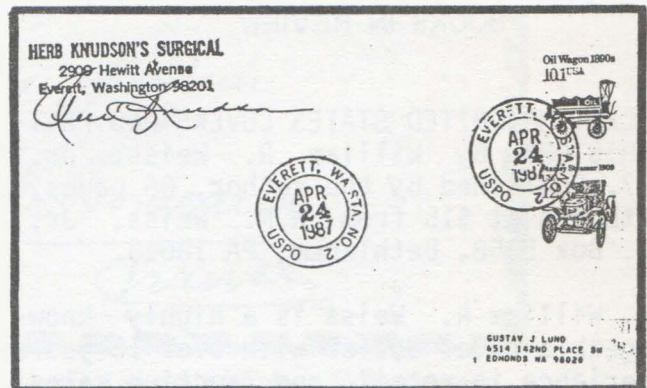
The Postmark Collectors Club Museum houses the Willett-Thompson Collection of postmarks. Contained in some 600 volumes, this is reported to be the largest such collection in the world. In addition, the museum has other displays and collections available for public viewing. Located in Lyme Village, Ohio, just east of Bellevue on Ohio Route 113, the PMCC Museum may be visited by writing or calling in advance:

Curator Bernice Mittower,
11557 E. Seneca County Road 24,
Republic, OH 44867
(419) 585-7645

The Wineburgh Philatelic Research Library is on the campus of the University of Texas at Dallas. Begun in 1976, the library houses over 14,000 books and journals and offers a variety of permanent and temporary exhibits of stamps and covers. The Library is open Monday-Friday 9AM-Noon & 1-5PM or by appointment. There is no charge to use materials in the Library, but a \$10 fee is required for a library card to be able to check out books. For additional information, write The University of Texas at Dallas, Philatelic Research Library, P.O. Box 643, Richardson, TX 75080.

[We wish to thank Jane for providing us with this information, and would love to hear from other readers who might be able to tell us about operations of philatelic museums and libraries.]

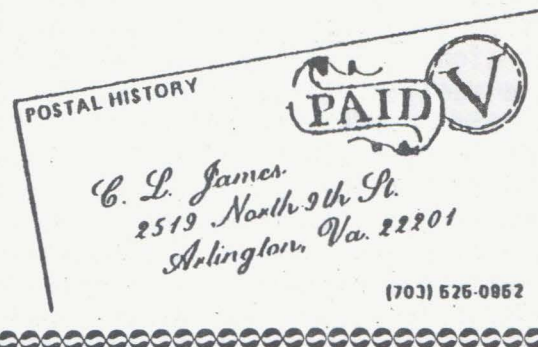
Gustav Lund of Edmonds, Washington, sends along the cover illustration shown below and reports that it comes from a very unusual contract station in Everett, Washington. This station has operated on Hewitt Avenue since 1900 and has been in the Knudson Family since 1917. The Seattle POST DISPATCH of February 1983 gave details of the history of the station in a piece called "Everett Claims Oldest On-Going Contract Station." A copy of the article will be sent to interested parties by LA POSTA if they send us a stamped, self-addressed envelope.



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BOOKS IN REVIEW

COLLECTING UNITED STATES COVERS AND POSTAL HISTORY, By William R. Weiss, Jr., 1987. Published by the author, 96 pages, softbound at \$15 from W.R. Weiss, Jr., P.O. Box 5358, Bethlehem, PA 18015.

William R. Weiss is a highly knowledgeable cover dealer with over 15 years experience in retail and auction sales. He is obviously a student of what is "hot" in postal history exhibiting, and knows well the current prices brought by various kinds of covers. Each area of cover collecting addressed by Weiss in the book is evaluated in terms of price range of covers and his opinion of its exhibition potential. These opinions and prices, which are being offered by an expert retailer, are the most useful part of the book.

The stated goal of the book is to "expose novice and moderately-experienced collectors to as many possible cover collecting areas as is possible... and to direct them to the specialized literature ... on the subject(s)". Weiss identifies 19 different collecting areas, which are thought significant enough to warrant a separate section. These include, for example, "Air Covers", "Free Franks", "Military Covers", "Rates", "Stampless Covers", and so forth. Each collecting area is discussed in a section ranging in size from one to several pages. A typical section contains paragraphs which introduce the subject, examine the exhibit potential, talk about the authors experience

with prices, and comment on the specialized literature. Fully half of the pages devoted to each section is given to full-size cover illustrations, which, incidentally, are offered for sale at fixed prices on a sheet which is mailed to purchasers of the book.

The references to specialized literature provided by Weiss appear to be adequate in coverage, but suffer from two very important shortcomings. First, there is no indication of whether or not a work is currently in print, or available, and second, the form of notation used, e.g., "IDAHO/Helbock, etc." has very little utility to someone trying to learn what has been published, and, in this case refers only to a listing of Idaho Doane cancels which appears in **PACIFIC NORTH-WEST DOANES**.

To the credit of Mr. Weiss, this reviewer found little in the way of factual errors, although his mention of "DOANE" cancels as one of "the two most popular areas of machine collecting" is probably an indication of his lack of familiarity with that subject.

The book is well produced. Printed on glossy paper, the text and cover illustrations read well and look nice. The soft cover edition does not appear to have been saddle stitched, and may not bear up well under prolonged use, but that remains to be seen.

The Weiss book should be of benefit to someone who is totally unfamiliar with postal history in that it does a good job of illustrating a variety of different kinds of covers. It also makes entertaining reading for the more seasoned collector, who will likely find Weiss' comments and opinions on the hobby interesting.

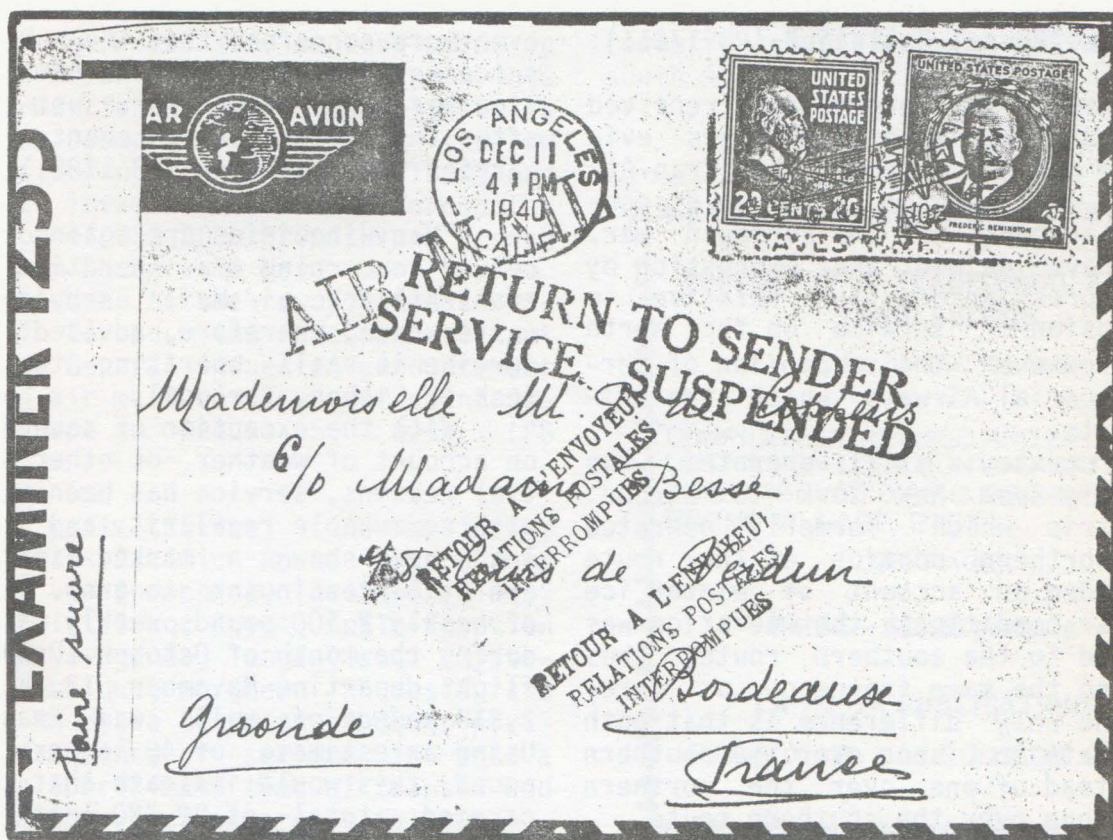
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Spreading European hostilities caused this letter to Nazi occupied France to be returned in December 1940. All mail service to Occupied France was suspended on September 9, 1941, by order of German occupation authorities. This article traces the attempts by US postal authorities to keep the international air mail moving during the years of growing worldwide crisis. (Cover courtesy of Schmitt Investors, Ltd.)

WORLD WAR II IMPACTS ON TRANS-OCEANIC AIR MAIL RATES FROM THE UNITED STATES

By Richard W. Helbock

[This article was inspired by a note from Stephen L. Suffet of Sunnyside, New York. Steve is a dealer in modern covers, and called my attention to the 70-cent air mail rate to Palestine.]

Inauguration of trans-Atlantic air mail service from the United States was made on May 20, 1939, with a flight by Pan American Airways to Marseilles, France, via Lisbon, Portugal. A complimentary Northern Route was begun by the same airline on June 24, 1939, with a flight to Southampton, England. The rate of postage on both routes was 30 cents per half ounce for letters destined for Europe, but for letters destined for countries beyond Europe it was necessary

to pay an additional amount dependent upon rates set by agreement with foreign carriers. For example, an air mail letter destined for Palestine was charged 30 cents to England plus an additional 6 cents to be carried via British Airways to Palestine, while a letter bound for Karachi, India had to pay 30 cents to Europe plus an additional 15 cents to India.

Europe in 1939 was a place of increasing turmoil. Following the German attack on Poland in September, England and France declared war on Germany. On September 5th the United States declared its neutrality, but it was clear that the situation in Europe was deteriorating. On November 2, 1939, the Post Office Department published the following announcement

concerning trans-Atlantic air mail service in the "Postal Bulletin" (PB 17811):

"According to information received by the Department, some postmasters evidently are of the opinion that trans-Atlantic air-mail service has been discontinued on account of the European war. They may have gained that impression by reason of press information relative to the suspension of service on the North Atlantic route or the suspension of service by Imperial Airways which the British operate.

This country still operates two trips weekly from New York to Europe. When the trip which formerly operated over the northern portion of the route was suspended on account of winter ice and weather conditions, the operation was transferred to the southern route, thus maintaining the same frequency as heretofore. The only difference is that both trips operate to Lisbon over the southern route instead of one over the northern route and one over the southern route.

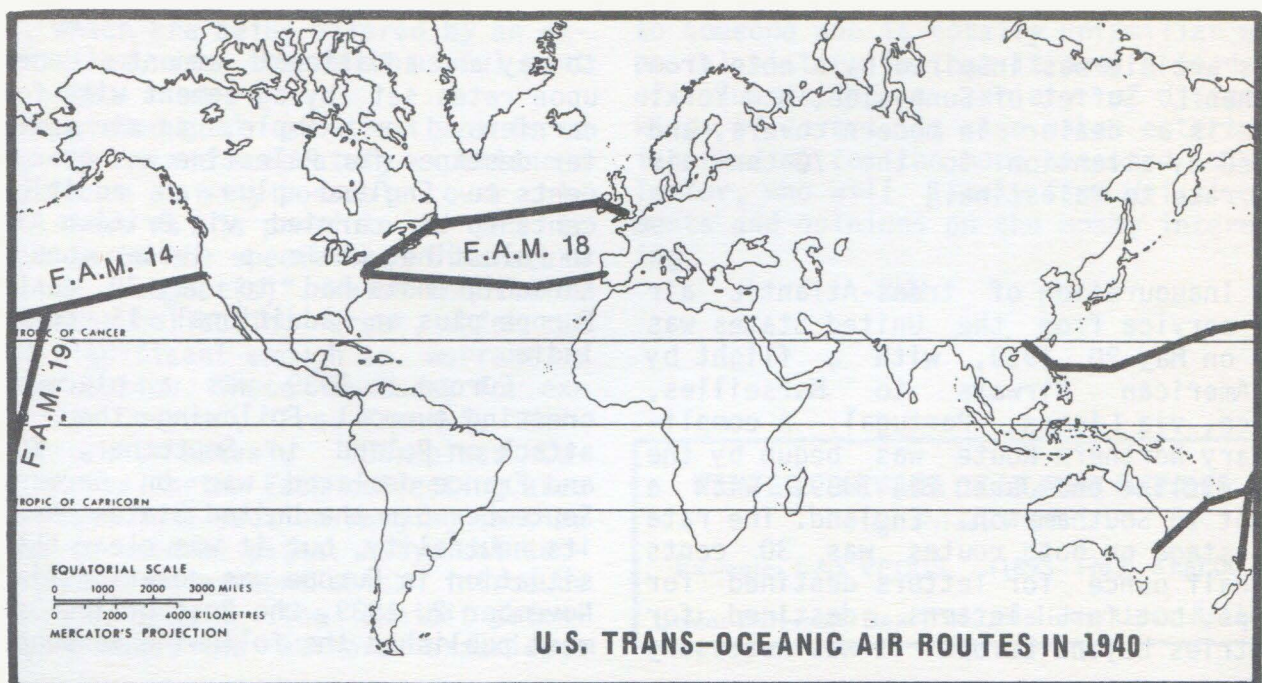
It is quite possible that patrons of the service may also have the wrong impression concerning this operation, and postmasters are requested to give the widest publicity possible to the fact that two trips weekly are being operated over the Atlantic to Europe and that records show that mail loads have been constantly increasing."

Apparently the Department became even more concerned that the public would perceive its trans-Atlantic air mail service was terminated, for, just two weeks after this first announcement, the PB carried the following (PB 17821):

"Many inquiries are again being received concerning the operation of the trans-Atlantic air mail service. Postmasters are, therefore, advised that the service is still operating two times a week to Lisbon, Portugal.

With the exception of several delays on account of weather or other providential reasons, service has been maintained with remarkable regularity and the mail loads have shown a marked increase and are still continuing to grow. An average of nearly 2,500 pounds weekly was carried during the month of October. On the one flight departing November 13, a total of 2,318 pounds of mail was transported. Using an estimate of 40 letters to the pound, this would indicate that the plane carried a total of 92,720 letters on the trip in question.

An Italian service makes connection with the American service in Lisbon and transports the mail for points in Spain and for Italy and beyond including points in Africa and Asia. Trains are utilized to give the mail onward dispatch to various western European points."



Despite the worsening war conditions in Europe, air mail service continued on the trans-Atlantic flights to Lisbon into 1940. German forces executed blitzkrieg attacks on Denmark, Norway and the low countries during the Spring of 1940, and the German invasion of France forced the evacuation of 350,000 British and French troops from Dunkirk in May.

Responding to the new political realities in Europe, the Second Assistant Postmaster General issued an announcement regarding air mail service for countries beyond Europe on August 5, 1940 (PB 18003):

"Air mail service is now available via the Trans-Pacific Route onward from Hong Kong via Indochina, Thailand (Siam), Burma, India, Iraq, Egypt, Anglo-Egyptian Sudan, Kenya-Uganda, Tanganyika, Nyssaland, Mozambique, Northern Rhodesia, and Southern Rhodesia to Union of South Africa. The frequency of service is once a week. The approximate time of transit and total postage required are as follows:

Country	Days from S.F.	Postage per 1/2 oz.
Indochina	12	70 ct.
Thailand	12	70
Burma	13	70
India	13-14	70
Bahrein Island	--	70
Iraq	15	70
Iran	--	70
Palestine	--	70
Egypt	16	70
Anglo-Egyptian Sudan	18	70 ct.
Kenya-Uganda	19	85
Tanganyika	20	85
Madagascar	--	85
Nyssaland	20	90
Mozambique	20	90
Northern Rhodesia	--	90
Southern Rhodesia	--	90
Union of South Africa	21-22	95

At the present time air mails for Egypt and Palestine are being sent to London for onward dispatch, and it is not known just what service is available to destination. There is no connection for air-

mails to be sent via the trans-Atlantic route for countries in east Africa and south Africa."

POSTMARKS OF TERRITORIAL ALASKA THIRD EDITION

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Figure 1

The cover illustrated in Figure 1 was mailed to Palestine via the Trans-Pacific Route. Postmarked Boulevard Station, New York, September 23, 1941, the cover was franked with a 30-cent Trans-Atlantic airmail (ironically) and a pair

of 20-cent Prexies to complete the 70-cent rate. The cover bears a backstamp of Petah Tikva dated October 31, 1941, which suggests that the POD estimate of 15 days from San Francisco to Palestine may have been a bit too optimistic.

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Appended to the November 1, 1940, issue of the "Postal Bulletin" was a document titled "Foreign Air Mail Service Leaflet." In it were summarized all air mail rates, routes and approximate transit times for services then in effect from the United States. Portions dealing with trans-Atlantic and trans-Pacific

services have been excerpted, and are presented below as Tables 1 and 2. The description of trans-Atlantic services, although reported in confident, official tones, indicates all too well the uncertainties created by the deepening hostilities in Europe.

FOREIGN AIR MAIL SERVICE - NOVEMBER 1, 1940

TABLE 1
TRANS-ATLANTIC AIR MAIL SERVICE

Service is being performed on a schedule of three flights a week between New York and Lisbon (Portugal), via Bermuda and the Azores. (In winter service is performed from Baltimore or other southern terminus) Planes are due to leave New York Tuesday, Thursday and Saturday and to arrive at Lisbon the next days. Planes leave Lisbon Monday, Thursday and Saturday and arrive at New York (or Baltimore) the next days.

The total postage on articles addressed to any country in Europe, including the Azores, is 30 cents per half ounce. This covers service on the domestic air mail routes to New York where mail can be expedited and onward air service in Europe where available, as well as the trans-Atlantic service.

The total postage on articles for Bermuda is 10 cents per half ounce. There are two local flights a week to Bermuda leaving New York or Baltimore Sunday and Wednesday and returning Monday and Thursday, in addition to service by the trans-Atlantic planes.

On account of war conditions there is limited available air service for onward dispatch of mail by air from Europe to countries in Africa and no onward air service from Europe to countries in Asia, except perhaps in summer to eastern U.S.S.R. There is air service to Spanish and French Morocco (total postage 33 cents per half ounce) and to the Canary Islands (total postage 40 cents per half ounce). It is understood that air mails for Algiers and Tunisia are being sent onward from France by ordinary means. Mails for those two countries may be prepaid 30 cents per half ounce and marked "By air to France only," or may be prepaid 33 cents per half ounce to include onward service by air if available at any time. It is not known whether there is available air service beyond Italy to the following countries:

	Total postage per half ounce
Agean Islands	36
Eritrea	50
Ethiopia	50
Italian Somaliland	50
Libya	33

Air mails for the countries in the preceding list prepaid at the rates indicated will be made up for the air dispatch from Italy, to be carried by such onward air service as may be available.

It appears that there is no air service by which mails for the following countries in west Africa may be materially expedited, the mails for such countries being sent by steamship from New York:

Angola	French Sudan	Niger
Belgian Congo	Gambia	Nigeria
Cameroons	Gold Coast Colony	Portuguese Guinea
Dahomey	Ivory Coast	Senegal
French Equatorial Africa	Liberia	Spanish Guinea
French Guinea	Mauritania	Togoland

For air service to countries in East and South Africa, please see the items herein stated under the heading "TRANS-PACIFIC AIR MAIL SERVICE".

Mails may be sent by steamship to Europe and onward by air service where available to European countries, with payment of postage at the rate of 3 cents per half ounce in addition to the ordinary postage. Articles so sent should bear the "Par Avion -- By Air Mail" label and be marked "By Air in Europe."

TABLE 2.
TRANS-PACIFIC AIR MAIL SERVICE

Country	Postage rate per 1/2 oz.	Approximate transit time to country of destination	Articles to be marked
Aden	70	17 days from SF to Cairo thence by ordinary means	"Via Pacific"
Afghanistan	70	15 days from SF to India thence by ordinary means	"Via Pacific"
Anglo-Egyptian Sudan	70	18 days from SF	"Via Pacific"
Australia	70	7 days from SF	"Via Pacific"
Bahrein Island	70	16 days from SF	"Via Pacific"
Baluchistan	70	15 days from SF to India thence by ordinary means	"Via Pacific"
Borneo (North)	70	15 days from SF to Singapore, thence ordin.	"Via Pacific"
Brunei	70	" " " "	"Via Pacific"
Burma	70	14 days from SF	"Via Pacific"
Ceylon	70	17 days from SF	"Via Pacific"
China	70	7 days to Hong Kong then by Chinese Air Service	"Via Pacific"
Chosen (Japanese air mail service) 15+		From Tokyo, arriving Chosen same day	"From Tokyo"
Cyprus	70	17 days from SF to Cairo thence by ordinary means	"Via Pacific"
Egypt	70	17 days from SF	"Via Pacific"
French Indo-China	70	12 days from SF	"Via Pacific"
Hong Kong	70	7 days from SF	"Via Pacific"
India	70	14-15 days from SF	"Via Pacific"
Iran	70	16 days from SF to Baghdad (Iraq)	"Via Pacific"
Iraq	70	16 days from SF	"Via Pacific"
Japan	70	7 days from SF to Hong Kong; thence ordinary	"Via Pacific"
Kenya-Uganda	85	20 days from SF	"Via Pacific"
Kwantung (Japanese Air mail service) 15+		From Tokyo, arriving Darien same day	"From Tokyo"

Lebanon (Rep.)	70	16 days from SF to Iraq or Palestine, then ord.	"Via Pacific"
Madagascar	90	20 days from SF to Mozambique; thence ordinary	"Via Pacific"
Malay States	70	15 days from SF to Penang or Singapore, then ordin.	"Via Pacific"
Mauritius	90	20 days from SF to Mozambique; thence ordinary	"Via Pacific"
Mozambique	90	20 days from SF	"Via Pacific"
Netherlands Indies	70	15 days from SF	"Via Pacific"
New Caledonia	40	5 days from SF	"Via Pacific"
New Guinea (mandated terr.)	70	Same as Australia	"Via Pacific"
New Zealand	50	6 days from SF	"Via Pacific"
Northern Rhodesia	90	20 days from SF to Mozambique thence ordinary	"Via Pacific"
Nyassaland	90	20 days from SF to Tanganyika or Mozambique	"Via Pacific"
Palestine	70	16 days from SF	"Via Pacific"
Philippine Islands	50	6 days from SF	"Via Pacific"
Reunion	90	20 days from SF to Mazambique, thence ordinary	"Via Pacific"
Sarawak	70	15 days from SF to Singapore, thence ordinary	"Via Pacific"
Southwest Africa	95	21-22 days from SF to Union of South Africa	"Via Pacific"
Straits Settlements	70	15 days from SF to Penang and Singapore	"Via Pacific"
Syria	70	16 days from SF to Iraq or Palestine; then ord.	"Via Pacific"
Tanganyika Territory	85	20 days from SF	"Via Pacific"
Thailand	70	12 days from SF	"Via Pacific"
Trans-Jordan	70	16 days from SF to Palestine; thence ordinary	"Via Pacific"
Union of South Africa	95	21-22 days from SF	"Via Pacific"
Zanzibar	85	20 days from SF	"Via Pacific"

NOTE: + indicates rate per half ounce in addition to ordinary postage.

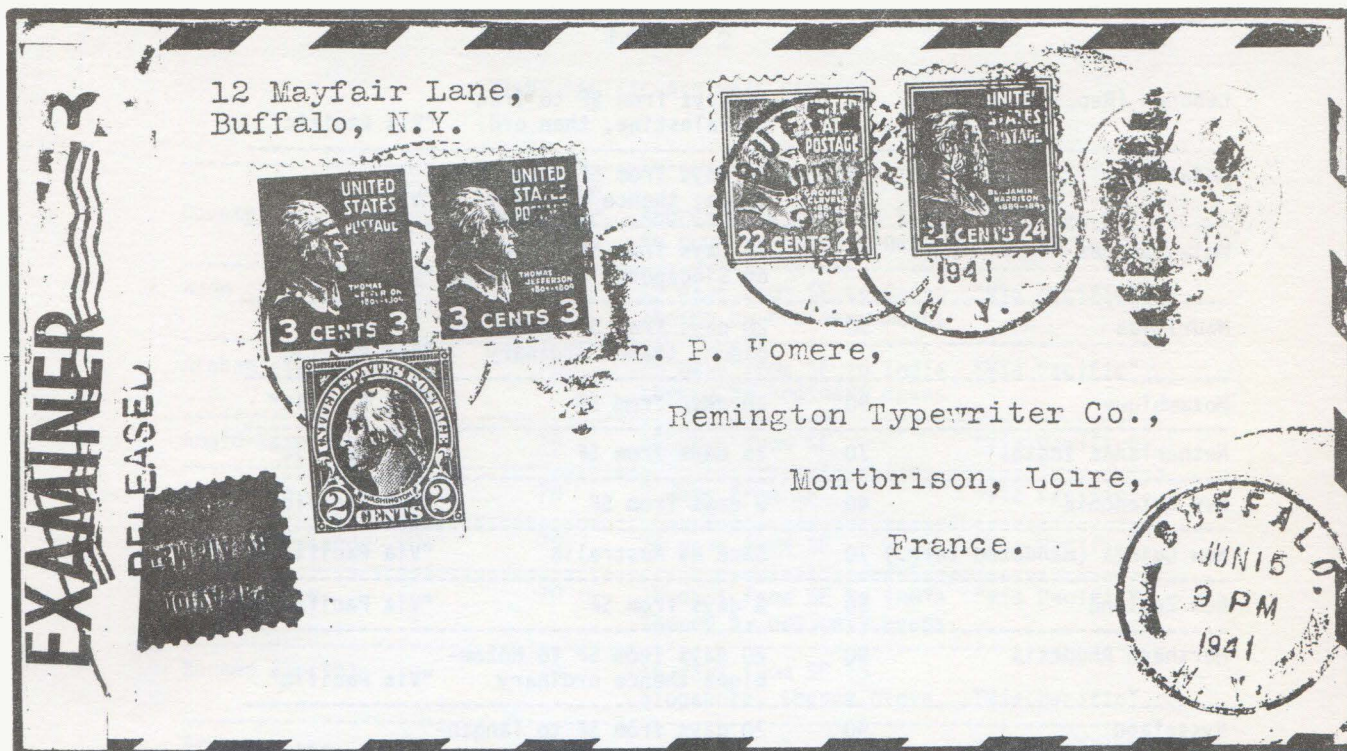


Figure 2

A German-Italian offensive in the Balkans had been successfully concluded by April 1941, and in June three million Axis troops invaded Russia. The United States, still officially adhering to the Neutrality Act, continued trans-Atlantic flights to Lisbon. Figure 2 illustrates a trans-Atlantic cover bearing 60 cents in postage paying double the basic air mail rate to Loire, France. Postmarked on June 15, 1941, it bears no backstamps to indicate transit time. Less than three months later, on September 9, all mail service from the United States to German occupied France was suspended by order of the German occupation authorities.

The Japanese attack on Pearl Harbor on December 7, 1941, ended immediately the neutral status of the United States in the war. Declarations of war against Japan, Germany and Italy were followed quickly by suspension of mail service to those countries, their possessions and all areas under their control. In the case of German and Italy, the "Postal Bulletin" of December 12, 1941 (PB 18344) defined areas under their control as "all of continental Europe except Gibraltar,

Portugal, Spain, Sweden, Switzerland, Turkey, the USSR and unoccupied France." Suspension of service to Japan was expanded on February 16, 1942, to include Hong Kong, Indochina and Thailand.

Although the exact timing must surely rank as coincidence, it was not purely coincidental that the United States inaugurated Foreign Air Mail Route No. 22 on December 6, 1941. With service from Miami to Leopoldville, Belgian Congo, by way of Natal, Brazil, and Bathurst, Gambia, this route was seen as a strategic link with the rest of the world which would avoid zones of conflict, both actual and probable. The "Postal Bulletin" of December 2, 1941, contained an amendment to the Foreign Air Mail Service Leaflet which vigorously promoted F.A.M. 22 by indicating highly favorable transit times along with lower or equal rates for countries of Africa and as far east as India (see Table 3).

As it turned out, promotion of the new African route as compared with the Trans-Pacific route was entirely unnecessary for, among its many other effects, the Japanese attack curtailed the China

TABLE 3

FOREIGN AIR MAIL SERVICE - DECEMBER 6, 1941

FOREIGN AIR MAIL SERVICE TO AFRICA

Country	Rate	Routing	Transit time
Aden	70	F.A.M. 22 Trans-Pacific	10-11 days, twice monthly 15 days, weekly (To Cairo)
Afghanistan	70	F.A.M. 22 Trans-Pacific	12-14 days, twice monthly 13 days, weekly (To Karachi)
Anglo-Egyptian Sudan	70	F.A.M. 22	9 days, twice monthly
Angola	60	F.A.M. 22	18 days, twice monthly
Bahrein Island	70	F.A.M. 22 Trans-Pacific	12-14 days, twice monthly 14 days, weekly
Belgian Congo	60	F.A.M. 22	5-1/2 days, twice monthly
Ceylon	70	F.A.M. 22 Trans-Pacific	14-16 days, twice monthly 15 days, weekly
Cyprus	70	F.A.M. 22 Trans-Pacific	11-12 days, twice monthly 16 days, weekly
Egypt	70	F.A.M. 22 Trans-Pacific	10-11 days, twice monthly 15 days, weekly
Eritrea	70	Same as Egypt - onward from Cairo by ord. mail	
Ethiopia	70	Same as Egypt - " " " " " " " "	
Gambia	50	F.A.M. 22	3 days, twice monthly
French Equator- ial Africa	60	F.A.M. 22	5-1/2 days, twice monthly
Gold Coast Colony	50	F.A.M. 22	6 days, twice monthly
India	70	F.A.M. 22 Trans-Pacific	12-14 days, twice monthly 12-13 days, weekly
Iran	70	F.A.M. 22 Trans-Pacific	11-12 days, twice monthly 14 days, weekly (To Baghdad)
Iraq	70	F.A.M. 22 Trans-Pacific	11-12 days, twice monthly 14 days, weekly
Malta	70	Same as Egypt - onward from Cairo	
Kenya-Uganda	60	F.A.M. 22	12 days, twice monthly
Lebanon	70	F.A.M. 22 Trans-Pacific	11-12 days, twice monthly 15 days weekly (To Palestine)
Liberia	50	F.A.M. 22	5 days to Lagos, twice month
Mauritius	60	F.A.M. 22 onward from South Africa by ord. mail	
Mozambique	60	F.A.M. 22	14 days, twice monthly

Nigeria	50	F.A.M. 22	5 days, twice monthly
Nyssaland	60	F.A.M. 22	13 days, twice monthly
Palestine	70	F.A.M. 22 Trans-Pacific	11-12 days, twice monthly 15 days, weekly
Rhodesia (No. & Southern)	60	F.A.M. 22	13 days, twice monthly
Sierra Leone	50	F.A.M. 22	4 or 5 days, twice weekly
Saudi Arabia	70	Same as Egypt - onward from Cairo by ord. mail	
Somaliland	70	Same as Egypt - " " " " " " " "	
Southwest Africa	60	F.A.M. 22	16 days, twice monthly
Spanish Guinea	50	F.A.M. 22	5 days to Lagos, twice month
Syria	70	F.A.M. 22 Trans-Pacific	11-12 days, twice monthly 16 days weekly (To Palestine)
Tanganyika Terr.	60	F.A.M. 22	12 days, twice monthly
Trans-Jordan	70	F.A.M. 22 Trans-Pacific	11-12 days, twice weekly 16 days weekly (To Palestine)
Union of South Africa	60	F.A.M. 22	16 days, twice monthly
Zanzibar	60	F.A.M. 22	12 days, twice monthly

Postage rate expressed as cents per 1/2 ounce.

Clipper route and its air connections for countries further west. This was acknowledged in the "Postal Bulletin" of December 18, 1941 (PB 18348) in the following announcement:

"Air mails for Netherland Indies, North Borneo, Sarawak, Straits Settlements, Malaya, Burma, unoccupied China and countries west thereof (including Turkey), which have heretofore been sent by the trans-Pacific route, shall be routed promptly via Miami, Fla. The total postage on articles for all these countries is 70 cents per half ounce."

A lid of secrecy was clamped over all information regarding trans-oceanic movement of airlines and steamships. A terse announcement in the "Postal Bulletin" of December 12, 1941, stated that air schedules were no longer to be published and advised postmasters to urge patrons to mail at their earliest convenience for best service. Movement of all

international air mails had become an inseparable element of the overall war effort.

On September 4, 1942, the "Postal Bulletin" (PB 18485) carried an order of the Postmaster General entitled "Air-mail Restrictions", which read in part:

"The War and Navy Departments exercise control over the transportation of air mail to overseas destinations. Reports received during the past few weeks show conclusively that the volume of air mail now being received for transmission to certain points outside the continental United States is greatly exceeding and will continue greatly to exceed the facilities that are or can be made available for that purpose. Therefore, it becomes necessary to materially reduce the weight of individual pieces of air mail so that the transportation by air of the greatest possible number of letters to those areas may be assured.

The existing military demands upon air-transportation facilities for strategic cargo and for personnel essential to the war effort have made necessary the immediate establishment of the following order of preference in the loading of mail on aircraft destined for restricted areas:

- First..... Official air mail
- Second..... V-Mail
- Third..... To the extent space is available, other letter mail weighing not in excess of two ounces per letter."

The order went on to explain that military necessity may later require that only the first two priorities be transported by air, and that other mail might have to be transported by surface means. The restrictions were applied to all points outside the continental United States except Mexico, Latin America, the West Indies, Canada and Alaska.

The net effect of a combination of circuitous routing and low priority for civilian correspondence was, as one might expect, considerably slower air mail service. Figures 3 and 4 illustrate two covers mailed to India at the 70-cent rate. The cover in Figure 3 was postmarked at New York on November 14, 1940. Carried over the Trans-Pacific route, it was backstamped in Calcutta on December 12th after a journey of 28 days. The cover in Figure 4 was postmarked at Owensboro, Kentucky, on January 27, 1943. The existing route for air transport at that time would have been F.A.M. 22 from Miami through Africa and then on to its destination in India. The earliest backstamp on this cover is dated March 10th from Bettiah, indicating that the transit time to Indian was 43 days. It is not quite fair to attribute the entire 15 day difference in transit time to delays in air service, for the 1943 cover had to spend some time with the censors while the 1940 cover was not censored. Never-the-less, a differ-

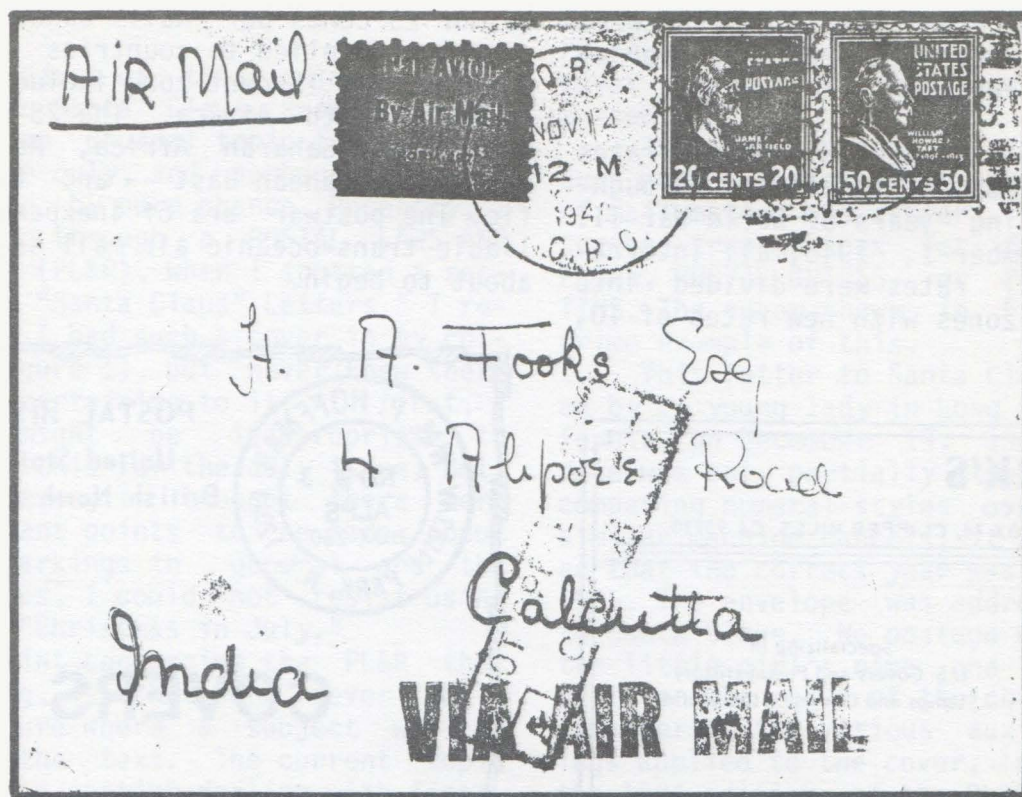


Figure 3

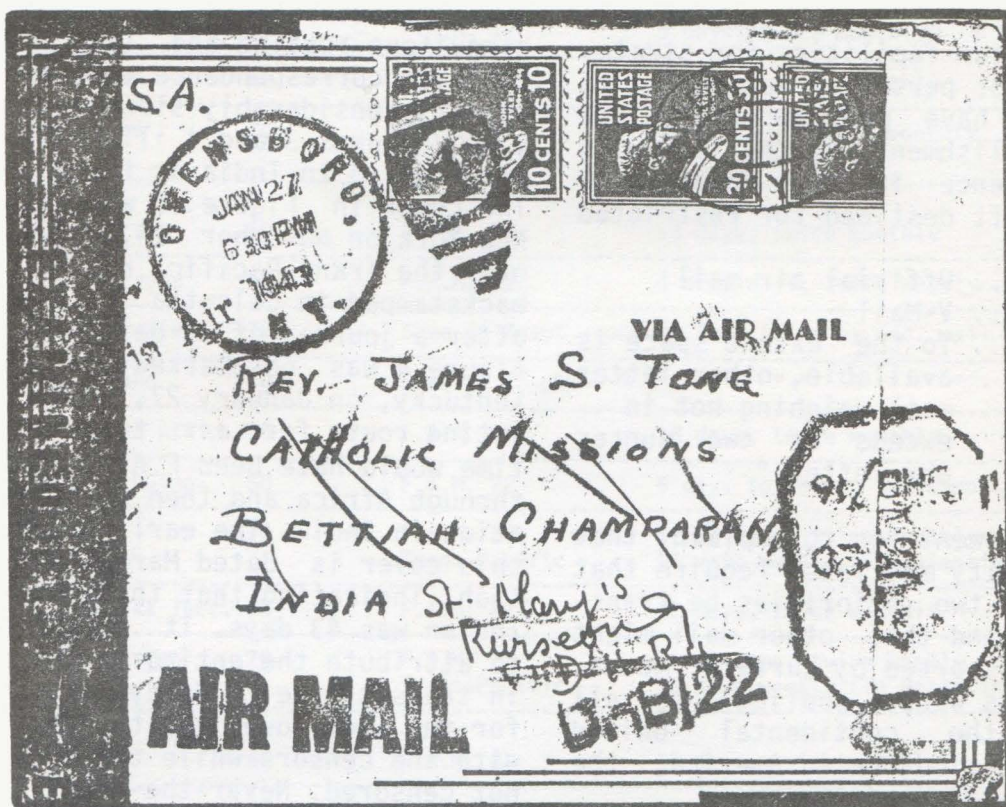



Figure 4

ence of two weeks in transit time between the covers testifies to the wartime delays in air service.

The trans-oceanic air mail rates listed above remained in effect throughout the remaining years of World War II. Effective November 1, 1946, all international air mail rates were divided into one of three zones with new rates of 10,

15, or 25 cents per half ounce. The 10-cent zone applied to countries of South America. The 15-cent zone included Europe and North Africa. The 25-cent zone took in sub-Saharan Africa, Asia --from the Mediterranean east -- and the Pacific. The postwar era of inexpensive, reliable trans-oceanic air mail service was about to begin.



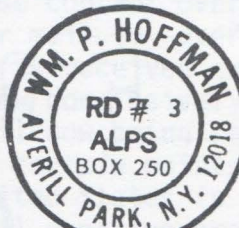
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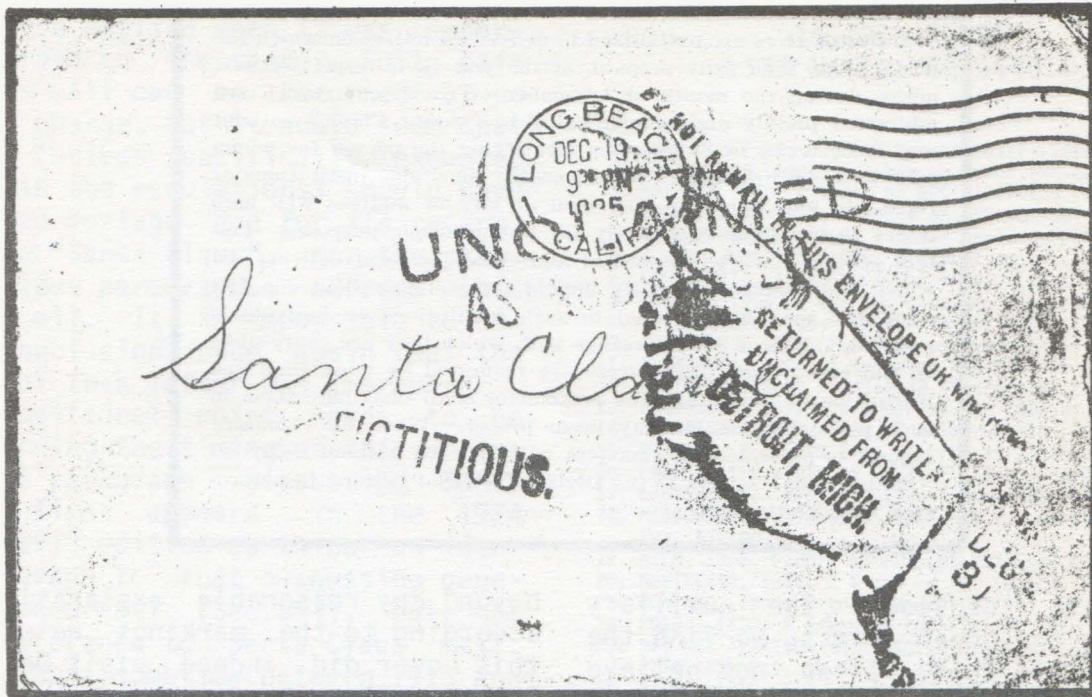


FIGURE 1

AUXILIARY MARKINGS - CHRISTMAS IN JULY, OR "BAH, HUMBUG!"

By Randy Stehle

The subject of this column is mail addressed to Santa Claus. Readers might think this an unusual topic for a column published in July, and perhaps it is. It was selected by pure chance. Recently, I was skimming through a POSTAL LAWS AND REGULATIONS (PL&R), when I spotted a section titled "Santa Claus" Letters." I recalled that I had such a cover in my collection (Figure 1), but never knew there were rules pertaining to it. At first, I thought it might be inappropriate to write about this for the July issue, but, upon reflection, I thought there were some important points to be made about auxiliary markings in general and the PL&R. Besides, I could not resist using the phrase "Christmas in July."

One point concerning the PL&R that needs making, is that one never quite knows for sure where a subject will be covered in the text. The current topic falls under a section dealing with fictitious matter. Sometimes the index will lead one to the proper section of the regulations; other times it will not.

One almost needs to read the PL&Rs (and POSTAL GUIDES and POSTAL BULLETINS) from cover to cover to make sure nothing is missed.

The other point I wish to make is even more important. The actual treatment of mail matter may differ from the prescribed treatment as set forth in the PL&Rs, POSTAL GUIDES, or POSTAL BULLETINS. The cover shown in Figure 1 is a prime example of this.

This letter to Santa Claus was mailed by a young lady in Long Beach, California, on December 19, 1925. The year date was only partially struck, but after comparing numeral styles used in other, similar machine cancels, it was determined that the correct year was 1925 and not 1935. The envelope was addressed simply to Santa Claus. No postage was used, and the little girl's name and address appears on the back of the cover. Before considering the various auxiliary markings applied to the cover, let us consult the 1924 edition of the PL&R. In Section 581, which by the way is identical on this subject to the 1932 edition, we find:

Postmasters are authorized to deliver all letters on which the postage has been fully prepaid, arriving at their respective post offices during the month of December of each year, which are addressed plainly and unmistakably to "Santa Claus," without any other terms or expressions identifying the person for whom such letters are intended, to responsible charitable institutions or reputable individuals in the town or city of address who may desire to use them exclusively for philanthropic purposes. Letters of the character described addressed for local delivery, on which the postage is wholly unpaid or paid less than one full rate, also may be delivered to such institutions or individuals upon the payment of the postage with which they are chargeable. In the event that these letters are requested by more than one institution or individual, the postmaster shall distribute them in such proportion as he may deem proper. When no voluntary request is presented, postmasters will forward without delay all "Santa Claus" letters to the Division of Dead Letters, in accordance with section 527.

Now lets consider the auxiliary markings on the cover. First, we find the marking "FICTITIOUS". I do not believe that the PL&R section quoted above intended for this type of letter to be classified as fictitious. The PL&R deals with other fictitious matter in another paragraph of the same section, which reads:

Ordinary mail matter addressed to fictitious persons or firms, to initials, or to no particular person or firm, unless directed to be delivered at a designated place, as a post-office box, street and number, or to the care of a certain person or firm within the delivery of the post office, shall not be delivered and shall be sent to the Division of Dead Letters, to branches thereof, or to post offices at division headquarters of the Railway Mail Service, as prescribed by section 637, unless the envelope contains the card of the sender or a request to return, in which case such letters or packages should be returned accordingly.

Since the section devotes an entire paragraph to Santa Claus mail, it is hard for me to understand why the letter was treated in accordance with the general provisions on fictitious matter.

