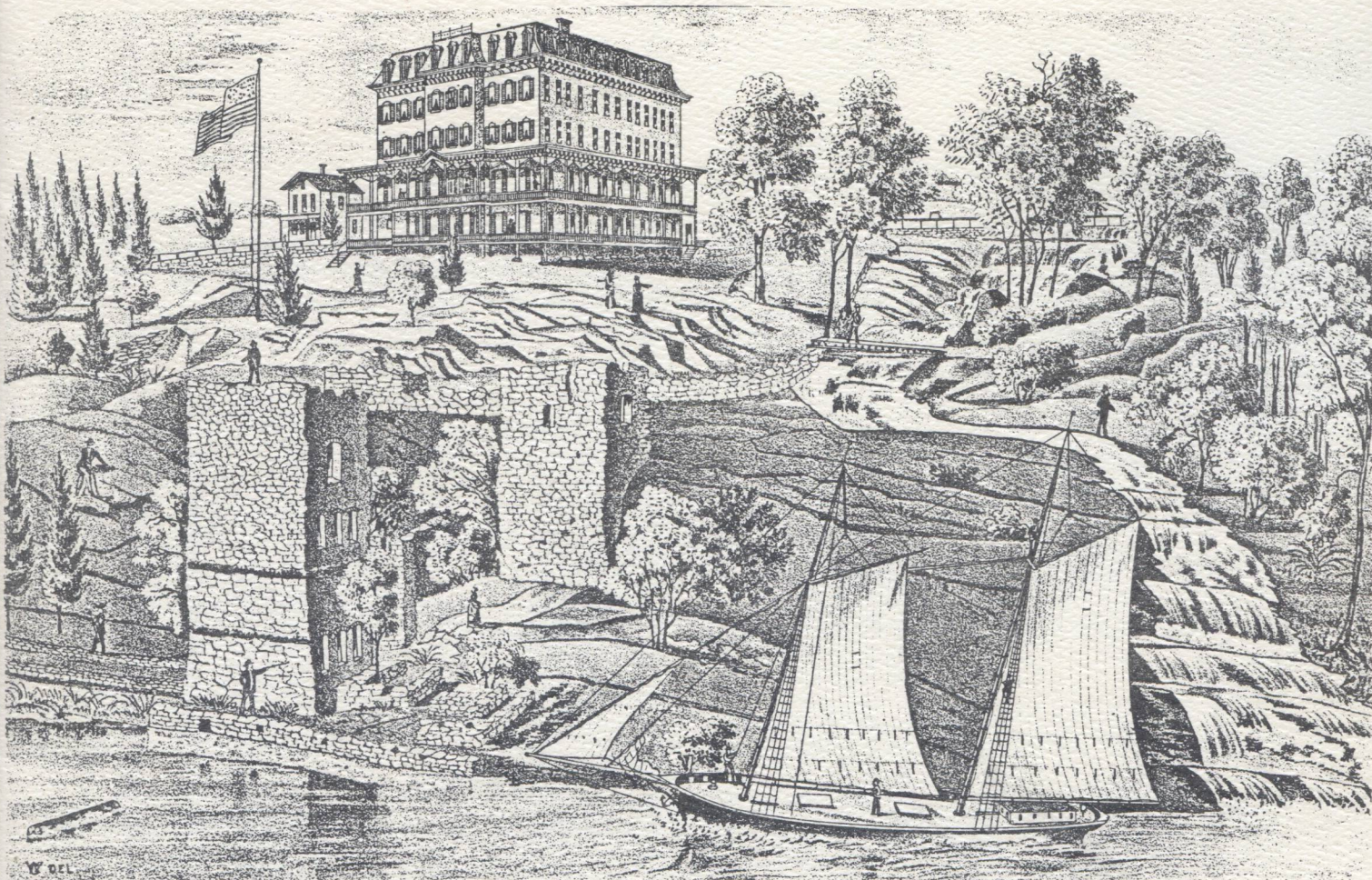


LA POSTA:
A JOURNAL OF
AMERICAN
POSTAL HISTORY

\$3

SEPTEMBER 1987



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: This month's cover is an 1875 view of the Parry House Hotel at Highland Falls, N.Y. It is intended to highlight the initial article in a series on Orange County, New York, by the father and son team of Martin and David Margulis.

AWARDS:

Silver Medal, CAPEX, 1987
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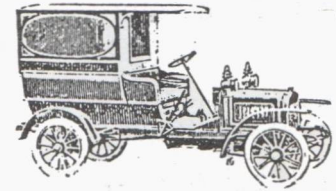
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AMERICA



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THE FOLLOWING INDIVIDUALS AND INSTITUTIONS HAVE CONTRIBUTED FINANCIAL ASSISTANCE TO LA POSTA IN EXCESS OF THEIR SUBSCRIPTIONS. THEIR GENEROUS SUPPORT IS GRATEFULLY ACKNOWLEDGED.

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PUBLISHER'S PAGE



A couple of weeks ago, Cathy and I had the pleasure of spending a Sunday with Charles Towle and his wife, Betsy. Charles and Betsy had rented a cottage on the central Oregon coast for the summer, where Charles had been busily working on his latest Railway Post Office project. After several weeks of intensive work, he had finally reached the point where the project could be rested and Charles was ready to relax and talk.

During the several hours in which we visited, Charles and I talked about a variety of topics -- mostly postal history -- but one subject, raised by Charles, has continued to haunt my thoughts, and I thought that perhaps I might exorcize it by sharing it with you in this column. The subject is names. Specifically, the name of our hobby: postal history.

It is not normally my concern to be overly interested in what people call things. If many folks refer to postmarks as "cancels", or postal cards as "postcards", I can understand and accept those slightly inappropriate uses of terms. To me, the function of language is communication, and, as long as communication is not impeded or distorted by slightly inexact terminology, I see no great danger. The term "postal history" has a long history of controversy, and, although I am aware of the debates over postal history versus cover collecting, it always seemed to me to be a bit of a tempest in a teapot.

Friend Towle, however, called my attention to a new wrinkle regarding the term, which might not be so easy to ignore. As we all know from the extensive press coverage given AMERIPEX last year, postal history exhibits made up a large proportion of the exhibited material. The same was apparently true at CAPEX this

summer, but there was a big difference in the way in which these exhibits were received by the show judges, and, underlying that difference in reception, a critical disagreement about postal history.

In a nutshell, the crux of the problem is as follows. The FIP, that international body which sanctions major world-wide shows, has some very specific rules about what is, and therefore what is not, postal history. These rules define postal history exhibits in very narrow terms, and, it turns out, many of us Americans have strayed beyond the allowable bounds in the way we look at, organize, and exhibit our collections of postal history. Specifically, the practice of combining an interest in the local history of a place and its people with a cover and its postal markings in an exhibit is taboo. In other words, most of what you are reading in LA POSTA does not meet the FIP rules, and is not, therefore, postal history.

Charles' purpose in raising this subject was to see if it might be possible to coin some new term to better describe this path which is being followed by the hobby in America. We both emphatically agree that the direction taken by American postal history is exciting and rich in promise, and have no desire to see our interests in combining local social history and postal history curtailed in order to meet FIP rules. In fact, it is my opinion, that what is happening in postal history in America, will eventually take hold in Europe and elsewhere, and at some future date the FIP will change their rules. Meanwhile, Americans who assemble postal history exhibits with a flavor of local history, should be prepared for an uncertain reception in international shows.

So what should we do? Should we try to coin a new term which more accurately describes our interests? Should we simply ignore the FIP and go on referring to our hobby as postal history? Should we become activists in trying to change the FIP rules governing postal history? Neither Charles nor I has the answer, and this is not a contest, but it is a subject which begs some public hearing. Your thoughts on the subject would be appreciated, and we promise to publish additional comments as they become available.

Bob Stets has compiled a wonderful index for Volumes 9 through 17 of LA POSTA. Bob prefers to call it an "Expanded Table of Contents", rather than an index, but it does the job in that you can use it to find the articles you want in back numbers. The 36-page booklet has three sections: an index of maps; article arranged by subject; and articles arranged by state. I'm sorry that we can not afford to send a free copy of this very useful tool as part of your subscription, but, hopefully, the \$3 asking price will not preclude anyone who wants a copy from obtaining one. I have been using Bob's draft for the past several months, and I can attest that it is a great benefit in locating those articles which you know you've read, but just can't remember in which issue they appeared.

We have some very interesting reading lined up for you in this issue. It may not be "postal history" in the FIP sense of the term, but I think you will find something you like. Until next time, good hunting...

Richard W. Helbock

LETTERS TO LA POSTA

Several readers, including Henry Beecher, Paul Schroeder, Steve Bahnsen, and Jim Bridenthall, sent comments and illustrations regarding the self-inking postmarkers to Lake Oswego. These have been forwarded on to Bob Stets, our Eastern Editor, who will be keeping us up to date on these interesting new handstamps. If you have additional details or examples to report, please write Bob direct: P.O. Box 142, Walterboro, SC 29488.

Jim Felton of Little Rock writes regarding Dennis Pack's article on "WWI Postal Markings Helped Sell Bonds" 17/5 (Nov. 86).

"I certainly am appreciative of Dennis bringing the Liberty Bond handstamps to my attention. I have been accumulating the machine slogans in conjunction with my WWI collection, but had not been aware of the handstamps. It is always great to have the official documentation for something like this.

Recently I was able to add two examples to my collection. When I checked them against the article, I noticed first that one of the slogans was different from what was presented. Then I noticed the earlier date: June 1917. Thus it appears there were handstamps used for the FIRST Liberty Bond drive as well as the Second.

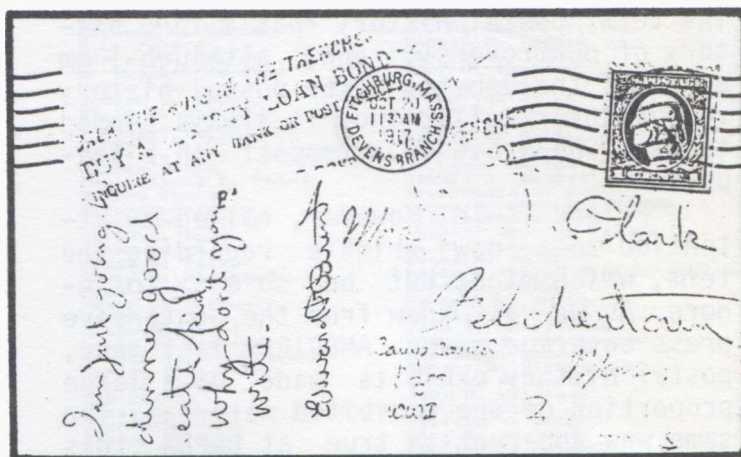
This earlier slogan reads:

Do your (bit or bid) [indistinct]
BUY A LIBERTY LOAN BOND

Inquire at any bank or post office
This cover was postmarked June 12, 1917, by a San Diego machine cancel and is addressed to Flagstaff, Arizona.

The second example I wish to mention is from the Second Liberty Bond drive and is on a post card to Belchertown, Mass. The card bears a Fitchburg, Mass./Devens Branch originating machine cancel, which makes a handsome combination. (See Illus)

One additional comment: the Postmaster General during WWI was named Burleson."



Bob Sweany of Shelbiana, Kentucky, sends along the following:

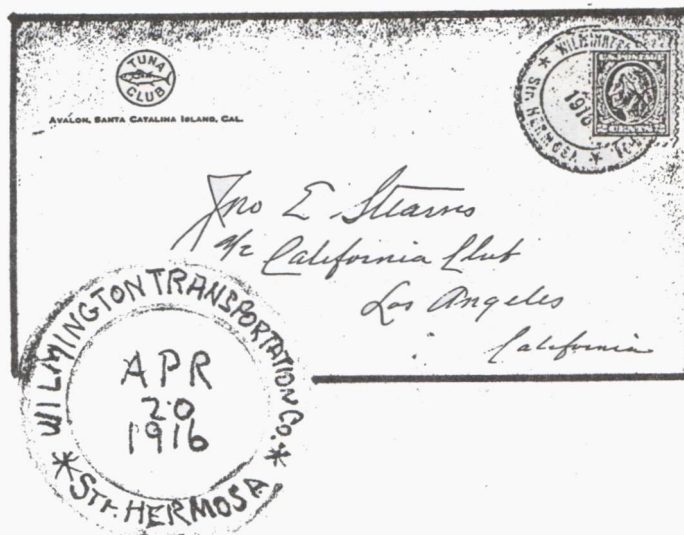
"I have some more information relating to an article in the Feb-March 1985 issue of LA POSTA. The article stated that local residents had assured the author that there no longer was a post office at Ralph, Harding County, South Dakota, but as the postmark below clearly shows, there is a Ralph post office. Here is the story.

When we finally decided where we would vacation, I planned for at least one day dedicated to visiting small post offices. The plains of the Dakotas and Montana are some of our favorite country to travel through, so we chose northwestern South Dakota. I reread the article that Alan Patera had written, and then wrote to the postmaster at Bison, SD, which is administratively responsible for Ralph. The answer came back, "Yes, Ralph was still open -- Sorum CPO had been taken out."



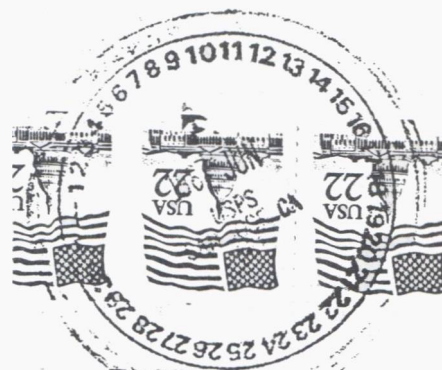
The post office at Ralph is located in an addition to a closed store. There are 6-8 houses which appear to be occupied in the neighborhood, and there is a church just up the hill to the east. The door to the PO was not locked, but it was held shut by a tire rim so the wind would not catch it and break the storm door. We never saw anyone at the post office.

A couple of other findings from this trip. Opal, SD, gets mail three times per week. This may, or may not, be the only office in the area with service like that. Also, Zeona, SD, may be closing in the near future. The postmaster there mentioned that retirement was a possibility."



Fred Scheuer of Mesa, Arizona, reports a new California find (see illus). This cover bears a 2-cent Washington tied by a double circle purple handstamp which reads "WILMINGTON TRANSPORTATION CO./ *STR. HERMOSA*", and is dated April 20, 1916. Fred reports that the HERMOSA was a wooden, screw-propelled steamer of 483 gross tons. Built in Wilmington, Cal., in 1902, and owned by the Wilmington Transportation Co. of Los Angeles, she was part of small fleet operated by the company between Santa Catalina Island and Wilmington. Anyone with information on similar markings is invited to contact Fred at P.O. Box 2356, Mesa, AZ 85204.

Randy Stehle reports the discovery of a most unusual postmark being used by the San Jose, Cal., post office (see illus.) The interior of the dial has an arrow pointing at the day of the month on the dial, and in four lines: 1987 JUN/USPS/ SAN JOSE, CA/951. Any reports of others such as this?





Earlier Ramsey books on Washington post office are chronological and difficult for researchers to find things. Webber did a major restructure and his encyclopedia is alphabetical by counties. If there is a fault with Volume 1 it might be lack of index, however indexes (several) will appear at the end of the work in Volume 3 and this notice is stated at the bottom of page 5 in the first volume, being the Table of Contents page.

That Webber is a professional there can be no doubt as evidenced by his naming many people who contributed to the work and in many cases telling a little about these contributors. He places credit where credit is due and dedicates the book to Ramsey right up front. Webber also prints credit lines under the postmarks and under the photographs thereby allowing readers to know exactly where he got his material.

In my judgement, all persons seeking to know about the postal services as it operated in Washington State, from earliest times to the present, will find their efforts at their hobby or philatelic profession decidedly limited unless they acquire a copy of each of these volumes as they appear. The two remaining volumes are tentatively planned for 1988.

Reviewed by

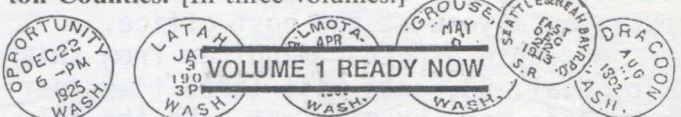
Leonard G. Lukens, P.O. Box 117,
Phoenix, OR 97535

POSTMARKED WASHINGTON: [Volume 1 of 3 volumes] encyclopedia of postal history covering 11 counties of eastern Washington. First volume includes Asotin, Spokane, Whitman counties plus all known Railway Post Office routes for entire state. Each volume issued and priced separately. Volume 1 ready now from Ye Galleon Press Marketing Co., PO Box 314, Medford, OR 97501. \$29.95 + \$3 shipping.

This is a major reference-quality work with Volume 1 alone comprising 366, 7x10 pages in which there are 440 postmarks, many from discontinued offices. This work is by Bert Webber, a postal historian of some 20 books relating to history of the Pacific Northwest. Webber had taken earlier incomplete research from the late Guy Reed Ramsey and thoroughly gone over the material for accuracy and updating to summer 1986. Webber added 80 photographs and 15 drawings.

As is known of some earlier Ramsey postal history matter, his research was very thorough to the extent of Ramsey's ability realizing he was not a professional writer. Webber is. Webber substantially reconstructed the material and added many details from other sources with a presentation in a newspaperman's feature-article writing style that commands readers to continue reading. For an encyclopedia this seems to be outstanding writing technique where hundreds, really thousands, of cold facts have been molded into entertaining yet reference-quality writing.

Webber, Bert (Ed.) POSTMARKED WASHINGTON: An Encyclopedia of Postal History of Eleven Eastern Washington Counties. [In three volumes.]



To be issued one volume at a time, each priced separately. Details history of hundreds of post offices, most discontinued, with hundreds of rare postmarks. Includes Asotin, Spokane, Whitman, Garfield, Columbia, Pend Oreille, Walla Walla, Ferry, Yakima, Stevens, Okanogan Counties. Appendix lists all known Railway Post Offices which operated in Washington. Major reference for librarians, postal historians, R.P.O. specialists and those yearning for material on early development of Eastern Washington through handling of the mails. Data not available in any other source. Vol. 1: Asotin, Spokane, Whitman counties plus R.P.O. chapter. 440 postmarks, 80 photos. 15 drawings. 366 pages. \$29.95 + \$3 shipping in USA. Remit only in U.S. DOLLARS on banks in U.S.A. Direct orders and all inquiries to:

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RURAL FREE DELIVERY NOTES: RECENT DISCOVERIES & IDENTIFYING MANUSCRIPT RFD MARKINGS

By Randy Stehle

RECENT DISCOVERIES

During 1987 two important original finds of RFD-related material have been made. The first find is a group of material from a Special Agent for the Rural Free Delivery Service. This agent investigated petitions for proposed routes in several western states from 1900 until his death in 1910. Among the numerous items are hand-drawn route maps, and R.F.D. news magazine, and the agent's field record book. This book dates from the period 1901-02, at which time he worked in Kansas, New Mexico, California, and Washington. Figure 1 shows a copy of

one of the pages from this book for the city of Colfax, California. Notice that under "Disposition" (top left of the page), we find "favorable report." Many of his other investigations produced adverse reports. Also notice that the agent examined three applicants for the rural carrier position.

The route information is given in terms of length, area covered, number of houses, and population served. For this particular route, the post office at "Chicago", California, was to be discontinued. (Note: there is no record of a post office by that name. Chicago Park is near Colfax, but it was never discontin-

66

66 *Pac* DIVISION, CASE NO. *64946, Sept 11th 1902*

POST OFFICE *Colfax* CLASS *4*

COUNTY *Placer* STATE *California*

MEMORANDA

Referred *July 21* 190*2* Received *July 21* 190*2*

Investigated *Aug 12th 1902* 190*2*

Disposition *favorable report* Begin 190*2*

See Carriers, \$ *600* per annum, including horse hire.

Examined three applicants for no position of carrier Sept 10th 1902

Jas B. McChesney

Blumberg

	Route No. 1	Route No. 2	Route No. 3	Route No. 4	Route No. 5	Route No. 6	Route No. 7	Total for Routes
Length of Route	<i>2 1/2</i>							
Area Covered (sq. mi.)	<i>30</i>							
No. of Houses on Route	<i>120</i>							
Population Served	<i>500</i>							

DISCONTINUE THE FOLLOWING POST OFFICES AND STAR ROUTES

Post Office	County	Mail to
<i>Chicago</i>	<i>Placer</i>	<i>Colfax</i>

Star Route No. *none* between *none* and *none*

" " No. between and

" " No. between and

Mail Messenger No. *none* between *none* and *none*

PLACE IRON COLLECTION BOXES

Route No. 1 *at Chicago Park & at between NW 1/4 of water*

Route No. 2

Route No. 3

Route No. 4

Route No. 5

Route No. 6

Route No. 7

Locked Pouch—Carrier No. between P.O. and P.O.

Locked Pouch—Carrier No. between P.O. and P.O.

Report completed and *delivered* with original papers, letters, description of routes, maps, bonds, etc., at *Colfax, Placer Co., Cal.*

Sept 13 190*2* at *1* o'clock *P.*M. *H. A. Colfax*

Congressman

Consult with

Postmaster

This case was held up on account of roads not being opened up. on second survey, found that the petitioners had completed roads and constructed bridges.

Figure 1

ued). The memoranda-side of the page has an interesting notation about road and bridge construction necessary to get the route up to an acceptable condition.

The second find is a large group of papers from the 1880's to 1940's from Junction City, Oregon. Among these papers are some noteworthy RFD documents. Figure 2 shows the order to establish Route No. 1, as well as the direction of the route itself. Among the many and varied subjects covered in other papers are the reporting of the cost of horses used to pull the wagons, the use of handstamps on reports, and the hiring of new carriers.

6-P-757-LS

POST OFFICE DEPARTMENT
FIRST ASSISTANT POSTMASTER GENERAL
OFFICE OF RURAL DELIVERY SERVICE
BUREAU OF RURAL MAIL
WASHINGTON

October 25, 1902.

The Postmaster,
Junction City,
Lane County,
Oregon.

Sir:-

You are hereby authorized to establish the Rural Free Delivery Service from your office, to commence on Monday, December 1, 1902, with three carriers, at a salary of \$600 per annum each, including horse hire.

The routes to be followed as laid down by Special Agent E. C. Clement, in a report dated July 20, 1902, will be as follows:

Route # 1-2-3.

Route # 1.

Beginning at the Post Office in Junction City, said County and State:

The carrier will go thence North-----	2-3/8	miles.
Thence West-----	1/4	"
Thence North-----	1/4	"
Thence West along the main road to Horton's		
Saw Mill-----	9-1/2	"
Thence East-----	1-1/8	"
Thence South-----	1-1/2	"
Thence West to Sulphur Springs-----	1	"
Thence East along the main road to the Post		
Office-----	8-1/2	"
	Length of route	24-1/2 miles.

Area covered--35 square miles; number of houses on route--123.

Population served--615.

These two finds of original material are made all the more important due to another recent (and unfortunate) discovery made while working with the National Archives. My contact in the Archives was trying to find some documents pertaining to the RFD service before 1914 for me. Since she was having absolutely no luck in her search, she asked another library researcher who was familiar with the Congressional Record if she knew the reason why pre-1914 RFD documents were so hard to find. Unfortunately, she did, and the document in Figure 3 shows us all why.

Figure 3

65th CONGRESS, } HOUSE OF REPRESENTATIVES. { DOCUMENT
3d Session. } No. 1705.

DISPOSITION OF USELESS PAPERS--POSTMASTER GENERAL.

LETTER

FROM

THE POSTMASTER GENERAL,

TRANSMITTING

LIST OF RECORDS, PAPERS, AND DOCUMENTS RECOMMENDED FOR DESTRUCTION.

FEBRUARY 16, 1919.--Referred to the Committee on Disposition of Useless Executive Papers and ordered to be printed.

OFFICE OF THE POSTMASTER GENERAL,
Washington, D. C., February 14, 1919.

SIR: In conformity with the provisions of the act of February 16, 1889, I have the honor to transmit herewith a schedule of papers and documents which are not needed in the transaction of public business and which, in the opinion of this department, have no permanent value or historical interest.

In accordance with the Executive order dated March 16, 1912, a list has been submitted to the Librarian of Congress, who is of the opinion that the correspondence in 1912, relative to an eight-hour law, noted on page 11 of the inclosed schedule, which is a part of the files of the First Assistant Postmaster General, has historical value. The Librarian states that none of the rest of the material listed in the accompanying schedule appears to have any historical value.

The space required for the storage of these papers and documents is urgently needed for other purposes, and it is therefore requested that early action be taken to have the samples examined by the Joint Select Committee on the Disposition of Useless Papers in the executive departments, in order that they may decide whether the papers and documents in question may be destroyed and the department relieved of their care.

Respectfully,

A. S. BURLISON,
Postmaster General.

The SPEAKER, HOUSE OF REPRESENTATIVES,
Washington, D. C.

BUREAU OF THE FOURTH ASSISTANT POSTMASTER GENERAL.
DIVISION OF RURAL MAIL.

1. Rural inspection cases dated prior to January 1, 1914.
2. Correspondence in connection with rural establishment cases dated prior to January 1, 1914.
3. Supervisory reports by inspectors of rural routes ("Eye" cases) dated prior to January 1, 1914.
4. Refused petitions for rural service dated prior to January 1, 1914.
5. Bonds of rural carriers separated from the service prior to January 1, 1916.
6. Distance circulars dated prior to January 1, 1914.
7. Correspondence relating to the establishment and conduct of star routes the contracts for which expired prior to July 1, 1914.
8. Adverse reports. Rural Delivery Service, dated prior to January 1, 1915.
9. Reports of mail handled on star routes dated prior to October 1, 1916.
10. Correspondence purged from files dated prior to January 1, 1914.
11. Correspondence with surety companies dated prior to January 1, 1916.
12. Correspondence from disbursing files, accounting section, dated prior to January 1, 1916.
13. Reports of irregularities in performance of rural delivery service dated prior to October 1, 1916.
14. State files of miscellaneous correspondence dated prior to January 1, 1916.
15. Reports of number of pieces, postage, and weight of matter delivered and collected by rural carriers, dated prior to October 1, 1916.
16. Records of inspection of Star Route Service from 1897 to 1901.
17. Cases of discontinuance of Rural Delivery Service, dated prior to January 1, 1914.

DIVISION OF EQUIPMENT AND SUPPLIES.

18. Requisitioning authorizations, and correspondence concerning equipment and supplies dated prior to July 1, 1915.
19. Take-off slips from requisitions filed prior to January 1, 1918.
20. Requisitions for corrected maps of rural routes dated prior to January 1, 1917.

In 1919, and again in other years, the Joint Select Committee on the Disposition of Useless Papers sent a list of proposed papers and documents to the Librarian of Congress. The Librarian selected those documents that he deemed to have no historical value to be destroyed. Among the RFD items destroyed in 1919

were: rural inspection cases, correspondence in connection with these cases, and supervisory reports by inspectors dated prior to January 3, 1914. Many other Post Office Department papers were also destroyed. One of the most tragic losses for those of us interested in the history of postal markings, is the destruction of requisitions, authorizations, and correspondence concerning equipment and supplies (including, of course, postmarking equipment) dated prior to July 1, 1915.

The author is currently preparing a book on Rural Free Delivery in the West, and the target for publication is late this summer or early in the fall. The purpose of the book is to build on the five article series which appeared in LA POSTA in 1983 and 1984. The period of study will still be limited to 1896-1913, but several new areas will be explored, including auxiliary RFD markings and the post offices discontinued due to RFD expansion. Naturally, the lists of known markings will be updated, and information drawn from these two significant recent discoveries will be included. Watch LA POSTA for further details.

IDENTIFYING MANUSCRIPT RFD MARKINGS

One of the more difficult postal markings to correctly identify is the manuscript RFD marking. Some postmarks and cancels applied by post offices look very much like certain RFD markings. Two which cause problems are provisional manuscript postmarks and emergency manuscript postmarks. Provisional postmarks are those applied by a postmaster at a newly established office which has not yet received its canceling device, and emergency postmarks are those applied when the normal canceling device is lost, damaged, or otherwise unavailable. A third type of marking applied by a postmaster or clerk, which looks almost exactly like a particular kind of manuscript RFD marking (Type 11F), is that which was sometimes used to cancel incoming stamps on mail that had slipped by uncanceled at the originating office. All three of these post office markings can cause confusion in identifying manuscript RFD markings, and my purpose here

is to offer some guidelines which should assist in making accurate identifications.

Much of what follows first appeared in the December 1983 issue of LA POSTA as part of the series on western RFDs, but there are several good reasons for reconsidering this subject after such a relatively short time. First, the number of LA POSTA subscribers has more than doubled since the original series appeared, so many current readers have not seen this information. Second, manuscript RFD markings continue to confuse collectors, and it is believed that what follows may be a more systematic approach to proper identification. Third, nine new types of manuscript RFD markings have been reported and classified since the original series was published. Lastly, the original articles were tailored to western RFDs only, and what follows has been expanded to include RFD markings from the entire nation.

A little background information is necessary before we get into the identification process. Postmaster General's Order No. 875 authorized the issuance of handstamp devices to rural carriers for cancellation of mail collected on their routes. This order reads, in part:

"Section 3. That rural free delivery carriers will not bring to the post office mail matter, collected by them, which may be delivered on their routes before completing their trips.

Section 4. That stamps upon mail matter collected by RFD carriers, including those on matter delivered en route as directed in Section 3, will be canceled by them and reported to the postmaster, who will derive benefit if the office is Fourth Class.

Section 5. That until suitable rubber canceling stamps can be supplied by the Department, RFD carriers will cancel stamps with indelible pencils recently furnished them for use in registering letters."

This order went into effect August 1, 1900.

A careful study of the distribution of these handstamp markings, correlated with the establishment dates of the routes, led to the conclusion that the devices were no longer distributed to routes established after July 1, 1903. Recently, while leafing through a copy of the May 1955 issue of COVERS MAGAZINE, an article by Edith Doane was "rediscovered" by the author. (Note: Edith Doane, who died in 1983, did much of the pioneer work on RFD markings. Her book on the County Systems of RFDs is a classic). In her article she mentions that in a directive to postmasters dated July 27, 1903, the Fourth Assistant Postmaster General announced that the Department "has discontinued supplying canceling stamps for use of rural carriers" and asked them to instruct their carriers to cancel all letters collected and delivered en route with indelible pencil, and "to treat all other letters collected as though they were received direct at your office, making cancellations with the office canceling stamp." While this directive leaves open the possibility of routes established on July 15, 1903 (RFD routes were typically established on the first, 15th, and last day of each month) being issued handstamps, the inventory of recorded markings supports the contention that routes established July 1, 1903, were the last ones to get government-issue handstamps. In what follows these POD-issue handstamps will be referred to as official handstamps, since many privately procured, or unofficial handstamps were used after the POD stopped issuing theirs.

On those routes issued official handstamps, carriers continued to use them to cancel mail as late as 1909. Unofficial handstamps were in frequent use until 1911, and less commonly after that date. On the other hand, some manuscript RFD cancels date from before July 1, 1903, for it will be recalled that Order No. 875 instructed carriers to use their indelible pencils until they received handstamps. This would account for the scattered reports of manuscript cancels from 1901 (Limerick, NY and Lexington, SC) and 1902 (Nettleton, MS; McClure, OH; and Ray, OH). It is logical to assume

that indelible pencils would also be used if a handstamp became lost or broken. Some early manuscript RFD cancels are examples of provisional use, while others may be emergency uses. Each individual case would have to be studied to ascertain the exact conditions of use, but this is beyond the scope of this article.

The first volume of the POSTAL LAWS AND REGULATIONS (PL&R) to deal with canceling mail on rural routes with indelible pencils is the 1907 SUPPLEMENT. The pertinent text reads:

Mail matter collected by a rural carrier, or received by one carrier from another, which can be delivered by the receiving carrier prior to his return to the distributing office shall be so delivered, after the carrier who effects delivery shall have canceled the stamp thereon by writing legibly across such stamps, with an indelible pencil, the date, name of the distributing office, state, and number of the route. If, however, such mail is addressed to another post office than the distributing post office of the route on which it may be delivered, it must not be canceled by the carrier, but dispatched to the office of address.

RFD markings applied by carriers acting in accordance with these instructions are called "down-the-line" markings. All manuscript RFD markings applied after July 1, 1903, are down-the-line markings. This definition is central to our ability to identify manuscript RFD markings.

The other important consideration raised by the 1907 PL&R is the proper way for carriers to cancel mail. The cancel should include name of the distributing post office, state, date, and number of the route. This "proper" manuscript RFD cancel is classified as Type 11 by Harold Richow in his ENCYCLOPEDIA OF R.F.D. CANCELS. The complete and amended chart of Richow manuscript types is shown in Figure 4 below.

As Figure 4 plainly shows, only Type 11 met the requirements laid out in the PL&R. The other 16 types of manuscripts do not contain all four of the required

<p>TYPE 11 - TOWN, DATE AND RFD</p> <p>9/21/15 applan Tan R.F.D #1</p>	<p>TYPE 11A - TOWN AND DATE</p> <p>Clintonsburg 7-14-56</p>
<p>TYPE 11B - RFD AND TOWN</p> <p>R1 Nashport</p>	<p>TYPE 11C - RFD AND DATE</p> <p>1-31-13 RD #2</p>
<p>TYPE 11D - RFD ONLY</p> <p>Rural R no 2 *</p>	<p>TYPE 11E - DATE ONLY</p> <p>Oct 30 - 17</p> <p>#</p>
<p>TYPE 11F - CANCEL ONLY</p> <p>###</p>	<p>TYPE 11G - TOWN, STATE AND RFD</p> <p>ROXANA, ALA ROXANA, ALA. R.F.D. NO. 4</p>
<p>TYPE 11H - CANCELED, CARRIER'S NAME OR INITIALS</p> <p>Cancelled LSP</p>	<p>TYPE 11I - CANCELED, CARRIER'S NAME OR INITIALS, ROUTE AND TOWN</p> <p>Cancelled By Edward V Pearson R.F.D. No 1 albion</p>
<p>TYPE 11J - CANCELED, ROUTE AND DATE</p> <p>Cancelled 4/30/07 R #24</p>	<p>TYPE 11K - CANCELED AND DATE</p> <p>Cancelled 4/30/10</p>
<p>TYPE 11L - CARRIER'S NAME OR INITIALS, ROUTE AND DATE</p> <p>R #3 May RKS 28 1908</p>	<p>TYPE 11M - CARRIER'S NAME OR INITIALS AND ROUTE</p> <p>W.F.B. R #2 #2</p>
<p>TYPE 11N - CARRIER'S NAME OR INITIALS AND DATE</p> <p>2-15-12 WR2</p>	<p>TYPE 11P - CARRIER'S NAME ONLY</p> <p>Ernst</p>
<p>TYPE 11P - CARRIER'S INITIALS ONLY</p> <p>HBC</p>	

RURAL FREE DELIVERY MANUSCRIPT CANCEL TYPES (AFTER RICHOW)

Figure 4

pieces of information. Recorded examples of manuscript RFD markings suggest that regulations requiring complete notations were generally ignored by rural carriers. Type 11 manuscripts are, in fact, rather uncommon when compared to other types, and, by far, the most common RFD manuscript is Type 11F, a simple scribble.

Some RFD manuscripts contained all the necessary information, but abbreviated the name of the distributing post office. One of the more extreme examples of markings of this type is shown in Figure 5, where, Healdsburg, California, was abbreviated "Hbg."

Some rural carriers, on the other hand, chose to include information in their manuscript markings which was not called for in the regulations. The word "canceled, or cancelled" appears as part of Types 11H, 11I, 11J and 11K, while Types 11H, 11I, 11L, 11M, 11N, and 11P all have the name of the carrier or his initials in the marking.

There is some thought that occasionally the carrier's name may really be the name of the route. Evidence has been found that shows that a few post offices with more than one rural route coined unofficial names for the different routes. It is not unreasonable to believe that this practice came about in order to more

easily differentiate among routes. It is generally much easier to remember which route is which if they have names instead of numbers. In the 1898 "Annual Report of the Postmaster General", the two routes of North Yakima, Washington, are identified as "Nob Hill" and "Moxee" and not by their official route numbers. The author has seen the notation "Homy" in a Modesto, California, marking and "Vista" in a manuscript RFD from Reno, Nevada.

A few general words are in order before any detailed discussion of identifying manuscript RFD markings can be begun. Since these markings represent down-the-line usages, any cover or card should be examined for any evidence of a cancel applied by a post office. Mail matter bearing RFD manuscripts should never have passed through a post office. It simply moved from one rural mail box to another. Check both the front and back of the item for telltale signs of canceling ink. The only marking evident should be one applied by an indelible pencil (usually purple), although some manuscript RFD markings do exist in lead pencil or ink.

It is also important to check for any return address (RA). The presence of an RA is usually a good way of determining whether the mail is a legitimate RFD down-the-line usage. If the town in the

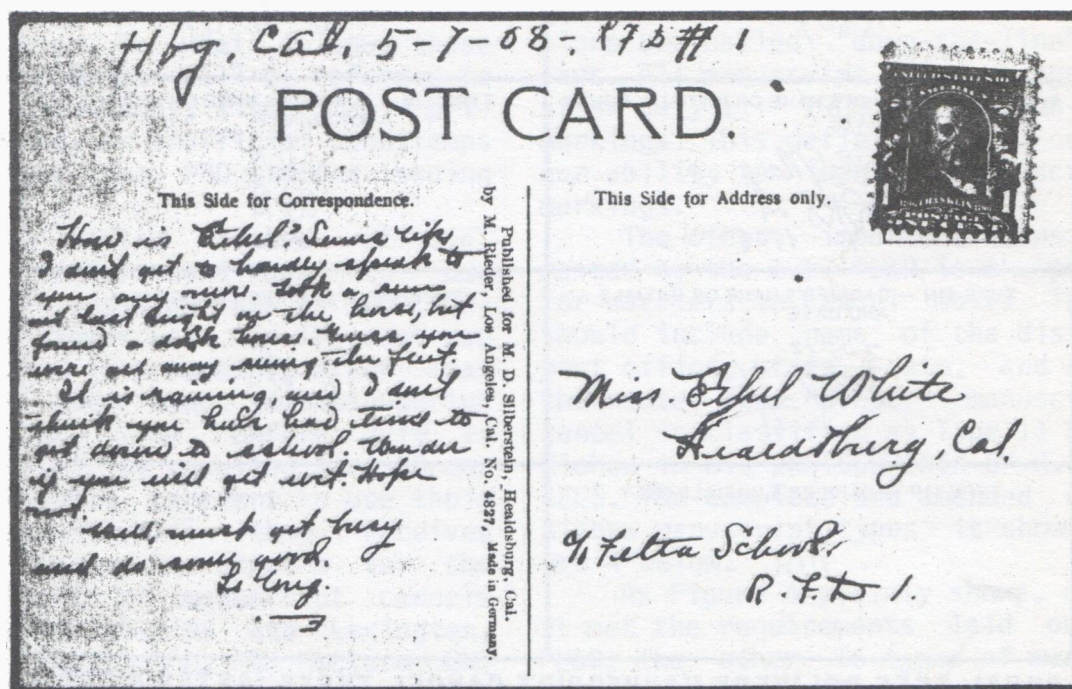


Figure 5

RA is the same as the town in the address, the cancel could be an RFD. If not, then it is almost certainly not an RFD. If the town is the same in the RA and the address, there are four possibilities, or cases, concerning the origin of the card or cover:

- 1) the mail was carried down the line on the same route;
- 2) the mail originated on one route and was passed to a carrier on an intersecting route, provided the office had more than one rural route;
- 3) the mail originated on one route but found its way to another, non-intersecting route; and,
- 4) the mail originated within the city delivery limits (not on a rural route) and found its way to a rural route.

The first two scenarios represent legitimate RFD down-the-line situations. An actual determination of case number one would depend upon the RA showing the same route number as the address, although, if the office had only one route, then often the route number was omitted from the address. A determination of how many routes originated from each post office is possible by referring to a copy of the POSTAL GUIDE for the appropriate year.

In order to verify case number 2 it is necessary to consult a contemporary RFD map to insure that two routes actually did intersect. Since RFD route maps are almost impossible to find, this case is almost impossible to verify in most instances. If there is no mention of route numbers, even though there was more than one route operating, I usually assume a legitimate RFD usage.

Case number 3 is difficult to prove or disprove even with the aid of a contemporary RFD map. Even if the RA and address have different route numbers, I would assume legitimate RFD usage. Case number 4 can be proved easily if the return address has a street and number in it. If so, it is not a legitimate down-the-line RFD usage, but it could still conceivably be a marking applied by a rural carrier. If, for example, a cover

was inadvertently not canceled upon dispatch from the post office, and the RFD carrier caught the error and canceled it upon delivery, then it would still be an RFD marking.

If the town shown in the return address is different than that in the address, then there is still a slim possibility that the manuscript is a legitimate down-the-line RFD use. The 1907 PL&R authorized one RFD carrier to pass mail to another RFD carrier if their routes intersected. Some towns with rural routes were so close together that routes originating from different post offices did intersect. It would be difficult to prove such a case, and any proof would require a contemporary RFD route map. The possibility does, however, exist, provided the two towns were within about 30 miles of one another. Rural routes rarely exceeded 30 miles in length, and, since most RFD routes were circuits with a beginning and end at the post office, the maximum distance a carrier would ever be from his post office was about 15 miles.

It is also important to read any messages on the card, or any letter held in the cover. Such messages can often reveal a lot about the distance separating the writer and the addressee. Figure 6 shows what appears to be a Type 11F manuscript RFD. The fact that the card is addressed to "R.F.D.#1, Long Beach, California", lends additional support to the idea that this is an RFD marking, but the message argues against such a conclusion since it mentions snow, a condition very rare near Long Beach. A more probable explanation of the marking on this card is that it was applied at the Long Beach post office when a clerk noticed that it had arrived with stamp uncanceled. It is of course possible, that the carrier on rural route number one canceled it himself, but it is unlikely that this is a legitimate down-the-line usage.

In summary, when faced with a puzzling manuscript cancel, which may or may not be an RFD marking, first check for signs of canceling ink. Next, examine closely the address and return address (if any), and, finally, read the message carefully for clues of distance traveled. Now you have a command of all the

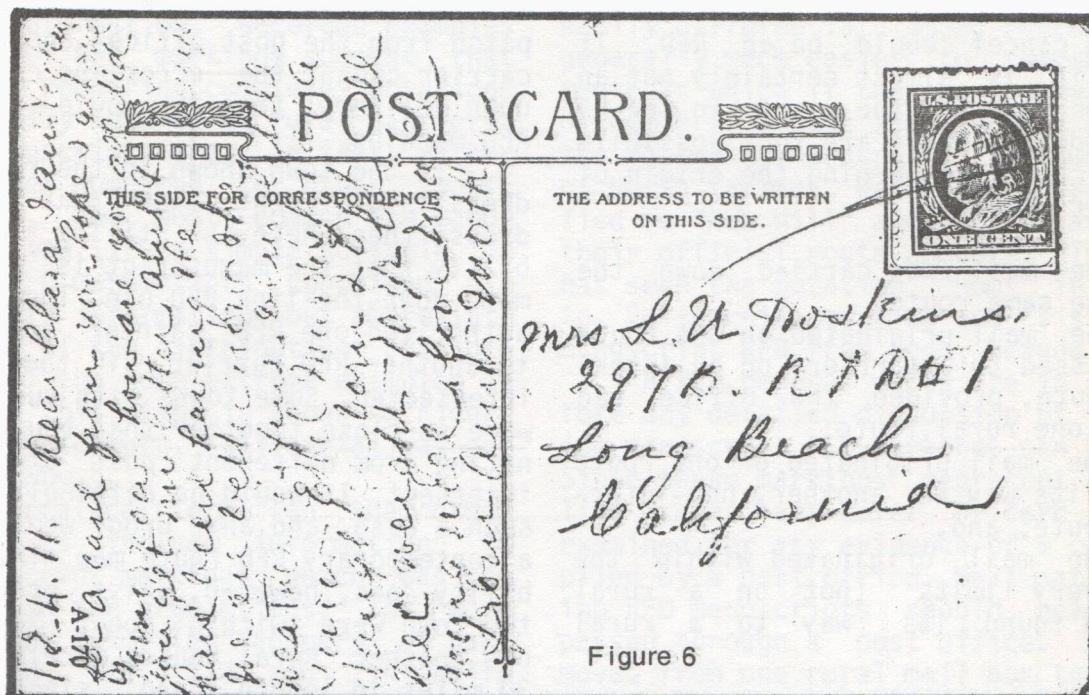


Figure 6

visual evidence, and, if the origin has not yet become apparent, can proceed to a further process of deductive reasoning.

Table 1 presents a scheme, through which the identity of a manuscript cancel may be logically determined. The table consists of six classes of cancels and seven classes of addresses. Cancels are classed on the basis of what they say, and are also related to the various Richow types illustrated in Figure 4. The address classes are also based upon what the address on the card or cover in question actually says. For example, address class 1 describes an address which makes mention of rural free delivery and/or "box" in some way, plus the city and state. Rural free delivery routes may be found mentioned in addresses in numerous ways: "RFD", "RD", "Rural", "Route", "R.#1", "R1", "RR1", "R.R.No.5"; "Rt.", or "RDR" are typical. Box numbers were originally assigned in order of their visitation along the route, but, as new boxes were added, they often received letters in order to keep the numbers sequential, i.e., "Box 5A".

Address class 2 applies to mail addressed only to a post office and the state, and concerns only post offices which were operating at the time the cover was mailed. Class 3 has a similar

address, but pertains to post offices which were closed at the time the cover was mailed. In this case one must determine which post office succeeded the closed office, and if it had a rural route. Figure 7 illustrates a card addressed to "Orange Vale, Cal." with a Type 11E cancel. At the time Orange Vale was a discontinued post office, and its mail service had been assumed by the Folsom office. Folsom had a rural route, and this card illustrates legitimate down-the-line RFD usage.