The other two markings on the cover could have been applied in accordance with either one of the two paragraphs quoted above. One marking reads "UNCLAIMED/AS ADDRESSED", while the other one with the pointing hand is a type which was commonly used for all unclaimed mail. The wording of the line of text just above the hand states, "DO NOT REMAIL IN THIS ENVELOPE OR WRAPPER AGAIN." How or why a letter sent from Southern California ended up in Detroit, Michigan, is

beyond any reasonable explanation, but, according to the markings we see here, this cover did indeed visit Detroit. On December 31 --the date on the sleeve of the hand --it was returned to the writer. Hopefully, the returned cover was hidden from its youthful writer by her parents. Can you imagine the emotional trauma which might have resulted if the young letter writer were to have seen these markings and thereby learned that either Santa Claus is fictitious, or that he lives in Detroit and won't except mail? Luckily, someone saved the cover for the past 60 years. The second paragraph of the section quoted above --the one dealing with other fictitious matter -- does state that the cover could be returned if unclaimed when there was a return address, that is what is meant by "card of the sender". All indications suggest that this cover received the treatment prescribed for fictitious mail in general, and therefore did not get the proper treatment.

On the other hand, the handling of the lack of postage follows the "Santa Claus" paragraph to some extent, but not the general fictitious paragraph. The "Santa Claus" paragraph states that unpaid mail was acceptable if the charitable institution who received the letter were to pay its postage. This may account for the lack of any due markings on the cover. According to the general fictitious paragraph, one would assume that postage due would have been required. A

question does arise concerning why no due markings were applied when it was apparently returned to the sender. Fully paid first class mail can be returned at no additional charge, but it would seem that this cover (unless specifically exempted somewhere in the regulations) should have been charged postage due for its return. Neither the "Santa Claus", nor the general fictitious paragraphs, address this problem at all. It is impossible to escape the conclusion once again that the treatment of this letter was improper.

One additional point needs to be made concerning the timing of this entire matter. The paragraph discussing Santa Claus mail first appears in the 1924 PL&R. The 1913 edition contains an identical paragraph to that discussing general fictitious mail (Sec.594), but not specific reference to Santa Claus mail. This means that sometime between 1913 and 1924, regulations concerning Santa Claus mail were added. A review of the 1923 POSTAL GUIDE revealed no clues, but the POSTAL GUIDE does not go into great depth on all subjects, and one can not deduce that the Santa Claus rules did not exist in 1923. In order to learn when the Santa Claus rules came into effect, it would be necessary to dig through 12 years worth of daily POSTAL BULLETINS. The point is that this ruling may have been added shortly before the 1924 PL&R was published. This edition became effective July 1, 1924, so, even if the Santa Claus paragraph was new, there was at least one Christmas mailing season before the cover in Figure 1 was handled. It appears, therefore, that this cover was handled by a person, or persons, who were not fully aware of the proper treatment. This, I contend, was not an isolated incident, and it is one of the major reasons why postal history is so fascinating -- and at times frustrating. Things are not always as they seem, and the challenge is to gain a better understanding of all the factors involved so as to make some sense of it all.

As a footnote to all this, the Postal Service still forwards Santa Claus mail -- with or without postage -- to charitable institutions. Comments, and/or suggestions for future columns are welcomed. Write me at 16 Iris Court, San Mateo, CA 94401, or in care of LA POSTA.

RANDY STEHLE MAIL AUCTION NO. 14 16 IRIS COURT SAN MATEO, CA 94401

CALIFORNIA

1. AGUA DULCE RS, FD, F 4-bar on cover (1955 only) E.\$12
2. ARANBEE RS, 1956, F 4-bar on cover (56-60) Est. \$6.00
3. BALISLE, 1927 F 4-bar on GPC (1927-28) Est. \$10.00
4. BONNY DOON, 1911, F 4-bar on PPC (87-30) Est. \$4.00
5. COLONY CENTER, 1906, F Doane rec'd on PPC(no stamp)E\$8
6. COLUSA JUNCTION, 1900, G target on cvr. (86-14) E.\$4.
7. CONSTANTIA, 1926, VG 4-bar on GPC (12-27) Est. \$4.00
8. DIMOND, 1906, F cds rec'd on PPC. (91-08) Est. \$4.00
9. DOLGEVILLE, 1905, F Doane on PPC (1904-09) Est. \$8.00
10. EASTON RS, 1952, F 4-bar on cover (52-55) Est. \$6.00
11. EL MODENA, 1907, F 4-bar on PPC (89-10) Est. \$8.00
12. FREEPORT, 1908, F Doane on PPC (64-20) Est. \$5.00
13. GRUBGULCH, 1911, VG 4-bar on PPC (83-18) Est. \$4.00
14. HARBISON CANYON, 1930, F 4-bar on GPC (27-36) E.\$6.00
15. KINSLEY, 1909, VG trgt on PPC (96-28) Est. \$5.00
16. LAKE OF THE WOODS RS,1964, F 4-bar on GPC (63/65)E\$10
17. LANKERSHIM, 1926, G dplx on cover. (06-26) Est. \$3.00
18. MEADOWBROOK HEIGHTS RS,1952,F 4-bar on cvr ('52 only) Est. \$12.00
19. MILO, 1908, F dplx on PPC (88-22) Est. \$5.00
20. MONTECITO, 1914, F 4-bar on PPC (86-14) Est. \$4.00
21. MONTRIO, 1905, F trgt on PPC (02-24) Est. \$4.00
22. MORRO, 1910, F 4-bar on PPC (70-23) Est. \$4.00
23. NAV RES AVIATION BASE STA.,OAKLAND, 1942, F 4-bar (1942-43) Est. \$6.00
24. PISMO, 1910, F 4-bar on PPC (94-23) Est. \$3.00
25. PITTVILLE RS, 1961, F 4-bar on cvr (1961 only) E\$12
26. PORT SAN LUIS, 1912, VG 4-bar on PPC (07-32) E.\$5.00
27. RANNELS, 1909, F 4-bar on PPC (09-33) Est. \$5.00
28. ROUND VALLEY, 1907, F Doane on PPC (74-19) E.\$8.00
29. SANTA RITA, 1912, F 4-bar rec'd on PPC (09-14) E.\$6.
30. SEAVIEW, 1908, F Doane on PPC (83-14) Est. \$5.00
31. STEGE, 1909, VG dplx on PPC (89-35) Est. \$3.00
32. WARMSPRINGS, 1912, F 4-bar on PPC (95-50) Est. \$3.00
33. WILDWOOD RS, 1958, F 4-bar on PPC (58-61) Est. \$8.00
34. WITCH CREEK, 1925, F Doane on cvr (93-38) Est. \$5.00

COLORADO

35. AMETHYST, 1893, VG cds on cvr reduced RT.(92-09)E\$10
36. LONGVIEW, 1915, F 4-bar on PPC (11-37) Est. \$8.00
37. MOUNT MORRISON,1909, F 4-bar on PPC (08-50) E.\$4.00
38. PROWERS, 1909, F 4-bar on stained PPC (98-33) E.\$6.
39. THURMAN, 1915, F 4-bar on PPC (88-53) Est. \$4.00
40. URANIUM, 1906, G cds on PPC (00-22) Est. \$15.00

IDAHO

41. BOLES, 1913, F 4-bar on PPC (11-50) Est. \$3.00
42. LONDON, 1910, G Doane on PPC (01-20) Est. \$4.00
43. MASONIA, c.1920, VG 4-bar on cvr (16-37) E.\$6.00
44. ROSSFORK, 1909, VG 4-bar on PPC (70-11) Est.\$6.
45. THARP, 1912, F 4-bar on PPC (99-15) Est. \$12.

MONTANA

46. APEX, 1919, G 4-bar on PPC (03-25) Est. \$4.00
47. BIG ELK, 1910, VG 4-bar on PPC (82/13) Est.\$6.
48. LAT, 1908, VG trgt on PPC (98/18) Est. \$6.00
49. MAMMOTH, 1903, VG cds on cvr (97-08) Est. \$8.00
50. MIDVALE, 1913, F 4-bar on PPC (01-13) Est. \$8.
51. PINECREEK, 1907, F Doane rec'd on PPC (04-14)E.\$8

OREGON

52. CHEMAWA, 1912, F 4-bar on PPC (85-53) Est. \$3.00
53. ORENCO, 1912, F 4-bar on PPC (09-55) Est. \$3.00
54. POKEGAMA, 1909, F 4-bar on PPC (99-11) Est. \$10.

WASHINGTON

55. ARGYLE, 1892, G trgt on cvr w/tear (86-03) E.\$5
56. ALGER, 1913, VG 4-bar on PPC (12-21) Est. \$4.00
57. PLEATEAU, 1911, F 4-bar on PPC (08-11) Est. \$15.
58. SUMMIT, 1910, F 4-bar on PPC (78-10) est. \$6.00

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35. TUCKER VF 1892 Territorial 35.00
36. S.L. CITY FAIR & SILV CITY RPO
F 1902 RARE 65.00

End of sale. Good Luck on your bidding!

THE EASTERN SECTION

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

There's a whole new area of postmark collecting opening up before our eyes! One hundred years ago, postmasters purchased their postmarking devices from numerous manufacturers whose ads in old postal guides are nostalgic reminders, and indicate to us the variety of postmarks that were available to the postmasters of that era.

Today, the postmasters are once again purchasing postmarking devices from private firms, and postal historians have an opportunity to record the appearance of the new postmarks right now, when they are current, rather than 40 or 50 years hence, when they become scarce!

The new postmarkers are self-inking devices that do not require the use of a stamp pad. Postmasters are buying them in the interests of efficiency and neatness.

There are two articles about them in this issue- one by Ronald Ward who reports on their use in Maryland, and one by yours truly who provides some background information about these new postmarkers.

Another article in this month's Eastern Section is also applicable to any state- search your state's historic archives for postal history!



An article by Vernon Stroupe, Jr. tells how he did it in North Carolina.

Once again, I appeal for articles from collectors of the Eastern States. You don't have to provide camera-ready copy! Just send me your information- handwritten or typed - makes no difference (I've taken three courses in heiroglyphics) and I'll help you make it into a useful article.

If you don't, Harvey Teal, who provides us this month with an interesting tale of Confederate States Diplomatic Mail, promises to fill the Eastern Section with articles on South Carolina Confederate postal history. In his current article, Harvey provides the names of agents who forwarded mail through the blockade.

A final article in this month's edition presents the Post Roads of New Jersey, 1791-1802. I had so much fun locating the early South Carolina post roads that I thought I'd try my hand with another state.

Anyone out there who would like to see a map of the early post roads of his favorite eastern state, please drop me a line. All I need from you is a copy of an early map of that state- preferably a copy of the 1796 or 1804 Bradley map showing your favorite state.

Until next issue, then, send me that article, that favorite cover, that "letter to the editor"- PLEASE !

NEW SELF-INKING HAND CANCELLATION DEVICES FROM MARYLAND

By Ronald A. Ward

In an article in La Posta (1986, Vol. 17, No. 2, pp. 17-22) about the cancellations of Walterboro, S.C., Bob Stets documents the presence of a new type of four-bar postmark which is a self-inking device manufactured by Priority Products, Inc. of Toms River, NJ. He stated that this new hand canceller eliminated the use of the messy ink pads required for the standard issue cancellers.

The purpose of this brief article is to document the presence of this self-inking postmark at a number of Maryland post offices and to report the use of an aberrant device from Savage, MD.

To date, I have seen self-inking postmarks from the following Maryland towns:

Annapolis 21401
Berlin 21811
Boonsboro 21713
Brentwood 20722
Burtonsville 20866
Forest Hill 21050
Maugansville 21767
Ocean City. MD Montego Sta. 21842
North Ocean City Br., MD 21842
Ocean City 21842
Savage (2 varieties) 20763-9998
Simpsonville 21150
Sykesville 21784
Thurmont 21788

The Savage postmarks are of special interest as they both use 9-digit ZIP codes with 9998 as the last four digits. To date, this is the only hand cancellation that I have seen with the 9-digit ZIP code.

Post offices use the last four digits (-9998) in their return address. The manufacturer of the two Savage cancellers evidently considered this as a part of the ZIP code from Savage. These two

postmarking devices from Savage may be readily distinguished by differences in the spacing of the letters "SAVAGE" and by the alignment of the letter "D" of "MD" in relation to the first and second horizontal bars of the canceller, as shown in Figures. 1 and 2.

The self-inking device produces a cancellation which can be distinguished from standard 4-bar cancellers by a combination of features:

1. the foot of the number "1" appearing in the ZIP code has no serif at its base.
2. very condensed letters and numerals in month and date, respectively.

The earliest date that this type of canceller has been seen used from a Maryland post office is September 9, 1985, from Berlin, Md.

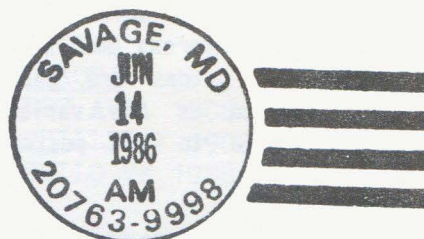


Fig. 1 "D" of "MD" opposite top bar of cancel



Fig. 2 "D" of "MD" below first bar of cancel.

About the Author

Ron Ward is a medical entomologist who works for the U.S. Government and edits the "Journal of the American Mosquito Control Association" in his spare time. Besides Maryland postal history, Ron is interested in anything philatelic that relates to malaria.

Philatelic Treasures from the State Archives

by
Vernon Stroupe, Jr.
P.O. 8879, Asheville, N.C. 28814

The North Carolina State Archives in Raleigh has a wealth of treasures for the philatelic researcher, particular for anyone investigating early stampless markings. The illustrations accompanying this article show a few of the more spectacular items in the Archives' collections. All of the markings on these covers have not been reported previously.

The Archives are a repository of North Carolina state, county, and private documents which are or may be historically significant. Private documents are donated by an individual, his heirs or estate, but may have been purchased by the state. These documents include quantities of correspondence. In recent years the philatelic value of these collections has been recognized and the more recent acquisitions have been protected. Most of the older documents which have postal markings are protected, or withdrawn from public inspection with a photocopy substituted.

Areas which are philatelically rich are the private papers of state officials such as governors, secretaries of state, and other prominent individuals. The Archives contain the private papers of General Patterson, the Pettigrew family, the Bingham family, and the Lenoir family, among others. Occasionally a famous name from the past will appear to the researcher, such as Andrew Jackson, George Washington, John Adams, Andrew Johnson, or Zebulon Vance. Many North Carolina postal markings never before seen are being uncovered in the Archives. Many others of questionable status are being confirmed or denied.

About this Article:

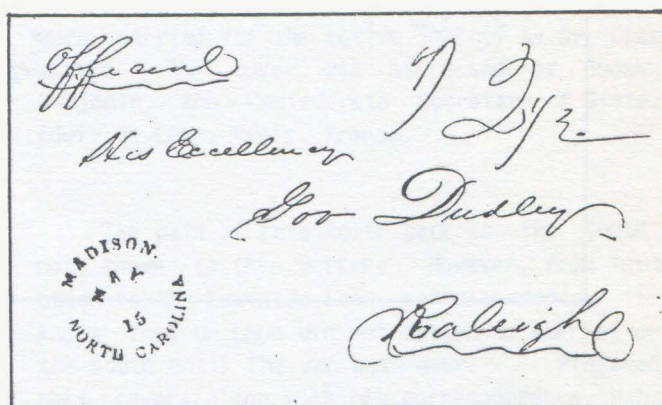
This article was originally presented in the NCPHS Newsletter, a publication of the North Carolina Postal History Society. Text was prepared on an Apple Macintosh computer, using Pagemaker software and was printed on an Apple Laserwriter printer. Mr. Stroupe is president of the NCPHS and this article is reprinted with his permission.

The Archives are located in the Archives and History/State Library building at 109 East Jones Street in Raleigh. The search room is open from 8 A.M. to 5:30 P.M., Tuesday through Saturday. The Archives are closed on Mondays, Sundays, and all holidays. The phone number is (919) 733-3952.

The majority of the public use of the search room is for geneological research. Most of the literature and collection descriptions reflect this emphasis, as do the card listings, but this does not preclude other types of research.

The Archives will answer some simple questions by mail, but the staff will not undertake lengthy or complicated research. The Archives will answer only one question per letter. A \$5.00 fee is required for each request received from out-of-state correspondents. The fee must be sent with the request. All correspondents should enclose a legal-size, stamped, self-addressed envelope. The address is North Carolina State Archives, 109 East Jones Street, Raleigh, N.C. 27611.

The Archives will make photocopies in limited numbers while you wait. A free booklet describing all reproduction services is available upon request.



Rimless MADISON/NORTH CAROLINA with MAY/15(1839) in circular arrangement; from N.C. Department of Archives & History.

STATESVILLE
MAR 16
N.C.

nd Free
37½

To his Excy.
Gov. E. B. Dudley
Public bus. imp.) Raleigh

ELIZABETH CITY
EP
25
N.C.

37½

His Excellency
Gov. E. B. Dudley
Gov. of N.C. & Prof. of
of B. of Int. Imp.
Raleigh

WINDSOR: JAN 27.

WINDSOR
JAN 18
N.C.

His Excellency

Governor Stone

Hope near Windsor

North Carolina

James Madison
Feb 7 1810
Rec 23/10
John McPherson (with N.C.)

These examples from the North Carolina State Archives were previously unreported.
STATESVILLE, with month & date in circular arrangement (1836-41)
ELIZABETH CITY (backward Z) with handstamped 37½ rate (1839)
Straight line WINDSOR arrival marking (1810) on a letter from Pres. James Madison

EDWIN de LEON, SOUTH CAROLINA CONFEDERATE DIPLOMAT

By Harvey S. Teal

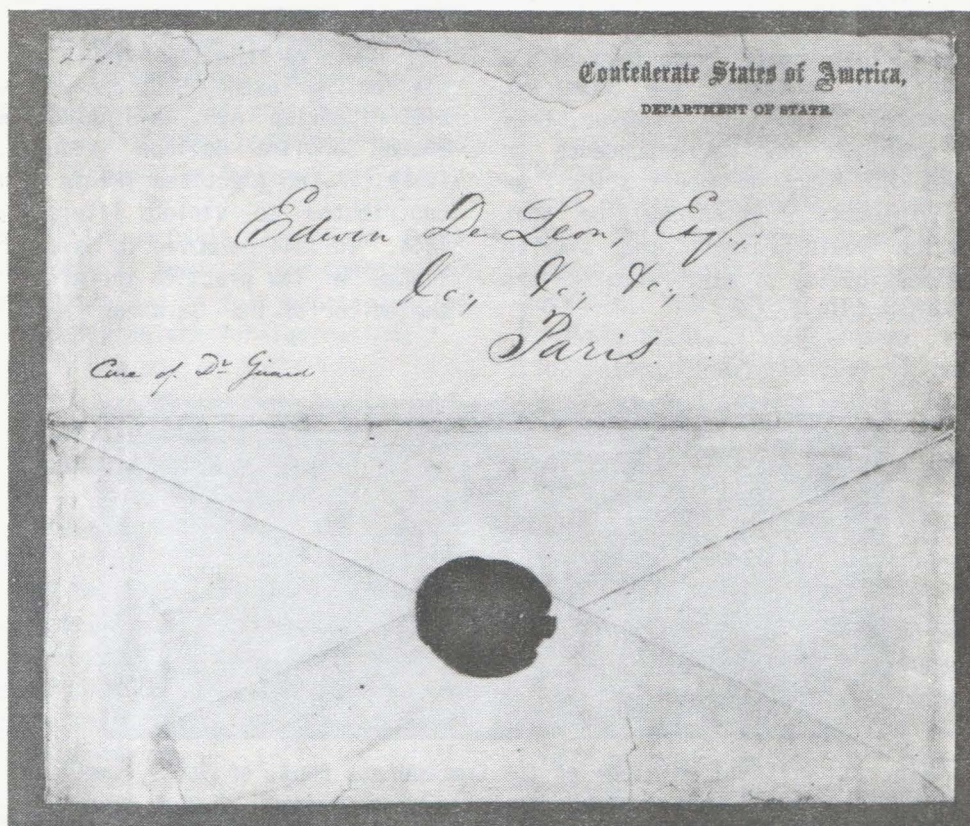


Fig. 1. Official envelope of Confederate Dept. of State carried "out of the mails" through the blockade.

In collecting Confederate covers, an individual is occasionally fortunate enough to acquire an historically important one. The cover illustrated in Figure 1 is such a cover. It is (1) A semi official outward bound blockade cover; (2) a cover with a wax seal (Figure 2) bearing the impression of the Confederate States of America, State Department; (3) A cover that illustrates an important, but little known area of Confederate Diplomatic history.

About the Author:

Harvey Teal has collected South Carolina covers for some 30 years: stampless, Confederate, R.F.D. and D.P.O.'s. He is a frequent contributor to *La Posta* and several other philatelic journals. Until his retirement, in July 1987, he was in charge of the Instructional Program, over television, for the South Carolina public schools.

First, as an outward bound blockade cover, it was carried by Dr. Charles Girard to Paris, France in August of 1863. The cover and enclosures did not go through the domestic Confederate States mail to the point of departure for France, but were carried for the entire journey by Dr. Charles Girard. The cover was addressed by Judah P. Benjamin, the Confederate Secretary of State, to Edwin de Leon, Paris, France.

The path of this cover back to the South is not known to this writer. However, from information in the Edwin de Leon correspondence, it is known that de Leon did not return to America or to the South until the war was over. Presumably, this cover, along with his correspondence, returned with him. Had the cover been brought back to the South while the war was still in progress, it would have gone through the blockade twice!

Secondly, the wax impression, CONFEDERATE STATES OF AMERICA is the second one known to this writer. A few years ago he purchased a cover from the same correspondence that had been written up in the Confederate Philatelist of July, 1961 by Van Dyk MacBride. That cover went through the European mails and also contained the same wax seal on the reverse. (Figure 3) However, this writer has never examined any correspondence or covers from James M. Mason or Robert Slidell or other Confederate diplomats. It may well be that such an examination would reveal other similar impressions. The possibility of many such covers surviving seems remote indeed.

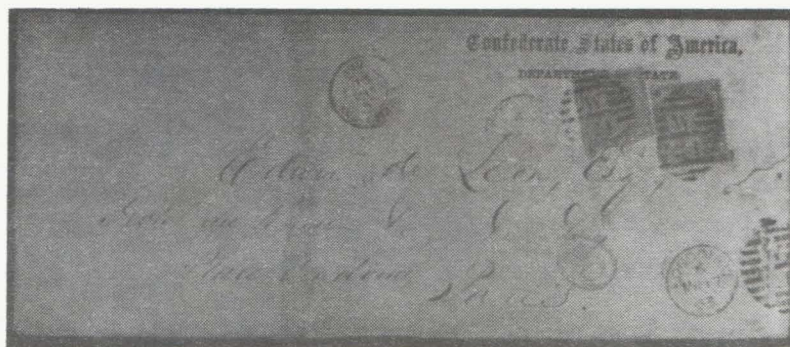


Fig. 3 Official envelope of the Confederate Dept. of State, mailed with British stamps from London to Paris.

The overall size of the impression is the same as a U.S. 25c piece. The red color of the wax makes the impression difficult to reproduce photographically.

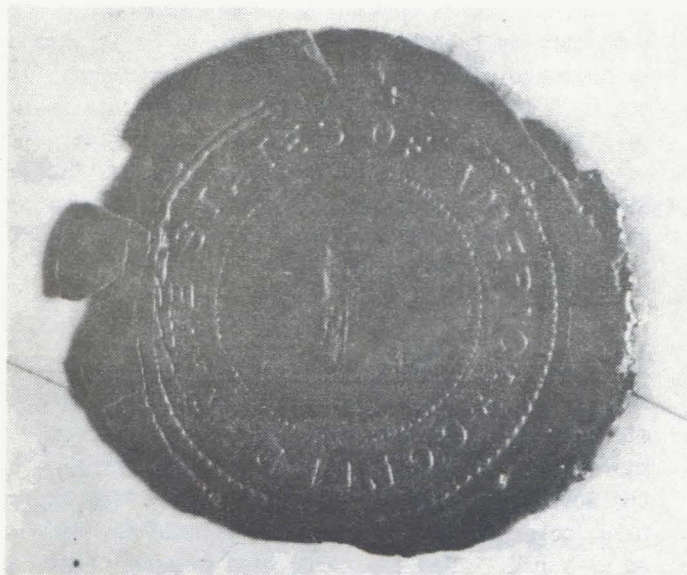


Fig. 2 Wax seal of C.S.A. State Dept., used to seal the covers in Figures 1 and 3.

Figure 1 illustrates the part the South Carolinian, Edwin de Leon, played in Confederate diplomacy. A summary of his role in Confederate diplomatic affairs follows:

Edwin de Leon (1818-1891) was born in Columbia or Charleston, S.C. and was educated in Columbia, receiving A.B. and A.M. degrees from the South Carolina College in 1837 and 1840 respectively. He practiced law in Columbia, S.C. and contributed to various literary periodicals until 1844. In 1844 he moved to Savannah, Ga. and established a law practice there. In 1846 he became the editor of the Savannah Republican newspaper.

He returned to Columbia, S.C. in 1848 and took charge of the Daily Telegraph newspaper there.

During the next four years de Leon wrote constantly in defense of the South and contributed much time and effort to the Democratic Party. In 1853 President Franklin Pierce rewarded Mr. de Leon with an appointment as Consular General of Egypt. He served ably in that position until 1861. At that time he tendered his resignation and cast his lot with the South and his native state.

De Leon left Egypt in April, 1861 for Paris, France, arriving there in early May of 1861. He immediately became an unofficial agent for the Confederacy in that country. During early May, 1861, he worked with many Southern sympathizers in France, among them being Charles Girard.

After two weeks in France, de Leon felt he was needed in England and dutifully went there, arriving on May 22, 1861. From May through December of 1861 de Leon wrote, spoke and worked for the South. He did such things then as negotiate for powder, fire arms and medicine; write

articles, and later write books defending and promoting the cause of the South.

In January, 1862 de Leon determined to come to Richmond to work out closer liaison with Jefferson Davis and the Confederacy. After an involved trip, traveling under assumed names, etc., de Leon and his wife ran the blockade through New Orleans, arriving in Richmond on February 22, 1862.

In Richmond, Jefferson Davis appointed Edwin de Leon as a Confidential Agent of the Confederacy to disseminate the truth and "a fair exposition of our condition and policy before foreign nations."

De Leon returned to Europe and began his work as Confidential Agent for Jefferson Davis and continued in that capacity until October, 1863.

The date for the Figure 1 cover, the subject of this article, is August, 1863. The notation on the cover, "care of Dr. Girard", determines the date since it is known that Girard left Richmond in August of 1863 for France. De Leon received the cover and enclosures on September 16, 1863, as he noted in a letter to Judah P. Benjamin, found in the de Leon correspondence.

A word about Dr. Charles Girard, the courier for this cover seems in order. Dr. Charles Frederic Girard, (1822-1895), was educated in Switzerland, where he came under the influence of Louis Agassiz, coming to America in 1847 with Agassiz. In 1850, Dr. Girard became an associate of Spencer F. Baird on the staff of the Smithsonian Institution. During the period 1850-61, Girard published more than 170 notices, papers and reports. In 1861 he was in Europe when the War Between the States started. His sympathies were Southern and he cast his lot with the Confederacy. He accepted a commission to buy drugs and surgical supplies for the Confederacy and it was in this connection that he worked with de Leon.

In 1863, Girard returned to the South, making a tour of Virginia and the Carolinas. When he returned to Paris in August of 1863, he took letters to de Leon from Jefferson Davis, Pierre Soule, Judah P. Benjamin and probably others. The cover shown in Figure 1 with this article was the one from Benjamin and is addressed personally by him. A quote from Benjamin's letter indicates how diplomatic mail was handled:

Confederate States of America,
(Department of State)
Richmond, 17th August 1863

Sir:

I avail myself of the departure of Dr. Girard for Paris, to send you this acknowledgment of the receipt of your Nos. 5, 6 and 7. This last was received on the 28th June, altho' dated 31st March. I must beg of you to write oftener and never to give your letters to private hands. Send them by the English mail to Major Normal Walker at Bermuda or to Mr. Heyliger at Nassau and they will reach me in thirty or forty days without risk or trouble. I never expect a dispatch when committed to private hands in less than from three to six months."

On October 1, 1863 de Leon addressed a private letter to President Jefferson Davis, critical of Judah P. Benjamin. Unfortunately for de Leon, the mail bag which included that letter was lost from a blockade runner off the coast of North Carolina. The bag was picked up by the enemy and de Leon's letter was published by them in Northern newspapers. Soon after this event de Leon was released from his post by Jefferson Davis.

During his stay in Europe, de Leon served ably as a Confidential Agent for Jefferson Davis and the Confederacy. The fact that he was outside the veil of the Confederate Department of State and Secretary of State, Judah P. Benjamin, would lead to misunderstandings and difficulties and finally to his dismissal as Jefferson Davis' special agent.

Note: The Edwin de Leon correspondence is located at the South Caroliniana Library in Columbia, S.C. and much of the information for this article came from that source.■

PLEASE HELP !

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

POST ROADS IN NEW JERSEY: 1791 - 1802

By Robert J. Stets

Information about the existence of post offices during the years 1789-1812 is subject to some problems. Much original information about early post offices was destroyed in 1812, when the British burned Washington, and later, in 1836 by a fire in the Treasury Department. Such records as exist today for those early years are from records "re-created" many years later from whatever postal records survived those fires.

Thus other sources of information are often helpful in filling in, or confirming data appearing in Post Office Department records.

One of those sources that has been especially helpful to me in reconstructing the early records of South Carolina postal operations is found in the post roads established by Acts of Congress. These records have survived intact. Most early South Carolina post offices that I have recorded were either on these established post roads, or only a few miles off the road, usually at some large plantation.

So, this month, I'm trying my hand at another state. Perhaps the data supplied here will provide New Jersey postal historians with confirmation of data already obtained from Post Office Department sources, or supply new information that may be missing from those records.

In any event, it will show how the Post Office Department moved to supply postal service to New Jersey residents in the early days of our nation.

I first attempted to prepare the Post Road Map on a portion of a Map of Northern United States taken from Morse's American Gazetteer for 1797 that appears on the microfilm "Post Offices of the U.S. 1797-1831" available from the Library of Congress. A friend of mine made an enlarged print from the microfilm, and I further enlarged it several times by photocopy, carefully replacing portions of letters that were "lost" in the photocopying process. Finally I had a map of New Jersey as drawn in 1797, enlarged to nine inches(N to S). But when I tried to place the early post roads on that map, I discovered that the outline of New Jersey was badly distorted, and many of the towns shown on the map were miles from where they should

have been (of course, it didn't look as bad when the map was much smaller)

As an example, Burlington appeared far from the Delaware, and several miles south of its proper location- in fact, it showed up right on the 40th parallel of north latitude- just about where Mt. Holly is located.

So, after many hours of careful preparation, the 1797 map was discarded, and a current outline map of New Jersey was used to prepare this Post Road map.

The earliest corroborating data available for New Jersey appears in the Report of the Postmaster General for the year ending October 5, 1791 and includes the following information about New Jersey offices:

PLACES	AMOUNT COLLECTD	INCIDENTL EXPENSE	COMPEN- SATION	NETT REVENUE
Newark	42.00		8.40	33.60
Elizabethtown	84.00	12.00	16.80	55.20
Bridgetown	10.00		2.00	8.00
Brunswick	55.00	4.00	11.00	40.00
Princeton	165.00		37.00	128.00
Trenton	176.00		40.00	136.00
Totals(1)	532.00	16.00	115.20	400.80

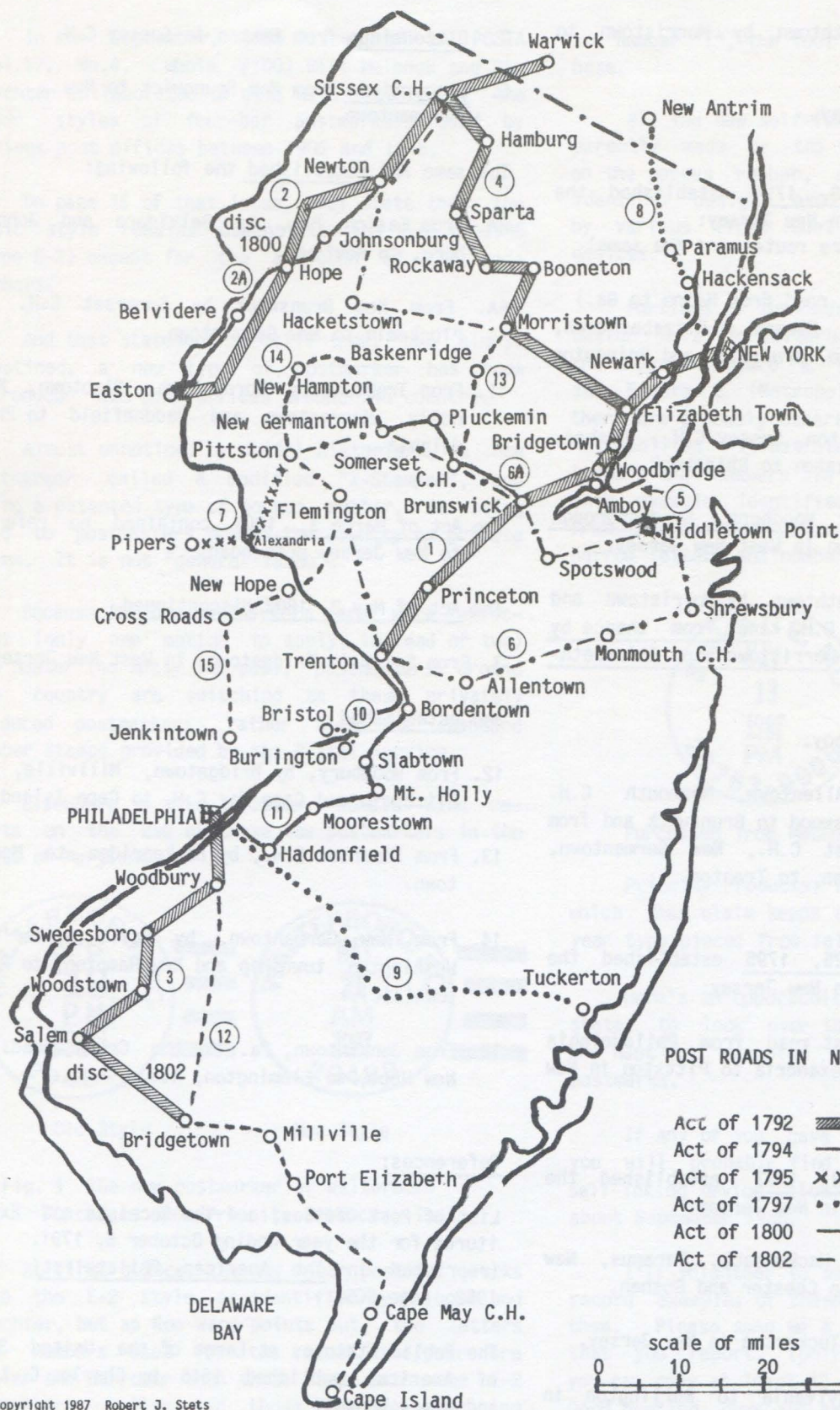
(1) calculated only for this article; not part of the original report.

The PMG further reports the following expense: To John Inskeep, for carrying the mails from New York to Philadelphia (5 times a week): \$ 1,233.33

Following is a list of Post Roads authorized by various Acts of Congress. I have numbered each one for easy recognition on the map.

An Act of Congress February 20, 1792 established the following post roads in New Jersey:

- (part of the main post road from Maine to Ga.) from New York, via Newark, Elizabethtown, Woodbridge, Brunswick and Princeton to Trenton.
- From Bethlehem, by Easton, Sussex C.H., Goshen, Ward's Bridge and Kingston to Rhinebeck.



3. From Philadelphia, by Salem to Bridgetown (W. Jersey)
4. From Newark or Elizabethtown, by Morristown to Sussex C.H.
5. From Woodbridge to Amboy.

An Act of Congress May 8, 1794 established the following post roads in New Jersey:
(numbers are repeated where routes are the same)

1. (part of the main post road from Maine to Ga.) from New York, via Newark, Elizabethtown, Bridgetown, Woodbridge, Brunswick and Princeton to Trenton.
2. From Bethlehem, by Easton, Sussex C.H., Goshen, Ward's Bridge and Kingston to Rhinebeck.
3. From Philadelphia, by Woodbury, Swedesborough and Salem to Bridgetown in West New Jersey.
4. From Newark or Elizabethtown, by Morristown and Rockaway to Sussex C.H. and from thence by Hacketstown(sic) and Morristown to Elizabethtown or Newark.
5. From Woodbridge to Amboy.
6. From Trenton, by Allentown, Monmouth C.H. Shrewsbury and Spotswood to Brunswick and from Brunswick, by Somerset C.H., New Germantown, Pittston and Flemington, to Trenton.

An Act of Congress Feb. 25, 1795 established the following post road in New Jersey:

7. From Pipers on the post road from Philadelphia to Bethlehem, by Alexandria to Pittston in New Jersey.

An Act of Congress Mar. 3, 1797 established the following post roads in New Jersey:

8. From New York to Hackensack, Paramus, New Antrim (NY), thence to Chester and Goshen.
9. From Philadelphia to Tuckerton in New Jersey.
10. From Bristol in Pennsylvania to Burlington in New Jersey.

An Act of Congress April 23, 1800 is the first to list discontinued post roads. (In New Jersey, it simply resulted in a change of route)

2. Discontinue from Easton to Sussex C.H.
6. Discontinue from New Brunswick to New Germantown.

The same Act established the following:

- 2A. From Easton, Pa., by Belvidere and Johnsonburg, to Newtown.
- 6A. From New Brunswick by Somerset C.H. and Pluckemin to New Germantown.
11. From Trenton, by Bordentown, Slabtown, Mount Holly, Moorestown and Haddonfield to Philadelphia.

The Act of March 3, 1801 contained no reference to New Jersey post roads.

The Act of May 3, 1802 discontinued

3. From Salem to Bridgetown, in West New Jersey.
- and established

12. From Woodbury, by Bridgetown, Millville, Port Elizabeth and Cape May C.H. to Cape Island.
13. From Somerset C.H., by Baskenridge to Morristown.
14. From New Germantown, by David Miller's in Washington township and New Hampton, to Pittstown(sic).
15. From Jenkintown, Pa., by the Cross Roads and New Hope, to Flemington, N.J.

References:

List of Post Offices, and the Receipts and Expenditures for the year ending October 5, 1791. (reprinted in The American Philatelist, Sept. 1952, page 905)

The Public Statutes at Large of the United States of America, published 1846 by Charles C. Little and James Brown.

NEW SELF-INKING POSTMARKING DEVICES

By Robert J. Stets

In the September, 1986 issue of LA POSTA (Vol.17, No.4, whole #100) Bill Helbock and Dan Meschter collaborated to give us a picture of the major styles of four-bar postmarkers used by various post offices between 1906 and 1945.

On page 16 of that issue, they state that the basic style remains essentially the type of 1936 (type E-2) except for the addition of ZIP code numbers.

And that statement is still true, but almost unnoticed, a new type of postmarker has been introduced into post offices around the country.

Almost unnoticed by postal historians, a new postmarker called a modified "X-Stamper", and using a patented type of porous rubber, is being sold to postmasters around the country by private firms. It is not "general issue".

Because the new postmarkers are more efficient (only one motion to apply, instead of two) and neater (no messy ink pad), postmasters around the country are switching to these privately produced postmarkers, rather than the standard rubber stamps provided by the Postal Service.

Elsewhere in this Section, Ronald Ward reports on the use of these new postmarkers in the state of Maryland.

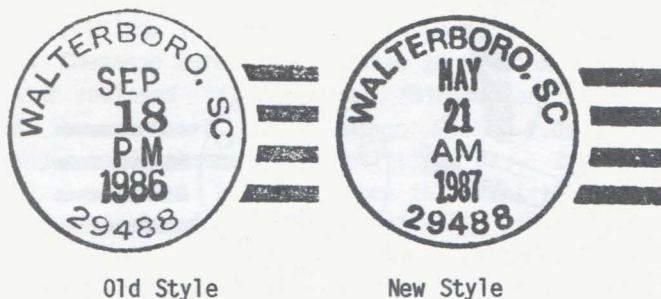


Fig. 1 The new postmarker of Walterboro
Purchased from Priority Products, Inc.

At first glance, the new 4-bar postmark looks like the E-2 style as identified by Helbock and Meschter, but as Ron Ward points out, the letters and numbers used for the month/date/year are taller and narrower than those used with the E-2 cancellers. Also, in those ZIP codes requiring

the number "1", the foot of the figure "1" has no base.

All the new self-inking postmarkers are apparently made by the firm that holds the patents on the porous rubber, so they will all be of identical design, even though they are being sold by various firms that specialize in marking devices.

Portions of the ads received by our postmaster here in Walterboro from two of these firms are shown in Figure 2 (Priority Products, Inc.) and Figure 3 (Metropolitan Marking Corp.), and there are probably others. In their literature, Metropolitan illustrates the normal style of letters and numbers in month/date/year but the only example identified so far as being purchased from Metropolitan shows the extra high, extra narrow letters and numbers.



Purchased from Metropolitan Marking Corp.

Priority Products, Inc. has a special holder which they claim keeps the changeable month/ date/ year type pieces from falling out.

Here's an opportunity for collectors in all states to look over their current correspondence and hunt for examples of these new self-inking postmarks.

If any of you have correspondence from me, you will probably find examples of the Walterboro self-inking device which was placed in use here about September 1985.

I'll volunteer to set up a computer file to record examples of these new devices as you report them. Please send me a photocopy of each town that you report. (only the postmark is needed so you can copy at least 12 postmarks on one sheet) Good hunting, guys and gals!

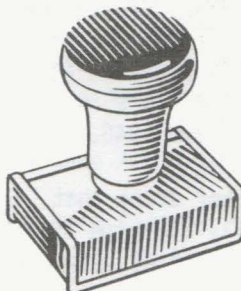
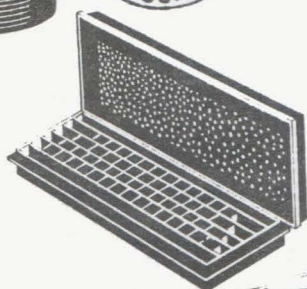
Say goodbye to dates that fall out; get rid of messy stamp pads forever. All custom daters contain our new, exclusive insert to hold in dates. Daters are fast, convenient and easy to use. Handy tweeze-in dates are good for 10 years. Daters give 50,000 impressions and are re-inkable. Includes New Date holder.



ROUND DATER

Available in all red.

Price: \$39.90 each
Order #D1 36.90 3 or more
33.90 6 or more



CANCELLATION DATER

Available in all black.

Price: \$39.90 each
Order #D2 36.90 3 or more
33.90 6 or more

May be combined with Round Daters for quantity pricing.



EXCLUSIVE with Priority Products!

All-new insert holder keeps tweeze-in dates from falling out. 100% guarantee.

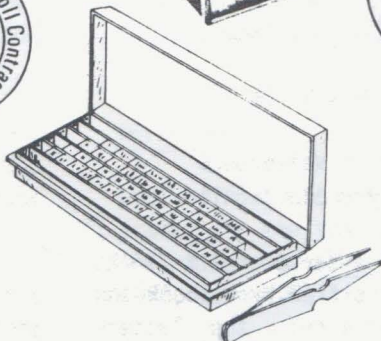
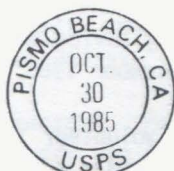
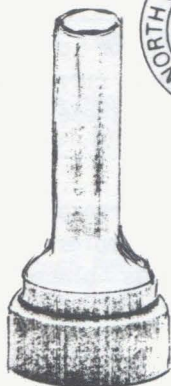
Part of '1987 ad from Priority Products, Inc.

Custom Made Daters

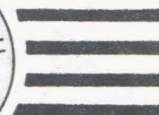
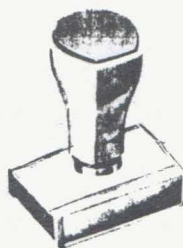
TWEEZE-IN DATES FOR TEN FULL YEARS..NO STAMP PAD NEEDED
50,000 IMPRESSIONS AND REINKABLE.

ROUND DATERS

AVAILABLE IN ALL RED, ALL BLUE,
OR ANY COMBINATION OF RED & BLUE.



CANCELLATION DATERS



(- AM ALSO AVAILABLE)

NO MUSS
NO FUSS
CONVENIENT AND
EASY TO USE!
UNCONDITIONALLY
GUARANTEED

THESE ITEMS ARE
MODIFIED X-STAMPER PRODUCTS

Part of 1987 ad from Metropolitan Marking Corp.

HAVE YOU SEEN ?

NJPH, the Journal of the New Jersey Postal History Society, May 1987; 20 pages, 8½" x 11", offset printed, plus a supplement containing four pages of Society News. There are four feature articles in this issue: "New Jersey First Days Recall Rich Past" by Gary Dubnik; "Basking Ridge - Its Multiple Postal Spellings" by Gerald Neufeld; "Passaic County Postal Markings" by Brad Arch, and "New Jersey Circa 1869: Manuscript and Handstamped Town Markings" also by Brad Arch.

Included also is a continuing feature: New Jersey Post Offices and Postmasters, 1789-1857 by William C. Coles, Jr. This issue lists the offices from "Fillmore" through "Highlands of Nevesink".

The New Jersey Postal History Society will receive some excellent promotion via the NOJEX Exhibition cancel. This show cancel features the logo of the Society, which is holding its 15th Anniversary convention at NOJEX over the Memorial Day weekend.

Edited by E.E. Fricks, NJPH is published five times a year by the New Jersey Postal History Society. Information from Joyce Groot, 28 Briar Lane, Basking Ridge, NJ 07920.

HAVE YOU SEEN ?

Empire State Postal History Society Bulletin April 1987; 22 pages, 8½" x 11", offset printed.

This issue includes another in the ongoing series, "Do You Know This Postmaster?" - this time William Garratt of Garrattsville, N.Y., related by J. Burton Hulbert. "An Early Last Day Cover" by Chester Wilcox illustrates a manuscript postmark from Chenango Point, N.Y., dated 28 May 1830. The letter enclosed is datelined "Binghamton, N.Y." and the name of the Chenango Point P.O. was changed to Binghamton the following day- 29 May 1830. A most valuable item in this issue is a supplement to the ESPHS publication "New York Manuscript Postmarks". A 10-page list updates the "Manuscript Book" with listings of additional towns, corrections of entries in the original edition, and new "early" or "late" usage dates. The supplement is alphabetically arranged.

This issue also includes a 100-lot auction, prices realized for the last auction sale, and 4 pages of Society news.

Published by the Empire State Postal History Society (normally 6 times a year); Jack Haefeli, editor. Information from ESPHS, P.O. Box 5475, Albany, NY 12205.

HAVE YOU SEEN ?

The Confederate Philatelist, March-April 1987; 32 pages, 5½" x 8½", printed on coated paper and bound in a soft cover, features three articles of interest to postal historians:

An intriguing story of "Medicine and the Confederacy" by F. Terry Hambrecht, M.D. is liberally illustrated with Confederate covers and tells of medical problems experienced by physicians of that period. Richard L. Calhoun describes a variation in the design of the South Carolina flag printed on patriotic envelopes. One design shows the flag nailed to the staff with seven nails, another one shows it held by three nails. Earl Kaplan continues his fine listings of United States Postal Issues Used After Secession - this time with a listing for Texas. 46 examples from 34 Texas towns are reported used while Texas was an Independent State (Feb.1 - Mar.5, 1861) while 100 examples from 70 Texas towns comprise the listing for Confederate usage (Mar.6 - May 31, 1861).

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

HAVE YOU SEEN ?

Illustrated Directory of New Jersey 1847 Issue Covers. This 44 page, 8½" x 11" soft cover monograph, edited by Brad Arch from information provided by a small group of interested contributors, includes distribution figures of the 1847 issue stamps to New Jersey post offices along with an introduction outlining noteworthy usages and the difficulty encountered in locating covers used from New Jersey.

A statistical listing of over 90 covers showing use of the 1847 stamps expands the previously known records by 50%.

Following the master list are illustrations of 70 covers, obtained from various sources, some of which are very old or poor catalog illustrations. The editor notes "we have attempted to present (these illustrations) in as uniform manner as was possible, some quality and detail having been sacrificed in the process, but we have felt that a poor illustration was better than none."

At the price of only \$3.00 postpaid, postal historians will be getting a real bargain. Order from and make checks payable to New Jersey Postal History Society, 144 Hamilton Avenue, Clifton, NJ 07011. Tell them you saw it in LA POSTA.

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P

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POSTAL HISTORY LITERATURE COURT OF HONOR

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 Classic 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.

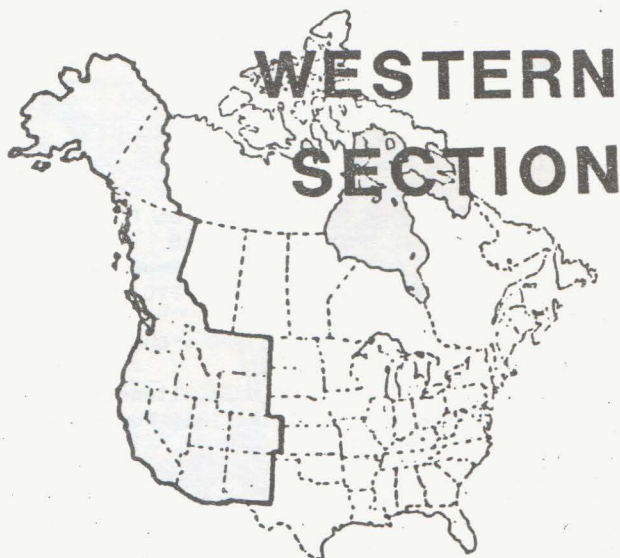
Fourth edition of the standard catalog for American stampless covers containing nearly 400 pages of listings arranged by state and territory. Copiously illustrated throughout and a quality production, it belongs on the shelf of anyone interested in postal history of the United States.

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 out-of-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.



WESTERN EDITOR'S COMMENTS

We are pleased to welcome two new authors to "The West" -- Jim Gamett and W. C. Baldwin -- and to welcome back our faithful contributor from Idaho's beautiful Snake River Valley, Lynn Langdon. I hope that you enjoy their efforts as much as I have, and I thank them for providing us such interesting reading.

With summer only now in its infancy, I know it's difficult to think of autumn, but such is the life of an editor. "The West" is in desperate need of fresh copy, particularly pertaining to states we have slighted in recent years, e.g., Montana, Colorado, Arizona and Wyoming. But we are not at all fussy, and we will eagerly accept articles from any of our territory.

If any of you find yourself making a trip to the Pacific Northwest this summer and have a bit of time to spare in the Portland area, Alan Patera and I would be delighted if you give either of us a call or drop by to say hello. Alan and I both live in the vicinity of Lake Oswego, only a few minutes south of downtown Portland.

Richard W. Helbock



BEAR MOUNTAIN PHILATELIC
P.O. BOX 13911
BOULDER, COLORADO 80308

COLORADO

- 01 Bashor Colo 1912 4 bar as backstamp
- 02 Brandon Colo 1916 4 bar PPC
- 03 Chase Colo 1900 CDS Good Strike
- 04 Chase Colo 1900 CDS Good/Fine Strike
- 05 Cliff Colo 1904 Good Doane as B/S on fine photo-illus Denver hotel cornercard
- 06 Falcon Colo 1912 4 bar on Emb PPC Good Strike
- 07 Hoyt Colo 1910 4 bar (Magenta) on PPC - also Wiggins CDS
- 08 Leroy Colo 1910 4 bar on Emb PPC - Good Strike shows well
- 09 Pearmont Colo 1916 4 bar on U Excellent Strike
- 10 Regonier Colo Fair/Good Strike 1911 Doane Rare see note in Willard's

DPO'S, FOUR BARS, DOANES

- 11 Wheeler Ark 1908 Doane PPC Nick U. Rgt.
- 12 Federal Point Fla 1916 4 bar PPC
- 13 Coolin Ida 1920 4 bar PPC 10% rim miss.
- 14 Eden Ill 1909 4 bar PPC
- 15 Lowpoint Ill 1923 4 bar PPC
- 16 Kirkman Iowa 1924 Double Circle No killer PPC
- 17 Claysville Ky 1909 4 bar PPC
- 18 Skillman Ky 1909 Doane PPC
- 19 Fort St. Phillip La 1907 Doane PPC
- 20 Gallant Green Md 1908 Doane PPC 5% off top
- 21 Sang Run Md 1909 4 bar PPC
- 22 Ford City Mo 1913 4 bar PPC
- 23 Belvidere Neb 1911 4 bar Emb PPC
- 24 Brownville Neb 1910 4 bar PPC
- 25 Hickman Neb 1912 4 bar PPC
- 26 Grasmere NH 1909 4 bar PPC
- 27 Espanola NM 1910 4 bar PPC
- 28 Levanna NY 1912 4 bar PPC
- 29 Green Castle Oh 1909 4 bar Emb PPC (Ohio Lite)
- 30 Starr Oh 4 bar Lite stains on cover
- 31 Verdigris Ok 1918 Magenta 4 bar PPC
- 32 Cove Orchard Ore 1913 4 bar PPC
- 33 Diamond Pa 1912 4 bar PPC
- 34 Hector Pa 1913 4 bar on UX24
- 35 McAlevys Fort Pa 1910 Doane PPC
- 36 Penn Run Pa 1910 4 bar PPC
- 37 Colmar SD 1911 Magenta 4 bar PPC
- 38 Hisega SD 1914 4 bar PPC
- 39 Dolores Tex 1922 4 bar PPC
- 40 Peola Wash 1911 Distorted ovate 4 bar PPC
- 41 Alaska W Va 1908 4 bar PPC
- 42 Palmer W Va 1913 4 bar Emb PPC
- 43 Rocklick W Va 1909 Doane as rec mark PPC
- 44 Rohr W Va 1908 Doane PPC into design
- 45 Sedalia W Va 1907 Doane PPC
- 46 Wolf Run W Va 1908 Doane PPC
- 47 Eastman Wis 1911 4 bar PPC

STAMPLESS, ETC.

- 48 1850's William Seward free frank on 1850's cover Red Auburn NY cancel. Sec/state under Lincoln
- 49 1850 England to U.S. Br Packet 24 Paid (Red) 5 cents in arc (Red) 3 SH (Red) Bradford-York (Blue) Liverpool (Blue) SFL
- 50 New Haven Conn 1859 year date townmark ties #24 1c unsealed circ rate. Orig circ enclosed
- 51 Clifton Ill Magenta Double Circle CDS UX5 1878
- 52 Fulton Centre Ill Manuscript 3c 1857
- 53 Lagrange Iowa 1860's Manuscript on U12
- 54 Mount Ayr Iowa Large 1881 CDS w/maltese cross as B/S
- 55 Muscatine Iowa 1861 townmark w/year date straightline PAID kills 3c 1861
- 56 Louisville Ky Large ornate bourbon distillery CC very ornate WW Walker Distillery letter-head

- 57 Bath Maine CDS on cover to Leipsic w/Bremen 10-10-73 Franco in box (Red) Boston Paid All Direct (Red) cork grid kills #148 opened rough at right
- 58 So Poland Maine Large Magenta rectangular postmaster registered handstamp Very pretty Green/Black pictorial cc for bottled spring water 1x1 1/2" cancel #283
- 59 Danvers Centre Mass unusual Blue townmark w/mans date 3c 1861 pen cancelled
- 60 Danvers/Lowell Mass Two large townmarks 1855 cover Lowell (Black) ties 3c 1851 Danvers (Blue) rec mark
- 61 East Hampton Mass townmark ties 3c 1857
- 62 Detroit Mich 2 covers SFL 1853 Red Detroit Mich Paid Black Detroit Mich paid ties 3c 1857
- 63 Menton Pa Fancy star in circle (Blue) on UX10
- 64 Hartford NY 1850's manuscript 3c 1857. Edge faults
- 65 New York to Pictou Nova Scotia US#76 (pair) about 1/2 torn off, Br Packet and Halifax plus other transit and rate marks, Pictou N.S. rec mark, New York Br Packet. Except for damaged stamps, this is a beauty
- 66 Salisbury NC Reg. 1897 Ad cover w/large illus of can of baking soda. Two copies of #270 (one torn) Large Salisbury Magenta registered box cancel
- 67 Westerly RI Large townmark on bit dirty U5
- 68 Bradford Vt Bright Blue 1887 CDS #210
- 69 Whiting Vt Manuscript pen cancel 3c 1857
- 70 Milwaukee Wis Large Red 1861 yeardate townmark 3c 1857 tied by Black grid
- 71 West De Pere Wis 1879 Magenta Double Circle CDS U45 killed by huge Green cork killer
- 72 Cassville Wis 1889 Double Circle (Blue) fancy square grid as backstamp

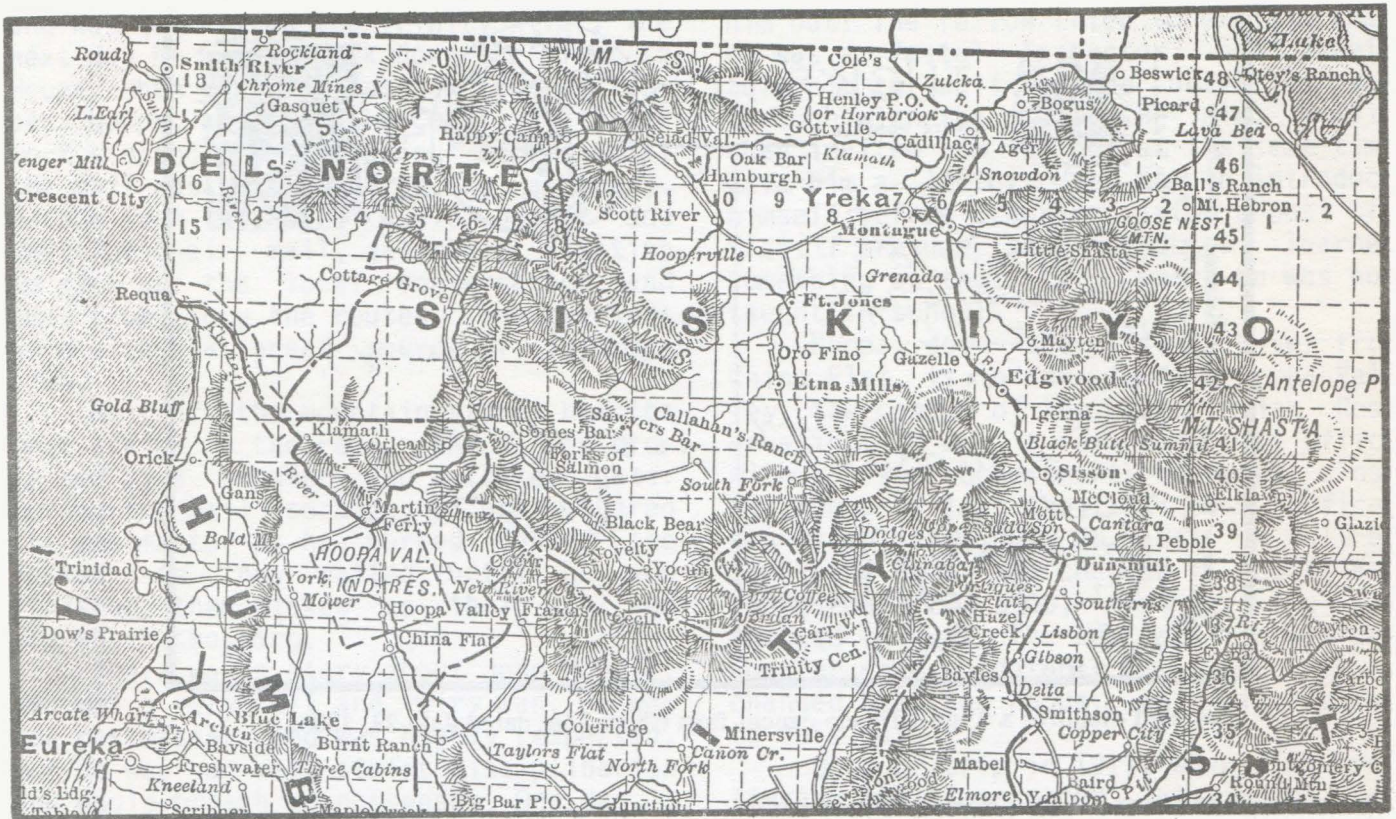
RAILROAD

- 73 Champ & Milw 1908 PPC 948- Unlisted type
- 74 Crip Cr & Florence 1899 South Partial 962.3-A-1
- 75 Lewist'n & Lombard 1908 PPC 891.7-D-1
- 76 Trans Clk SP Sta Los Ang Cal 1909 PPC 999-B-5
- 77 Mont Jct & Barre 1904 47-A-1
- 78 Portland Ore Trans Clk 1909 PPC 897.1-A-1
- 79 Orin & Cheyenne 1910 PPC 951-O-1 Scarce
- 80 Pueblo Colo Trans Clk 1913 PPC 959-C-5
- 81 Pueblo & Alamosa 1929 as 955-I-1 Front has eight US#
- 82 Salida & Ouray 1900 two different strikes 957-M-2 and 957-M-3 on two Reg cards
- 83 RGW Sta SL City Utah Tr Clk 1921 PPC 957-C-2
- 84 San Fran, Newark & Santa Cruz 1914 PPC US#397
- 85 Camden Sta Balt Md Trans Clk 1906 PPC 277-B-1 card has corner nicked
- 86 Deutsche Seepost Linie-New York 1890 Early on Ger post card
- 87 1888 German Bahnpost Coblenz-Giessen (oval) on Ger post card
- 88 FAST MAIL 40 page Booklet on RPO operation on the CB&Q 1959 Exc. Cond.

MISCELLANEOUS

- 89 Nuernberg 1896 Double Oval Exposition cancel on exposition postal card
- 90 RFD Stillwater NY 1908 PPC Slight smudging
- 91 Palm Beach RP Scarce hotel cancel 1909 PPC
- 92 Buffalo NY 2 Large Magenta box cancels 3/4 x 2 G.D. Dec 21 1906 on PPC Unusual
- 93 Ada Ohio "MISSENT TO ADA OHIO" Magenta straightline Also Holgate O. Duplex ties #300
- 94 Lot of 24 covers with flag or trans PNC's Some line pairs, mostly legal size, non phil

Bids close July 31, 1987. \$2.00 minimum bid.
38 High bid wins by small advance over second bid.
Free Xerox w/SASE. Buyer pays postage.



CARRYING THE MAIL IN CALIFORNIA'S KLAMATH RIVER COUNTRY

By W. C. Baldwin

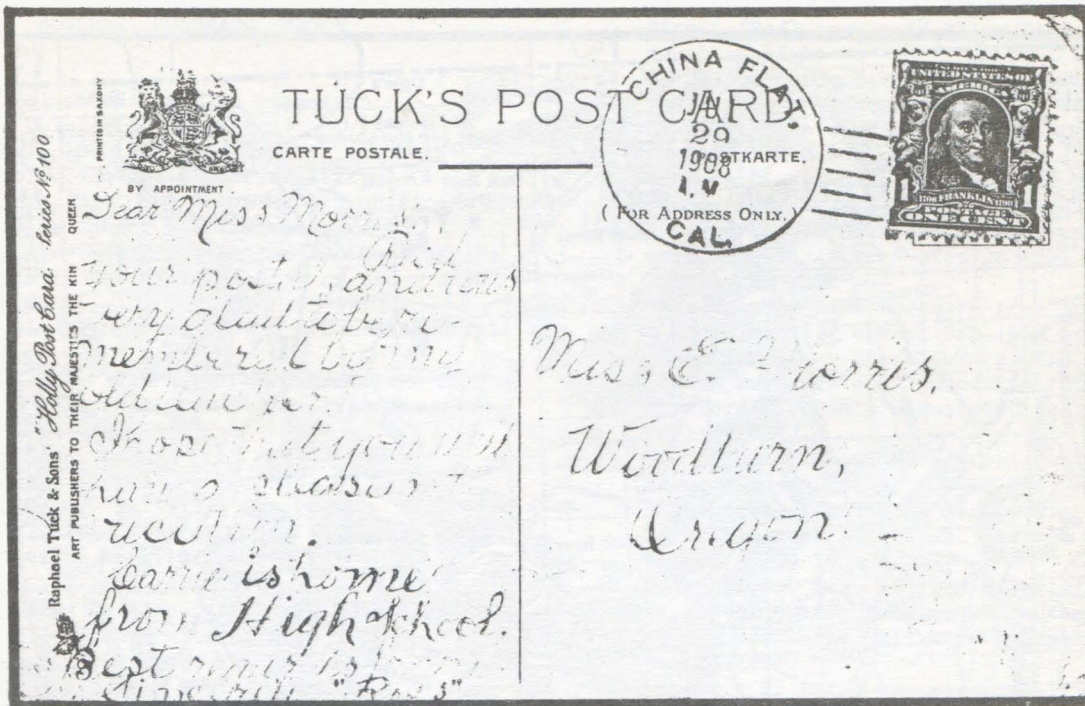
My early recollections of the mail service began in 1907, when I was employed by A. Brizard, Inc., in their Blue Lake store. Brizard at that time had stores located throughout the Trinity and Salmon River areas, and in most of the mountain stores there was a post office.

The mails for the Upper Klamath and Trinity country originated in Arcata, where a post office had been established October 19, 1852. It was first called Union Town, but on May 5, 1860, the name was changed to Arcata, which it remains to this day.

This article was originally sent by Mr. Baldwin to the late Elmer Binker to be published in his "Postal Historian" in 1969. The article was never published and was rediscovered recently by Len Lukens, who was assisting Mrs. Binker with the disposition of Elmer's estate. We are indebted to Len for encouraging its publication in LA POSTA.

Mail came through Blue Lake, where a post office was established April 8, 1878 and on to Korbek, where a post office was established January 24, 1891. Out of Blue Lake there was a tri-weekly mail service by pack mules to the Bald Hills, where a post office called Elder was established July 8, 1893. The Elder post office was closed October 31, 1913, and thereafter mail for the Bald Hills went via Orick. The trip to Elder was a rugged one. The carrier left Blue Lake and climbed the mountains back of town, crossed the upper end of the North Fork of Mad River, across the Wire Grass country, then down across Redwood Creek and on to Elder. In winter these streams were raging torrents and very dangerous.

In the procedure of store business, the Blue Lake store was generally called upon to send someone out to the mountain stores to relieve the local managers so that they could go "outside" on a vacation. These remote stores were generally



This card displays a Type 1 Doane cancel from China Flat dated July 29, 1908.

one-man operations. My first experience was at Willow Creek, or China Flat as it was called in those days. In 1910 I went up to relieve John R. McNeil, who operated the China Flat store. The post office was named China Flat until March 4, 1915, when its name was changed to Willow Creek. The original post office had been established April 27, 1878, at the confluence of Trinity River and Willow Creek. It was situated on the opposite side of Willow Creek from where the town now stands, and the road from the Coast also came down the other side of Willow Creek.

In 1895 my folks took up a homestead on Murphy Ridge beyond Bald Mountain, about eight miles above Korb, which was at the junction of the Willow Creek - Trinity River Road and the Murphy Ridge - Snow Camp Road. Here Brizard had a stopping place and a store. The store had post office which had been established June 11, 1891, and the office was named Acorn. There were many homesteaders settling in the area at that time making it a very busy place. A school was opened about a half mile from the post office on the Snow Camp Road at a spot which was centrally located to accommodate the several families living in the area. It was

a one-room school house, and it had an average of about ten pupils. I rode a horse from our home place about four miles to school. Others did the same, and we had a shed there where we tied our horses. On Friday noon the teacher would let us ride over to the post office to get our mail. John McAtee was the postmaster as well as the storekeeper, and he saw to it that we put our mail into a sack and tied it securely on the saddle. I learned then that mail was very special, and must be treated accordingly.

The mail from the Coast came to the Trinity area three times weekly by stage. Brizard operated two four-horse Thoroughbred Concord stages for many years. The mail was picked up at Korb, the end of the rail line, and made the trip to China Flat in one day, about 35 miles. The roads were narrow, but the stages made good time.

At China Flat the mail was sorted and prepared for the Upper Trinity route, as well as for the route down river to Hoopa and Weitchpec, and to the Upper Klamath and Salmon River regions. Billy Gray carried the mail from Hoopa up the Trinity River. He arrived at China Flat in the forenoon, exchanged mail sacks,

and was quickly up the Trinity River. The next day he came back down the river to Hoopa. When the mail came in from Weitchpec, Hoopa, and from the Coast, all other work stopped in the various stores until the mail was sorted and on the way again. People from the area would gather and wait for their mail, generally visiting to pick up the local conversation and news from along the routes. The carriers were always a great source of information.

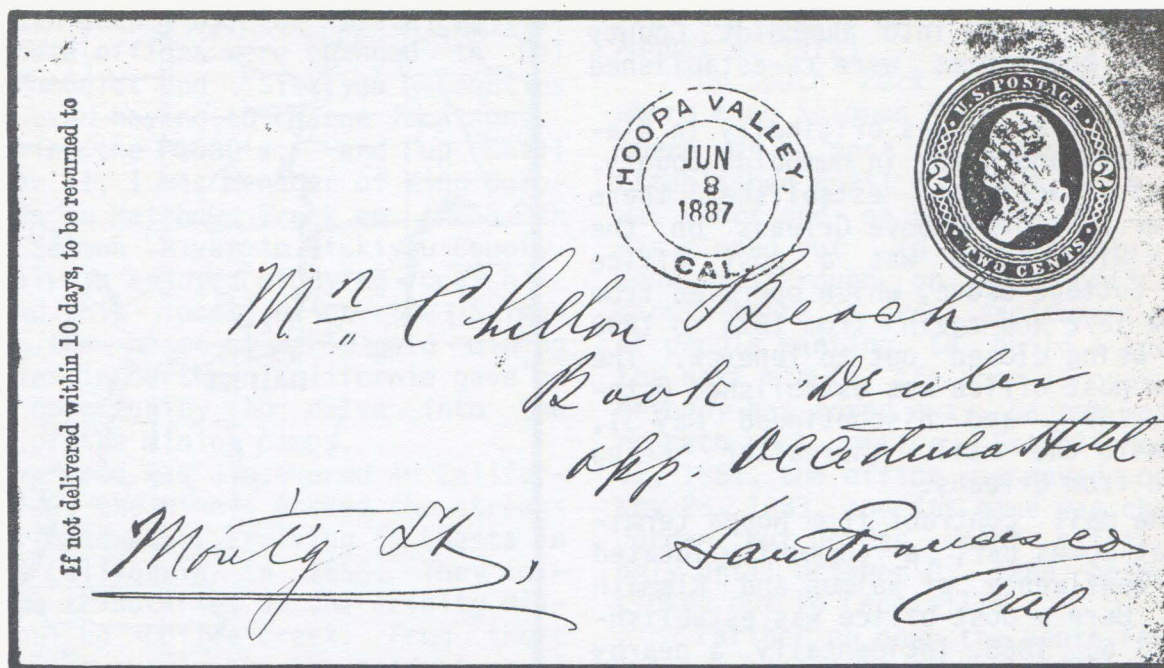
Most of the mountain stores had the post office in the rear, which was protected by a counter and a locked gate. During the mail sorting, no one bothered the postmaster as he worked behind the locked gate. They waited until he was finished, then picked up their mail and did their shopping.

There was a story about John McNeil, who was a very tall and wiry man. He was the postmaster and was highly respected, but he was a very strict disciplinarian and would broach no nonsense. One day, a small dudy-type of fellow came in on the stage. He bounced into the store and on into the post office through the locked gate. McNeil was making up the mail at the time. He looked at the little fellow, and then grabbed hold of him and marched out through the store and literally threw

him out! The fellow tried to explain that he was a Postal Inspector, but McNeil told him to wait outside until he was through with the mail. He did. McNeil then invited him in, but at the same time gave him a lecture on how to introduce himself before crashing into a post office. I presume the inspector learned something on that trip which he was not taught in school.

Hoopa, down the Trinity River from China Flat, is in the fertile Hoopa Valley, the center of the Hoopa Indian Reservation. It was a very busy post office with all the Government agencies close by. Hoopa Valley, the first post office, was established July 25, 1861. On July 8, 1895, the name was changed to Hoopa, and on December 28, 1900, the spelling was changed to Hupa. The new spelling was unpopular, and on October 21, 1902, it was changed back to Hoopa, which it remains to this day.

On one trip in 1911, when I was relieving the storekeeper at Hoopa, an amusing incident happened. I had put the sacks of mail, along with some other packages, out on the edge of the porch for the mail carrier. At the end of the packs, I sat a large crate. It contained a woman's hat in a cardboard box, and was crated with light wooden slats. This hat



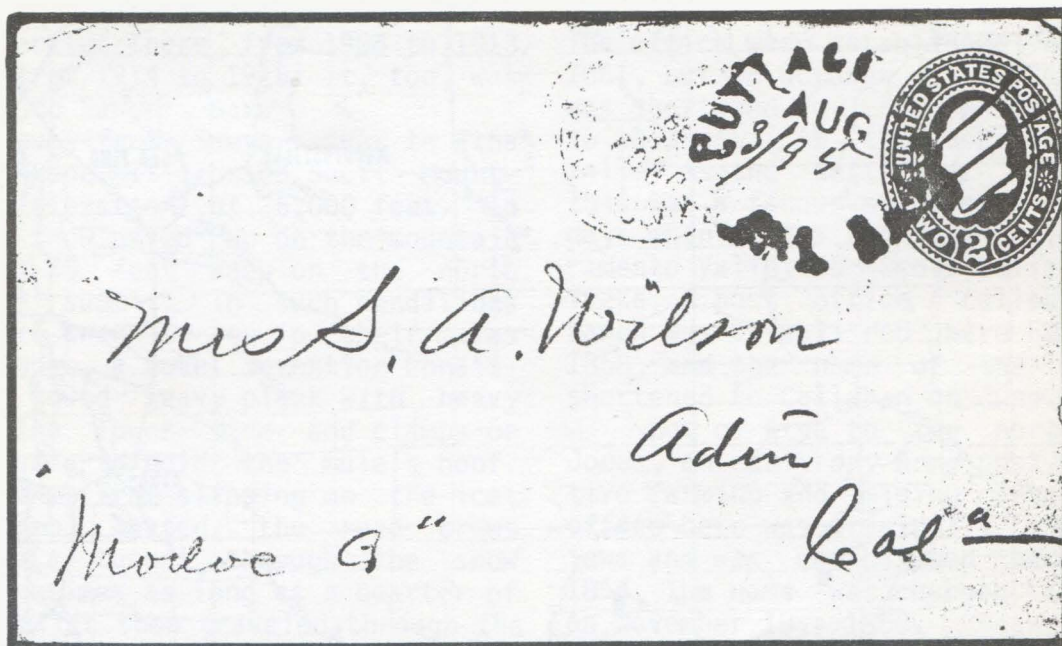
Cover postmarked Hoopa Valley, June 8, 1887.

had been ordered from San Francisco by a very fine, intelligent, and well-to-do woman who lived at Orleans. The carrier frowned at the crate, and then at me. So I told him it was a ladies hat of the "Merry Widow" style, was very fragile, and must be handled carefully. He burst forth with a string of oaths about women who would purchase hats that must be packed-in over these mountain trails. When he came to the last mule, after loading all the side packs, he then logically put the hat on top. He then threw a canvas pack cover over it all, and applied the diamond hitch to secure everything in place. Well, when he tightened those ropes on the diamond, the rope drew down tightly on that hat box and you could hear those slats cracking --like bones being chewed by a dog. When he was finished, he mounted his horse and struck off down the trail for Weitchpec and Orleans. I could hear him still muttering as he left, and I detected that he did not appreciate the situation.

At the confluence of the Trinity and Klamath Rivers is the settlement and post office of Weitchpec (pronounced "Witch-Peck"). The post office, established October 1, 1891, had been moved up the river from Martin's Ferry, where an older office had operated since June 19, 1861. Weitchpec was originally in Klamath County, but was taken into Humboldt County when the boundaries were re-established in 1875.

Orleans also was originally in Klamath County and later in Humboldt County. The post office was established there December 2, 1857. Above Orleans on the Klamath River there was a post office called Cottage Grove, which operated from 1857 to 1872 and again from 1875 to 1898 before being closed out to Teneyck. The Teneyck post office was established October 12, 1897, and discontinued May 31, 1900, with the mail thereafter being handled from Orleans.

The mail contract from Hoopa terminated at Somes Bar, a community located at the confluence of Salmon and Klamath Rivers. Here a post office was established April 6, 1865. Incidentally, a nearby mining camp named Blue Nose had a post office from 1891 to 1927. At Somes Bar



An example of the crude homemade Cottage Grove handstamp dated August 3, 1895.

the mail route split. One route followed Salmon River to Forks of Salmon and thence to Sawyers Bar and over Scott Mountain to Etna and Scott Valley. The other route followed Klamath River up through Happy Camp and Seiad Valley where post offices had been established as early as 1858. Many of the early post offices were established in what was then Klamath County, but since the elimination of Klamath County by the State Legislature, these offices were changed to Del Norte, Humboldt and Siskiyou Counties without ever having to change locations.

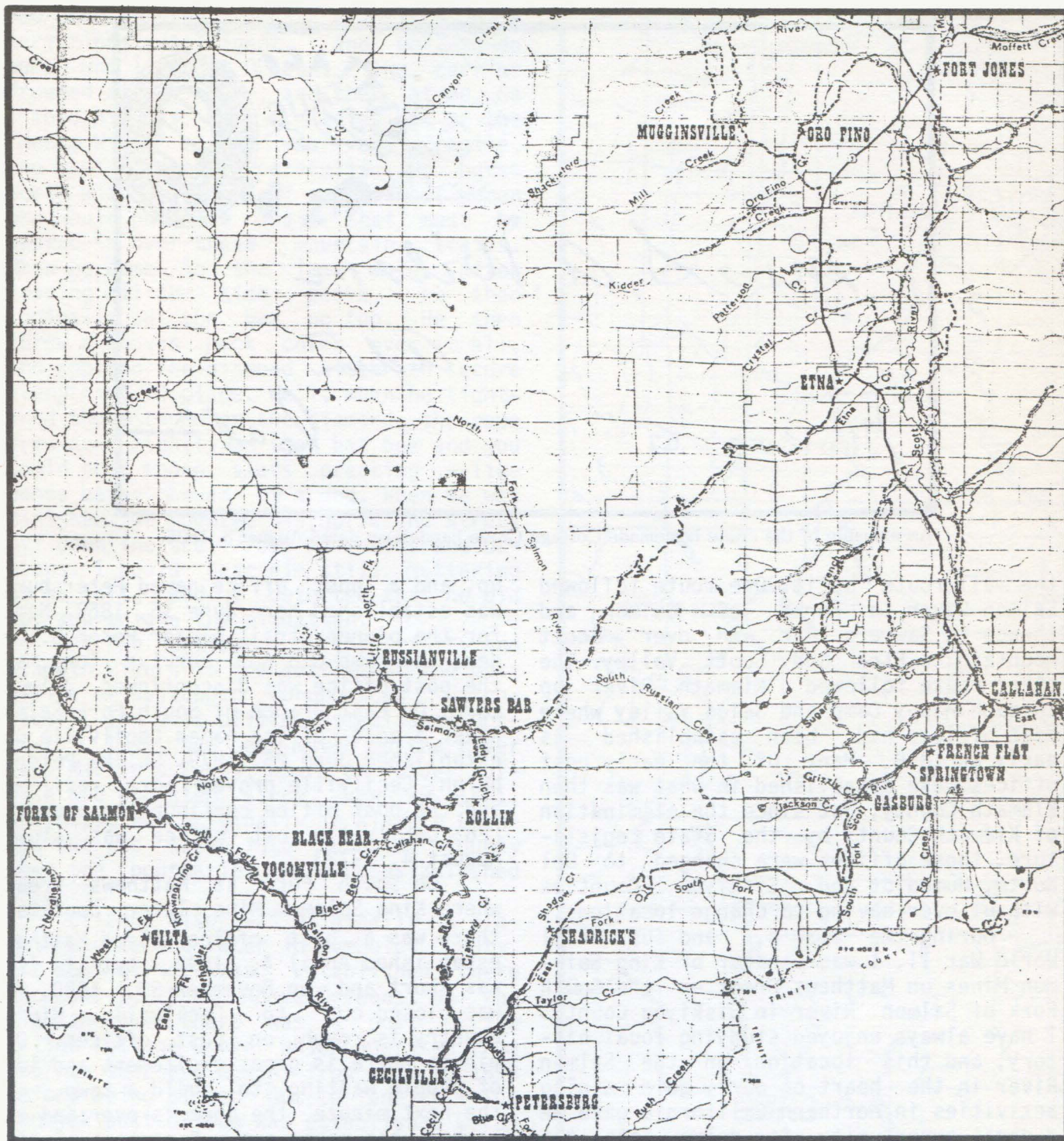
During the 1930's, and up until World War II, I was manager of King Solomon Mines on Matthews Creek on the South Fork of Salmon River in Siskiyou County. I have always enjoyed studying local history, and this location on the Salmon River in the heart of early gold mining activities in northern California gave me a great opportunity to delve into the history of the mining camps.

When gold was discovered in California in '49, the miners worked the streams to their headwaters arriving in Shasta in northern California in 1853. They followed the tributaries of the Trinity River and on up Coffee Creek. From there they spilled over into the headwaters of South Fork Salmon River. On Big Flat a settlement of some 6,000 miners sprang

up, and a post office named Petersburg was established here June 15, 1869. Named for the pioneer trail blazer Peter S. Ogden, the camp did not survive long, and the post office was discontinued July 3, 1876. On East Branch of South Fork Salmon River a post office named Cecilville was established June 25, 1879. Unlike Petersburg, Cecilville proved more resilient and the post office continues to operate. [Ed: Cecilville post office was closed August 4, 1972]

On South Fork at Matthews Creek, where King Solomon Mine later operated, there was a post office called Matthews established April 4, 1899, but its life was short and on November 30, 1900, it was closed out to Cecilville. Mining country is rough on post offices. One minute there is great excitement and lots of people wanting to build a town, and the next minute the boom is over and everybody has moved away. Dagget was another such post office. Established March 31, 1881, the office was moved on February 28, 1883, and its name was changed to Jordan. But Jordan post office lasted only until October 8, 1888, before being closed out to Cecilville.

Farther on down the South Fork there was a post office at Yocumville from 1869 to 1891; Gilta, on Methodist Creek, the site of Gus Dunenbrink's mine, had a post



office from 1892 to 1915; and Novelty had a post office from 1888 to 1893. All of these were closed out to Forks of Salmon post office. Forks of Salmon, as its name might tell you, is located at junction of North Fork and South Fork of the Salmon River. A post office was opened here September 30, 1858, and is still in service.

Up the North Fork of Salmon River, we have a post office at Sawyers Bar, which was established June 15, 1858. There were also post offices at Klamath Mills (1875-1882) and Rollin (1898-1927), but these were closed out to Sawyers Bar. A stage stop was established at the base of Scott Mountain on the Sawyers Bar side

of North Fork, and a post office named Snowden operated there from 1904 to 1913 and again from 1914 to 1915. It, too, was closed out to Sawyers Bar.

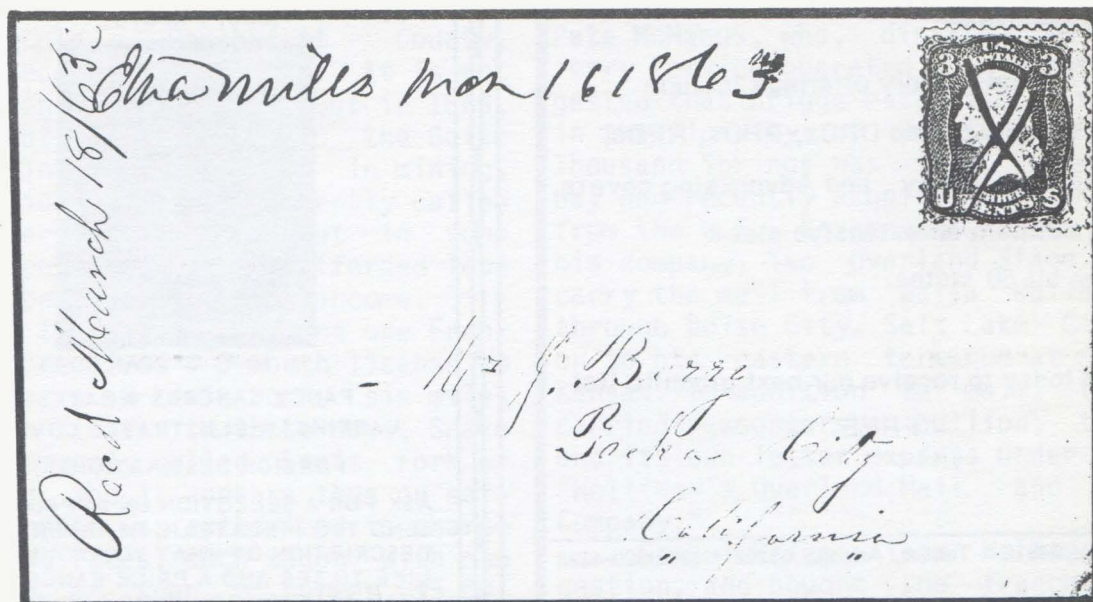
The route from Sawyers Bar to Etna was a tough one. It crossed Scott Mountain at an elevation of 6,000 feet. In winter the snow piled up on the mountain with drifts 30 feet deep on the north side of the summit. In such conditions packers were known to equip their mules with snowshoes, a novel invention consisting of a round heavy plank with heavy spikes in the lower side and clamps on the upper side to hold the mule's hoof. This kept them from slipping on the ice. After a storm abated, the road crews would drive a tunnel through the snow drifts, sometimes as long as a quarter of a mile. Traffic then traveled through the tunnel under the snow until warm weather collapsed the tunnel as the snow melted. Occasionally, in winter when the storms were raging, animals could not negotiate the narrow trails through the snow. It was then up to the mail carrier to carry the letter mail himself over the mountain on snow shoes or skis. John Ahlgren of Sawyers Bar was the one man who could get the mail through. With mules or snowshoes Ahlgren was the master of Scott Mountain.

Beyond Scott Mountain is Scott Valley. The main post office there was originally called Etna Mills, on account of

the numerous flour mills in the vicinity. The office was established January 10, 1861, but on October 1, 1924, its name was shortened to Etna, which it remains to this day. At the upper end of Scott Valley is the settlement of Callahan. This was a famous stage stop in the early days when stages ran from the upper Sacramento Valley to Scott Valley and on to Yreka. A post office called Callahans Ranch was established here February 15, 1858, and the name of the office was shortened to Callahan on June 1, 1892.

Out of Etna to the north is Fort Jones, an early day Army post and an active farming and mining center. The post office here was originally called Ottitiewa and was established December 29, 1854. The name was changed to Fort Jones on November 19, 1860. Nearby in the Quartz Valley, Oro Fino had a post office from 1861 to 1903, but it was closed out to Fort Jones.

While we operated King Solomon Mines we received our mail from the Black Bear post office. It had been established June 15, 1869, and it was discontinued August 30, 1941, shortly after we closed the mine. Black Bear post office was located at the site of the famous Black Bear Mine operated by John Daggett and his associates for many years. His daughter, Leslie Daggett, was postmaster for many years and served until the office was discon-



Etna Mills manuscript postmark of March 16, 1863.

tinued. Mail for the area is now handled out of Sawyers Bar, eight miles to the north.

The mail from Sawyers Bar to Black Bear and Cecilville was carried by John McBroom of Cecilville. He also was the postmaster of Cecilville. In the summer the mail stage drove from Sawyers Bar to Black Bear, then retraced the route to the top of the ridge and followed the high road past Bacon Rind Camp along the ridge line to the head of Crawford Creek before descending it to Cecilville. We would send a pickup to Black Bear eight miles to retrieve mail for the mine.

In the winter, however, when the high road was closed by snow, it was necessary to use pack mules. The truck would come to Black Bear and then on to King Solomon, and the pack mules would meet the mail there. The Mine was the end of the road, and we kept the road to Sawyers Bar open most of the winter. Occasionally, heavy snow storms would prevent

our tractor from going out, and the pack mules would have to be used to go over to Black Bear. King Solomon was always a great place for mail carriers to meet. There was always hot coffee and meals and a nice warm place out of the cold. We at the Mine enjoyed better mail service in winter than we did in summer. It was always a thrilling sight to see John McBroom on his famous horse Poncho coming up the trail through the heavy snow bringing the mail. He was a great all-weather mail carrier.

Many of these old experiences are not present in today's mail service as we now have shorter routes and better equipment. However, in those years past the mail carriers did a tremendous job of getting the mail through. Harsh weather and dangerous obstacles did not seem to bother them. They believed they had a job to do, and they were certainly dedicated men and deserve a lot of credit.



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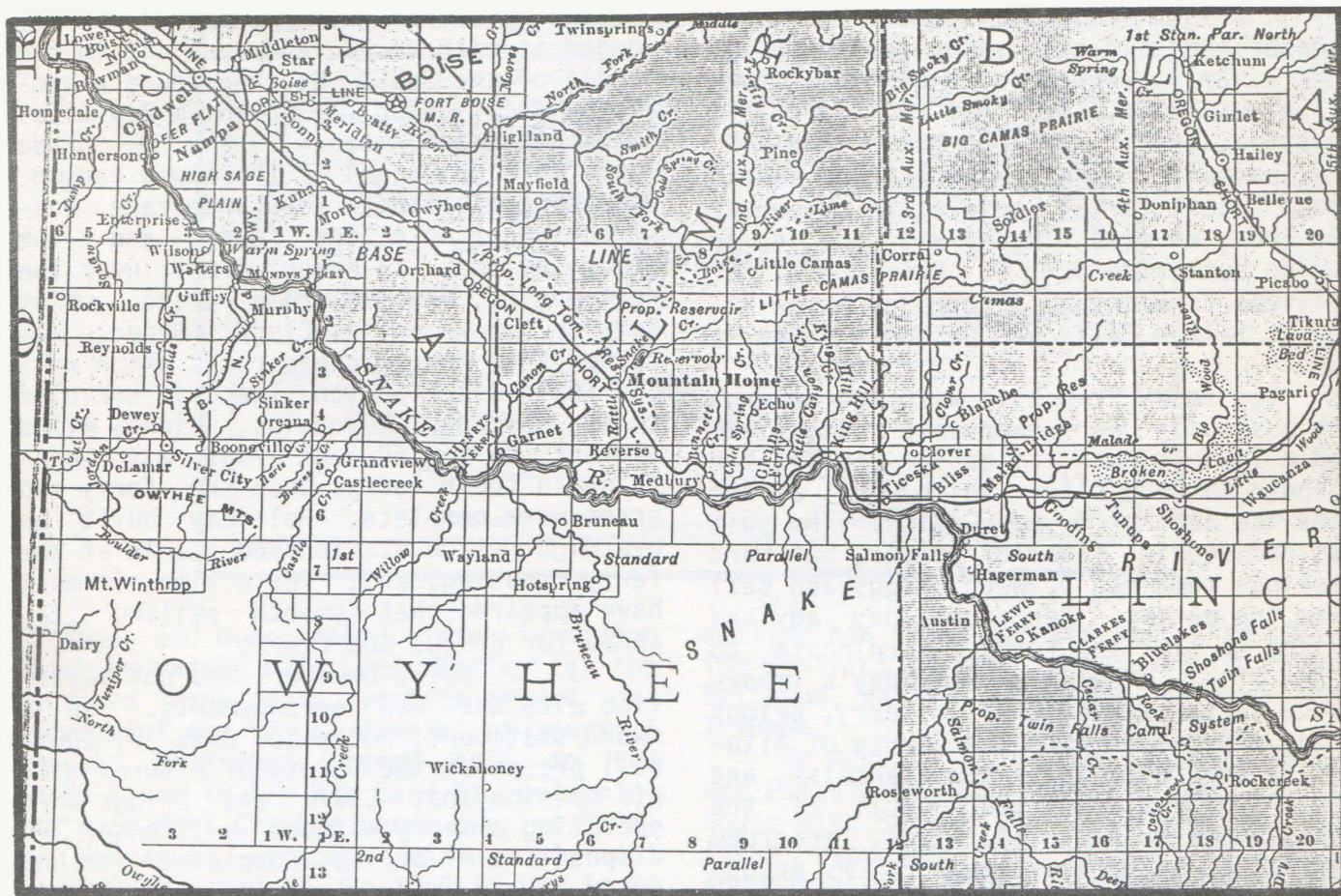
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This 1903 Rand McNally map of the Snake River Valley shows the location of Kanoka post office.

CROSSING THE SNAKE: THE STORY OF THREE IDAHO POST OFFICES

By Lynn Langdon

Samuel Francis Peabody Briggs was born in Lincoln, Penobscott County, Maine, on December 16, 1829. It is not recorded when he came West, but in 1863, at the age of 34, he rode into the Boise Basin. His interest lay not in mining, the attraction which had recently called so many others to the area, but in some business opportunity which afforded less risk and a better day-to-day income.