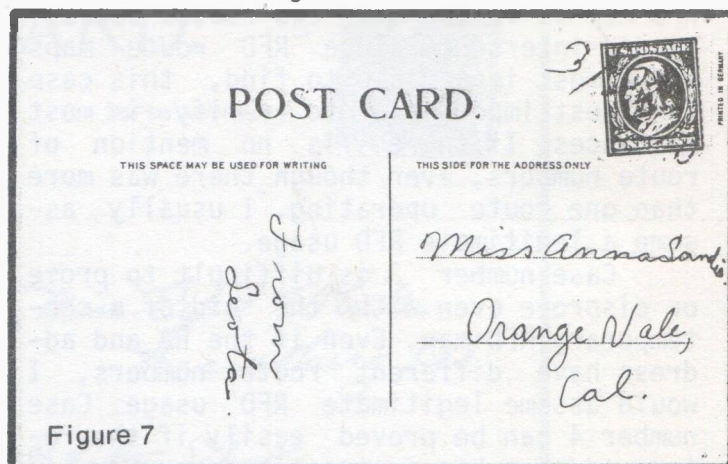


Figure 7

Address class 4 applies to addresses that contain the city, state, and an identified street, but no street number. It might seem that the presence of a

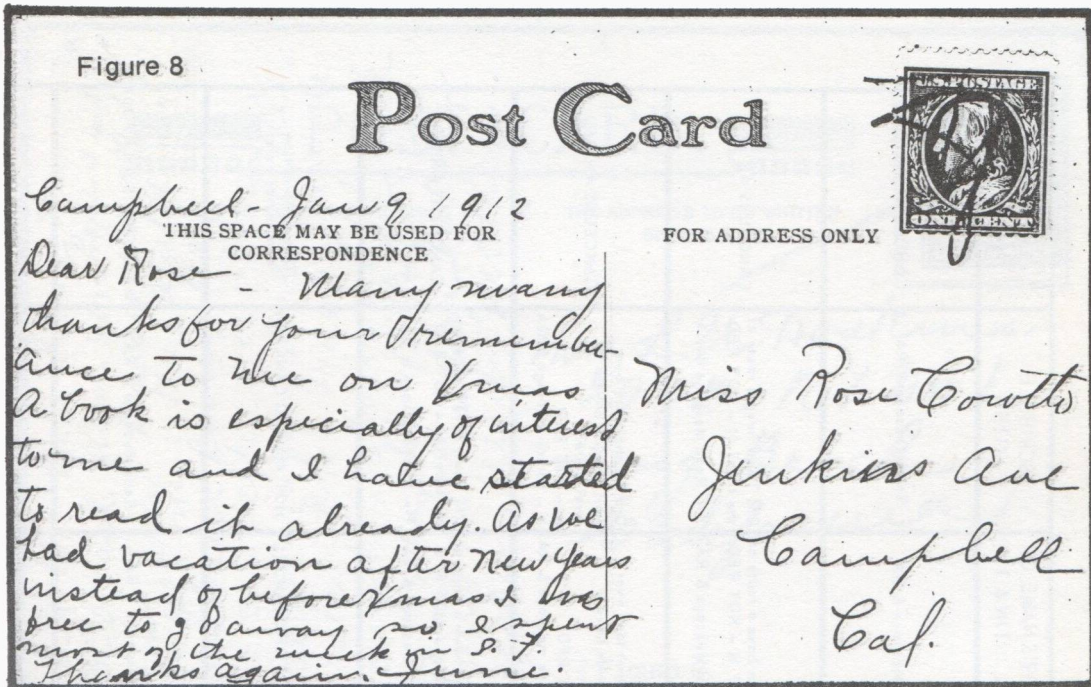
TABLE 1

MANUSCRIPT R.F.D. CANCELS – A GUIDE TO DOWN-THE-LINE USAGES

CANCELLATION TYPE

	TOWN (11A & 11Q)	DATE (11E)	'CANCELED' (11H & 11K)	CARRIER'S NAME OR INITIAL (11N & 11P)	SCRIBBLE (11F)	'RFD' (11, 11B, 11C, 11D, 11G, 11I, 11J, 11L, & 11M)
RFD BOX TOWN & STATE	Are the two towns the same? N – NOT RFD Y – Check RA & Message	Read Message & RA	Read Message & RA	Read Message & RA	Read Message & RA	CANCEL IS AN RFD
TOWN (W/PO) & STATE	Are the two towns the same? N – NOT RFD Y – Did PO have route at the time? N – NOT RFD Y – Check RA & Message	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	CANCEL IS AN RFD
TOWN (W/DPO) & STATE	Did PO that took over mail service have a rural route? N – NOT RFD Y – Check message & RA	Did PO that took over mail service have a rural route? N – NOT RFD Y – Check message & RA	Did PO that took over mail service have a rural route? N – NOT RFD Y – Check message & RA	Did PO that took over mail service have a rural route? N – NOT RFD Y – Check message & RA	Did PO that took over mail service have a rural route? N – NOT RFD Y – Check message & RA	CANCEL IS AN RFD
STREET, TOWN & STATE	Are the two towns the same? N – NOT RFD Y – Did PO have route at the time? N – NOT RFD Y – Check RA & Message	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	CANCEL IS AN RFD
STREET, NUMBER, TOWN & STATE	NOT AN RFD CANCEL	NOT AN RFD CANCEL	NOT AN RFD CANCEL	NOT AN RFD CANCEL	NOT AN RFD CANCEL	This combination should not exist
'ENROUTE' OR RFD ONLY	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	Read Message & RA	Read Message & RA	Read Message & RA	Read Message & RA	CANCEL IS AN RFD
NAME OF ADDRESSEE ONLY	Did Town have a route at the time? N – NOT RFD Y – Read Message & RA	Read Message & RA	Read Message & RA	Read Message & RA	Read Message & RA	CANCEL IS AN RFD

Figure 8

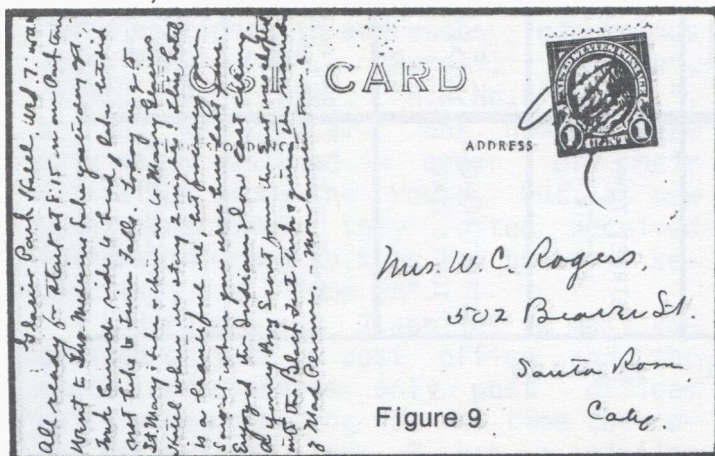


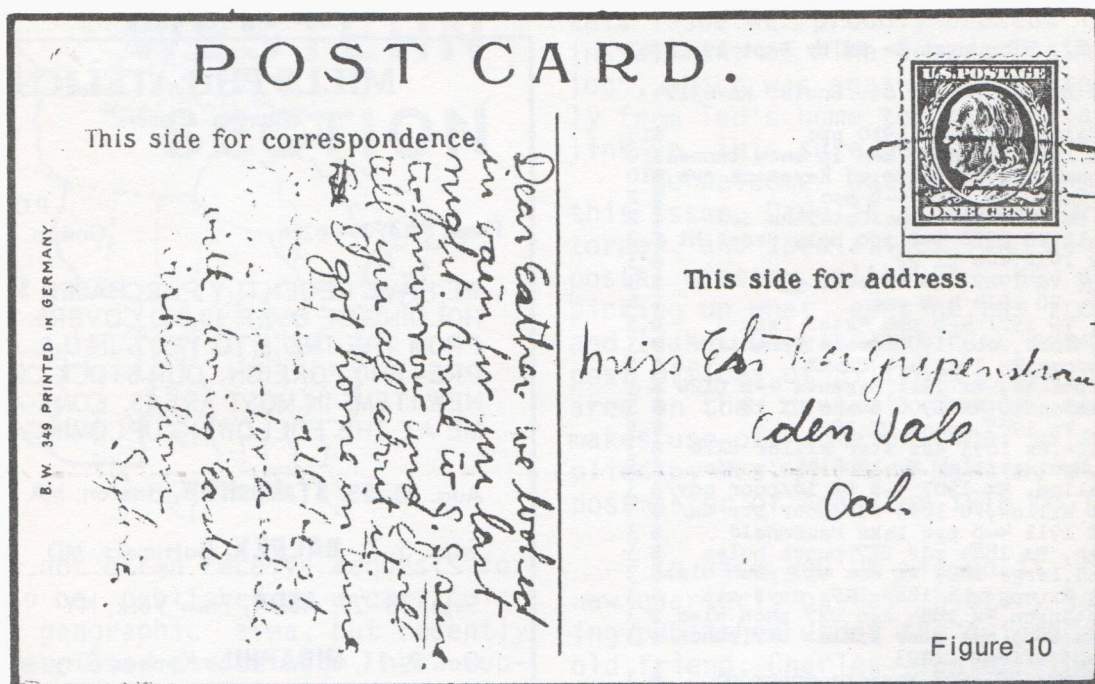
street name would indicate that the addressee can not live on a rural route, but in most cases the roads along which rural routes travelled had real names, and they sometimes were used in addresses. Figure 8 illustrates a card addressed to "Jenkins Ave., Campbell, Cal." with a type 11F cancel. The RA is also Campbell. This could have been an example of a card whose stamp did not get properly canceled and was subjected to a belated scribble of the indelible pencil. Fortunately, I had a contemporary rural route map of Campbell which showed Jenkins Avenue to be on a rural route. Without the route map, the only recourse would have been to read the message, note the RA, and make an educated guess.

Address class 5 has all the information of class 4 plus a street number. Figure 5 shows a card address this way, and it is the opinion of the author that all such addresses preclude the possibility of manuscripts being RFD cancels. The RA on the card in Figure 9 is Glacier Park, Montana, by the way.

Address class 6 describes addresses which contain only the words "en route", "along the route", or similar; or merely give an RFD route indication with no city or state. Class 7 represents addresses with contain only the name of the addressee and no other indication of destination.

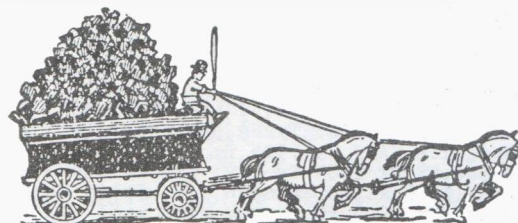
These cancel and address classes form a matrix in Table 1. Each of the cells describes a particular combination of address and cancel, and within each of the cells are tests which may be used to help identify the origin of the cancel in question. The frequently repeated directive to "check the RA and read the message" emphasizes the fact that in many instances an informed decision can only be made on the basis of doing so. There are times, it is true, that it is impossible to be certain whether or not a cancel has an RFD origin, but, through the use of Table 1, it should be possible to confidently identify the vast majority of troubling manuscripts.






In order to illustrate how Table 1 works, consider the card illustrated in Figure 10. Although there is no date on the card, the stamp suggests that it was probably mailed between 1909 and 1912. A check of the California post office list indicates that Eden Vale post office operated up to 1916, so it was almost certainly in operation at the time this card was mailed. This means we can enter Table 1 at address class 2, and, since the cancel is Type 11F, we find the cell which asks, "Did town have a route then?" Referring to a contemporary POSTAL GUIDE, we learn that Eden Vale did have a rural route in the 1909-12 period, so we can not eliminate the possibility that this is a legitimate RFD marking. The next step, according to the cell, is to read the message and check for a RA. There is no return address, but the message states that the writer "looked in vain for you last night" and will "tell you all about it" "tomorrow". Given the limited travel patterns of folks in those days, this definitely sounds like a local delivery message. Conclusion: the card in Figure 10 almost certainly bears a down-the-line RFD cancel.

Every cell contains tests by which these confusing markings can be made more manageable. It may take a little detective work, but this, too, can be one of the pleasures of postal history.



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N. Y. C. STAR

FANCY CANCELS * RATES
MARKINGS * ILLUSTRATED COVERS
FOREIGN DESTINATIONS

ASK FOR A SELECTION ON APPROVAL.
SEND TWO PHILATELIC REFERENCES, A
DESCRIPTION OF WHAT YOU WOULD
LIKE TO SEE AND A PRICE RANGE.
AVAILABLE ON COVER OR OFF COVER.

LA POSTA NO 2. Bids must be PM by Sept 19, 1987

RLG 2218 Burns Avenue St. Louis, Mo 63114

01	ALASKA, Haines, Ex 4-b 1910 ppc	\$15
02	Nome, CDS 1910 photo cd men in snow tunnel	\$10
03	Valdez, poor cds, Ex photo cd Keystone Ave	\$10
04	CALIF. Friant, Ex 1912 4-b ppc	\$2
05	Solvang, Ex 1916 4-b, ppc Catalina Isl	\$2
06	COLO. Basalt, VG 1910 4-b ppc Holy Cross Mt	\$2
07	Boone, Ex 1912 4-b UX 22	\$3
08	Evergreen, VG 1927 4-b on cov, en on stp	\$3
09	Hawthorne, VG 1914 4-b ppc	\$6
10	Hereford, VG 1921 4-b ppc Estes Park	\$3
11	IDAHO, Crawford, Good 1906 doane 2¢ entire	\$3
12	Iowa, Primrose, Ex 1913 4-b UX 22	\$5
13	IND. Westphalia, Ex 1911 magenta 4-b UX20	\$3
14	KANS. Bellefonte, Ex 1906 doane UX 18	\$5
15	Frederic, Ex 1905 doane UX 18	\$5
16	Nortonville, Ex 1893 cds star killer UX10	\$3
17	LA, Doyle, Springville, Ex 1906 4-b's ppc	\$5
18	Plain Dealing, Ex 1907 4-b UX 18/poor cov	\$3
19	MONT. Flat Willow, VG 1893 cds, poor stp on	\$4
20	Logan, Ex 1911 4-b ppc Lake MacDonald	\$3
21	N.W. B. Neligh, Ex 1884 cds UX7 punch holes	\$3
22	North Bend, Large 1883 Ex cds UX7 pnch hles	\$3
23	Pierce, Lg Ex cog whl 1884 UX7, covs stp	\$3
24	Verdon, Octagon Ex 1884 can UX7 pnch hles	\$3
25	Stanton, Ex 1885 cds star killer UX7 (punch holes 21-25 affect 21&23)	\$3
26	S. DAK. Ottumwa, VG 1908 Magenta doane pc	\$3
27	UTAH, Junction, Ex lite 4-b 1908 photo cd	\$3
28	WASH. Three Lakes, VG 1907 doane UX 18	\$3
29	Vanassen, Ex 1910 doane (3) UX 20	\$5
30	WYO. Clearmont, Ex 1910 4-b ppc	\$3
31	Labonte, Ex 1910 doane (2) ppc Cowgirl	\$10
32	WIS. Pound, Ex 1913 doane (5) ties #397 gc	\$4
33	RFD, Laton, CA Ex 1906 Ty2FA, ppc, rec marks	\$10
34	RFD, Sedgwick, KANS. Ex 1905 Ty 1(2) can cov	\$10
35	RFD, Depew, NY Ex 1903 Ty 1(2) can on cov	\$10
36	GOP Conv 1928 KC, Mo. Ex each cov, folds	\$10
37	ARK. Mena, Ex 1925 FC on cov with encl	\$3
38	COLO. Estes Park, Ex 1926 FC on ppc/cov	\$3
39	MICH. Roscommon, Ex 1933 FC Cach Airport Ded	\$5
40	WASH. Spokane, VG 1899 Involute FC 2¢ ent	\$15
41	N.Y. Brooklyn Cir, Fair 1897 rec can on cd, Also nice USS Auguste Victoria can	\$5
42	Philadelphia & Germantown RPO, Ex 1897 Tyl FC on cov front	\$3
43	RPO's-Ashfk&LA 964-L-1, VG 1912 can gc cd	\$4
44	Bill&Sweetgrass Ex but lite 1942 891-5-C-1	\$10
45	Blackfoot&Mackay VG 1941 can on cov /UX27	\$5
46	Butte&S.L. City, SD Ex can cov, 890-K-1 1941	\$5
47	Centraliz&Hoquiam, VG 1941 can cov 901-4-A-1	\$7
48	Cobre&Ely, Ex 1941 can 177.1-A-1 cov	\$10
49	Cheyenne, Wyo Term 949.1-A-1 Ex 1940 can cv	\$3
50	Dayton&Pasco, Ex 1897 can 901-5-A-1, cov	\$7
51	Eugene&Powers, Ex 1941 can 900.2-B-1 cov	\$6
52	Ft How & Chi gd 1880 839 F-4 can on Ill cov with faults / ties #610	\$5
53	Gerber&S.F. VG 1924 982 H-1 can CC cov	\$5
54	Green R & Port, Ex 1941 898 K-1 WD can cov	\$3
55	K.C.&LaJunta, Ex 1906 911 AE-1 UX18	\$3
56	Lewiston&Riparia, Ex 1942 904.3-C-1 can cv	\$3
57	Minidoka&Buhl Ex 896.10-B-1 1940 Cv Buhl on	\$5
58	Moscow&Haas, Ex 1941 896.5-D-1 can cv /Stp	\$5
59	Newell&Chadron, Ex 1941 936P-1 can Phil cd	\$5
60	Newport&Cushman Ex 1895 East 464 2-C-1 can on 2¢ entire /early date, CC cov	\$10
61	N. Fairhaven&Sayre, Ex 1904 134 G-1 can	\$7
62	Oro&Wenatchee Ex 1943 902 3-C-1 can on cov	\$3
63	Phoenix&L.A. Ex 1913 967 2-A-1 can ppc	\$13
64	Portland&Astoria, Dir East? Indistinct can PMC Wholesale grocer ties #285 V-7-C?	\$7
65	Portland&S.F. Ex 1943 982 1-1 can on cov	\$3
66	Rep. Cy&Oberlin, Ex 1942 947 8-B-1 Phil cd	\$3
67	Runsey&Elmira, Ex 1893 992-8-B-1 can & cov	\$15
68	Spok. Pasco&Seattle, gd 1920 892 P-1 can on Illustrated Hotel Sidney, Yakima Wash cov	\$8

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We do not often receive requests for articles to be published on a particular subject or geographic area, but recently Jean Neil enclosed a note with her subscription renewal to publish something on Alaskan postal history. Jean made sure that her request would receive attention by mailing her renewal by way of Prudhoe Bay in the spectacular cover illustrated below.

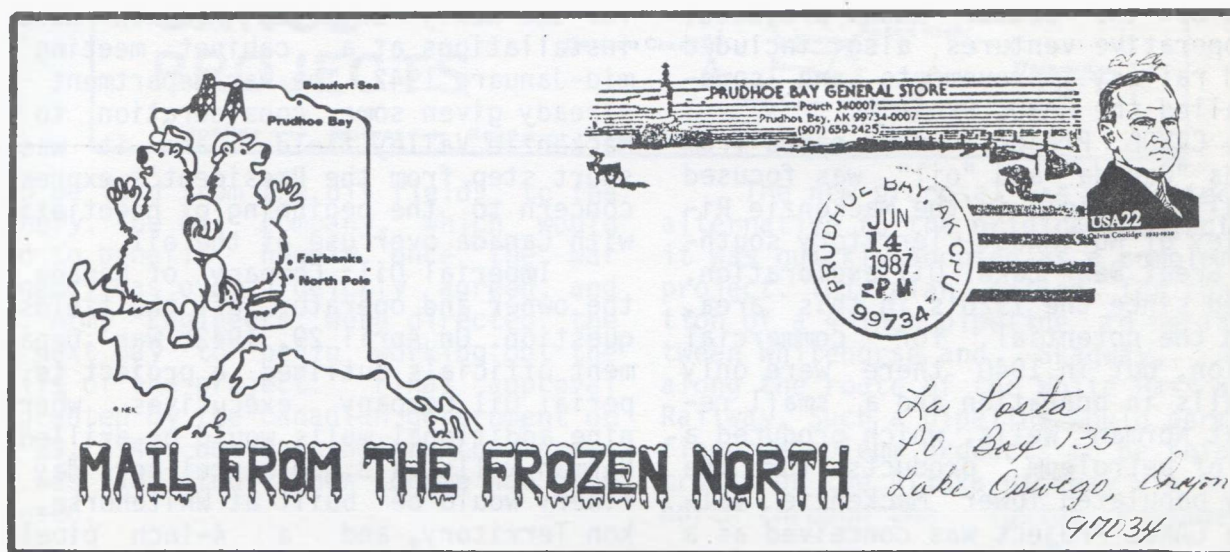
Well, Jean, I hope you are not too disappointed, but the CANOL Project is as close as we can come to Alaska for this issue. Perhaps next time we can publish an Alaskan article. As you know, I share your enthusiasm for the postal history of Alaska, and, if Bob Collins wasn't doing such an outstanding job with THE ALASKAN PHILATELIST, I would feel impelled to publish quite a bit more Alaskan postal history in LA POSTA.

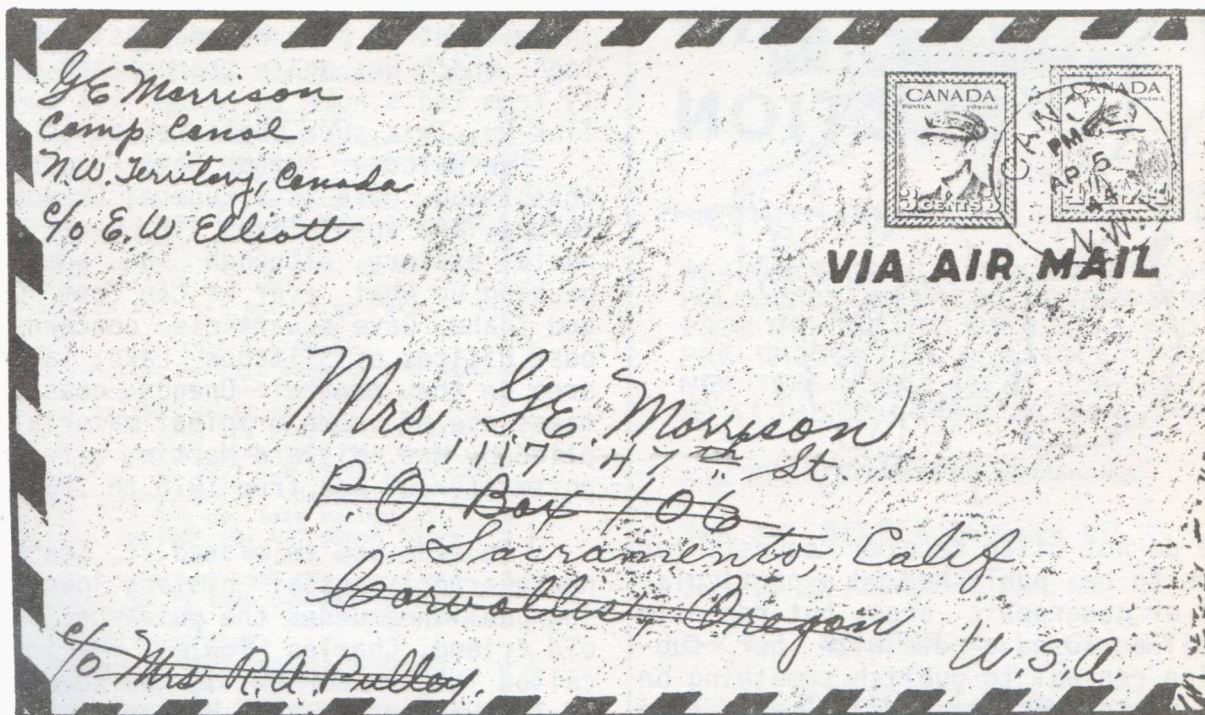
Ted Gruber is back with us again. In this issue we proudly present Ted's 10th installment of "The Nevada Postmark Catalog", which was again transmitted directly from Ted's home to mine via computer link-up. This sure beats retyping!

We welcome author Dave Ramstead in this issue. Dave is a Eugene, Oregon, attorney, and specializes in Lane County postal history, although he admits to picking up what ever he can from Oregon and Idaho. Dave's article concerns the post offices of Siltcoos Lake, a remote area on the central Oregon coast, and makes use of some original material supplied by Mrs. Millard Martin, wife of the postmaster of Ada from 1916 to 1957.

In case you've missed it, there is a new quarterly postal history journal being published under the guidance of our old friend, Charles Towle. The journal, called THE HELIOGRAPH, is the house organ of The Western Postal History Museum, P. O. Box 40725, Tucson, AZ 85717, and is distributed to members of the museum as a part of their \$15 annual membership dues. The first three numbers of THE HELIOGRAPH have contained some outstanding articles. Although not limited to the West in scope, most of the articles published to date have emphasized Southwestern themes. The Museum has recently hired Douglas Kelsey to serve as its Executive Director, and we can expect to see the Western Postal History Museum playing a much more active role in the hobby in times to come.

Richard W. Helbock





This cover, postmarked CANOL, N.W.T. in 1944, would appear to just represent another of the many DPOs of Canada's Northwest Territories, but behind the cover lies a fascinating tale of adventurous deeds and administrative mistakes, which was known as the CANOL Project.

THE CANOL PROJECT

By Richard W. Helbock

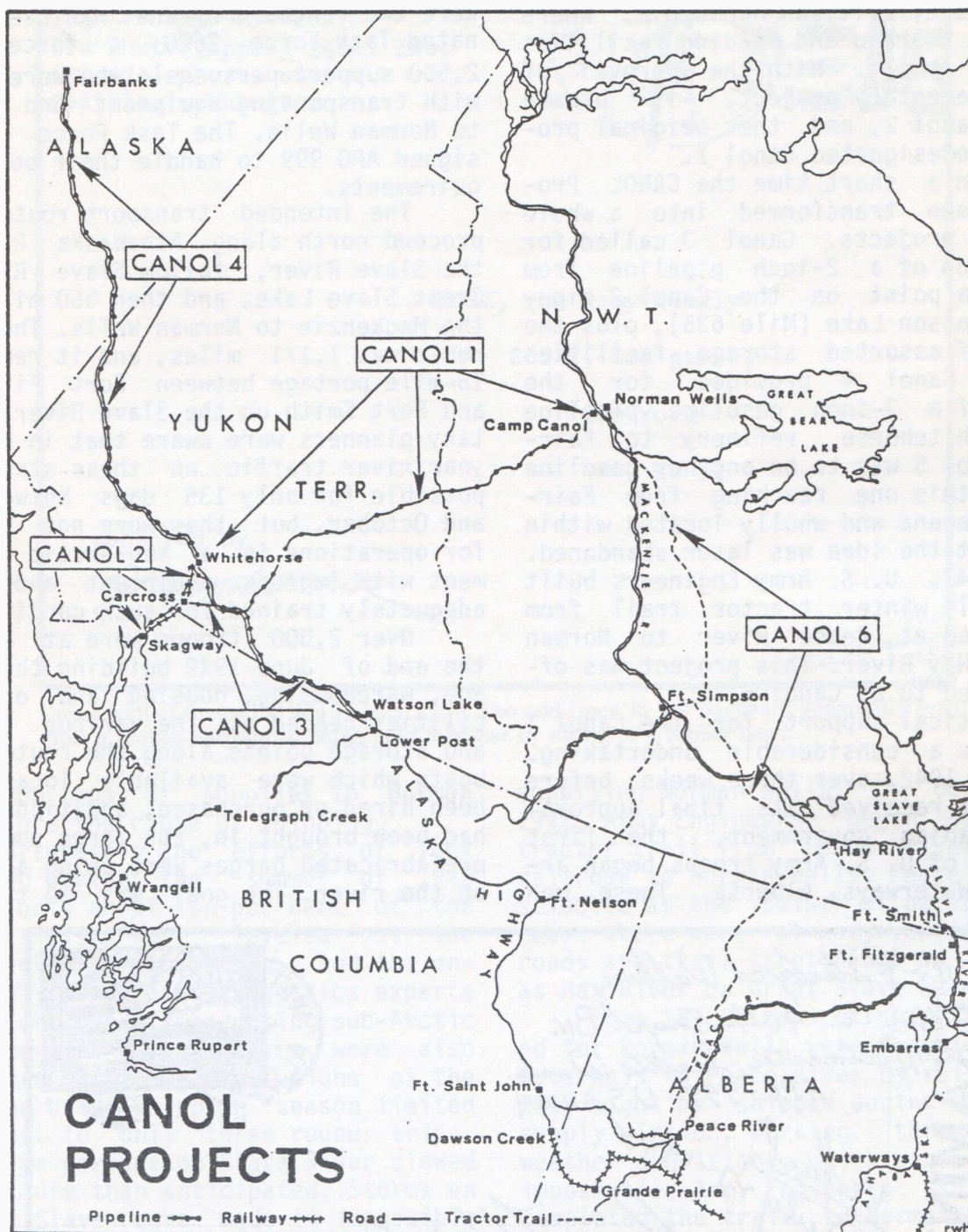
In the early years of World War II, the United States and Canada participated in a number of joint-venture projects to strengthen the defenses of northern North America. Construction of the Alaska Highway and development of the Northwest Staging Route to ferry aircraft to Russia were two of the better known projects, but co-operative ventures also included port and railway improvements and something called the CANOL Project.

The CANOL Project, thus named from the words "Canada" and "oil", was focused on a small oil field in the Mackenzie River Valley of Northwest Territory southwest of Great Bear Lake. Oil exploration, conducted since the 1920's in this area, revealed the potential for commercial production, but in 1940 there were only seven wells in operation and a small refinery at Norman Wells, which produced a trickle of petroleum products for the sparsely populated lower Mackenzie Valley. The CANOL Project was conceived as a

means to greatly enhance production in the Mackenzie Oil Field, but it was to become, during its short history, perhaps the most controversial joint-venture project undertaken in the war.

President Roosevelt expressed his concern over the possible shortage of oil for the newly enlarged Alaskan defense installations at a cabinet meeting in mid-January 1942. The War Department had already given some consideration to the Mackenzie Valley field, and it was a short step from the President's expressed concern to the beginning of negotiations with Canada over use of the oil.

Imperial Oil Company of Canada was the owner and operator of the fields in question. On April 29, 1942, War Department officials outlined a project to Imperial Oil Company executives whereby nine additional wells would be drilled at Norman Wells, a 3,000 barrel per day refinery would be built at Whitehorse, Yukon Territory, and a 4-inch pipeline



would be laid from the oil fields to the refinery. The oil company, which would stand to benefit hugely once the war emergency was over, quickly agreed, and U. S. Army Engineers were directed the very next day to begin working out the details of the project. Final approval was granted by the Canadian government on June 29, 1942, but even before the agreement was finalized, a new scheme had been proposed.

The new proposal was suggested as an alternative to the original project, but it was quickly adopted as a complementary project. This plan called for construction of a 4-inch pipeline to be laid between Whitehorse and Skagway, Alaska, along the route of the White Pass & Yukon Railway. Such a pipeline would permit refined petroleum products to be shipped to trucks on the Alaska Highway via Skagway, north through the Inside Passage from

Prince Rupert, British Columbia, where additional storage and loading facilities were to be built. With the approval of this supplementary project, it became known as Canol 2, and the original project was redesignated Canol 1.

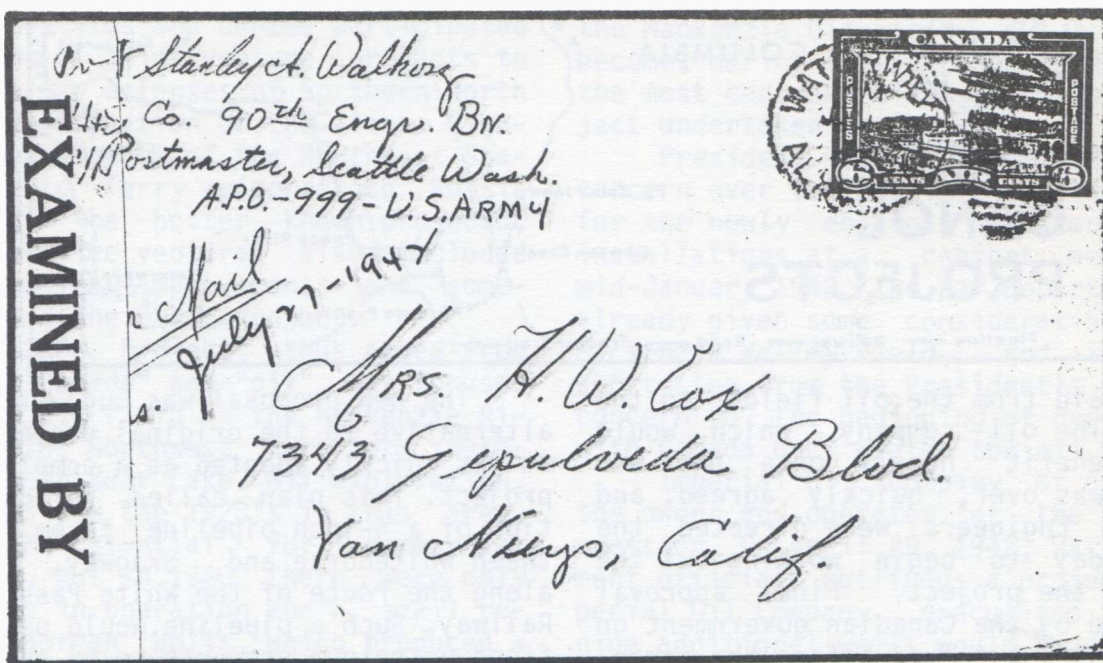
Within a short time the CANOL Project had been transformed into a whole cluster of projects. Canol 3 called for construction of a 2-inch pipeline from Carcross, a point on the Canol 2 pipeline, to Watson Lake (Mile 635), plus the building of assorted storage facilities (see Map). Canol 4 provided for the building of a 3-inch gasoline pipeline from the Whitehorse refinery to Fairbanks. Canol 5 was to be another gasoline pipeline, this one reaching from Fairbanks to Nenana and wholly located within Alaska, but the idea was later abandoned. Late in 1942, U. S. Army Engineers built a 1,000-mile winter tractor trail from the railhead at Peace River to Norman Wells via Hay River. This project was often referred to as Canol 6.

Logistical support for the Canol 1 Project was a considerable undertaking. On June 4, 1942, over three weeks before the project received its final approval by the Canadian government, the first contingent of U. S. Army troops began arriving at Waterways, Alberta. These men

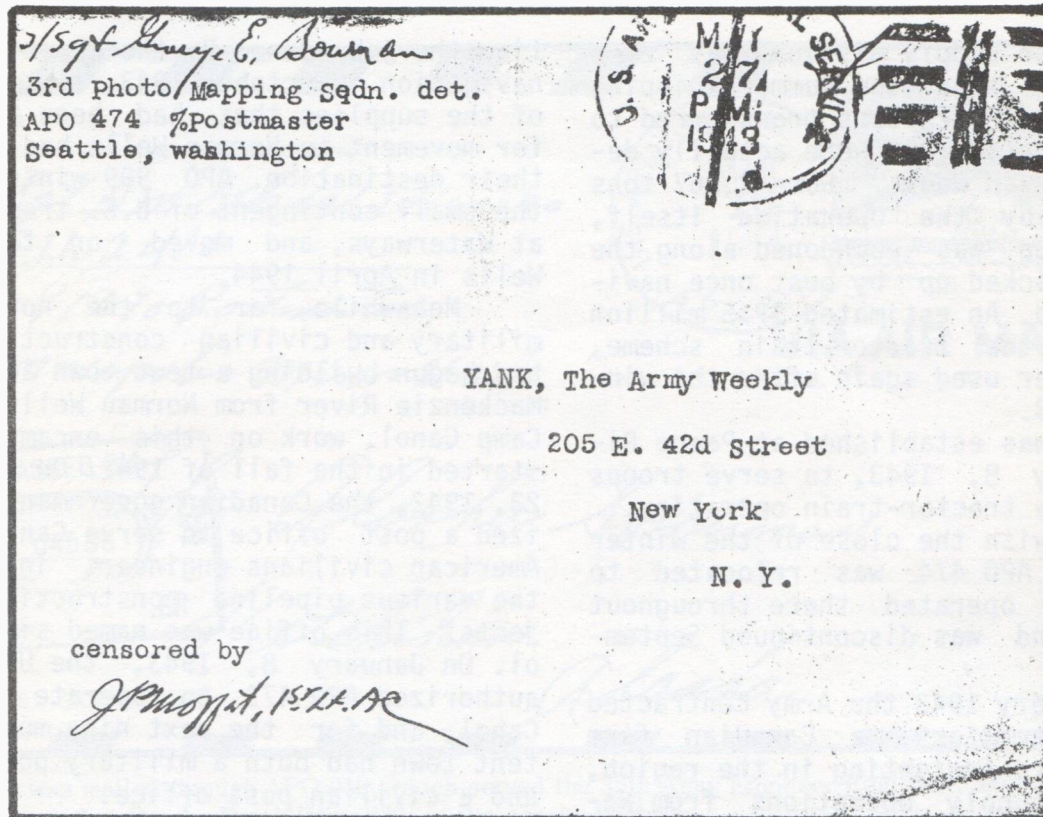
were the vanguard of what had been designated Task Force 2600, a force of some 2,500 support personnel who were charged with transporting equipment and material to Norman Wells. The Task Force was assigned APO 999 to handle their postal requirements.

The intended transport route was to proceed north along Athabaska River to the Slave River, follow Slave River to Great Slave Lake, and then 550 miles down the Mackenzie to Norman Wells. The entire route was 1,171 miles, and it required a 16-mile portage between Fort Fitzgerald and Fort Smith on the Slave River. Military planners were aware that in a normal year river traffic on these streams was possible for only 135 days between May and October, but they were not prepared for operations in a sub-Arctic environment with improper equipment and men inadequately trained for such conditions.

Over 2,000 troops were at work by the end of June 1942 building the wharfage, warehousing, housing and other facilities needed at the various terminal and storage points along the route. River boats which were available locally had been hired or purchased, additional craft had been brought in, and large numbers of prefabricated barges were being assembled on the river. The goal was to transport



This cover was mailed by a member of the 90th Engineer Battalion, which used APO 999, but the fact that Canadian postage was used and a WATERWAYS, ALBERTA, postmark of July 16, 1942, was applied, suggests that APO 999 was not yet in operation.



Cover mailed from APO 474 in May 1943. The odd lines in the postmark apparently result from a broken handstamp being held together by string or a rubber band.

some 55,000 tons of supplies to Norman Wells before the close of shipping.

Unfortunately the efforts of Task Force 2600 during the summer of 1942 achieved only about ten per cent of the goal. Criticisms were leveled at the Army's lack of organization, and the unfamiliarity of military logistics experts with the demands of conducting sub-Arctic supply operations, but there were also some severe physical limitations of the route. The brief shipping season limited water craft to only three round trips. The 16-mile portage on Slave River slowed movement more than anticipated. Storms on the Great Slave Lake made it impossible to use pontoon equipment of the Army Engineers and thereby restricted traffic to only the heaviest barges. With the shipping season coming to a close in 1942, only about 5,450 tons of material required at Norman Wells had actually left Waterways. APO 999 was relocated to Edmonton in October. It remained there until May 1943.

Disappointed by the failure of its summer shipping season, the Army next turned to a winter tractor-train plan for

supplying Norman Wells. On October 23, 1942, Army Engineers began building a tractor trail from Peace River on the railroad to Norman Wells. Peace River was selected as the point of departure because there were already existing wagon roads and trail stretching as far north as Hay River on Great Slave Lake.

Some 18,222 tons of supplies destined for Norman Wells were transferred from Waterways to Peace River by rail so that they might be shipped during the winter supply mission. Working through winter weather conditions, which bordered on the impossible, Army Engineers successfully completed the trail to Norman Wells on February 25, 1943, but operation of the tractor trains proved to be a much more difficult problem than the Army anticipated. Loaded sled-trains could not climb grades of more than five per cent, and, as a result, each time a hill was encountered, the train had to be broken up and hauled over piecemeal. In other place the lack of snow impeded progress. Motor trucks were soon substituted for the tractor trains, and eventually over half of the cargo was moved by truck.

The winter supply mission was even less successful than the summer shipping season. Of the 18,222 tons transferred to Peace River, only 5,293 were actually delivered to Norman Wells. Some 3,567 tons were consumed by the operation itself, and the balance was abandoned along the route to be picked up by boat once navigation resumed. An estimated \$7.5 million was spent on the tractor-train scheme, which was never used again after the winter of 1942-43.

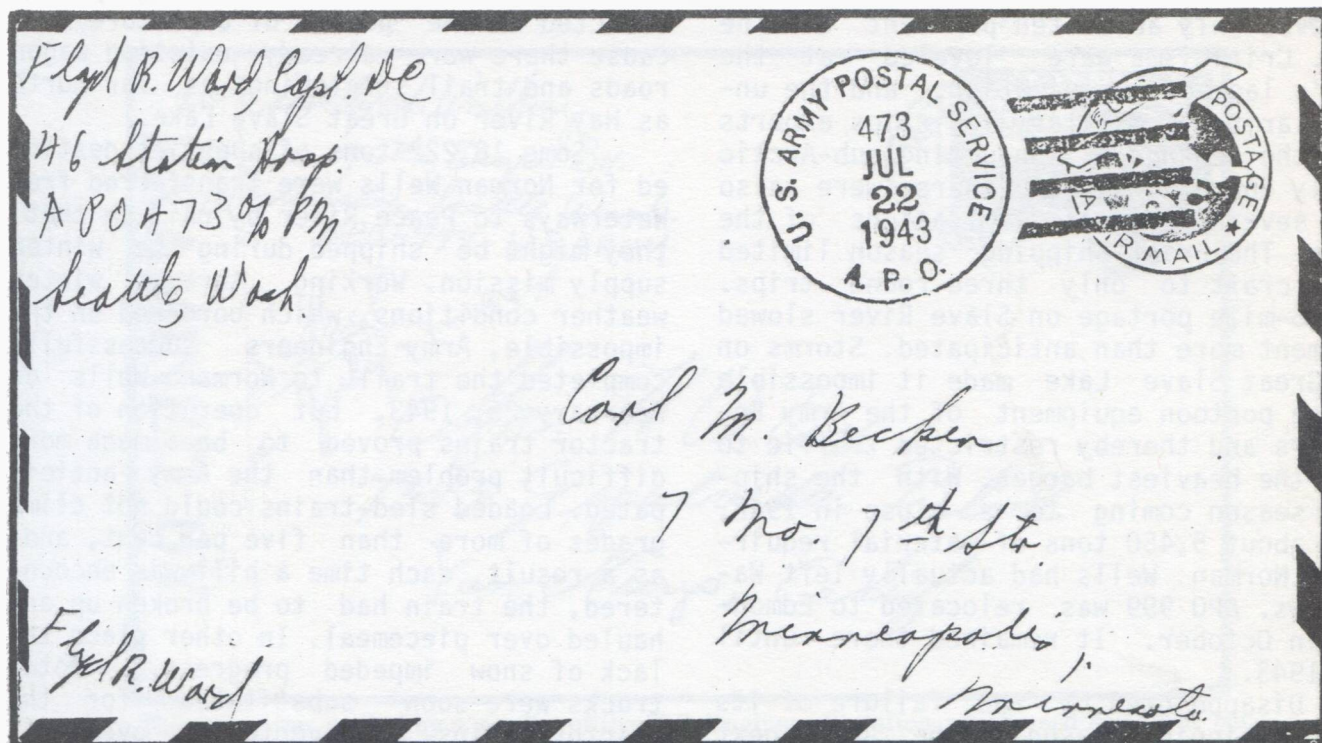
APO 474 was established at Peace River on January 8, 1943, to serve troops engaged in the tractor-train operation. In May 1943, with the close of the winter trail season, APO 474 was relocated to Waterways. It operated there throughout the summer, and was discontinued September 15, 1943.

In February 1943 the Army contracted with Marine Operators, a Canadian firm with experience freighting in the region, to take over supply operations from Waterways to Norman Wells. APO 999 was relocated to Fort Smith, N.W.T., in May 1943. It continued to operate there throughout the 1943 shipping season, but Task Force 2600 was largely withdrawn during the summer as it became apparent that the civilian contractors were get-

ting the job done. By the close of river navigation in October 1943, virtually all of the supplies that had been assembled for movement to Norman Wells had reached their destination. APO 999 wintered with the small contingent of U.S. troops still at Waterways, and moved on to Norman Wells in April 1944.

Meanwhile, far to the north, the military and civilian construction teams had begun building a tent town across the Mackenzie River from Norman Wells. Called Camp Canol, work on this encampment was started in the fall of 1942. On November 23, 1942, the Canadian government authorized a post office to serve Canadian and American civilians engineers involved in the various pipeline construction projects. This office was named simply Canol. On January 8, 1943, the U. S. Army authorized APO 473 to operate at Camp Canol, and for the next nine months the tent town had both a military post office and a civilian post office.

A pipeline was laid under Mackenzie River to bring crude oil from Norman Wells to Camp Canol, and construction began in the spring of 1943 on the 595-mile pipeline to Whitehorse. Pipeline construction was primarily the responsibility of civilian contractors, but Army



This cover bears a postmark of APO 473, a short-lived facility located at Camp Canol, N.W.T.



This cover was mailed through APO 918, which served the 35th Army Engineer Regiment, and was at the time located at Brooks Brook (Mile 830) of the Alaska Highway.

engineer troops also worked on the projects. The Bechtel-Price-Callahan Company of San Francisco had overall responsibility of the pipeline and road construction between Camp Canol and Whitehorse, but troops of the 35th Army Engineer Regiment were called on to undertake actual construction of the access road during the summer of 1943. APO 918 served the postal needs of the 35th Engineer Regiment, and from March 1943 through September 1944 the APO was located at Brooks Brook (Mile 830) on the Alaska Highway, near the junction of the pipeline access road to Camp Canol.

The Skagway to Whitehorse pipeline (Canol 2) was the first to be completed, and was ready for operation in late 1942. Gasoline reached Watson Lake on the Alaska Highway via Canol 3 on July 24, 1943, and Canol 4 became operational to Fairbanks, Alaska, on February 23, 1944. The crude oil pipeline from Norman Wells to Whitehorse was completed February 16, 1944, and the first oil was pumped on April 16th. Two weeks later, on April 30, 1944, the Whitehorse refinery was formally dedicated and refinery operations began.

APO 473, which served U. S. Army personnel at Camp Canol, was closed September 15, 1943, but the civilian Canol post office continued to operate until March 1, 1945. APO 999 remained in operation across the river at Norman Wells until December 31, 1944, when it was closed.

On March 8, 1945, the War Department announced that Canol Project operations would be discontinued effective June 30, 1945. The project had recently come under increasing criticism by members of Congress, and, with the Japanese threat to Alaska long since passed, oil production in the region was no longer vital. Pipeline operations from Skagway to Whitehorse and to both Fairbanks and Watson Lake on the Alaska Highway continued until the end of the war.

In terms of its original objectives to provide refined petroleum products for military transport on the Alaska Highway, the CANOL Project was successful, but certainly not cost effective. The pipelines from Skagway to Whitehorse and along the highway to Watson Lake and Fairbanks were completed first, and supplied all the gasoline needed along the

route. The hugely expensive projects involving supply and construction from Norman Wells and refinery construction at Whitehorse bore no fruit until the spring of 1944, a time well after the danger to Alaska had passed.