During the spring of 1864 one Frank Johnson had received a 6-month license to operate a ferry on Lewis Fork, six miles above Salmon Falls. In those days, Snake River was commonly called Lewis Fork of the Columbia, and it appears thus on early maps. Johnson was authorized to charge the following rates: each wagon with one yoke of oxen or span of horses, \$5.00; each additional span or yoke, \$1.00; foot passengers, \$0.50; and, loose animals, \$0.25.

In 1864 Briggs met Ben Holliday and Pete McManus, who, dissatisfied with the ferry service operated by Johnson, suggested that Briggs establish a new ferry in the vicinity of "Big Springs", as the Thousand Springs was then known. Holliday had recently acquired a mail contract from the U.S. Government which enabled his company, The Overland Stage Line, to carry the mail from Walla Walla, W.T., through Boise City, Salt Lake City, and on to his eastern terminus at Atchison, Kansas. In addition to mail, the line carried passengers, bullion, treasure, and its own letter express under the name "Holliday's Overland Mail and Express Company."

Samuel Briggs liked Holliday's suggestion, and bought the franchise from Frank Johnson to operate the ferry near Big Springs. After only a couple of months of operating his newly purchased

ferry, Briggs was shocked to learn that Johnson had sold the same franchise to John T. Bell, who operated a rival ferry at Salmon Falls. Bell had registered his purchase, and in the "Journal of the Second Session of the House of Representatives", Territorial Legislature, November 29, 1864, we find; "House Bill No. 4, An act to authorize J. T. Bell and R. L. Williams to maintain a Ferry on Snake River at Salmon Falls was passed 8 votes to 2."

One ferry franchise with two owners was obviously an unworkable situation, and a lawsuit was filed to resolve the dispute in Ruby City, which was at the time the seat of Owyhee County. The suit was decided in favor of Briggs, but hard feelings remained between Briggs and Bell over the matter. Ben Holliday advised Briggs to sink the ferry and relocate to a new site. Mindful of Holliday's importance to the success of a ferry, Briggs filed a petition with the County of Alturas in Esmeralda for a new franchise, and the Third Session of the Council of the Legislature on Dec. 14, 1864, recorded "An Act to authorize Samuel F. P. Briggs and Sam Clark to construct and maintain a Ferry across Lewis's or Snake River, and a toll bridge on the Malade River."



Samuel Briggs in his later years with one of his fruit trees.

Briggs bored holes in his old ferry, loaded it with rocks, and sank it in the middle of the Snake. He then found a promising location up the Snake, a few miles below Niagara Springs, where a grade could be made up out of the steep canyon. Requiring a partner to undertake construction of both the ferry and the grade, he took in Samuel Clark. Over the next months, a wagon road grade, which came to be known as Clark's Grade, was carved from the volcanic rocks which wall the Snake River Canyon. The pair traveled to the Sawtooth Mountains, eighty miles distant, to hew 60-foot logs with which to build their ferry. Once the ferry and grade were complete, Holliday built an overnight stage station and stable at the ferry crossing, and, for a time, it must have appeared that smooth sailing lay ahead for Briggs and Clark.

J. T. Bell, however, was not satisfied with the new arrangements. In a sworn statement, notarized June 5, 1865, Bell presented the County of Alturas with his opinion that Clark and Briggs were operating a ferry without a license. The disposition of Bell's complaint is not known, but a year later Briggs sold his interest in the partnership to Samuel Clark, and returned to Boise.

Briggs was apparently not disillusioned with the river crossing business, for he soon noted the need for a bridge over the Boise River. He selected a site three miles above town and built what was to be known as the Overland Toll Bridge. His timing could hardly have been better, for there was soon a rush to the Owyhee Gold Mining District, which swelled the population of towns such as Ruby City, De Lamar, Boonville, and South Mountain. Most of the traffic crossed over the Overland Toll Bridge.

Sam Briggs married Mary Ellen Harris at Fort Boise on May 24, 1870. Mary Ellen had come overland from Orange County, Indiana, with her mother and three brothers after the death of her father to start a new life in Boise. Family life did not quell Briggs' restless nature. For a time he operated a general store in Boise with a partner. Later, he ran a livery stable in the same town. He then moved to a spot near Malad Station, above Thousand

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1886
AUG 17
IDAHO

Springs, and homesteaded some land upon which he raised oats and barley for the Overland Stage. This venture proved unsuccessful due to a couple of years of drought, so Briggs moved back to the Snake River to try his hand at gold mining with Rock Creek pioneer Charles Shirley Walgamott. Although mining did not bring Briggs riches, he took to the location and in 1877 filed a claim on the land around Thousand Springs. Here, he planted an orchard and made his living by

selling his fruit in the Wood River Mining District at such towns as Bullion, Bellevue, Hailey, Ketchum, Bolder and Triumph.


On August 17, 1886, a post office was established at the Briggs' ranch house with Samuel F. P. Briggs as its first postmaster. The office was named, appropriately, Briggs. Briggs post office was far from a busy place as Postmaster Briggs salary attests. For fiscal year 1886 (partial) he received \$6.02, and for

Return in Ten Days to

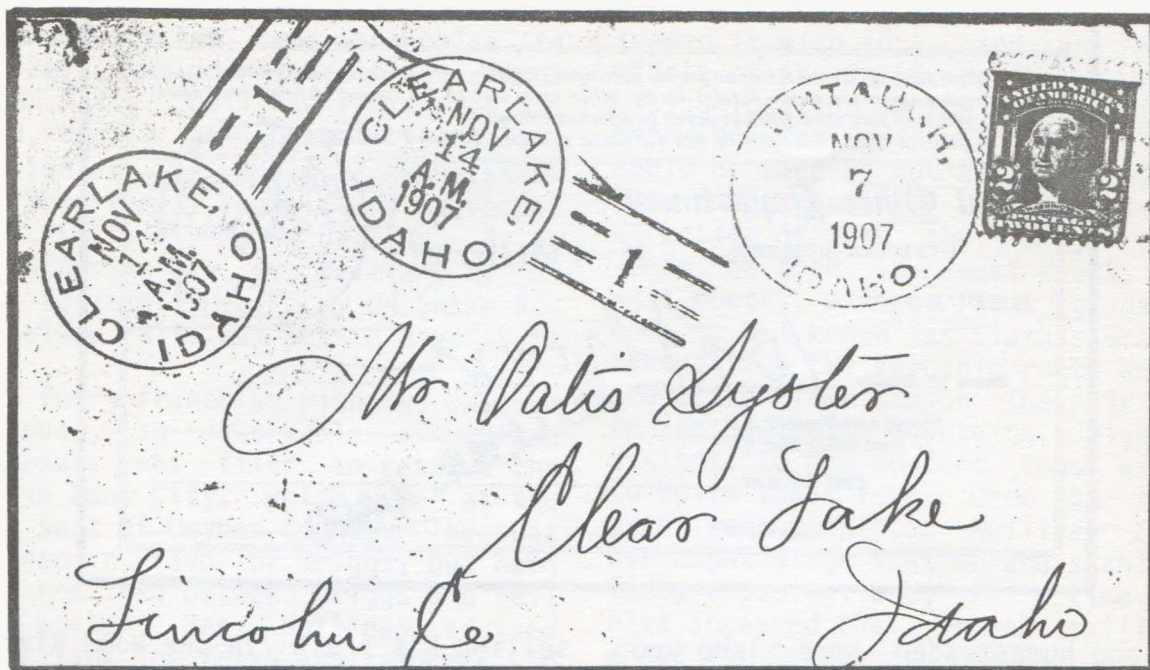
FRANK R. GOODING
Chairman Republican State Central Committee
Shoshone, Lincoln County, Idaho

C. P. Bliss

1886
AUG 16
IDAHO



Mrs. S. M. Bliss
Salamanca
2793 New York



Clear Lake Doane used as a receiving mark on a cover from Murtaugh, Idaho.

fiscal year 1889 (complete year) he was paid \$17.18. On October 27, 1890, Briggs relinquished his postmaster duties to John Hopkins.

In 1895 this part of Alturas County became part of the newly formed Logan County. On May 12, 1897, the Briggs post office was renamed Kanoka, and, although local spelling favored Kanaka -- the name being preserved for a rapids on the Snake River -- the post office name was spelled with an "o". Pearl Haines became postmaster effective with the name change. She was replaced by John Hopkins again on January 4, 1900, but Hopkins served only briefly and was replaced by Frances Chriswell on May 26, 1900. From that time on until the office closed on March 15, 1905, Frances Chriswell and her sisters, Mary E. Eveleth and Minnie J. Chriswell, who were all daughters of Samuel Briggs, operated the Kanoka post office.

On March 17, 1905, a new post office named Clear Lake was established on the north bank of Snake River, two miles east of Kanoka. This site, now in Gooding County, is eight miles north of Buhl in the NW corner of Section 1, Township 9 South, Range 14 East. At this site Otis Syster operated a ferry across the Snake, and when the post office was established, his wife, Mollie Syster was appointed postmaster. Mollie Syster, who had been

Mary E. Eveleth before she divorced her former husband and married Syster, was the only postmaster Clear Lake would ever have. In 1912 a bridge spanned the Snake and put an end to Syster's Ferry. The post office hung remained in the Syster Ranch House until 1918, but declining business finally caused its discontinuance on August 15, 1918, with local mail service provided thenceforth from Buhl.

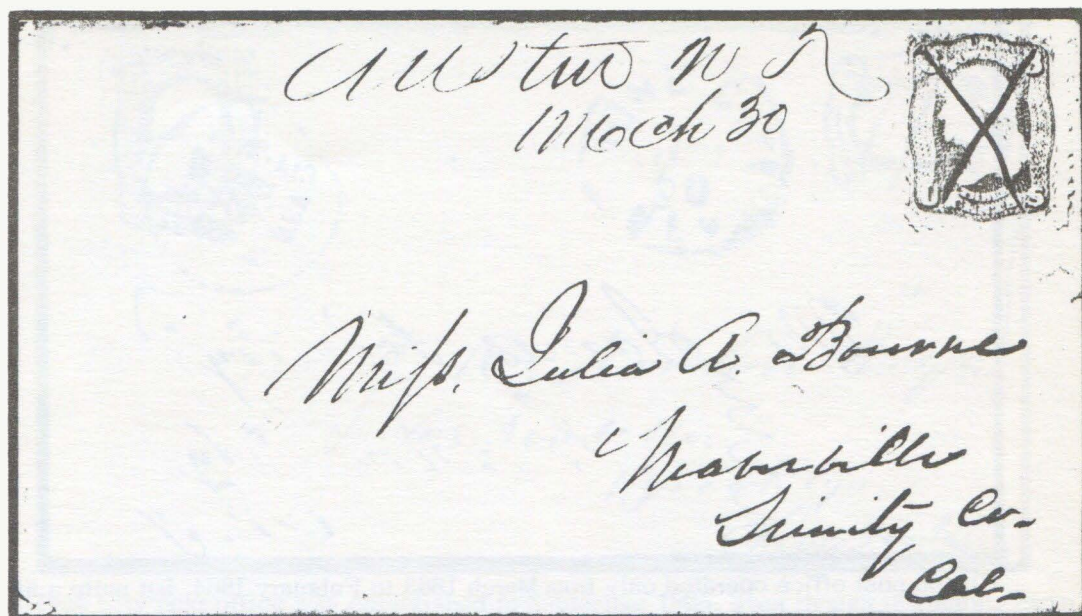
Samuel Briggs, in his restless quest to find his niche in life, was thus responsible, directly and indirectly through his daughters, for the founding and operation of three Idaho post offices. These offices -- Briggs, Kanoka, and Clear Lake -- were all tied closely to crossings of the Snake, an obstacle often overlooked in these days of high-speed travel and abundant bridges.

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This cover bears an Austin, N.T., manuscript of March 30, 1864. It contained the letter transcribed below.

NEVADA TERRITORIAL CORRESPONDENCE - YOU CAN'T JUDGE A BOOK BY ITS COVER

By Jim Gamett

Every once in a great while, as most collectors know, something that was purchased for one reason turns out to be coveted for another. Such is the case with my recent purchase of the Nevada Territorial cover shown in Figure 1. The Austin, N.T., manuscript cancel is desirable in and of itself, although it is not especially rare. But with this particular cover came a long four-page letter, written in a small hand, which is probably as rare an historical item as the cover. Indeed, this "book" far exceeds its accompanying cover in my opinion because of the interesting details contained in the writer's manuscript.

Unfortunately, we may never know who the writer was, as he signed his letter simply as "Geo." But, as an historian, his letter will always hold significance to me. This letter offers an insight into just how tight hard currency was in the Territory, at least for the common man; it describes the wilderness that was frontier Nevada; and it gives a rare, human, look at frontier America. Most of

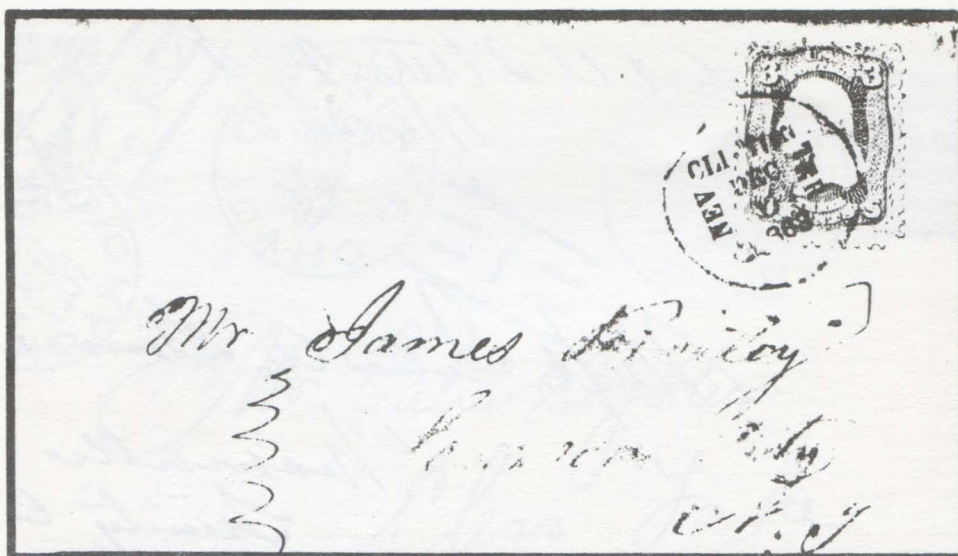
this interesting letter has been transcribed below, so sit back, relax, and enjoy a short trip back into history ... to the Reese River Rush of 1863-64.

Austin March 25/64

Miss J. C. Bourne:

I recd: your letter dated March 9th a few days ago. I did not suppose retaliation was any portion of your nature. But it appears I am mistaken. But as usual I was glad to receive it and still more to hear your health had improved and I judge from the tenor of the letter you are in much spirits. Indeed I take you are happy. I am still in Austin, but have been living at a town called Amador a portion of the winter 7 miles distant. My health is good never was better. It has been very healthy here ever since last fall. The weather for the most part has been fine and not so cold as I anticipated and very little snow. Last Monday and Tuesday it snowed quite steadily about 6 in. fell the most we have had...

I have also had a letter from my Sister Mary, the first for a year. It really makes me feel sad when I think of their loneliness. I feel as though I ought to go them and stay with them. Mother and Mary are both in feeble health and I fear Mother will not be soon much better. I hear that M. Wood thinks of returning to Austin with a stock of goods the 1st of April. Mrs. W. will remain in San Francisco in that case. I recd. a note from Church who informed me -- Mr. W. has been with Claus and Brigham and if he comes he will come for them I presume, or someone else. You say you have lent Mr. W. money. I hope you have his note with interest. You cannot be too cautious about lending money.

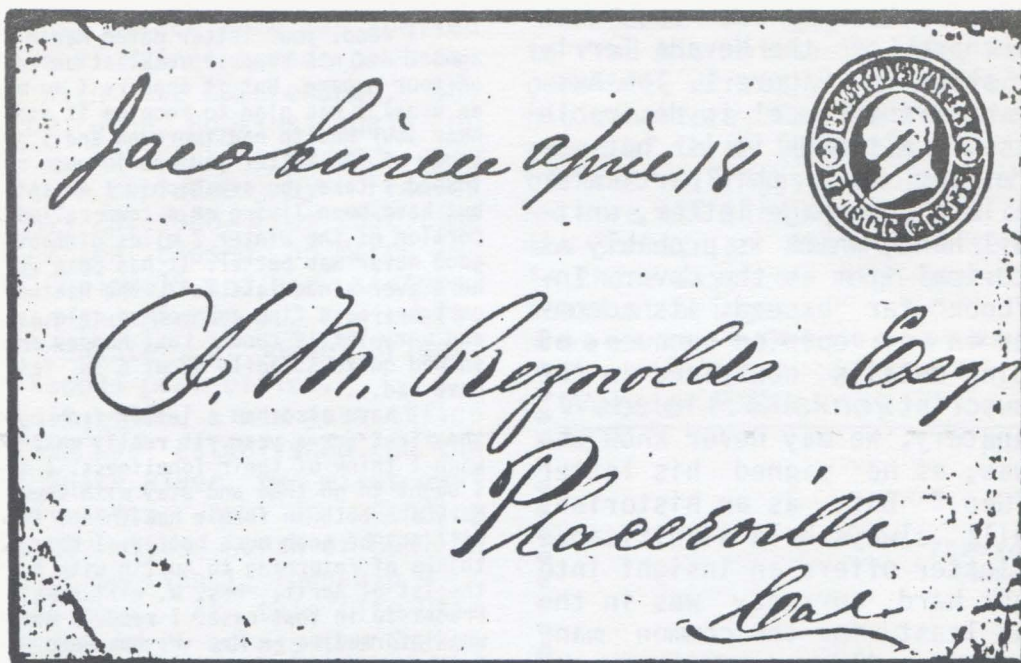


Clifton post office operated only from March 1863 to February 1864, but quite a number of postmarks survived. The area was home for about 8,000 people during the height of the Reese River rush.

People here are different from those in New England -- I have unbounded confidence in Mr. Wood. He is a man I like very much. I believe he would be the last to wrong anyone, much less you -- but Mr. Wood is now about as poor as myself. His trip out here last fall cost him about all the change he had. Since he left here he has done very little, been out of business the most of the time. He and Van Zandt owe me some money, about \$50. Church wrote me how they could not pay fast now. I am troubled how to get money that is owing me. Money is awful tight. Mr. Hulse was kicked from one end of Sonora to the other a short time ago for paying off his workmen in Green Backs contrary to agreement.

I heard from Mr. Collins today indirectly. His family are in S.F. and have been there a good while. Mr. C. is able to walk about, but has a very bad cough. His lungs are affected and it is a great chance if he ever gets much better. The Godfreys, I believe, are in Virginia City. I have promised you some descriptions of this country. As I am a poor hand to describe anything you must not expect much.

Austin, as well as the most of the towns in this portion of the Territory, is situated in the Toiyabe Range of mountains. There are several of these ranges between here and Virginia, running parallel with the Sierra, and between them alkali



Jacobsville post office operated from March 1863 to April 1864. Only about five covers bearing Jacobsville postmarks are known.



Lone City post office was established in September 1865, even though the mining camp flourished in March 1864. Less than five covers are recorded with this postmark.

flats, or valleys varying from 4 to 20 miles in width, on which nothing but sage brush grown unless there is a small river or stream of water in which case grass grows fit for hay and a few vegetables may be raised. On the hills and mountains of these ranges (which are not very high) grows the nut pine and mountain cedar, dwarfs in size, and some bunch grass fit for cattle. Austin is on the western edge of the Said Range, on the eastern edge of the Reese River Valley, and immediately on Pony Canon, the same that Pony Express used to pass through.

Clifton was first settled, and it is at the mouth of the canon, then Austin, and then Upper Austin -- one is a continuation of the other -- in fact, they are all one now, and lately incorporated into the City of Austin. Clifton is Ward No. 1, Austin is Ward No. 2, and Upper Austin No. 3.

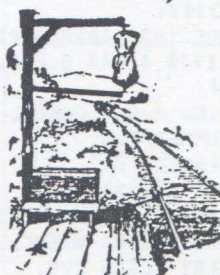
Clifton is much the prettiest for a town site, but the proprietors managed badly and the consequence is that it has lost its prestige. Even the post office had been taken from them. (The post office has been removed to Austin) Austin is very rough, uneven, so much so that hardly a spot can be (found) to build a house without grading. The next valley to the east is called Smokey, about 7 miles distant. Reese River is a small, sluggish stream running to the north about 7 miles distant, and sinks not far distant. On the river is a small town called Jacobsville, where Nash and Jim reside, in sight of Austin. The county seat was formerly there, but has been removed to Austin. The Overland Telegraph passes about two miles north of Austin, and the road goes directly through. To the south is the County Nye, and the principal towns Ione and Union. The principal portion of the mines are in this, the Toiyabe Range, as far as known. As yet they are undeveloped with a few exceptions. A good many are also rumored to be Wild Cat. About Austin many are very small. I am somewhat disappointed about mines.

I have filled two sheets and must close. Will tell you more of the city in another letter. The match between Murdock and Miss Harrington is broken off. So if you have spoken of it to Persons, please contradict it now. I did not know that he was married until a short time ago he told me all about it. She got a Divorce from him. I do not like him. but am still living with him. Murdock says Mrs. M. is too strong a Catholic for him. But I believe she would not have him, the reasons I do not know. She is now keeping a Lodging House. Mr. Clough came thru two days ago. He left his Family. All is well.

March 29th. I have been waiting to get a letter from Helen, but it does not come, so will close. One of her letters this winter was 47 days making me. Do you hear from Louise often? I have scolded them for being negligent to you. I have written her since I commenced this --Write me soon....

Much love
from Geo.

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303 ECHO MOUNTAIN F/VF 1905 ON MT. LOWE P.C. A

304 FLORENCE, VG/F 1909 D-3 TIES #300 A

305 NORTH SAN DIEGO (1889-1943) VG/F 1911 P.C.A

306 PINE KNOT F. (1916-38), 1927 MACH CANCEL A

COLORADO

307 PUEBLO TRANS. CLK. 1912 ON B/E OF VICTOR B

MINNESOTA

308 DETROIT, (1916-26) F/VF, DOUGLAS LODGE VG/F (1933-53) DULUTH, 1910 LAKEVIEW STA. B

MISSOURI

309 ARTHUR, 1931 (1881-1936); COURTNEY M.O.B. 1930 (1888-1962); PULASKI 1931 ALL PHILATELIC B

MONTANA

310 ARLEE 1907 SUPERB 1907 D-2 IN PURPLE /TRANS. MARKING OF FLORENCE, MISSOULA B/S ON CRD B

NEBRASKA

311 PARTIAL ROSELAND W/ SUPERB FAIRFIELD AS REC'D MARKING 1890 ON G.P.C. ph. B

NEW MEXICO

312 LEVY (1908-64) VF. 1957 4BAR ON TORN CVR. A

NORTH DAKOTA

(313 DOGDEN (1906-27) VF 1907 D-3 ON STAINED CVR. A

314 GRIFFIN (1908-30) F/VF 1910 4BAR ON P.P.C. OF BOWMAN COUNTY COURT HOUSE C

315 HAMAR, (1906-745 F/VF 1950 ON G.P.C. KELVIN, (1901-53) PARTIAL ON P.P.C. A

316 LANGBERG, (1910-19) ABT. F. 4 BAR 1917 B

317 LORING, (1909-16) VF. 1911 4 BAR ph. D

318 MAXWELL, (1905-12) F. D-3 1911 ON P.C. C

319 MOSHER, (1919-27) F/VF APRIL 19, 1927 4 BAR SLIGHTLY OVER INKED TIES 615 ON CVR. B

320 MOYERSVILLE, (1901-13) VF. 1910 4 BAR ON KIDDER CO. COURT HOUSE P.P.C. CRN CR. ph. D

321 NEWPORT, (1902-14) VG 1912 4 BAR ON P.C. B

322 NEWPORT, HEBRON (COLUMBIA MACHINE), NORTHWOOD OVAL GRID, 1906, CRYSTAL, GRID 1911 VG/VF C

323 PEERLESS (1907-10) SUPERB 1909 ON P.P.C. ph. E

324 PROSPER, (1913-38) VF. 1922 ON XMAS CRD. C

325 SANGER, (1881-1964 VF++ 1920 NEW YR. CRD B

326 THOMAS, (1909-10) F/VF 1910 ON CRD. SM TR D

327 THORSON, (1905-12) VF BUT LIGHT 1911 4 BAR D

328 UNIVERSITY, (1890-1921) F. 1910 OVAL GRID A

OKLAHOMA

329 ARTHUR, 1931 4BAR; FILLMORE 1931 4BAR; GYPSY 1931 4 BAR; STONE BLUFF 1930 4 BAR G.P.C. B

OREGON

330 CAMP NAMANU, (1939-53) D.C. M.O.B CANCEL ON MT. HOOD P.C. OF THIS SUMMER P.O. B

SOUTH DAKOTA

331 DANTON, (1909-13) VF. 4 BAR ON XMAS CRD. C

332 DANTON, (1909-13) F. AS ABOVE ON GRTG CRD B

333 DEADWOOD, VF+ 1934 DUPLEX ON CVR. W/ENCL. & C.C. OF BUTLER'S JEWELRY CLEAN CVR. A

334 HARDING, (1896-1961) F/VF 1910 4BAR B

335 HARTLEY, (1908-48) READABLE A912 4 BAR A

336 ORMAN, (1906-14) VF. 1912 4 BAR ON P.C. C

337 THUNDERHAWK, (1909-65) VF. 1911 4 BAR A

338 WESSINGTON SPRINGS, BOXED 3 LINE ST. LINE ON PRETTY GIRL, HAND LETTERED XMAS CRD. ph C

TEXAS

339 COMSTOCK, 1913; HALSELL, 1913; F/VF ON P.C. D

340 LACOSTE 1915, VF. ON SAN ANTONIO ZOO CRD. WHITEFLAT, 1909 F/VF ON P.P.C. C

UTAH

341 BLUE CREEK, VF+ DPO ON CLEAN CVR. 1940 ph B

342 BRIDGEPORT, VF+ DPO. ON CLEAN CVR. 1940 C

343 BRYCE CANYON, VF+ DPO ON CLEAN CVR 1940 C

344 BURRVILLE, VF++ DPO ON CLEAN COVER 1940 B

345 CAINEVILLE, F, DPO ON CLEAN COVER 1940 A

346 CLOVER, VF DPO ON CLEAN COVER 1940 B

347 COALVILLE, V.F 1940 DUPLEX CLEAN CVR. A

348 ETNA, VF+ 4 BAR ON CLEAN COVER 1940 B

349 SPRINGDALE, ZION NATIONAL PARK RUR. STA. F+ 4 BAR ON ZION P.P.C. 1966 VF. CARD A

WASHINGTON

350 ADDY, VF. 1910; HATTON, F/VF 1906; D.P.O. LELAND, VF. 1939 DPO ALL ON VF. P.C. B

WYOMING

351 CARBON, VF. 1888 DUPLEX/STAR ON G.P.C. ph F

352 DIAMOND VG/VF PHILATELIC CRD 6 CANCELS A

R.F.D.'s

353 ECKMAN, ND 1912 VF++ R.F.D. #2 UNLISTED IN RICHOW STAMPS DAMAGED ph. G

354 ECKMAN, AS ABOVE 1916 SMUDGED NAME ph. D

355 LOWELL, OHIO 1912 R.F.D. 2 TYPE 11-F VF. B

356 MANFIELD, OHIO R.F.D. #7 TYPE 11-F VF B

NEARLY ALL ARE D.P.O.'s, I HAVE TRIED TO GIVE AN ACCURATE DESCRIPTION OF ALL LOTS. PHOTO COPIES ARE AVAILABLE AT 3 FOR 25 CENTS PLUS SASE.

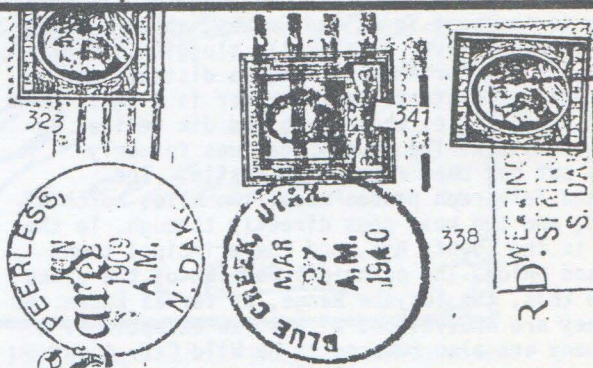
ALL LOTS WILL BE SOLD FOR ONE ADVANCE OVER THE SECOND HIGH BIDDER. BIDDERS TO PAY MAILING AND INSURANCE COSTS. ALL USUAL AUCTION RULES WILL PREVAIL. INCREMENTS WILL BE \$1.00 TO \$25.00 AND \$2.50 THEREAFTER. ESTIMATES ARE AS FOLLOWS A=2.00-5.00, B=5-10.00 C=10-15.00 D=15-20.00 E=20.00-30.00 F=30.00-50.00 G=50.00-75.00

CLOSING DATE OF SALE IS

GORDON TWEDT, JULY 31, 1987

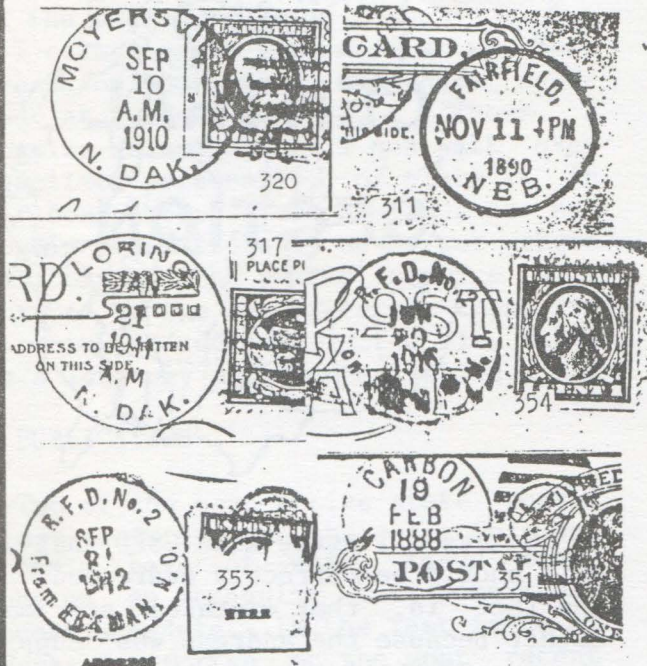
BOX 280

MADDOCK, ND 58348



More lots illustrated on next page.

GORDON TWEDT MAIL AUCTION
(Continued from page 54)



ROSS WILLEY MAIL AUCTION NO. 4

3930 S.E. 150th, PORTLAND, OR 97236
(503) 760-7618

COLORADO

1. ELCO, 1910, F+ 4 bar on PPC (05-14) E 20
2. KELLY, 1910, VG 4 bar on PPC (09/16) cnr creases E 15

FLORIDA

3. FELKEL, 1906, F+ doane, a little lite (04-07) E 12

IDAHO

4. LENIA, 1908, F+ 4 bar on PPC (01-23) E 8
5. MACE, 1915, VG-F 4 bar on PPC (99-22) E 6

MINNESOTA

6. BERNER, 1909, F 4 bar on PPC (06-14) E 6
7. ESPLER, 1912, VG target on PPC (01-35) E 2
8. WEALTHWOOD, 1909, VG 4 bar on PPC (91/25) E 2

NEBRASKA

9. HARMONY, 1908, VG-F 4 bar on PPC (08-25) E 6
10. MALINDA, 1908, VG doane, PPC, ovr design (90-16) E 8
11. RAVEN, 1908, F doane, PPC, (06-22) E 8

NEVADA

12. SAINT CLAIR, 1907, VG doane, air ovr stamp (77/07) E 20

OREGON

13. ARLINGTON, 1890, purple oval typ 4 on reg rec, F, E 10
14. MARMOT, 1908, F 4 bar on PPC (86-30) E 8

TEXAS

15. CARRIZO, 1873, MS cancel, 3 ct green entire, E 9
16. GIDDINGS, ca. 1870's on U164 vg, cvr sm age st. E 2

WASHINGTON

17. COLUMBUS, 1907, VF+ doane on PPC (72-22) E 6
18. COVELLO, 1914, VG 4 bar on PPC (83-18) E 6
19. CROSBY, 1913, VG-F 4 bar on PPC (91/18) E 10
20. another one, 1915, F, E 11
21. EDEN, 1909, F dark 4 bar on PPC (99/35) E 5
22. GLENCOVE, 1914, G+ 4 bar on PPC (96-24) E 5
23. LADD, 1910, VG 4 bar on PPC (07-14) E 15
24. LELLA, 1908, F rec can. sl ovrst. (07-10) E 8
card also has DEL RIO and LEAHY can's, PPC trimmed
25. LITTLE FALLS, 1909, Lite 4 bar on PPC VG E 2
26. MANOR, 1907, F doane on PPC (92-11) E 3
27. PEARSON, 1909, VG-F 4 bar on PPC (89-37) E 2

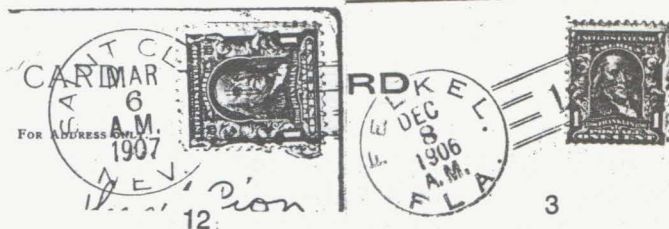
WISCONSIN

28. MAREK, 1910, F+ doane on PPC, DPO, E 2
29. WHITEWATER, ca 1870's, VG-F on F cvr E 2

MIS.

30. USS HELENA, 1911, VG 4 bar on PPC from Orient E 8
31. Tied Christmas seal 1909, Portland mach E 2
32. WX6-tied by Seattle mach. E 3
33. Portland Expo station, 1905, sl. cnr crease on PPC
tiny tear E 2
34. Seattle Expo station, 1909, on PPC E 3

Subscriber's auction rules apply. Free photocopies with
SASE. Many of these lots are better than described so
please feel free to request photos. Telephone bids are
gladly accepted. (503) 760-7618
MIN BID \$2.00 auction closes: July 31 1987



Page _____ REGISTERED PACKAGE RECEIPT. A property of USPS, to be used by letter carriers only.

Post Office Department,
Official Business.

Post Office

Receipt on other side and return this card by NEXT MAIL, without cover.

To _____

P. M. at _____

County of _____

State of _____

CONDON GILLIAM
OREG.

6-1820

THE MIDWESTERN EDITOR
Alan H. Patera
Box 2093
Lake Grove OR 97035

I want to give some examples of mail service then and now that illustrate the effort (or non-effort) that goes into the delivery of the mail.

The first one is told by Guy Reed Ramsey, in his *Postmarked Washington: Pacific and Wahkiakum Counties*. He tells of a letter mailed from Athens, Greece addressed "B.F. Gigi, I think northwest corner of USA, I think crab business". It was received in New York, forwarded to Seattle, and from there - for reasons not elaborated on - was sent to the tiny village of Nahcotta. The postmaster of Nahcotta recognized the addressee as a crab shipper from Tokeland, so the letter was sent across the mouth of Shoalwater Bay to the Tokeland postmaster, who successfully delivered the letter within a week after its arrival in this country. The date is not indicated, but I would presume it to be around the turn of the century.

The second story illustrating the efforts of the post office department was reported on in *La Posta* several issues ago, the 'rebus' addresses such as

Hill
John
Mass

which was properly delivered to John Underhill, Andover, Massachusetts.

What are the chances of either of these pieces of mail being delivered today? Quite possibly no chance at all. Let me illustrate by relating two incidents of first-class mail sent in 1987.

1. A letter to a city with a population of 10,000 had the address incorrect, using "East 5th" instead of "West 5th". It was returned as "no such address".

2. A letter to a city of 50,000, with numbers transposed (Box 168 instead of Box 186) -- returned with "not deliverable as addressed, unable to forward" stamped on it.



We can all agree with USPS that all mail should be correctly addressed; but the fact is, that mistakes are made, either because the address was supplied in incorrect form to the sender or because of a mental lapse in applying the address. The U.S. Postal Service seems to be totally unforgiving, apparently contending that the address is all-important, while the addressee is an appendage who happens to live there.

Occasionally one will see a news story about some poor clerk whose job is to properly route the undeliverable mail. I've seen the claim "Our last name is Service". But more and more it seems that proper service is forthcoming only if you are the "right" number. Each of us is a flesh-and-blood person to ourselves, our family, and our friends -- but to Corporate America, and the U.S. Postal Service -- we are numbers. The name, the person, doesn't count for much -- just the number.

Think about it for a moment -- at the turn of the century, before mechanization, when people were handling the mail, the postal service was able to deliver a piece of mail addressed to "I think northwest USA"; yet in 1987, in the age of computers that can handle seemingly infinite bits of information in microseconds, the postal service finds it more expedient to return a misaddressed piece of mail than to ask

itself why it is undeliverable. People don't spend money for postage to send letters they expect to be returned to them -- so USPS could begin by assuming that the address must be close.

I occasionally get mail at my home address for persons I know have never lived at that address. Those I recognize as neighbors I can walk over and deliver personally, or place it in their box; those whose names I do not recognize will probably never get their mail, because the postal service will return it to the sender rather than try to locate the addressee. Yes sir, we've come a long way with mechanization...

NEW PUBLICATION

Two of the most active state postal history societies are those for Ohio and Wisconsin, both of which issue monographs on an irregular but remarkably frequent schedule. In the last issue of La Posta I reported on the most recent Wisconsin offering; since then I have received a 125-page monograph entitled "Ohio Doane Cancels". It is organized by county, with a 10-page alphabetical index. It is profusely illustrated with cards and covers bearing Doane cancels.

POST OFFICE CENTENNIALS July-August 1987

In this issue we have additional input from Vern Youngman on post offices celebrating their centennials. Vern also points out that La Porte, Colorado, will reach the 125-year mark on July 15, the oldest post office in Larimer County.

One hundred years ago was still a very active time for the establishment of new post offices. Though the "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 and peripheral to cities, as suburbs established along inter-urban lines.

Below is a list of currently operating post offices that were established in July and August of 1887. Some of them have grown in population and are important towns to day. The largest of them are Williston, North Dakota; Alliance, Nebraska; and Emporia, Virginia, which developed into an important mill town.

THIS ISSUE (AND NEXT)

We have a new author to welcome to the Central Section, writing on a state that has not received much attention on these pages. Bill Stromberg shares information with us on Fort Arbuckle, Oklahoma. We will be hearing more from Bill in future issues.

It would be nice to have some articles dealing with the postal history of some of the other states that have not frequently appeared in La Posta. I could use articles for Illinois, Indiana, Minnesota, Nebraska, Texas, or any of the states of the deep South.

Too many times potential authors are put off by the thought that somebody might know more than they do about a subject. You need not be an expert to author an article -- all you need is an idea, some information, and an editor to help you look further. I will willingly supply the last element if you will come forth with the first two.

JULY	7	Cushman AR, Gracey KY, Hitterdal MN, Lewellen NE, Sharpsburg* OH
	12	Lapine AL, Peach Springs AZ, Laird CO, Hayfield IA, Hardtner KS, Braymer MO, Alliance* NE, Williston ND, Parkston SD
	20	Blue Springs MS
	21	Frederick IL, Sunnybrook KY
AUGUST	3	Glen Burnie* MD, Nimrod MN
	6	Idalia* CO, Sullivan KY
	9	Klamath River* CA, Ramona KS, Depoy KY
	10	Buchanan* ND, Ferney SD
	11	Sage AR, Mecca* IN, Myrtle MN, Hatch* UT
	12	Otis KS
	13	Harris MO, Straubville ND, Longview VA
	16	Arlington CO, Doe Run MO, Nelson MO
	17	Bivalve MD
	19	Friend KS, Carroll NE, Lewiston NE
	20	Clare IL
	22	Buena Park CA, Sheridan MO, Mize MS
	23	Havana ND, Kensal* ND
	26	Elk CA, New England* ND
	27	Burdick KS, Emporia VA
	29	Healy KS
	30	Nashville KS, Leroy ND
	31	Shannon City IA, Leeds ND, Acme WA

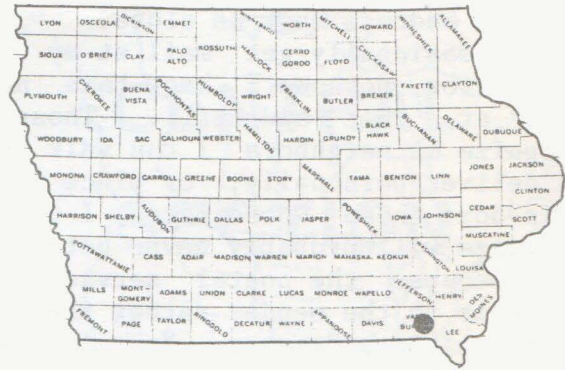
Offices designated with an asterisk (*) had a different name when established.

BENTONSPORT, IOWA

By Alan H. Patera

Iowa is usually thought of as a state of steady, if unspectacular growth, with solid communities gaining strength and sustenance from the fertile soil -- the current crisis in farming notwithstanding. One doesn't normally think of ghost towns in Iowa in the sense of a town growing to a substantial size, only to fade and disappear. But such is the case with Bentonsport, a bona fide Iowa ghost town that once had a population of between 1500 and 2000.

As eastern Iowa was being settled in the mid-1830s the towns that began to appear were located along the waterways, chiefly the Mississippi and Des Moines rivers. A community known as the "Ross Settlement" developed at a suitable boat landing on the north bank of the lower Des Moines River in Van Buren County. It was early renamed Benton's Port after the renowned Senator from Missouri, Thomas Hart Benton.



At this time the area was still part of Wisconsin Territory. The communities along the Mississippi received mail by boat, but as yet the settlers inland from the river had no official mechanism to be supplied with mail service. The population of Benton's Port petitioned to Congress to remedy the situation. On March 6, 1838 the following petition was prepared. This transcript contains the misspellings and punctuation of the original:

March 6, 1838

To the Honorable the Senate and House of Representatives in Congress assembled --

...The Petition of the undersigned citizens of Lee & VanBuren Counties Wisconsin Territory Respectfully Represents

...To Your honorable body - the great inconvenience that the citizens of said counties labour under for the want of mail facilities West of the Mississippi River -- There being but one mail Rout up and down the Mississippi River and one commencing at St. Francis Vill Mo. Extending up the Desmoines River thirty miles the course of the first namd River is South the second S.East so that from Fort Madison on the Mississippi River to a point fifty miles from the mouth of the Desmoines River is but thirty five miles from Fort Madison. We therefore pray the Establishment of a mail Rout from Fort Madison in Lee county passing through West point in said county to Bentons Port on the Desmoines River in VanBuren county -- The Town of Benton's Port is situated so as to accommodate more inhabitants of said county than any other point on Said River and is the Largest Town on Said River -- your Petitioners as in duty bound will ever pray.

The petition was signed by 167 residents of the area.

On June 12, 1838 Iowa Territory was created, and Benton's Port found itself in the new territory. On July 7 the post route was established in accordance to the wishes of the petitioners. On October 5, 1838, a post office was established at Benton's Port.

With mail connections and the river traffic, the future of Benton's Port seemed secured. The town continued to grow, although it lost its bid to become the county seat of Van Buren County in an election held September 10, 1838. The election was won by Keosauqua, some eight miles upriver and more centrally located within the county. Benton's Port was platted in 1839, as work began on a dam with locks to facilitate the increasing river traffic on the Des Moines River.

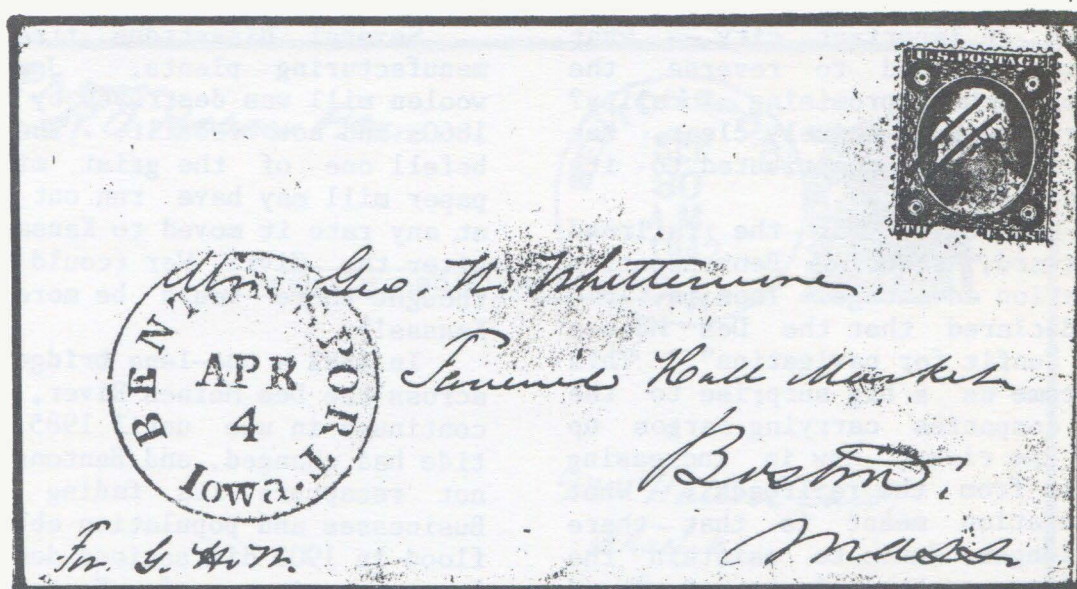
By 1845 there were two grist mills and a saw mill in operation. Buildings were erected on the south side of the river in a community that became known as Vernon, connected to Benton's Port by a ferry. On May 12, 1852 a separate post office was established for Vernon.

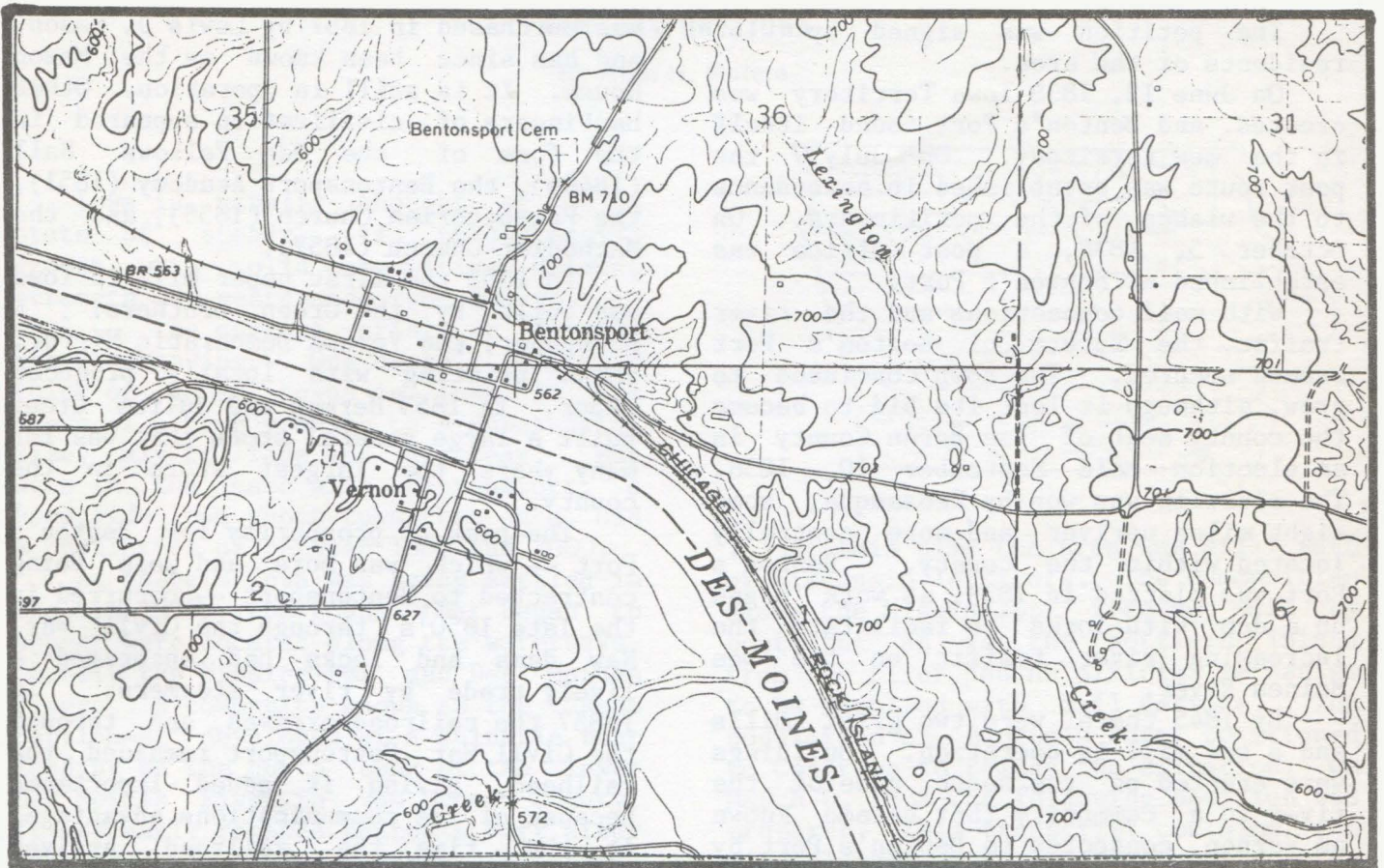
In 1846 a 21-room inn was built at riverside to serve steamboat passengers. It survived a serious flood in 1851. It was purchased in 1857 by Lewis J. Mason,

was purchased in 1857 by Lewis J. Mason, and has since been known as the Mason House. It is still in operation. Other harbingers of civilization appeared in the form of the Odd Fellows Hall (1840s), the Bentonsport Academy (1851), the Presbyterian Church (1855), and the Methodist Church (1857).

In 1852 the first paper mill in Iowa was built by the Green brothers. A newspaper, the Vernon Democratic Mirror, began printing with locally produced paper. In 1853 Herman and Julius Greef built a large general store that was for many years the largest store in the county.

The peak of prosperity for Benton's Port -- which was more and more being contracted to Bentonsport -- occurred in the late 1850's through the Civil War. New dams and locks had encouraged a lively trade by river steamers. In 1887 the railroad arrived, and through the Civil War Bentonsport remained the railhead, giving it added importance because of its communications advantage. At the time the railroad arrived Bentonsport had a population of about 1500, with another 300 in Vernon. By 1865 it must have seemed a veritable city, with two woolen factories, a flax and oil mill, a flour mill, and the paper mill; across the river, Vernon had





a pottery, another flour mill, and a woolen factory. At this time Bentonsport had a bank, five general stores, and numerous other businesses. Vernon had its own business community.

Bentonsport seemed well on its way to becoming an important city -- what could have happened to reverse the fortunes of such a promising locality? The answers are not entirely clear, but a few factors that contributed to its decline may be cited.

After the Civil War the railroad built westward, reducing Bentonsport's transportation advantage. Then in 1870 Congress declared that the Des Moines River was "unfit for navigation". This may have come as a big surprise to the steamship companies carrying cargos up and down the river, now in increasing competition from the railroads. What this declaration meant is that there were no longer funds to maintain the lock and dams system. Boats continued to ply the river for several years, but

as the system deteriorated and competition increased it was inevitable that they would disappear. The dam was removed in 1879, and it is probable that major river traffic had ceased by this time.

Several disastrous fires hit the manufacturing plants. James Brown's woolen mill was destroyed by fire in the 1860s and not rebuilt. The same fate befell one of the grist mills. The paper mill may have run out of wood -- at any rate it moved to Kansas sometime after the Civil War (could they have thought there would be more trees in Kansas!).

In 1882 a one-lane bridge was built across the Des Moines River, a span that continued in use until 1985. But the tide had changed, and Bentonsport could not recapture its fading importance. Businesses and population ebbed away. A flood in 1903 did serious damage to the lower sections of Bentonsport and Vernon. On March 31, 1903 the post

office at Vernon was discontinued. Another flood in 1905 did further damage.

The shadow of Bentonsport continued to linger on for many years as a sleepy little town. On September 30, 1942 its post office was discontinued, and Bentonsport almost lapsed into obscurity.

But not quite.

Several of the more substantial buildings remained standing, including the Greef Brothers store, the Odd Fellows Hall, the bank building, the Mason House, and the Methodist Church. The site was never completely abandoned. In 1972 the Bentonsport-Vernon area was designated a National Historic District. The major buildings have been refurbished. The Odd Fellows Hall now houses a museum; the Greef General Store now houses antiques, arts, and crafts. The old bank building is now a pottery studio. The old Vernon school houses another pottery studio and gallery. The Methodist Church still holds services, and the Mason House, which stayed in the Mason family for 99 years, is operating as an inn.

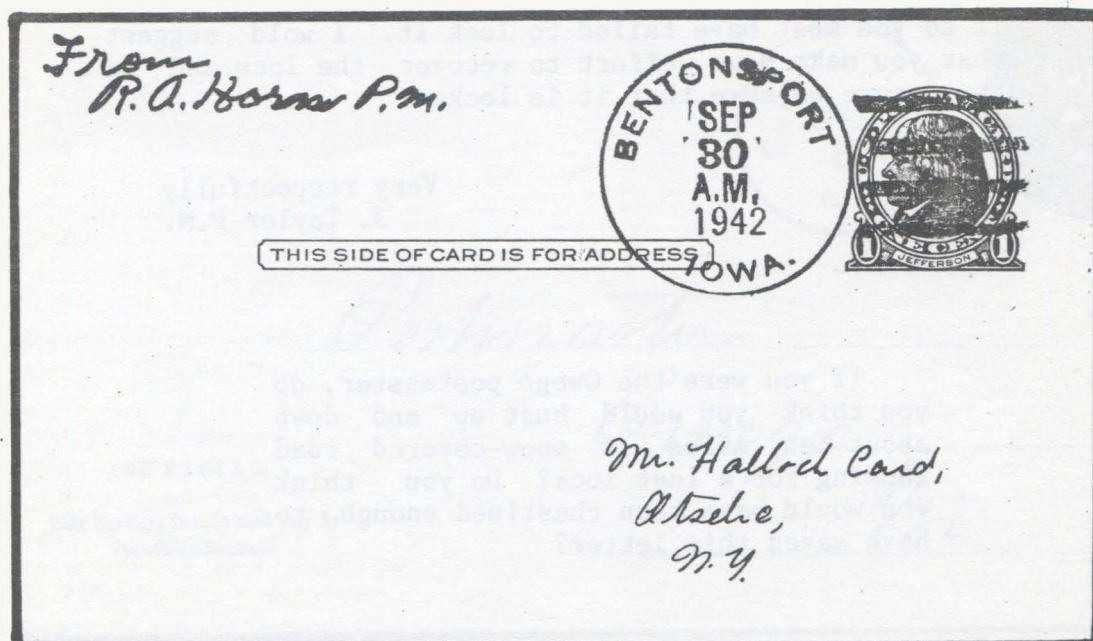
The glory of Bentonsport is gone, but its memories linger on. It must have been quite a town.

POSTMASTERS OF BENTONSPORT

5 Oct 1838	Seth Richards
11 Feb 1847	Erastus Pitkin
30 Dec 1850	William M. Appleton
28 Jun 1855	Robert Cresswell
20 Jul 1855	William M. Appleton
10 Feb 1863	Lewis J. Mason
2 Apr 1864	William M. Appleton
24 Mar 1865	Mrs. Ann Appleton
27 Mar 1882	A.N. Stevens
30 Jan 1883	George L. Moore
15 Dec 1885	Andrew Reid
14 May 1890	William A. Lippincott
24 Apr 1897	Henry Fulton
11 Aug 1913	Minnie Fulton
15 Aug 1939	George Bolin (Acting)
19 Apr 1940	Rudolph A. Horn
Discontinued 30 September 1942	

POSTMASTERS OF VERNON

12 May 1852	John M. Estes
30 Oct 1856	Augustus C. Bailey
9 Jul 1859	John M. Estes
8 May 1861	H.G. Pitkin
19 Nov 1861	Henry L. Morrill
6 Jan 1865	Milton O. Ketchum
26 Jul 1866	Nelson Mallett
22 Mar 1867	Thomas P. Henry
29 Oct 1869	Zachariah P. Murray
14 Dec 1871	David P. Wilson
27 Aug 1872	Chauncey Booth
2 Oct 1872	Edward Ware
29 Aug 187-	Nelson Mallett
19 Nov 1878	Mary E. Ehrman
10 Dec 1878	William B. Pitney ?
10 Jun 1879	Joseph Toney ?
5 Oct 1883	Henry Ehrman
26 Jul 1890	Oliver H.P. Armstrong
24 Mar 1892	Harvey Robb
13 Oct 1892	Susan E. Liggett
19 Feb 1894	Susan E. Fulton
9 Aug 1894	Hattie A. Ehrman
28 Dec 1896	Susan Fulton
23 Sep 1898	Frank Scott
Discontinued 31 March 1903	



A POSTAL PROBLEM PROPITIOUSLY PRESERVED FOR POSTERITY

By William B. Robinson

Postal historians relish in finding first-hand evidence of how the mail was handled. Rarely do contemporary accounts come to light, however. Even when letters to or from postmasters are found, they usually do not provide the types of details that give us insights.

A ratty-looking cover contained a gem of postal history evidence and an insight to mail operations of a century ago. It is a letter on fancy post office stationery which was a semi-official reprimand to the postmaster at Owego, Wisconsin, from the postmaster at Fort Howard.

Fort Howard was one of the biggest cities in the area in 1877. The busy commercial and rail center is now included in the west side of the city of Green Bay.

Owego was a tiny office open only from 1870 to 1884. It probably was no more than a corner-of-the-front-room of a home post office. It was about 30 miles northwest of Fort Howard, and likely owed its existence only to the fact that it was on the stage line from Shawano to Fort Howard.

Let's imagine the incident happened like this:

As postmaster Tayler looked out into the snowy street, the stage driver removed the mail bag. He brought it inside and, with a brief explanation to Tayler, handed it over. As the driver pulled the stage across the street to the hotel, Tayler removed the mail and pondered the problem that the driver had mentioned. Then he took up a pen and wrote:

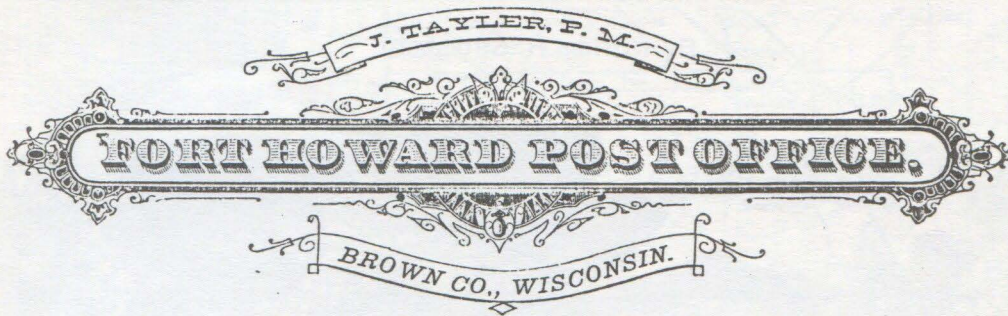
Dec. 8th, 1877

Sir

The Way Pouch from your Route was rec'd at this Office without any lock. The Proprietor of the Stage tells me that it was lost between your office and Mills Centre, if so you must have failed to lock it. I wold suggest that you make some effort to recover the lock and in the future be sure that it is locked.

Very respectfully
J. Tayler P.M.

If you were the Owego postmaster, do you think you would hunt up and down about ten miles of snow-covered road looking for a lost lock? Do you think you would have been chastised enough to have saved this letter?



H Dec 8th 1877

Sir

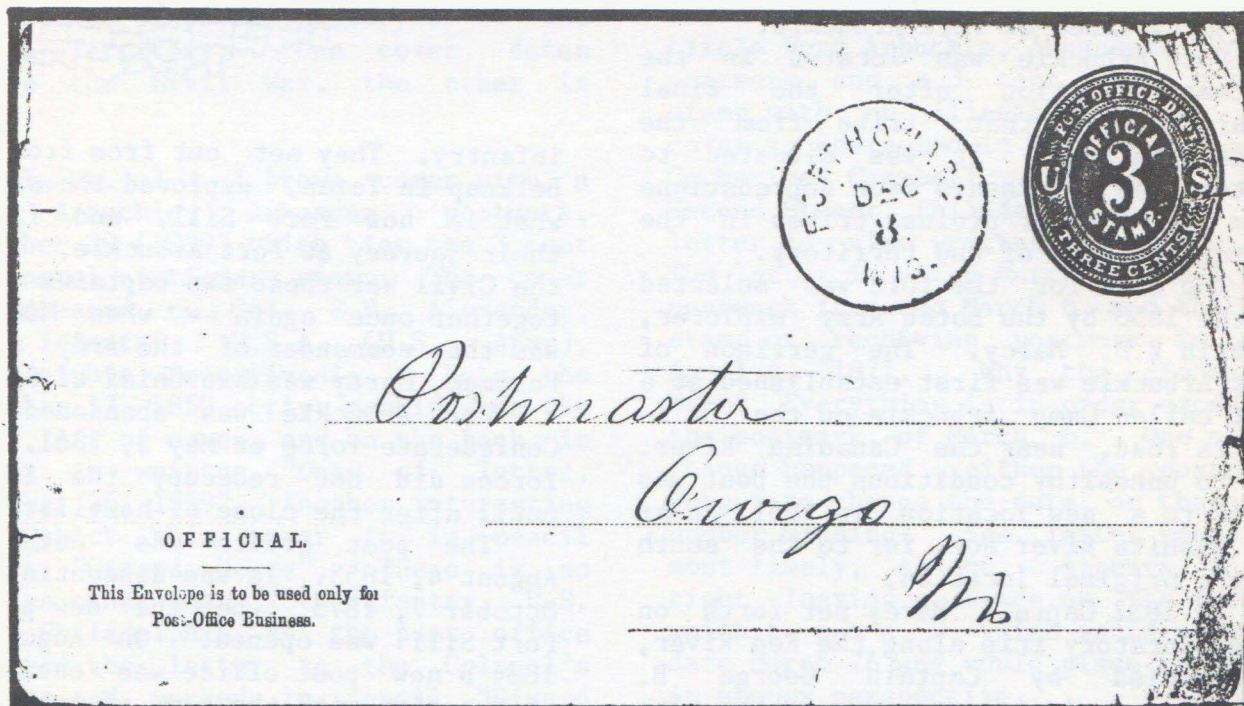
The Way Pouch from your Route was
rid. at this Offin without any Lock.

The Proprietor of the Stage tells me that
it was lost betwen your Offin and Mills Center
if so you must have failed to lock it.

I would suggest that you make some
effort to recover the lock and in future be
sure that is locked.

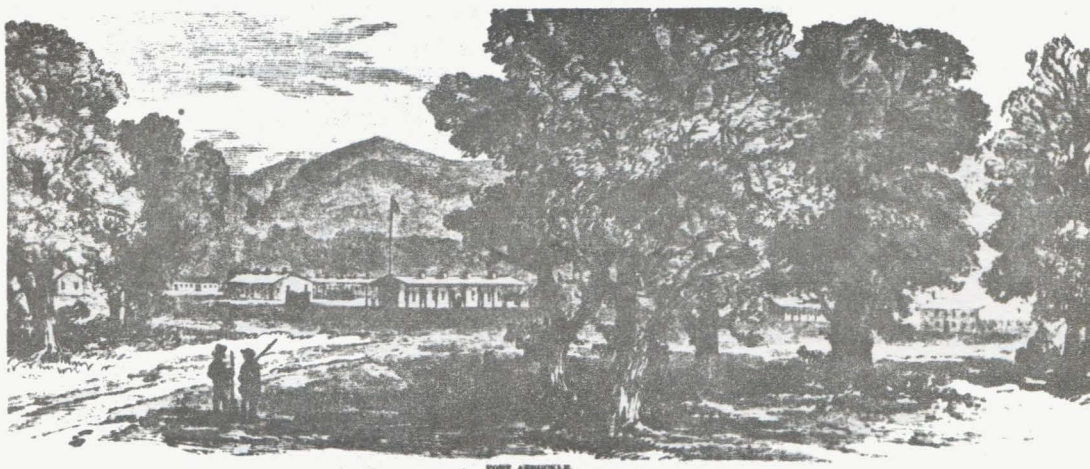
L

Very Respectfully
J. Tayler P. M.



FORT ARBUCKLE, INDIAN TERRITORY

By William H. Stromberg



Fort Arbuckle was another former United States post occupied by the South at the outbreak of the Civil War

Fort Arbuckle was not part of any state or territory in the early 1800's; later it was attached to Arkansas in Post Office Department records. Thus it will be noticed that many early covers from the military posts of Indian Territory have Arkansas postal markings, including those of Fort Arbuckle.

Fort Arbuckle was located in the Chickasaw Nation after the final separation of that tribe from the Choctaw Nation. It was situated to protect the Chickasaws from depredations from the fiercer plains tribes in the western portion of the territory.

The site for the fort was selected in the 1850 by the noted Army explorer, Captain R.B. Marcy. The garrison of Fort Arbuckle was first established at a post called Camp Arbuckle on the California road, near the Canadian River. Due to unhealthy conditions the post was moved to a new location in 1851, near the Washita River not far to the south of the original location.

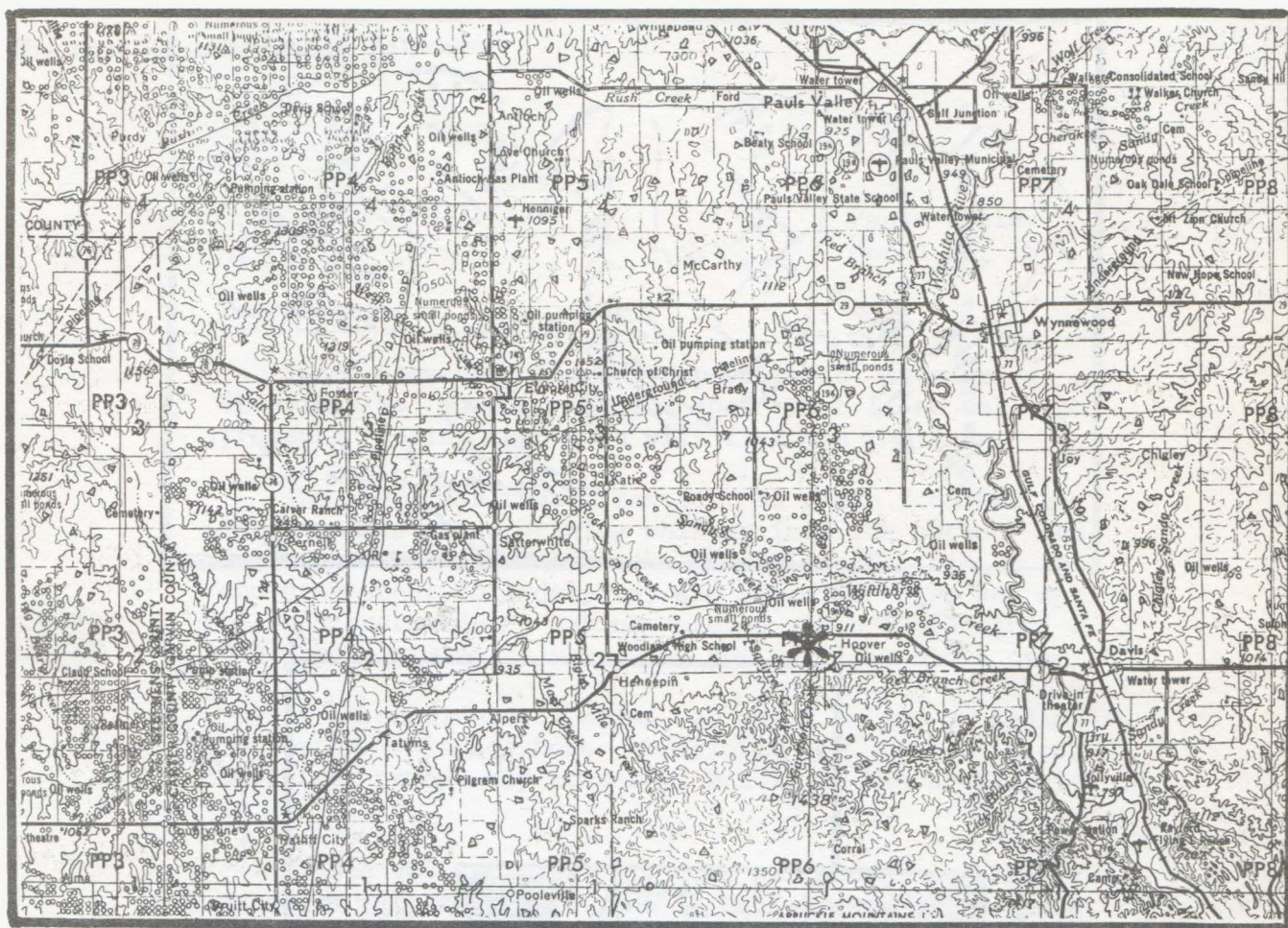
In 1852 Captain Marcy set forth on an exploratory trip along the Red River, accompanied by Captain George B. McClellan and a company of the 5th



infantry. They set out from Fort Belknap in Texas, explored the site of what is now Fort Sill, and finished their journey at Fort Arbuckle. During the Civil War these two captains served together once again -- when McClellan was the commander of the Army of the Potomac, Marcy was his Chief of Staff.

Fort Arbuckle was abandoned to a Confederate force on May 3, 1861. Union forces did not reoccupy the facility until after the close of hostilities.

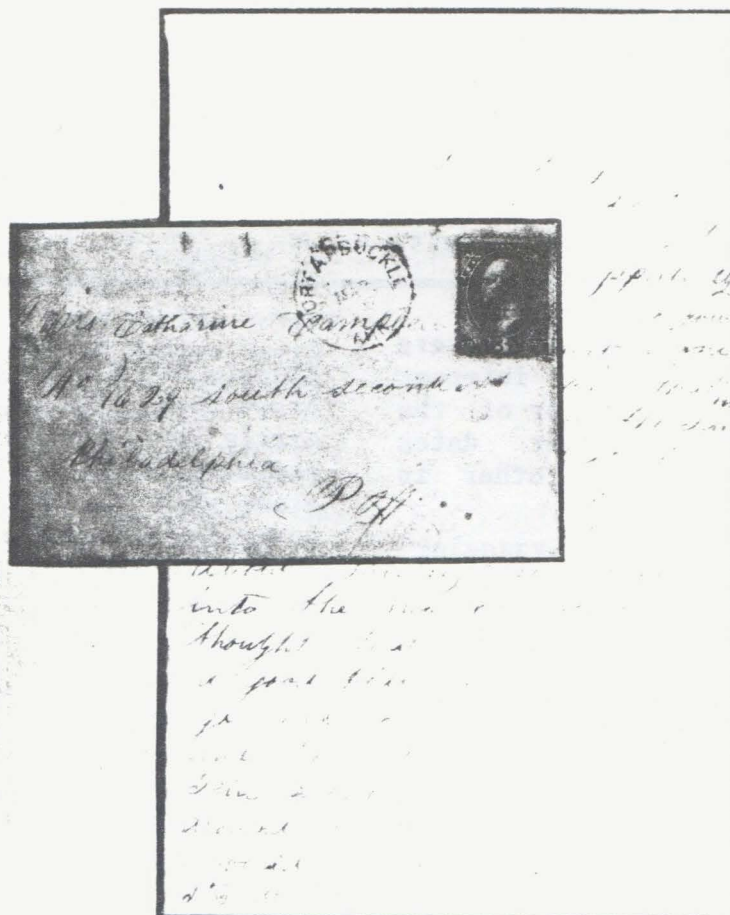
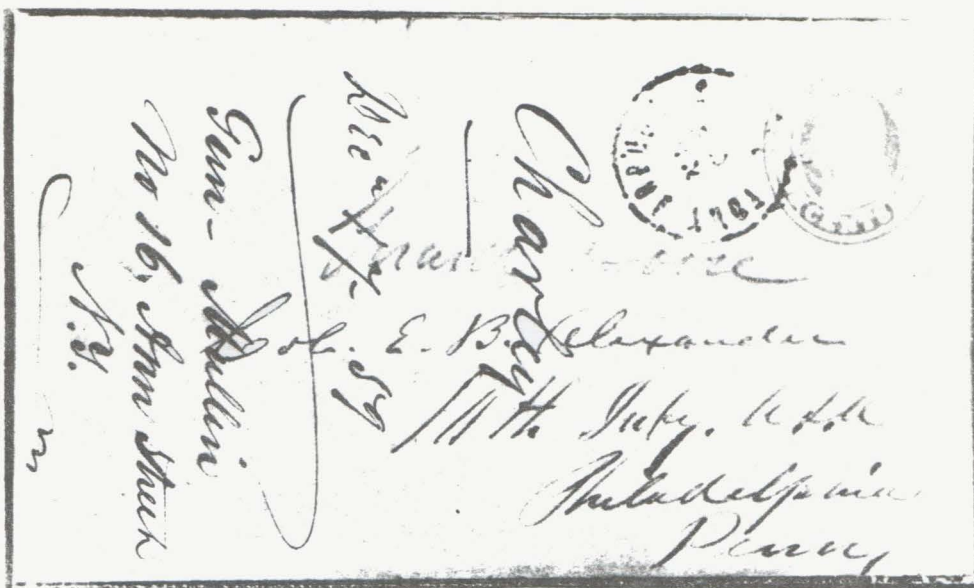
The post office was established August 4, 1853. It was discontinued on October 7, 1875, when the new post at Fort Sill was opened. On August 20, 1884 a new post office was established at the site with the name of Arbuckle.



The two Fort Arbuckle covers presented here are of extreme interest to students of postal history or of the Indian Territory. One cover dates before the Civil War, the other is after.

Example No. 1 - A brown cover with a Fort Arbuckle, Arkansas postmark, November 29 (1859) which ties the 3 cent red postal stationary stamp. The cover is addressed to Col. E.B. Alexander, 10th Infantry, U.S.A. (U.S. Army), Philadelphia, Pennsylvania. Note the December 17, 1859 script markings on the front left of cover, and on the back in script is written "Date of letter, November 26, 1859". Another interesting thing about this cover is in pencil script, "Girard House". There is no address other than 10th Infantry, U.S. Army, Philadelphia, so the post office directed the letter to the Colonel's address and marked in pencil "Girard House".

Example No. 2 with letter - A yellowish brown cover with a vivid 26 mm. single circle Fort Arbuckle, Arkansas, March 6 postmark, and a 3 cent green banknote stamp with an illegible killer. The cover is addressed in purple ink to Mrs. Catherine Campbell, No. 1629 South Second Street, Philadelphia Penn. The letter is also written in purple ink. The letter is dated March 22, 1871, the postmark is dated March 6, and the back stamp or receiving postmark is dated April 4, 1871. Why the discrepancy here? Everything is in order except in the postmark of March 6. One of two things happened - either the postmaster forgot to change the date, or there is a number missing. The latter seems the most likely, as the 6 appears to the right, leaving a space on the left in which to put a 2, which would make the date March 26 and would place everything in proper perspective.



The enclosed letter is headed Pauls Valley. Why then is the cover postmarked Fort Arbuckle, Arkansas? It is because Pauls Valley did not receive a

post office until August 1871, several months after the letter was written. Thus the letter was taken to Fort Arbuckle for mailing.

The text of the letter follows:

Pauls Valley
March 22, 1871

Dear Mother:

I now take the present opportunity of addressing a few lines to you to let you know that I am well at present. Hoping that this will find you the same.

The young man that I rented this place from has got into trouble about brining whiskey into the nation and I thought that it would be a good place for him to go and stay about Philadelphia, and him a stranger and not being accustomed to making around much I thought I would send him up to stay with you until it blows over.

It is considered a crime, an awful crime, a indian to bring whiskey here especially if he is worth anything, or has any property, but if he has nothing it is all right.

I hope you will let him come and treat him kindly as he is very sensitive. He is half-breed, but he is a gentleman all over. He give me a good start and if I have good luck I will have my head above water this year.

When he comes tell brother john to let him get acquainted. I think he will be there before you get a chance to answer this, and in about a year the country will be settled up, or come in as a state and then there will be no danger, and it may come in about six months.

I send you my photograph in my last and I want Janey and Johnny to send me theres, and Cousin Catherine and Margaret to send me theres.

Know more at present from your affectionate son,

Hugh Campbell

P.S. We are planting corn out hear now and the weather is pleasant.

THE DEPOT

Box 2093
Lake Grove OR 97035

The county is in parentheses after the post office name, and the opening and closing years for discontinued post offices are shown. The following letters indicate the estimated value for each lot.

A \$2 to \$5
B \$5 to \$10
C \$10 to \$20
D over \$20

KENTUCKY

1. CARLISLE (Nicholas) Superb strike (1870s), cork killer on cover, nicked lower rt. A/B.
2. ELIZABETHTOWN (Hardin) Ave. strike Mar 9, 1852 ties #11, "Paid by stamp" in ms., stain center but still nice. C.
3. FRANKFORT (Franklin) VF strike, killer on #114; enclosure of two 1870 election circulars. B.
4. HODGENVILLE (Larue) VG strike Aug 29, 1888 on cover, corner "La Rue County Herald". B.
5. JACKSON (Breathitt) XF strike except for date, on cover, 1889 backstamp. B.
6. MURRAY (Calloway) XF strike Feb 25 1888, star killer, "Attorney at Law" corner, mounting mark lower rt. C.
7. NICHOLASVILLE (Jessamine) F strike Dec 10 1888 on cover, mounting mark lower rt. B.
8. PARIS (Bourbon) F strike near #114, 1869 letter enclosed. B/C.
9. PARIS (Bourbon) Superb strike on business reply postal card, Jun 9, 1895. A/B.
10. ROCKPORT (Ohio) Superb strike Aug 23, 1884 on cover. B.
11. RUSSELLVILLE (Logan) VG+ strike, Jan 31 1865. Civil War period. B/C.
12. VERSAILLES (Woodford) VF strike Mar 6, 1866 on cover. B.

OKLAHOMA/INDIAN TERRITORY

13. CALUMET (Canadian) VF duplex Jun 17 1907 on real photo postcard "North Ward School Building, El Reno, Okla." Territorial. B.
14. CADDO (Ind.T.) (Bryan) XF strike May 15 1899, cover ratty at top, part of stamp missing. A
15. CRESCENT (Logan) G/VG strike on cover May 3, 1902. Some wear but quite presentable. B.
16. GUTHRIE (Logan) VF machine cancel Feb 20 1911, corner "J.E. Smith, Groceries, Seeds and Feed". Enclosure. A.
17. OKLAHOMA: 8 pre-1920 cancels (G to VF) on greeting cards, Cherokee, Gate, Hillsdale, Logan, Mill Creek, Union, Vera, Waukomis. B/C.

18. ADA 1893-99 (Montgomery) VF strike on cover, Sep 12, 1893. D.
19. ALLEN (Collin) Ave. strike on cover, illustrated corner "Lebanon Lodge I.O.O.F." with original contents. A.
20. CHANDLER (Henderson) Fuzzy but readable octagonal cancel, Oct. 14 (1880). B/C.
21. EL PASO (El Paso) First flight "El Paso to the World", Oct.. 15, 1930. Folded. A.
22. MINERAL WELLS (Palo Pinto) G/VG strike Jan 7 (1892?). A.
23. YOAKUM (Lavaca) VG+ strike, June 5, 1893 on cover. A.

NON-POSTAL HISTORY

24. ALASKA - Deed of Mining Claim, sale of numerous described mining claims, filed in Sitka, 1901. Two page document including two 25 cent documentary stamps.
25. ALASKA - Mineral Oil Claim - 160 acres in Kayak Mining District, August 7, 1903.
26. CIVIL WAR - Various issues of Frank Leslie's Illustrated Newspaper, Harper's Weekly on the death of U.S. Grant, detailed biography.
27. CIVIL WAR - New York Herald newspaper May 31, 1862 headlined "The Evacuation of Corinth", map of northern Mississippi.
28. Same, Sunday June 1, more on Corinth, with detailed map.
29. Same, June 2, headlined "Capture of the Capital of Arkansas", map including Arkansas.
30. Same, June 3, 1862, headlined "The Seat of War in the Southwest", most of front page taken up with map of Mississippi, Alabama, parts of Georgia & Louisiana. "Where is Beauregard?" VF.
31. NEVADA - Stock certificate for "The Tonopah Exploration & Development Co." 1903, unissued. B
32. WASHINGTON - Cattle and Horse Grazing Permit, US Dept. of Interior, for 30 head in Mount Rainier Forest Preserve, 1904.
33. WASHINGTON - Deed, Kitsap County 1947, three US Documentary stamps (\$3, 25 cents, 5 cents) and two Washington Conveyance Tax stamps (\$2,\$1).

Minimum bid \$2.00. Winning bids will be reduced to one advance over the second highest bid. Buyer pays postage. Bids close July 31, 1987.

Available NOW

NEW HAMPSHIRE POSTAL HISTORY, by Chester Smith Jr. and John Kay, the indispensable reference for collecting New Hampshire. 159 pp, Cloth bound, \$22.00.

POSTMARKED WASHINGTON: PACIFIC AND WAHIAKUM COUNTIES, by Guy Reed Ramsey, edited by Alan H. Patera. 148 pp. paperback, photos, cancel illustrations, and maps added. \$10.00 postpaid.

THE SECOND SECTION

Robert G. Munshower, Jr.
Editor



Chinese and Irish construction workers on the Central Pacific line built east to meet the Union Pacific to complete the first trans-continental railroad in 1869.

MAIN LINES IN CALIFORNIA

by
Rod Crossley

CALIFORNIA RAILWAY POST OFFICE MONOGRAPH

Part VI: MAIN LINES IN CALIFORNIA

By Rod Crossley

In this section of our investigation of California railway post offices, we will examine four main line routes which operated in the state. These routes are: a) the Central Pacific; b) the Southern Pacific through the Sacramento Valley and on to Oregon; c) the Southern Pacific through the San Joaquin Valley to Los Angeles; and, d) the Western Pacific.

A. THE CENTRAL PACIFIC - THE FIRST TRANS-CONTINENTAL

2 CENTRAL PACIFIC

The Central Pacific, incorporated by a group of four Sacramento merchants in 1861, was the western link in the first transcontinental railroad. Authorized by the Pacific Railroad Bill, which passed the United States Congress in 1861, the Central Pacific developed into the major economic and political force operating in California over the next 60 years. There were many people that would say that, at times, the railroad "was" the government of California.

The route of the Central Pacific led east out of Sacramento directly over the Sierra Nevada Mountains. Because of this formidable barrier, the Central Pacific was to build only 700 of the total 1,800 miles provided for in the Pacific Railroad Bill. The remainder, from the Missouri River to Utah, were built by the Union Pacific Railroad. Construction of the Central Pacific was further hindered by the fact that the bulk of construction materials and machinery needed to operate the railroad had to be delivered by ship around Cape Horn from the East.

Construction began in January 1863, a time when the nation was locked in the grip of its destructive Civil War. The first 18 miles of track from Sacramento to Roseville took over a year to lay. The next 137 miles to Reno were built over

and through the mountains, and it would be over four years before this section was finally complete. The rails reached Reno in June 1868, and the thousands of Irish and Chinese laborers employed by the Central Pacific pushed the next 535 miles across Nevada and into Utah in a little over 11 months. The Central Pacific linked-up with the Union Pacific at Promontory Point, Utah Territory, in a ceremony held May 10, 1869. The first transcontinental railroad was complete. The Central Pacific acquired the 45 miles of line built by the Union Pacific from Ogden to Promontory Point that same year. Through service between Omaha and Sacramento was begun just five days after the line was finished.

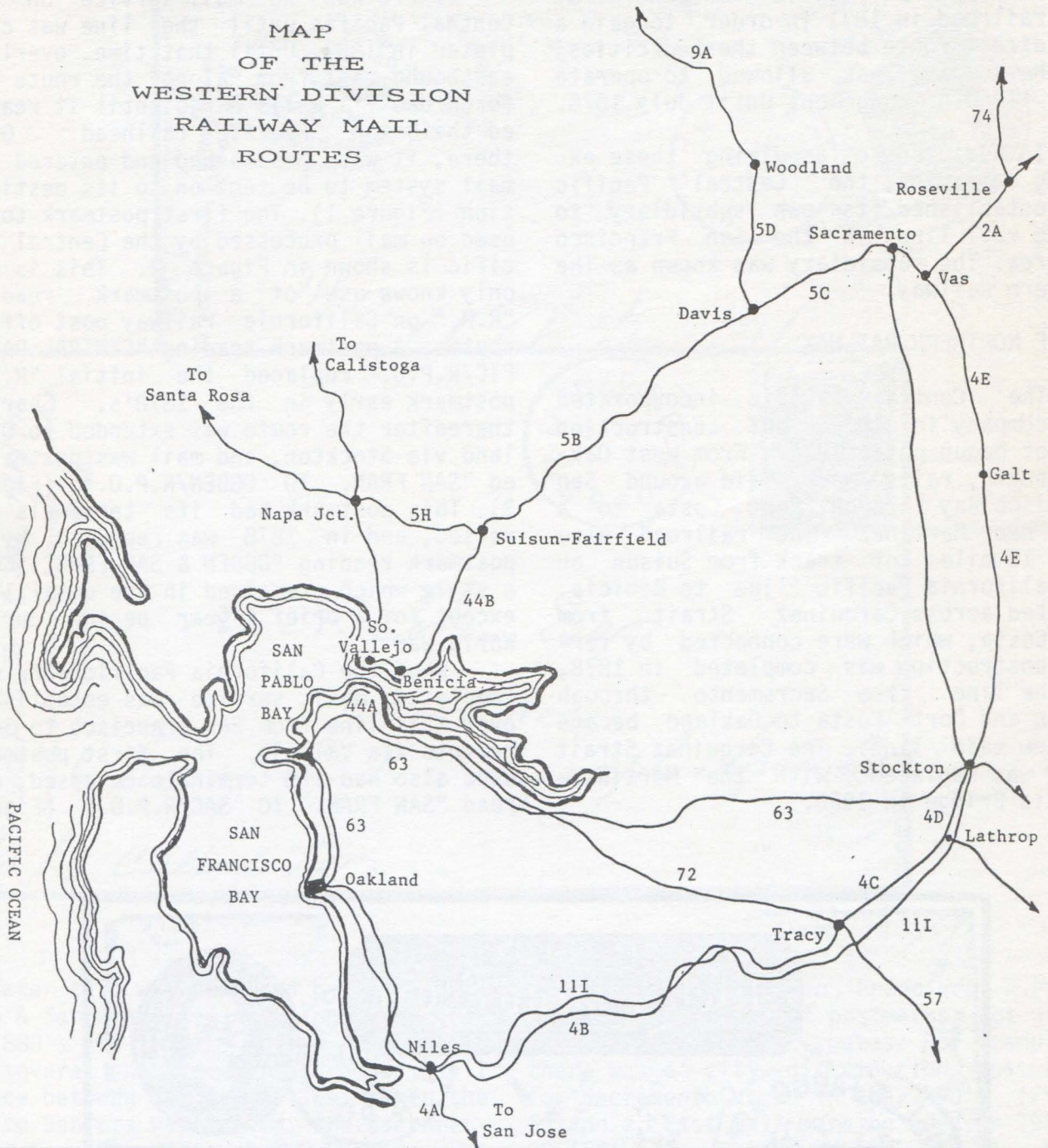
When Edward Harriman acquired control of the Central Pacific in 1901, he ordered an extensive relocation of the line over its entire route. He also built the Lucien Cutoff across the Great Salt Lake, which is currently in danger of being washed away by the growing waters of the lake. Though the Central Pacific became part of the Southern Pacific in 1885, the two companies were not merged until June 1959.

Sacramento became the hub city of the Central Pacific, but it became clear by the 1860's that San Francisco was destined to remain the most important city on the West Coast, and that city lay some 100 miles to the southwest. In order to tie Sacramento more closely to San Francisco, the Central Pacific acquired three railroads.

4 THE WESTERN PACIFIC

This company was incorporated in December 1862 to build between San Jose and Sacramento via Niles, Altaman Pass, and Stockton. Construction was delayed until January 1865, and, beginning in San Jose, only 20 miles of track was laid over the next 22 months before the company ran out of money. Construction was restarted from Sacramento in August 1868, after additional funds had been raised, and the line was finally finished in December 1869 by the Central Pacific, which had acquired control in May 1869.

MAP
OF THE
WESTERN DIVISION
RAILWAY MAIL
ROUTES



73 SAN FRANCISCO BAY RAILROAD

This company was founded in 1868 to build from the Western Pacific at Niles to Oakland, a distance of some 22 miles. Ground was broken in August 1868, and the line was still under construction when it came under Central Pacific control. The Central Pacific finished the line in 1870 thus giving San Francisco a connection via ferry boat with the Oakland Pier.

5 CALIFORNIA PACIFIC RAILROAD

This company was incorporated in January 1865 to build a line from Vallejo to Sacramento. The line, which included a steamboat segment from San Francisco, was the shortest link between Sacramento and San Francisco. Construction was begun in 1865 and completed in 1870. The company also built a branch line from Davisville (Davis) to Marysville via Knights Land-

ing. The Central Pacific took control of this railroad in 1871 in order to gain a more direct route between the two cities, but the company was allowed to operate under its own management until July 1876.

In addition to acquiring these existing companies, the Central Pacific also established its own subsidiary to expand rail lines in the San Francisco Bay area. The subsidiary was known as The Northern Railway.

44 THE NORTHERN RAILWAY

The Central Pacific incorporated this company in 1871, but construction was not begun until 1876. From West Oakland north, rails were laid around San Francisco Bay through Port Costa to a point near Martinez. The railroad also built 16 miles of track from Suisun on the California Pacific line to Benicia, situated across Carquinez Strait from Port Costa, which were connected by ferry. Construction was completed in 1878, and the line from Sacramento through Suisun and Port Costa to Oakland became the new main line. The Carquinez Strait ferry was replaced with the Martinez-Benicia Bridge in 1930.

There was no mail service on the Central Pacific until the line was completed in 1869. Until that time, overland eastbound mail from along the route was forwarded via Wells Fargo until it reached the Union Pacific railhead. Once there, it was postmarked and entered the mail system to be sent on to its destination (Figure 1). The first postmark to be used on mail processed by the Central Pacific is shown in Figure 2. This is the only known use of a postmark reading "R.R." on California railway post office routes. A postmark reading "CENTRAL PACIFIC/R.P.O." replaced the initial "R.R." postmark early in the 1870's. Shortly thereafter the route was extended to Oakland via Stockton, and mail was postmarked "SAN FRAN. TO OGDEN/R.P.O." (Figure 3). This postmark had its terminals reversed, and in 1878 was replaced by a postmark reading "OGDEN & SAN FRANCISCO", a style which remained in use until 1967 except for a brief 2-year period during World War I.

When the California Pacific line was completed, mail service was established over this line from San Francisco to Sacramento via Vallejo. The first postmark used also had its terminals reversed, and read "SAN FRAN. TO SAC/R.P.O." (Figure





4). Later this was replaced by a Sacramento & San Francisco Agent postmark. In the 1880's the Post Office Department made several changes in the railway mail service between the two cities. When the line to Benicia was opened, the Sacramento and San Francisco R.P.O. route was routed over the new line. The postmark was changed to read "SAC.BEN.& SAN FRAN/AGT." (Figure 5), and the route was then a short run of the Ogden and San Francisco R.P.O. After only two years, the Post Office rerouted the two lines and restored the Sacramento and San Francisco postmark. The Ogden & San Francisco R.P.O. was via Benicia, and the other route was now via Stockton and Niles.

The Ogden and San Francisco R.P.O. used several types of postmarks not used on other California routes. For example, there was a city distribution postmark for Sacramento used in the 1890's (Fig. 6) and a Fast Mail marking used in 1907-08 (Fig. 7). During World War I, the route was split at Sparks, Nevada, and when the route was recombined, Sparks became a division point. The Sacramento and San Francisco R.P.O. continued to function until 1941, but the Ogden and San Francisco route hung on until 1967. It was discontinued just two years short of its 100th anniversary.

IF NOT DELIVERED IN TEN DAYS RETURN TO

THE
Pacific Mutual Life Ins. Co.
OF CALIFORNIA.

41 Second Street, Sacramento.



NOTHING BUT THE ADDRESS CAN BE PLACED ON THIS SIDE.



Mrs. Geo. J. Phillips
Keokuk
Deer Iowa

Handwritten address:
J. Phillips
Keokuk
Deer Iowa

SACRAMENTO & SAN FRANCISCO R. P. O.