From a postal history perspective, however, the CANOL Project represents a wonderful opportunity to assemble a small collection of postmarks and covers which document the efforts of men to accomplish heroic construction projects under the most severe of environmental conditions. The table below summarizes the civilian and military post offices which operated at the time, and served the men and women associated with the CANOL Project.

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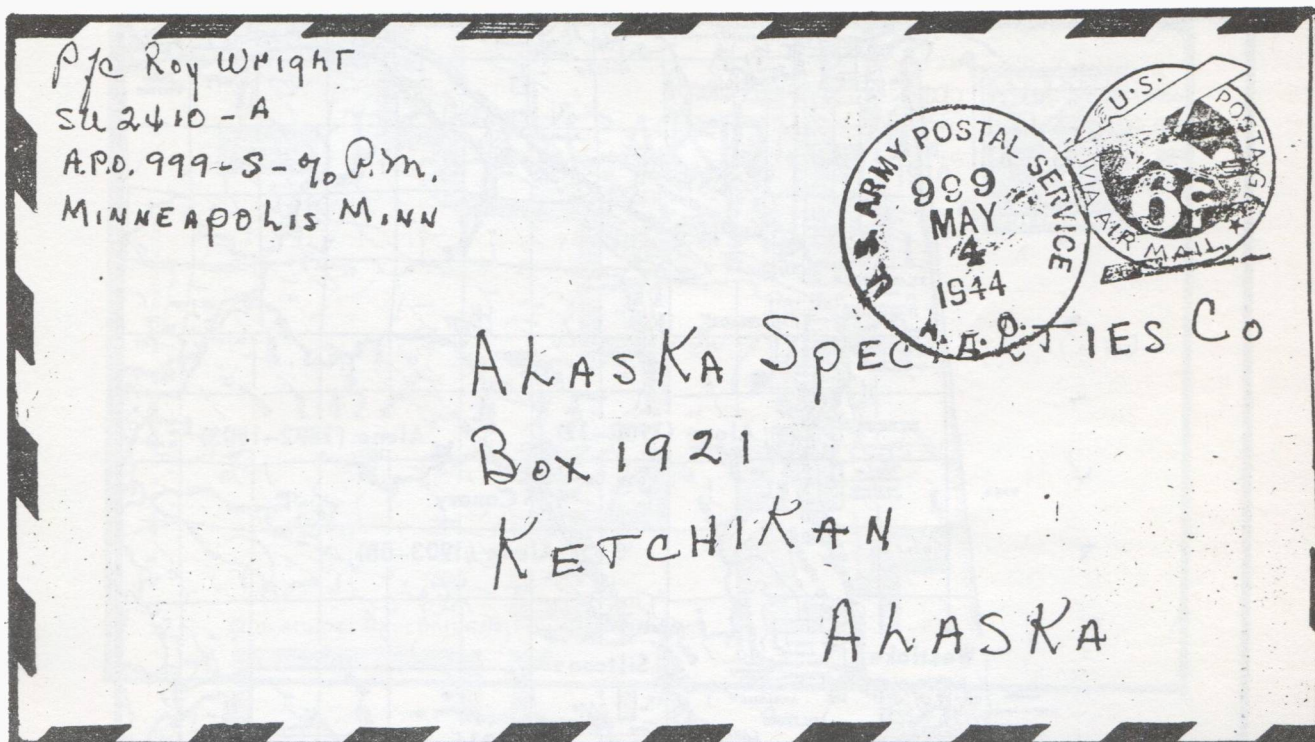
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This cover was mailed through APO 999 during the time it was located at Norman Wells, N.W.T.

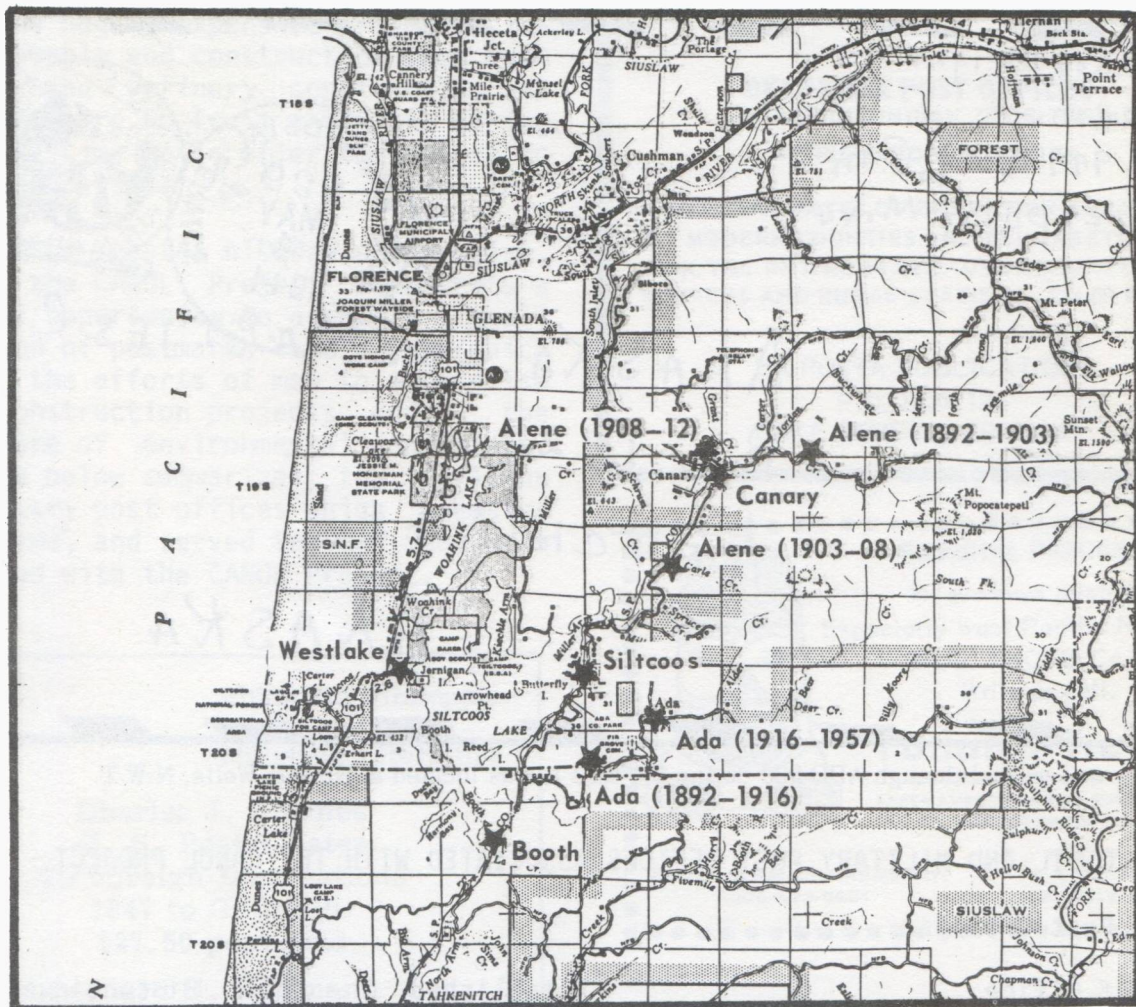
CIVIL AND MILITARY POST OFFICES ASSOCIATED WITH THE CANOL PROJECT

Civil Post Offices:

Name of Office	Established	Discontinued
CANOL, N. W. T.	23 Nov 1942	1 Mar 1945
FORT SIMPSON, N. W. T.	1 Feb 1913	Operating
FORT SMITH, N. W. T.	2 Feb 1923	Operating
HAY RIVER, N. W. T.	1 Feb 1914	Operating
NORMAN WELLS, N. W. T.	15 Dec 1938	Operating
PEACE RIVER, ALBERTA	1 May 1916	Operating
WATERWAYS, ALBERTA	1 Aug 1922	29 Jun 1973
WHITEHORSE, YUKON TERR.	1 Jun 1900	Operating

Military Post Offices:

A.P.O. Number	Located At:	Established	Discontinued
473	Camp Canol, N.W.T.	8 Jan 1943	15 Sep 1943
474	Peace River, Alberta	8 Jan 1943	May 1943
	Waterways, Alberta	May 1943	15 Sep 1943
918	Brooks Brook, Yukon T. (35th Engineer Regt.)	Mar 1943	Sep 1944
999	Waterways, Alberta	24 Jun 1942	Oct 1942
	Edmonton, Alberta	Oct 1942	May 1943
	Fort Smith, N.W.T.	May 1943	Nov 1943
	Waterways, Alberta	Nov 1943	Apr 1944
	Norman Wells, N.W.T.	Apr 1944	31 Dec 1944



Post office locations in the Siltcoos Lake area of Oregon's central coast.

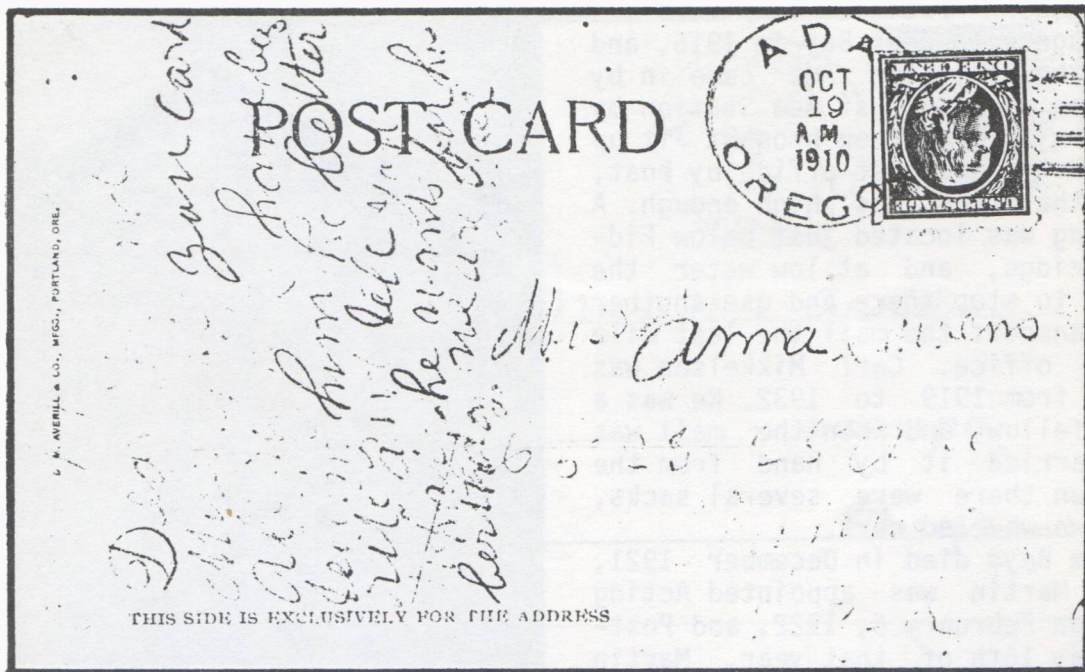
OREGON'S TSILTCOOS LAKE POST OFFICES

By David A. Ramstead

Tsiltcoos is an Indian name which has been shortened to Siltcoos by the U.S. Board of Geographic Names. Siltcoos Lake straddles the county line between Douglas and Lane counties in west central Oregon, and is a body of fresh water covering several square miles. The Siltcoos River, only a few miles in length, connects the lake with the Pacific Ocean. The lake was formed when sand bars and dunes drowned out the mouth of the stream from the sea. Known to the first white settlers as Ten Mile Lake, "Tsiltcoos" is believed to have been the name of a local Indian chief or an Indian family name. However, another explanation holds that the word means "plenty elk."

White settlers were attracted to the Siltcoos Lake area in the late 1880's and early 1890's to claim land under the National Stone and Timber Acts. Land could be bought for as little as \$5 to \$10 per acre, and, up to that time, little of the land around the lake had previously been settled due to its lack of accessibility and isolation from the main population centers.

There have been six post offices which operated near Siltcoos Lake over the past 95 years, but only one re-mains. This is the story of those post offices and the some of the people who operated them.



Ada post office was established in Douglas County on December 14, 1892, with Mrs. Jaretta A. Wilkes the first of three postmasters. The office was closed on August 31, 1957, with mail to Gardiner. Ada was named for Ada Wilkes, daughter of the postmaster, who, with her husband Benjamin, had settled there in 1889. Postmaster Wilkes stated in her Geographic Site Report to the Post Office Department that 58 persons would be served by the Ada post office. In 1905 the office was reclassified in Lane County because of a change in the boundary line. The post office was located in the Wilkes home, which had been previously built by Fred Anderson of lumber he gathered on the ocean beach, towed up the Siltcoos River and on across the lake with a row boat, and then hauled a half-mile on a sled to the building site. The walls were papered with newspapers.

Ada post office was always located on the east side of the lake in Fiddle Creek Valley. Fiddle Creek, so named for an early day trapper, who used to play his fiddle to while away the time when he was injured, flows from the Coast Range for a distance of eight or nine miles before entering Siltcoos Lake on its south-east shore. The first carrier to bring

the mails to the post office was William Bay, and he travelled by horseback, row boat, or on foot, depending upon weather conditions.

On August 16, 1905, William Boyd was appointed postmaster of Ada. Boyd kept the post office in a corner of the kitchen in his home. The post office was in fact a desk with a lid that raised. All the supplies were kept in the desk except the Triner scale, which was on a box in the corner behind the outside door. The upper part of Boyd's desk had pigeon holes for holding the customer's mail (see photo).



Postmaster Boyd's desk, which was passed on to Postmaster Martin. (Courtesy of Mrs. Martin)

The Southern Pacific completed its line from Eugene to Coos Bay in 1916, and after that the mail for Ada came in by train. It was picked up at Ada Station by the mail carrier, who then brought it up Fiddle Creek to the post office by boat, as long as the creek was high enough. A lower landing was located just below Fiddle Creek Bridge, and at low water the carrier had to stop there and use another means to transport the mail the last mile to the post office. Carl Mikkelsen was the carrier from 1919 to 1932. He was a big, husky fellow, and when the mail was light, he carried it by hand from the landing. When there were several sacks, he used a two-wheeled cart.

William Boyd died in December 1921, and Millard Martin was appointed Acting Postmaster on February 6, 1922, and Postmaster on May 16th of that year. Martin signed a receipt for the following U.S. Post Office Department equipment from Mrs. Anna Boyd on January 21, 1922:

- 1 Triner scale
- 1 small Fairbanks scale
- 1 book - Register of Money Orders Issued
- 1 book - Register of Domestic Money Order Advices Received
- 1 Cash book of the Domestic Money Order Office
- 4 Domestic Money Order books
- 1 Postmaster's Account Book
- 2 Window Registration Books
- 1 Registry Delivery Book

When Mr. Martin took over the post office, he also acquired the desk which had been used by Mr. Boyd. The desk and scales were moved to the front room of the Martin Home, which was on the County Road (see Map). At the time, the Martins were building a new home, and in 1923 the post office was moved to the spare bedroom of their new home where it remained until the office was closed in 1957.

Carrier Mikkelsen moved from the area in 1932, and he was succeeded by Pete Holesapple. Others who carried the mail from Ada Station to the post office were a man named Graves, Clinton Cleveland and Mary Riddell. Francis Burch was the carrier in 1954 when the trains stopped running. After that, the mail was

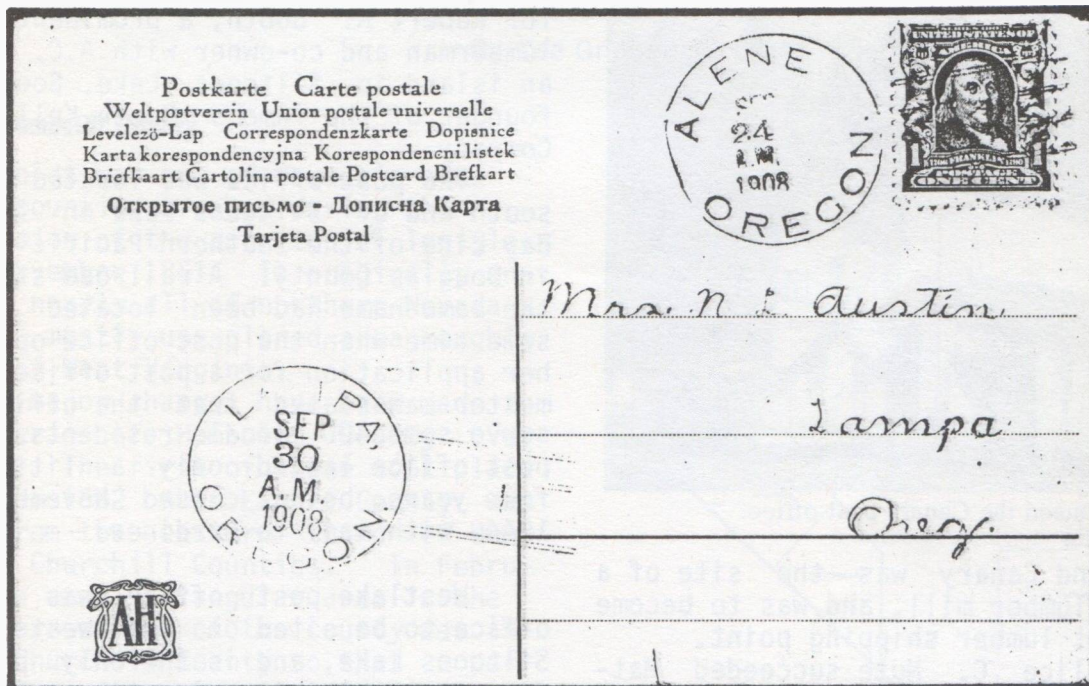


Martin home which housed the Ada post office from 1923 to 1957. (Courtesy of Mrs. Martin)

brought to the Westlake post office on the west side of Siltcoos Lake near Highway 101. It was then transported across the lake, where the carrier picked it up and brought it up Fiddle Creek to the post office. A rural mail route was later established between Gardiner and Ada, with Charles Slonecker as rural carrier. Carl was succeeded by his wife, Louise, and she maintained the route after Ada post office was closed.

Alene post office was established on the same day as the Ada office, December 14, 1892, with Julia C. Fremont serving as the first of four postmasters. When Alene opened it was located about three and a half miles north of Ada on the north side of Maple Creek in what was then Douglas County (see Map). Postmaster Fremont reported that her new office would serve 24 families in the area.

Prior to 1890 the movement of mail, as well as passengers, between Florence and Gardiner was by way of the coastal beach, but about 1892 the increased number of new settlers inland caused a new mail route to be established. This inland route started at Florence with a row boat trip across Siuslaw River to Glenada. The route then proceeded by horse to Five



Mile Creek. A seven-mile row boat ride down Five Mile Creek to Woahink Lake followed. The route then crossed the lake to its east shore, and proceeded overland about three miles to Alene post office. William Service was one of the first mail carriers to travel the inland route. Beginning about 1900, Elmer and Ed Miles carried the mail along this route for about eight years, before being bought-out by Ed Miles in 1907.

William T. Carle, who had settled the area in 1886, became the Alene postmaster on August 21, 1903, and he moved the office to his home near the place where Carle Creek enters Maple Creek.



Site of Alene post office in Stanwood Railroad Station at Canary. (Ramstead photo)

Frank Ferguson became the third Alene postmaster on April 29, 1908, and he moved the office about a mile and a half northwest to a locality which was later served by the Canary post office.

On September 19, 1910, Orrin C. Stanwood succeeded Ferguson, and moved the post office about a half miles to the south, but Ferguson again became postmaster on November 25, 1911, and returned the office to its previous site (see Map). At that time the locality was called the Stanwood railroad flag station. Alene post office was discontinued November 15, 1912, with mail to Glenada.

Canary post office was established July 31, 1916, with John H. Mathews the first of two postmasters. The office was to be named Stanwood for the railroad station, but when postal authorities objected, probably due to the similarity with Stanfield in Umatilla County, the name Treowen was proposed. That, too, was rejected by the Post Office Department, and they assigned the new office the name "Canary"; a name with no local significance. Canary post office was located about a half mile west of Maple Creek and 200 feet north of the railroad track. The Southern Pacific Coos Bay line had recently begun operations between Eugene and



Building that housed the Canary post office.
(Ramstead photo)

Coos Bay, and Canary was the site of a very large lumber mill, and was to become an important lumber shipping point.

Mrs. Alice C. Nute succeeded Mathews as postmaster on May 12, 1919, but Mathews was appointed Acting Postmaster again on October 1, 1921, and became postmaster on October 21st of the year. Mathews maintained his post office in his store, a building which still stands and is currently used as a residence. The Canary post office was closed January 31, 1940, with papers to Siltcoos.

Siltcoos post office was established on the same day as the Canary office with Roy E. Johnson as the first postmaster. This office was on the northeast shore of Siltcoos Lake, about two miles west of Ada. The office was located quite near the railroad station of the same name. Siltcoos post office operated until July 7, 1963, when it was closed out to Gardiner. During its 47-year history, the office was run by the following postmasters:

Roy E. Johnson - July 31, 1916
John A. Barker - December 31, 1919
John T. Miller - May 19, 1921
Mrs. Eva A. Miller - April 3, 1925
Mrs. Frieda McCoy - January 10, 1928
Perry F. Close - February 11, 1929
Mrs. Milly O. Hurd - June 22, 1943
Charlotte B. Smith - October 21, 1955

Booth post office was established July 27, 1934, with Clara P. Law as its first postmaster. The office was named

for Robert A. Booth, a prominent Oregon lumberman and co-owner with A.C. Dixon of an island in Siltcoos Lake. Booth was a founder of the famous Booth-Kelly Lumber Company.

The post office was located near the south end of Siltcoos Lake on the Coos Bay Line of the Southern Pacific Railroad in Douglas County. A railroad station of the same name had been located here for some time when the post office opened. In her application for a post office, Postmaster Law stated that the office would serve some 400 local residents. Booth post office lasted only a little over four years, being closed November 30, 1944, with mail to Gardiner.

Westlake post office was the only office to be sited on the west shore of Siltcoos Lake, and is the only post office to remain in operation. The post office was established on September 30, 1915, with the appointment of Fannie E. Clarke as postmaster. The community was begun in 1914 by W.P. Reed, and in 1962 it was incorporated under the name Dunes City in order to avoid being included in the proposed Dunes National Park. Subsequent Westlake postmasters have been:

Zilpha A. Bamford - April 18, 1916
Genevieve Cain - February 4, 1947
Vina M. Reavis - January 12, 1961
Emma I. Thomson - August 18, 1966

Westlake post office is located one-half mile east of Highway 101, and a mile and a half north of the Douglas County line.



Westlake post office.

(Ramstead photo)

THE NEVADA POSTMARK CATALOG

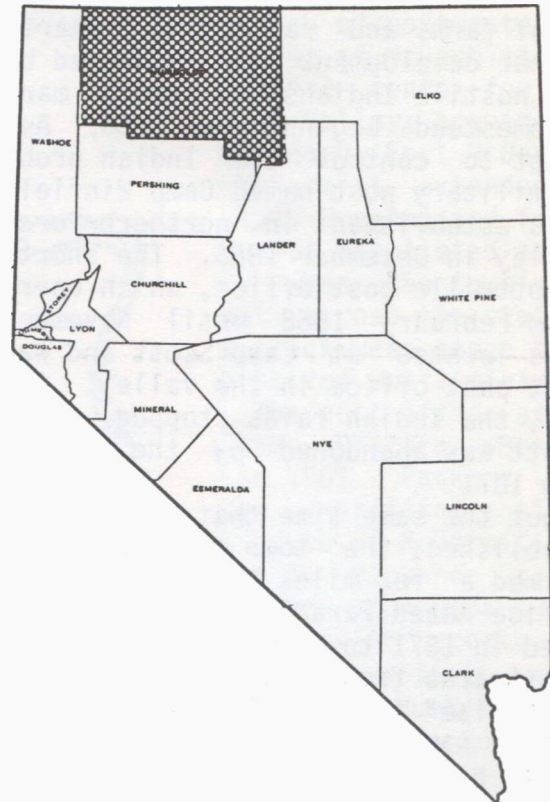
By Ted Gruber

PART X: Humboldt County

Humboldt was one of Nevada's nine original counties created during the first session of the territorial legislature in November 1861. It originally encompassed nearly all of northern Nevada - a vast, mostly unexplored area roughly the size of West Virginia.

Four major changes have been made to the boundaries of Humboldt County over the years. The first of these took place in December 1862 when Lander County was created from the eastern third of Humboldt and Churchill Counties. In February 1869 a small triangular area in the southwestern corner of the county was annexed to Churchill County so that a portion of the Central Pacific Railroad would be included in that county. About 950 square miles in southeastern Humboldt County were transferred to Lander County in March 1873. This area included the lower Reese River Valley and the Galena post office, which had been established about two years earlier. Finally, Pershing County was created from southern Humboldt County in March 1919; the new county included 9 operating and 27 discontinued post offices whose sites were formerly in Humboldt County. This report will include only those post offices that are situated within the present limits of Humboldt County.

Winnemucca is the oldest town in what is now Humboldt County. Its beginnings may be traced to a trading post that was built in 1850 at a point where the overland route to California crossed the Humboldt River. The place became known as French Ford or French Bridge since one of the founders was of French descent. Mineral discoveries were made nearby in 1863, and by 1865 a toll bridge was built across the river and a ferry service was also operating. In February 1866 the Winnemucca post office was established. The word "Winnemucca" is the name that Paiute Indians give to their chiefs, and it is the famous chief Old Winnemucca, or Poito, for whom the post office and town were named.



The town began to prosper in 1868 when the Central Pacific Railroad arrived. Winnemucca became the point from which stage connections could be made to the new mineral discoveries in Idaho, and it acquired the county seat from Unionville (now in Pershing County) in 1872. During this period Winnemucca had a population of about 1,600. Although the town declined somewhat after 1874, it remained active because of its strategic position on the railroad. Winnemucca's economy began to center around the shipping of livestock and agricultural products. Its population remained fairly steady at about 1,000 residents during the next few decades, and Winnemucca even made a strong but unsuccessful attempt to secure the state capital from Carson City early in this century.

Since World War II, tourism has become an increasingly important industry in Winnemucca. Traffic on Interstate 80 has brought new business to the town. Today Winnemucca is the county seat and largest town in Humboldt County and has a population of over 4,000.

The Paradise Valley, located about 40 miles north of Winnemucca, was settled in 1863. Over the next two years several successful farms and ranches were started. Further development was hindered by bands of hostile Indians who raided many of the homesteads beginning in 1865. As an attempt to control the Indian problems, a military post named Camp Winfield Scott was established in northern-Paradise Valley in December 1866. The short-lived Scottville post office, which operated from February 1868 until November 1869, was located at Camp Scott and was the first post office in the valley. After 1869, the Indian raids stopped, and Camp Scott was abandoned by the Army in February 1871.

About the same time that Camp Scott was established, the town of Paradise City formed a few miles to the south. A post office named Paradise Valley was established in 1871 to serve the community. Early postmarks from this office simply read "Paradise" although this was never an official name of the office. The town became the business center for the valley and the scattered mining operations in the surrounding hills. By 1880 the town itself had a population of about 100, and perhaps another 200 people lived in the area. Since then, Paradise Valley has continued to exist as a quiet ranching community.

Several other post offices were established in Humboldt County during the 1860's. The first of these was Willow Point, which was a stage station on the road between Winnemucca and Paradise Valley, located about midway between the two towns. Its post office operated in three periods between 1865 and 1910.

Hardin City was the site of a mining hoax in 1866 and 1867 that bilked investors out of several hundred thousand dollars. The name of its post office was spelled Harden City, and it was renamed Harveyville within three months of its establishment.

Pueblo was another mining town that flourished briefly in 1867. Some references state that Pueblo was located just inside Oregon but was considered to be in Nevada at the time. However, the post office site location report and regional

newspapers of the period suggest that the Pueblo post office was actually located in the Vicksburg mining district, about ten miles south of the state line, at or near the later site of Ashdown.

Matteson is one of the few Nevada post offices whose site has not been determined. Official records indicate that the post office was open from February to July of 1868, although it may have never been in operation. The site of Matteson could be in the area that is now Pershing County, but for this study it will be considered a Humboldt County post office unless proven otherwise.

Camp McDermitt, situated just south of the Oregon boundary, was founded in 1865 as a military post to control Indian problems and protect travel routes. It was named for Lieutenant Colonel Charles McDermitt, who was killed by Indians in the Quinn River Valley just before the post was established. The additional "t" in the post office name was probably added by post office authorities. The post office operated in four different periods, the longest being 6 1/2 years. Camp McDermitt was designated a fort in April 1879, and the next month the post office name was changed to reflect this. The fort was abandoned in December 1888, and in 1889 the site became part of an Indian reservation. The word "Fort" was dropped from the post office name when the office moved five miles west in 1891.

Golconda was founded as a station on the Central Pacific Railroad in 1868. It was the site of numerous hot springs and had long been known as a popular resting place on the overland route. A post office was established in 1869, but for years Golconda was not much more than a railroad station. Then in 1897 a company from Scotland reopened the old Adelaide mine twelve miles south of Golconda. The company built a concentrating plant and smelter just north of the town and constructed a narrow-gauge railroad between the mine and the smelter. Golconda soon had a population of 500, and many people projected even greater growth. The corner cards on envelopes from one of the town's hotels boasted "What Anaconda has been to Montana, Golconda promises to be to Nevada". The growth never materialized be-

cause of unsatisfactory production, and in 1911 the smelter was dismantled. Golconda stayed alive because of its position on the railroad and the other mining activity in the vicinity. Today it has a population of about 150.

Humboldt County's most important mining districts were in the area that became Pershing County in 1919, but there were still several small mining camps located within present Humboldt County. In the 19th century, Kelly Creek, Sonoma, and Spring City (first called Siskron) acquired post offices; Ashdown, Laurel, and Rebel Creek did in this century.

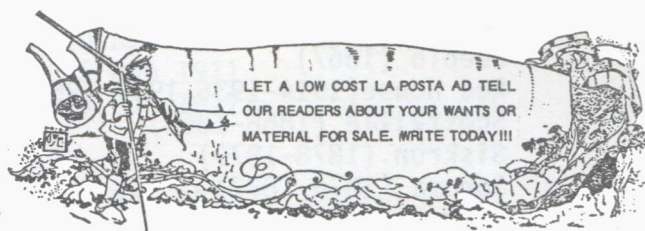
National was by far the most successful mining town in what is now Humboldt County. Gold was discovered in the district in 1907 by two prospectors who arrived in a National automobile and named the place in honor of it. In 1908 the discoverers subdivided the area into large rectangular blocks and leased them to other individuals. An extremely rich gold shoot was found in one of the leases early in 1909, and once the news of that discovery spread, National was a bustling camp of almost 2,000 people. The National Mining Company purchased that lease in 1910 and worked it extensively for about five years. Most mining activity stopped by 1915, although some small-scale work took place for a few years thereafter.

Two railroads cross Humboldt County near its southern border. The Central Pacific, which became the Southern Pacific in 1899, was of course the first line built through the county, and in 1909 the Western Pacific was completed. Between Winnemucca and the eastern boundary of the county, the two lines parallel each other along the Humboldt River. West of Winnemucca, the Southern Pacific continues southwest to follow the river, while the Western Pacific heads west across the Black Rock Desert.

As the two railroads were constructed across the county, stations were established along their routes, and some of these acquired post offices. Iron Point and Stone House were on the Central Pacific; Jungo, Sulphur, and Red House were on the Western Pacific. The Stone House post office moved about five miles southeast to Valmy in 1915.

Other Humboldt County post offices served communities of various natures. North's Ranch, first known as Haas, was located on the ranch of postmaster Orlando North. The town of McDermitt, which became the commercial center for ranches in the Quinn River Valley, acquired the post office from nearby Fort McDermitt in 1891. By 1900 McDermitt extended across the state line into Oregon, and from 1904 until 1908 McDermitt was listed as an Oregon post office when the town's postmaster lived just across the state line. Amos and Willow Creek were stage stations that also served small mining districts nearby. The post office at Willow Creek took the name Platora when it was re-established in 1909. Packard Station was apparently an unofficial post office about ten miles south of McDermitt. There are no references to Packard Station in the Nevada postmaster appointments or the post office site location reports.

A total of 36 post offices have operated in what is now Humboldt County. Two of these offices, Denio and Oroville,



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Allred-Ashdown-Fley-Beaver-Carroll
Como-Clover-Dean-Dutton-Ehret-Egan
Fleish-Golden-Hill-Healey-Indian
Springs-Jett Jessop-Jumbo-Kieran
Karo-Laurel-Loma-Muncy-Omco-Ora-
Nickle-Pilot-Ragan-Ryndon-Ripley
Ramsey-Schley-Sigold-Spencer-Tule
Summit-Thorp-Victor-Voigt-Wood-

were established after the 1920 cutoff date for this series. Denio, Golconda, McDermitt, Orovida, Paradise Valley, Valmy, and Winnemucca are the only post offices presently operating in the county.

In the initial Humboldt County report, 67 different postmark types have been documented representing 17 of the 34 pre-1920 post offices. Winnemucca, with 15 postmark types, has more types listed than any other town. Paradise Valley is next with 11 types, while Golconda follows with six. McDermitt and Willow Point each have five types reported.

The 17 Humboldt County post offices from which no pre-1920 postmarks have been reported are:

Ashdown (1904-1909,1920-1921)
Buttons (1889-1891)
Haas (1885-1887)
Harden City (1866)
Harveyville (1866-1867)
Hualipi (1912-1919)
Iron Point (1878,1910-1914,
1917-1919)
Kelly Creek (1887-1888).
Laurel (1911-1913)
Matteson (1868)
Packard Station (?)
Pueblo (1867)
Red House(1914-1936,1939-1955)*
Scottville (1868-1869)
Siskron (1878-1879)
Sonoma (1876-1877)
Valmy (1915-date) *

Postmarks after 1920 are known from those towns identified by an asterisk (*) in the above list.

Any collectors possessing pre-1920 postmarks from the 17 unreported Humboldt County post offices, new types of postmarks for the towns listed in this report, or postmarks which extend the usage dates for reported types, are kindly asked to submit photocopies of these items for inclusion in the updated Humboldt County report. The author may be contacted at P.O. Box 13408, Las Vegas, NV 89112.

Finally, the author is pleased to add Joe Elcano to the list of collectors and dealers participating in this study.

RANDY STEHLE MAIL AUCTION NO. 15 16 IRIS COURT SAN MATEO, CA 94401

CALIFORNIA

1. ADELAIDA, 1909, F 4-bar on PPC (77-36) Est. \$4.00
2. BAGDAD, 1909, G 4-bar on PPC (89/23) Est. \$5.00
3. BALISLE, 1928, VF 4-bar on PPC (27-28) E. \$12.00
4. BALLS FERRY, 1911, VG 4-bar on PPC (75-16) Est. \$5.
5. BROWNELL, 1908, G 4-bar forw'd on PPC (92-12) E.\$4.00
6. BUCK, 1909, F target on PPC (94/13) Est. \$6.00
7. CEMENT, 1907, F target on PPC (03-28) o/s. Est. \$4.
8. EMMATON, 1909, F 4-bar rec'd on PPC (05-18) Est. \$4.
9. HILL, 1910, F 4-bar rec'd on PPC (09-27) Est. \$4.00
10. HAYDENHILL, 1910, F 4-bar on PPC (95/19) Est. \$6.00
11. JOHNSTONVILLE, c.1915, G 4-bar on PPC (02-43) E.\$3.
12. JUDSON, 1911, G 4-bar on PPC (09-18) Est. \$10.00
13. LOVELOCK, 1911, F Doane on PPC (71-22) Est. \$5.00
14. MATILIJA, 1907, VF Doane on PPC (89-16) Est. \$5.00
15. NORTHWESTERN, 1909, F 4-bar on PPC (06-27) Est. \$8.00
16. OCEAN VIEW () STA.,1958,VF 4-bar on cvr. "RUR." removed (58-62) Est. \$6.00
17. PARAISO SPRINGS, 1925, VF 4-bar on PPC (77-39) E.\$4.
18. ROUND VALLEY, 1915, F 4-bar on PPC (74-19) Est. \$6.
19. SAWTELLE, 1922, VG FLAG on PPC (99-29) Est. \$3.00
20. SHAWMUT, 1908, VF 4-bar on PPC (07-25) Est. \$6.00
21. SKYLAND, c.1910, F 4-bar on PPC (93-12) Est. \$6.00
22. SKYLAND HEIGHTS,1910, F 4-bar on PPC (10-19) E.\$8.00
23. SMITHS RANCH, 1897, VG cds as b/s on GPC. (54-01)E\$8.
24. STELLA, 1901, F cds as b/s on cvr w/tear.(85-09) E\$3.
25. SUR, 1912, G DOANE on PPC (89-13) Est. \$3.00
26. SURREY, 1908, F 4-bar on PPC (91-15) Est. \$6.00
27. TECNOR, 1909, VF 4-bar on PPC (08/35) Est. \$5.00
28. TERMINAL, 1910, VF Doane on PPC (98-24) Est. \$5.00
29. VANTRENT, 1913, F 4-bar on PPC (04-18) Est. \$6.00
30. WATTS, 1913, VG dplx on PPC (04-26) Est. \$4.00
31. WILDYRIE, 1938, G 4-bar on PPC (30-44) Est. \$3.00

COLORADO

32. BOWEN, 1908, G 4-bar on PPC (06-29) Est. \$12.00
33. CASSELLS, 1908, clear 4-bar on PPC (99-29) E.\$5.00
34. COMANCHE, 1914, F 4-bar on PPC no stamp (11-23) E.\$5
35. DOWNER, 1911, G Doane on PPC (04-15) Est. \$15.00
36. ELLIOTT, 1906, F Doane as b/s on cvr (95-16) E.\$4.
37. ENGLEWOOD, 1905, G Doane rec'd on PPC (03-13pd) E\$3.
38. HARMAN, 1897, G target on cvr (87-04) Est. \$30.00
39. HIGHLO, 1908, F target on PPC (99/30) Est. \$12.00
40. MAGNOLIA, 1910, F 4-bar on PPC (76-20) Est. \$12.00
41. PALMER, c.1910, VG 4-bar on PPC (94-12) Est. \$4.00
42. PRIMERO, 1911, F 4-bar on PPC (01-33) Est. \$10.00
43. SUNSET, 1910, G 4-bar on PPC (83/21) Est. \$15.00
44. UNIVERSITY PARK, 1914, F 4-bar on PPC (90-15) E.\$4.

IDAHO

45. CLEAR LAKE, 1908, F Doane rec'd on PPC (05-18) E\$12.
46. JUNCTION, 1912, F 4-bar on PPC (74-19) Est. \$8.00
47. WILLOLA, 1907, F cds rec'd on PPC (99-12) Est.\$10.
48. WINONA, 1911, VG 4-bar on PPC (06-47) Est. \$3.00
49. WOODROW, 1916, F 4-bar rec'd on PPC w/no stamp (1913-17) Est. \$4.00

MONTANA

50. GIBBONS, 1911, F 4-bar rec'd on PPC (07-33) E.\$6.00
51. ROCHESTER, 1908, VG 4-bar on PPC (92-18) Est. \$10.
52. SELWAY, 1912, VG 4-bar on PPC (99-37) Est. \$4.00

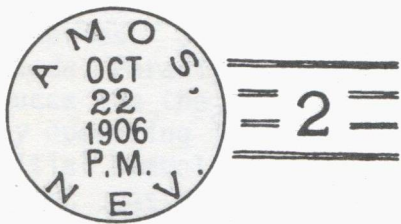
WASHINGTON

53. BREAKERS, 1907, F Doane on PPC (05-19) Est. \$6.00
54. CARROLLTON, 1912, VG 4-bar on PPC (71-15) Est. \$6.
55. FIR, 1910, F 4-bar on PPC (80-32) Est. \$4.00
56. GETCHELL, 1908, F 4-bar on PPC (90-13) Est. \$8.00
57. GLOBE, 1910, VG Doane on PPC (04-29) Est. \$10.00
58. MONTERA, 1910, F 4-bar on PPC (04-11) Est. \$4.00
59. PILCHUCK, 1909, F 4-bar on PPC (90/22) Est. \$8.00
60. PRINDLE, 1912, VG 4-bar rec'd on PPC (09-38) E.\$6.
61. WALKER, 1909, F 4-bar rec'd on PPC (02-15) E.\$8.00

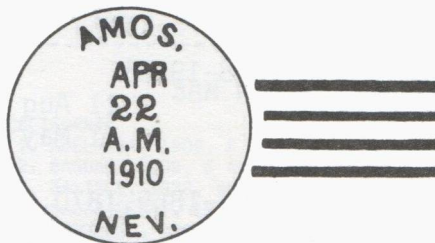
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ABBREVIATIONS: o/s = overstruck; b/s = backstamp

AUCTION CLOSES: SEPTEMBER 30, 1987

TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Amos (1889-1890,1898-1926)					
1.	D2/2	11 Aug 1905	13 Sep 1907		
2.	A	1 May 1908	22 Feb 1916		
Camp McDermitt (1866-1869,1870,1871-1872,1872-1879)					
1.	C31BN1BBR22	2 May 1873			circ. grid (5)
2.	C31BN1B30	31 Dec 1875	7 Apr 1879		US in circle(3)
Fort McDermitt (1879-1891)					
1.	C31BN1RRB32.5	15 Dec 1880	1 Sep 1882		
2.	C21BN1B31	25 Apr 1887			maltese cross
Golconda (1869-date)					
1.	M	12 Dec 1873			
2.	OV21AS1RR'R'B47	Apr 1879			
	(1,5)				
3.	C21BN1RRB27.5	25 Mar 1883	26 Jun 1883		target
4.	C1AN1BBR28	30 May 1894	18 Jun 1894		target
5.	C1AN1B28.5	10 Aug 1898	17 Jan 1900		target (1)
6.	C1AT1B28.5	7 Aug 1901	2 Jul 1909		ovate grid
Jungo (1911-1952)					
1.	A	11 Feb 1914	15 Jul 1914		
2.	B	23 Jun 1915	30 May 1918		
McDermitt (1891-1904,1908-date)					
1.	C1AT1B27	14 Mar 1893			(1)
2.	C1AN1B27.5	4 Dec 1897			
3.	A	14 Aug 1908	20 Dec 1912		cork
4.	A	19 Nov 1910	15 Jun 1911		
5.	B	15 May 1917	9 Jun 1917		
National (1908-1919)					
1.	A	31 Aug 1909	27 May 1912		
2.	C1AT1B29.5	27 Aug 1912	29 Jun 1916		ovate grid
North's Ranch (1887-1911)					
1.	M	12 Feb 1889			
2.	C21B12S1BRB31	27 Apr 1897			target
Paradise Valley (Paradise) (1871-date)					
1.	M	22 Oct 1872			(4)
2.	C31BN1B33	9 Feb 1879	7 Sep 1881		pinwheel (1,4)
3.	C21AS1RRB33.5	6 Oct 1880	5 Dec 1880		(4)
4.	C1AS1B30.5	9 Dec 1881			(1)
5.	C1AN1B28.5	24 Mar 1887			maltese cross
6.	C1AN1B26	10 Nov 1887	3 Feb 1893		cork (2)
7.	C1BN1B31	17 May 1894			target (5)
8.	C1AN1B27.5	15 Jun 1894	17 Sep 1900		cork
9.	C1AT1B27.5	3 Apr 1902	25 Apr 1905		circular grid
10.	D3/4	14 Dec 1906	3 May 1910		
11.	A	2 Nov 1911	6 Aug 1917		
Platora (1909-1925)					
1.	A	15 Apr 1911			



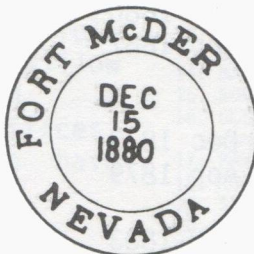
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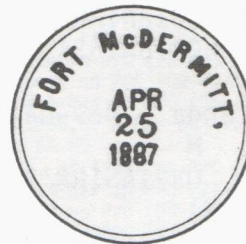
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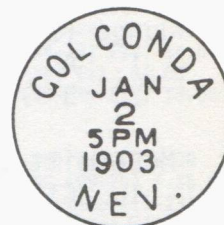
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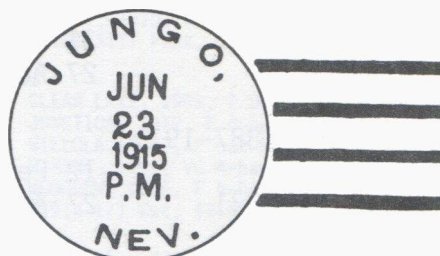
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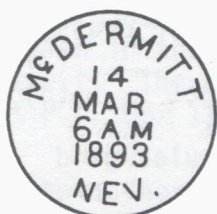
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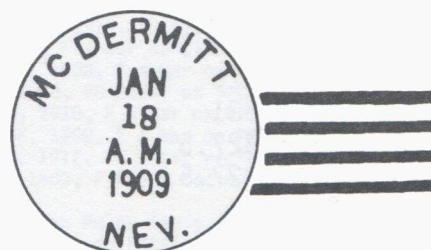
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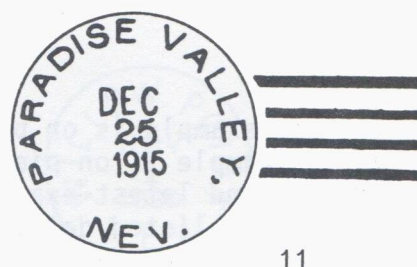
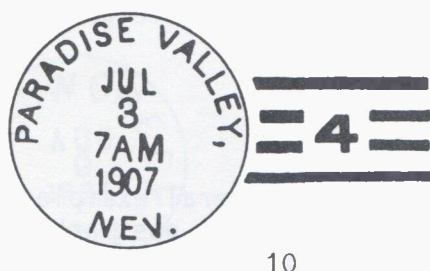
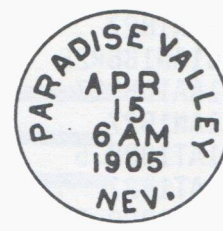
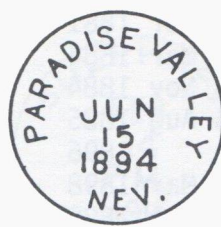
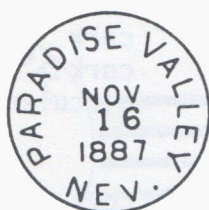
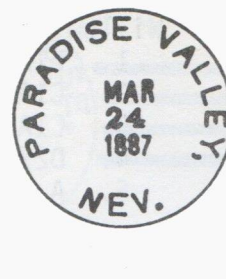
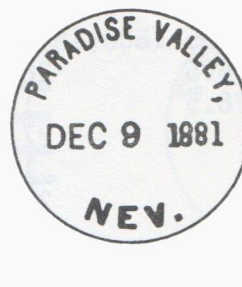
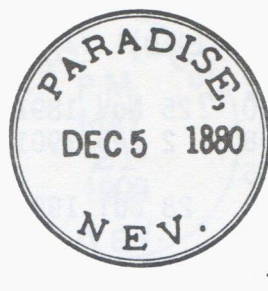
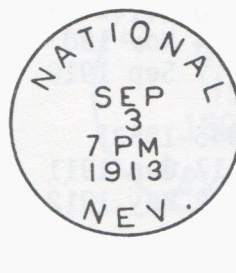
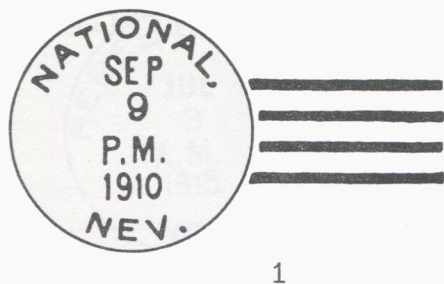
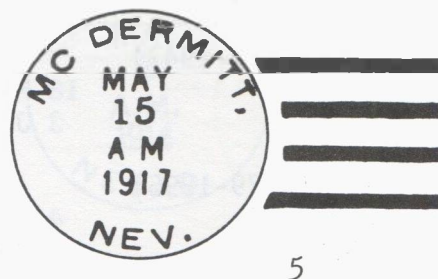
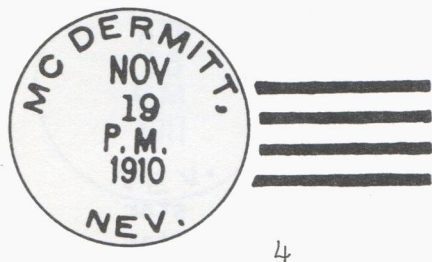
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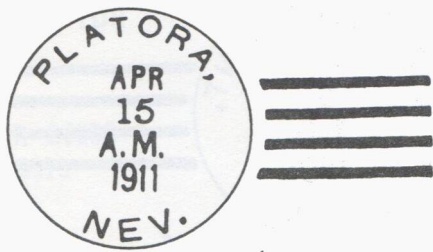
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TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Rebel Creek (1902-1947)					
1.	A	18 Mar 1908	8 May 1914		
2.	B	3 Jul 1915			
Spring City (1879-1895)					
1.	C1BN2RRB24	4 Mar 1889		star	(5)
2.	C1BN1RRB32	19 Dec 1891		star	
Stone House (Stonehouse) (1890-1915)					
1.	C1AN1BBR27	1 Mar 1894	4 Jul 1897	target	(2)
2.	C1AN1B27	15 Jul 1899			(1)
3.	A	4 Nov 1907	21 May 1909		
4.	A	7 Sep 1910	4 May 1911		
Sulphur (1899,1910-1943,1946-1953)					
1.	A	17 Jun 1911	27 Jun 1911		
2.	B	28 May 1912	27 Jul 1915		
Willow Creek (1879-1902)					
1.	C1AN1B27	Jul 1887	Apr 1889	target	
2.	C1AN1BBR27.5	9 Aug 1894		target	
Willow Point (1865-1868,1879-1908,1908-1910)					
1.	C1AN2BBR26.5	26 Mar 1889			
2.	C1AN1BBR26.5	1 Nov 1890	25 Nov 1891	target	(2)
3.	C1AN1B28	27 Jul 1898	2 Feb 1901	target	
4.	D2/1	1 Jul 1905			
5.	A	27 Jan 1909	28 Jul 1909		
Winnemucca (1866-date)					
1.	M	22 Feb 1867			
2.	C31AA1RRB26	14 Oct 1868	27 Sep 1869	"W"	
3.	C1AA1BBR26	16 Sep 1874	20 May 1876	cork	
4.	C1AN1B27	17 Mar 1881	4 Mar 1884	cork	
5.	OC1AN1BBR25	8 Mar 1884	3 May 1884	cork	
6.	C1AA1BBR27	18 Nov 1884		cork	
7.	C1AN1B27	26 Aug 1885		circular grid	
8.	C1AT1B28.5	1896			
9.	C1AT1B27	8 Mar 1898			(1)
10.	C1AT1B28.5	12 Apr 1899	27 Aug 1899	cork	
11.	C1AT1B29.5	21 Jan 1902		ovate grid	
12.	C1AT1B29.5	7 Nov 1904		ovate grid	
13.	C1AT1B30	17 Oct 1906	17 Jul 1910	ovate grid	
14.	C1AT1B29.5	1 Nov 1911	5 Jan 1914	ovate grid	
15.	C1AT7B26	7 Mar 1914	2 Aug 1920	ovate grid	

Notes:

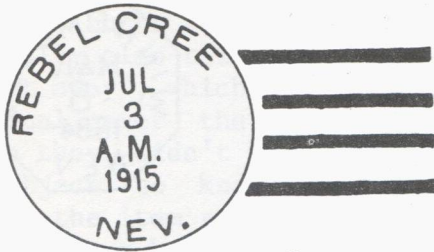
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- (1) Earliest example is on piece.
 - (2) Latest example is on piece.
 - (3) Earliest and latest examples are on piece. Several examples between the listed dates are known on cover. The postmark uses the preferred local spelling "McDermitt".
 - (4) Postmark simply reads "Paradise".
 - (5) Not illustrated.