(Southern Pacific Co.) Rt. 176028. (San Fran.)
Through run 140.92 miles. Short run Stockton to San Fran-
cisco 103.97 m's via Port Costa; 92.45 m's via Niles.

Clerks trains 31 and 32:
Wood, Chester F. Adams, William T. Tackle, Otto G.
Helpers: Spillman, Harry L. Beaver, James A.

Clerks trains 81 and 38:
Gentle, Ira M. Wendland, Adolph G.
Clerk trains 121 and 122: Hall, Wm. B.

	a121	a31	Nov. 7, 1900.	a32	a122	a124
5 50	10 10	L	Sacramento, Cal. A	2 55	9 45	5 40
5 48	11 12		Galt, Cal.	1 53	8 50	4 38
7 03	11 30		Lodi, Cal.	1 32	8 33	4 20
7 20	12 04		Stockton, Cal.	1 05	8 08	3 50
7 58	12 25			12 42	7 45	3 20
4 16	7 45		Lathrop, Cal.			8 00
4 38	8 05			12 20		3 00
4 37			Tracy, Cal.	11 55		2 40
4 38	8 07			11 51		2 05
5 22			Cayley, Cal. (n.o.) ..			1 35
5 05			Livermore, Cal. (n.j.) ..	10 55		1 07
5 19			Niles, Cal.	10 05		18 12 27
6 41			Haywards, Cal.	9 38		6 00 12 07
6 50	10 20		Oakland, (1st St.) ..	9 10		5 39 11 35
7 15	10 45		Oakland Pier, Cal.	9 00		5 30 11 27
			San Francisco, Cal. ... L	8 30		5 00 11 00

Additional Trains.

a125				a126	a82
	8 25		L	Stockton, Cal. A	8 20 11 05
	8 47			Lathrop, Cal.	9 00 10 45
				Tracy, Cal.	10 22
a105	e85	b87			a40 9 39 a110
10 28	7 35	6 30	13 4		
10 28	8 10	7 14	6 30		
10 43	8 30	7 34	6 38		
11 11	9 06	8 06	7 07		
11 20	9 13	8 15	7 15		
11 45	9 45	8 45	7 45 A	San Francisco, Cal. ... L	6 00 8 00 4 38

† Train 81 (Short Run) runs over San Fran. & Los Ang.
line between Tracy and Oakland Pier.

* San Francisco & Porterville R. P. O.

Note: Service between Oakland Pier and San Francisco is
by ferry boat.

OGDEN & SAN FRANCISCO R. P. O.

(Southern Pacific Co.) Rt. 176001. (San Fran.)
Through run 834.52 m's. Short run, Sac'to to Colfax 56.25 m's.

Clerks Trains 6 and 3:

Lucas, S. F.	McKenna, Jas. J.	Walsh, John F.
Westlake, B. F.	Shaug, Marcus L.	Burke, John J.
Roop, Frank A.	Dudley, Wm. C.	Cavanagh, Fred. J.
Grant, John W.	French, Frank S.	Costello, Frank P.
Partridge, Karl C.	Farrell, John G.	Turner, Egbert J.
Westlake, W. N.	Taylor, William H.	Webster, Will. E.
Reynolds, Frank A.	Benson, Eben L.	Gurry, Charles J.
Roberts J. S.	Hook, Henry P.	Hammerly, Fred J.
Farmer, John H.	O'Brien, Geo. W.	Mitchell, Lewis W.

Clerks Trains 2 and 1:

Hobbs, C. L.	Watlington, A. L.
Sullivan, Robt. T.	Voss, Ernest J. F.
Cavin, James C.	Schuyler, Chas. A.
Park, C. T.	Grant, A. S.
Ross, Sidney A.	Morgan, Eugene
Maloney, M. J.	Shaffer, Dan. C.
Auld, Koyal L.	Broadbuss, Oscar J.
Seaman, J. H.	Fulwider, Lucine E.
Colby, H. W.	Roundey, Chas. E.

Helpers Train 1 at Ogden:

Dean, Leslie C.	Epatine, Charles B., Act'g
Allen, John R.	Lowe, Camille D., Act'g
Fassett, Charles E.	Hall, Oliver J., Act'g
Dunning, William S.	Schaum, Keuben J.

Helpers Train 3 at Ogden:

Mallinson, Henry M., Act'g - Svenson, Fred. J.

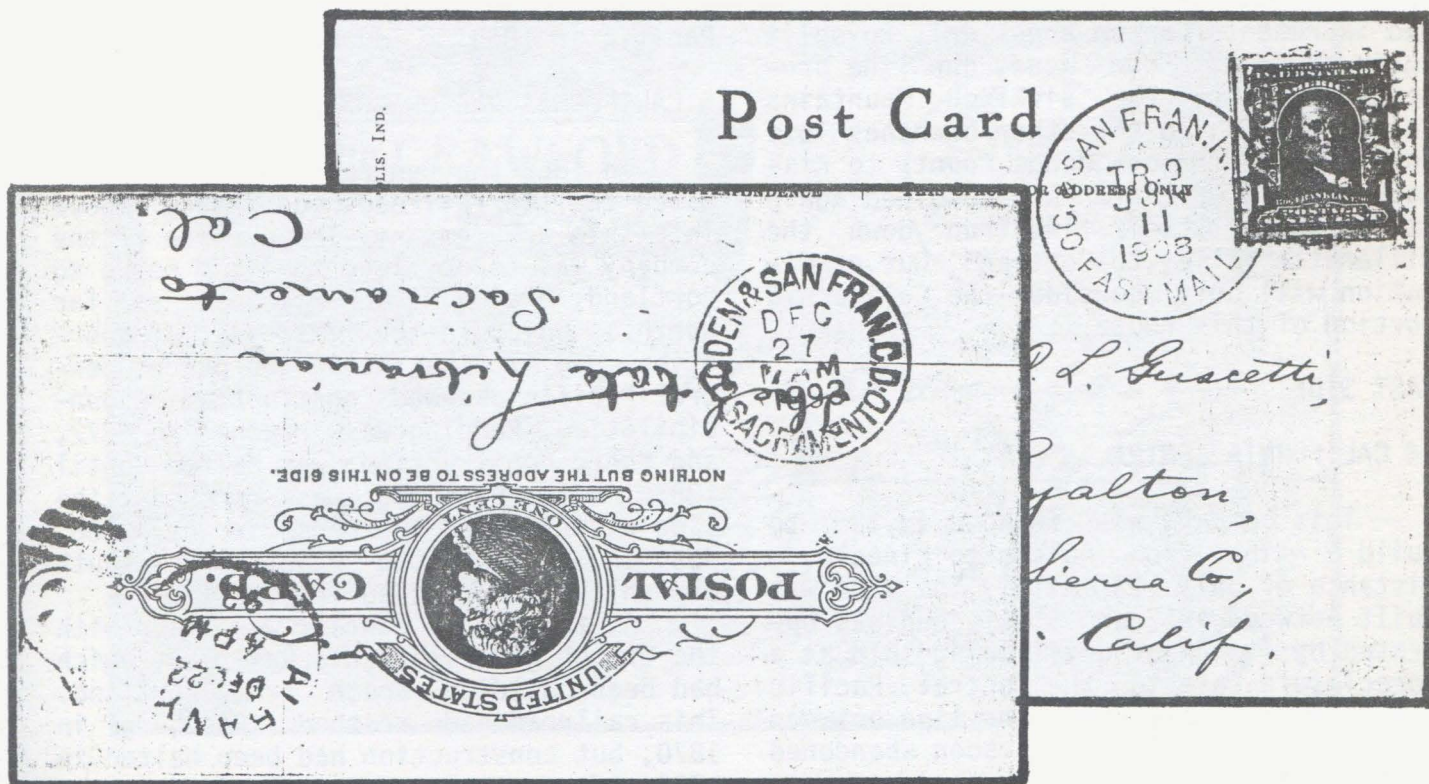
Clerk trains 33 & 34: Trowsdale, Wm. J. D.

Note: Service between Oakland Pier and San Francisco is by
ferry boat.

Note: San Francisco City letter mail worked in tr. 3 by R. P.
Clerk.

RPO SERVICE CENTRAL PACIFIC MAIN LINE AND BRANCHES

Terminals in Postmark	Years	TMC# of Postmark(s)	Route No.	Notes
Central Pacific R.R.	1869-1870's	976 A-B	2 AB	
Central Pacific R.P.O.	1870's	976 C	2 AB	
San Francisco to Ogden	1870's	976 E-K	2AB,4BC,73	
Ogden and San Francisco	1878-1917	976 D-H	2AB,4BC,73	AGT
Salt Lake and Sparks	1917-1918	976 T	2 A	
Sparks and San Francisco	1917-1918	976 W	2B, 5B, 44AB	
Ogden and San Francisco	1918-1967	976 O	2AB, 5B, 44AB	
<hr/>				
San Francisco & Sacramento	1870's	976 ?	5 AB	
Sacramento & San Francisco	1870's-80's	976 F	5 AB	AGT
Tracy and San Francisco	1879-1880	976 A	4 B, 73	AGT
Sacramento, Benicia & S.F.	1884-1885	976 I	5 B, 44 AB	
Sacramento & San Francisco	1886-1941	976 B	4BC, 73	Via Tracy





B. EAST SIDE - WEST SIDE: THE SOUTHERN PACIFIC SACRAMENTO VALLEY ROUTE

The modern Southern Pacific lines north from Sacramento to Portland, Oregon, travel up both sides of the Sacramento River Valley, combining at Tehama south of Red Bluff to negotiate the rugged Sacramento Canyon area, only to split again at Weed. From Weed, one line proceeds north over the Siskiyou Mountains to Ashland, while the other branches off to the east through Modoc County to Klamath Falls. The lines are combined again at Eugene for their final run down the Willamette Valley to Portland. Our examination will only consider the California portion of this route.

EAST SIDE

74 CALIFORNIA CENTRAL

This company was founded in 1857 to build a line from Folsom to Lincoln, a distance of only 13 miles. The line was built between 1857 and 1861, and was operated by its owner until being sold at a foreclosure sale to the Central Pacific in 1868. The portion of the line between Folsom and Roseville was soon abandoned by the Central Pacific.

75 YUBA RAILROAD

The Yuba Railroad was incorporated in 1862 to build north from Lincoln. A total of 23 miles had built completed to Marysville, and an additional 17 miles had been graded north beyond Marysville when the company was acquired by Central Pacific in 1869.

6 CALIFORNIA AND OREGON

In 1869 the Central Pacific consolidated the two railroads described above into this new company. The purpose of the company was to complete the line north to Portland, Oregon. Track was laid as far north as Chico in the first year of operation, and at that time the parent Central Pacific assumed construction responsibilities. Redding was reached in 1872, and there construction was halted until 1883. After building was renewed, the line was extended to Dunsmuir by 1886, Weed in 1887, and the Oregon border south of Ashland was reached in June 1887.

At the border contact was made with the Oregon and California Railroad, which had been building south from Portland. This railroad had reached Roseburg in 1870, but construction had been halted in 1872. After nearly a decade of no pro-

gress, construction was restarted and Grants Pass was reached in 1883, followed by Ashland in 1884, and the border in 1887 to link up with the California and Oregon and thus complete the Siskiyou line of the Shasta Route.

WEST SIDE

9 NORTHERN RAILROAD

The California Pacific had built a branch line north from Davisville to Marysville via Woodland in 1870. In 1876 the Northern Railroad began construction north from Woodland along the west side of the Sacramento Valley. Willow was reached in 1878, and, after a three-year delay, the company built on to Tehama and the eastside line in 1882.

CASCADE LINE

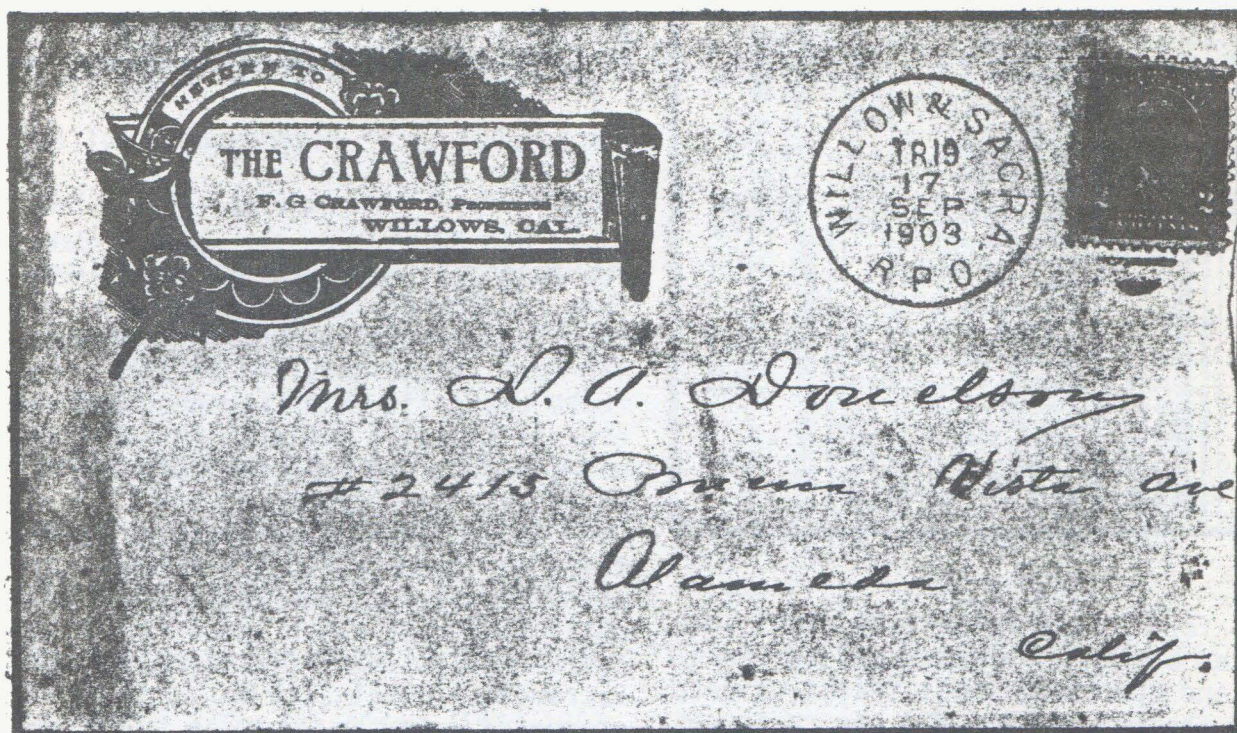
During the early 1900's, the Southern Pacific, under the direction of Edward Harriman, began to look for a less difficult crossing of the Siskiyou Mountains. Several surveys of this remote and mountainous country led the railroad to

conclude that a route via Klamath Falls to Eugene might offer the desired alternative.

48 CALIFORNIA NORTHEASTERN

Incorporated in 1905, this railroad was charged with building a new line from Weed to Klamath Falls. Construction was begun in 1906 and completed in 1909, but the section north from Klamath Falls to Eugene was built very slowly by the Southern Pacific and was not opened until 1926.

Although passenger service was inaugurated on the Eastside line in 1871, the first recorded postmark dates from some five years later. This postmark read "CAL.& OREG./R.P.O.", and the route provided service between Roseville and Redding. Later, service was expanded to Sacramento, then to Red Bluff, and eventually Portland beginning in 1888. When the Westside line reached Tehama, railway post office service was started from there to Davisville. This service was expanded in 1884 to include Sacramento and Delta. The two routes were combined in



(Southern Pacific Co.)

Rt. 173001, Portland to Ashland; 176003, Ashland to Roseville; 176001 part, Roseville to San Francisco; 176022 Tehama to Davisville.

Clerks, trains 11 and 12 (S. D.):
 Gay, F. Nickle, Ferril C.
 Carroll, John J. Jackson, Fred. S.
 Lawton, George E. Glover, Thomas F., Act'g
 Helpers tra. 11 & 12 (S.D.): Nelson, Evald, — Kearney, George P.

b13		a11		a15		Nov. 7, 1903.		a16		a12		a14	
4	00	8	30	8	30	L	Portland, Or.	7	45	6	30	10	10
4	05	8	35	8	35		East Portland, Or.(n.o.)	7	40	6	25	10	05
4	50	9	22	9	14		Oregon City, Or.	7	00	5	40	9	22
5	38	10	14	8	57		Woodburn, Or.	6	17	4	48	8	34
8	15	11	00	10	33		SALEM, OR.	5	40	4	05	7	54
8	31	11	20	10	52		TURNER, OR.	5	25	3	48	7	39
7	10	12	18	11	30			4	47	3	05	7	00
		12	30	11	35		{ Albany, Or. }	4	40	2	44		
		1	27				{ Junction City, Or. }			1	37		
		2	08	1	15		{ Eugene, Or. }	3	00	1	10		
				2	10		{ Springfield, Or. }						
				4	40		Latham, Or. (n.o.)	2	10				
				5	50		OAKLAND, OR.	12	26	10	43		
				6	50		ROSEBURG, OR.	11	45	10	05		
				7	59		DOTHAN, OR.	8	04	7	28		
				8	35		Reuben, Or. (n.o.)	8	35				
				11	45		Medford, Or.	4	52	5	17		
				12	30			4	25	2	50		
				1	00		{ ASHLAND, OR. }	3	55	2	20		
				1	43		Steinman, Or. (n.o.)			1	43		
				2	20		Gregory, Or. (n.o.)	2	20				
				4	02		AGER, CAL.	12	35	11	11		
				4	28		Montague, Cal.	12	07	10	46		
				7	53		Castlecrag, Cal.			7	58		
				8	20		Hazelcreek, Cal.	8	20				
a31	10	30	10	10	45		REDDING, CAL.	5	40	5	00	a32	
5	10	11	55	12	15		Redbluff, Cal. (n.j.)	4	15	3	25	8	15
5	33	12	22	12	37		Tehama, Cal.	3	39	2	50	7	50
6	27			1	30		CHICO, CAL.	2	45			8	59
				2	10		Silsby, Cal. (n.o.)	2	10				
7	14			2	23		BIGGS, CAL.	1	54			8	02
				3	05		Marysville, Cal.	1	05			5	15
				3	35		Yuba City, Cal.						
8	30			4	22		WHEATLAND, CAL.	12	38			4	50
9	12			4	22		Roseville, Cal.	11	53			4	12
a11	9	50		5	00		{ Sacramento, Cal. }	11	18			2	30
				5	15			10	50			a12	
4	00			1	21		ORLAND, CAL. (n.j.)			2	07		10
				1	45		Lyman Cal. (n.o.)			1	45		

Southern Pacific Co., 86 96 m's. Rt. 176096. (R.-SanFran.)
Clerk: Gebhart, Miles W
Beleef Clerk: Noe, William J.

Relief Clerk: Noe, William J

Relief Clerk: Noe, William J

Southern Pacific Co., 135.90 m's via Willow; 136.22 m's via Marysville.
St. 176003 part, Red Bluff to Roseville; 176022 Tehama to Davis;
176001 part, Roseville to Davis. (R-San Fran.)

	288	June 11, 1911	289	
--	-----	---------------	-----	--

Train 29 meets Tr. 4 San Fran. train 80 at Delmar	1 30
---	------

For other trains of this line see Ogden & San Fran., Oroville & Sac'to and Ash. & San Fran. R. P. O's.

Tr 20 NORTH	FROM	Tr 20-112 SOUTH	FROM
-------------	------	-----------------	------

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In addition to the through service, there was also a local R.P.O. service which operated in the Valley from 1904 to 1915. The train which used a Willow and Sacramento postmark (later Red Bluff and Sacramento) originated in Red Bluff. It proceeded down the Westside to Sacramento before returning to Red Bluff by way of the Eastside.

78

RPO SERVICE SOUTHERN PACIFIC IN THE SACRAMENTO VALLEY

EASTSIDE

Terminals in Postmark	Years	TMC# of Postmark(s)	Route No.	Notes
Chico - Roseville	1871-1872	None known	---	
Tehama - Roseville	1872-1875	None known	---	
California - Oregon	1875-1878	982 B	2A,74,75,6A-D	RPO
Redding - Sacramento	1878-1884	982 A	2A,74,75,6A-D	AGT
Red Bluff - Sacramento	1884-1888	982 M	2A,74,75,6A-C	
Portland - Sacramento	1888-1890	982 N	2A,74,75,6A-I	

WESTSIDE

Terminals in Postmark	Years	TMC# of Postmark(s)	Route No.	Notes
Willow - Davisville	1880-1882	None known	---	
Tehama - Davisville	1882-1884	986 B	9AB, 5D	
Delta - Sacramento	1884-1890	982 F	6C-E,9AB,5CD	

BOTH SIDES

Terminals in Postmark	Years	TMC# of Postmark(s)	Route No.	Notes
Portland - San Francisco	1890-1909	894 Q	6,75,74,59,44, (1) 72, 4	
Willow - Sacramento	1903-1904	984 C	9A, 5C-D	Local
Red Bluff - Sacramento	1904-1915	984 M	9AB,5CD,2A, 74,75, 6A-C	Local
Ashland - San Francisco	1909-1917	984 I	6A-I,74,75,9, 5, 44	
Ashland - Gerber	1917-1927	894 H	6C-H	
Gerber - San Francisco	1917-1927	984	6AB,9,75,74, 5, 44	
Ashland - San Francisco	1927-1933	984 E	6A-I,74,75,9, 5, 44	
Klamath Falls - Weed	1909-1917	900.4 A	48 A	
Portland - Dunsmuir	1927-1935	984 K	6I,48AB,6G	
Dunsmuir-San Francisco	1934-1935	982 G	6A-F,75,74,9, 5, 44	(2)
Portland - San Francisco	1935-1967	982 L	6,75,74,5,9,44	

 NOTES: (1) Via Ashland (2) Via Klamath Falls

When World War I began, Gerber was added as an additional division point, and there were suddenly three postmarks in use on the route which had had only one a decade earlier. The Ashland-Gerber section was combined with the Gerber-San Francisco section in 1927, only to be split again at Dunsmuir in 1933. Finally in 1935, all the segments were once again combined into a Portland and San Francisco R.P.O. with the Southern District beginning at Dunsmuir. Service on the Shasta Route was concluded in 1967 when all remaining RPO service in California was terminated.

Railway post office service was also conducted on the Cascade line. Begun when the line reached Klamath Falls in 1909, the Klamath Falls and Weed R.P.O. operated until 1917. No R.P.O. operated on this line until the link from Klamath Falls to Eugene was finished in 1927. In that year the Portland and Dunsmuir R.P.O. began to provide service over the Cascade line as far south as Dunsmuir, where it combined with the Ashland and San Francisco route. Beginning in 1933, the Portland and Dunsmuir R.P.O. serviced both Klamath Falls and Ashland from Portland, but in 1935 this route was merged into the Portland and San Francisco route.

C. MAIN LINE THROUGH THE SAN JOAQUIN VALLEY

The Southern Pacific line running east from Los Angeles was discussed in Part IV, and the local service within the San Joaquin Valley will be considered in a future segment. Our attention here will be focused on the Southern Pacific Main Line through the San Joaquin Valley to Los Angeles.

7 SOUTHERN PACIFIC

As part of the Atlantic and Pacific agreement, the Southern Pacific Railroad committed itself to building a line south from San Francisco to the Colorado River. The Southern Pacific plan called for the line to cross the Coast Range near Tres Pinos and then proceed south through the San Joaquin Valley. Central Pacific began building south from Lathrop in the upper end of the Valley in 1870. By 1872 this line had reached Goshen Junction, while the Southern Pacific was still on the coast side of the mountains. Southern Pacific halted construction at Tres Pinos to take advantage of the Central Pacific line down the Valley. In 1874 the Southern Pacific reached Bakersfield. Here the line paused briefly before crossing



the Tehachapi Mountains, a feat which must rank as one of the major engineering accomplishments in United States history. The Tehachapi Mountains rise steeply from the valley floor less than 20 miles southeast of Bakersfield. With peaks in excess of 6,000 feet, there was one stretch on the proposed route that would require an extremely steep grade. In order to avoid this dangerous situation, construction engineer William Hood decided to build a cross-over, or loop, and thus was born the famous Tehachapi Loop. Once through the mountains, tracks reached Mojave in 1876 and from there turned south toward Los Angeles. In 1873 the Southern Pacific had begun construction north from Los Angeles, and the two lines were linked in 1876 at Lang, a site north of San Fernando. The Southern Pacific had now completed their major north-south line, but the company believed it needed a more direct route to Oakland than the old Western Pacific line.

72 THE SAN PABLO AND TULARE RAILROAD

This company was incorporated in 1871, but it was not until 1876 that the Central Pacific made use of the name to construct the 46-mile stretch from the Northern Railway at Martinez to Tracy. The line was finished in 1878, and was operated by Central Pacific until 1885, when that company was brought under Southern Pacific control.

57 SAN PABLO AND TULARE EXTENSION RAILROAD

This company was founded by Southern Pacific in 1887 to build some 260 miles of line from Tracy south through the west side of the San Joaquin Valley. Only 56 miles had been graded before Southern Pacific itself took over construction. The line reached Los Banos in 1889. From there, it turned southeast to reach across the Valley, and track was built into Fresno in 1892.

RPO SERVICE SOUTHERN PACIFIC THROUGH THE SAN JOAQUIN VALLEY

Terminals in Postmark	Years	TMC# of Postmark(s)	Route No.	Notes
S.J.V. R.P.O.	187?	None assigned	7A(part)	(1)
Southern Pacific R.P.O.	187?	963 I	7A(part)	(2)
Lathrop - Los Angeles	1876-1880	963 A	7A-C	AGT
San Francisco-Los Angeles	1880-1882	963 F	44A,72,4C,7A-C	AGT
Deming - San Francisco	1882-1884	963 G	44A,72,4C,7A-C	
San Francisco-Los Angeles	1884-1892	963 X	44A,72,4E,7A-C	
San Fran.,Mendota,Los Ang	1892-1898	963 AE	44A,72,57,7A-C	(3)
San Francisco-Los Angeles	1898-1967	963 several	44A,72,57,7A-C	
San Francisco - Fresno	1917-1935	963 W	44A, 72, 57 Westside	

NOTES: (1) Known date is 1872. (2) Known date is 1874. (3) Main line below Fresno.

The first postmark used on a railway post office in the Valley read "S.J.V./R.P.O." (Fig.) and it was applied to mail handled between the railhead and Lathrop in the early 1870's. This was replaced by the "S.PACIFIC/R.P.O." (Fig.), which appears to have been used until the line reached Los Angeles. A

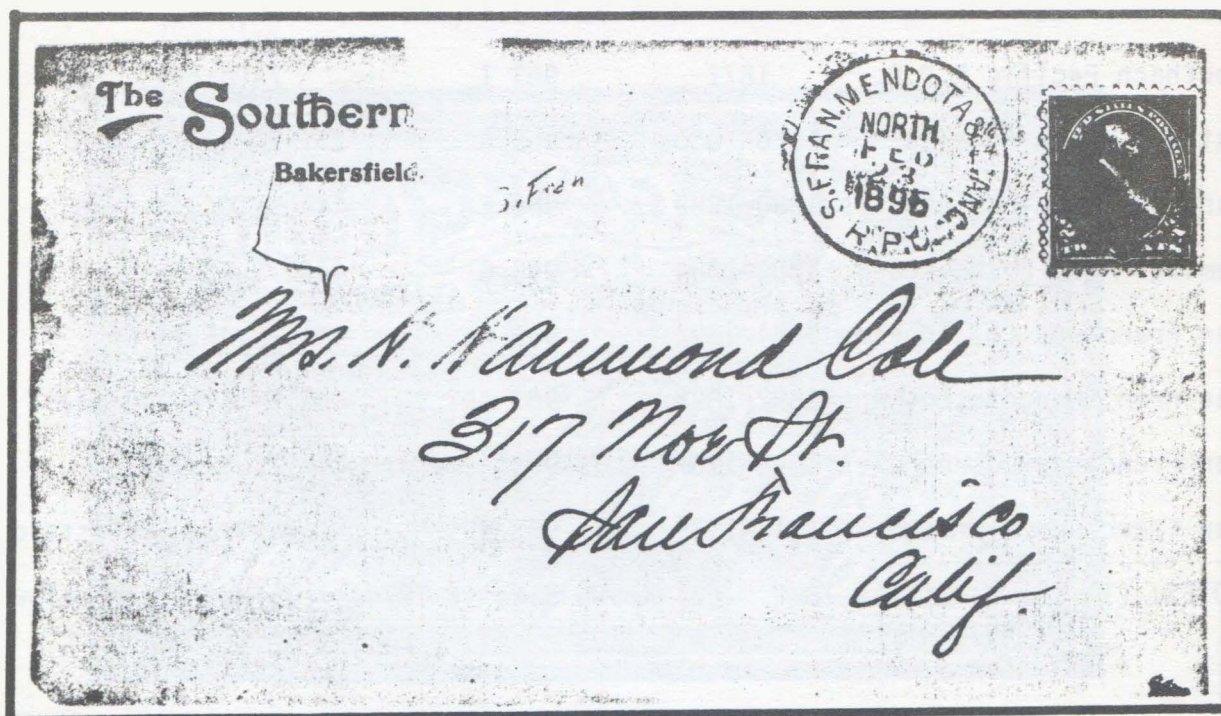


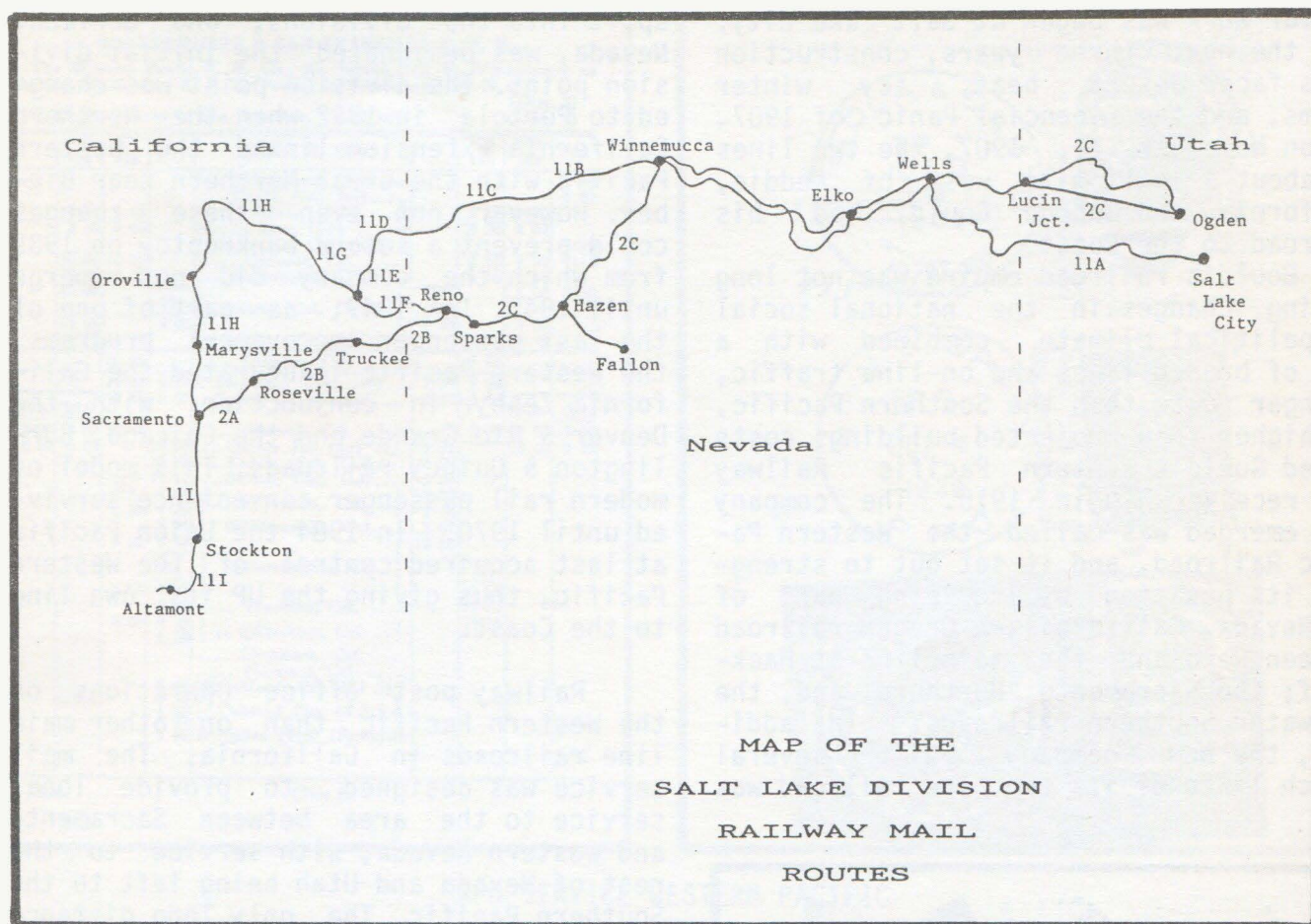
Lathrop and Los Angeles postmark was used during the four years before the line was extended from Tracy to San Francisco, and in 1882 the Valley segment became part of the famous Deming & San Francisco R.P.O., the longest route in the United States.

After 1884 the route through the Valley again used a San Francisco and Los Angeles postmark, and when the Southern Pacific completed the westside line in 1892, the Railway Mail Service moved the route to the new line and used a postmark reading "S.FRAN, MENDOTA & L.ANG./R.P.O." (Fig.) Six years later the route was

once again designated the San Francisco and Los Angeles R.P.O., and this name was to endure until 1967 except for service on the westside line between 1917 and 1935 (see Part VII).

★ SAN FRANCISCO & FRESNO R. P. O.			
Southern Pacific Co. Rt. 108760.			
San Francisco to Fresno via Port Costa 208.43 m's. Fresno to Tracy 126.20 m's. (Dist. 4).			
38a	April 17, 1927	cu	35
6 40	lv. ... Of San Fran. (Ferry)....ar	11 25	
7 04	..Oakland Pier, Calif. (n.o.)...ar	10 50	
7 10	..Of Oakland, Calif. (16th St.)...	10 40	
7 18	..Berkeley, Calif. (Univ. Ave.)...	10 31	
7 27	..Richmond, Calif.	10 21	
7 51	..Vallejo Junction, Calif. (no)...	9 53	
8 02	{ Port Costa, Calif. }	9 49	
8 05	{ Associated, Calif. (n.j.).... }	9 44	
8 27	..... Baypoint, Calif.	9 25	
8 35	..... Pittsburg, Calif.	9 19	
8 54	..... Antioch, Calif.	9 05	
9 05	..... Tracy, Calif.	8 54	
10 10		7 55	
40a		38a	
11 55		8 30	
1 08	..... Newman, Calif. (n.j.)....	8 20	
1 17	..... Gustine, Calif. (n.j.)....	8 05	
3 08	..... Ingle Station (no)	3 19	
3 30	{ Kerman, Calif. }	3 03	
3 38	{ Of Fresno, Calif. ....lv	3 03	
4 00	ar..... Of Fresno, Calif. ....lv	2 35	
Class A.			
Service between Oakland Pier and San Francisco is by ferryboat.			
For other trains of this line see Ashland & San Francisco, Ogden & San Fran., Sac. & San Fran. and San Fran. & Los Angeles R. P. O.'s.			
Tr. 35 meets tr. 25 bet. Bethany and Byron..... 8 20			
Tr. 36 meets tr. 25 bet. Giant and Pinole..... 3 15			
Tr. 40 meets tr. 35 bet. Ingle Sta. and Kerman..... 3 15			
Space Authorization.			
All trains 3' except:			
Tr. 35, Tracy to San Francisco .....15'b, 3'a.			
Tr. 36-40, San Francisco to Fresno .....15'a.			
San Francisco to Los Banos .....3'a.			
Tr. 39, Fresno to Tracy .....15'a.			





D. WESTERN PACIFIC - THE LAST TO ARRIVE

The last railroad to build into California was the Western Pacific from Salt Lake City, and it arrived some 60 years after the Central Pacific had reached Ogden, Utah.

11 THE WESTERN PACIFIC

Several proposals had been put forward to build a railroad from Stockton through Feather River Canyon and on across Nevada to Salt Lake City, but no construction was ever started. When the Denver & Rio Grande reached Salt Lake in the 1880's, it was hoped by many that this line would be extended on to California to break the Central Pacific monopoly on traffic to the state.

George Gould began to build a transcontinental rail line in the 1890's, and to anchor its western flank he acquired control of the Denver & Rio Grande. Gould

recognized that if he were to have a true transcontinental it would be necessary to break the Union Pacific/Southern Pacific roadblock at Ogden. Consequently, Gould dispatched survey parties and in 1902 the D&RG began to acquire land at critical points in Feather River Canyon and in Nevada.

The Western Pacific Railway was incorporated in California in March 1905 to build a railroad from Oakland to Salt Lake City. In one of its first acts, the new company acquired the Alameda and San Joaquin Valley Railroad, which had been built in 1896 between Tesla and Stockton. The Western Pacific found it difficult to begin new construction due to very slow sales of company bonds. Finally, it was necessary to acquire what amounted to direct loans from the Rio Grande, Missouri Pacific, and other companies in the Gould system in order to raise the needed construction capital. Grading was started at Oakland in January 1906 and in May 1906

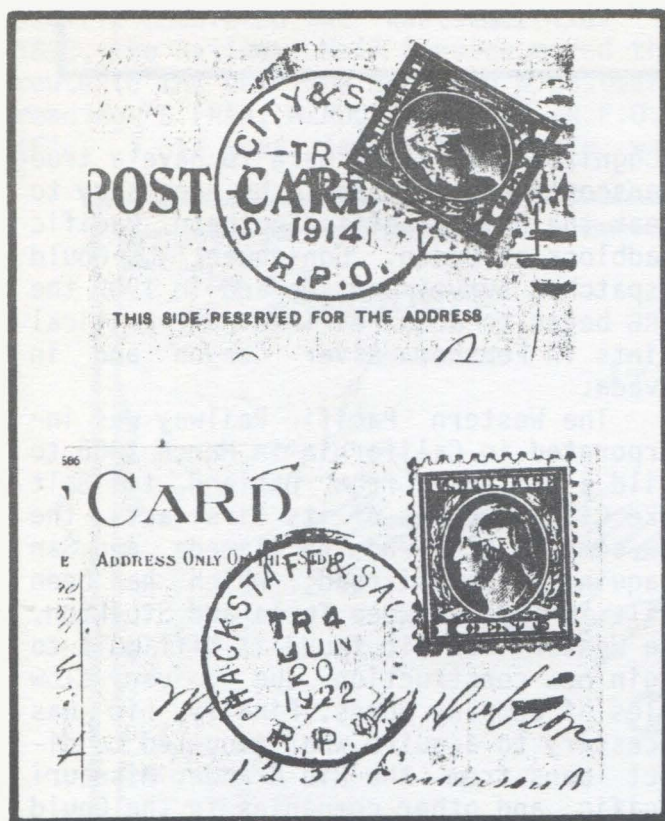
similar work was begun at Salt Lake City. Over the next three years, construction crews faced desert heat, icy winter storms, and the Financial Panic of 1907, but on November 11, 1907, the two lines met about a half mile west of Keddie, California, and George Gould had his railroad to the Coast.

Gould's railroad empire was not long lasting. Changes in the national social and political climate combined with a lack of branch lines and on-line traffic, a longer route than the Southern Pacific, and higher than projected buildings costs forced Gould's Western Pacific Railway into receivership in 1915. The company that emerged was called the Western Pacific Railroad, and it set out to strengthen its position by acquiring part of the Nevada, California, & Oregon railroad between Reno and the main line at Hackstaff; the Sacramento Northern; and, the Tidewater Southern railroads. In addition, the new company built several branch lines of its own. The railroad was

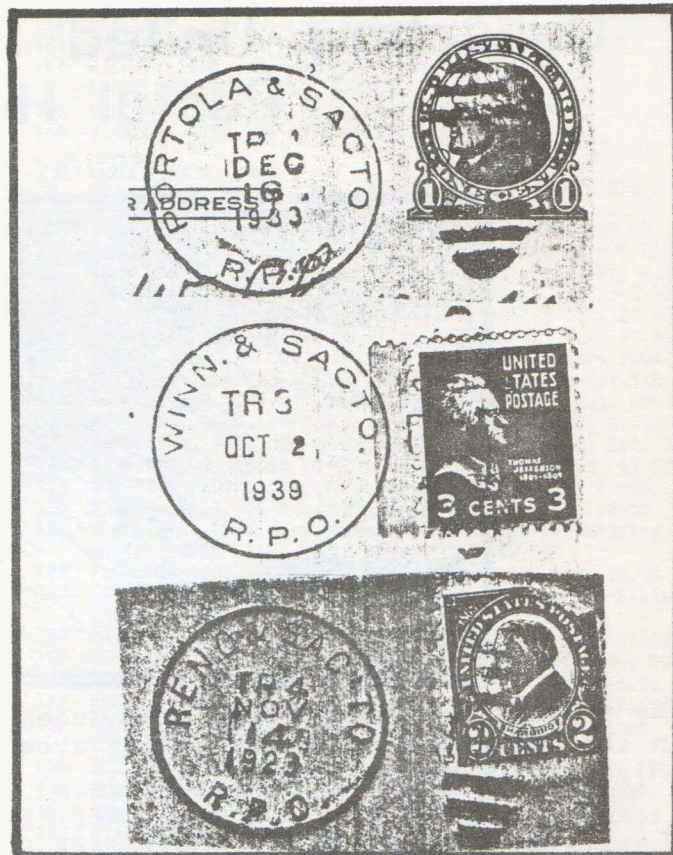
split into two divisions, and Gerlach, Nevada, was designated the initial division point. The division point was changed to Portola in 1932 when the Northern California Extension linked the Western Pacific with the Great Northern near Bieber. However, not even these changes could prevent a second bankruptcy on 1935 from which the company did not emerge until 1945. In 1949, as part of one of the last passenger improvement programs, the Western Pacific inaugurated the California Zephyr in conjunction with the Denver & Rio Grande and the Chicago, Burlington & Quincy railroads. This model of modern rail passenger convenience survived until 1970. In 1984 the Union Pacific at last acquired control of the Western Pacific, thus giving the UP its own line to the Coast.

Railway post office operations on the Western Pacific than on other main line railroads in California. The mail service was designed to provide local service to the area between Sacramento and western Nevada, with service to the rest of Nevada and Utah being left to the Southern Pacific. The only long distance R.P.O. route carried by the Western Pacific was the Salt Lake City and San Francisco, which operated only a few years after the rail line was first completed. About 1914 the eastern terminal was moved to Winnemucca, Nevada, and the western terminal became Sacramento. Between 1917 and 1935 the eastern terminal of the route was moved six times to various different towns in Nevada and California. In 1935 it was returned to Winnemucca, but R.P.O. service was provided only from Portola to Sacramento with the remainder of the route being a closed pouch service only.

Although the western terminal of the route was moved to San Francisco during World War II, the route remained closed pouch except for the Portola-Sacramento segment until it was finally discontinued in 1950. In that year Western Pacific replaced the "Royal Gorge" with an RDC car, which was called "Zephyrette", thus ending RPO service on the line.



★WINNEMUCCA & SAN FRANCISCO R. P. O.									
The Western Pacific R. R. Co., Rt. 108754. C. P. Winnemucca to Portola, 210.95 m's.; R. P. O. Portola to Sacramento, 132.75 m's.									
C. P. Sacramento to San Francisco, 138.82 m's. (Dist. 3)									
(Dist. 4)									
August 27, 1942									
① 15a	② 13a					③ 14a	④ 16a	40a	
		lv..Winnemucca, Nev..ar						8 45	
		....Doyle, Cal. (nj)....						4 51	
8 30	8 45	lv....t@Reno (PO)....ar				8 35	10 00		
8 15	9 00	lv....Reno (SP)....ar				8 20	9 50		
		....Reno Jct., Cal. (no)...						4:20	
10 00	10 05	....Chilcoot, Cal.				8 40	9 00	4:16	
10 40	10 15	....Beckwourth, Cal.				8 10	8 20		
11 00		{ ..Portola, Cal. (WP). }					8 00	3 50	
11 05		{ ..Portola, Cal. (PO)...				7 55	7 50		
11 15	11 00					4 45	7 45		
		.....Deileker, Cal.						4 08	
		.....Blairden, Cal. (nj)...				7 30	3 30		
12 15	9 50	....Spring Garden, Cal. ...				6 52	3 00		
		.....Quincy, Cal.				2 30	10 50	7 00	
8 00	8 00	.....Quincy Jct. (no)				6 31	10 10	6 35	
8 30	9 00	.....Reddie, Cal. (nj)....				6 09			
		.....Belden, Cal. (nj)....				5 08			
		{ ..t@Oroville, Cal. }				3 00			
1 30	1 25	{ ..t@Marysville, Cal. }				2 45			
2 04		{ ..t@Sacramento, Cal. }				2 07			
3 05	3 08					12 58			
		.....Thornton, Cal.						12 59	
3 05	3 08	{ ..@Stockton, Cal. }						12 02	
4 09	4 15	.....Livermore, Cal.						11 34	
4 20		.....Hayward, Cal.							
		{ ..t@Oakland, Cal. (3d St.) }							
8 59	7 13	{ ..Oakland Pier (S.P.) }							
7 13		ar.t@San Fran. (Ferry).lv							
7 30									
7 50									
19'a. Class B.									