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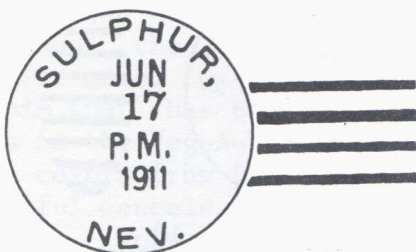
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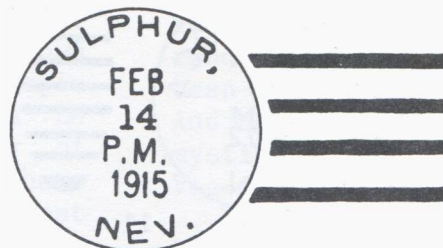
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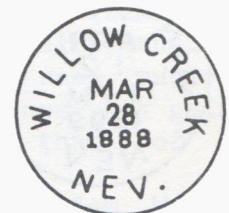
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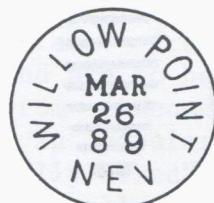
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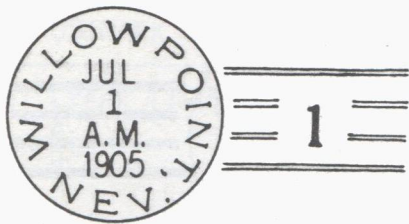
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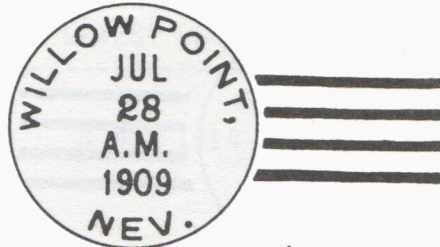
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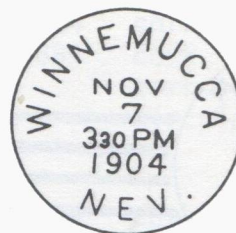
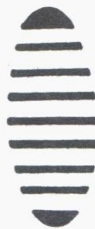
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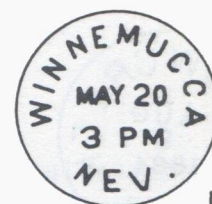
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14



1918



15

THE MIDWESTERN EDITOR

Alan H. Patera
Box 2093
Lake Grove OR 97035
(503) 635-1379

Any veteran collector can tell you the story of one of his "great finds", maybe a box of correspondence salvaged from the basement of the old court house, or even a box of covers bought for twenty bucks at a flea market. They can usually also tell you about "the one that got away", which may be a box or an individual cover that was passed by, because they didn't know enough about the subject to know how scarce and valuable the item really was. You can also hear some horror stories about how they found out too late about boxes of old letters that were burned because nobody thought they were worth anything.

Original finds still occur, but I think they do so with increasing infrequency. More and more people are becoming aware of the value of postal history material, so one would hope that a greater proportion of the material not held by dealers or collectors is being saved. Even so, the market is not being flooded with better stuff, and when new material comes on the market competition is keen to acquire it.

When a find of covers is made that is addressed to or from a particular individual, the lot of them become known by their name. One fine recent example of this that has been discussed in La Posta is the Veg-A-Tab covers. Many of these covers from the early 1900's have beautiful cancels from short-lived post offices. For as long as there are collectors of postal history, dealers and knowledgeable collectors will know when they come upon a Veg-A-Tab cover, and they may well be prized because it belongs to this special find of covers.

The Veg-A-Tab covers are from commercial correspondence, and are to be valued because it was sent from someone who used that post office -- in popular terminology, it was "postally used". Not so highly prized are the "collector generated", or "philatelic" items.



You'd be surprised how many collectors today mail envelopes to be cancelled and mailed back to them from remote post offices.

The generating of "Last Day" cancels was a very popular activity until the U.S. Postal Service effectively squelched it by closing offices "temporarily" as much as 19 months before they put the information in the Postal Bulletin.

These Last Day covers are the dealer's bane. Collectors don't usually seek them out -- yet they are grudgingly gaining acceptance by many collectors who have never seen another cancel from a certain office. Certainly some of these collector-generated items bear cancels of far better quality than has been found on postally-used material. And some of the early ones may gain a mystique similar to that of the Veg-A-Tab covers.

Take for example William Wyer of Denver, Colorado. Back in the 1920's he apparently mailed out to a number of tiny offices, probably guided by accurate information in the Postal Bulletin. I run across material addressed to him occasionally, and much of it is from two- and three-year offices. Some of these may be unique; all are very rare. And I can assure you that the future will prove that "postally used" cancels from some of these offices will be as elusive as anything the 19th century can offer.

Needless to say, I'm always happy to come across a William Wyer cover in the quarter box.

I don't know anything about William Wyer, but his name will surely live on in postal history collections of the future. Others who followed him in sending for cancels in the 1930s have also left a legacy of covers and cards; by the 1950s there must have been dozens of individuals procuring the last possible cancel from offices to be closed. Rumaging through the stock of different dealers one is likely to come up with "philatelic" material addressed to Eloise Focht, Ralph Koppelman, Bob Francis, William Caffrey, Mortimer Stambaugh, F. Marion Wood, Macel Mylius, Anthony Daly, J.R. Jurva, and many other collectors of this era.

Some collectors scoff at this type of material; but when you consider how difficult it is to get any kind of a town cancel on material mailed today, I think it is safe to say that collectors of a hundred years hence will be most appreciative of the opportunity to have any kind of a postmark from some of the elusive small post offices, branches, and stations that have been saved on collector-generated material.

Postal history is not the result of something that happened in the 19th century, it's the result of the ongoing evolvement of our postal system -- and it's going on today. If we wish to document the postal history of the twentieth century, this wealth of collector-generated material will prove to be an invaluable resource.

SOUTH DAKOTA DOANES

A listing of South Dakota Doane cancels is being prepared for publication in an upcoming issue of *La Posta*. Please help this be the most comprehensive listing possible by sending photocopies of your Doane cancels from South Dakota to Dennis B. Goreham, 1539 East, 4070 South, Salt Lake City, UT 84124.

NEW PUBLICATIONS

CHILLICOTHE, OHIO

A new postal history book is on the market entitled "A History of the Chillicothe and Other Ross County, Ohio, Post Offices 1799-1987", by John R. Grabb. It is a nicely done staple-bound booklet of 76 glossy pages.

The text includes sections on every phase of postal history, including early mail rates, stages and transportation problems, the Civil War era, and rural carriers. There are numerous illustrations, not only photos, but official documents, early sketches, maps and covers are shown as well. Most welcome is the index, which includes all the persons named in the text.

Only 500 copies were printed. If you're interested in Ohio postal history, it is well worth the \$8.00 (including postage). Available from author John R. Grabb, 206 Caldwell St., Chillicothe, Ohio 45601.

WISCONSIN PRECANCELS

The Wisconsin Postal History Society continues its publication series with the issuance of Bulletin #19, entitled "The Precanceled Stamps of Wisconsin", by Thomas Sanford. It consists of 15 pages, plus heavier stock paper for front and back. It is loose-leaf, punched for a 3-ring binder.

The introduction gives a description of the inception and uses of precanceled stamps. The various types of precancels are illustrated with Wisconsin usage, and there is a list of Wisconsin towns and the types of precancels they are known to have used.

Available from the Wisconsin Postal History Society, 5401 Raymond Road, Madison WI 53711.

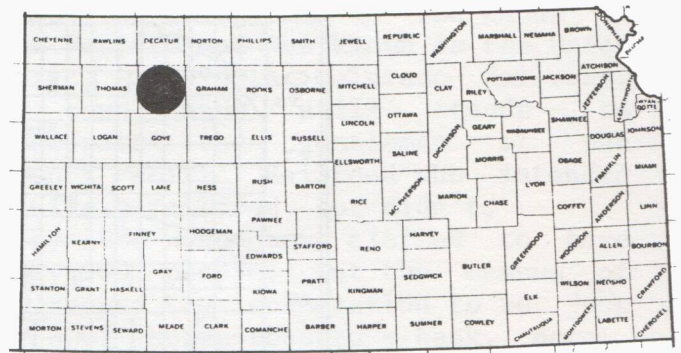
WHEN KENNETH MOVED TO HOXIE

by Alan H. Patera

Official postal records show that the post office at Kenneth changed its name to Hoxie on October 21, 1886, but the event wasn't quite as simple as that. This is the story of how the promising town of Kenneth disappeared, and how the new town of Hoxie took its place.

As settlers began to populate western Kansas in the 1870's the land was divided into counties. Sheridan County was established on March 6, 1873, although it wasn't organized until 1880. There were no post offices in the new county until Sheridan was established on the North Fork of the Solomon River on January 5, 1876. It wasn't until 1879, however, that the pace of settlement quickened. In that year seven new post offices were established, at Adel, Alcyone, Hortonville, Kenneth, Lucerne, Port Byron, and Saint Paul. Another seven offices opened in 1880. The first postmaster of Kenneth was Matthew Cox.

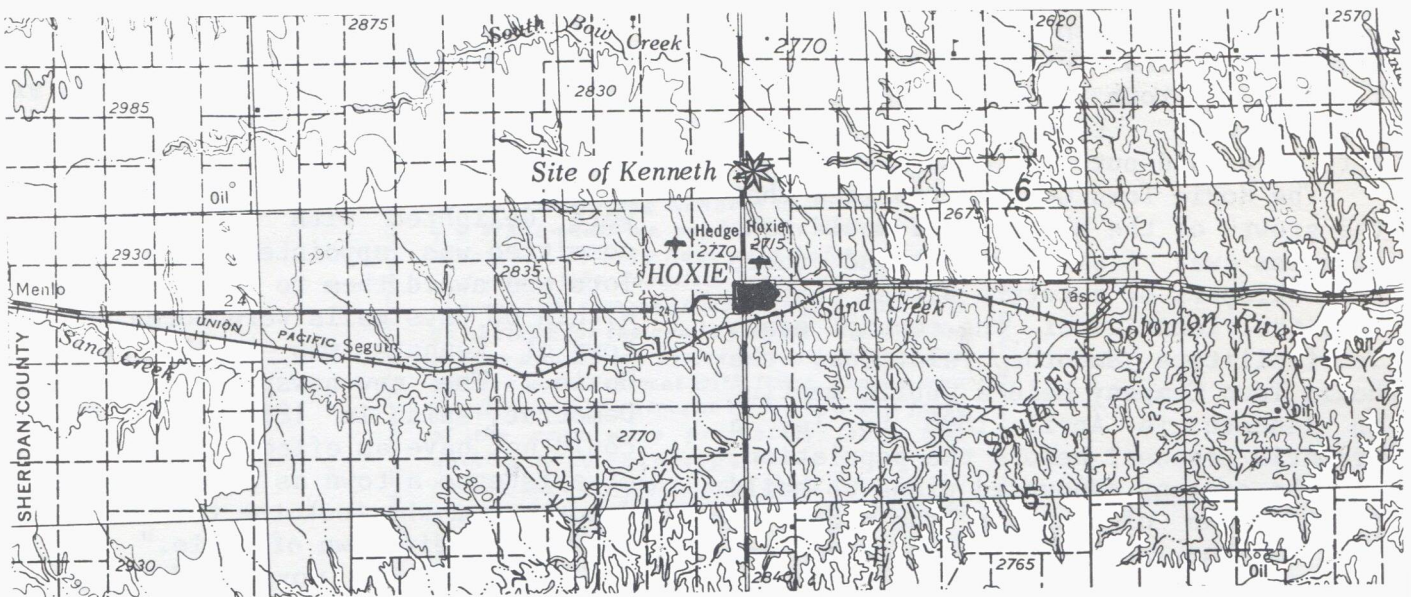
With this boom in population came county organization. In a Governor's Proclamation of June 2, 1880, Governor John P. St. John appointed a county clerk and three county commissioners, and designated the centrally-located



town of Kenneth as county seat. In so doing he also noted that the census enumeration showed a population of over 1,500 inhabitants in the county.

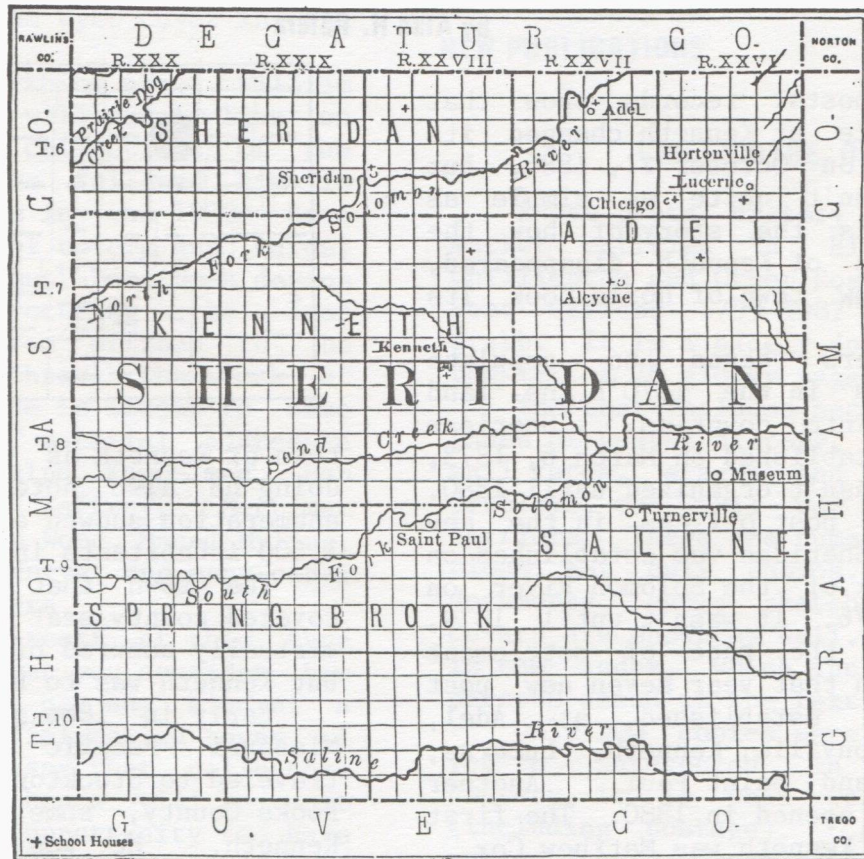
The town that was awarded the coveted county seat in a new county was virtually assured of success and growth, but Kenneth was to be the exception.

Early in 1886 a Mr. Hoxie of the Missouri Pacific Railroad Company traveled to Stockton, the county seat of Rooks County, some 65 miles east of Kenneth. He was investigating the prospects for a route that would lay track along the South Fork of the Solomon River. The Kansas Division of the Union Pacific Railway ran just south of the southern boundary of the county — but this new railroad would cross the



USGS 1:250,000

MAP OF SHERIDAN COUNTY, KANSAS, 1884.



This 1884 map shows Kenneth, but not Hoxie.

middle of the county, and held great promise for prosperous times to come.

As the county seat of Kenneth would be three miles north of the line of the track, Hoxie Town Company was formed to create a new town to take advantage of the railroad. Land was acquired and lots were laid out.

The Hoxie Town Company realized that the growth of the new town would take business away from Kenneth, and there were whispers of a future bitter contest over the location of the county seat. To facilitate smooth relations, the Hoxie Town Company held a public meeting in Kenneth in April 1886 to lay a dramatic proposal before the population.

The company announced plans to build the new town of Hoxie on the right of way of the railroad some two and one-half miles southwest of Kenneth. The company proposed to purchase all the lots in Kenneth that were occupied by business or dwelling houses, and to

provide the owners with equivalent lots in Hoxie. Furthermore, and most incredible, the Hoxie Town Company made arrangements with experienced movers to place the buildings and goods from Kenneth on their new lots in Hoxie, with good foundations and cellars -- all free of charge.

Most of the townsfolk of Kenneth were delighted with the offer. A committee was appointed to select the lots and award them to their new owners. Within 60 days wells were bored and the town of Kenneth was bodily moved to Hoxie. The new newspaper, the Hoxie Democrat, said in 1886: "A cyclone could not have as effectually swept out of existence a town as have a company of businessmen who took the town of Kenneth to start their town of Hoxie."

The cost of moving the town of Kenneth is said to have cost more than \$20,000 (at 1886 values); but the money and bitterness saved in not having to

compete with Kenneth made it a wise business decision.

The Court House could not be moved until an official election was held. The election was held in July 1886, and to no one's surprise Hoxie carried the day, winning 422 of the 516 votes cast. The court house was the last building to be moved from the Kenneth town site to Hoxie.

The post office may have moved with the court house, or it may have preceded it. The official date of the name change from Kenneth to Hoxie was on October 21, 1886, but it seems likely that the post office moved during the summer; but if the court house didn't move until fall it is possible that it remained close to where the county business was transacted. The first postmaster under the name Hoxie was Samuel P. Davidson, who had come to the county in the early 1880's and had established a business as a real estate agent in 1885. He was a leading booster of the county and the publisher of the Hoxie Democrat.

One problem remained -- the railroad. Mr. Hoxie died and Missouri Pacific overlooked his project of extending the Missouri Pacific tracks. The Hoxie story had a happy ending, however, as in 1888 the town eagerly

looked forward to the arrival of the Salina Lincoln, and Western Railroad. By 1894 the line was in the hands of Union Pacific and was known as the Union Pacific, Lincoln & Colorado Railroad. The town name still stands to commemorate the gentleman of the Missouri Pacific Railroad who intended to build a railroad, but didn't.

By 1888 the town claimed to have nearly 500 people, but the census of 1890 showed the enumeration to be just over 300. Hoxie boasted a bank, hotel, livery stable, and several general stores.

Hoxie's growth has not been spectacular, and it has never become the Metropolis of Northwest Kansas. It has experienced very slow and steady growth. The census population for 1920 was 616; 957 in 1940, 1289 in 1960, and has increased to over 1500 today. It is by far the largest town in Sheridan County (1980 population 3544). Of the 36 other post offices that have been established in the county, only Seldon and Studley are still operating.

In 1888 the Hoxie Democrat prophesized: "This being the only centrally located town in the county, there will be no danger of a county seat fight ever being urged to sap the vitality from its resources." That prophesy seems to be fulfilled.

On Moving Kenneth to Hoxie

§ § What shall we say? What did we say? Whatever we may have said before is gone and cannot be recalled hence we stand on our record, but what we will say from this on shall be for the good of Hoxie. We met the enemy and we are theirs instead of bluff and bluster we were met with trust, candor and gentlemanly treatment and when the facts of the case were presented, there was nothing to do but accept, hence as we said before all our efforts now shall tend to the good of the people of Sheridan County and the building up of Hoxie.

— Kenneth Democrat, 1886

From 'Sheridan County, Kansas', Vol. 1.

THE DEPOT

Box 2093
Lake Grove OR 97035

...For this auction there will be no minimum bid. As usual, the county is shown behind the post office name, and the dates are shown for discontinued offices. The price ranges are: A = under \$5, B = \$5 to \$10, C = \$10 to \$20.

BIDS CLOSE SEPTEMBER 30, 1987 BUYER PAYS POSTAGE

IDAHO

1. BANIDA (Franklin) 1912-59 (Ave.- is about the best Last Day cancels come from this office). Autographed. A.
2. BANIDA RS (Franklin) 1959-81. Ave.-, part double strike on 3x5, 27 Jun 1964. A.
3. BEAR (Adams) 1892-1963. Average 4-bar on Last Day cover. A.
4. BLACK LAKE (Kootenai) 1911-49. F 4-bar on postal card, 15 May 1936. A.
5. BONNERS FERRY (Boundary) machine cancel 4 Nov 1951 on real photo viewcard, Poss Hall H-175 "Deep Creek on Hwy 95, Bonners Ferry, Idaho". A.
6. BURKE (Shoshone) 1887-1966. Ave.+ Duplex on Last Day cover- sized card. A.
7. CAMAS (Jefferson) 1884-1961. F 4-bar on Last Day cover. Autographed. A.
8. CHATCOLET (Benewah) 1909-57. Bold Last Day on postal card. A.
9. CLAYTON (Custer) F 4-bar on P.O. Centennial cover, 19 Oct 1980. A.
10. COLBURN (Bonner) 1901-59. F 4-bar on Last Day cover. Autographed. A.
11. DIXIE (Idaho) 1896-1960. F 4-bar on Last Day cover, autographed. A.
12. EDGEEMERE (Bonner) 1913-60. F 4-bar on Last Day cover. A.
13. EMMETT (Gem) machine cancel 11 Jan 1936 on cover, corner "Colonial Apts., Emmett, Idaho". Badly toned. A.
14. FENN (Idaho) 1915-57. F 4-bar on Last Day postal card. A.
15. FORT HALL (Bingham) 1911-59. VF 4-bar on Last Day cover. Autographed. A.
16. GLENN'S FERRY (Elmore) F 4-bar on P.O. Centennial cover, cachet with photo of P.O. 3 Feb 1979. A.
17. GOLDEN (Idaho) 1910-66. Three partial strikes on front, 2 F strikes on back of Last Day cover-sized card. Autographed. A.
18. GOODRICH (Adams) 1901-57. Ave.+ 4-bar on Last Day postal card. A.
19. JEROME (Jerome) Duplex 24 Apr 1910 on viewcard of Blue Lakes. A.
20. KENDRICK (Latah) Duplex 12 Mar 1910 on grtg. card, slightly off top of card. A.
21. KETCHUM (Blaine) F 4-bar on P.O. Centennial cover, cachet of photo of P.O. 19 Apr 1980. A.
22. LENIA (Boundary) 1901-23. F cancel but name over "Card" of "Post Card"; one bad spot on cancel side. XF greeting card wish "Greetings from Lenia, Idaho" on view side. B.
23. MEADOWS (Adams) 1883-1966. F 4-bar on cover-sized card, Last Day. A.
24. MEDIMONT (Kootenai) 1891/1963. 4-bar on Last Day postal card. Autographed. A.
25. MINKCREEK (Franklin) 1895-1959. 4-bar on Last Day cover, autographed. A.
26. MOHLER (Lewis) 1900-59. 4-bar on Last Day cover, autographed. A.
27. MOSCOW (Latah) (Post Card) Wonderful, clear real-photo view "7 Plows in Action, Moscow Idaho"; canceled in Colfax WA in 1948. A/B.
28. MOUNTAIN HOME (Elmore) Centennial of P.O. cover 18 Dec 1976. Cachet. A.
29. MULDOON (Blaine) 1882-1951. Ave. strike on cover, 14 Oct 1947. A.
30. MURRAY (Shoshone) 1884-1959. F. Last Day cover, autographed. A.
31. MYRTLE (Nez Perce) 1898-1957 VF 4-bar on Last Day postal card. A.
32. OAKLEY (Cassia) Ave.+ 4-bar on P.O. Centennial cover, cachet with photo of P.O., 30 Jan 1980. A.
33. OXFORD (Franklin) 1872-1959. F Last Day cover, autographed. A.
34. POCATELLO TRANS. CLK. (Bannock) About ave. duplex, 25 Jun 1924. A.
35. POST FALLS (Kootenai) light 4-bar 17 May 1910 on VF viewcard, G.W. Jones' "Davenport's 'Spokane's great Restaurant'". A.
36. RATHDRUM (Kootenai) machine cancel on P.O. Centennial cover, cachet is photo of P.O., 21 Apr 1981. A.
37. RIDDLE (Owyhee) 1898-1963. F. Last Day on postal card. A.
38. SAINT MARIES (Benewah) Poor but readable cancel 11 Aug 1912 on viewcard (F.D. Stratton #93) "Shadowy St. Joe River". Nice card, bad corner. A.
39. SMALL (Clark) 1890-1959. Uneven light/dark cancel on Last Day cover. A.
40. SOUTHWICK (Nez Perce) 1888-1973. Light cancel 23 Dec 1908 on grtg. card. A.
41. SUGAR (Madison) 1904-50. Last Day on postal card. A.
42. SUN VALLEY (Blaine) large 4-bar 1 May 1947 on viewcard of Mormon Temple. A.
43. SUNBEAM (Custer) 1939-62. Light Last Day on postal card. A.
44. SWEET (Gem) 1885-1957. Fine cancel with light blurring, postally used 18 Sep 1964 on air mail cover. A.
45. TAMARACK (Adams) 1911-59. Light Last Day (2 cancels) on cover, autographed. A.
46. TERMINUS Postally used postal card cancelled only with smudge; printed card "Banking House of Fred. J. Kiesel & Co. Terminus Utah Northern R.R., Idaho", June 6, 1879. Sent to Montana. C/D.
47. TRIUMPH (Blaine) 1889-93, 1938-59. VF Last Day cover, autographed. A.
48. USTICK (Ada) 1908-58) Last Day on postal card. A.
49. WOODLAND (Idaho) 1898-1957. VF 4-bar on Last Day postal card. A.

KENTUCKY

50. ALBANY (Clinton) First day USPS, 1 Jul 1971. A.
51. ALPHA (Clinton) First day USPS, 1 Jul 1971. A.
52. BAGDAD (Shelby) F cancel 5 May 1885, bullseye killer, on small cover. Toning, small faults, still nice. B.
53. BARDESTOWN (Nelson) Poor cancel on small cover, 18 Sep (1866); receipt for tuition enclosed. B.
54. CAMPTON (Wolfe) First day USPS, 1 Jul 1971. A.
55. COVINGTON (Kenton), Ave.+ blue cancel 31 May on stamped folded letter dated 1852. B.
56. COVINGTON (Kenton) Ave.+ cancel with grid killer, 17 Aug (1870s), on small cover, corner "John N. Furber, Attorney at Law". A.
57. COVINGTON (Kenton) VF cancel 26 Oct 1885, Killer had "D" in circle in oval vertical bars, original contents. A.
58. CRAB ORCHARD (Lincoln) about F cancel 16 Aug 1903, corner "Crab Orchard Springs". A.
59. CRAB ORCHARD (Lincoln) Late Flag cancel 2 Jun 1932 (13 pts.), corner "J. Thomas Cherry, General Merchandise" crossed off by sender. A.
60. DANVILLE (Boyle) and VERSAILLES (Woodford). Sent from Versailles (poor cancel) 3 Feb 1850s to Danville; forwarded to Lexington with new stamp and Danville cancel affixed. Worn, pencil scribbles; still an interesting item. B.
61. HARLAN (Harlan) F light duplex 15 Sep 1914 on grtg. card. A.
62. LEBANON (Marion) Ave.+ red cancel 24 Dec 1870s on cover, folded & soiled. A.
63. LEXINGTON (Fayette) Ave. cancel on sound cover, 19 Jan (1870s), some soiling. A.
64. LEXINGTON (Fayette) Ave. cancel on soiled cover, 11 Aug (1871) letter enclosed. Ragged upper left. A.
65. LIBERTY (Casey) VF cancel 30 Jul 1885, bullseye killer, light soiling, pretty. B.
66. LOUISVILLE (Jefferson) light, blue cancel overwritten with almost readable notation applied in receiving office of Springfield KY. 10 Oct 1870s. A.

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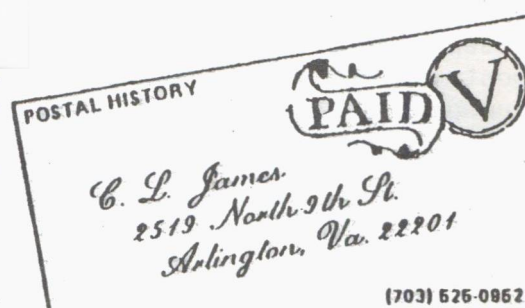
67. LOUISVILLE (Jefferson) Blurred "Louisville" inside oval on 1 ct. stamped envelope, to Bremen, Germany. Corner "Wm. Meier & Co., Leaf Tobacco". A.
68. LOUISVILLE (Jefferson) Machine cancel 18 Oct 1898 on advertising cover "Louisville Manfg. Co., the largest manufacturers of furniture in the South". Small tear top. A.
69. MANCHESTER (Clay) 2 cancels almost fine on yellow cover, 9 Sep 1860s, original blot lower rt. A/B.
70. MONTICELLO (Wayne) First day USPS 1 Jul 1971. A.
71. OWENSBORO (Davies) almost F cancel 7 Jan (1870s) in inner circle, name in outer circle. Bullseye killer. Mounting marks in 2 corners. A.
72. OWINGSVILLE (Bath) poor cancel on creased 1850s cover. A.
73. PARIS (Bourbon) almost F cancel on yellow cover, 3 Apr 1850s. B.
74. PARIS (Bourbon) VF cancel, 1 Dec 1864 in inner circle, name in outer circle, perfect bullseye killer; rough spots left. Civil War period. B.
75. PARIS (Bourbon) VF Duplex 31 Jan 1903 on F small cover. A.
76. PITTSBURG (Laurel) F 4-bar, 1 Jan 1917 on cover, toned rt. edge. A.
77. SHELBYVILLE (Shelby) F cancel 18 Apr, 1853 letter enclosed. Nice looking. C.
78. WOODBURY (Butler) 2 cancels, 1 VF on slightly oversized yellow cover, creased at top. B.

Bids close September 30, 1987

POSTAL HISTORY

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**LARGE STOCK OF
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TO FILL YOUR WANT LISTS - STRONG
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MIDWEST AND SOUTHWEST.**



POST OFFICE CENTENNIALS

September - October 1887 - 1987

....No big cities make the list of currently operating post offices that were established 100 years ago. Perhaps the most renowned location on this list is Whittier California, boyhood home of President Richard Nixon. Wheatland, Wyoming was established in Laramie County, but became the county seat for Platte County when that county was formed. Names that are followed by an asterisk had a different name when established.

SEPTEMBER

- | | |
|----|-------------------------------|
| 6 | Fulton SD |
| 7 | Wheatland WY |
| 8 | Gasburg VA |
| 9 | Valentines VA |
| 14 | Killona LA, Kensington MN |
| 20 | Draper* VA |
| 26 | Backoo ND, Knox ND, Butler SD |
| 27 | Elkton MN |
| 30 | Bryant* SD |

OCTOBER

- | | |
|----|------------------------------|
| 3 | Wendell MN |
| 4 | O'Neals CA, Wenona MD |
| 8 | Mystic IA |
| 13 | Cayuga ND, Geneseo ND |
| 17 | McKenzie ND |
| 18 | Whittier CA, White Castle LA |
| 19 | Cumming IA |
| 20 | Kellogg ID |
| 24 | Fillmore CA |
| 25 | Huntington AR, Dewar IA |
| 27 | Peck KS |

MISSOURI POSTAL HISTORY. SOUTH SAINT JOSEPH --- STOCKYARDS
By Robert G. Schultz

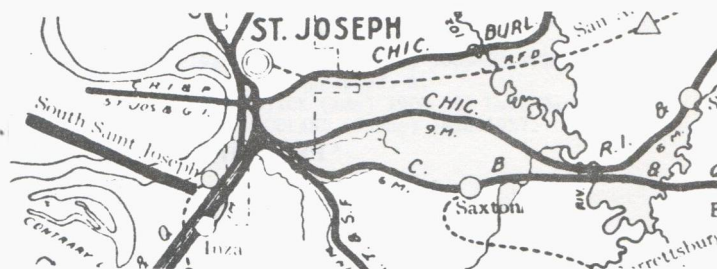
In the last third of the Nineteenth Century, St. Joseph, Missouri became a major commercial center serving all types of agricultural interests. In addition to the Missouri River steamboats, railroads carried products eastward. Thriving stockyards developed just south of the city. By 1892, enough business existed for establishment of a separate post office - appropriately, STOCKYARDS - on June 23, 1892. The first postmaster was Harry L. Sack. John Hutton was the second postmaster, appointed on June 16, 1897.

Apparently the name "Stockyards" did not sit well with users. After all, the connotation is far from elegant. On March 11, 1898, "Stockyards" became South St. Joseph, still as an independent post office, and John Hutton remained as postmaster. South Saint Joseph continued in service until July 15, 1909. On discontinuance, service to the area was from the main Saint Joseph office.

This arrangement appeared to be unsatisfactory since the independent South Saint Joseph office was reestablished on Aug. 7, 1912 with George L. Root as first postmaster of the reestablished office. This office remained in service as an independent office until Jan. 30, 1976. It had its own Zip Code, 64488 until discontinuance. South Saint Joseph then went full circle and became the Stockyards Station of Saint Joseph, Zip Code 64504,

The fortunes of this post office can be gleaned from various postal guides:

YEAR	CLASSIFICATION
1897	Stockyards - 4th Class
1899	So.St.Joseph - 3rd Class
1900	" - 2nd Class
1917	" - 1st Class
1934	" -- 2nd Class
1951	" - 1st Class
1976	Stockyards Substation



RFD routes also emanated from South Saint Joseph. (On the 1904 map, one route south to Halleck can be seen. In 1909, two RFD routes ran from South Saint Joseph.) In a 1904 book published by the State of Missouri for the 1904 Saint Louis World's Fair the following comment on South Saint Joseph is found:

"The district adjacent to the stock yards and packing houses now possesses a population exceeding 12,000, and the residence and business portion, which six years ago was practically farm land, now represents a valuation of more than \$2,145,000, and the demand for residences is greater than the supply. The post office of South St. Joseph is also a barometer of the importance of the live stock and packing industry to the city. The gross receipts for 1899 totaled \$10,389.18, whereas the gross receipts for 1903 aggregated \$22,456.92, or an increase of 111.6 percent. Nearly all trains stop at the South St. Joseph Union Station for mail, and in addition there is a street car service to the transfer station at St. Joseph Union Depot, to which are dispatched eleven closed pouches daily. There is also a rural free delivery from this office, on which was delivered and collected 11,108 pieces of mail during the month of December, 1903." (The State of Missouri, p. 291.)

South St. Joseph was served by four railroads: the Missouri Pacific; the Chicago, Rock Island & Pacific; the Chicago, Burlington & Quincy; & the Atchison, Topeka and Santa Fe.

The postal markings of South Saint Joseph are also interesting. For some reason, the Stockyards marking of 1892-1898 is rare in spite of the business

carried on there. [If any reader has an example of the Stockyards marking, the author would appreciate a photocopy at P O Box 28961, St.Louis, MO 63132.] In the case of South St.Joseph, two previously unreported machine cancels have been discovered in addition to the typical handstamp.

A Doremus Type D marking has been seen from 1903 and an International Type D-32 marking has been seen from 1907 (as a transit marking to Inza, Mo.) and as an origination mark from 1908. These are illustrated below. In later years,

Return in 5 days to
BYERS BROTHERS & CO.
So. St. Joseph, Mo.

**LIVE STOCK
COMMISSION MERCHANTS**



After...⁵...days, return to
P. B. 391
SOUTH SAINT JOSEPH, MO.

Mr



*I will write
some time to
day. We are all
feeling fine. Wish
you should with
us. Come as soon
as you can.
We are all
telling me all
about the place.*

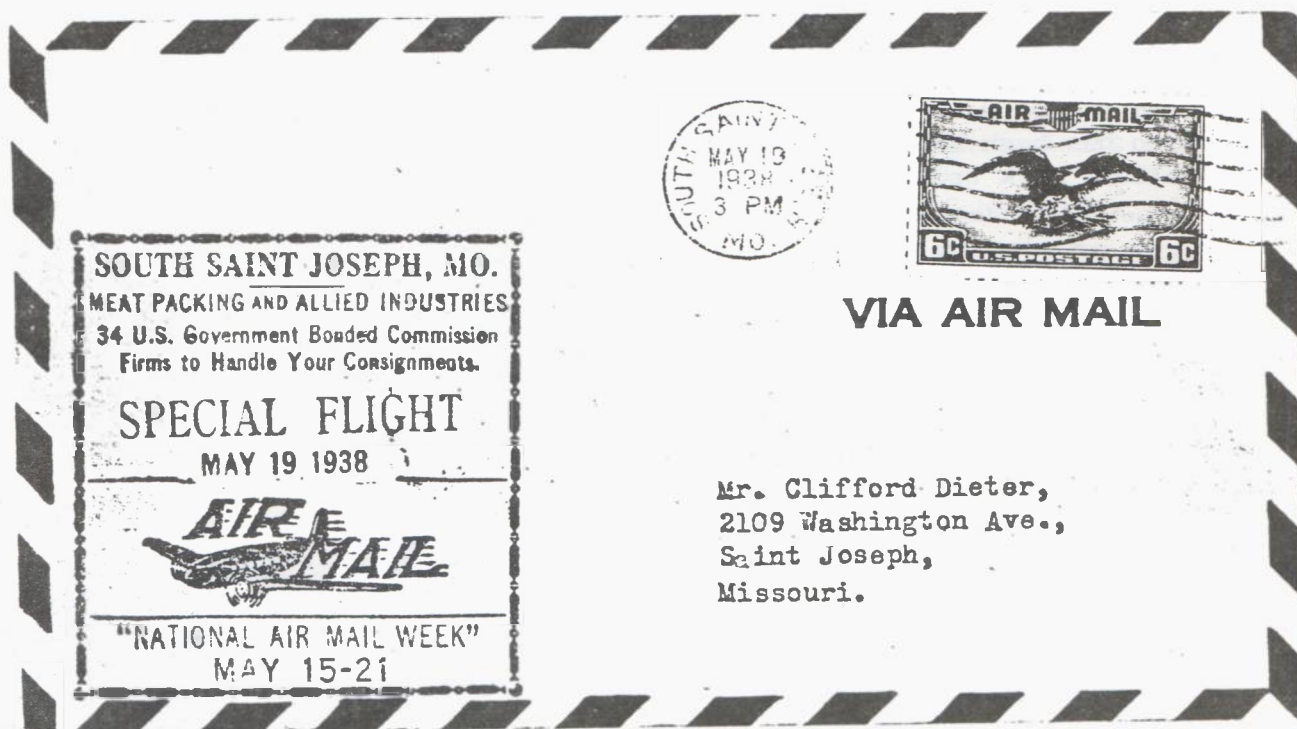
*Miss Edith Roberto,
Inza,
Mo.*



Henry Wittermore.

South Saint Joseph continued to use a machine cancel. This example celebrates National Air Mail Week, May 15-21, 1938, with a "Special Flight" from South St.Joseph to St.Joseph (a distance of about four miles).

In 84 years, the post office came full circle. It began as Stockyards, was name-changed to South St.Joseph, and finally became the Stockyards Station of South Saint Joseph.

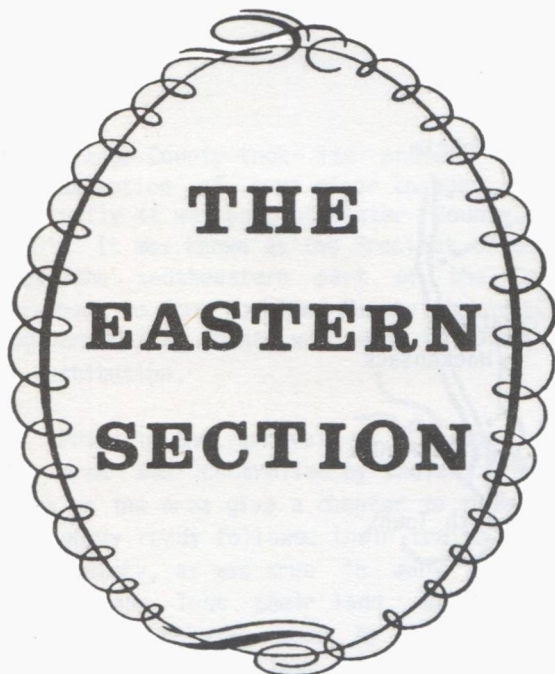


<u>Postmaster</u>	<u>Appointment Date</u>
Harry L. Sack	June 23, 1892
John Hutton	June 16, 1897
renamed S.St.Joseph	March 11, 1898
Harry L. Sack	Feb. 10, 1899
John M. Armstrong	April 25, 1901
Jennie M. Armstrong	March 22, 1905
William M. Tygart	Jan. 29, 1906
Discont. mail to St.Joseph	7/15/09
Reestablished	Aug. 7, 1912

<u>Postmaster</u>	<u>Appointment Date</u>
George L. Root	Aug. 7, 1912
Abel F. Daily	May 6, 1913
Hugh J. Bowen	March 12, 1914
Harry Korf	March 3, 1923
Charles L. Webster	Nov. 26, 1932
Ernest C. Buehler	Aug. 1, 1933
Weldon Parks Coy	July 31, 1953
Data after 1970 not available.	
Changed to Stockyards Station	
St.Joseph	Jan. 30, 1976

ST. JOSEPH & SOUTH ST. JOSEPH R. R.							
St. J. Ry. L. H. & P. Co. (Electric) 3.33 m'a. Rt. 345,004.							
June 4, 1906.							
	1b	2b	3b	4b	5b	6b	
South St. Joseph, Mo.	8 33	9 18	2 51	3 47	4 04	6 17	
St. Joseph, Mo., Sta. "A"	8 54	9 34	3 07	4 03	4 20	6 23	
	7b						
St. Joseph, Mo., Sta. "A"	11 56						
South St. Joseph, Mo.	12 12						
Closed Pouches.	For'd by Tr	Closed Pouches.				For'd by Tr	
From So. St. Joseph, Mo.		to St. L. & St. Joe. tr. 14.					2
to Alta & St. Joe tr. 74....	1	to Sta. "A" St. Jos., Mo..					1
to Cam. & K.C. tr. 56....	6	to Sta. "A" St. Jos., Mo..					5
to Chariton & St. Joe tr. 113	3	to Sta. "A" St. Jos., Mo..					6
to Henry & St. Joe tr. 26...	4	to Vil. & St. Jos. tr. 45...					4
to K. C. & G. I. tr. 1.....	6	From Sta. "A," St. Jos., Mo.					
to K. C. & G. I. tr. 3.....	2	(See pouch list.)					
to Lin. & K. C tr. 16.....	6						
to St. J & Topeka, tr. 53.	4						
to St. Joe & Topeka tr. 75	1						

From the Seventh Division Railway Mail Service Schedule, August, 1907. Note that service from South St. Joseph was to Station A, St. Joseph, which was located in the St. Joseph Union Station.



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

Hot weather doesn't dim our philatelic interests here in the South, so we get an early start with our Stamp Show season.

Columbia, S.C. started off the summer season with a 3-day show on June 26-28, hosting the American Topical Association's TOPEX exhibition. Attendance was good, the exhibits were interesting and the dealers had an excellent supply of covers to search through.

Charlotte, N.C. hosts a 2-day show and bourse on July 25 and 26, which is always a worthwhile event, while August 22 and 23 are the dates for PALPEX II at Greenville, S.C.

The expanded use of computers to benefit our hobby is evident in the issuance recently of a number of Indexes to philatelic literature.

Last year, Theron Wierenga produced a computerized index for articles that appeared in the U.S. Classics Society's Chronicle. This year, Richard Byne produced a monumental index of literature relating to the Confederate States of America. Just recently, the Penna. Postal History Society published an index prepared by Tom Clarke, of its first 82 issues. Then too, the Long Island Postal History Society has issued an index of the articles published in its various publications



since the Society was established in 1980. And soon readers of LA POSTA will have an index of the articles that appeared in Volumes 9 through 17, which I recently prepared on my computer.

Additional information continues to trickle in about the self-inking postmarkers, and is reported in a brief update article in this issue. Please send photocopies of any examples in your cover accumulations, and watch your current mail for additional examples.

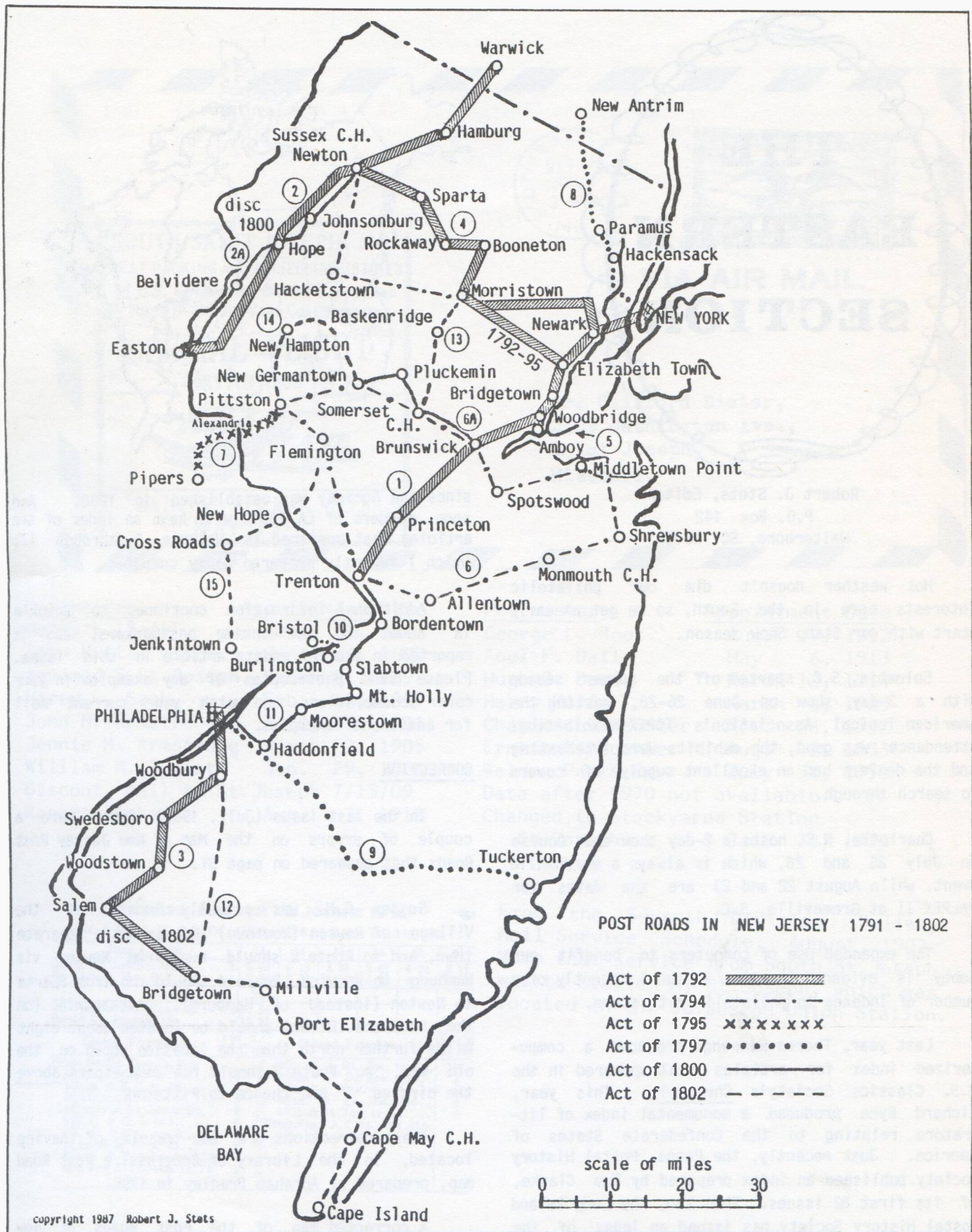
CORRECTION

In the last issue (July, 1987) there were a couple of errors on the Map of New Jersey Post Roads that appeared on page 31.

Sussex C.H. was actually located at the Village of Newton (Newtown) and was not a separate town, and so Route 2 should run from Newton via Hamburg to Warwick. Route 4 should run from Sparta to Newton (instead of Hamburg). Alexandria (on the Delaware River) should be located about eight miles further north than the location shown on the old map, so Route 7 should run from Pipers, above the circled "7" and thence to Pittston.

These corrections are the result of having located, in the Library of Congress, a Post Road map, prepared by Abraham Bradley in 1796.

A corrected map of the Post Roads of New Jersey is included in this issue.



CORRECTED MAP OF POST ROADS IN NEW JERSEY, 1791-1802

ORANGE COUNTY, NEW YORK, PART 1

By Martin and David Margulis

Orange County took its present shape, with the exception of some minor changes, about 1801. Originally it was part of Ulster County. In the 1730's it was known as the Precinct of Goshen. In 1799 the southeastern part of the County was detached to form Rockland County, however, much of southern Ulster County was added to Orange County as restitution.

Prior to the arrival of European settlers, the area was controlled by Indians. Most of the books on the area give a chapter to them. Many of the early roads followed their trails. During the 18th century, as was true in many other places, the Indians lost their land. Some of it was obtained by purchase, some by other means. The Indians put up a last defense of their lands during the Revolutionary War. The end of the war marked the end of Indian control of any part of Orange County.

COUNTY ORGANIZATION

In 1788 the county was divided into eight Towns (similar to "townships" in some states): New Windsor, Newburgh, Goshen, Cornwall, Warwick, Minisink, Montgomery, and Walkill. These in turn were subdivided until by 1899 there were twenty Towns. In 1865, the Village of Newburgh became a city, followed in 1888 by Middletown and in 1907 by Port Jervis. None of these cities is very large, each averaging about 25,000 population. However, as the county has now become a bedroom community for New York City, this may all change.

INDUSTRY IN ORANGE COUNTY

Prior to the Revolutionary War there was some mining in the county, including Rockland County, not then in existence. The post-war era found iron mining limited to the Sterling Forest area of the county. This was over by 1910. Some marble was also quarried in the county. The county's manufacturing peaked by 1900.

About the Authors:

Martin Margulis has shared his love of N.Y. state postal history on previous occasions. His son, David, is a computer expert with Equitable Life. Both are avid collectors of Orange County postal history.

There is also a vacation industry in that area of the county bordering on Ulster and Sullivan Counties. It was never in the same 'league' as the Catskill area. Some cabins for vacationers are still available on the eastern side of the Shawangunk Mountains. Farming has always been an important part of the Orange County economy. Its farms still produce large amounts of dairy products, especially milk, butter, eggs and cheese. (During the 1800's, they also produced hops, which were used by the county's numerous breweries). The number of farms diminishes with every new decade, and the farms that remain are generally smaller in size than those of the previous decade.

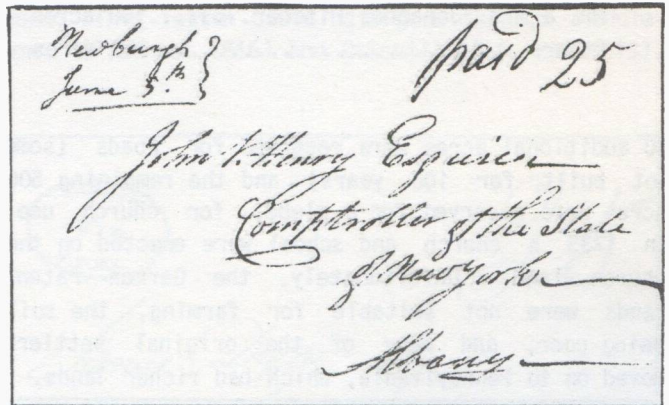


Fig. 1 An 1804 Newburgh manuscript postmark.

EARLY DEVELOPMENT

In 1684 the lands comprising the Town and City of Newburgh were purchased from the Indians by Governor Dungan. He conveyed the patent to Captain John Evans in 1694. In 1699 the patent was nullified and subsequently the land was conveyed by small patents.

In 1708 a number of German fugitives from the lower Palatinate arrived in England, impoverished by the religious wars in the Palatinate. They petitioned the English Government to grant them lands in America. The Queen, who was from the same part of Germany, pushed their petition on fraternal, humanitarian and pragmatic grounds. The settlers, 10 men, 10 women and 21 children were sent to the area of Newburgh to produce naval stores and to serve as a buffer against the French and their Indian allies. The government supplied them with tools and farm implements plus support until they

could live on their own. Ten other settlers joined this group prior to its departure. These others were Lutherans who had also been impoverished by the French, who had invaded their homeland. The first group were members of the Dutch Reformed Church. They all arrived in Newburgh by May 1709.

The first patent, the German patent, covered 2,190 acres. It was subdivided into the following smaller grants:

George Lockstead and family.....	250 acres
Michael Wiegend.....	250 acres
Herman Schuneman.....	100 acres
Christian Henricke.....	100 acres
Sibylle Kockerthal(widow).....	250 acres
Burger Meynders.....	100 acres
Jacob Webber.....	200 acres
Mr. & Mrs. Johannes Fischer.....	100 acres
Others.....	300 acres

40 additional acres were reserved for roads (some not built for 100 years) and the remaining 500 acres were reserved for a glebe, for church use. In 1733 a church and school were erected on the church land. Unfortunately, the German Patent lands were not suitable for farming, the soil being poor, and many of the original settlers moved on to Pennsylvania, which had richer lands.

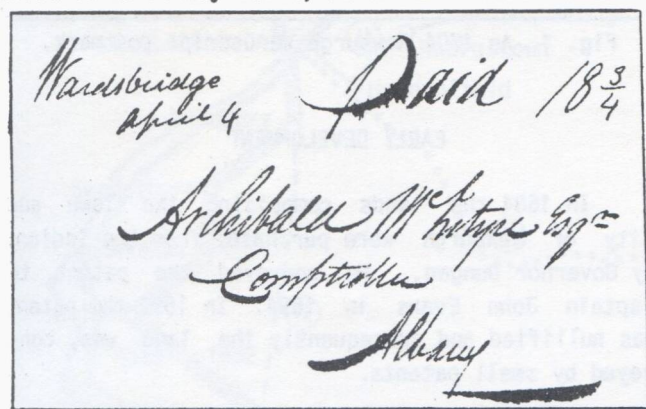


Fig. 2 An 1815 "War Rate" from Wardsbridge

In 1743 Alexander Colder received a charter for a ferry to Fishkill(Landing). At the same time the patent was named Newburgh. Prior to receiving the ferry charter, Colder had started a shipping line of sloops to trade with New York City. Before this, the only port between New York City and Albany had been Kingston. During this period, the main products of the county were lumber, butter, pork and grain.

While the Towns of Newburgh and New Windsor were the main centers of economic activity in Orange Co., the Village of Goshen, in the Town of the same name, was the county seat. Here, in 1738, the county's first court house and jail were erected. In 1748, for the first time, voters in the county could cast their votes in the county, at Goshen. Prior to that, they had to travel to New York City to cast their ballots. In 1783, the county's first newspaper, the Goshen Repository, was established; in 1795 the Newburgh Packet was started. The latter continued under various names and owners for 80 years. Most Orange County newspapers were short-lived. Goshen was the site of Orange County's first bank, the Bank of Orange Co. - in 1813. Newburgh got its first bank in 1834.

EDUCATION

In the 18th century most education in Orange County was provided by the family, who in some cases hired tutors, or by the clergy. Noah Webster was a tutor in Goshen during the 1780's. John Hutchins was a teacher in Newburgh's church school from 1774 to 1782. By 1812 the county had a system of free schools in place, under the control of the county's Towns. (at least in theory). Sometimes there was only one school to a Town. Funding was begrudging and some villages had only private schools. The village of Newburgh didn't have a free school until the 1850's. By 1850, Orange County had one college, 175 public schools and 24 private schools.

EARLY POSTAL SERVICES

Before 1792, mail for counties north of New York City (and south of Albany) was held at New York City's post office. Ship's captains and those who carted merchandise overland to these counties often picked up their client's mail. Friends, living in the city and coming to visit, may have done the same.

In 1792 post offices were opened in Goshen, Ward's Bridge and Warwick. Early mails to Orange County came overland from Kingston, via New Paltz, Shawangunk (Ulster Co.), Ward's Bridge(later Montgomery) and on to Goshen. Newburgh sent a messenger to meet the mail coach near Ward's Bridge to pick up mail and deliver outgoing letters. This was the usual procedure for villages without post offices. A post office was established at Newburgh in 1795.

An Act of Congress dated Feb. 25, 1795 authorized a post road from Fishkill, by Newburgh and New Windsor to Goshen.

On March 3, 1797, an Act of Congress established a post road from New York City, via Hackensack and Paramus, N.J., thence via New Antrim and Chester, N.Y., ending at Goshen, N.Y. In response to this Act, and because stagecoaches were paid to carry the mails, a stage line was started between Goshen and New York City by Anthony Dubbin and James Tustin. A second line ran from Hoboken to Goshen, Montgomery (Ward's Bridge), Kingston, Catskill and Coxsackie, thus providing a mail service directly from New York City to Orange County.



Fig. 3 Portion of Bradley Post Road Map of 1796

A Newburgh to Goshen coach, via Ward's Bridge, was started to connect with the Goshen to New York service. Holmes & Rohrback, in their book, "Stagecoach East", mention New York City to Albany mail service via the west side of the Hudson River.

The 1804 Bradley map of stage and postal routes shows a road from New York City (actually the New Jersey side opposite the City) to Chester and on to Goshen and Ward's Bridge, en route to Kingston. The map does not show any road on the west side of the Hudson above Kingston. At Kingston, via ferry, the coaches proceeded up what is now U.S. 9 at Rhinebeck for Albany.

There were roads from Goshen to New Windsor and from Ward's Bridge to Newburgh. These roads, no doubt with relocations, formed the basis for N.Y./N.J. Route 17 and what is now N.Y. Route 17M. The latter goes through Monroe, Chester, Goshen and Middletown, among other villages.

Other early county roads were: The King's Highway- Kingston to New Paltz, to Quassaick (Newburgh) with a branch to Hampton for the ferry

to Wappinger's Falls; the second King's Highway- Shawangunk to Ward's Bridge, to Florida, to Warwick, and into New Jersey; and the old Mine Road- Kingston to Carpenter's Point (Port Jervis).

Most of the early county roads converged at New Windsor, which had a better port than Newburgh and was nearer to New York. However, the burghers of Newburgh spent their money building roads which criss-crossed the county and came to their city. A stage from Newburgh via the ferry and Fishkill met the Albany-New York City stage at Fishkill.

In 1825, mention is made in the "American State Papers", p.121, of a Goshen circuit postal route of 40 miles running once a week. Other Goshen routes were to Bloomingburg (Sullivan Co. P.O. est. 1811), 12 miles, once a week, and to Carpenter's Point (P.O. est. 1816) 37 miles, once a week. This latter could have gone through Middletown (P.O. est. 1816) and Otisville (P.O. est. 1819).

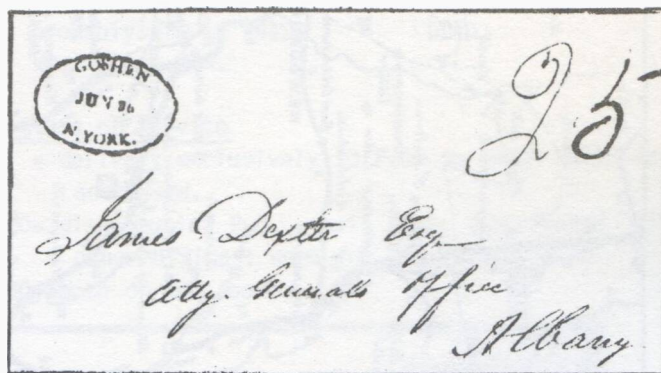


Fig. 4 A fancy Goshen oval from 1822

Ruttenber quotes an early settler of Middletown as saying that the mails from Goshen came by post rider twice a week. Route 7 was a mail route to New Paltz from New York City, three times a week, a distance of 164 miles. This route carried 51,168 pounds of mail and cost \$2,200 per year. There is no separate listing for the Kingston to Goshen mail route. There was also a route from Newburgh to Owego.

RAILROADS OF ORANGE COUNTY

The Towle and Meyer book of railroad postmarks lists three catalog routes: #118 Kingston/Rondout to Goshen, 45 miles via the Walkill Valley R.R.; #121 New York City to Middletown, 67 miles via the N.Y., Ontario & Western R.R. (which also includes Norwich to Middletown via the N.Y., Susquehanna & Western R.R.); #125, the Erie R.R.

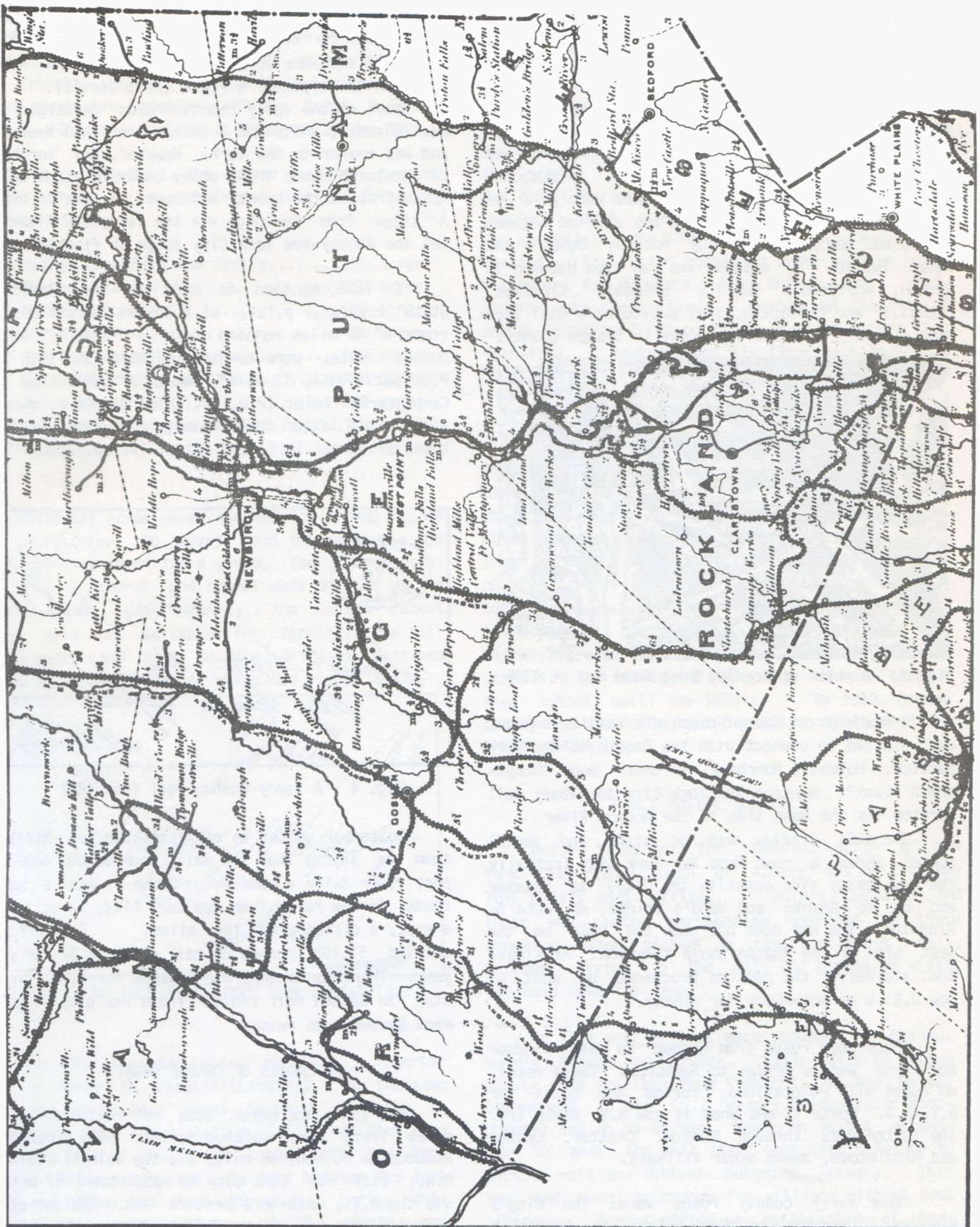


Fig. 5 Orange County and surrounding areas (ca. 1870's)

The Erie R.R. had stations at Newburgh Junction, Turners, Monroe, Oxford, Greycourt, Goshen, Hampton, Middletown, Otisville and Port Jervis(at which point it crosses into Pennsylvania). There were two stops in Rockland County. Cancels 118-A-1, 121-A-1, 121-E-1 and 125-0-1 are specific to Orange County stops.

In 1844, the Erie R.R. started from Piermont, N.Y., a small village on the Hudson River in Rockland County. Piermont is 45 miles from Goshen. Freight and passengers came by boat from New York. From 1844 on, there were six trips a week from Piermont to first (South)Middletown, 52 miles and in 1847 to Otisville, 61½ miles and finally, in 1848, to Port Jervis, 73½ miles. Thus, by 1848, the Erie R.R. had built a line across the middle of Orange County. In 1851, it purchased trackage rights to Jersey City.

Remele lists the following stations in Orange County: Monroe Works; Wilkes'; Turners'; Monroe; Oxford; Chester; Goshen; North Hampton; Middletown; Howells'; Otisville; Shin Hollow; Delaware and Port Jervis.

The New York Post Office Museum contains a notebook dated 1883 which lists a Schedule of Domestic Mails - Outward. I have abstracted the rail/mail service to Orange County villages, which follows:

Destination	Mail #	Class of Service*
Chester	3475	D
Goshen	3787	D&D
	3788	D
	3789	DPO
Middletown	4765	D&D
	4766	D
	4767	DPO
	4773	Middletown & NY RPO
Montgomery	4829	D
Newburgh	4950	D&D
	4951	D
	4952	DPO
Port Jervis	5501	D&D
	5515	Port Jervis & NY RPO
Rondout & Goshen	5771	Other service included
To Ellenville	3787	D&D
via NY, Ont & W.	3788	D
thru Middletown	3789	DPO
To Kingston		
probably via	4492	D&D
West Shore R.R.		

* Class of Service

D = delivery exclusively to P.O. to which mail is addressed.

DPO= distributing P.O. - mail to be distributed to other offices; none for P.O. named.

D&D= both of the above.

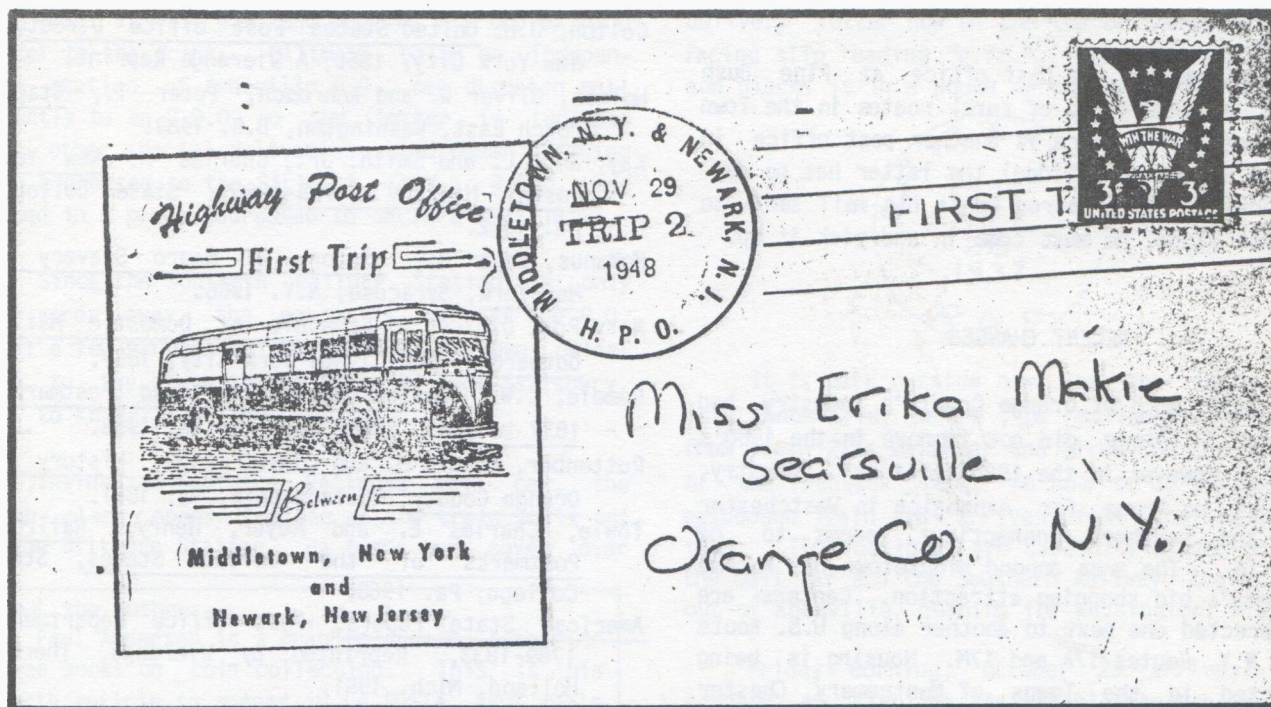


Fig. 6 The first Highway Post Office trip in Orange Co.

The service described above was run by the Susquehanna & Western R.R., but over the Erie R.R. tracks. It ran from 1882 to 1916. At about the same time, (1884 to 1908) the Erie R.R. ran an R.P.O. to Port Jervis and mail service was run through the Orange County area by the NY, O & W, en route to Utica.

OTHER POSTAL SERVICES

From November 29, 1948 to January 22, 1949 a Highway Post Office ran between Middletown and Newark, N.J. (Figure 6- MPOS #22). On January 24, 1949, the terminal was switched to Goshen. This H.P.O. ran until March 7, 1958 (MPOS #22A).

At present, the main distribution points for Orange County are at Poughkeepsie, in Dutchess County, for the northern part of the county, and Monsey, in Rockland County for the balance. The distribution today is not much different from the county division when mail came on the railroad, except that Port Jervis is now included in the northern part of the county.

Monsey services Monroe, Chester, Goshen, Middletown and Otisville, and all post offices south of that line. Poughkeepsie services through Newburgh, Montgomery, Pine Bush, Port Jervis and all post offices above the Monsey area. It also services Ulster Co. and part of Sullivan Co.

As an example, the post office at Pine Bush services a large group of rural routes in the Town of Crawford. While there is another post office in the Town (Thompson's Ridge) the latter has no delivery service. If a patron wants his mail sent to Thompson's Ridge, he must come in and pick it up.

RECENT CHANGES

By 1950, much of Orange County's industry had moved out. Things did not improve in the 1960's and 70's. However in the 1980's, "light" industry, which has no room for expansion in Westchester County and southern Connecticut, seems to be moving in. The area around Middletown has become the county's big shopping attraction. Centers are being erected one next to another along U.S. Route 211 and N.Y. Routes 17A and 17M. Housing is being constructed in the Towns of Montgomery, Chester and Monroe, as well as in the area around Middletown and in the city of Newburgh.

APPENDIX 1

POPULATION OF ORANGE COUNTY 1698-1950

YEAR	1698	1703	1723	1731	1737
TOTAL	219	263	1244	1970	2840

YEAR	1746	1749	1756	1771	1786
TOTAL	3268	4234	4886	10092	14142

YEAR	1790	1800	1810	1820	1830
TOTAL	18500	29300	34300	41200	45300

YEAR	1840	1850	1870	1890	1900
TOTAL	50700	57100	80900	98000	104000

YEAR	1910	1920	1930	1940	1950
TOTAL	116000	120000	130300	140000	152000

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THE JOURNEY OF A SPECIAL DELIVERY COVER

By Paul Andersen



The subject of our story - travelled over four R.P.O.'s in 38 hours!

Our cover begins its journey by being dropped in a mail slot about mid-day on Thursday, October 28, 1937, in the town of Biltmore, North Carolina.

A clerk in the Biltmore Station P.O. picks up our cover at 4.30 p.m. and applies his duplex hand cancel to the front. Biltmore, being an independent station of Asheville P.O., can dispatch mail directly to an R.P.O., so our letter is included with other special deliveries, tied under a facing slip addressed to the SALIS. & KNOX. R.P.O. and placed in a pouch addressed to SALIS & KNOX TR 27.

Since the Southern Railway Station is only 200 yards away, the pouch is held at the P.O. until a few minutes before train time, then delivered to the clerk aboard Train 27 from Salisbury, N.C. to Knoxville, Tenn.

Inside the Southern Railroad mail car, the pouch clerk opens the bag as the train pulls out of the Biltmore Station. He turns our cover over

and stamps it with his "RMS" duplex handstamp. He places the Special Delivery letter face down as the bottom letter in his "W.Va." pigeon hole, then continues sorting his other mail. When the box is full, he removes the letters (with the special delivery letter now on the top of the pile), adds a facing slip reading "W.Va.", ties up the bundle and places it in a pouch marked WASH & CHATT N.D.

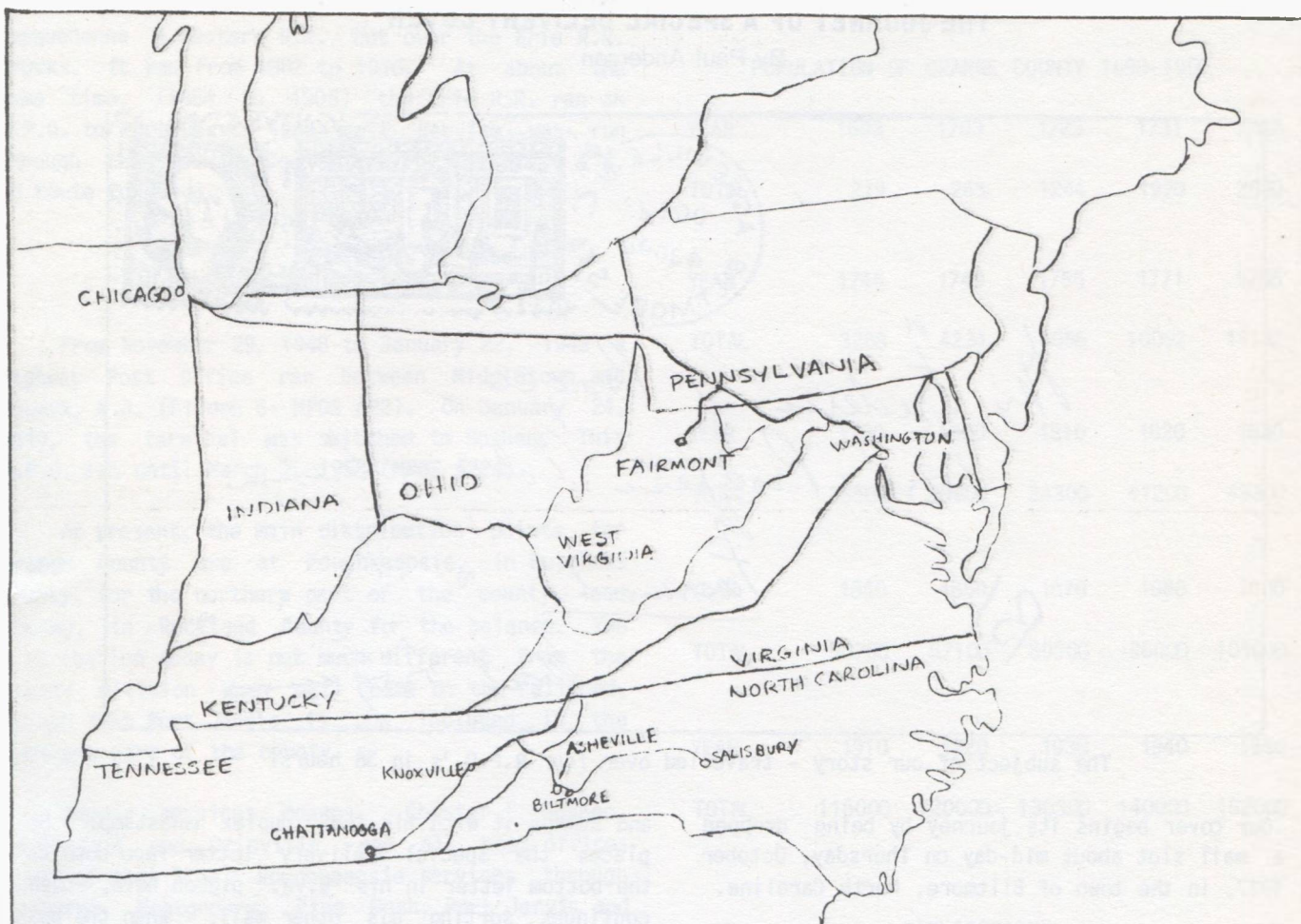


It is dark outside now, as the train pulls into Knoxville, where the mailbags are removed from Train 27's mail car and given to the custody of the Transfer Clerk. An hour or so passes until eastbound Train #18 arrives from Chattanooga on time. The mailbags are carefully placed on board the mail car and the Southern Railway train pulls out of Knoxville, heading for Washington, D.C.

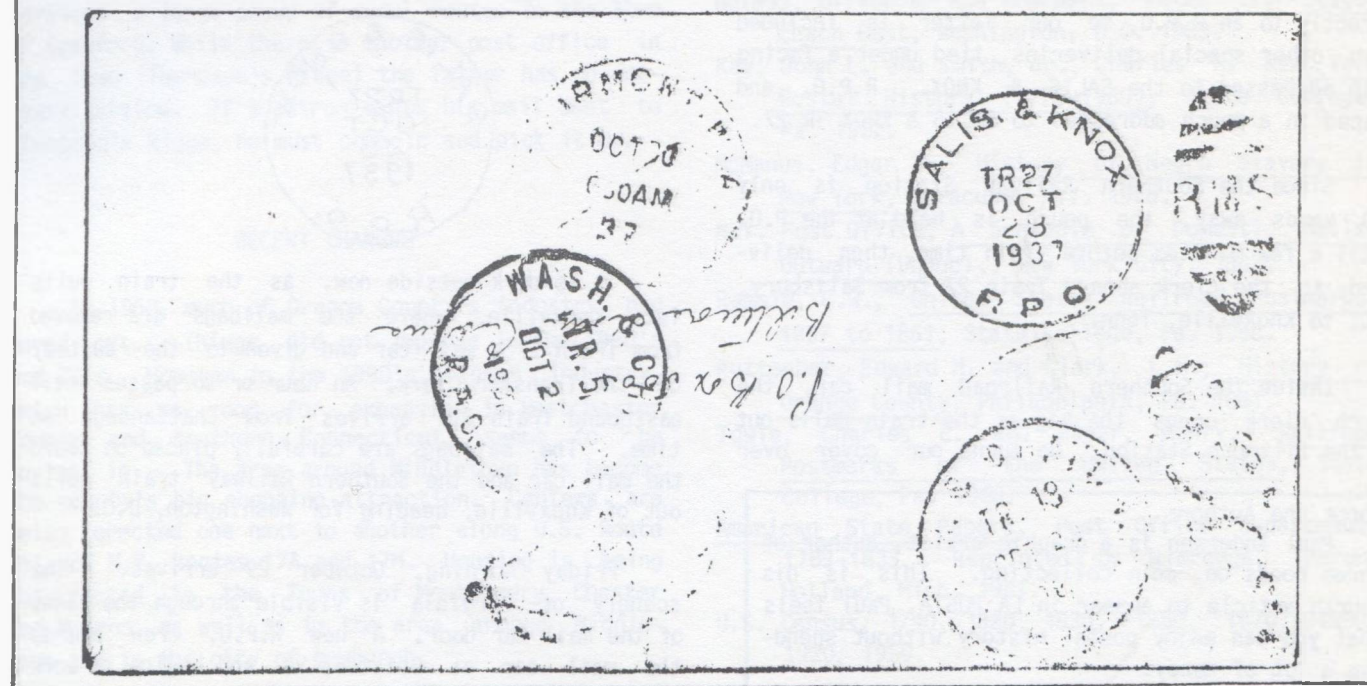
Friday morning, October 29 arrives. The scenery of Virginia is visible through the panes of the mail car door. A new R.P.O. crew boards the mail car at Bristol, Va. and begins to work

About the Author:

Paul Andersen is a graphic artist, author of three books on coin collecting. This is his fourth article to appear in LA POSTA. Paul feels that you can enjoy postal history without spending a lot of money.



(above) Map showing the route over which our cover travelled.
 (below) Backstamps applied during its 38-hour odyssey.



the mailbags. A pouch clerk opens the pouch and gives the bundle of West Virginia letters to the clerk working West Virginia. He picks up his handstamp and begins backstamping the special deliveries. After marking our cover, he notices that he forgot to ink up after changing the date to the 29th, leaving a light cancel.



Aware that Fairmont, W.Va. is served by the Wash. & Chi. E.D. R.P.O., he places our letter once again upside down in the bottom of the pigeon hole for this separation. Again, when the box is full, the clerk places a facing slip on top, ties the bundle with string and places it in a pouch labeled WASH & CHI E.D. W.VA.

The darkness of evening is approaching as the mailbag comes to a stop in the Washington, D.C. train station. Here the mailbag will have a few hours layover while it is transferred from the Southern Railway mail car to the Baltimore & Ohio Railroad mail car.

Train 5 to Chicago begins loading. The mailbag is placed aboard yet another railway mail car. Train 5 leaves 10 minutes late, due to heavy rail traffic. Once again the pouches are opened, and the packages of West Virginia mail are given to the W.Va. letter clerk, who backstamps the special deliveries. A jog in the track causes our mail clerk to hit one side more than the other, when marking our cover.



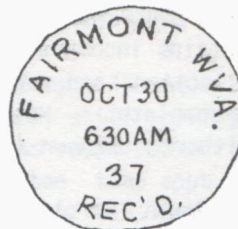
Once again, our cover is placed upside down at the bottom of the Fairmont, W.Va. pigeon hole. When all the West Virginia mail has been sorted, the clerk begins tying out the boxes. The letter package for Fairmont is tied with our special delivery on top and placed in a pouch marked for Fairmont to be dispatched via the Connellsv. & Fairmont R.P.O. at Connellsville. At 9.27 p.m. on

Friday night, October 29, the big train pulls into the station at Connellsville, Pa. Once again a transfer is required, as the locked pouch for Fairmont is turned over to the Transfer Clerk, along with other pouches to be worked on the Connellsville & Fairmont R.P.O.

Leaving Connellsville at 2.00 a.m. on Saturday October 30, the locked pouch for Fairmont lies quietly in the mail car, as the train winds its way around the mountains of southwest Pennsylvania and northern West Virginia. Covering the 70 miles in 3 hours and 40 minutes, the Fairmont pouch arrives at its destination at 5.40 a.m.

A truck is waiting at the depot and quickly delivers the locked pouch to the Fairmont Post Office, where the day's activities are already in progress. When the pouch is opened, there in all its splendor, on the top of the pile, is our special delivery cover.

The clerk handling incoming mail backstamps our cover once more, this time showing 6.30 a.m. and places it in the box for the special delivery messenger to take out on his first delivery.



The special delivery messenger smiles as he climbs on his delivery cycle and heads for the Works Progress Administration office, only a few blocks from the Post Office, for he knows that by delivering our special delivery letter, he has earned nine cents. For all his special handling, Uncle Sam retained only one cent of the ten cent fee.

The total transit time of our cover from the post office at Biltmore, N.C. to the post office at Fairmont, W. Va. was 38 hours, being carried over four Railway Post Office routes.

Acknowledgement:

The author wishes to acknowledge the assistance of John L. Kay, who supplied the information about the operation of the Railway Post Offices.

'PICKINGS' FROM THE PICKETT PAPERS – Confederate Route Agents

By Harvey S. Teal

Located in the Library of Congress at Washington, D.C. is a large manuscript collection called the Pickett Papers. This collection contains journals of Confederate Postmaster General Reagan, Confederate Appointment Journals, plus file copies of letters to postmasters, congressmen and others. Recently several collectors and postal history researchers have begun a serious study of these records for the purpose of adding light to several areas of postal history, such as a more complete listing of Confederate postmasters and post offices, identifying Route Agent names, locating records of Confederate stamp printing, etc.

Rick Calhoun, Bob Stets and myself are known to be concentrating on extracting material about South Carolina from these papers, and there may be others.

I recently made hard copies of every frame on the microfilm rolls that contained information on South Carolina- resulting in some 800 pages! My first priority was to sift through this material and identify Confederate Route Agents. The listing that follows contains incomplete information, since the Pickett collection and other existing records are far from complete. However, it does add a large body of hitherto unknown information.

This listing for South Carolina is a good supplement to John Kay's research contained in U.S. Route and Station Agent Postmarks by C.L. Towle.

From the records, I found that Confederate route agents moved from route to route, left for a time, then returned and were sometimes removed for such things as drunkenness, much the same as John Kay reported for U.S. route agents. But by far the greatest factor causing change of Confederate agents was military service, and not politics, as John Kay found. Confederate route agents changed often, due to many entering military service.

In preparing this list, every U.S. route agent who was serving on South Carolina railroads about the end of May, 1861, is listed with the notation (Towle) beside the name. The assumption was made that they continued serving, at least for a time. Information from the Pickett Papers indicates that many did.

Exact beginning and ending dates of service could not always be established from the records. For example, the only references found to Peter L. McIntyre were a recommendation for his appointment on March 23, 1863 and his resignation from Route 5609 on the Cheraw & Darlington Railroad on December 5, 1864. Where available, the route number and railroad of service are included.

SOUTH CAROLINA CONFEDERATE ROUTE AGENTS

A. Wilmington & Manchester Railroad

Thaddeus W. Jones - (Towle)
Abraham Sherwood - (Towle)
Robert W. Houston - (Towle)

1. Wilmington to Kingsville:

Obed W. Murray - (Towle)
appt 10-5-61 (Rt.5601)
(verified serving as late as 9-2-63)
Elijah L. Sherwood- appt 10-1-61 (Rt.5601)
(verified serving 2-3-62 & 5-22-63)
William H. Dyson - appt 10-5-61 (Rt.5600)
in place of William B. Burnett (removed)
(verified serving as late as 4-7-64)

2. Kingsville to Wilmington:

Samuel W. Vick - appt 10-15-61 (Rt. 5601)
(verified serving 9-28-63 & 1-5-65)

B. Charlotte & South Carolina Railroad

William Little(Lytle)- (Towle) appt 10-1-61
(Rt.5673); resigned 11-12-64
J.B. Ezell appt 11-30-64 to replace Little
(Lytle); given leave 12-29-64

William P. Rea - (Towle)
M. W. Alexander- appt 11-14-61 (Rt. 5673)
William P. Rea - appt 1-28-62 (Rt. 5673)
to replace Alexander
(verified serving as late as 12-14-62)
M. W. Alexander appt 12-14-62 (Rt.5673)
(Alexander replaced Rea and is reported
serving in Oct.'63 and Jan.'64)

C. Northeastern Railroad

1. Charleston to Florence

W.D. Locke - (Towle) appt 10-1-61
(Rt. 5628); not serving as of 1-16-63
Adam J. Conner appt 10-1-61 (Rt.5628)
serving 5-22-63

D. Cheraw & Darlington Railroad

1. Florence to Cheraw

Jas. F. Drake (Towle); appt 9-16-61
(Rt. 5609); serving 10-18-62 & 5-22-63
Peter L.McIntyre recommend for appt 3-28-63
(Rt. 5609); resigned 12-5-64
"Mr." Yates appt 1-5-65

E. Greenville & Columbia Railroad

1. Greenville to Columbia

Thomas J. Webb (Towle) appt 10-1-61
(Rt. 5674); serving 5-22-63 & 1-23-64.
J. P. Wells (Towle) appt 10-1-61
(Rt. 5674) serving 3-18-62; still
serving 11-20-64
Robert J. Fleming (Towle) Rt. 5674
replaced by J.A. Kinard 1-28-62

2. Columbia to Greenville

James A. Kinard appt 1-28-62 to replace
R. J. Fleming; removed 2-3-62
J. H. Jennings appt 2-3-62 (Rt. 5674)
(to replace Kinard)

Ed. Note: A map of these Confederate rail-
roads can be found in LA POSTA, Vol.16, No.5
(Oct-Nov 1985), page 68.