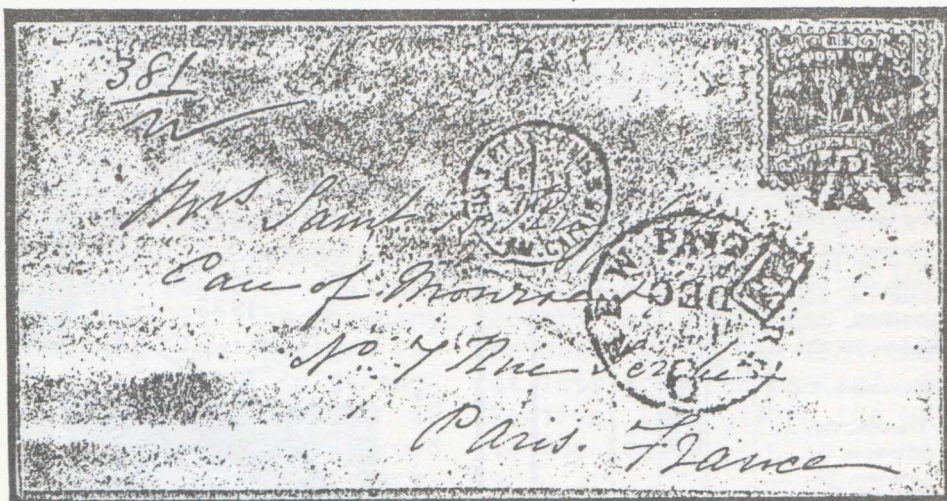
RPO SERVICE WESTERN PACIFIC

Terminals in Postmark	Years	TMC# of Postmark(s)	Route No.	Notes
Salt Lake Cy-SanFrancisco	1910-1914?	995 G	11 A-I	(1)
Winnemucca - Sacramento	1914?-1917	995 H	11 B-H	(2)
Gerlach - Sacramento	1917-1919	995 C	11 C-H	
Rayle - Sacramento	1920-1922	995 E	11 E-H	
Hackstaff - Sacramento	1922-1923	995 B	11 D-H	
Reno - Sacramento	1923-1931	995 F	11 F-H	
Doyle - Sacramento	1931-1932	995 A	11 E-H	
Portola - Sacramento	1932-1935	995 D	11 H	
Winnemucca - Sacramento	1935-1941	995 H	11 H	(3)
Winnemucca-San Francisco	1941-1945	995 K	11 H	(3)
Winnemucca - Sacramento	1945-1950	995 J	11 H	(3)

NOTES: (1) Examples known dated 1914 & 1915. (2) Known examples dated 1915.
(3) R.P.O. service between Portola and Sacramento only.

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BIDS CLOSE: JULY 31, 1987 (10 PM PDT)

ALASKA CATALOG NUMBERS REFER TO PTA III

- 100 CHITINA, 1925, Fine type 2 on local use cover. E. \$30
- 101 CHUGIAK, 1947, F Ty1 on 1st Day PO cvr. Est. \$4.00
- 102 CORDOVA, 1912, VG Type 3 on PPC. Est. \$8.00
- 103 CRAIG, 1930, VG Type 4 on cover. Est. \$15.00
- 104 DOUGLAS, 1913, G+ Type 7 on cover. Est. \$8.00
- 105 FORT LISCUM, 1909, about G Type 3 on PPC. Est. \$15.00
- 106 FORT LISCUM, 1910, VG Ty4 on PPC(r.p. UNION DEPOT, Portland, Oregon) Est. \$20.00
- 107 FORT RICHARDSON, 1942, VG Ty2 on #10 cvr w/PROVISIONAL CENSOR MARK Ty 942-2. Est. \$10.00
- 108 HAINES, 1908, VG Type 3 on cover(a little rough at rt) Est. \$20.00
- 109 HAINES, 1915, G Type 6 on PPC. Est. \$8.00
- 110 JUNEAU, 1918, Fine Type 8 on local use cover. Est. \$10.
- 111 KETCHIKAN, 1916, G Type 9 on Drop Rate local cvr. Est. \$10.
- 112 KETCHIKAN, 1958, ALL AMERICAN CITY slogan. cach. cvr. E\$3
- 113 KODIAK/NAVAL AIR STA., 1949, G+ Ty5 on non-phil. cvr. E\$4
- 114 KOTZEBUE, 1935, G Ty5 on cml. cvr w/paper clip rust mark. Est. \$3.00
- 115 LASSEN, 1939, Fine Ty 1 on phil. GPC. Est. \$20.00
- 116 NABESNA, 1937, VG Ty 1 on flight cvr. Est. \$15.00
- 117 NOME, 1901, VG Ty 3 on cvr w/cc of U.S. Marshall's Off., St. Michaels. 2-ct red tied on Pen. Env. Est. \$40.00
- 118 NOME, 1914, VG Type 10 on cvr to Teller. Est. \$8.00
- 119 NULATO, 1934, VG Ty 5 on flight cover. Est. \$8.00
- 120 OPHIR, 1934, VG Ty 4 on flight cover. Est. \$8.00
- 121 RED DEVIL, 1961, VG 4-bar on phil. cvr. Est. \$3.00
- 122 SAINT MICHAEL, 1911, G Ty8 on PPC. Est. \$12.00
- 123 SAINT MICHAEL, 1957, Ty14 on cach. cvr. Est. \$3.00
- 124 SAND POINT, 1957, VG Ty7 on cachet cvr. Est. \$4.00
- 125 SEATTLE/NAS SITKA BR., 1942, VG Ty 1 on #10 Penalty env. w/FORT RAY PROVISIONAL CENSOR Ty 940-1. Est. \$12.00
- 126 SEWARD, 1942, VG Ty11 on cvr w/FORT RAYMOND PROVISIONAL CENSOR MARK Ty 941-1. Est. \$25.00
- 127 SHISHMAREF, 1957, G Ty3 on cachet cvr. Est. \$3.00
- 128 SITKA, 1906, G+ Ty16 w/inv. year date on PPC. Est. \$12.
- 129 SITKA, 1957 & 1958, ALASKA DAY slogans, cach. cvrs. E\$4
- 130 SKAGWAY, 1903, VG Type 7 on cvr w/local cc. Est. \$20.
- 131 SKAGWAY, 1921, VG Ty13 on PPC. Est. \$5.00
- 132 SKWENTNA, 1957, VG Ty1 on cachet cvr. Est. \$4.00
- 133 SLEETMUTE, 1957, F mag. Ty3 on cachet cvr. Est. \$4.00
- 134 SOUTH NAKNEK, 1957, VG Ty3 on cachet cvr. Est. \$4.00
- 135 STEVENS VILLAGE, 1949, VG Ty2 ties 1-ct POSTAGE DUE used as franking on non-philatelic PPC. Est. \$15.00
- 136 SUTTON, 1957, VG Ty1 on cachet cvr. Est. \$4.00
- 137 TALKEETNA, 1958, VG Ty3 on cachet cvr. Est. \$4.00
- 138 TANACROSS, 1958, VG Ty1 on cachet cvr. Est. \$4.00
- 139 TANANA, 1917, VG Type 4 on cvr(3.5x7.5-inch) Est. \$12.
- 140 TENAKEE SPRINGS, 1957, VG Ty2 on cachet cvr. Est. \$4.
- 141 TREADWELL, 1908, G+ Ty1 on PPC. Est. \$12.00
- 142 TREADWELL, 1911, readable Ty2 on PPC. Est. \$4.00
- 143 TUNUNAK, 1958, VG Ty2 on cachet cvr. Est. \$4.00
- 144 UGASHIK, 1954, VG Ty4 (swollen) on 6.25x5" cvr. E\$4
- 145 UNALAKLEET, 1931, VG Ty 3 on flight cvr. Est. \$8.00
- 146 UNALAKLEET, 1957, G+ magenta Ty 5 on cachet cvr. E\$4
- 147 UNALASKA, 1958, G+ Ty 14 on cachet cvr. E\$3.00
- 148 VALDEZ, 1957, Fine Type 19 on cachet cvr. Est. \$3.00
- 149 WAINWRIGHT, 1957, Fine Type 1 on cachet cvr. Est. \$4.
- 150 WARD COVE, 1958, Fine Type 1 on cachet cvr. Est. \$5.
- 151 WILLOW, 1957, VG Type 1 on cachet cvr. Est. \$4.00
- 152 WRANGELL, 1921(Ty4) & 1933(Ty6), both G+ on 2 PPCs. E\$8
- 153 APO 942, 1944, G+ 4-bar on PPC(bear cubs) Est. \$4.00
- 154 SEATTLE & SEWARD/S.S. NORTHWESTERN, 1922, VG Ty4 on PPC w/crease. Est. \$20.00
- 155 Photo PPC: "S.S. VICTORIA & OLYMPIA IN THE ICE-08" PM NOME Ty 7, 1909. Good detail. Est. \$15.00
- 156 Lot of 4 diff SE ALASKA Pos (WRANGELL, SKAGWAY, JUNEAU, KETCHIKAN) on 4 PPCs. All April 1914-same corresp. All postmarks VG or better. Unusual group. Est. \$20.00

ARIZONA

- 157 CHLORIDE, 1908, G+ Type 6 on PPC. Est. \$10.00
- 158 FORT APACHE, 1908, VG Type 6 on PPC. Est. \$12.00
- 159 HOT SPRINGS, 1904, VG Ty 3 on PPC. Est. \$20.00
- 160 HUMBOLDT, (1/30/1912), VG Ty 2 on PPC. Est. \$12.00
- 161 KIRBY, 1916, VG 4-bar on PPC. DPO. Early for PO. E\$10.

ARIZONA (continued)

- 162 MARICOPA, 1907, G Type 8 on PPC. Est. \$12.00
- 163 McCABE, 1909, VG Type 6 on PPC. Est. \$12.00
- 164 WILGUS, 1910, VG Type 2 as backstamp on cvr. also COURTLAND/REC'D. Est. \$12.00
- 165 WILLIAMS, 1909, VG Ty 11 on PPC. Est. \$4.00
- 166 WINSLOW, 1913, VG dplx on PPC. Est. \$2.00

CALIFORNIA

- 167 ASILOMAR, 1930, VG 4-bar on pkt. of 18 miniature pix. (Mont. 14-35) Est. \$8.00
- 168 BERKELEY, 1880, Fine Fancy cds on cover. Est. \$8.00
- 169 BLACKS STATION, 1911, about G(o'strk) DOANE on PPC. E\$6
- 170 BLUE CANYON, 1916, VG 4-bar on PPC. (Placer 67-27) E.\$6
- 171 CAMP BALDY, 1918, G+ mag. 4-bar on PPC. (S. Ber. 13-51) E\$5
- 172 CHILES, 1915, G 4-bar on PPC. (Napa 88-24) Est. \$6.00
- 173 CISCO, 1924, G+ 4-bar on PPC. (Plac. 66-41) Est. \$5.00
- 174 COLOMA, 1858, VG cds & PAID/10 in circle on worn FRONT only to Virginia. Scarce marking, but rough. Est. \$10.
- 175 CRAFT, 1909, VG 4-bar on PPC. (Kern 1909-11) Est. \$30.
- 176 DEFENDER, 1906, VG DOANE on U398. (Amad. 00-15) E. \$25.
- 177 DENVERTON, 1908, G+ DOANE on PPC. (Sol. 58-11) Est. \$8.
- 178 EAST AUBURN, 1906m VG dplx on PPC. (02-19) Est. \$3.00
- 179 EAST SAN PEDRO, 1910, VG 4-bar on PPC. (06-24) E. \$6.
- 180 EDISON, 1913, VG 4-bar on cover. (03-29) Est. \$8.00
- 181 ELK CREEK, 1874, mss. ties 3-ct green on cvr missing part of back flap. Looks nice. Est. \$12.00
- 182 FLORENCE, 1908, VG 4-bar on PPC. (LA 78-18) Est. \$6.00
- 183 FRANKLIN, 1896, VG dcds on cvr w/star-in-circle killer (Sac. 56/43) Est. \$20.
- 184 GAVIOTA, 1907, VG mag. DOANE on PPC. (S. Barb. 01-37) E\$6
- 185 GEN. GRANT NAT'L PARK, 1921, G+ 4-bar on PPC. (10-40) E\$4
- 186 GIANT FOREST, 1926, G+ 4-bar on PPC. DPO. Est. \$6.00
- 187 HENLY, 1868, mss. on 3-ct pink entire. (Sisk. 56-12) E\$20
- 188 HOLLISTER/WELLS, FARGO & CO., 1888, VG purple oval on U312 w/S.F. WELLS FARGO rec'd. Est. \$50.00
- 189 ICELAND, 1922, VG 4-bar on Penalty cd. (Nev. 97-23) E\$8.
- 190 JUNIPER, 1927, VG 4-bar on PPC. (Lassen 24-34pd) E. \$6.
- 191 KENNETT, 1889, G+ cds on cover. (Shasta 86-42) E. \$12.
- 192 LINDEN, (1863), mss. on cover w/#68. Early for PO. E. \$25
- 193 LOS ALAMITOS/N. RESERVE AVIATION BASE STA., 1942, Fine 4-bar on phil. card. Est. \$5.00
- 194 LUFFENHOLTZ, 1908, G+ DOANE on PPC(r.p. Work train on tressel) (Humboldt 1904-09) Est. \$30.00
- 195 MATILIJIA, 1909, G+ 4-bar on PPC. (Vent. 89-16) Est. \$8.
- 196 MERCED FALLS, 1907, VG 4-bar on PPC. (1856-1957) E. \$4
- 197 MILLS COLLEGE, 1911, VG 4-bar on PPC. (88-36) Est. \$4.00
- 198 MOKELUMNE HILL, 1900, G dplx on cvr. Est. \$4.00
- 199 ORLOFF, 1907, Fine DOANE on PPC. (Butte 05-11) E. \$20.
- 200 PLEASANT GROVE, 1896, G+ cds on cvr w/WILSONVILLE/OREG cds as backstamp rec'd. Est. \$5.00
- 201 SALINAS CITY, 1877, G cds on UX5. Est. \$12.00
- 202 SAN DIEGO/KEARNEY BRANCH., 1918, VG machine on PPC. E. \$6
- 203 San Francisco folded ltr headed 1854, interesting ltr. w/no postmarks to New York. Est. \$6.00
- 204 SAN FRANCISCO, c. 1865, G dcds on cvr w/mss. "Per Steamer" and #65 tied by COG WHEEL killer. Est. \$8.00
- 205 SAN FRANCISCO (1869), VG cds on cvr w/2x3-cent grills tied by cut-cork killers. Est. \$10.00
- 206 STANFORD UNIVERSITY, 1908, VG dplx on GPC. (93-27) E. \$5.
- 207 SUNOGLIN, 1883, VG dcds on UX7. Est. \$8.00
- 208 SUNOGLIN, 1914, G+ 4-bar on PPC. (Ala. 71-20) E. \$4.00
- 209 SWEETLAND/J.W. WOOD, 1890, G lite dcds on cvr. Est. \$8.
- 210 VALLEJO/Nav. Enlisted Barracks Sta., 1943, VG dcds on phil. cvr. Also 10182 STA. Est. \$6.00
- 211 VINA, 1888, VG dcds on cvr w/closed tear into 2-cent green banknote. Est. \$8.00
- 212 VOLTA, 1911, G DOANE on PPC. (Merced 90-59) Est. \$4.00
- 213 Lot of 2 1907 dplxs on 2 cvrs: SAN JACINTO & OCEANSIDE both VG strikes. Est. \$2.00
- 214 Lot of 30 Fresno Co. postmarks, 1906-18, cut 2x4". Many DPOs and DOANES. 28 diff. Send SASE for list. Est. \$15.

COLORADO

- 215 ARGO, 1908, Fine DOANE on PPC. (1904-11pd.) Est. \$15.
- 216 ARGO, 1909, VG 4-bar on PPC. (1904-11pd.) Est. \$12.
- 217 ARMEL, 1909, VG DOANE on PPC. (03-58) Est. \$6.00
- 218 AYER, 1930, VG magenta 4-bar on GPC. (11-41) Est. \$6.
- 219 BALD MOUNTAIN, 1917, G cds on PPC. (69-21) Est. \$15.
- 220 BASHOR, 1911, VG 4-bar on PPC. (09-18) Est. \$15.00
- 221 BLACK MOUNTAIN, 1909, G 4-bar on PPC. (99-11) Est. \$20.
- 222 BUTTES, 1916, G+ 4-bar on PPC. (95-22) Est. \$12.00
- 223 CAMP CARSON, 1944, VG machine on Comic Patriotic Cover w/FREE franking. Est. \$4.00
- 224 CONIFER, 1906, G+ DOANE on PPC. (94-29) Est. \$12.00

COLORADO (Continued)

- 225 DENVER/EIGHTH AVENUE STA., 1910, VG dplx on PPC. (09-15) E\$5
 226 DENVER, COLO. /----ED, c.1875, on cover w/3x3ct. green + 12-cent banknote to Oregon. Lanphere cc. shortened @ left. Very interesting rate. Est. \$70.00
 227 ENGLEWOOD, 1908, VG DOANE on PPC. (1903-13) Est. \$6.00
 228 FARR, 1910, VG 4-bar on PPC. (07-46) Est. \$8.00
 229 FLAGLER, 1908, G magenta DOANE on PPC. Est. \$4.00
 230 JUNIPER, 1914, G+ 4-bar on 2-ct. entire (06-19) E.\$15.
 231 KLINE, 1908, readable DOANE on PPC. (04-53) Est. \$4.
 232 LAKE CITY, 1902, VG cds on Reg. Pk. Rct. Est. \$5.00
 233 LUCERNE, 1908, VG DOANE on PPC. Est. \$3.00
 234 OLAVA, 1938, VG 4-bar on PPC. (36-48) Est. \$6.00
 235 PANDO, 1943, VG machine on Free frk cvr w/Camp Hale return address. (42-46 pd). Est. \$8.00
 236 PLACERVILLE, 1906, VG DOANE on GPC (Freight notice of Globe Express Co.) also NUCLA DOANE as rec'd. Est. \$8.
 237 PORTLAND, 1909, G 4-bar on PPC. (00-52) Est. \$5.00
 238 PUEBLO, c.1880, VG cds ties 3-ct green on cvr. E.\$8.
 239 READ, 1911, Fine 4-bar on PPC. (98-34) Est. \$6.00
 240 RIOBLANCO, 1915, G 4-bar on PPC. (99-50) Est. \$5.00
 241 SHEEPHORN, 1911, G+ 4-bar on PPC. (95-51) Est. \$6.00
 242 SUPERIOR, 1932, VG 4-bar on cover. DPO. Est. \$5.00
 243 TIOGA, 1932, VG 4-bar on cover. (07-54) Est. \$5.00
 244 TOLLAND, 1908, VG 4-bar on PPC. (04-44) Est. \$5.00
 245 WAGES, 1930, VG magenta 4-bar on GPC. (17-50) Est. \$6.

CONNECTICUT

- 246 NEW HAVEN, c.1863, G+ orange dclds on PATRIOTIC cover w/ FLAG design & #65 tied. Est. \$25.00
 247 PORTERSVILLE, 1849, VG red cds & PAID w/mss. "29cts." on cover to "Capt Henry S. Stark of the Bark Ecilla/Genoa/Italy" also Italian markings. Est. \$25.00

DELAWARE

- 248 OMAR, 1909, G DOANE on PPC. (88-17) Est. \$5.00

FLORIDA

- 249 INDIAN RIVER CITY, 1930, VG 4-bar on PPC. DPO. Est. \$5.
 250 MILLIGAN, 1912, G+ 4-bar on PPC. DPO. Est. \$6.00
 251 NORTH LABELLE, 1913, VG 4-bar on PPC. DPO. Est. \$8.00
 252 PANAMA CITY BEACH, 1954, G+ 4-bar on PPC. DPO. Est. \$4.
 253 STANTON, 1885, G+ dclds on 2-ct entire. DPO. Est. \$12.

HAWAII

- 254 HONOLULU, HAWAII FLEET POST OFFICE/NAVY 128 (PEARL HARBOR) BR., 1948, VG 4-bar on commercial cover. E. \$5.
 255 MAKAWAO/MAUI, 1896, G purple triple cds ties #76 on cvr also light HONOLULU dplx. Est. \$30.00

IDAHO

- 256 BADGER, 1910, Fine DOANE on PPC. (04-13) Est. \$20.00
 257 BELLEVUE, 1904, VG dplx on 2-ct red entire. Est. \$3.00
 258 DENVER, 1912, VG 4-bar on PPC. (92-14) Est. \$12.00
 259 GREEN CREEK, 1910, VG 4-bar on PPC. (97-75) Est. \$4.00
 260 HUSTON, 1920, G 4-bar on PPC. 1st Year of PO. Est. \$5.
 261 LYMAN, 1911, Fine DOANE on PPC. (87/14) Est. \$15.00
 262 MACE, 1912, VG 4-bar on PPC. (99-22) Est. \$10.00
 263 QUARTZBURG, 1913, VG 4-bar on PPC. (74/40) Est. \$6.00
 264 TWINSRINGS, 1908, G+ DOANE on PPC. (98/18) Est. \$20.
 265 Lot of 2 diff. 1910 4-bars on PPC, G-VG: REUBENS & MC CAMMON. Est. \$5.00

ILLINOIS

- 266 CHICAGO, ILL./STK.YD.STA., 1880, VG cds on cvr. E. \$5.00
 267 PECTONICA, 1843, mss. & mss. "25" on SFL. Est. \$15.00
 268 Lot of 4 diff G-VG cds on UX3 & UX5, 1873-80: BUFFALO, JACKSONVILLE, PLEASANT PLAINS, TAYLORVILLE. Est. \$15.00

INDIANA

- 269 EAST GERMANTOWN, 1909, VG DOANE on PPC. DPO. Est. \$4.
 270 METZ, 1887, G+ cds on cvr w/#210. DPO. Est. \$8.00
 271 OWENS POINT, 1877, mss. on cvr w/3x1-cent bnknt. DPO. E\$8
 272 WABASH, 1879, G magenta cds on UX5. Est. \$3.00

IOWA

- 273 DUNBAR, 1883, VG cds on cvr w/lt.stains. DPO. Est. \$6.
 274 FORT MADISON, 1880, VG magenta cds & STAR-IN-CIRCLE killer on GPC. Est. \$10.00
 275 VILLISCA, 1894, G+ cds & PUMPKIN FACE Fancy cancel ties 2-ct Columbian on cvr w/millinery cc. Est. \$12.00

KANSAS

- 276 DELPHOS, 1881, light, readable cds on UX5. Est. \$4.
 277 EUREKA, c.1870, G+ cds on cvr w/pair 3-ct greens tied by solid star killers. Est. \$8.00
 278 MELVILLE, 1883, mss. of UX7. (1878-90) Est. \$15.00

KENTUCKY

- 279 CAVE SPRINGS, 1908, VG 4-bar on PPC. DPO. Est. \$5.00
 280 PADUCAH, 1862, VG blue dclds + PAID & mss. "Paid 30" w/ N.YORK BR.PKT/7 PAID on cvr to PRUSSIA. Est. \$50.00

MAINE

- 281 EAST PALENO, c.1880, mss on cvr w/3-ct.green.DPO.E\$8
 282 E.RUMFORD, 1873, mss. on UX3. (1823-1908) Est. \$10.00
 283 FRANKFORT, c.1863, mss. on embossed Lady's cvr. Est. \$5.
 284 JEFFERSON, 1908, VG DOANE on PPC. Est. \$3.00
 285 SANFORD, 1879, VG magenta cds on cvr w/3-ct green. E.\$4

MARYLAND

- 286 DOUGHOREGAN, 1885, mss ties #210 on MOURN.CVR.(76-07)E\$8
 287 GLENVILLE, 1906, VG DOANE on cvr. (56-10) Est. \$8.00
 288 ST.JAMES SCHOOL, 1906, VG cds on PPC. (01-43) Est. \$4.
 289 WEST BEAVER CREEK, 1908, VG DOANE on PPC.(86-09) E.\$5.

MASSACHUSETTS

- 290 ATHOL DEPOT, c.1870, G RIMLESS cds on 3-ct ent.DPO.E\$8
 291 BOSTON, c.1880, VG cds w/BOLD NEG."C" klr on UX5.E\$4
 292 BURRAGEVILLE, c.1860, VG balloon cds on U34.DPO. E.\$15.
 293 EAST BLACKSTONE, 1895, VG cds on 2-ct green ent.DPO.E\$8
 294 LANCASTER, 1885, VG toothed oval on cvr w/#210. Est.\$10.
 295 NORTH HANSON, 1911, VG dplx as rec'd on PPC.(R7).E\$15.
 296 NORWOOD, 1879, G magenta dclds on cvr w/3-ct.green. E.\$4.
 297 TAPLEYVILLE, 1893, VG cds on U349. DPO. Est. \$8.00
 298 WESTMINSTER, 1912, VG cds & CUT CORK GEOMETRIC klr.PPC.E\$3

MICHIGAN

- 299 EVANS, 1913, VG 4-bar on PPC. (88-20) Est. \$8.00
 THE FOLLOWING LOTS CONTAIN COVERS FROM SMALL MICHIGAN TOWNS. ALL ARE DIFFERENT & DATE FROM 1893-1895. MOST ARE FRANKED W/3-CT. COLUMBIANS. CONDITION G-F. SEND S.A.S.E. FOR LIST OF TOWNS.

- 300 Lot of 6 covers, A-B towns, G-VG. Est. \$15.00
 301 Lot of 7 covers, C towns, VG-F. Est. \$20.00
 302 Lot of 6 covers, D-E towns, G-VG. Est. \$15.00
 303 Lot of 5 covers, F-G towns, G-VG. Est. \$12.00
 304 Lot of 6 covers, H-J towns, G-VG. Est. \$15.00
 305 Lot of 9 covers, K-L towns, G-VG. Est. \$25.00
 306 Lot of 10 covers, M towns, G-VG. Est. \$25.00
 307 Lot of 5 covers, N-P towns, G-VG. Est. \$12.00

MINNESOTA

- 308 ATWATER, 1879, G octagon on UX5. Est. \$6.00
 309 ATWATER, 1880, VG octagon(diff.than prev.lot).UX5.E\$8.
 310 CANNON RIVER FALLS, 1881, G octagon on UX5.(55-89) E.\$10
 311 CROOKSTON, 1883, G blue cds & target ties #210. E.\$6.
 312 HANCOCK/A.F.Englund,P.M.,1880, VG cds on UX5. E\$10
 313 KANDIYOHI STA., 1882, VG dclds on UX7. (70-94) Est. \$12.
 314 MORRIS, 1879, Fine magenta trip.cds & neg.STAR klr. on UX5. Est. \$10.00
 315 MURDOCK, SWIFT CO., 1879, VG mag. dclds on UX5. Est. \$10.
 316 POWERS, 1907, Fine DOANE on 2-ct red entire. (1900-09) E\$8
 317 WARNER/J.D.Warner,P.M.,1883, G+ cds & cut cork klr on UX7 w/UR corner tear. (77-01) Est. \$10.00
 318 WILLMAR/M.O.B., 1885, G octagon as sending pm.UX7.E\$8.

MISSISSIPPI

- 319 ORWOOD, 1899, mss. on REG. cvr w/6x#247 + 3x#248 on 2-cent entire. Interesting combination. DPO. Est.\$8.

MISSOURI

- 320 BETHANY, 1845, mss. & mss. "25" on SFL headed "Clay Co." Scarce PO (1844-1848) Est. \$50.00
 321 GANTER, 1909, G+ DOANE on PPC. (05-27) Est. \$6.00
 322 GUN CITY, 1891, G cds & target on cvr w/encl. DPO.E\$8
 323 HULDA, 1913, G+ cds & target on PPC. (04-16) E. \$8.00
 324 LIBERTY, c.1860, bold cds ties #26 on cvr to PORTLAND, ME. w/mss. "Ford 3" on to Mass. Est. \$10.00
 325 MATSON, 1917, VG 4-bar on cover. (93-71) Est. \$4.00
 326 POST OAK, 1907, VG cds & target on PPC. (80-54) E.\$4.
 327 ZEITONIA, 1903, Fine duplex on cover. (87-06) Est.\$8.

MONTANA

- 328 ARGENTA, 1866, mss. on cvr w/#65. Water stained at UR into stamp. Est. \$40.00
 329 BIGHORN, 1936, G 4-bar on cach.cvr CUSTER's 50th. E.\$4
 330 BOULDER VALLEY, 1893, VG cds on GPC. (66-97) Est. \$10.
 331 CLARA, 1930, Fine 4-bar on phil.cvr.(05/35) Est. \$6.
 332 DUNKIRK, 1917, VG 4-bar on cover. (10-58) Est. \$6.00
 333 FORT MISSOULA, 1912, G+ 4-bar on PPC. (11-18pd) E. \$12.
 334 MC LEOD, 1910, VG 4-bar on PPC. (86/18) Est. \$8.00
 335 MEADOWCREEK, 1904, about G("MEA" not strk) dplx on cover (69/08) Est. \$6.00

MONTANA

- 336 MIZPAH, 1912, VG 4-bar on 2-ct entire. (92/41) E.\$6.00
 337 NEW DEAL, 1941, G+ 4-bar on cover. (35-43) Est. \$6.00
 338 PINECREEK, 1909, VG DOANE on PPC. (04-14) Est. \$8.00
 339 SOUTHERN CROSS, 1923, G+ 4-bar on PPC. (10-42) Est. \$8.
 340 UEBRA, 1929, VG 4-bar on PPC. (19-36) Est. \$10.00
 341 WICKES, 1886, VG cds on cvr w/2 x #210 cancelled by
 light Maltese crosses. Territorial. Est. \$25.00
 342 WILBORN, 1910, VG 4-bar on PPC. (08-44) Est. \$6.00

NEBRASKA

- 343 ALBANY, 1909, VG DOANE on PPC. (86-38) Est. \$6.00
 344 BELMONT, 1907, G DOANE on PPC. (89-56) Est. \$5.00
 345 CARLISLE, 1911, G+ 4-bar on PPC. (91-20) Est. \$8.00
 346 COOK, c.1912, straight-line ties 1-cent green PPC.E\$5
 347 CORNELL, 1907, Fine magenta DOANE on PPC.(80-20) E.\$8.
 348 LEBLANC, 1909, G cds & target on PPC.(02-12) Est. \$15.
 349 MAYFLOWER, 1910, G 4-bar on PPC. (06-19) Est. \$8.00
 350 NOHART, c.1875, G+ cds on cover. (1860-1888) Est. \$25.
 351 SAINT JAMES, 1908, VG 4-bar on PPC. (58-09) Est. \$15.

NEVADA

- 352 BEATTY, 1907, VG 4-bar on PPC. Est. \$3.00
 353 COLUMBIA, 1911, G+ 4-bar on PPC. (1904-19) Est. \$25.00
 354 HALLECK, 1908, G+ DOANE on PPC. (73-49pd) E. \$5.00
 355 TENABO, 1909, G 4-bar on PPC. (1906-12) Est. \$40.00

NEW JERSEY

- 356 NEW VILLAGE, 1907, VG cds on cover.(1821-1922) E.\$5.00
 357 WEST CAPE MAY, 1910, VG 4-bar on PPC. (07-20) Est.\$6.

NEW MEXICO

- 358 AGRICULTURAL COLLEGE, 1906, Fine DOANE as rec'd on PPC.
 (Todsens Ty2) Est. \$8.00
 359 COOLIDGE, 1931, Fine 4-bar on cvr. (26-57) Est. \$5.00
 360 DEMING/MILITARY BR., 1917, VG dplx on PPC(stores looted in
 Columbus raid). Est. \$10.00
 361 GREENVILLE, 1932, VG 4-bar on 3.75x7.5" cvr.DPO. E\$6.
 362 NARA VISTA, 1910, G Ty 4 on PPC(view of Midland Hotel
 w/car & people). Est. \$10.00
 363 SPRINGER, 1910, VG Type 14 on PPC. Est. \$5.00
 364 WAGON MOUND, 1909, VG Ty 8 on PPC. Est. \$5.00
 365 Lot of 3 diff TERRITORIALS, 1907-10: ARTESIA, EAST LAS
 VEGAS & SILVER CITY (2 PPC; 1 cvr), G-VG. Est. \$12.00
 366 Lot of 3 cards, 3 cvrs & 2 reg.rcts. w/ 7 diff DPOS,
 1921-56 (incl. GLADIOLA, CUTTER, DAHLIA, TOTAVI) E\$20.

NEW YORK

- 367 DEPOSIT, 1843, Mss. on SFL. Est. \$8.00
 368 LOCKSHELDRAKE, c.1857, mss. on 3-ct. Nesbitt.DPO. E\$12.
 369 NASHVILLE, 1842, Mss. on SFL. Est. \$6.00
 370 N.Y.STEAMSHIP/*10*, 1873, VG cds on cvr to Phil'a.E\$25.
 371 NEW YORK/PAID All in red cds on cvr from England, 1873.
 Est. \$6.00
 372 NEW YORK, (1874), G red cds on cvr w/12-cent banknote
 tied by geometric foreign mail cancel to LONDON. E\$50.
 373 SHARON SPRINGS, c.1863, VG blue balloon cds ties #65. E\$5
 374 SHERIDAN, 1850, mss. on SFL to Wisconsin. Est. \$8.00

NORTH DAKOTA

- 375 CHANDLER, 1909, VG 4-bar on PPC. (07-29) Est. \$6.00
 376 ELM, 1909, G+ 4-bar on PPC. (1904-11) Est. \$20.00
 377 EVANS, 1912, VG 4-bar on PPC. (08-17) Est. \$12.00
 378 FERGUS, 1909, G DOANE on PPC. (93-19) Est. \$8.00
 379 GRACEVILLE, 1912, G (off 1/2 "CEV" @ Top) 4-bar on PPC.
 (1910-16) Est. \$12.00
 380 LANGEDAHL, 1910, G purple 4-bar on PPC. (88-15) Est.\$8
 381 MARSTONMOOR, 1912, G+ 4-bar on cvr. (1904-21) Est. \$8.
 382 PLEASANT, 1915, G+ 4-bar on PPC. (98-21) Est. \$8.00
 383 RUSSELL, 1911, G+ 4-bar on PPC. (01-58) Est. \$4.00
 384 SANDLIE, 1907, G+ DOANE on PPC. (1906-13) Est. \$20.
 385 SKAAR, 1927, G 4-bar on PPC. (1915-55) Est. \$6.00
 386 STILLWATER, 1910, G+ DOANE on PPC. (04-17) Est. \$10.00
 387 TASKER, 1911, G+ DOANE on PPC. (1904-17) Est. \$10.00
 388 WALCOTT, 1910, G+ DOANE on PPC. Est. \$3.00
 389 WOLF BUTTE, 1913, VG 4-bar on PPC. (1908-14) Est. \$15.
 390 ZION, 1908, VG DOANE on PPC. (99-21) Est. \$6.00

OHIO

- 391 BELOIT, 1886, fancy toothed oval as backstamp rec'd.E\$5
 392 IRWIN, 1909, VG DOANE on cvr w/sheep breeder cc. E\$3.
 393 OBERLIN, c.1872, VG cds & radial gemotric klr tying
 3-cent green banknote. Est. \$4.00
 394 OREGON, c.1862, mss. ties #26 on cvr. (46-82) Est.\$10.
 395 WELLINGTON, 1885, G cds & MASONIC TROWEL Fancy Cancel
 on 2-ct brown entire. Est. \$10.00

OKLAHOMA

- 396 CAPLE, 1908, VG DOANE on PPC (91-16) w/EDDY 4-bar as
 received marking. Both DPOs. Est. \$10.00
 397 CHECOTAH, 1908, VG dplx on cover. Est. \$3.00
 398 EL RENO, 1902, G+ dplx on Pvt.Mailing Card. Est. \$8.00
 399 GRAY, 1915, VG dplx on PPC(r.p.Cattle branding).DPO.E\$8
 400 JORGENSEN, 1907(Dec), VG 4-bar on PPC.(1906-08) Est.\$25
 401 KEYSTONE, 1909, VG 4-bar on PPC. (00-62) Est. \$5.00
 402 MOCANE, 1910, VG 4-bar on PPC. (09-48) Est. \$5.00
 403 PARKER, 1903, Fine cds as rec'd on PPC. (01-06) E.\$15.
 404 REASON, 1911, G cds & target on PPC. (02-19) Est.\$8.00
 405 TYRONE, c.1896, VG cds on REG. cvr. (92-98pd.) Est. \$20.

OREGON

- 406 BACONA, 1914, G cds & target on PPC.(Wash. 97-34)E.\$15
 407 BAY CITY, 1918, G 4-bar on PPC(r.p. Kilchis River) E.\$4
 408 BULLARDS, 1908, VG DOANE on PPC. (Coos 97-55) E.\$8.00
 409 BULLRUN, 1912, G+ 4-bar on PPC. (Clack.95-39) Est.\$6.
 410 CLEONE, 1911, G+ 4-bar on PPC. (Mult.83-14) Est. \$5.
 411 CORVALLIS, 1898, G Type 12 on 2-ct green ent. Est. \$5.
 412 FLAVEL, 1915, VG 4-bar on PPC. (Clatsop 97-18) E.\$20.
 413 GARIBALDI, 1913, VG BLUE DOANE on PPC. Est. \$5.00
 414 KEASEY, 1916, G 4-bar on PPC. (Colum. 90/55) Est. \$5.
 415 MARMOT, 1908, VG 4-bar on PPC. (Clack. 86-30) E. \$8.00
 416 METOLIUS, 1918, G+ 4-bar on PPC. (11-56) Est. \$5.00
 417 MOHLER, 1914, G+ 4-bar on PPC. (1911-54) Est. \$5.00
 418 MOUNT VERNON, 1909, G+ 4-bar on PPC. Est. \$3.00
 419 PARKWOOD, 1927, VG 4-bar on PPC. (Mult.13-28) Est.\$15.
 420 PERRY, 1912, G+ 4-bar on PPC. (Union 94-31) Est. \$8.00
 421 PITNER, 1910, VG 4-bar on PPC. (Tilla.1901-10) Est.\$30.
 422 ROW RIVER, 1911, VG 4-bar on PPC. (1911-14) Est. \$30.
 423 SALEM, c.1872, VG Type 7 on 3-cent entire. Est. \$12.
 424 SOUTH FOREST GROVE, 1908, G+ DOANE on PPC. (06-14) E.\$6
 425 TIMBERLINE LODGE, 1947, G 4-bar on PPC(r.p. Lodge)E.\$6
 426 TURNER, 1896, G+ Type 7 on cvr. Est. \$8.00
 427 WELLEN, 1915, G+ 4-bar on GPC. (Jacks.91-22) Est. \$12.
 428 WESTPORT, 1911, G+ dplx on PPC. (Clat.63-59) E.\$4.00
 429 WILBUR/OREGON, 1908, G 4-bar(error) on PPC. Est. \$4.00
 430 WILDERVILLE, 1911, G dplx on PPC (cnr. nicked).DPO. E\$4
 431 WILLAMETTE, 1917, VG 4-bar on PPC.(95-55) Est. \$5.00
 432 WOODS, 1907, G DOANE on PPC. (Tilla.86-35) Est. \$8.00
 433 WOODSTOCK, 1910, G+ 4-bar on PPC. (Mult.91-12) E.\$12.
 434 WOODVILLE, 1908, VG 4-bar on PPC. (76-12) Est. \$8.00
 435 WOODVILLE, 1910, G+ 4-bar on PPC. (Jacks.76-12) E.\$6
 436 WRENTHAM, 1911, G+ cds as rec'd on PPC.(Wasco 00-16)E\$4

PENNSYLVANIA

- 437 BICKERVILLE, 1906, Fine DOANE on PPC. DPO. Est. \$5.00
 438 GRACEDALE, 1910, VG 4-bar on PPC. DPO. Est. \$4.00
 439 INKERMANN, 1907, VG DOANE on PPC. DPO. Est. \$5.00
 440 MILL CITY, 1915, VG 4-bar on PPC. DPO. Est. \$4.00
 441 PIATT, 1889, VG cds on cvr w/#213 tied by STAR-IN-CIRC.
 killer. (1886-1908) Est. \$10.00
 442 SKINNERS EDDY, 1916, VG 4-bar on PPC. DPO. Est. \$5.00
 443 SOUTH EATON, 1910, VG DOANE on PPC. DPO. Est. \$5.00
 444 TAMARACK, 1908, VG 4-bar on PPC. DPO. Est. \$5.00

SOUTH CAROLINA

- 445 BROWNSVILLE, 1914, G+ 4-bar on cvr. DPO. Est. \$5.00
 446 COLLEGE PLACE, 1913, G+ dplx on cvr. DPO. Est. \$4.00
 447 HORRELL, 1905, VG cds & target on cvr. DPO. Est. \$6.00
 448 PAXVILLE, 1909, G 4-bar on cover w/encl.DPO. Est. \$4.
 449 VENTERS, 1912. G+ 4-bar on cover w/encl. DPO. Est. \$6.

SOUTH DAKOTA

- 450 ARNOTT, 1908, G+ 4-bar on PPC. (07-27) Est. \$8.00
 451 DANTON, 1910, G+ 4-bar on PPC. (1909-17) Est. \$12.00
 452 EDDY, 1909, G+ 4-bar on PPC. (04-13) Est. \$12.00
 453 GROVER, 1910, G+ 4-bar on PPC. (88-58) Est. \$4.00
 454 HANSE, 1908, VG 4-bar on PPC. (1906-11) Est. \$15.00
 455 OKOBOJO, 1912, VG 4-bar on PPC. (83-45) Est. \$6.00
 456 SAMPONT, 1912, VG 4-bar on PPC. (05/18) Est. \$15.00
 457 SWAN LAKE/DAK., (1881), G+ magenta cds & crude star klr.
 on 3-cent green entire. (1869-93) Est. \$40.00
 458 WATSON, 1911, Fine 4-bar on PPC. (08-12) Est. \$20.00
 459 WHEELER, 1913, G 4-bar on PPC. (78-23) Est. \$6.00

TEXAS

- 460 KELTYS, 1906, VG DOANE on cover w/lumber cc. Est. \$4.

UTAH

- 461 ADAMSVILLE, 1930, G 4-bar on PPC. (68-54) Est. \$5.00
 462 KNIGHTVILLE, 1910, G 4-bar on PPC. (07-24) Est. \$10.00
 463 LUCIN, 1912, about G DOANE on PPC. (05-59) Est. \$5.00
 464 PROMONTORY POINT, 1928, VG 4-bar on cover. DPO. E. \$6.
 465 UINTAH, 1893, G cds on U349 as fwd mark.(69-19) E.\$12.

VERMONT

- 466 AMSDEN, 1907, VG DOANE on PPC. DPO. Est. \$5.00
 467 BURLINGTON/WINOSKI BR., 1908, VG dplx on PPC. DPO. E\$4
 468 MARLBORO, c.1870, mss. on cvr w/RUTLAND cds & FORWARDED in oval to Leicester. Est. \$8.00
 469 MARSHFIELD, 1852, mss. & "Paid 3" mss on SFL. Est. \$10.
 470 MONTPELIER, 1919, REGISTER COVER. Est. \$5.00
 471 ORWELL, 1882, fancy cds on GPC. Est. \$4.00
 472 VERGENNES, 1878, Fine cds on cvr w/CHICAGO/CARRIER b.s. Small closed tears on back flap. Est. \$10.00
 473 Lot of 3 diff. 1860's pms on envs w/minor defects: BELLOWS FALLS, HINESBURGH, ROYALTON, G-G+. Est. \$5.00
 474 Lot of 6 diff. VG-F cds on cover w/#65 (SO. LOYALTON, BRANDON, BRISTOL, TUNBRIDGE, WOODSTOCK, LOWER WATERFORD) Attractive lot. Est. \$25.00
 475 Lot of 6 diff. 1911-22 postmarks on PPC incl. 1 DPO. E\$3
 476 BROADWATER, 1933, VG blue cds w/SAILOAT FANCY CANCEL on 3-cent entire. Est. \$12.00

VIRGINIA

- 477 FORT MYER, 1906, G+ DOANE on PPC. DPO. Est. \$3.00
 478 LUCKETS, 1907, G DOANE on PPC. DPO. Est. \$5.00
 479 OLD POINT COMFORT, 1867, G+ dcds on cvr w/mss. "Per Flag Truce" and #65 tied by bold cut cork. Est. \$10.00
 480 PINE VIEW, 1876, mss. on cvr w/3-ct. bnknote. DPO. E.\$8
 481 ROXBURY, 1911, G+ 4-bar on PPC. DPO. Est. \$5.00
 482 Lot of 13 diff pms, 1911-19, on GPC & PPC. G-VG w/12 diff Pds (7 4-bars, 4 dplx + 2 mach.) Est. \$15.00

WASHINGTON

- 483 ALTOONA, 1908, G+ cds on PPC. (01-57) Est. \$4.00
 484 BEE, 1910, VG 4-bar on PPC. (95-19) Est. \$8.00
 485 COLBY, 1911, VG DOANE on PPC. (84-54) Est. \$4.00
 486 DOKTON, 1908, G+ 4-bar on PPC. (03-79) Est. \$4.00
 487 FAIR GROUNDS STA./PUYALLUP, 1941, bold INVOLUTE FLAG handstamp on cover. Est. \$6.00
 488 FORT CASEY, 1906, Fine cds on PPC. (Island 00-32) E.\$8.
 489 GOSHEN, 1911, G+ 4-bar on PPC. (91-18) Est. \$5.00
 490 HAYES, 1912, VG cds & target on PPC. (Clark 76-13) E.\$10
 491 HERRON, 1913, VG 4-bar on PPC. (Pierce 13-25) Est. \$12.
 492 HILLYARD, 1907, G+ dplx on PPC. (94-10) Est. \$4.00
 493 LANCASTER, 1912, G+ 4-bar on PPC. (10-65) Est. \$5.00
 494 NEW WHATCOM, 1892-93, 2 diff pms on GPC, both VG. E.\$8
 495 OVINGTON, 1928, VG 4-bar on PPC. (Clall. 20-42) Est. \$8.
 496 PLUM, 1914, Fine magenta 4-bar on PPC. (02-36) Est. \$6.
 497 PORT GAMBLE/WASH. TER., 1879, G+ red dcds on cvr. w/star-in-circle killer tying 3-cent green. Est. \$40.00
 498 PYSHT, 1914, VG DOANE on PPC. (Clall. 02-44) Est. \$8.00
 499 ROCKPORT, 1907, Fine DOANE on PPC. Scarce Doane. E. \$8.
 500 SNOHOMISH/W.T., 1888, VG fancy toothed cds on cvr. E\$60
 501 SPOKANE (YARDLEY RUR. STA.), 1914, VG 4-bar. PPC. Est. \$12.
 502 SUMNER, 1911, 2 diff. FANCY postmarks on 2 PPCs: one handstamp FLAG. Both magenta & VG. Est. \$8.00
 503 WHATCOM, 1891-92, 2 diff. pms on GPCs, VG. Est. \$8.00

WEST VIRGINIA

- 504 BLUE, 1902, VG cds & target on cover. DPO. Est. \$6.00
 505 EVA, 1911, G+ DOANE on PPC. DPO. Est. \$5.00
 506 EVENWOOD, 1910, G+ mag. 4-bar on PPC. DPO. Est. \$5.00
 507 FONZO, 1912, VG 4-bar on PPC. DPO. Est. \$5.00
 508 FREW, 1902, G+ cds & target on cover. DPO. Est. \$6.00
 509 IRIS, 1913, VG 4-bar on PPC. DPO. Est. \$5.00
 510 MILLPOINT, 1908, Fine DOANE on PPC. Est. \$4.00
 511 PARKERSBURGH, 1885, VG cds ties #210 on cvr w/crease. E\$6
 512 PRENDERGAST, 1907, VG DOANE on cvr w/edge wear. DPO. E.\$5
 513 SYCAMORE, 1912, VG 4-bar on PPC. DPO. Est. \$5.00
 514 VANCAMP, 1902, G+ cds & target on cover. DPO. Est. \$6.