F. Spartanburg & Union Railroad

1. Alston to Spartanburg

Lewis N. Poole (Towle) appt 10-1-61
(Rt.5698) Removed 3-29-64(drunk)
James B. Hinnant appt 4-13-64 (Rt.5698)
(replaced Poole)

G. South Carolina Railroad

1. Charleston to Branchville

James G. Martin appt 9-16-61 (Rt.5602)
serving 5-22-63 & 11-20-64

2. Columbia to Augusta

Henry C. Baggett appt 9-3-61 (Rt. 5602)
serving 8-15-62; resigned 5-28-63
P.C. Baggett temp.appt 10-2-61 (Rt. 5602)
(in place of brother)reprtd drunk 1-20-62
W. C. Meredith appt 5-28-63 (Rt.5602)
replacing H. C. Baggett
P.C. Green (replaced Meredith);appt 8-26-63
deceased by 12-12-63
J.M. Walling (replaced Green) appt 1-12-64

Chas.H. Kenny (Towle) appt 9-3-61
(Rt.5602); still serving 12-30-63
W.R. Thomas appt 9-3-61 (Rt.5602) to Army
James H.Altee temp appt 9-24-61 (Rt.5602)
(in place of W.R.Thomas); serving 5-22-63
& 4-2-64
J. K. Ellis serving on 4-2-64

H. Charleston & Savannah Railroad

Henry Duffus (Towle) appt 10-1-61
(Rt.5776) Removed 12-29-62
E. P. Moody (Towle) appt 10-1-61
(Rt.5776) Removed 12-29-62
E. John White serving on 5-29-63, 1-2-64 &
11-20-64

YOUR HELP IS NEEDED!

Brad Arch, who has been a frequent contributor to LA POSTA, is now asking readers to help him with a project to record all covers in their collections bearing stamps of the 1869 issue that have been postmarked from towns in New Jersey, Staten Island, Long Island, Block Island or from Martha's

HELP NEEDED!

Vineyard or Nantucket. Please send clear, high-contrast photocopies of any covers, especially the higher denominations. If sufficient response is received, Brad will compile the lists and send them to the appropriate State Postal History Society for publication. Send to Brad Arch, 144 Hamilton Ave. Clifton, NJ 07011. Thanks.

SELF-INKING POSTMARKERS (An Update)

By Robert Stets

Following the articles in our last issue's Eastern Section about these new type postmarkers, several readers sent me examples from their accumulations:

We have reports of a bi-color postmark; a postmark as early as September, 1984; and far from being "unauthorized", we now have examples of some "special event" self-inking postmarks ordered by USPS Regional Offices!

Ken Schoolmeester reports a TWIN BRIDGES, CA 95735, dated FEB 15 1985, with the date in blue and all the rest in black (Figure 1). He also sent in a copy of BEAR CREEK, NC 27207 dated SEP 7 1984 (Figure 2). Dennis Pack supplied copies of two of the double circle round daters used as

postmarks from NORTH SALT LAKE, UT 84054 and from WOODS CROSS, UT 84087 (Figure 3), while John Gallagher sent copies of three more Maryland offices (Figure 4). Finally, the president of Priority Products, Inc. sent examples of two "special event" cancels that his firm has produced -

"WOODRUFF, WI / CENTENNIAL / 1888-1988" to be used at Woodruff, WI 54588 (Figure 5) and "USPS / AREA PHILATELIC / EXHIBIT CENTER" from APEX STA. / RIDGEFIELD, NJ 07657 (Figure 6).

Please continue to look for examples of these self-inking postmarkers and send photocopies to your Eastern Editor (address at beginning of the Eastern Section). When a reasonable size listing has been accumulated, it will be published in LA POSTA.



Fig. 1



Fig. 2

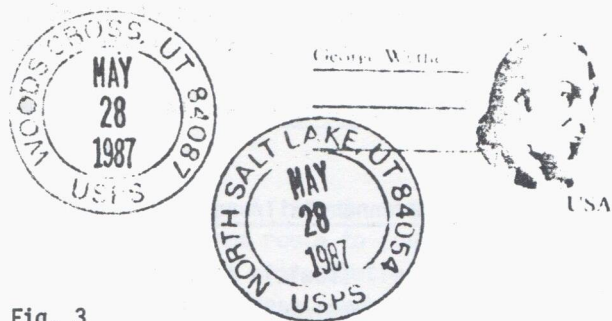


Fig. 3

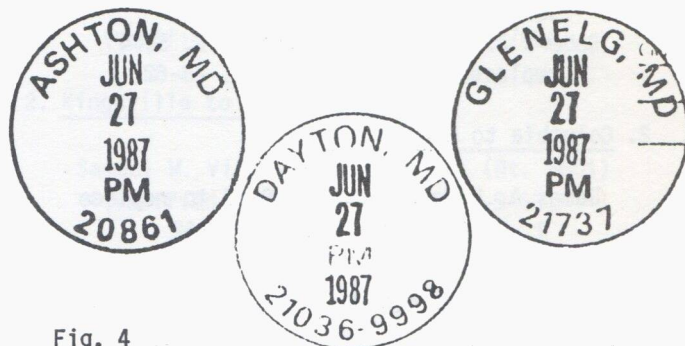


Fig. 4

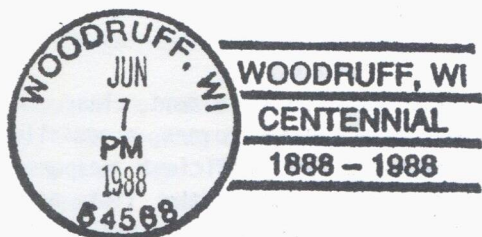


Fig. 5

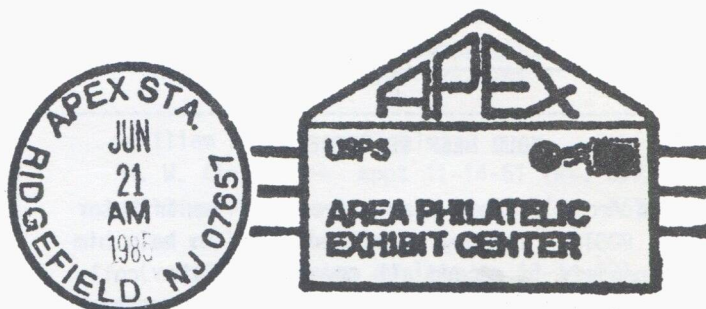


Fig. 6

Recently Reported Self-Inking Postmarkers.

HAVE YOU SEEN?

Long Island Postal Historian, Spring, 1987, 50 pages, 8½ x 11, staple bound in a soft cover.

Carl Baker provides the story of Bethpage, originally named "Bethphage" (meaning "House of Figs") for its Biblical significance, being located between Jericho and Jerusalem.

Robert Miller describes the "First Transatlantic Flight" (by a Curtiss Flying Boat in 1919) in "Long Island Wind Sock". In his "Long Island Cover Corner", Daniel Knowles illustrates and describes two very special Suffolk County covers—both bearing manuscript postmarks from Baiting Hollow post office: the first, a stampless cover from 1848; the second cover franked with a 3c #65. Knowles would like to hear from anyone with covers from this post office.

Linda Wierenga continues her series of "Letters from the Cold Spring Harbor Whalers", illustrated by some striking covers from various parts of the world. Fred Rodriguez illustrates a Type 3 "Doane" cancel (with "18" between the bars) from Roslyn, N.Y., which he believes may be the highest number reported on a "Doane" canceler.

This issue of the Historian comes with a companion 20-page soft cover supplement, containing the current membership roster and an Index to articles that have appeared in various Society publications 1980-87.

Edited by J. Fred Rodriguez and published quarterly by Long Island Postal History Society, 97-10 71st Ave., Forest Hills, NY 11375.

HAVE YOU SEEN?

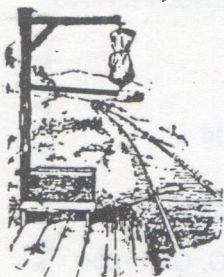
NCPHS Newsletter, Spring, 1987, 24 pages, 8½ x 11, printed by offset. This publication has made great strides forward in the past year. Now prepared by MacIntosh "desktop publishing" programs, with copy prepared by a laser printer, it has a professional appearance. The editors have also greatly improved the appearance of the illustrations.

The Spring, 1987 issue presents an excellent menu for postal historians. The feature article, "Postal Markings of Greensboro", results from the joint efforts of three collectors—Milton Wicker, Harvey Tilles and Ken Schoolmeester. The 17 page article includes a history of the city's postal activities, illustrates all known postmarks and cancels, and shows how the combined efforts of interested collectors can produce dramatic results.

Other articles in this issue include "Postal History on a Shoestring" by Howard Sparks, who shows how to find postal history in current office mail. Harriet Herring reports on a Cacheted Envelope Issued in Swansboro (for the 25th Swansboro Mullet Festival) and there is the transcript of an interesting 1786 letter from Salem, N.C. to Charleston, S.C., carried there by a wagon driver. With this issue is the first mail bid auction of the Society, being handled by Ken Schoolmeester.

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

Write for latest auction catalog



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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, OH 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.

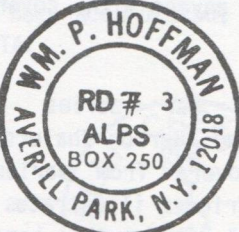
An attractive and well-illustrated guide to an interesting facet of U.S. postal history. Covers expositions from 1853 to 1984 with tracings, dates and values of postal markings, and details on post cards, illustrated covers and related items.

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THE SECOND SECTION

Robert G. Munshower, Jr.
Editor

This month's trip of the Second Section emphasizes what was carried inside the cover rather than what was marked on the cover, although Lamar Peterson presents a fine article on Utah Central/Utah Southern Railway mail route markings. Bob Schultze, already known to readers of the Midwest Section, takes a look at a cover that at first glance shows no railroad connection or connotation. Yours truly presents several covers that carry no railroad markings but provide an interesting look at railroad covers that have nary an RPO cancel in sight.

Future articles in preparation at this point include the Galena & Chicago Union Railroad as well as a continuation of Rod Crossley's important work on the California lines and routes.

TERRITORY OF UTAH.

Area, 84,476 square miles. Population, 143,906. Miles of Railroad, January 1, 1881, 769.67.

Statement of Mileage, Cost, Earnings, and Dividends of the Railroads of the Territory.

NAME OF COMPANY.	RAILROADS.		Cost of RRs.	Miles Operated.	Gross Earnings.	Net Earnings.	Dividends Paid.	P. C. of Div.
	Total.	Utah.						
	M.	M.	\$		\$	\$	\$	
1. Summit County (3 feet).....	37.97	37.97	.....	.....	.....	.....	.....	.....
2. Utah Central	36.50	36.50	.....	.....	.....	.....	.....	.....
3. Utah Eastern	16.00	16.00	.....	.....	.....	.....	.....	.....
4. Utah and Northern (3 feet).....	347.60	80.00	.....	.....	.....	.....	.....	.....
5. Utah and Pleasant Valley.....	60.00	60.00	900,000	.....	.....	.....	.....	.....
6. Utah Southern	174.00	174.00	3,450,000	105.00	394,885	217,577	90,000	6.
7. Utah Southern Ex.	61.00	61.00	.....	.....	.....	.....	.....	.....
8. Utah Western (3 feet).....	37.00	37.00	.....	.....	.....	.....	.....	.....
9. Wasatch and Jordan Valley.....	44.20	44.20	1,984,000	.....	.....	.....	.....	.....
Elsewhere Reported.....	.....	223.00	.....	.....	.....	.....	.....	.....
Totals .....	.....	769.67	6,334,000	105.00	394,885	217,577	90,000	.....




MISSOURI POSTAL HISTORY

An Accident on the Railroad

by Robert G. Schultz

SPRING EDITION 1883.

CHICAGO BURLINGTON AND QUINCY AND HANNIBAL AND ST. JOE RAILROADS



AND KANSAS CITY

SHORT LINE.

JOHN B. CARSON,
Gen'l Manager H. & St. Joe,
HANNIBAL, MO.

S. K. MOOPER,
Gen'l Pass. Agent H. & St. Joe,
HANNIBAL, MO.

T. J. POTTER,
Gen'l Manager C. B. & Q.,
CHICAGO.

PERCEVAL LOWELL,
Gen'l Pass. Agent C. B. & Q.,
CHICAGO.

BURLINGTON ROUTE											
CHICAGO, BURLINGTON & QUINCY R.R.											
Between Chicago, St. Joseph, Troy, Hannibal, Seneca, Fairbury, Edgar, Atchison, White Cloud, Falls City, Table Rock and Sterling, via Quincy and via Hopkins.											
Going West.				In Effect April, 1893.				Going East.			
No. 1.	No. 5.	No. 8.	Mis.	No. 1.	No. 5.	No. 8.	No. 12.				
P. M.	P. M.	P. M.			A. M.	P. M.	P. M.				
12 15	10 00	0	Chgo.	Ar	6 55	2 10	7 10				
12 23	10 08	2	Union Pass. Sta.	Ar	6 47	2 00	7 02				
1 40	11 30	38	Chicago Station	"	6 39	12 40	8 45				
3 10	1 10	84	Aurora	"	8 55	11 05	3 45				
3 55	2 00	105	Mendota	"	2 58	10 12	2 50				
5 00	3 25	140	Princeton	"	1 33	8 55	1 25				
6 25	4 30	168	Galva	"	12 35	8 00	12 25				
7 34	5 18	192	Galesburg	"	10 04	6 41	10 20				
8 02	5 43	203	Bushnell	"	9 33	6 16	10 17				
9 33	7 22	241	Macomb	"	7 50	5 05	8 35				
10 25	8 20	262	Camp Point	Ar	6 45	4 20	7 35				
10 50	10 30	262	Quincy	Ar	4 45	4 10					
10 45	10 30	262	Quincy	Ar	4 35	4 00					
11 40	11 25	277	Hannibal	Ar	3 55	3 20					
1 02	12 50	308	Palmyra	Ar	2 38	2 03					
2 00	3 05	332	Shelton	"	1 47	1 11					
2 30	3 02	347	Macon	"	12 40	12 38					
3 25	3 50	366	New Cambria	"	12 05	11 50					
3 34	4 02	378	Brookfield	"	11 08	11 44					
4 29	4 47	391	Laclede	"	10 03	10 03					
5 34	5 43	418	Chillicothe	"	9 30	9 30					
6 40	6 45	435	Hamilton	"	8 52	8 44					
6 59	7 04	435	Cameron Junction	"	7 17	7 20	No. 2.				
8 35	8 45	467	Osborn	Ar	6 55	2 10	2 15				
12 45	12 15	10 00	Chgo.	Ar	12 35	8 00	8 25				
7 10	6 30	4 30	Galesburg	Ar	11 40	6 50	7 44				
7 45	6 55	5 18	Monmouth	"	10 30	5 40	6 40				
9 10	8 25	6 55	Burlington	"	9 00	4 10	5 05				
10 20	9 40	8 00	St. Joseph	"	8 05	3 15	4 15				
11 07	10 35	8 55	Fairfield	"	7 10	2 20	3 15				
12 15	11 40	10 00	Osborne	"	5 55	1 15	2 15				
1 15	12 35	10 50	Atchison	"	4 45	12 05	1 10				
2 20	1 55	11 55	Atchison	"	3 44	10 55	11 57				
3 32	3 00	1 12	Atchison	"	2 50	10 00	11 03				
4 32	4 00	2 10	Atchison	"	2 25	9 35	10 40				
5 35	5 15	2 50	Atchison	"	11 20	11 30	8 47				
7 05	7 05	4 45	Atchison	Ar	11 30	11 30	8 47				
12 00	7 05	4 45	Atchison	Ar	10 50	9 50	8 25				
1 35	7 50	5 37	Atchison	Ar	10 14	8 29	7 40				
3 05	8 22	6 08	Atchison	"	9 28	6 00	7 12				
5 00	9 00	6 45	Atchison	"	8 15	5 20	7 00				
5 40	9 15	7 00	Atchison	Ar	8 50	4 40	6 40				
6 15	9 35	7 25	Atchison	Ar	7 50		5 40				
6 55	9 45	7 50	Atchison	Ar	6 25		4 53				
7 57	10 35	8 15	Atchison	"	4 05		3 27				
10 15	10 04	8 41	Atchison	"	2 45		2 32				
11 50	1 20	8 59	Atchison	"	1 20		1 21				
1 20	2 13	9 57	Atchison	"	10 45	11 35					
3 50	3 55	10 12	Atchison	"	9 40	10 55					
5 15	4 50	10 28	Atchison	"	7 20	10 08					
6 20	5 25	10 41	Atchison	"	6 30	9 40					
7 25	6 15	10 52	Atchison	"	4 10	8 32					
9 50	7 20	11 00	Atchison	"	2 05	7 00					
12 20	8 24	11 00	Atchison	"	1 05	6 34					
1 05	8 48	11 00	Atchison	Ar	11 45	5 43					
2 30	9 37	11 00	Atchison	Ar	8 50	6 10					
9 35	7 25	4 08	Atchison	Ar	7 40	5 30					
10 40	8 40	4 08	Atchison	Ar	6 00	3 30					
5 20	11 30	4 08	Atchison	Ar	5 22	2 50					
6 00	11 53	5 05	Atchison	Ar	4 05	2 41					
6 22	12 08	5 14	Atchison	"	3 30	2 20					
6 48	12 28	5 21	Atchison	"	2 03	2 03					
7 15	12 46	5 33	Atchison	"	6 15	1 45					
8 00	1 25	5 43	Atchison	"	5 22	19 47					
8 48	2 08	5 44	Atchison	"	5 00	12 30					
9 10	2 30	5 52	Atchison	"	4 23						
9 50	3 00	5 59	Atchison	"	3 51						
10 23	3 15	6 20	Atchison	"	2 50						
11 15	3 40	6 35	Atchison	"							
11 55	4 05	6 50	Atchison	"							

Chgo. St. Joseph, Troy, Hannibal, Seneca, Fairbury, Edgar, Atchison, White Cloud, Falls City, Table Rock and Sterling, via Quincy and via Hopkins.

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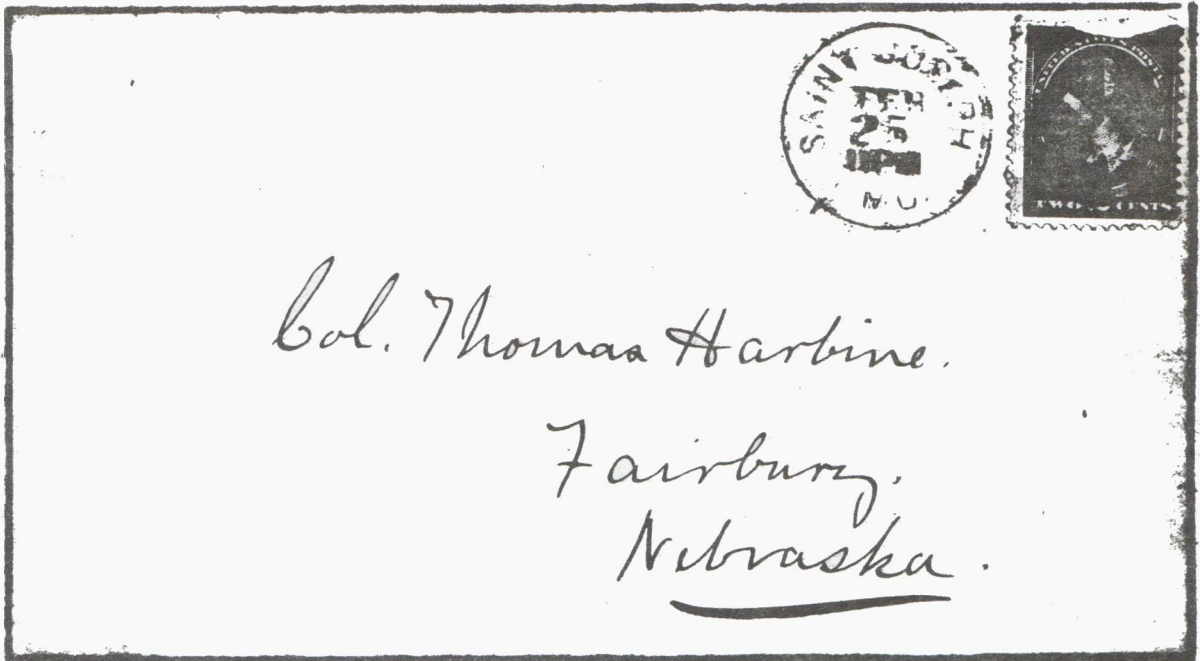
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MISSOURI POSTAL HISTORY. AN ACCIDENT ON THE RAILROAD.
by Robert G. Schultz

The cover below appears unremarkable - a damaged copy of No. 210 on a ratty cover with a smudged St. Joseph cancel sent to Nebraska.



But the contents are far from unremarkable. The letter describes a railroad wreck that occurred on the Hannibal and St. Joseph (now the Burlington) on Feb. 22 or 23, 1884, when Train No. 5 westbound went through a bridge over the Chariton River near New Cambria (about 115 miles east of St. Joseph). The mail car was also extensively damaged.

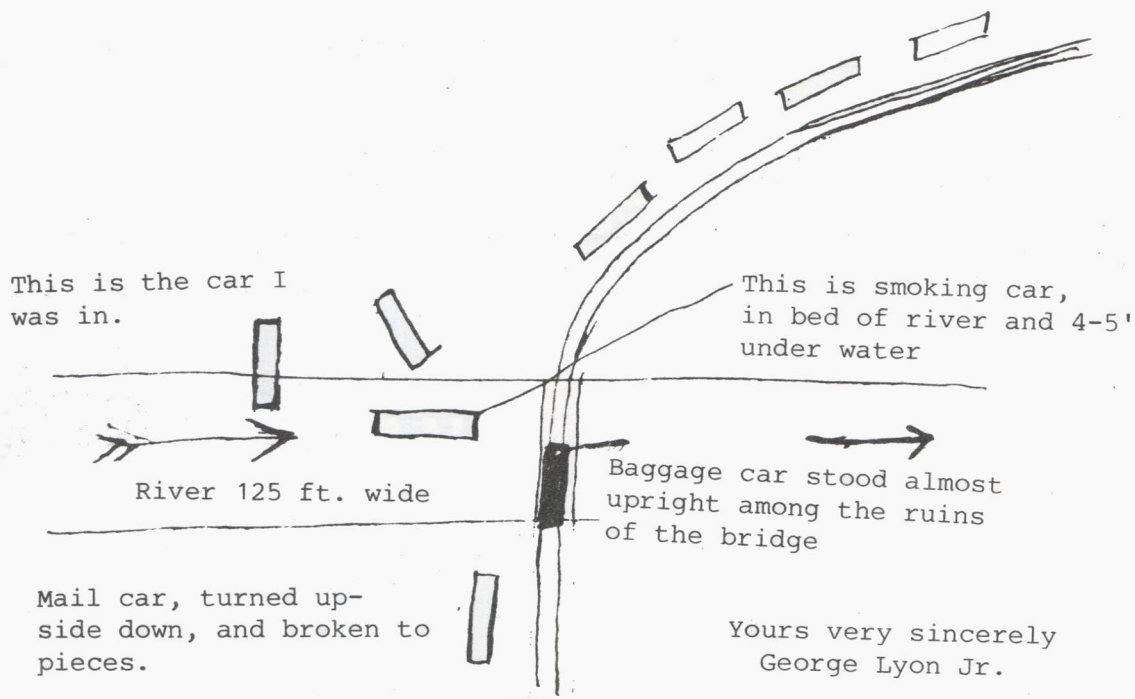
The letter is transcribed below. The original hand-drawn map is included, but a typed set of legends replaces the original manuscript notes.

St. Joseph, Mo., Feb. 25, 1884

Thomas Harbine Esq.
Fairburn, Neb.

Dear Sir:-

I have at last arrived in St. Joe. I shall start for Fairbury sometime this week. The R.R. disaster, which I had the misfortune to be in, - all who have seen the wreck, say it is one of the most terrible they ever saw, - nine coaches were completely wrecked. The coach which I was in, the best authorities now state was hurled two hundred feet from the track, and finally landed on her side, one end in the river, and the other on the land. Below find diagram. It was an awful night. I will give you a full description when I see you. The wonder to me is that I am alive. My clothes were wet to the skin, and froze on my body. My teeth chattered and I shook as though I had an ague fit.



The accident was noted in the Saint Joseph Daily Herald for Sunday, Feb. 24, 1884, on page 5 (at right). This report differs in several details from that in the letter above. The eyewitness tale appears to be more lurid. Was that a participant's exaggeration? Or did the newspaper downplay the dangers of rail travel?

The moral of the story? Don't forget to look at the contents, they may be far better than the cover!

Accident on the Hannibal & St. Joseph.

Train No. 63, on the Hannibal & St. Joseph railroad, arrived four hours behind time yesterday. The cause was an accident to No. 5, bound west, which went through a bridge over the Chariton river, near New Cambria. The train was badly wrecked and a boy named Baldwin was killed. Several were wounded and were afterward taken to Brookfield. As the train was crossing the smoking car struck a broken rail and was precipitated over the abutment, falling upon its end, in the water, eight feet deep. The next coach was dragged partly over but was held back, by the cars behind. In addition to the fatality recorded persons were seriously injured. It is expected that they will

FAVORITE THROUGH PASSENGER

THE "OLD RELIABLE" AND POPULAR

HANNIBAL & ST. JOSEPH RAILROAD LINE

3 Through Express Trains Each Way Daily

Equipped with Miller's Patent Safety Platform Coupler and Buffer, and the celebrated WESTINGHOUSE PATENT AIR-BRAKES.

The most perfect protection against accident in the world.

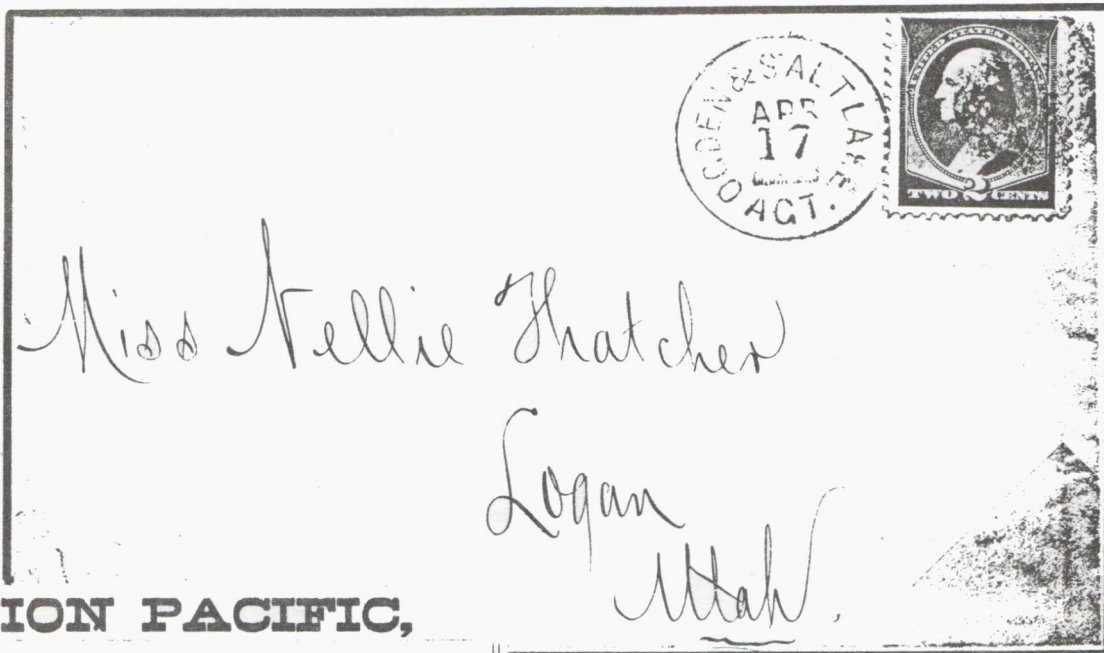
New and Elegant Day Coaches and two daily lines of Pullman's Palace Sleeping Cars are run through between CHICAGO, QUINCY and KANSAS CITY without change. Also a daily line of Pullman's Palace Sleeping Cars between Springfield, Jacksonville, Quincy, St. Joseph and Atchison, and new and elegant Day Coaches between Cincinnati, Indianapolis, Quincy and Kansas City without change. Close connections are made at St. Joseph to and from Nebraska City, Lincoln, Council Bluffs and Omaha.

To secure all the modern improvements in railway traveling, Purchase Tickets via the Hannibal & St. Joseph Short Line, avoiding all Transfers, Ferries and Changes of Cars.

Through Tickets for Sale at all Principal Offices at as low rates as by any other route.

E. A. PARKER, Gen'l Ticket Agent.

O. S. LYFORD, Gen'l Supt.



UNION PACIFIC,

UTAH CENTRAL RAILWAY.

FRANCIS COPE, Gen. Freight and Passenger Agent, Salt Lake City, Utah.

February 10, 1889.

(Mountain Time)

3 10 P. M. A. M. 0 lve. Ogden 4 30 P. M. 3 10

100 9 50 6 Hooper 4 40 P. M. 2 50

4 16 10 50 15 Syracuse 4 50 P. M. 2 30

4 44 10 14 29 Kaysville 4 58 P. M. 2 00

5 00 10 5 37 Salt Lake City 5 00 P. M. 1 00

7 20 4 00 37 Salt Lake City 5 40 P. M. 10 00

7 40 4 20 41 Franklyn 5 45 P. M. 9 40

7 58 4 38 50 Sandy 5 50 P. M. 9 24

8 40 5 20 66 Lehi Junction 6 00 P. M. 8 40

8 45 5 25 68 Lehi 6 15 P. M. 8 35

8 55 5 35 71 American Fork 6 25 P. M. 8 45

9 05 5 45 74 Pleasant Grove 6 35 P. M. 8 15

9 35 6 30 85 Provo 6 45 P. M. 7 45

10 05 6 55 95 Spanish Fork 6 55 P. M. 7 05

10 19 7 28 108 Santaquin 7 00 P. M. 6 35

11 35 8 18 128 Nephi 7 18 P. M. 5 48

12 15 8 55 142 Jubb lve. 7 35 P. M. 5 15

NO N 9 15 142 Jubb arr. 7 50 P. M. 5 00

11 00 107 Lemington 7 12 P. M. 4 00

1 15 104 Oaris 7 40 P. M. 3 00

4 50 241 Black Rock 8 00 P. M. 0 15

7 00 260 Milford 8 20 P. M. 7 20

8 45 280 Frisco 8 40 P. M. 6 30

A. M. ARRIVE | LEAVE P. M.

THE UTAH CENTRAL RAILROAD

L. Peterson

R. Munshower, Jr.

Chartered in March of 1869, the Utah Central was unique among American railroads in that it was conceived by the Mormon Church, financed with Church resources and constructed by members of the Church.

The railroad was strategically built to connect the newly-constructed Union Pacific mainline at Ogden, Utah with Salt Lake City which previously had been snubbed by the Union Pacific. The Elders of the Mormon Church realized that it was crucial for Salt Lake City to have a railroad connection if it was to continue to grow and expand as envisioned by founders and Church leaders.

Constructed over flat terrain, the railroad was relatively easy to build, except for the Weber River Bridge and the method used to pay its construction crews. Even though 100 to 150 men were at work grading and laying rail, the road was continually delayed by a shortage of iron rail which the Union Pacific had promised to deliver as the track advanced. This chronic rail shortage was finally addressed by stopping construction at Kaysville (where a connection had already been made with the Union Pacific) until the Union Pacific had delivered rail in sufficient quantity to ensure completion of the road. Although completion was delayed somewhat, the time was spent finishing and improving some of the bridges, alignments and curvature.



Mrs O. F. Whitney
45. East. 1st North
Salt-Lake City

UTAH CENTRAL R. R. TIME TABLE.

SOUTHWARD DAILY.			Miles	STATIONS. (Salt Lake City Time.)	Popula- tion.	NORTHWARD DAILY.	
No. 2, Passeng'r	No. 1, Passeng'r					No. 2, Passeng'r	No. 4, Passeng'r
P. M.	A. M.					P. M.	A. M.
6 15	10 10	.....	Lv. Ogden Ar	8,000	5 20	2 40	
7 00	10 55	16	..... Kayville	500	4 35	7 55	
7 14	11 09	23	..... Farmington	350	4 21	7 41	
7 25	11 20	26	..... Centreville	525	4 10	7 30	
7 31	11 26	26	..... Wood's Crossing		4 04	7 24	
7 55	11 50	37	Ar. Salt Lake City. Lv	25,000	3 40	7 00	
7 00	2 00	37	Lv. Salt Lake City. Ar	25,000	10 00	6 30	
7 43	2 43	49	..... Junction		9 19	5 50	
7 43	2 43	50	..... Sandy	500	9 15	5 45	
8 30	3 30	64	..... Lehi Junction	1,000	8 20	5 00	
8 50	3 50	71	..... American Fork	500	8 07	4 40	
9 30	4 30	85	..... Provo	2,000	7 25	4 00	
9 44	4 44	90	..... Springville	500	6 51	3 45	
9 58	4 58	95	..... Spanish Fork	500	6 38	3 35	
10 10	5 10	103	..... Payson	800	6 16	3 13	
11 30	6 29	128	..... Nephi	500	5 08	2 00	
12 05	7 05	142	Ar. Juab	500	4 30	1 20	
.....	11 45	194	Lv. Deseret		11 45	.....
.....	3 35	241	..... Black Rock		7 55	.....
.....	4 30	263	..... Milford		5 10	.....
.....	5 30	283	Ar. Frisco Lv	500	4 00	.....
P. M.	A. M.				P. M.	P. M.	

Trains of this Line connect with rail and stage lines for all parts of Utah.
Time between noon and midnight is indicated by bold-faced type.
Salt Lake & Western Division, U. P. Ry. joins Utah Central at Lehi Junction.
Lehi Junction to Tintic, 53 miles. Trains connect with Utah Central each way.

One unusual aspect of the Utah Central construction tactics was that the laborers and other employees were asked to wait an uncertain (read long) amount of time for payment. If they chose to wait, they would receive 25% more than if they demanded immediate payment. A local reporter cast a jaundiced eye on this practice and stated "Not true --- we are creditably informed that the last spike driven in the uncertain railroad was a carrot, is not true. No carrots were used in the construction of the 'one-eyed' road; except in paying the laborers."

Building delays and a cash shortage notwithstanding, construction advanced at a steady, if not spectacular, rate. Farmington, Utah was reached on November 29th, 1869 with regular passenger service commencing the 1st week of December with mixed train service.

The road finally arrived in Salt Lake City on January 9th, 1870 although January 10th was decided upon as the official date of arrival and celebration. Amid all the hoopla and excesses of civic pride and celebration which usually attended the completion of a local railroad during the period, the same reporter who provided the acerbic comment on the Utah Central's method of payment provided this description of the efforts put forth to complete the road:

"An immense crowd, estimated at 20,000 assembled to witness the ceremonies of one of the greatest and most daring enterprises of modern time - building a trainway over a level plain, the unparalleled distance of thirty-five miles. The work is accomplished; the world - that is Mormondom - stands in awe at the magnitude of the structure."

OMAHA AND REPUBLICAN VALLEY R. R.

S. H. H. CLARK, President.

P. J. NICHOLS, Superintendent.

T. L. KIMBALL, Gen. Pas. & Tkt. Agt.

E. P. VINING, Gen. Freight Agent.

N. SHULTON, Cashier.

General Offices—Omaha, Neb.

Mixed.	Mixed.	Mls.	October 10, 1878.	Mls.	Mixed.
10 45 A.M.		live	Omaha	arr.	4 35 P.M.
2 10 P.M.	0	live	Valley	arr.	7 5
2 40 " "	7		Clear Creek		68
3 10 " "	12		Alvin		61
4 08 " "	19		Walton		56
4 45 " "	27		Weston		48
5 40 " "	38		Valparaiso		37
6 45 " "	51		Brainard		24
7 35 " "	61		David City		14
8 25 A.M.	8 25 P.M.	71	Rising		4
6 45 A.M.		75	arr. County Line live.		0

R. R. CONNECTION.
1 With Union Pacific

UTAH AND NORTHERN RAILWAY.

Pass'ger.	Mls.	July 14, 1878.	Mls.	Pass'ger.	STANDARD—Salt Lake time.
9 30 A.M.	0	live	Ogden	arr.	127
10 30 " "	14		Willard		117
11 05 " "	22		Higham		105
11 45 A.M.	32		Heukeyville		95
12 15 N	43		Hampton's		84
1 30 P.M.	53		Meudon		74
2 30 " "	65		Logan		67
3 30 " "	74		Hyde Park		52
4 00 " "	80		Richmond		47
4 55 " "	92		Franklin		35
6 08 " "	106		Battle Creek		21
7 30 P.M.	127	arr.	Onida	live.	0

CONNECTIONS.—1 With Union Pacific R. R. for Cheyenne, Denver, Omaha and all points east; with Central Pacific R. R. for Sacramento, San Francisco and all points on the Pacific Coast, and with Utah Central R. R. for Salt Lake City and all points in Southern Utah. 2 With Gilmer, Salisbury & Co's line of daily stages to Salmon City, Idaho and Lovell's, Butte, Virginia City, Deer Lodge, Helena and points in Montana.

UTAH CENTRAL RAILROAD.

JOHN SHARP, Pres. and Gen. Supt. | GEORGE SWAN, Secretary.

JAMES SHARP, Gen. Fmt. & Tkt. Agt. | General Offices—Salt Lake City.

Mix.	Pas.	Pas.	Fare.	June, 1878.	Mls.	Mix.	Pas.	Pas.	* Daily, except Sunday.
P.M.	P.M.	A.M.		(Salt Lake time.)		A.M.	A.M.	P.M.	
5 08	4 40	7 00		live	Salt Lake	arr.	37	10 00	11 40
5 58	4 08	7 55	8 50	Wood's Crossing		25	9 00	11 13	7 03
6 10	4 16	7 33	.75	Centerville		26	0 00	11 04	7 44
6 38	4 33	7 50	1.00	Farmington		22	8 40	10 52	7 01
7 10	4 52	8 12	1.35	Kaysville		16	8 10	10 31	7 10
8 20	5 40	9 00	2.00	Ogden		8	7 50	9 40	6 00
P.M.	P.M.	A.M.		ARRIVE			A.M.	A.M.	P.M.

UTAH WESTERN RAILWAY.

Operated by R. M. Bassett & E. F. Bishop, Trustees for Bondholders.

Pass'ger.	Mls.	January 1, 1878.	Mls.	Pass'ger.
7 00 A.M.	0	live	Salt Lake City	arr.
7 20 " "	4		Brighton	
8 00 " "	12		Chambers	
8 20 " "	18		Black Rock	
8 30 " "	20		Lake Point	
8 10 " "	25		Half-way House	
9 35 " "	32		Toole City	
10 30 A.M.	37	arr.	Terminus live.	

W. W. KITCK, Agent and Manager.
General Offices—Salt Lake City.

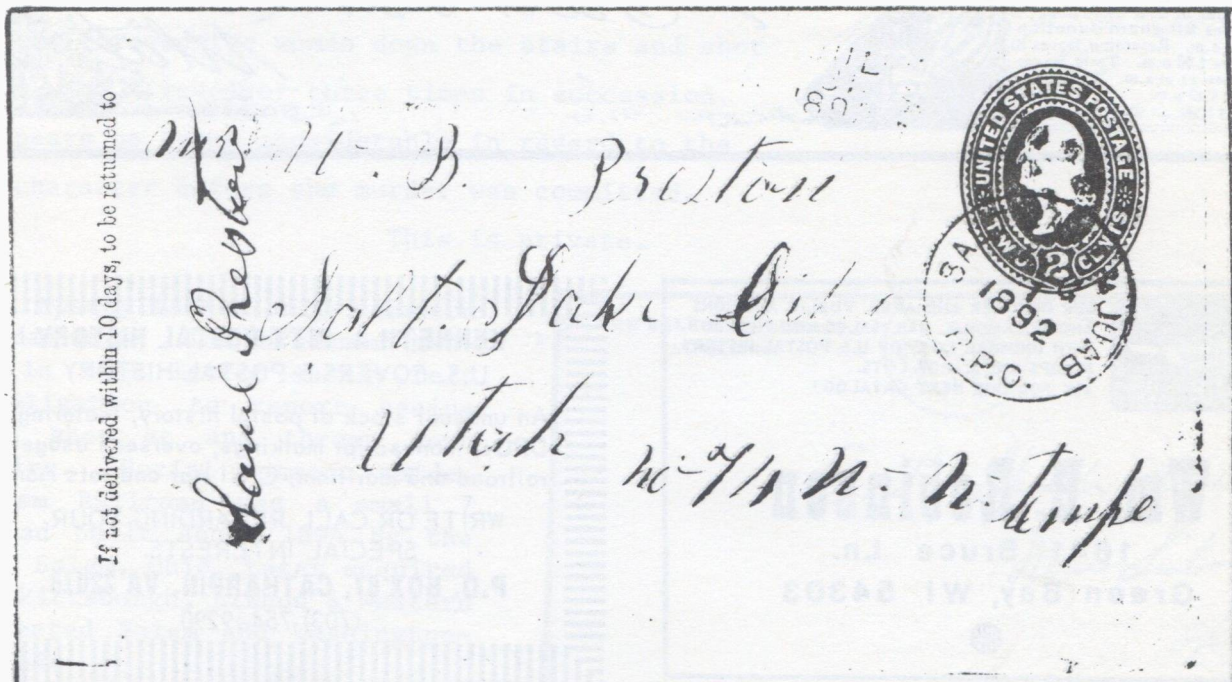
NEVADA COUNTY NARROW GAUGE RAILROAD.

JOHN F. KIDDER, Gen. Supt., Grass Valley, Cal.

Trains leave Colfax 7 20 a.m., 8 45 p.m. for Huena Vista, 10 miles, arriving at Grass Valley, 17 miles, 8 45 a.m., 8 05 p.m. Leave Grass Valley 8 50 a.m., 2 40, 8 13 p.m., arriving at Nevada, 23 miles, 9 50 a.m., 8 10, 8 40 p.m. Returning, leave Nevada 5 00, 11 00 a.m., 4 00 p.m., arriving at Grass Valley 5 22, 11 30 a.m., 4 40 p.m. Leave Grass Valley 5 30 a.m., 4 00 p.m., arriving at Colfax 6 45 a.m., 8 05 p.m. October 24, 1878.

CONNECTION.—1 With Central Pacific R. R.

Except for the lines of the Union and Central Pacific Railroads, almost the entire railroad activity within the State of Utah is contained in this less than half page from the June 1878 Official Guide. Also of note is that the Utah Central lists its fares in the timetable!



UTAH SOUTHERN RAILROAD.

Pass'ger.	Fare	November 25, 1880.	Mls	Pass'ger.
7:00 A.M.		Ive. Salt Lake. arr.	242	6:25 P.M.
7:22 "	\$.50	.....Germania.....	235	6:02 "
7:37 "	.75	.....Junction.....	230	5:45 "
7:55 "	1.00	.....Sandy.....	222	5:40 "
8:07 "	1.25	.....Draper.....	225	5:26 "
8:44 "	1.75	.....Lehi.....	211	4:46 "
8:56 "	1.90	.....American Fork.....	208	4:31 "
9:08 "	2.00	.....Pleasant Grove.....	205	4:22 "
9:37 "	2.50	.....Provo.....	194	3:43 "
9:53 "	2.75	.....Springville.....	189	3:34 "
10:08 "	3.00	.....Spanish Fork.....	184	3:19 "
10:32 "	3.50	.....Payson.....	176	2:55 "
10:50 "	4.00	.....Santaquin.....	171	2:43 "
11:26 A.M.	4.35	.....Mona.....	159	2:04 P.M.
1:00 P.M.	5.50	.....Juab.....	137	12:00 P.M.
1:40 "		.....Mills.....	137	11:20 A.M.
3:00 "		.....Leimington.....	112	10:00 "
4:15 "		.....Riverside.....	94	8:45 "
5:05 "		.....Deseret.....	85	8:10 "
6:20 "		.....Neels.....	66	6:40 "
8:30 "		.....Black Rock.....	38	4:30 "
10:00 P.M.		.....Milford.....	16	* 3:00 A.M.
		arr. Frisco. Ive.	0	

JOHN SHARP,
Superintendent.
H. S. YOUNG,
Secretary.
JAMES SHARP,
Gen. Freight and
Ticket Agent.
General Offices—
Salt Lake City, Utah.
* Daily.
Salt Lake time.
CONNECTION.—
1 With Utah Central
R.R., and Utah West-
ern R. W.

By 1880 the Utah Central had been consolidated with both the Utah Southern (Salt Lake City to Frisco, via Lehi, Provo and Juab - 242 miles) and the Utah Southern Extension Railway. This gave a total of 279.5 route miles, all of which were covered by mail routes although the Central operated but four:

- Ogden City to Salt Lake City 1871-75
- Ogden City & Woods Crossing 1875-76
- Ogden City & Salt Lake City 1876-78
- Ogden & Salt Lake 1878-1897

To date, only the Ogden & Salt Lake markings have been recorded.

UTAH CENTRAL RAILROAD.

Mix	Pas.	Mix	Pas.	Fare	January 25, 1881.	Mls	Mix	Pas.	Mix	Pas.
7:05 P.M.	3:40	8:30	7:00		(Salt Lake time.)	37	10:00	11:30	6:45	8:20
5:55	4:05	9:15	7:25	\$.60	Ive. Salt Lake arr.	28	9:15	11:05	5:55	7:55
6:10	4:15	9:30	7:35	.75	.....Wood's Crossing.....	26	9:00	10:55	5:40	7:45
6:35	4:30	9:50	7:50	1.00	.....Centreville.....	22	8:40	10:40	5:20	7:30
7:10	4:50	10:20	8:10	1.35	.....Farmington.....	16	8:10	10:20	4:50	7:10
8:30	5:40	11:30	9:00	2.00	.....Kaysville.....	8	7:50	10:40	4:30	6:20
					Ogden.....					

* Daily; † daily, except Sunday.
CONNECTIONS.—1 With Utah Southern R. W. 2 With Central Pacific R. R., and

UTAH WESTERN

Pass'ger.	Pass'ger.	Mls	June 21,
8:05 P.M.	8:10 A.M.	0	Ive. Salt Lake
8:25 "	"	4	.....Brighton.....
9:05 "	"	12	.....Chamberlain.....
9:30 "	"	18	.....Black Rock.....
10:00 "	"	20	.....Lake Point.....
10:08 "	"	25	.....Half-way Hot Springs.....
10:25 "	"	32	.....Tooe Valley.....
10:55 A.M.	"	37	arr. Terminus

CONNECTION.—1 With Utah Central
BINCHAM CANYON & CAMP & JORDAN VALLEY
C. W. SCOFIELD, Prest., New York. J.
B. W. MORGAN, Vice-President, Salt Lake City, Utah. G.
J. G. KENNEDY, Manager and Treasurer B. C. & C. F. R. R. G.
Train leaves Bingham Junction 15 miles, 9:15 a.m. Returning, leaves Bingham Junction 4:50 p.m. Train leaves City, 10:15 a.m. Returning, leaving at Sandy 4:40 p.m.
CONNECTION.—1 With Utah Southern



Geo. A. Smith Jr
Salt Lake
Utah

The East-Vermonter
at
Newmont P.C.



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The Salem R.R.

Office of the General Agent

Salem, O. Sept 28 1894

Mr. C. S. Speker Esq.
Dear Sir

I had a conversation
with the brakeman that I was speaking
with you in regard to the McGregor
case he says he don't know very much
about the murder but before that
"as he was an eye witness where
he threw the woman down stairs
and shot at her with a revolver three
times in succession it appears he knows
as to the mans character
was committed

this is private
Yours respectfully
J. Dravell

The Salem R.R.

Office of the General Agent

Salem, O. Sept. 28, 1894

Mr. C.S. Speker Esq.

Dear Sir,

I had a conversation with the brakeman that I
was speaking with you in regard to the McGregor case.
He says he don't know very much about the murder but
before that he says he was an eye witness where
McGregor threw the woman down the stairs and shot
at her with a revolver three times in succession.
It appears he knows considerable in regard to the
mans character before the murder was committed.

This is private.

I guess apathy is not only a modern
social dilemma. The brakeman men-
tioned in this letter surely felt
some obligation to report seeing
a woman shot at and thrown down
the stairs. Social comment aside,
the Salem Railroad was a small 7
mile road built about 1894 by the
city of Salem, Ohio. Later acquired
by the Pittsburgh, Lisbon & Western
it connected Salem and Washington-
ville, Ohio.

3F
21

THE SALEM RAILROAD,
SALEM, OHIO.



C. S. Speker atty at Law
New Lisbon
Ohio

Telluride, Colorado. March 31st, 1906.

Mr. F. C. Krauser,
&
Mr. A. S. Meldrum,
Denver, & Ridgway, Colorado

Gentlemen:

Regarding my sudden departure from Glencoe Station.

I prefer to mention no names and just give you an outline of my difficulties. During my time at Glencoe I formed the acquaintance of a young married Lady, and on account of no other associates in the camp we became good friends nothing more nor less than friendship for one another. Some one for an unknown reason wished to make trouble went to the Ladys husband and told him a variety of stories, which were all false. But he being a very hot tempered and unreasonable man, and when any thing of this nature came up it was of no use to try to reason argue with him, as he was crazy, I was inclined to stay but was prevailed upon by others the last moment to avoid serious trouble by moving at once.

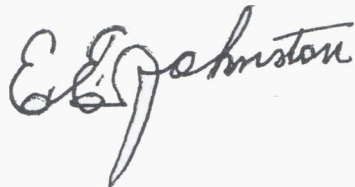
I am certainly very sorry to have caused so much trouble in leaving office in this manner, but under the circumstances I am inclined to think others in my position would have done likewise.

I made remittances from Telluride office March 30th for \$205.95 covering money orders and express accounts up to date, also \$65.00 for R.R. cash amount shown on my balance sheet for March 29th, one weeks uncollect freight bills and western union messages and express from March 21st until March 31st due from Montezuma Lumber Company.

Tickets are all locked up in ticket box all money order stubs in safe no books on hand just out, keys in safe care of Montezuma Lumber Company. Reports books tariffs and other material on shelves and will not be interferred with.

Hoping that you may arrange to check station without any unnecessary inconvenience, and that everything will come out satisfactory, I remain,

Yours very truly,

A handwritten signature in cursive script, appearing to read "E. E. Johnston". The signature is written in dark ink and is positioned below the typed name "E. E. Johnston".

The less said about this missive, the better. Mailed in a plain manila railroad business envelope (or was it a plain brown wrapper?)

Post Office Department

SECOND ASSISTANT POSTMASTER GENERAL

Washington

IN REPLYING, REFER TO INITIALS

E. J. F.
[Signature]

March 21, 1910.

Mr. J. E. Langford, Genl. Mgr.,
 Salt Lake & Los Angeles Railway Co.,
 Salt Lake City, Utah.

Sir:-

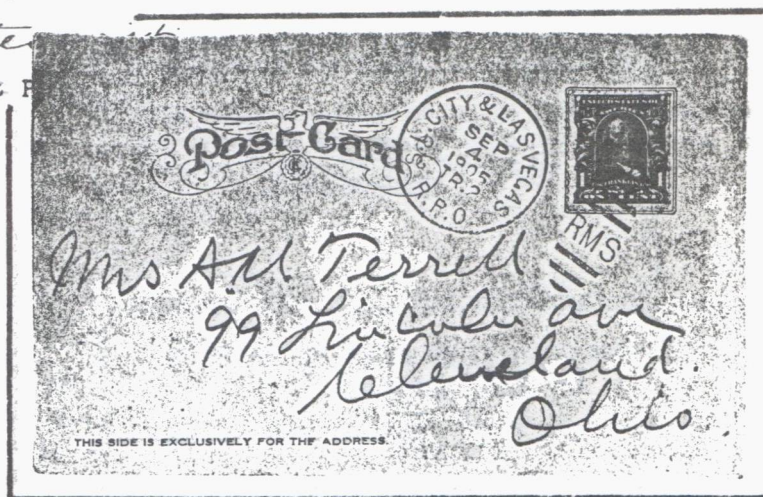
Your letter of the 14th instant wherein you state that your company has been carrying the mails between Salt Lake City and Saltair, Utah, for a number of years, with request that compensation be allowed for the service performed, has been received.

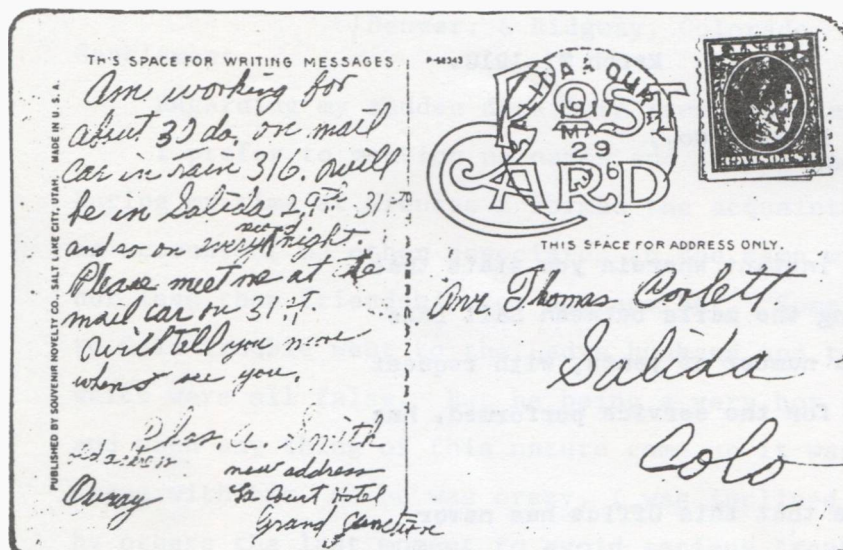
In reply I have to state that this Office has never authorized the transportation of mails by your company between the points in question and no payment can be allowed therefor.

The records of the Department show that Saltair is a special post office, and under the law the postmaster can employ a carrier to provide for its supply at a rate not exceeding two thirds the amount of his salary. If your company has been performing such service it is suggested that you take the matter of payment up with the postmaster at Saltair and have him certify to the performance of service to the Auditor for the Post Office Department.

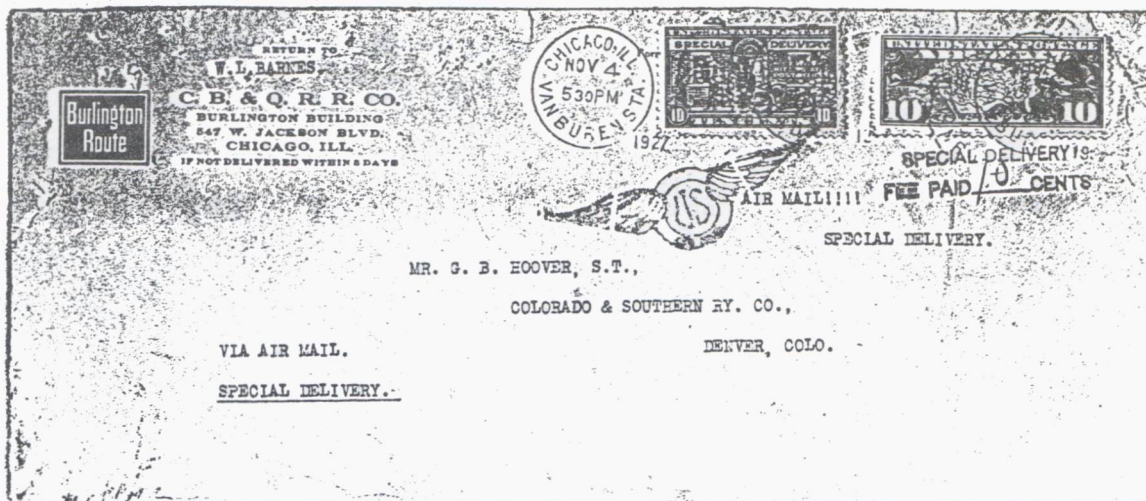
Very respectfully,

[Signature]
 Second Assistant P





How often in our search for the elusive marking or cancel do we overlook the obvious. In my case, these two items resided in my "not good enough to keep, but I can't give 'em away either" box. Their status changed remarkably once I had noticed the written message on the Salida & Ouray card and the addressee on the Clay Center Kansas Flag.



Not an RPO marking to be found, yet this should still qualify as a fine example of an unusual railroad cover. Both the flat plate perf 11 E-12 and the C-7 bear the perforated initials C.B. & Q R.R. Early non-philatelic C.A.M. covers with a railroad connection can't be all that common.

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

COLORADO

- 01 Baldwin 1919 4 bar on UX29 spindle hole
- 02 Bayfield 1900 CDS opened rough rgt
- 03 Cliff 1907 Fair readable strike, Doane PPC
- 04 Denver 1894 w/Magenta straightlines "Forw'd from July 7, 1894 P.M. Denver Colo", also Magenta straightline General Delivery Jul 6 1894, also Purple Kas City & Denver Tr 7 D. Cir. as b/s
- 05 Colorado Springs legal size Reg env w/Purple Colo Spgs D. Circle on U362 w/4 copies US 279B. Magenta J.C. Twombly P.M. in circle, and straightline Registered Dec 5 1901 South Denver Station as b/s
- 06 Fort Collins 1915 Box Handstamp on PPC
- 07 Moraine Park 1910 4 bar on PPC Colo lite
- 08 Newton 1908 Doane on PPC. Shambaugh Ia Duplex very scarce PM, but is into the design
- 09 Peoria 1911 (Doane?) on PPC, into design
- 10 Stockyards Nice Flag on 1916 PPC
- 11 Skyway 1940 4 bar Magenta on Legal cvr 10% of rim miss., non-phil
- 12 Superior 1940 4 bar
- 13 Vallery 1910 4 bar exc strike on emb PPC
- 14 Winston well struck partial as rec mk on PPC (also see #64 under "BY STATE" heading)

BY STATE

- 15 Ariz, Roosevelt good 4 bar on 1909 emb PPC
- 16 Ariz, Grand Canyon two 1906 Doanes on PPC's one very good, one fair
- 17 Fla, Bayard 1909 4 bar on U406
- 18 Ga, Barnett G. 1897 CDS on U#311
- 19 Ga, Egan 1909 4 bar on two copies U406
- 20 Ga, Dixie 1909 Doane on U406
- 21 Idaho, Filer 1908 4 bar on PPC
- 22 Ill, Balcom 1908 Doane rec mk w/Palastine Ill 4 bar on PPC
- 23 Ill, Broadwell - two 1909 Doanes, 1 Purple, 1 Blue/Black on PPC's, unusual type of v. small Doanes
- 24 Ill, Midland City 1914 4 bar on nice real photo of main street, Clinton, Ill
- 25 Ill, Hallsville 1910 Doane on PPC
- 26 Ill, Hampton Magenta 1908 4 bar on PPC lite creases
- 27 Iowa, Given - two 4 bars on two U406, one as rec mk
- 28 Iowa, Ross 1909 Doane on PPC
- 29 Iowa, Fernald 1911 4 bar on PPC
- 30 Iowa, Orient 1870 manuscript on U82
- 31 Iowa, Ormansville 1870's manuscript on stained faulty U163 (Xerox)
- 32 Iowa, Hamburg large 1886 CDS with unusual fancy killer as b/s
- 33 Iowa, Muscatine - three 1861 covers all tie US65's some w/yr dates, faults
- 34 Kan, 1911 RFD manuscript "Abiline Ks KsR5" 4-7-11 PPC
- 35 Kan, Eureka Light Blue 1877 CDS
- 36 Kan, Holton Boxed Handstamp PPC about 1907
- 37 Kan, Prescott nice large 1882 CDS handstamp
- 38 Kan, Ramona Blue 1909 4 bar PPC
- 39 KY, Harcourt 1907 Doane some letter lite
- 40 KY, Manuscript "Graysin Springs March 4 68" on U59 opened r. at right into stamp
- 41 Maine, Otter River somewhat ovate 4 bar on 1932 U525
- 42 MO, Lemonville 1912 4 bar on PPC

- 43 N Mex, Deming N Mex Cody Br flag on pretty 1918 Patriotic cover
- 44 NY, Red Hill 1916 4 bar on PPC
- 45 NY, New Rochelle Red townmark ties 3c 1857, small nick at top
- 46 NY, Border City 1912 4 bar on PPC
- 47 NY, Holtsville Magenta 1880's CDS as b/s
- 48 Ohio, Harris Station 1911 Doane on PPC
- 49 Ohio, Rosemont Magenta 1915 4 bar on PPC
- 50 PA, E. Rush 1888 Manuscript
- 51 PA, Scenery Hill 1907 Doane on PPC
- 52 PA, Philadelphia 1859 YD Octagon 3c 1857
- 53 PA, Princeton 1910 Doane on PPC
- 54 PA, Mitchell's Mills 1910 4 bar on PPC
- 55 PA, 1/2x2 inch "Missent Dixmont PA" Magenta straightline 1908 PPC, Large bold marking
- 56 PA, Pittsfield Fancy double circle Magenta 1886 w/neg star killer
- 57 PA, Starford 1908 Doane on PPC much misc writing on card
- 58 PA, South Connellsville Doane, Chalk Hill Doane, and straightline Magenta "Missent to South Brownsville", large area of foxing
- 59 S Dak, Ward 1911 Doane on PPC
- 60 S Dak, Date 1909 4 bar on PPC
- 61 Tenn, Limestone 1932 4 bar on U525
- 62 Tenn, Neptune 1932 4 bar on U525, some letters smudged
- 63 Tex, Manuscript "Mission 11/18-07 TEX" on PPC
- 64 Tex, Octagon 1885 Colorado Texas as b/s
- 65 Tex, Stampless 1840's manuscript Honey Grove Texas, usual faults

RAILROAD

- 66 Ark City & Lines 1907 PPC 930.2-A-1
- 67 Chi & Streator as reg cvr b/s, stamp missing from front 706-C-1
- 68 Clovis & Albuq 1918 PPC 928-B-1
- 69 Colo Spgs & C Creek 1905 PPC 956-B-1 Rare
- 70 Colo Spgs, Div & C Creek Partial (most shows) 1911 PPC 956-E-2
- 71 Col & Athens AGT 1885 575-B-1 on U277
- 72 Den & Steamboat Spgs 1912 PPC 962.2-D-1
- 73 Houston, Vic & San Ant 1915 PPC 482-B-1 tiny bit lite
- 74 Jacksonville Fla Trans Clerk 1910 PPC
- 75 La Crosse Wis Trans Clerk 1905 PPC unlisted
- 76 Rochester N.Y. Car R-0-3a Partially on stamp 1905 PPC
- 77 Riverside & Doerun (Do lite) 738-A-1 1906 PPC
- 78 Rol Park & Highlandtown BA-4-0a 1921 Flag
- 79 St Paul & Spok 3rd Div 874-AS-2 1905 PPC
- 80 S.L. City & Las Vegas 972-I-1 1905 PPC Rare
- 81 Sheboygan & Merril 851-U-1 1910 PPC
- 82 Temple & San Angelo 484-L-1 1910 PPC

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BIDS CLOSE: SEPTEMBER 30, 1987 (10 PM)

ALABAMA

101 EDEN, 1907, G+ DOANE on PPC. DPO. Est. \$5.00

ALASKA

- 102 BETHEL, 1935, G Ty2 on cvr. Est. \$12.00
- 103 CHATHAM, 1924, G+ purple Ty2 on cover. Est. \$25.00
- 104 CIRCLE SPRINGS, 1950, VG Ty3 on PPC (views of resort) E\$5
- 105 CORDOVA, 1909, VG Ty1 on PPC. Est. \$20.00
- 106 DELTA JUNCTION/BIG DELTA RUR.STA., 1960, VG 4-bar on cover. Est. \$8.00
- 107 FALSE PASS, 1946, VG Ty8 on PPC. Est. \$8.00
- 108 FORT LISCUM, 1911, VG Ty4 on PPC. Est. \$20.00
- 109 FOX, 1910, VG purple Ty2 on PPC. Est. \$50.00
- 110 HAINES, 1909, VG Ty3 on PPC. Est. \$20.00
- 111 JUNEAU, 1896, G ("UNE" off @ T) Ty9 on cvr w/pair of 1-cent blues. Pre-gold rush! Est. \$75.00
- 112 KETCHIKAN, 1909, VG Ty6 on PPC. Est. \$8.00
- 113 KODIAK, 1900, G (lite) Ty2 as b/s rec'd mark on cvr. E\$15
- 114 KODIAK, 1913, Fine Ty4 on PPC (rp of town) Est. \$50.00
- 115 KOTZEBUE, 1911, readable Ty2 on PPC. Scarce. Est. \$50.
- 116 METLAKATLA, 1909, VG Ty1 [DOANE] on PPC. Est. \$20.00
- 117 NENANA, 1885, FANCY CANCEL & CACHET for transfer of Alaska RR to State ownership. Est. \$2.00
- 118 NINILCHIK, 1949, VG Ty3 on cml. cvr. Est. \$5.00
- 119 NOME/REC'D, 1906, early received mark on PPC. Est. \$20
- 120 SAINT MICHAEL, 1900, about G Ty4 on cover. Est. \$50.00
- 121 SAINT MICHAEL, 1910, Fine Ty7 on PPC. Choice example of the non-standard 4-bar. Est. \$50.00
- 122 SEATTLE & SEWARD, 1935, G similar to Ty17, but diff. ty (uncat.) w/SS ALASKA purser mark. Est. \$40.
- 123 SEATTLE & SEWARD, 1935, VG Ty9 on cvr. Est. \$20.00
- 124 SEATTLE & SEWARD, 1938, G Ty21 on cvr w/illus of ship S.S. BARANOF. Est. \$25.00
- 125 SEATTLE & SEWARD, 1939, VG Ty15 on cvr. Est. \$25.00
- 126 SEATTLE/DUTCH HARBOR N.A.S., 1942, VG Ty1 on PPC. E\$8.
- 127 SEWARD/WHITTIER BR., 1943, Fine Ty2 on cvr. Est. \$15.
- 128 SEWARD, 1912, VG Type 5 on PPC. Est. \$8.00
- 129 SITKA/NAVAL AIR STA. BR., 1941, VG Ty1 on PPC. Est. \$8.
- 130 SITKA, c.1910, G Ty 18 on PPC. Est. \$8.00
- 131 SITKA, 1948, G Ty 23 on PPC signed by PM. Est. \$3.00
- 132 SKAGWAY, 1905, VG Ty11 on PPC (Mitchel #265) Est. \$12.
- 133 SUSITNA, 1930, Fine Ty1 on GPC. Est. \$30.00
- 134 TANANA, 1911, VG Ty3 [DOANE] on PPC (rp main street) E\$50
- 135 TAYLOR, 1931, G+ Ty2 on GPC. Est. \$50.00
- 136 TREADWELL, 1906, Fine Ty1 & target ties #300 on PPC. E\$20.
- 137 WASHBURN, 1912, VG Type 2 on PPC. (1905-13) Est. \$100.
- 138 WHITE MOUNTAIN, 1932, Fine Ty1 on GPC. Est. \$12.00
- 139 WHITTIER, 1949, VG Ty1 on PPC. Est. \$8.00
- 140 WRANGELL, 1911, VG Ty2 on PPC. Est. \$12.00
- 141 YAKUTAT, 1942, VG Ty7 on rev. of REG CVR w/TY A CENSOR MARK "50". Landing Field printed env. Worn UR. E.\$12.
- 142 APO 729 (Shemya Is.), 1944, VG 4-bar on cvr. Est. \$4.00
- 143 APO 939 (Ft. Mears, Dutch Hbr), 1942, G 4-bar on cvr w/ Ty A censor mark "4" in diamond. Est. \$8.00
- 144 APO 947 (Nome), 1942, G 4-bar on cvr w/Ty A censor mk. "37" in diamond. Est. \$10.00
- 145 APO 984 (Excursion Inlet), 1943, VG 4-bar on CENSORED COVER. Scarce APO. Est. \$25.00
- 146 Lot of five real photo view PPCs, unused (Skagway, Nome, Fairbanks & Cordova) ca. 1920-30. Est. \$15.00

ARIZONA

- 147 ALHAMBRA, 1915, VG 4-bar on PPC. (93-18) Est. \$20.00
- 148 COOLIDGE/INTERMENT CAMP BR., 1943, G+ dcds on free-franked cvr to Lewisburg, PA Federal Pen. Est. \$25.00
- 149 CROWN KING, 1907, VG Ty5 [DOANE] on PPC. Est. \$40.00
- 150 GILA BEND, 1909, VG Ty10 on PPC. Est. \$40.00
- 151 HARRINGTON, 1909, VG Ty1 [DOANE] on PPC. Est. \$40.00
- 152 ORACLE, 1910, VG Ty5 on cvr. a trifle ruff at T. E.\$15
- 153 RILLITO, 1917, VG 4-bar on PPC. Early. Est. \$5.00
- 154 SAINT MICHAELS, 1917, Fine 4-bar on PPC. Est. \$6.00

ARKANSAS

- 155 DILOLO, 1908, VG DOANE on PPC. (84-09) Est. \$8.00

CALIFORNIA

- 156 ALLEGHANY/SIERRA CO., 1889, G+ cds on cvr. Est. \$12.00
- 157 ALMOND, 1912, VG DOANE on PPC. (SD 96-14) Est. \$10.00
- 158 ALTURIA, 1897, G (CAL not strk) dcds on cvr w/minor edge wear. (Sonoma 95-03) Est. \$15.00
- 159 AMADOR CITY, 1897, VG cds on Reg. Pk. Rct. Est. \$6.00
- 160 ANAHEIM, 1888, readable cds on cvr w/fancy ANAHEIM LAND BUREAU cc. Est. \$5.00
- 161 BERTHA P.O./LAKE CO., 1893, about G cds as b/s on cvr. E\$6
- 162 BIGGS STATION/BUTTE CO., 1879, VG red fancy cds on UX5 (1871-1884) Est. \$20.00
- 163 BLUE RAVINE, 1909, VG cds on cover. (Sac. 02-10) E. \$20.
- 164 BURKE, 1921, VG 4-bar on cvr w/Sanitarium cc. DPO. E.\$8
- 165 CONEJO, 1908, G DOANE on PPC. (Fresno 98-20) Est. \$8.
- 166 DEL PASO HEIGHTS, 1915, G+ 4-bar on PPC (Sac. 11-62) E.\$5
- 167 EAST AUBURN, 1907, VG dplx on PPC. (02-19) E.\$4.00
- 168 INWOOD, 1901, G+ cds on cvr (Shasta 87-47) E.\$8.00
- 169 LYONSVILLE, 1911, VG 4-bar on PPC. (Teh. 83-37) E.\$6.00
- 170 MORMON ISLAND, 1885, part'l cds ("MOR" off @ L) on cvr w/#210 canceled "MI". (Sac. 51-90) Est. \$25.00
- 171 NEVADA CITY/3 PAID, 1857, about G on 3-ct Nesbit. E\$12
- 172 PACIFIC GROVE, 1887, G (lite) cds ties #210 on cvr. E\$8.
- 173 PINE HILLS, 1920, VG 4-bar on PPC. (S.D. 13-31) E.\$8.
- 174 POINT FERMIN, 1915, G+ 4-bar on PPC. (LA 12-17) E.\$8.
- 175 PORT HARTFORD, 1906, VG cds on PPC. (SLO 82-07) E.\$8.00
- 176 REDWOOD PARK, 1927, G 4-bar on PPC. (S.Cz. 07-28) E.\$5.
- 177 RICHGROVE, 1927, G 4-bar on PPC. (Tul. 11-40) Est. \$5.
- 178 SALMON FALLS, 1908, G cds on cover. (El Dor. 93-12pd) E\$10
- 179 SAN BUENA VENTURA, c.1883, VG cds on cvr. (62-89) E.\$8.
- 180 SAN FRANCISCO/WELLS FARGO, 1857, readable blue oval on franked cvr w/NEW YORK RECEIVED mark. Est. \$8.00
- 181 VALLETON, 1912, G 4-bar on PPC. (Mont. 87-18) Est. \$8.
- 182 VINELAND, 1906, VG cds on PPC. (LA 87-07) Est. \$8.00
- 183 WALSH STA./CAL'A., 1897, lite readable dcds on cvr w/ 2-ct red tied by Maltese Cross. (Sac. 76-17) Est. \$8.00
- 184 WATSONVILLE, 1888, VG cds on cvr w/2-ct green. Est. \$4
- 185 YOSEMITE, 1887, bold purple trip. cds as b/s on cvr. E\$6
- 186 YOUTEB, 1903, VG cds on cover. (Nevada 68-03) Est. \$20
- 187 Lot of 6 diff PDS, 1909-31, most on PPCs, most DPOs, all about Good strikes: BEGUM (no stamp), SOLDIERS HOME, MOUNT LOWE, HAYWARDS, EMERALD BAY & FORKS OF SALMON. Est. \$10.

COLORADO

- 188 ALLISON, 1909, VG DOANE on PPC. (04-54) Est. \$6.00
- 189 AMO, 1910, VG DOANE on PPC. (99/16) Est. \$20.00
- 190 BROOKVALE, c.1910, About G 4-bar on PPC. (76/42) E.\$6.
- 191 GREELEY, 1881, G (o'linked) cds on GPC w/strange message re-eggs, nests & Smithsonian Catalog. Est. \$12.00
- 192 HARRIS, 1907, VG DOANE on GPC. (90-08) Est. \$25.00
- 193 HIGHLANDLAKE, 1909, G 4-bar on PPC. (83-10) Est. \$20.
- 194 INSMONT, 1914, VG 4-bar on PPC. (02-17) Est. \$20.00
- 195 NEW WINDSOR, 1908, G dplx on PPC. (84-11) Est. \$5.00
- 196 SULPHUR SPRINGS, 1906, G DOANE on PPC. (94-12) E.\$8.00
- 197 SUPERIOR, 1932, VG 4-bar on cvr. Est. \$4.00
- 198 TOLLAND, 1907, VG DOANE on PPC. (04-44) Est. \$6.00
- 199 WAUNITA, 1907, G+ DOANE on PPC. (96-08pd) Est. \$25.

CONNECTICUT

- 200 GREENVILLE, 1895, VG cds on cml. cvr. (50-99) Est. \$5.
- 201 LYME, c.1873, VG cds w/3-ct. green (1797-1928) E.\$6.00
- 202 MT. CARMEL, 1895, VG cds w/STAR-IN-Cir. klr. cvr. E.\$4.

DELAWARE

- 203 BRANDYWINE SPRINGS, 1909, VG straight-line ties 1-ct Franklin on PPC. Provisional pm. (09-28) Est. \$15.00
- 204 GREENVILLE, 1908, G 4-bar on PPC. DPO. Est. \$4.00

FLORIDA

- 205 BELLEAIR, 1908, VG 4-bar on PPC. DPO. Est. \$4.00
- 206 HOLLEY, 1910, VG 4-bar on PPC. DPO. Est. \$5.00
- 207 KEY WEST, 1867, VG dcds on cvr w/#65. Est. \$12.00
- 208 LIMESTONE, 1948, VG 4-bar on PPC. DPO. Est. \$3.00
- 209 MARY ESTHER, 1921, G+ 4-bar on GPC. Est. \$2.00
- 210 MCRAE, 1908, VG DOANE on PPC. DPO. Est. \$6.00
- 211 TILLMAN, 1913, G+ 4-bar on PPC. DPO. Est. \$5.00
- 212 Lot of 2 diff handstamps on PPC, 1904-07, VG: MELBOURNE & FLORENCE VILLA. Est. \$5.00

GEORGIA

- 213 ST. MARIES, 1857, VG cds on 3-ct stamped env. Est. \$4.

HAWAII

- 214 HONOLULU/LUKE FIELD, 1932, VG dplx on PPC. Est. \$6.00
- 215 PAHALA/H. ISLS., 1907, VG duplex on PPC. Est. \$8.00

IDAHO

- 216 ADDIE, 1913, VG 4-bar on PPC. (08-54) Est. \$5.00
 217 ATHOL, 1906, VG DOANE on PPC. Est. \$4.00
 218 BAKER, 1910, G+ cds on PPC. (99-73) Est. \$4.00
 219 BLACKBEAR, 1915, G+ purple 4-bar on PPC. (03-19) E\$15
 220 CAMERON, 1912, G+ 4-bar on PPC. (81/55) Est. \$5.00
 221 CATALDO, 1908, VG DOANE on PPC. Est. \$3.00
 222 CHESLEY, 1908, Fine cds on PPC w/no stamp. Note signed "O.B.Chesley". Addr. to NJ. Free franking? (99-13) E\$20
 223 CHILCO, 1916, VG 4-bar on PPC. (1912-54) Est. \$6.00
 224 CHILLY, c.1940, VG 4-bar on PPC. (03-58) Est. \$3.00
 225 HERBERT, 1910, Fine DOANE on PPC. (06-16) Est. \$20.00
 226 LEWISTON, 1885, VG fancy cds on GPC. Est. \$10.00
 227 MARYSVILLE, 1912, VG 4-bar on PPC. (91-43) Est. \$8.00
 228 MEADOW CREEK, 1917, VG 4-bar on PPC. (13-43) Est. \$8.
 229 MOHLER, 1909, G dplx on PPC. (1900-59) Est. \$3.00
 230 MORROW, 1905, Fine cds ties 2-ct red on PPC. (98-06) E\$50
 231 RIDDLE, 1911, VG magenta 4-bar on PPC. (98-63) also readable WILSON/IDAHO 4-bar as rec'd. (97-23) E.\$6.00
 232 ROBIN, 1909, G+ DOANE on PPC. (99-56) Est. \$5.00
 233 ROSSFORK, 1907, VG cds on PPC. (94-11) Est. \$15.00
 234 SALUBRIA, 1889, G cds as rec'd mark on rev. of GPC. E\$4
 235 STEELE, 1909, VG 4-bar on PPC. (96-23) Est. \$8.00
 236 SUNNYSIDE, 1908, G+ 4-bar on PPC. (07-30) Est. \$10.00
 237 WILSON, 1913, VG 4-bar on PPC. (97-23) Est. \$8.00
 238 WOODLAND, 1909, VG cds & target on PPC. (98-57) E.\$6.

ILLINOIS

- 239 BIGFOOT PRAIRIE, 1907, G+ DOANE on PPC. DPO. Est. \$5.
 240 CHAUTAUQUA, 1907, G DOANE on PPC. DPO. Est. \$4.00
 241 CLIFFORD, 1910, G+ DOANE on PPC. DPO. Est. \$5.00
 242 CLOVERDALE/ILLS., 1914, Fine 4-bar on PPC. DPO. E.\$5.
 243 QUINCY, Sta.No.2/M.O.B., 1929, VG purple dcds on REG.CVR. w/FANCY "FACE" CANCEL. Est. \$12.00

INDIANA

- 244 BELLEVILLE, 1850, mss. & ms."10" on SFL to NC. Est. \$40.

IOWA

- 245 CLANTON, 1876, mss. on 3-ct envelope. (59-94) E. \$10.
 246 ICONIUM, 1902, G+ cds on GPC. (53-07) Est. \$8.00
 247 MEAD, 1875, mss. on UX3. (1874-1877) Est. \$20.00
 248 NORTH MCGREGOR, 1909, VG 4-bar on cvr. (66-20) Est. \$5.
 249 OAKLEY, 1909, G+ 4-bar on PPC. (79-34) Est. \$5.00
 250 SPECHTS FERRY, 1915, VG 4-bar on PPC (72/48) E. \$5.00

KANSAS

- 251 BEAR CREEK, 1911, VG 4-bar on PPC. (1910-11) Est. \$15.
 252 NEW MURDOCK, 1908, G+ DOANE on PPC. (84-10) Est. \$8.00
 253 SAFFORDVILLE, 1914, G 4-bar on PPC. (88-57) E. \$4.00
 254 SPRING HILL, 1885, VG trip.cds ties #210 on cvr cut just into stamp. Est. \$5.00

KENTUCKY

- 255 ALTAMONT, 1907, VG 4-bar on cvr. DPO. Est. \$5.00
 256 Two DOANES on PPC, 1908-09, Good: TERESITA (DPO) and BETHANY. Est. \$6.00

LOUISIANA

- 257 HUNTINGDON, 1851, mss w/ms "5" on SFL to NC. Est. \$20.

MAINE

- 258 BRUNSWICK, 1830, readable dbl.oval on SFC w/18-3/4 mss. Est. \$10.00
 259 KINEO, 1911, VG 4-bar on PPC. DPO. Est. \$8.00
 260 MATTAWAMKEAG, PENOBSCOT CO., 1880, G+ magenta dcds as backstamp rec'd mark on cover from NYC. Est. \$6.00

MARYLAND

- 261 CROOM, 1877, mss. on cvr w/elcl. (1874-1956) Est. \$12.
 262 PAMOSA, 1908, VG 4-bar on PPC. (1903-09) Est. \$15.00

MASSACHUSETTS

- 263 BOSTON, c.1880, pair of cvrs w/carved cork killers: NEG. "C" and NEG. "2". Est. \$3.00
 264 SOUTH VERNON, 1917, VG 4-bar on PPC. DPO. Est. \$5.

MICHIGAN

- 265 CANTON, 1911, G 4-bar on PPC. (52/16) Est. \$8.00
 266 DENTON, 1911, VG DOANE on PPC. (70-33) Est. \$5.00
 267 ECKFORD, 1912, VG cds on PPC. (1834/1934) Est. \$5.00
 268 LES CHENEUX, 1912, VG 4-bar on PPC. (99-27) Est. \$6.
 269 RANDVILLE, 1910, VG purple DOANE on PPC. (91-32) E.\$6.
 270 TURIN, 1911, G+ 4-bar on PPC. (83-54) Est. \$4.00

MINNESOTA (See Lots 507-511)**MISSOURI**

- 271 GASHLAND, 1913, G+ 4-bar on PPC. (99-59) Est. \$5.00
 272 ISABELL STATION, 1910, G 4-bar on PPC. (89-41) E.\$4.
 273 SAINT AUBERT, 1911, G+ 4-bar on PPC. (93-35) Est. \$5.

MONTANA

- 274 COMO, 1912, VG 4-bar on PPC. (82-35) Est. \$8.00
 275 CORBIN, 1906, VG DOANE on cvr ruff @ R. (87-43) E. \$6.
 276 CROW AGENCY, 1936, VG red cds w/handstamp slogan "... CUSTER'S LAST FIGHT..." cach. cvr. Est. \$5.00
 278 FRANKLIN, 1899, VG cds & target on cvr. (89-02) E. \$40
 279 MOORHEAD, 1899, VG cds on cvr opened into 2-ct red.E\$8
 280 SPION KOP, 1909, VG 4-bar on PPC (06-33) Est. \$8.00
 281 UBET, 1896, Fine cds on cvr w/minor tear LL.(81-04) E\$25
 282 UBET, 1897, G+ cds on GPC w/BILLINGS/TRANSIT mark also on face. Nice combination. Est. \$25.00

NEBRASKA

- 283 ASYLUM, c.1909, readable 4-bar on PPC. (80-10) E. \$4.
 284 CANTON, 1911, G (lite) 4-bar on PPC. (90-21) E. \$5.00
 285 DUNLAP, 1910, G DOANE on PPC. (88-35) Est. \$6.00
 286 GOEHNER, 1909, VG DOANE on PPC. Est. \$3.00
 287 HARRISON, 1947, VG HANDSTAMP FLAG on cml.cvr. Est. \$6
 288 HEWETT, 1912, Fine 4-bar on PPC. (1910-13) Est. \$25.00
 289 JESS, 1912, VG 4-bar on PPC. (90-13) Est. \$12.00
 290 KENOMI, 1908, VG 4-bar on PPC w/stamp 3/4 gone.(07-20) E\$5
 291 KOLA, 1916, about G (lite) 4-bar on PPC. (06-35) E.\$5.
 292 NIOBARA, 1888, VG fancy BOXED ST-LINE + STAR ties 2-ct green on cover. Est. \$20.00
 293 OSBURN, 1909, VG 4-bar on PPC. (79-13) Est. \$12.00
 294 SPEAR, 1911, G 4-bar on PPC. (1909-13) Est. \$12.00
 295 SWANTON, 1913, VG cds on PPC w/STAR-IN-CIRC.klr. E.\$4.

NEVADA

- 296 BLUE DIAMONDVILLE, 1942, VG 4-bar on non-philatelic GPC. (Jul-Dec 1942) Est. \$30.00
 297 CARLIN, 1913, VG 4-bar on PPC. Est. \$4.00
 298 COBRE, 1907, G+ DOANE on PPC. (06-27pd.) E. \$10.00
 299 CONTACT/JACKPOT RUR.STA., 1961, VG 4-bar on FDC.(61-62) E\$5
 300 MILLERS, 1907, Fine DOANE on PPC (06-19pd) Est. \$20.
 301 MOUND HOUSE, 1912, G+ 4-bar on PPC (07-29pd) Est. \$12.
 302 SANDY, 1910, VG 4-bar on PPC. (96-10) Est. \$30.00
 303 SPARKS, 1906, VG DOANE on PPC. Est. \$5.00
 304 TONOPAH, 1909, VG FLAG on PPC(Mizpah Shaft) E. \$5.00

NEW HAMPSHIRE

- 305 BENTON, 1907, Fine DOANE as rec'd on PPC. (43-17) E.\$3
 306 CHICHESTER, 1915, VG 4-bar on cover.(1823-1935) E.\$5.00
 307 COLEBROOK, 1867, G cds on cvr w/#65. Est. \$5.00
 308 DIAMOND POND, 1901, about G(lite) cds on cvr.(93-03) E\$10
 309 ELMWOOD, 1910, VG cds w/FANCY CUT CORK killer PPC. E.\$5.
 310 FABYAN HOUSE, 1940, VG 4-bar on PPC. (74-60) E.\$4.00
 311 GREAT FALLS, 1886, VG cds on cvr. (1826-94) Est. \$8.00
 312 JOHNSON, 1909, G(o'strk) 4-bar on PPC. (99-15) E.\$6.00
 313 NORTH NOTTINGHAM, 1889, readable cds on cvr.(85-08) E.\$6
 314 PEQUAKET, 1913, VG DOANE on cvr. (92-40) Est. \$5.00
 315 PROFILE HOUSE, 1913, G+ 4-bar on PPC. (60-25) Est. \$4.
 316 SALMON FALLS, 1893, G cds on cvr w/hardware cc.DPO. E.\$8
 317 SOUTH WAKEFIELD, 1906, G(off @ T) cds on PPC. (87-11) E\$4
 318 WINDHAM DEPOT, 1956, VG 4-bar on LDC. Est. \$3.00
 319 Two diff. DOANES on PPC, 1909, VG, CANOBIE LAKE (DPO) & ETNA. Est. \$5.00

- 320 Lot of 6 diff. towns, 1870's, G-VG: LANCASTER, MILFORD, NORTH SUTTON, RAYMOND, WEST SPRINGFIELD & WESTMORELAND. All on cvrs w/3-ct greens. Est. \$20.00

- 321 Lot of 5 diff. towns, 1870-83, G-VG: PLYMOUTH, MARLOW, MILAN, SUNCOOK & WEST LEBANON. All w/3-ct greens. E\$15.
 322 Lot of 6 diff. towns, 1880's, G-VG: MILFORD, HINSDALE, UNION, NORTHWOOD, EPPING & ANDOVER. Embossed eps. E\$15.
 323 Lot of 4 diff. towns, 1890's, G-VG: WOODSVILLE, MILTON, WEST SWANZEY & PLYMOUTH. All w/2-ct reds. Est. \$10.

NEW JERSEY

- 324 BARGAIN TOWN, 1908, G(lite) DOANE on PPC. DPO. Est. \$4.
 325 DOBBINS, 1908, VG 4-bar on PPC. DPO. Est. \$5.00
 326 JUTLAND, 1906, VG DOANE on PPC. DPO. Est. \$5.00
 327 LOUDEN, 1911, G+ 4-bar on PPC. DPO. Est. \$4.00
 328 SCULLVILLE, 1907, G+ DOANE on PPC. DPO. Est. \$6.00

NEW MEXICO

- 329 CARTHAGE, 1915, VG 4-bar on GPC. (83/50) Est. \$6.00
 330 CENTERVILLE, 1912(Dec). G+ 4-bar on PPC. (07-44) E.\$8.
 331 DEMING, 1917, G+ FLAG on PPC (Border Series) Est.\$10.
 332 EAST LAS VEGAS, 1900, VG Ty15 on cvr. Est. \$5.00
 333 EDDY, 1894, VG Ty 3 on U349. Est. \$5.00
 334 EMBERSON, 1908, VG Type 1 on PPC. (1908-09) Est. \$80.
 335 ESTANCIA, 1911, VG Ty3 on PPC. Est. \$8.00
 336 GUAM, 1914, VG 4-bar on Reg.Pk.Rct. (02-14) Est. \$8.00
 337 HOPE, 1910, about G Ty6 on PPC. Est. \$10.00
 338 LA LANDE, 1909, G+ Ty1 [DOANE] on PPC. Est. \$40.00
 339 LAGUNA, 1906, VG Ty6 on PPC. Est. \$12.00
 340 MOSQUERO, 1916, VG 4-bar on PPC. Est. \$4.00
 341 VALMORA, 1919, VG 4-bar on PPC. Early. Est. \$8.00

NEW YORK

- 342 ALEXANDRIA BAY, 1887, VG cds on cvr w/Wheel-of-Fortune killer on #210. Est. \$5.00
 343 CANANDAIGUA, c.1850, Fine baloon cds on cvr. Est. \$5.
 344 GAGE, 1915, G+ 4-bar on PPC. DPO. Est. \$5.00
 345 KNIGHTS, 1919, G 4-bar on PPC. DPO. Est. \$4.00
 346 NEW HAVEN/OSWEGO CO., 1881, G+ cds w/STAR-IN-CIR. cvr. E\$8
 347 NEW YORK, 1873, red cds on cvr w/LONDON/PAID. U82+3-ct green. Est. \$5.00
 348 PHELPS, 1847, VG cds & PAID on SFC which has been TURNED Inside is GENEVA/NY & V-in-circle. Est. \$12.00
 349 PINE CAMP, 1910, trip.cds on PPC(view of camp)(10-14)E20
 350 PINELAKE, 1909, G+ 4-bar on PPC. DPO. Est. \$6.00
 351 SACANDAGA PARK, 1912, G+ 4-bar on PPC. DPO. Est. \$4.00
 352 TABERG, 1886, G+ magenta octagon on cvr w/edge wear. E\$8
 353 UTICA, 1846, G fancy blue oval on SFC w/V-in-circ. E\$8

NORTH DAKOTA

- 354 AGRICULTURAL COLLEGE, 1909, G+ 4-bar on PPC. (97-25)E.\$6
 355 CUMINGS, 1893, G cds on cover. (81-22) Est. \$10.00
 356 EMERSON, 1909, G+ 4-bar on PPC. (09-33) Est. \$6.00
 357 LEFF, 1908, G 4-bar as rec'd on PPC. (07-08) Est. \$10
 358 MAX, 1908, VG DOANE on PPC. Est. \$3.00
 359 ROGER, 1911, G+ 4-bar as rec'd on PPC. (98-17) Est. \$6.
 360 RUSSELL, 1911, VG 4-bar on PPC. (01-58) Est. \$5.00
 361 TIMMER, 1923, VG 4-bar on PPC. (11-54) Est. \$5.00
 362 UPHAM, 1915, G+ DOANE w/"8" on PPC. Est. \$3.00
 363 ZION, 1909, VG DOANE on PPC. (99-21) Est. \$8.00

OHIO

- 364 ATHENS, c.1885, VG cds on cvr w/#210 NEGATIVE "A" CANCEL. Est. \$4.00
 365 CANTON, 1878, Fine purple cds + STAR-IN-CIRC. on cvr. E\$8
 366 LIBERTY, 1886, bold purple cds w/NEG.STAR-in-CIR. ties #210 on cover. Est. \$8.00
 367 OLIVE BRANCH, c.1873, G cds on cvr. (45-22) Est. \$5.00
 368 ROXBURY, 1908, VG 4-bar on PPC. (55-38) Est. \$4.00
 369 TEDROW, 1910, G+ 4-bar on PPC. (39-17) Est. \$5.00
 370 TUSCARAWAS, 1881, Fine cds + SOLID STAR on cvr. E.\$8.
 371 WEST BROOKFIELD, 1881, VG magenta cds + SOLID STAR on UX 5. Est. \$8.00
 372 WESTHOPE, 1907, VG DOANE on PPC. (93-19) Est. \$6.00

OKLAHOMA

- 373 COLGATE, IND.T., /REC'D., 1895, VG cds as b/s on cvr. E.\$6
 374 GRIMES, 1910-11, 2 diff. G-VG 4-bars on 2 PPCs. DPO. E\$8
 375 GUYMON, 1907, VG dplx + OSHUSKEY 4-bar rec'd on PPC. Territorial. Est. \$5.00
 376 HARPER, 1910, G+ 4-bar on PPC. (01-11) Est. \$10.00
 377 HEALDTON/IND.T., 1899, poor cds on UY3r. Est. \$6.00

OREGON

- 378 ACME, 1915, G 4-bar on PPC. (Lane 85-16) Est. \$8.00
 379 BAKER CITY, 1890, VG magenta Ty10 on Reg.Rct. E.\$12.
 380 CARSON, 1908, VG 4-bar on PPC. (Baker 93-52) Est. \$5.
 381 CONDON, 1889, bold purple Ty 1 on Reg.Pk.Rct w/MAYVILLE Ty2. Est. \$15.00
 382 CORNUCOPIA, 1908, G+ dplx on PPC. (Baker 85-42) E. \$6.
 383 FREEWATER, c.1890, G unlisted cds on UX9. Est. \$30.00
 384 GALICE, 1910, G+ 4-bar on PPC. (Josep.94-18pd) E.\$8.00
 385 GARDEN HOME, 1917, G+ 4-bar on PPC. (82-54) Est. \$6.00
 386 GAZLEY, 1916, G (OREG. not strk) 4-bar on PPC.(15-35)E\$6
 387 HUBBARD, 1888, lite readable Ty4 w/WHEEL-OF-FORTUNE tying 2-ct green on cover. Est. \$10.00
 388 JACKSONVILLE, 1878, about G(lite) Ty4 on cvr w/ltr. E\$15
 389 LAMPA, 1906, G+(o'strk) DOANE on PPC.(Coos05-18)E.\$8.
 390 MADISON, 1909, VG 4-bar on PPC. (1904-09) Est. \$40.00
 391 MOUNTAIN DALE, 1917, VG 4-bar on PPC. (Wash.73-35)E.\$8
 392 NORTONS, 1909, G+ 4-bar on PPC. (Linc.95-34) E.\$8.00
 393 NUGGET, 1910, G cds on PPC. (Douglas 02-26) Est. \$8.00
 394 PORTLAND/CENTENNIAL BRANCH, 1959, VG on cach. cvr. E\$3
 395 PORTLAND, 1875, G+ Type 8 on cvr w/3-ct bnknt. Est.\$5
 396 RAJNEESHUPURAM, 1985, VG 4-bar on phil.GPC. Est. \$5.00
 397 RYE VALLEY, 1908, VG DOANE on PPC (78-35pd) Est. \$10.
 398 SAINT HELEN, 1909, G+ DOANE on PPC. Est. \$3.00
 399 SAINT JOHNS, 1906, G+ dplx on GPC. (73-12) E.\$4.00
 400 SHEDDS, c.1908, G 4-bar on PPC (old spelling) E.\$3.00
 401 THOMAS, 1915, VG 4-bar on PPC. (Linn 98-20) Est. \$8.00
 402 VESPER, 1914, VG DOANE on PPC. (86-19) Est. \$12.00
 403 WARNER LAKE, 1907, about G DOANE on PPC. (89-24).E\$15
 404 WOODSTOCK, 1908, G+ 4-bar on PPC. (Mult.91-12) E.\$10.