WISCONSIN

- 515 ATTICA, 1911, VG 4-bar on PPC. DPO. Est. \$6.00
 516 CALVARY, 1907, VG 4-bar on PPC. DPO. Est. \$4.00
 517 CLYDE, 1912, VG cds & target on PPC. DPO. Est. \$5.00
 518 DAYTON, 1911, G+ 4-bar on PPC. DPO. Est. \$5.00
 519 DEVILS LAKE, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
 520 HOWARD'S GROVE, (1882), G+ cds on REG. CVR. w/10ct & 3ct banknotes. DPO. Est. \$12.00
 521 NOBLETON, 1907, VG 4-bar on PPC. DPO. Est. \$5.00
 522 ROSELAWN, 1908, VG DOANE on PPC. DPO. Est. \$5.00
 523 SCHLEISINGERVILLE, 1907, G+ 4-bar on PPC (Main St. of town) DPO. Est. \$6.00
 524 WAUSAU, 1872, mss. on 3-cent entire. Est. \$6.00

WYOMING

- 525 FORT RUSSELL, 1909, VG 4-bar on PPC. (83/30) Est. \$6.
 526 GOLDSMITH, 1908, G+ DOANE on PPC. (93-14) Est. \$15.00
 527 HATCREEK, 1909, G+ cds & target on PPC. (95-23) E.\$15.
 528 ISLAY, 1911, G+ DOANE on PPC. (86-14) Est. \$12.00
 529 SEMINOLE DAM, 1938, G+ 4-bar on PPC. (36-73) Est. \$5.

POSSESSIONS

- 530 COROZAL/C.Z., 1923, G dplx on UX4. High Cat. Val. E.\$15.
 531 CORREGIDOR/MANILA BAY, P.I., 1912, G+ dplx on PPC. E.\$8.
 532 CRISTOBAL/C.Z., 1928, VG dplx ties #28 on PPC. Est. \$5
 533 CULEBRA/C.Z., 1908, G dplx on cover. Est. \$5.00
 534 GUAM/GUAM, 1940, G 4-bar on commercially used China Clipper air cover to Manila. Est. \$12.00
 535 MARINE BARRACKS NAV. STA./OLONGAPO, P.I., 1940, VG 4-bar ties 3-ct. PREXY on commercial cover. Est. \$6.00
 536 PAGO PAGO/SAMOA, 1941, VG machine xcl on CENSOR cvr. E\$6
 537 WAKE/WAKE ISLAND, 1959, VG dplx on cover. Est. \$6.00

CANADA

- 538 BRITCOLA/BC, 1910, G spl. ring on PPC. (08-19) Est. \$12.
 539 CARLSTAD/ALTA, 1910, VG spl. ring on PPC. (09-15) E.\$12.
 540 CROWS NEST/BC, 1909, G split ring on PPC. (00-50) E.\$5.
 541 DONALDA/ALTA, 1911, VG spl. ring on PPC. Early. Est. \$4.
 542 ESSONDALE/BC, 1915, G+ spl. ring on PPC. (14-78) E.\$6.00
 543 FORT CHURCHILL/MAN., 1949, G dplx on cvr w/r.a. of US ARMY detachment at Fort Churchill. Unusual. Est. \$10.
 544 FRANKBURG/ALTA., 1911, G+ split ring on PPC. (05-32) E.\$6.
 545 HARTSHORN/ALTA., 1910, G+ split ring on PPC. (10-29) E.\$10
 546 LADYSMITH/BC, 1904, VG split ring on PPC. Est. \$3.00
 547 PORT ESSINGTON/BC, 1907, readable split ring on PPC (CPRSS 'PRINCESS MAY') (98-55) Est. \$5.00
 548 WHITLA/ALTA., 1910, G spl. ring as fwd. mark on PPC. E.\$4.
 549 WIESVILLE/ALTA., c.1911, VG split ring on PPC. (07-16) E\$15

RURAL FREE DELIVERY

- 550 ALBURAETT/IOWA, 1908, G+ mag. Tyl on PPC. Est. \$5.00
 551 Archer/Neb., 1907, Rt.1, Tyl1(carrier init. & date) PPC. E\$6
 552 Basil/Kans., 1909, Tyl1(proper complete mss) on PPC. E\$8
 553 Bradley/Mich., 1913, Rt.1, Tyl1A(Town + date) on PPC. E\$5
 554 Cable/Ohio, 1907, Rt.3, Ty 11(Town, date, Rt.) on PPC. E\$6
 555 CHESTER, N.H./R.F.D. NO.1, 1908, VG Ty8 ties #300. PPC. E\$10
 556 Cleveland/TN., 1916, Rt.4, Ty 11C(date & rte.) on PPC. E\$5
 557 Fair Oaks/Cal., c.1910, Rt.2, Ty 11F on PPC. Est. \$8.00
 558 Gervais/OR, 1909, Rt.2, Tyl1E(date mss.) on PPC. E. \$8.
 559 GRANTON/WIS., 1904, Rt.2, VG Ty1 on #10 envelope. E.\$4
 560 Harwood/Mich., 1910, Tyl1(Town, date, Rte.) on PPC. E.\$8.
 561 Hughesville/Mo., 1909, Rt.1, Ty 11(Town & Date) GPC. E\$6
 562 Julian/NC., 1917, Type 11E(date mss.) on PPC. Est. \$8.
 563 LEESVILLE/S.C., 1907, Rt.2, G+ Type 2D on PPC. Est. \$12.
 564 Lenore/ID., c.1911, Rt.1, Ty 11F on PPC. Est. \$8.00
 565 Liberty/Maine, 1912, Rt.2, Tyl1F on PPC. Est. \$4.00
 566 Lynden/WA., c.1910, Rt.1, Type 11F on PPC. Est. \$6.00
 567 LINDEN/N.Y., 1901, Rt.1, VG Ty 2B on cover. Est. \$8.00
 568 LYONS/NEBR., 1903, Rt.3, VG Ty 2F on cover. Est. \$10.00
 569 McMinville/OR., c.1910, Type 11F on PPC. Est. \$6.00
 570 METHUEN STA./LAWRENCE, MASS., 1906, VG red Ty 1A PPC. E\$8.
 571 Molalla/OR., c.1908, Type 11 F on PPC. Est. \$6.00
 572 New Castle/NE., c.1908, Ty 11F on PPC. Est. \$6.00
 573 Nez Perce/ID., 1911, Rt.3, Ty 11F on PPC. Est. \$8.00
 574 Pau Pau/Mich., c.1910, Ty 11(carrier init & Rte) PPC. E\$6.
 575 Petersburg/Mich., c.1912, Rt.1, Ty 11F on PPC. Est. \$4
 576 Portland/TN., 1908, Rt.1, Tyl1E(time & date) on PPC. E\$5
 577 Prescott/Wash., c.1911, Rt.1, Ty 11F on PPC. Est. \$6.00
 578 SANTA CRUZ, 1903, VG Ty 1 on PPC. Est. \$15.00
 579 Sherwood/OR, c.1910, Rt.1, Type 11F on PPC. Est. \$6.00
 580 Stanwood/Wash., c.1912, Rt.2, Ty. 11F on PPC. Est. \$6.00
 581 Troutdale/OR., 1910, Type 11E(date mss.) on PPC. Est. \$8
 582 Walla Walla/WA., 1916, Rt.1, Ty 11(date & carrier's initials in mss.) on PPC. Est. \$12.00
 583 WESTBRANCH/IOWA, 1902, Rt.3, Fine Type 1A on cvr. E.\$10
 584 Westfield/Wis., 1911, Rt.3, Tyl1(Town, Date, Rt.) PPC. E\$6.

RAILWAY POST OFFICES

- 585 ALBANY, OREGON/TRANS. CLK., 1912, G dplx on PPC. Est. \$8.
 586 ASH. ABB. & MILW., 1907, G+ (849-G-1) on PPC. Est. \$8.00
 587 AUSTIN & ALBIA, 1909, VG (770-A-1) on PPC w/lt. cr. E\$6.
 588 BENSON & HURON, 1910, VG (878.2-A-?) on PPC. Est. \$5.
 589 BIGGS & SHANIKO, 1913, G+ (896.4-A-1) on PPC. Est. \$12.
 590 BILLINGS & KIRBY, 1910, G+ (961-G-1) on PPC. Scarce RPO only used a few months in 1910. Est. \$40.00
 591 BURLINGTON, IOWA/TRANS. CLK., 1914, G dplx on PPC. E.\$3.
 592 BUTTE, MONT/TRANS. CLK., 1915, VG dplx on PPC. Est. \$4.
 593 CALIS. & VALLEJO JC., 1907, G (o'strk) (983-F-1) PPC. E\$4
 594 CHI. & ST. LOUIS/R.P.O., c.1870, G(off @ T) (705-F-1) on cover w/blue cork tying 3-cent green banknote. Est. \$8.
 595 HOLD. & STERLING, 1913, VG (947.7-C-1) on PPC w/small closed tear at top. Est. \$5.00
 596 HUNTINGTON & PORT., 1896, G+ (898-F-1) on cvr w/Pendleton Photo Studio cc. Est. \$15.00
 597 LAJUNTA & ALBUQ., 1905, VG (911-AI-2) on PPC. Est. \$6.
 598 LINC. & BILLINGS/W.D., 1910, G (946-R-1) on PPC. E. \$5.
 599 LIT. ROCK, ARK./TRANS. CLK., 1907, VG dplx on PPC. E\$4.00
 600 MINOT & BUTTE/W.D., 1896, readable (891.6-C-2) cvr. E\$10.

R.P.O.S (continued)

- 601 MISSOULA & ELLENS./W.D.,1910, VG (871-Y-1) on Reg.Pack. Rct. Scarce RPO. Est. \$15.00
- 602 NEWTON & AMARILLO,1909, VG (928-F-1) on PPC. Est. \$6.
- 603 NEWTON & OKLAHOMA,1922, VG (924-H-1) on PPC. Est. \$6.
- 604 NEWTON,KANS./TRANS.CLK.,1908, About G dplx on PPC. E\$3.
- 605 PEORIA,ILL./TRANS.CLK.,1924, G (745-N-2) on cover. E\$5
- 606 PORT WASH.& L.I.CITY,1910, VG (112-W-1) on PPC. E\$6
- 607 PORTLAND & SAC.,1889, VG (894-N-1) on cvr. Est. \$12.00
- 608 RENO & VIRGINIA CITY,1912, VG (978-F-1) on PPC. E. \$10
- 609 S.F.SANTA CRUZ & PAJARO,1910, VG (980-T-1) on PPC.E\$25
- 610 S.FALLS & ONAWA N.D.,1911, VG (759-Y-1) on PPC. E.\$6.
- 611 S.L.O. & LOS OLIVOS,1906, VG (997.3-B-1) on PPC. E.\$12
- 612 SALIDA & OURAY, 1919, G (957-M-5) on #10 size cvr.E\$6
- 613 SAN ANTONIO,TEX./TRANS.CLK.,1910, VG dplx on PPC. E\$4.
- 614 SAN FRAN.& BARSTOW,1914, G (993.3-B-1) on PPC. E. \$5.
- 615 SAN FRAN.& PAC.GROVE,1906, G (980-I-2) on GPC. E. \$5
- 616 SEATTLE & SKAGWAY,1932, VG Ty 2e strk 6 times on phil. cover. Est. \$15.00
- 617 SUMERSET & MONTROSE,1918, G+ (962.7-B-1) on #10 size cover. Est. \$6.00
- 618 TRACY & BLUNT, 1939, VG (866-W-2) on cvr. Est. \$6.00
- 619 TRUCKEE & LAKE TAHOE,1909, VG (997.4-A-1) on PPC. E\$12
- 620 TUOLUMNE & STOCK.,1908, VG (989-G-1) on PPC. Est. \$10.
- 621 WILLETS & SAN FRAN.,1909, VG (985-T-1) on PPC. E. \$10.
- 622 WILLITS & SAN FRAN.,1908,VG (985-T-1) as fwd on PPC.E\$8
- 623 WIN.& STORM LAKE, 1906, VG (794-G-1) on PPC. Est. \$6.
- 624 WOODBURN & SPRING.,1911, G+ (900.6-B-1) on PPC. E. \$20.
- 625 WORTH.& MITCHELL,1911, VG (875-B-1) on PPC. Est. \$10.
- 626 Two HPO covers w/cachets: WACO & EASTLAND/TX & WACO & YOAKUM/TX, 1950. Both VG-Fine. Est. \$4.00

TROLLEYS

- 627 CHI.ILL.,N.CLARK ST.,1899, VG (CH-1-f) on cvr. Est. \$5.
- 628 PITTSBURGH,PA.STREET/R.P.O.,1908, VG (PI-5-a) struck twice on SPECIAL DELIVERY cover w/unusual TRANSIT mark on reverse. Est. \$20.00

SHIPS AND NAVAL RELATED

- 629 USS CHESTER, 1937, Fine 3-bar w/LONG BEACH/CALIF in bars on PPC. Est. \$5.00
- 630 USS COLORADO, 1935, G duplex on PPC. Est. \$4.00
- 631 USS CONSTELLATION, 1910, about G 4-bar on PPC. Est.\$5
- 632 USS DES MOINES,1914, G purple 3-bar w/VERA CRUZ/MEXICO (partial) between bars. Est. \$6.00
- 633 USS HANCOCK, 1910, G+ 4-bar on PPC. Est. \$8.00
- 634 USS NEW JERSEY, 1909, VG 4-bar on PPC. Est. \$8.00
- 635 USS PRAIRIE, 1912, G 4-bar on PPC. Est. \$6.00
- 636 USS RECEIVING SHIP AT PUGET SOUND, 1918, G+ 4-bar on censored PPC. Est. \$15.00
- 637 USS SOLACE, 1911, VG 4-bar on PPC. Est. \$8.00
- 638 USS STEWART,1922, VG blue 3-bar w/EUROPEAN/WATERS in bars. Early for this ship. Est. \$10.00
- 639 USS TULSA, Nov.2,1941, bold 3-bar ties 50-cent China Clipper on cover. Est. \$6.00
- 640 USS WASHINGTON, 1911, G 4-bar on PPC. Est. \$6.00

FLIGHTS

- 641 #C10 on air cvr pm ANAHEIM/CAL to POTSDAM/GERMANY w/ red MIT LUFTPOST BEFORDERT/BERLIN, 1931. Est. \$8.00
- 642 AKRON/OHIO,1932, cach.cvr for AKRON AIRSHIP. Est. \$8.

MACHINE CANCELS

- 643 ALEXANDRIA/VA.,1917, G MILITARY/BRANCH FLAG on PPC.E\$4
- 644 INTERNATIONAL EXPERIMENTAL REGY. BACKSTAMP marking on #10 cover, VG strike, NEW YORK/NY, 1927. Est. \$8.00
- 645 LITTLE ROCK/ARK.,1906, G+ STAR-IN-DIAMOND Col. PPC.E\$8
- 646 MOBILE/ALA.,1904, VG FLAG on GPC. Est. \$2.00
- 647 NEW YORK/NY,1893,G INTERNATIONAL A-1 on Reg.Pk.Rct.E\$5
- 648 REDFIELD/S.DAK.,1917, G DOREMUS Ty F on PPC w/crease. Est. \$3.00
- 649 REED CITY/MICH., 1908, VG PERFECTION on PPC. Est. \$5.
- 650 SISTERSVILLE/W.VA.,1902, VG DOREMUS on cvr. Est. \$4.00
- 651 ZANESVILLE/O.,1899, VG HAMPDEN TY 1 on cvr. Est. \$6.00

EXPOSITIONS

- 652 NORFOLK/VA.,1907, JAMESTOWN/CELEBRATION machine xcl ties 1-cent Jamestown on PPC. Est. \$8.00
- 653 PAN-PACIFIC,1915, SO. BERKELEY FLAG (SF15-23A).PPC.E\$5.
- 654 PAN-PACIFIC,1915,WEST BERKELEY FLAG (SF15-23B).PPC.E\$10
- 655 PHILADELPHIA MODEL/POST OFFICE/etc.,1926 on PPC. E.\$8
- 656 SAN FRANCISCO,1915, VG MODEL POST OFFICE/PANAMA PAC..., (SF15-02) on PPC(Palace of Hort.) Est. \$10.00
- 657 SEATTLE,1909, VG EXPOSITION STATION w/C machine (S09-02) on PPC(AYP Indian Village) Est. \$6.00
- 658 WORLD INDUS.& COTTON CENT.1885,illus. cvr (Biddle E97) pm COHOES/NY,1884, w/cc of Commis. of New York. Also illus promo. brochure encl. Lovely piece. Est. \$100.

AUXILIARY MARKINGS

- 659 ADVERTISED in bold st.line from PARKER/DAK.,1884, on cvr pm SOUTH BYRON/NY, #210, PARKER b/s. Est. \$12.00
- 660 "Held for Postage" & "Postage subsequently paid by/ writer" on PPC pm Los Angeles, 1908. Est. \$5.00
- 661 4 Residence as given not in/Carriers Delivery District in purple on PPC pm FULLERTON/CAL to L.A.,1911. E.\$8.
- 662 DELAYED No.1/To Search for Address/Philadelphia,Pa. in red on PPC pm ATLANTIC CITY,1909. Est. \$5.00
- 663 NAME NOT IN DIRECTORY/ENGLEWOOD/STATION, in red circle also UNCLAIMED on PPC. to Chicago, w/PROVIDENCE FLAG.E\$8
- 664 Rural routes 1-6 checked off on PPC to Mason City/Iowa 1908, also "Avoid delay..." message. Est. \$5.00
- 665 UNMAILABLE AS A POSTCARD/DUE 1 CENT AS A LETTER in magenta on glitter PPC w/WASH DC machine tying #300.E\$5

STAMPS & POSTAL STATIONERY

- 666 #232, 285 + pair of 253 on REG. CVR.,1899, NYC. E.\$25.
- 667 PORTLAND,ORE.,1914,VG PAN-PAC slogan on UPSS# S35A.E\$8
- 668 SEATTLE,1910, VG machine xcl on UPSS #S26. Est. \$3.00
- 669 Lot of 33 used postal cards (UPSS# S4-S33), most w/ legible postmarks from northeast. Est. \$5.00

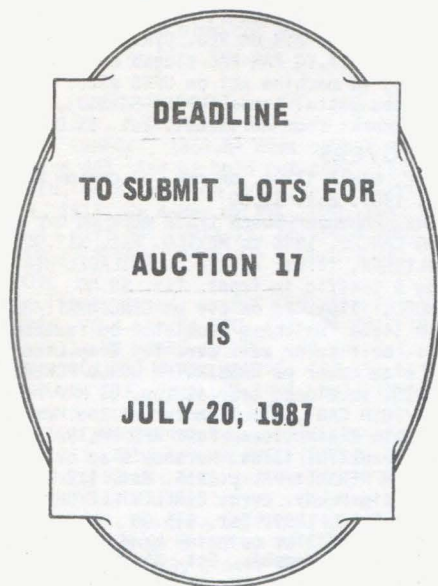
ADVERTISING COVERS

- 670 AXLE GREASE, o'all illus. on rev. of cvr pm ALLIANCE/ OHIO FLAG, 1901. Est. \$8.00
- 671 BEER, illus. Anheuser-Busch trade mark on cvr pm ST. LOUIS FLAG CANCEL, 1898 to MEXICO. Est. \$12.00
- 672 BIBLE PUBLISHER, illus. ad cvr pm PHILADELPHIA, 1899 Shows bldg & traffic in front. Est. \$8.00
- 673 BIBLE SCHOOL, illus. ad on cvr pm CINCINNATI/OHIO FLAG 1904. Also lists "Holiness Booklets" on reverse. E.\$8.
- 674 BUS, illus. multicolor adv. cvr. for Gray Line in Wash. DC. Legal size cover pm WASHINGTON WORLD POWER CONF. slogan, 1936. sm.closed tear at top. US MAP reverse.E\$6
- 675 CHILDREN W/PUSH CART, illus on cvr of The Herring Cottage, Belle Plaine,Iowa. Fair RPO PM,1901. Est. \$8.
- 676 CHOCOLATE, beautiful illus. Hershey's ad cvr. w/illus. enclosure. PM HERSHEY/PA. c.1915. Est. \$12.00
- 677 CIGARS, two cigar adv. cvrs: CIRCLEVILLE/OHIO 1896 & BOSTON OVATE FLAG, 1899. Est. \$15.00
- 678 DRUG Order env. w/illus pointing hand pm MURFREESBORO/ ARK. Registered to Memphis. Est. \$5.00
- 679 EAGLE illus. on tannery cvr. pm SAN FRAN.,1905. E.\$6.
- 680 FACTORY, illus. Wood Finishing factory in Conn. on cvr w/NYC duplex tying 2-ct Columbian. Illus.encl. Est. \$8.
- 681 FACTORY, Stove Factory illus. on cvr pm GALATIA/ILL., 1914. Est. \$5.00
- 682 FAIR, promotional ad cvr for OSAGE/IOWA fair pm. ???/ IOWA, 1898. Est. \$8.00
- 683 FIRE PUMP illus. on insur. co. cvr pm SAN FRAN 1895.E\$5
- 684 FRUIT JAR, illus. Lightning adv o'all on reverse of cover PM SAN FRANCISCO STA.D machine, 1905. Est. \$8.
- 685 FUR EXPORTERS ad cvr (no illus) pm FT.WAYNE/IND w/b.s. of BANGOR/CALIFORNIA, 1895. Est. \$4.00
- 686 GAS ENGINE, illus. PPC pm MINNEAPOLIS, 1908. Est. \$4.
- 687 HORSE, illus. Horse Goods ad. cvr pm NEW YORK machine, 1892. W/numerous encl. ads for liniment, muzzles, etc. Est. \$15.00
- 688 HOTEL, illus ad cvr for Pantland Hotel, pm GRAND RAPIDS MICH., 1935. Est. \$4.00
- 689 INDIANS, two diff. illus. ad cvrs w/Indians: S.F.1904 & NEWARK,NJ 1926. Est. \$12.00
- 690 INSURANCE, fancy "NORTHWESTERN" motif across upper 1/3 of cvr w/1-cent banknote. No postmar. Est. \$5.00
- 691 LODGE, illus. anchor & shield A.O.U.W. cover, pm SAN FRANCISCO BARRY machine, 1898. Est. \$5.00
- 692 MICHIGAN EXCHANGE, illus. o'all on reverse of cover pm DETROIT, 1870, w/ enclosure on Exch.ltrhd. Est. \$8.00
- 693 MINIERS, SOLDIERS, etc. illus. in little egg vignettes on Bakery Ad. cvr pm SEATTLE, 1903. Nice piece. E.\$15.
- 694 NEWSPAPER, Spokane Review illus. ad cvr pm Spokane/Wash 1907 machine tying #300. Est. \$8.00
- 695 NORWAY COSTUME, color illus of girl in folk dress on pm side of publisher's adv PPC. CHICAGO trolley RPO, 1910. Est. \$6.00
- 696 PRINTING Press illus on cvr of The Evening Call, pm PHILADELPHIA, 1884. w/encl. Est. \$10.00
- 697 SAW BLADE illus. on Chicago tool works ad cvr, CHICAGO duplex of 1888. Est. \$5.00
- 698 SHOES, illus. W.L.Douglas Co. cvr pm FINDLAY/OHIO FLAG 1901. Also lists retail stores on reverse. Est. \$8.00
- 699 SPORTS, Photo of 1907 WASH STATE TRACK SQUAD on GPC pm PULLMAN, 1907. Unusual printed postal card. Est. \$8.00
- 700 STARCH, illus. o'all collar starch ad on rev. of cvr. pm PEORIA/ILL., 1889. Est. \$5.00
- 701 WASHING MACHINE, illus. on cover w/ALLIANCE/O. pm tying 2-cent Columbian. Sunbeam Company. Est. \$10.00

MISCELLANY

- 702 Assay Slips (three), 1891-94, Colorado mines. Est. ?
- 703 Christmas Seal WX5 tied on PPC (BINGHAMTON/NY) E.\$3.
- 704 Christmas Seal WX10 tied on PPC (MANITOWOC/WIS) E.\$5.
- 705 Christmas Seal WX13 tied on PPC (PROVIDENCE/RI) E.\$5.
- 706 Cover posted in Italy, 1908, w/10-ct US POSTAGE DUE stamp & note from New Haven/Conn. PO explaining rates. Est.\$12
- 707 LOS ANGELES CHRISTMAS SEAL, 1910, tied on reverse of cover by HICKORY/NC FLAG. Est. \$5.00
- 708 MESCALERO APACHE RODEO, 1986, cach.cvr & pict. pm. E.\$2.
- 709 PORT TOWNSEND & WHIDBY ISLAND/EXPRESS frank on unused U163. Light vert.crease. Est. ?

END OF SALE



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

SUBSCRIBERS' AUCTION CONVENTIONS

The LA POSTA Subscribers' Auction is provided as a regular service which allows readers to buy and sell postal history material through the journal. Up to 20 lots per auction may be submitted by any LA POSTA subscriber for inclusion in an auction. Lots should have a minimum estimated retail value of at least \$2.00. Subscribers may estimate 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 because of condition, lack of scarcity, an unrealistic estimate by the owner, or any other reason.

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

The following auction rules will be observed:

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

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

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

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

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

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

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

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

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

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

PRICES REALIZED SUBSCRIBERS' AUCTION NO. 15

101	--	231	361	11.00	491	621	3.00
102		232	362	3.50	492	622	2.50
103		233	363	6.50	493	623	2.00
104	8.50	234	364	5.50	494	624	7.50
105	17.00	235	365	3.00	495	625	5.50
106	11.00	236	366	9.50	496	626	4.00
107	19.00	237	367	2.50	497	627	
108		238	368	3.50	498	628	
109	13.00	239	369	13.00	499	629	
110	8.00	240	370	5.50	500	630	--
111	14.00	241	371	3.50	501	631	7.00
112	7.50	242	372	9.00	502	632	15.00
113	42.00	243	373	11.00	503	633	
114	9.00	244	374		504	634	14.00
115		245	375		505	635	16.00
116	13.00	246	376	5.50	506	636	
117	5.50	247	377	9.50	507	637	3.50
118	8.50	248	378	6.50	508	638	
119	8.50	249	379	2.50	509	639	
120	19.00	250	380	3.00	510	640	8.00
121	6.50	251	381	3.00	511	641	
122	12.00	252	382	2.00	512	642	5.50
123	16.00	253	383		513	643	3.50
124	2.50	254	384	2.00	514	644	16.00
125	10.00	255	385	22.00	515	645	
126	12.00	256	386		516	646	6.50
127	32.00	257	387	2.50	517	647	5.50
128	5.00	258	388		518	648	5.50
129	4.50	259	389		519	649	2.00
130	24.00	260	390	17.00	520	650	11.00
131	4.50	261	391	4.50	521	651	
132	4.00	262	392	2.50	522	652	5.50
133	3.50	263	393	2.50	523	653	24.00
134	18.00	264	394	3.50	524	654	
135	3.50	265	395		525	655	7.50
136	4.00	266	396	2.50	526	656	
137	12.00	267	397		527	657	6.50
138	21.00	268	398	2.50	528	658	42.00
139	8.50	269	399	9.50	529	659	
140		270	400	4.50	530	660	12.00
141	3.00	271	401	4.50	531	661	
142	3.50	272	402	6.50	532	662	2.50
143	4.50	273	403	8.50	533	663	4.00
144	8.50	274	404	3.50	534	664	28.00
145	14.00	275	405	19.00	535	665	15.00
146	4.00	276	406	2.50	536	666	4.50
147	10.00	277	407	4.50	537	667	
148	4.50	278	408	3.50	538	668	
149	4.50	279	409	11.00	539	669	22.00
150	10.00	280	410	5.50	540	670	8.50
151	5.00	281	411	6.50	541	671	--
152	26.00	282	412		542	672	17.00
153	7.50	283	413	--	543	673	
154	11.00	284	414		544	674	22.00
155	10.00	285	415	--	545	675	3.50
156	8.50	286	416		546	676	4.00
157	8.50	287	417		547	677	6.00
158	14.00	288	418	6.50	548	678	8.00
159		289	419	5.00	549	679	
160		290	420	9.50	550	680	7.50
161	19.00	291	421	6.50	551	681	6.50
162	13.00	292	422	4.50	552	682	3.00
163	21.00	293	423	36.00	553	683	9.50
164	26.00	294	424	4.50	554	684	5.50
165	13.00	295	425		555	685	
166	8.50	296	426	2.50	556	686	4.50
167	19.00	297	427	8.00	557	687	4.50
168	9.00	298	428		558	688	7.50
169	7.50	299	429		559	689	16.00
170	22.00	300	430	4.50	560	690	8.00
171	11.00	301	431		561	691	
172	8.00	302	432	4.50	562	692	9.50
173	16.00	303	433		563	693	4.50
174	19.00	304	434		564	694	2.00
175	38.00	305	435	15.00	565	695	13.00
176	2.50	306	436	13.00	566	696	7.00
177	5.50	307	437		567	697	
178	5.50	308	438	11.00	568	698	
179	15.00	309	439	2.00	569	699	5.50
180	2.50	310	440	2.50	570	700	5.00
181	6.50	311	441		571	701	8.50
182	36.00	312	442		572	702	--
183	16.00	313	443	4.50	573	703	9.50
184	2.50	314	444	3.00	574	704	4.00
185		315	445	13.00	575	705	
186	3.00	316	446	15.00	576	706	4.00
187		317	447	15.00	577	707	
188	7.50	318	448	6.50	578	708	17.00
189	11.00	319	449	11.00	579	709	
190	3.50	320	450	15.00	580	710	4.50
191		321	451	19.00	581	711	6.50
192	4.50	322	452		582	712	6.50
193	2.50	323	453	5.00	583	713	7.50
194		324	454		584	714	9.00
195	2.00	325	455	16.00	585	715	15.00
196	5.50	326	456	24.00	586	716	4.00
197	2.00	327	457		587	717	6.50
198	3.50	328	458		588	718	17.00
199		329	459		589	719	
200	2.50	330	460	4.50	590	720	6.50
201		331	461	22.00	591	721	11.00
202		332	462	24.00	592	722	17.00
203	7.50	333	463	10.00	593	723	
204	3.50	334	464		594	724	4.50
205	20.00	335	465		595	725	13.00
206		336	466	14.00	596	726	8.50
207	5.00	337	467		597	727	12.00
208	5.50	338	468		598	728	5.50
209	3.50	339	469		599	729	8.00
210		340	470		600	730	4.00
211		341	471	7.50	601	731	7.50
212	8.50	342	472	11.00	602	732	9.50
213	4.00	343	473	5.50	603	733	
214	2.00	344	474	5.00	604	734	9.00
215	2.00	345	475	4.50	605	735	9.50
216	4.50	346	476		606	736	38.00
217	11.00	347	477		607	737	6.50
218		348	478		608	738	11.00
219	2.00	349	479		609	739	11.00
220	11.00	350	480	2.00	610	740	38.00
221	4.50	351	481	2.00	611	741	36.00
222	3.50	352	482	4.50	612	742	11.00
223		353	483	6.50	613	743	8.50
224	3.00	354	484		614		
225	3.50	355	485	6.50	615		
226	2.50	356	486	5.00	616		
227	--	357	487	4.50	617		
228	5.50	358	488	2.00	618		
229		359	489	2.00	619		
230		360	490		620		

Bidders: 135
Gross: \$4728

LA POSTA BACK NUMBERS FOR SALE:

- 14, 6 Rural Free Delivery in Calif.; Lane Co., Oregon; P.O.s of SE Alaska; Gray Co., Texas; ENCYCLOPEDIA OF RFD CANCELS, 1st Sup.; Jay Gould; Michigan's Interurbans; Douglas Mill. Br., Arizona; Chittenden Corr.; U.S.T.M. Cat. additions. (\$3.00)
- 15, 1 RFD (AZ, CO, NM, UT); Nevada P.O.s; Cache & Rich Cos., Utah; Jackson Co., Oregon; Sup. to RFD ENCYCLOPEDIA; Midwest Postal Hist. Societies; Keweenaw Co., Michigan; Pennsylvania RR; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)
- 15, 2 Toboso, Ohio; Effective Establishment Dates; South Dakota Indian Agencies; California Mules; Pioche, NV; RFD (ID, MT, WY); Arizona's Fanciest Markings; Annville, NM; 1983 Officials; Josephine Co., OR; Morgan Co., UT; RFD ENCY.; Rio Grande's Santa Fe Ext.; Postal Opns & Civil War; Chitt. Corr.; U.S.T.M. Cat. Suppl. (\$3.00)
- 15, 3 RFD (Washington); Summit Co., UT; Military Forte Frontiers; Nevada; Douglas Co., OR; Aurora Co., SD; Minnesota Mail Contracts; Quincy, IL; Swiss City (IN) & Effingham (IL) RPD; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)
- 15, 4 Monterey Co., Calif.; RFD (Oregon); Paquetbot Marks of Pac. NW; Plum Grove, Kansas; Dakota Rural Routes; Phil Sheridan, KS; Colorado Railway Mail Cat., Vol. I; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)
- 15, 5 Pittsburgh Fancy Canceles, 1872-82; Block Island, Rhode Island; Chittenden Corr.; U.S.T.M.C. Sup.; Hanibal & St. Joseph (MO) RR.; Louisville, Wis.; Brett, KS; William Carter & Overland Mail; Mesatch Co., UT; South Bend, Wash.; Klamath Co., Oregon; Hazama Nevada. (\$3.00)
- 15, 6 Arizona Branches & Stations; Mouth of Rogue R. (OR); P.O.s of SE Alaska; Siskiyou Valley, CA; Carter & Overland Mail; Unpaid Carrier Fee at Philadelphia; Early South Carolina Postal Hist.; Brainerd, KS; Nutwood, Ohio; Colorado Railway Mail (The Texas Lines); Chittenden Corr.; U.S.T.M. Cat. Suppl. (\$3.00)
- 16, 1 Harding Co., SD; Philadelphia, Mich.; Charlotte, NC; Treaty Mails from Charleston, SC, 1851-60; Inter-Treaty Ltr. Rate to France; Philadelphia Carrier Service, 1857-63; Nevada P.O.s in Other States; Lapush, Wash.; Postmarks & Canceles; Wm. Carter & Overland Mail; Rio Grande Southern. (\$3.00)
- 16, 2 Nevada PM Catalog; Shasta Co., Calif.; Curry, Alaska; Carter & Overland Mail; Springs of Western Virginia; Charlotte, NC; Philadelphia Maritime Markings; Antelope Co., NE; Fort Snelling, MN; Alberta, Canada; P.O.s; Edmonton, Alberta; Patsy, KY; US Pacific RR Commission Hearings; Chitt. Corr.; U.S.T.M. Cat. (\$3.00)
- 16, 3 Fords Branch, KY; Independence, WV; Benton Co. Arkansas in Civil War; Valdes-Fairbank Trail in Alaska; Nevada Postmark Cat.; RFD ENCYCLOPEDIA, 2nd Suppl.; White Marsh, MD; South Carolina Ghost Towns; Springs of Western Virginia; Philadelphia Maritime Markings; Street Car Railways (St. Louis, Cleveland & Brooklyn); Inland Empire Mail Service. (\$3.00)
- 16, 4 Postmarks & Cancellations (II); RFD Supplement; 1-cent Rate at Philadelphia; Our First Newspaper Wrapper; 1863 Periodical Rate; 20TH Century Advertised; Springs of Western VA (III); Philadelphia Maritime Marks (III); Postboy, OH; Via Express Mail; Horron Letters from Mt. Pisgah, Iowa; Nevada PM Cat. Douglas Co., Filmore, CA; Two-good Reminiscences; Utah P.O.s, Duchesne Co.; California Rwy P.O.s; The Tourist Lines. Prices: \$3.00
- 16, 5 Auxiliary Markings (Called Out); RFD Supplement; Postal Note Business; Houghton Co., Michigan; Louisville, KY; Leavenworth & Pike's Peak Expr.; Trinity Co., Calif.; Las Cruces, NM; Cottage Grove-Lesati (OR); Saffey, Colo.; Nevada Postmark Catalog (Lyon); Unlisted Confederates; Philadelphia Letter Stations; Confederate Mail Bags; RRs of South Carolina; Schedule of Mail Trains for Nebraska, Colorado & Wyoming, 1917. Prices: \$3.00
- 16, 6 Auxiliary Markings (Unavailable); RFD Supplement; Nevada Postmark Catalog (Orasby); Utah Post Offices (Uintah); James Twooods; Charleston, SC; Barry Machines of Pittsburgh; Letter Stations of New York City; Mules & Mail; Philadelphia Letter Stations; Hood, Virginia; Houghton Co., Mich.; Red Cloud, Nebraska; California & Nevada RPDs (The Boom Towns). Prices: \$3.00

LA POSTA BOX 135, LAKE OSWEGO, OR 97034

MAINE NARROW GAUGE R.P.O. CANCELS WANTED

Albion & Wiscasset R.P.O. (1895-1933)
Palermo & Wiscasset R.P.O. (1895-1896)
Waterville & Wiscasset R.P.O. (1902-1909)
Harrison & Bridgton Jct. R.P.O. (1900-1917)
Farmington & Rangeley R.P.O. (1892-1903)
Kingfield & Farmington R.P.O. (1903-1913)
Phillips & Farmington R.P.O. (1913-1917)
**BRUCE L. COREY 108 MARILYN AVE.
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Rates

Total for Consecutive Issues

NUMBER of WORDS	1 Issue	2 Issues	3 Issues	6 Issues
1-25	1.25	2.18	3.12	5.94
26-30	1.50	2.62	3.75	7.14
31-35	1.75	3.04	4.35	8.28
36-40	2.00	3.48	4.98	9.48
41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
96-100	5.00	8.70	12.45	23.70
101-110	5.50	9.58	13.71	26.10
111-120	6.00	10.44	14.94	28.44
121-130	6.50	11.32	16.20	30.84
131-140	7.00	12.18	17.43	33.18
141-150	7.50	13.06	18.69	35.58

5¢ Per Word Over 150 Words

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How To Order

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

WANTED: DPOs

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

WANTED: TOWNS

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: Stampless, CSA, CO/PM, RFD, Doane. Early barb wire and windmill advertising covers also needed - any state. Send approvals or pictures. Jim Alexander (APS), 5825 Caldwell, Waco, TX 76710

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

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

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

INDIANA POSTAL history, territorial, stampless, thru 1900 all types of markings. Photocopies or approvals welcome. Cammarata, 10255 Tomkinson Dr., Scotts, MI 49088

MARYLAND ZIP Code cancels on approval. Send small envelopes or post cards. Will reimburse postage. Ronald A. Ward, P.O. Box 59608, Washington, DC 20012-9608

WANTED: MISCELLANEOUS

FLAG CANCELS on cover. Oregon, Washington, Idaho and Montana. Send priced original or photocopy or request my offer. John White (APS), 780 NW Wallula Avenue, Gresham, OR 97030.

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

IMPERF AND Private perfs on cover, especially multiples everything from common to rare. Also looking for unusual Wash/Franklins on cover or unusual usage of Wash/Franklins, especially coil waste. High prices paid. R.G. Stamps, Box 160503, Sacramento, CA 95816

DOCUMENTS BEARING Civil War revenues, esp. 'better', Territorial and Southern. Collector. Mike Mahler, 1725 The Promenade, No. 204, Santa Monica, CA 90401. Phone (213) 393-1394

MILITARY OR Navy WWII mail from Alaska or Western Canada US APOs or Navy Installations. Cammarata, 10255 Tomkinson Drive, Scotts, MI 49088

POST OFFICE (pre-1900 fixtures, equipment, postmarking and cancelling devices, etc. Please write giving description and price. Jim Alexander, (APS), 5825 Caldwell, Waco, TX 76710

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

LEHIGH VALLEY railroad: RPOs, covers, corners, picture postcards of LVRR rolling stock or buildings. Any paper item with LVRR logo. Arnold E. Juge, P.O. Box 3197, San Rafael, CA 94912

WANT OLDER U. S. State Department covers from overseas consulates, old passports, documents, and, Minnesota Dakota, Norway covers. Adams Stamp Co., P.O. Box 16507, Minneapolis, MN 55416

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

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WANTED: MISCELLANEOUS

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

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ALEXANDRIA, VA 22301-2325



other postal items

WELLS FARGO Express items wanted. Paper or hardware. Any express company; any condition. Jim Bartz, 25101 Cineria, El Toro, CA 92630 Ph. (714) 768-5503

FOR SALE: TOWNS

WASHINGTON, KING County DPOs - Columbia City, 1899; Brighton 1910; Brighton & Hillman on one postal 1906; Youngstown 1909; Latona 1900; Greenlake 1900; Vanasselt 1906; Ballard 1893; Georgetown 1907 & 1909; Yesler 1903. Douglas Olson, 957 NW 63rd, Seattle, WA 98107.

FOR SALE: MISCELLANEOUS

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

PREXIE COVERS my specialty. 1938 series, legitimate rates and usages. Also transport airmails and other modern postal history. What do you need? Stephen Suffet, 4105 47th Street, Sunnyside, NY 11104

FOREIGN COVERS for sale. Accumulation of foreign commercial covers, including some Commonwealth FDCs. Canada FDCs, mainly 1970's. Douglas Olson, 957 NW 63rd, Seattle, WA 98107

FOR SALE: LITERATURE

NORTH CAROLINA Post Office Catalog - alphabetical listing of over 7600 post offices with county, date established date discontinued, mail to, first postmaster, remarks. 229 pages, prong bound. Sample page on request, \$31.50 postpaid from: Phil Perkinson, Box 550, Norlina, NC 27563

FOR SALE: POSTCARDS

POSTCARDS FOR sale. Disposing of my Seattle and Indian postcard collections. Doug Olson, 957 NW 63rd, Seattle, WA 98107

WANTED: WAGONS



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



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	ONE	THREE	SIX
1	8.00	18.40	33.60
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1/4-PAGE	30.00	69.00	126.00
1/2-PAGE	55.00	126.50	231.00
1-PAGE	100.00	230.00	420.00

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

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ALL DOANE MAIL AUCTION

ALASKA

1. LORING, 1912, G strike on PPC w/no stamp.
2. KILLISNOO, 1917, Fine strike on PPC.
3. METLAKATLA, 1910, Fine strike on cover trimmed a bit at top.
4. SAINT MICHAEL, 1906, G strike on PPC w/stamp torn
5. SOLOMON, 1907, G strike as rec'd on PPC w/minor creases.
6. TANANA, 1908, F strike on PPC.

IDAHO

7. CRESCENT, 1910, VG strike on PPC w/minor bends.
8. TWIN SPRINGS, 1908, VG strike on cover w/indelible pencil marks partly over postmark.

OKLAHOMA

9. PRONTO, Nov. 11, 1907, Fine strike on cover w/TAPLEY Doane as forwarding mark. TERRITORIAL.
10. SURPRISE, 1907(Dec), VG strike on PPC.

OREGON

11. BUNCOM, 1907, VG strike on PPC w/minor edge wear.
12. DULPH, 1904, Fine strike on Reg. Pck. Rct.
13. MACLEAY, 1907, VG strike as rec'd on PPC.
14. PAULINA, 1907, Good+ strike on PPC.
15. WOODS, 1908, Good strike as rec'd on PPC.

WASHINGTON

16. EAGLE GORGE, 1908, VG strike on Reg. Pck. Rct.
17. FORT SIMCOE, 1908, VG strike as rec'd on PPC.
18. PEARSON, 1906, Fine strike as rec'd on cover w/Postal Telegram cc.

Standard Auction rules apply. Minimum bid \$2.00 please. Photocopies available for SASE. Phone bids accepted.

BIDS CLOSE: JULY 31, 1987

	LA MAR PETERSON (Salt Lake City, UT)	LEONARD H. HARTMANN (Louisville, KY)	
	WM. B. ROBINSON (Green Bay, WI)	GREG SUTHERLAND (Huber Hts., OH)	H.W.J. DAUGHERTY (Eastham, MA)
CHARLES GILLESPIE (Portland, OR)		EDWARD HINES (Danbury, CT)	
KIRKS (Clipper Mills, CA)		RICHARD C. FRAJOLA (Danbury, CT)	
		WM. P. HOFFMAN (Averill Park, NY)	
THE CANCEL COLLECTOR (Mesa, AZ)		MILLS PHILATELICS (Goshen, NY)	
ERNEST PEYTON (Tempe, AZ)		JIM FORTE (Edison, NJ)	
WEBSTER STICKNEY (Parker, CO)		C.L. JAMES (Arlington, VA)	
EVERETT PHILATELICS (Colorado Springs, CO)	LJP STAMP SERVICES (Boulder, CO)	GORDON McHENRY, INC. (Osprey, FL)	KENNETH A. PITT (Catharpin, VA)
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<p>LET AN AD IN LA POSTA PUT YOUR BUSINESS ON</p> <p>The POSTAL HISTORY DEALERS MAP!*</p>			

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

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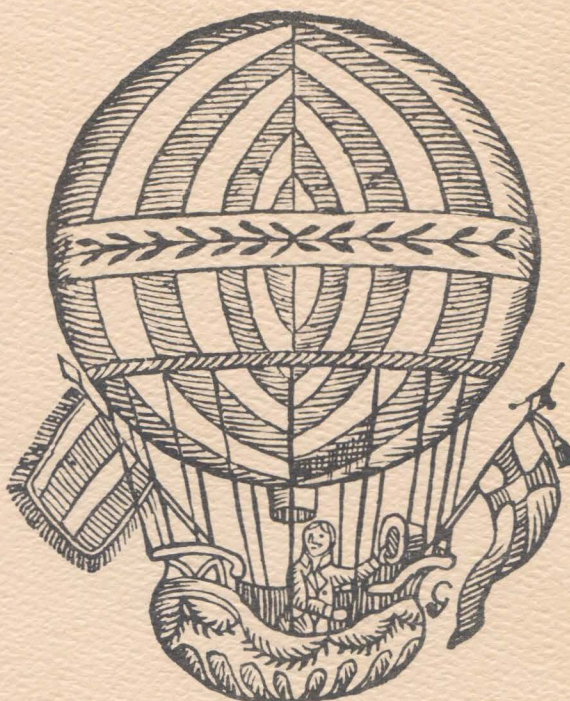
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