PENNSYLVANIA

- 405 ASPERS, 1908., VG DOANE on PPC. Est. \$3.00
 406 BERWICK, 1891, VG cds + MASONIC CANCEL on cvr. E. \$8.00
 407 BRICKERVILLE, 1907, VG DOANE as rec'd on PPC. DPO. E.\$3.
 408 DEODATE/Dauphin Co., 1889, VG TOOTHED OVAL on UX7. E\$10

PENNSYLVANIA

- 409 EAST EARL, 1906, G DOANE on PPC. Est. \$3.00
 410 ETNA, 1888, VG TOOTHED CIRCLE on cover. Est. \$10.00
 411 FLORA-DALE, 1886, VG toothed-cds on cover. DPO. E.\$15.
 412 JERSEYTOWN, 1892, G cds on cvr. DPO. Est. \$6.00
 413 PHILADELPHIA, 1859, G OCTAGONAL cds on U9. Est. \$10.
 414 STONEHAM, 1910, Fine DOANE on cover. DPO. Est. \$6.00
 415 YORKANA/York Co., 1881, bold purple cds + SOLID STAR on UX 5. Est. \$10.00

SOUTH DAKOTA

- 416 CASCADE SPRINGS, 1909, VG 4-bar on PPC. (91-14) E.\$12.
 417 DIAMOND, 1910, g magenta 4-bar on PPC. (07-18) E.10.
 418 LAMRO, 1910, G 4-bar on PPC. (07-11) Est. \$15.00
 419 MANCHESTER/DAK., 1883, G+ cds on cvr w/#210 & merchant's corner. Est. \$20.00
 420 MOREAU, 1909, G+(dbl strk) 4-bar on PPC(r.p.tiny town on the plains) (1907-18) Est. \$15.00
 422 ORLEANS, 1912, G+ 4-bar on PPC (90-20) Est. \$12.00
 423 PEDRO, 1910, VG 4-bar on PPC. (96-65) Est. \$5.00
 424 VERNON, 1909, VG 4-bar on PPC. (92-13) Est. \$10.00

TENNESSEE

- 425 CAMDEN, c.1870, mss. on cvr w/#114(damaged) Est. \$6.00
 426 HILL CITY, 1909, G+ 4-bar on PPC. DPO. Est. \$5.00

TEXAS

- 427 CHARCO, 1911, G+ 4-bar on PPC. DPO. Est. \$5.00
 428 COUCH, 1908, G+ 4-bar on PPC. (96-09) Est. \$12.00
 429 GOODNIGHT, 1910, VG 4-bar on PPC. (DPO) Est. \$5.00
 430 PERRY LANDING, 1915, VG 4-bar on PPC. (94-29) E.\$8.00
 431 ROMERO, 1912, G 4-bar on cover (08-64) Est. \$4.00
 432 TORRECIILLAS, 1910, VG 4-bar on PPC. (01-22) Est. \$8.00

UTAH

- 433 CHARLESTON, 1909, G DOANE on PPC (64/55) Est. \$5.00
 434 DRAGON, 1909, VG 4-bar on PPC. (05-39) Est. \$8.00
 435 GARFIELD, 1907, VG DOANE on PPC. (05-57) Est. \$6.00
 436 SOLDIER SUMMIT, c.1910, readable 4-bar on PPC. DPO. E\$4
 437 THISTLE, 1937, Fine 4-bar on cml.cvr. Est. \$3.00

VERMONT

- 438 ALBANY, 1857, bold baloon cds ties #11 on cvr showing some wear. Est. \$5.00
 439 MARSHFIELD, 1852, Fine st.line + "PAID/3" on SFL. E\$125
 440 NORWICH, 1867, Fine cds ties #65 on cvr. Est. \$5.00
 441 POWNAL, 1895, lite purple cds on REG.CVR. Est. \$5.00
 442 RICHFORD, 1857, mss on embossed lady's cvr w/#11. E\$10
 443 VALLEY, 1910, G 4-bar on PPC. DPO. Est. \$5.00
 444 VERGENNES, 1879, VG cds & target ties 3-ct green on cvr w/minor edge wear @ Top. Est. \$5.00
 445 WALDEN, 1886, G+ cds on cvr w/cc of S.V.MEADER & letter from PM MEADER headed w/his rare postmaster provisional handstamp. Est. \$50.00
 446 WINDHAM, 1914, G+ 4-bar on PPC. DPO. Est. \$5.00

VIRGINIA

- 447 CRIGGLERSVILLE, 1856, mss. on folded ltr.franked w/#11 Est. \$12.00
 448 FINCASTLE, c.1847, VG blue cds w/large framed "5" on SFC. Est. \$40.00
 449 KOREA, 1919, G 4-bar on cover (99-51) Est. \$4.00
 450 LYNCHG VA, 1845, G+ blue cds w/Fleuron + "5" on SFL. E\$12
 451 LYNCHBURG, 1858, G+ cds on U10. Est. \$8.00
 452 MOUNTAIN LAKE, 1910, G+ 4-bar on PPC. DPO. Est. \$5.
 453 NORFOLK/Va. ("a"-hi), 1857, G+ red cds & "PAID" on SFC. E\$12
 454 PAMPLIN CITY, 1907, G 4-bar on PPC. DPO. Est. \$5.00
 455 PINE BEACH, 1907, VG 4-bar on PPC. DPO. Est. \$5.00

WASHINGTON

- 456 BREAKERS, 1916, G 4-bar on PPC. (05-19) E. \$8.00
 457 CLAY CITY, 1909, VG 4-bar on PPC. (08-22) Est. \$12.00
 458 COLBY, 1913, VG DOANE on PPC. (81/56) Est. \$5.00
 459 COLUMBUS, 1908, VG DOANE on PPC. (72-22) Est. \$6.00
 460 CROMWELL, 1914, G+ 4-bar on PPC. (03-31) Est. \$10.00
 461 ELMA, 1892, VG cds on cover. Est. \$6.00
 462 EPLEY, 1908, G+ DOANE on PPC. (06-14) Est. \$15.00
 463 EUREKA, 1893, VG cds on cvr w/ltr.crease.(89-66) E.\$8.
 464 EXA, 1905, VG DOANE on PPC. (95-05) Est. \$25.00
 465 FAIRHAVEN, 1893, VG cds on cvr (89-04) Est. \$20.00
 466 FALLBRIDGE, 1916, G 4-bar on PPC w/stain (11-26) E.\$10.
 467 FINLEY, 1917, G+ 4-bar on PPC w/BACK THE BOYS IN THE TRENCHES slogan handstamp. (06-35) Est. \$8.00
 468 FULDA, 1909, VG DOANE on PPC. (77-12) Est. \$8.00
 469 GULER, 1914, G+ 4-bar on PPC. (03-36) Est. \$5.00
 470 HARTFORD, 1909, G+ 4-bar on PPC. (90-53) Est. \$4.00
 471 HERRON, 1913, VG magenta 4-bar on PPC. (13-25) Est. \$15
 472 HOT SPRINGS, 1905, G(lite) DOANE on PPC. (87-10)E.\$5

WASHINGTON (Cont.)

- 473 HUIT, 1908, G+ cds on PPC. (Klick.03-08) Est. \$25.00
 474 JOHNSON, 1930, VG 4-bar on GPC. (88-56) Est. \$5.00
 475 KANGLEY, 1908, G DOANE on PPC. (King 03-10) Est. \$8.00
 476 KIONA, 1912, VG 4-bar on PPC. (88-73) Est. \$4.00
 477 KRUPP, 1911, G 4-bar on PPC. (1901-18) Est. \$8.00
 478 LAKESIDE, 1903, VG cds & target on cvr. (93-56) E.\$8.
 479 LAMOINE, 1908, G+ magenta 4-bar on PPC (1906-10) E.\$20
 480 LAMONTA, 1909, G+ 4-bar on GPC. (95-85) Est. \$6.00
 481 LEADPOINT, 1937, VG 4-bar on cvr. (17-45) Est. \$8.00
 482 LIBERTY BOND, 1932, G+ 4-bar on cvr. (18-33) E. \$10.
 483 LITTLE FALLS, 1900, G red dplx on GPC. (74-13) E.\$18.
 484 LONDON, 1902, G+ cds on cvr. (95-09) Est. \$25.00
 485 LONG LAKE, 1912, VG blue 4-bar on PPC (11-16) E. \$25.
 486 LOTT, 1909, G 4-bar on PPC. (02-10) Est. \$15.00
 487 LUCERNE, 1923, VG 4-bar on cvr (02-56) Est. \$6.00
 488 NEWBERRY, 1917, G 4-bar on PPC. (13-18) Est. \$20.00
 489 NORMAN, 1912, G+ 4-bar on PPC. (88-45) Est. \$6.00
 490 PADILLA, 1910, G lite DOANE on PPC. (85-14) Est. \$8.00
 491 PLAINVIEW, 1910, VG DOANE on PPC. (05-10) Est. \$12.00
 492 SAN DE FUCA, 1907, G DOANE on PPC. (90-54) Est. \$6.00
 493 SEATTLE/FT.LAWTON STA.,1907, VG dplx on PPC.(05-09)E\$8
 494 SKAMOKAWA, 1905, VG DOANE on PPC. Est. \$4.00
 495 WALVILLE, 1908, G 4-bar on PPC. (Lewis 03-36) Est. \$6
 496 Lot of 4 diff DPOs on PPC, 1913-21, G-VG: DEEP RIVER, DOEBAY, PLAZA & AMBER. Est. \$10.00

WEST VIRGINIA

- 497 DIAMOND, 1914, VG red 4-bar on PPC. DPO. Est. \$6.00

WISCONSIN

- 498 BONDUEL/NAVARINO RUR.STA.,1957, F red 4-bar on cvr.E\$3
 499 MILWAUKEE/Wis.,1857?, VG cds & "FREE" on cover w/hstmp.
 cc of timber dealer. To M.C. in Wash.,DC. Est. \$15.00
 500 TRADE LAKE, 1914, G+ 4-bar on PPC. DPO. Est. \$5.00

WYOMING

- 501 BOYD, 1910, G 4-bar on PPC. (94-17) Est. \$15.00
 502 BURNT FORK, 1907, VG DOANE on PPC. (95-19) E. \$12.00
 503 GOLDEN PRAIRIE, 1910, VG 4-bar on PPC. (08-16) Est.\$20
 504 MAMMOTH HOT SPRINGS,1899, VG dplx on cvr w/WASHINGTON,
 D.C. TRANSIT b/s. (86-02) Est. \$25.00
 505 MILLER, 1907,Fine DOANE on PPC w/lt.crease.(03-25)E\$15
 506 Lot of 2 DPOs,1940-48,PPCs, G-VG :PITCHFORK & HELLS HALF
 ACRE. Est. \$6.00

MINNESOTA

- 507 BEAVER FALLS, 1891, G+ cds on cvr. (67-04) Est. \$10.00
 508 HOMOLKA, 1910, G cds & target on PPC. (01-25) E.\$8.00
 509 LEON, 1909, G+ DOANE on PPC. (97-10) Est. \$8.00
 510 SHOREHAM, 1906, G+ DOANE on PPC. (95/07) Est. \$8.00
 511 TONKA, 1911, VG cds & target on cvr. (96-20) Est.\$6.

POSSESSIONS

- 512 CURUNDU, 1943, VG machine on cvr w/FDPO cachet. E\$3
 513 CULEBRA/CZ.,1910, VG dplx on PPC. Est. \$4.00
 514 EMPIRE/CZ.,1912, VG dplx on PPC. Est. \$4.00
 515 GORGONA/CZ.,1913, G dplx on PPC. Est. \$3.00
 516 LAS CASCADAS/CZ.,1913, G dplx on PPC. Est. \$3.00
 517 PEDRO MIGUEL/CZ.,1911, G dplx on PPC. Est. \$3.00

CANADA

- 518 BANKHEAD/ALTA.,1907, VG spl.ring on PPC. (04-24) E.\$12
 519 DAWSON,Y.T./CANADA,1910, VG dplx on cvr w/FAIRBANKS,
 ALASKA ret. add. Est.\$8.00
 520 HAMILTON LAKE/ALTA.,1910,VG spl.ring on PPC.(10-12)E\$20
 521 HILL END/ALTA.,1909, VG split ring on PPC (02-28) E.\$8.
 522 HUTTON/ALTA.,c.1912, G split ring on PPC.(11-52) E.\$6.
 523 MILLSIDE/B.C.,1907, G+ split ring on PPC. (06-08) E.\$25
 524 MONTREAL/LC,1844, G+ red cds + "PAID" hndstmp.lined out
 w/4 1/2 in mss. to New York. Est. \$30.00
 525 MONTREAL,1852, VG red cds + "CANADA" on SFL to New York
 "6" in mss + "10-in-circle" franking. Est. \$25.00
 526 MOUNT FOREST/ONT.,1874, VG split ring & "PAID 3" on cvr
 to Toronto. Est. \$20.00
 527 PATIENCE/ALTA.,1913, VG spl.ring on PPC. (03-52) E.\$8.
 528 RICH VALLEY/ALTA.,G+ spl.ring on PPC. (07-23) E. \$12.
 529 ROSE LYNN/ALTA,1911, VG spl.ring on PPC as frwd. mark +
 RICHALE (VG) & SHEERNESS (part'l). All DPOs. E.\$15.00
 531 SOUTH HILL/BC, 1911,G split ring on PPC (08-14) E. \$15.

RURAL FREE DELIVERY

- 532 Adrian/MO., c.1910, Rt.4, Ty 11F on PPC. Est. \$4.00
 533 ALBEE/S.D.,c.1910, VG unlisted handstamp. Est. \$25.00
 534 Colbert/WA.,1909, Rt.1, Ty 11F on PPC. Est. \$6.00
 535 Columbia Falls/MT.,1914, Rt.1, Ty 11F on PPC. Est. \$6
 536 FORT JONES/CAL.,1907, G+ Ty2F on PPC. Est. \$8.00
 537 FREEBURG/ILL.,1904, VG Ty2(unlisted) on PPC. Est.\$12.

RURAL FREE DELIVERY

- 538 Garfield/WA.,c.1910, Rt.3, Ty 11(date only) PPC. E.\$8.
 539 LAMAR/IND,1911, barely readable ("MAR" missing) FLAG
 on PPC. Scarce marking. Est. \$10.00
 540 NORWICH/N.Y.,1903, G+ Ty2 on cvr. Est. \$8.00
 541 SCOTTSVILLE/NY, 1903, G+ Ty2, Rt.34, on cvr. Est. \$8.
 542 So.Auburn/NEBR.,c.1909, Rt.1, Ty 11F on PPC. E.\$5.00
 543 Valley/WA.,1912, Ty 11(carrier's initials) PPC. E.\$8.
 544 Yamhill/OR.,c.1910, Rt.2, Ty 11F on PPC. Est. \$8.00

RAILWAY POST OFFICES

- 545 A. & N.C./R.R., c.1875, Fine (323-C-2) on cvr. Est. \$50.
 546 ALAMOSA & DURANGO, 1910, VG (955-F-2) on PPC. Est. \$8.
 547 ALLIANCE & DENVER,1920, G+ (946-C-1) on cvr. Est. \$6.
 548 ANETA & CASSELTION,1904, VG, unl. rte (03-05) Est. \$40.
 549 ASHFORK & LOS ANG.R.P.O./W.D.,1925, VG (964-P-1)PPC.E\$6
 550 ASHLAND & GERBER, 1919, VG (894-H-1) on cvr. Est. \$8.
 551 ATCH. & LENORA,1913, VG (908-E-1) on PPC. Est. \$10.00
 552 BALT. & OHIO/R.R.,1854, readable (274-B-1) ties #11 on
 SFL headed Baltimore. Est. \$15.00
 553 CALISTOGA & S.F.,1935, VG (983-D-1) on Reg.Pk.Rct. +
 another on Facing Slip + Time Table clipping. Est.\$10
 554 CAZADERO & SAN FRAN.,1910, VG (985-H-1) on PPC. Est.\$6
 555 CENTRALIA & HOQUIAM, 1920, VG (901.4-A-1) on cover w/
 fancy Aberdeen,Wash. hotel cc. Est. \$10.00
 556 CHI. & LAKE GENEVA,1906, VG (692-F-2) on PPC. Est. \$8.
 557 COLO.SPGS. & C.CREEK,1906,G(o'strk by LA mach.)(956-B-1)
 on PPC. Est. \$8.00
 558 DEN. & SIL.PLUME,1909, VG (952-E-1) on PPC. Est. \$10.
 559 DEN. & SULPHUR SPGS.,1906, VG (962.2-E-1) on PPC. E.\$30
 560 ELROY & PIERRE/E.D.,1922, G+(866-L-1) on PPC. E.\$6.00
 561 GOLDS. & BEAU./AGT.,c.1875, Fine (323-D-1) on cvr. E\$40
 562 GOLDS. & MOREH'D.CITY/AGT.,1881,VG (323-E-1)on cvr.E\$20
 563 GREENFIELD & SPRINGFIELD,1916, VG (48-C-1) PPC. E. \$6.
 564 HAVRE & ANACONDA, 1905, G (891.6-A-1) on PPC. Est. \$10
 565 HAVRE & SPOK., 1916, VG (869-V-1) on PPC. Est. \$6.00
 566 KY.C/R.R., c.1873, VG (522-C-1) on cvr w/fancy Live
 Stock Broker's corner. Est. \$25.00
 567 MAR. & RUNNING WATER,1908, G (761-unl.) on PPC. E.\$8.00
 568 MASSENA SP. & UTICA,1912, G (102-N-1) on PPC. E.\$5.00
 569 MERID. & MOBILE/AGT.,1878, G (unl.) on cvr opened just
 in top of 3-ct embossed stamp. Est. \$12.00
 570 MINIDOKA & BLISS,1919, VG (896.10-A-1) on cvr. E\$25.
 571 MISSOULA & ELLENS./E.D.,1911, VG (871-X-1) on PPC. E\$20
 572 NEWTON & AMARILLO,1910, VG (928-F-1) on PPC. Est. \$6.
 573 OAKES. & HAWAR.,1890, G (887.1-C-2) on GPC. Est.\$6.00
 574 OROVILLE & SACRAMENTO,1902, VG (982-I-1) on cvr. w/
 SACRAMENTO BARR-FYKE as b/s. Est. \$10.00
 576 POCOTELLO & PORT.,1908,VG (898-N-1)misspell PPC. E\$10
 577 PORT. & CAZADERO, c.1920, readable (927.2-A-2)on cvr.E\$6
 578 PUEBLO & CREEDE, 1911, G (960-C-2) on PPC. Est. \$6.00
 579 PUEBLO & CREEDE,1911, G (960-C-2) on PPC. Est. \$6.00
 580 ROUND TABLE DENVER/COLO.,1910, VG dplx on PPC. Est. \$6
 581 ROUND TABLE KANS.CITY/MO.,1914, Fine dplx on GPC. E\$5.
 582 RUMSEY & ELMIRA,1909, VG (992.8-B-2) on PPC. Est. \$10.
 583 SANTA RITA & SILVER CITY,1913,G+(965.4-F-1)on PPC.E\$30
 584 SEATTLE,WASH./TRANS.CLK.R.M.S.,1915, VG dplx on PPC.E\$5
 585 SPOK.PASCO & SEAT.,1930, VG (892-0-2) on cvr. E.\$5.
 586 SPOK.WASH./TRANS.CL'K.G.N.STA.,1906, G+ on PPC. E. \$6.
 587 SPOKANE & PENDLETON,1920, G (896.5-E-1) on PPC. E.\$5.
 588 ST.ALBANS & BOS/R.P.O.,c.1873, G (24-M-1) on cvr w/
 fancy produce merchant's cc. Est. \$8.00
 589 ST.P. & DEVILS LAKE,1910, Fine (869-Z-1) on PPC. E. \$6.
 590 THE DALLS & BEND, 1920, G (896.6-A-1) on PPC. Est. \$10.
 591 TR.CLK.OAKLAND PIER/CAL.,1909, VG on PPC. Est. \$3.00
 592 TRACY,WATERTN. & PIERRE,1913, G+(866-AA-1) on PPC.E.\$10
 593 WELLS RIVER & MONT.,1913, G (38-C-1) on PPC. Est.\$5.00

TROLLEYS

- 594 ARLINGTON & SO.BALTO.,1900, CAR/2, VG(BA-1-a) GPC.E\$12.
 595 PITTSBURGH/STREET CAR,1913,VG FLAG Trip 7 on cvr. E\$8.
 596 ROCHESTER,N.Y.CAR COLL.SERVICE/C,1899, VG (RO-3-b) on
 cover. Est. \$6.00
 597 ROLAND PARK & ST.HELENA,1902, VG (BA-3-c) on GPC w/AD
 on reverse. Small file holes. Est. \$40.00
 598 ST.LOUIS,MO./NORTHWEST,1910, Fine (SL12-B) on PPC. E.\$6
 599 ST.LOUIS,MO.NORTHWEST,1911, Fine (SL12-C) on PPC. E.\$6
 600 WASH.D.C.PA.AVE.,1898, G+ (WA-1-a) on GPC. Est. \$25.

SHIPS AND NAVAL RELATED

- 601 PACKET BOAT in box ties US #599 on legal-size cvr w/
 Honolulu bank cc.& MARINE POST OFFICE/N.Z./RMMS AORANGI
 1932 cds. Est. \$12.00
 602 U.S.FRIGATE/CONSTITUTION,1933, Fine Ty3 w/PORTLAND/
 OREGON in bars on cachet cvr. Est. \$4.00

SHIPS

- 603 US GER.SEA POST/SS WASHINGTON, 1933, VG. cach.cvr.E\$3
 604 USS BOXER, 1916, G+ Ty2r 4-bar on PPC. Est. \$10.00
 605 USS CALIFORNIA, 1912, G+ Ty2 4-bar on PPC. Est. \$8.00
 606 USS DES MOINES, 1913, about G Ty3 w/NEWPORT/R.I. in bars on PPC. Est. \$8.00
 607 USS GEORGIA, 1912, about G Ty1 on PPC. Est. \$5.00
 608 USS GEORGIA, 1913, G+ Ty1 4-bar on PPC. Est. \$7.00
 609 USS KANSAS, 1910, G Ty1 4-bar on PPC. Est. \$6.00
 610 USS LST 1110, 1949, Fancy BARTER IS/ALASKA cancel on cachet PPC for Barrow Resupply. Est. \$5.00
 611 USS MERCY, 1923, VG Ty1 on PPC. Est. \$8.00
 612 USS MICHIGAN, Jun 1910, VG Ty1u on PPC. Est. \$8.00
 613 USS PORTLAND, 1935, Fine Ty3 w/PUGET SOUND/WASHINGTON in bars on cachet cvr. Est. \$3.00
 614 USS ROCHESTER, 1933, Fine purple Ty 3 w/CAVITE P.I./LAST DAY in bars on YMCA, Manila env. Est. \$8.00
 615 USS SALERNO BAY, 1945, on cach. cvr pm BALBOA, CZ 1st Flight +over. Est. \$4.00
 616 USS SOUTH DAKOTA, 1910, about G Ty1 4-bar on PPC. E\$5
 617 USS TACOMA, 1910, VG Ty1 4-bar on PPC. Est. \$6.00
 618 USS TENNESSEE, 1909, VG Ty1 4-bar on PPC. Est. \$12.00
 619 USS UTAH, 1911 G+ Ty2 on PPC. Early for ship. Est. \$12
 620 VAN-P.R.O.P./Str.Prince George, 1913, bold purple oval on PPC (r.p. Prince Rupert, BC) Est. \$25.00
 621 Lot of 3 diff. ships on cach.cvrs., 1935-37: HERBERT, BROOKLYN & WORDEN. All VG-Fine. Est. \$10.00

FLIGHTS

- 622 DAMAGED IN PLANE FIRE/AT WARREN, OHIO. 9-21-30 on legal size cvr burned at right. pm CHICAGO. Est. \$25.00
 623 NEW YORK, Jul 1, 1924, 1st Transcont. (AAMC#166) on cvr franked w/#C4 & #C5 to Berkeley, CA. Est. \$30.00

MACHINE CANCELS

- 624 BECHTELSVILLE/PA., c.1910, G PERFECTION (unl.) PPC. E\$6
 625 CHARLESTON, 1915 VG "So.Cml.Cong.." slogan on cd. E.\$3
 626 HAMMONDSPOUT/NY, 1930, G FLAG on FFC. Est. \$4.00
 627 HOLLYWOOD/CAL., 1910, Fine FLAG on PPC. Est. \$3.00
 628 KANSAS CITY, MO. STA. A., 1897, G+ BARR-FYKE X-7, GPC.E.\$12
 629 KINGS MOUNTAIN/NC, 1930, G FLAG on FFC. Est. \$4.00
 630 LITTLE ROCK/ARK., 1906, Fine Star-in-Diamonds PPC. E\$10
 631 LOS ANGELES/HOLLYWOOD STA., 1914, G PAN-PAC FLAG. PPC.E\$5
 632 PHILADELPHIA, 1930, INTERNATIONAL REPEATER on reverse of 8.25 x 4.25-inch cvr. Est. \$6.00
 633 TACOMA/WASH, 1899, VG INVOLUTE FLAG ties #286.cvr.E\$20.

EXPOSITIONS

- 634 DENVER, 1915, VG "INT../DRY FARM.." SLOGAN. PPC. E\$4.
 635 PHILA., 1926, G+ MODEL PO ties 2-ct SESQUI comm.PPC.E\$8
 636 SAN FRAN., 1911, P-PAC publ.slogan Ty7c PPC Est. \$5.00
 637 SAN FRAN., 1915, VG MODEL P.O.mach.(SF15-02) PPC. E\$8.

MILITARY

- 638 APO 69, c.1946, G 4-bar ties 10-ct. PREXY on UC11 to England. Est. \$2.00
 639 MAR.DTCH.AMER.EMBASSY/PEIPING, CHINA, 1938, VG 4-bar on legal-sized cover. Est. \$6.00

Lots 640-647 are all on clean philatelic cards.

Postmarks are all VG-Fine

- 640 CLINTON, MISS./Internment Camp Br., 1943, E.\$6.00
 641 COOLIDGE, ARIZ./INTERMENT CAMP BR., 1945. Est. \$6.00
 642 MC GEHEE, Ark./RELOCATION BR., 1944, both mach. & dplx.E\$6
 643 POSTON/ARIZ, 1943 + PHOENIX/POSTON BR. Est. \$6.00
 644 SAINTE GENEVIEVE, MO./INTERMENT BR., 1945. E.\$6.00
 645 SCOTTSBLUFF, NEBR./INTERMENT BR., 1944. Est. \$6.00
 646 TONKAWA, OKLA./Prisoner-of-War Camp Br., 1943. Est.\$6.
 647 TRINIDAD, COLO./INTERMENT CAMP BR., 1943. E.\$6.00

AUXILIARY MARKINGS

- 648 FOUND IN COLLECTION BOX WHICH HAD/BEEN SATURATED WITH LUBRICATING OIL/BY PERSONS UNKNOWN. on UX27 pm EAST DETROIT, MICH., 1939. Est. \$12.00
 649 FOUND IN SUPPOSEDLY/EMPTY EQUIPMENT/OCT 3 1935/MAIL BAG DEPOSITORY/CHICAGO, ILL on reverse of cvr pm NYC. E.\$10.
 650 MAIL DAMAGED BY WATER on GPC pm ST.LOUIS to PORTLAND, OR, 1961. Est. \$6.00
 651 MISSENT in box & WILTON/MAINE DOANE w/"12" on PPC pm BOSTON to Upton, Maine. Est. \$8.00
 652 NOT IN ROCHESTER N.Y. DIRECTORY/SEARCH NO.1, on PPC pm DUNKIRK, N.Y./TRANS.STA., 1908. Est. \$5.00
 653 PAQUEBOT in magenta on cvr pm NEW ORLEANS, 1927 tying 2c x 2 BRITISH HONDURAS stamps. Lund Ty6. E.\$5.
 654 PAQUEBOT. in bold magenta st.line on PPC w/BOSTON, 1907 duplex tying 1-ct CANADIAN stamp. (Lund Ty3) Est.\$20.

AUXILIARY MARKINGS

- 655 POINTING HANDS, two cvrs., 1914 & 22, diff. marks. E.\$5
 656 RETURNED FOR INSUFFICIENT TIME, in purple st.line on 1908 PPC from Sherman to San Antonio, TX. Est. \$6.00
 657 SENT TO QUARANTINE on PPC pm NYC 1936 to passenger on "SS BRITANIC/Arriving August 14" Est. \$12.00
 658 SPECIAL DELIVERY ties #928 on UX27 + another #928, pm NEW YORK/STA.M.1946. Special Delivery GPC. Est. \$8.00
 659 TRACER, in magenta st.line on PPC from Hillsboro to Portland, OR. ca. 1909. Est. \$5.00
 660 UNCLAIMED & GENERAL DELIVERY on 1906 PPC to GREENSBORO PA. Est. \$4.00

STAMPS & POSTAL STATIONERY

- 661 #575 + 645(b1.4) + 647(b1.4) on REG. CVR., VERMILLION/S.DAK., 1929. Est. \$15.00
 662 #617-19 + 714 on REG. CVR., NYC, 1926. Est. \$20.00
 663 #650 blk.of 4 w/pl.# on REG AIR CVR. Est. \$10.00
 664 PRIVATE COIL 1-ct Franklin tied on ADV. PPC by MADISON SQ.STA.N.Y., 1910. Est. ?
 665 SCHERMACH Ty III, #408 pm NY/HUDSON TERM STA., 1915.E\$8
 666 SCHERMACH Ty III, #481 pm NY/HUDSON TERM STA., 1916.E\$8
 667 SCHERMACH Ty III, #482 pm NY/HUDSON TERM STA., 1917.E\$8
 668 #805 pm VAN BUREN/MO., 1948 on cvr. Last month of 1.5ct Third Class rate. Est. \$3.00
 669 #806 paying 3d Cl. rate, pm CRESCENT/IOWA, 1953.E\$2
 670 #807 pm WATERTOWN/WIS. Feb 29 1948 Leap Year PM. E.\$3
 671 #807a 3-ct from booklet pane w/50% of plate # on cvr pm FAYETTEVILLE/NC, 1947. E\$2.00
 672 #808 & 825 + 905 on Reg.Cvr pm MARSHALL/MN., 1944 pays 20-ct registry + 4-ct return rct + postage. Est.\$4.00
 673 #823 solo use of 18-ct. to pay basic Reg.+ post.. E\$4.
 674 #839 pm TRANSFER CLERK R.M.S./COLUMBUS, OHIO on PPC. Nice non-philatelic ex. Est. \$4.00

ADVERTISING COVERS

- 675 BANK, multiple illus of UNION BANK on adv. cvr. pm. HOUSTON/TEX., 1907. Est. \$10.00
 676 CHICKENS, illus poultry dlr ad on cvr pm HUNTINGTON PARK/CAL., 1929. Est. \$5.00
 677 ENGRAVED NUMBERS, illus mfrg. on cvr pm PHILA. 1893.E\$6
 678 FLOUR MILL MACHINERY, illus cvr pm CINCINNATI, 1894.E\$5
 679 FLOUR, illus. CROWN FLOUR ad on cvr pm WILLITS & SAN RAN./RPO (poor), 1908. Est. \$8.00
 680 FLOUR, o'all colored ad for GOLD MEDAL on cvr pm DODGE CENTER/MINN., 1920. Minor surface scrapes on ad. E. \$8.00
 681 FRUITS, illus on Price Compound Co., 1907, pm MINNEAPOLIS light stains. Est. \$8.00
 682 GOLD MINING Co., illus ad cvr for MAD MULE, pm S.F., 1913. Great illus. but sadly no stamp & horiz. crease. Est. \$5.00
 683 HOSIERY dlrs. fancy cc on cvr pm PHILA c.1880 w/3ct banknote tied by "6 in target" klr. Est. \$3.00
 684 HOTEL illus. DEWEY PALACE, NAMPALD, on cvr pm POCATELLO & PORT./R.P.O., 1905. Est. \$12.00
 685 HOTEL Pendleton/OR., illus on cvr pm POCATELLO & PORT/RPO, 1906. Est. \$12.00
 686 HOTEL, BEAVER BLOCK HOUSE, beaut. illus cvr. pm BUTTE FLAG 1906. Est. \$15.00
 687 HOTEL, illus cvr for SHERMAN HOTEL, Aberdeen, SD, pm ABERDEEN, 1921. Triffle ruff @ R. Est. \$5.00
 688 KETTLE, illus on utensil dlr ad cvr pm SAN FRAN.'98.E\$6
 689 PARK, illus ad cvr for MORTAR ROCK PARK, BERKELEY, CA. pm BERKELEY FLAG, 1909, Attractive. Est. \$12.00
 690 PATENT MEDICINE, o'all illus ad for ELECTRIC BITTERS on reverse of 1880 1-ct rate from Chicago w/encl.ad. E.\$12
 691 PEACOCK illus on jewelry store cvr pm CHICAGO, 1913.E\$8
 692 PLOW, illus.o'all ad on rev. of cvr pm SACRAMENTO/CAL. 1889. Est. \$15.00
 693 RESORT (S.HAVEN/MI) illus on Pvt Mail.Cd..1901. E.\$4
 694 STOVE PIPE, illus. ad cvr. pm NEW YORK on U111. E.\$8.
 695 Lot of 3 diff. cvrs w/fancy corners franked w/banknotes BURLINGTON, IOWA (2) & NYC HAY MERCH. VG-F. Est. \$10.00
 696 Lot of 4 diff. fancy corners & ad cvrs from CA, 1907-23 incl. 1 illus. HEALTH FOOD cvr. Est. \$10.00
 697 Lot of 5 diff cvrs w/fancy corners pm SAN FRANCISCO, c.1880-94 (4 w/banknotes). Two cvrs.faulty. Est.\$10.

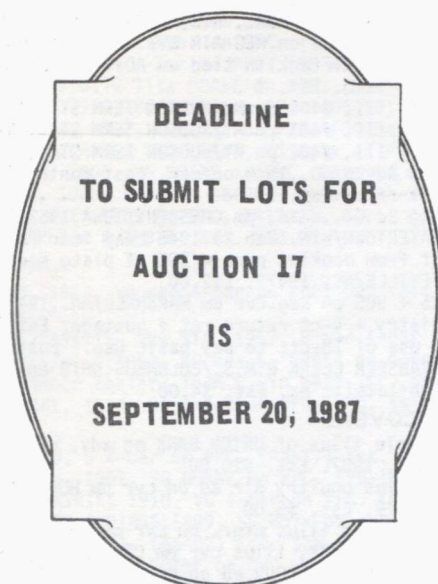
MISCELLANY

- 698 ADVICE OF MONEY ORDER FORM, KENT/WASH/MOB, 1892. Est.\$5
 699 CIVIL WAR Union Patriotic cvr., unused, shld.& eagle.E\$4
 700 COLORADO RR TIMETABLE, 1901, Colorado Springs w/sched. for various RRs serving city. Est. \$20.00

MISCELLANY

- 701 DEPARTMENT OF STATE/DIPLOMATIC POUCH AND MAIL SERVICE, 1946, in 3 magenta st.lines cancels #C32 x 3 on cvr from New Jersey to Paris, France. Est. \$8.00
- 702 POSTAL NOTE, Apr 1884, PASADENA, CA, VG cond. Est. ?
- 703 STEAMBOAT in red on SFL, 1829 NYC to Providence. E\$20
- 704 WX3 tied on PPC w/#300 by KANSAS CITY FLAG, STA.A.E\$6
- 705 WX5 tied by HONOLULU FLAG, 1909, on PPC. Est. \$6.00
- 706 POD WANTED PPCS, 1918-19, all diff, illus. w/criminals Four pm SAN FRANCISCO. Est. \$25.00
- 707 Lot of 23 diff HPO pms on cvr, 1955-56. 14 diff.rts.E\$8
- 708 OX1 on Reg. Package Env.(5 x 10"), Memphis,TN,1874.E\$8

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. 16

100	24.00	230	22.00	360	19.00	490		620	9.50
101	4.50	231	2.00	361	5.50	491	18.00	621	
102	6.50	232		362	3.50	492		622	
103	18.00	233	3.50	363	2.00	493		623	
104	11.00	234		364	2.00	494	13.00	624	6.50
105	13.00	235	2.50	365		495	3.50	625	
106	18.00	236	3.00	366	24.00	496	6.50	626	
107	10.00	237		367	11.00	497	55.00	627	5.50
108		238	6.50	368	10.00	498	9.50	628	26.00
109	9.00	239	16.00	369	7.00	499	9.00	629	
110	8.50	240		370	22.00	500	75.00	630	4.00
111		241	6.50	371	4.50	501	11.00	631	11.00
112	3.50	242	4.50	372	38.00	502	11.00	632	18.00
113	6.50	243		373	6.00	503	17.00	633	6.50
114	2.50	244		374	9.50	504	4.50	634	7.50
115	18.00	245		375	4.50	505	4.50	635	6.50
116	13.00	246	22.00	376	22.00	506	4.50	636	14.00
117	46.00	247	17.00	377	13.00	507		637	9.50
118	8.00	248	7.00	378	11.00	508	5.50	638	32.00
119	7.00	249	4.50	379	14.00	509		639	9.00
120	8.50	250	6.50	380	4.00	510	6.50	640	
121	3.00	251	13.00	381	13.00	511	7.50	641	8.00
122		252		382	5.50	512	7.00	642	
123		253	13.00	383	2.50	513		643	3.50
124	6.00	254	1.00	384	26.00	514	5.50	644	5.00
125	12.00	255	22.00	385	5.50	515	3.50	645	9.50
126	22.00	256	26.00	386	8.50	516		646	
127	2.00	257		387	8.00	517	2.00	647	6.50
128	16.00	258	11.00	388		518	3.00	648	
129	3.50	259	5.50	389	16.00	519	2.00	649	4.50
130	22.00	260		390	3.50	520	16.00	650	
131	5.50	261	17.00	391		521	5.50	651	5.00
132	6.00	262		392	2.00	522	5.50	652	2.00
133		263	3.00	393		523		653	4.50
134	5.50	264	9.50	394	5.50	524	4.50	654	11.00
135	19.00	265		395	7.00	525	2.00	655	5.50
136	5.50	266	3.00	396	5.50	526	16.00	656	7.50
137		267	17.00	397		527	8.00	657	6.50
138		268	9.50	398	2.00	528	13.00	658	65.00
139	15.00	269	2.50	399	3.00	529		659	15.00
140		270		400	20.00	530	19.00	660	
141		271	6.50	401		531	2.00	661	2.50
142	3.50	272		402	2.00	532		662	4.50
143	5.50	273		403	4.00	533		663	3.50
144	5.50	274	2.50	404		534	11.00	664	2.50
145		275	4.50	405	18.00	535	5.50	665	13.00
146	3.50	276		406	17.00	536	8.50	666	8.50
147		277		407	2.00	537	4.50	667	7.00
148	4.00	278	8.00	408	11.00	538	15.00	668	
149		279	4.00	409	6.50	539	15.00	669	8.00
150	5.50	280		410	4.50	540	4.50	670	8.50
151	6.00	281	3.50	411	5.50	541	5.50	671	7.00
152	9.50	282	4.00	412	22.00	542		672	
153	6.00	283	2.00	413	7.50	543	11.00	673	
154	3.50	284	2.00	414	5.50	544	7.00	674	
155		285	6.50	415	8.50	545	11.00	675	
156	4.50	286	9.00	416	4.50	546	2.50	676	24.00
157	8.00	287	5.50	417		547	6.50	677	14.00
158	5.50	288		418		548	7.50	678	
159	14.00	289	2.00	419	16.00	549	17.00	679	
160	17.00	290	8.50	420	8.50	550	2.00	680	9.00
161	65.00	291		421	34.00	551	4.50	681	3.50
162	6.50	292	7.50	422	42.00	552		682	3.50
163	9.00	293	7.00	423	7.50	553	6.00	683	7.50
164	48.00	294	11.00	424	6.00	554		684	9.00
165		295	16.00	425	3.00	555	3.00	685	
166	2.00	296		426	6.50	556		686	2.50
167	4.50	297		427	8.50	557	9.00	687	18.00
168	0.00	298		428	3.00	558	3.50	688	2.50
169	3.50	299	7.50	429	8.50	559	3.00	689	16.00
170		300	12.00	430		560	4.50	690	2.50
171	3.50	301	16.00	431	4.50	561	4.50	691	3.50
172	5.00	302	13.00	432	3.00	562	8.50	692	3.50
173		303	6.50	433	3.00	563	8.50	693	5.50
174		304	11.00	434		564	4.00	694	
175	44.00	305	16.00	435		565	2.00	695	4.00
176	6.00	306	19.00	436	3.50	566	6.50	696	11.00
177	2.00	307	8.50	437	2.00	567	8.50	697	5.50
178		308		438	4.50	568	11.00	698	
179		309	2.50	439	4.50	569	2.50	699	2.00
180	3.50	310	4.50	440	3.50	570	2.50	700	
181	28.00	311		441		571	5.50	701	11.00
182		312	8.50	442		572	2.50	702	11.00
183	8.00	313	2.50	443	2.00	573	3.00	703	5.00
184	2.50	314	2.00	444		574	5.50	704	6.50
185	3.00	315	6.00	445	3.50	575	3.50	705	
186	3.50	316	7.00	446	2.50	576		706	13.00
187	22.00	317	3.50	447	3.50	577	3.00	707	11.00
188	55.00	318		448	4.00	578		708	2.00
189	5.50	319	6.50	449	4.00	579	6.50	709	14.00
190	4.50	320	32.00	450	4.00	580	4.50		
191	16.00	321	3.50	451	3.50	581	5.00		
192	16.00	322	8.00	452	9.50	582	1.00		
193	7.00	323	4.00	453	2.00	583	3.50		
194	24.00	324	7.50	454	18.00	584	3.50		
195		325	2.00	455	3.50	585	6.50		
196		326	2.50	456	19.00	586	6.50		
197		327		457	15.00	587			
198	5.50	328	48.00	458	22.00	588			
199		329	4.50	459	2.50	589	14.00		
200	3.50	330	12.00	460	5.00	590	55.00		
201	20.00	331	3.50	461	5.50	591	2.50		
202	4.50	332	8.50	462	9.00	592	3.00		
203	5.50	333	16.00	463	11.00	593	4.50		
204	8.50	334	9.50	464		594			
205	14.00	335	5.50	465	13.00	595	4.50		
206		336	6.50	466	3.50	596	14.00		
207	5.50	337	7.00	467	3.50	597	2.50		
208		338	8.50	468	6.50	598	3.00		
209		339	10.00	469		599	2.50		
210	6.50	340	12.00	470	2.50	600	5.50		
211		341	32.00	471		601	16.00		
212	4.50	342		472		602			
213		343	6.50	473	6.00	603			
214	12.00	344	4.50	474	20.00	604	2.50		
215	22.00	345	9.50	475	4.50	605	5.50		
216	13.00	346	7.00	476	4.50	606	3.50		
217	11.00	347	3.50	477	2.00	607	15.00		
218	11.00	348	14.00	478		608	7.00		
219		349	7.00	479	32.00	609	24.00		
220		350	24.00	480	7.00	610			
221	40.00	351	7.00	481	2.00	611	15.00		
222	13.00	352	4.50	482		612	2.50		
223	4.00	353	7.50	483		613	2.50		
224	55.00	354	12.00	484	9.50	614	5.00		
225		355	22.00	485	2.00	615	4.50		
226		356		486		616	11.00		
227	2.50	357	2.50	487	6.50	617	13.00		
228	32.00	358	3.00	488		618			
229		359	5.50	489	5.50	619	8.00		

BIDDERS:

149

GROSS:

\$4679.50

LA POSTA BACK NUMBERS FOR SALE:

- 14, 6 Rural Free Delivery in Calif.; Lane Co., Oregon; Pds of SE Alaska; Gray Co., Texas; ENCYCLOPEDIA OF RFD CANCELS, 1st Sup., Jay Gould; Michigan Interurbans; Douglas Mil. Br., Arizona; Chittenden Corr.; U.S.T.M. Cat. additions. (\$3.00)
- 15, 1 RFD (AZ, CO, MN, UT); Nevada Pds; Cache & Rich Co., 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 Toledo, Ohio; Effective Establishment Dates; South Dakota Indian Agencies; California Mules; Pioche, NV; RFD (ID, MT, WY); Arizona's Fanciest Markings; Annville, MN; 1983 Officials; Josephine Co., OR; Morgan Co., UT; RFD ENCY.; Rio Grande's Santa Fe Ext.; Postal Ops & Civil War; Chitt. Corr.; U.S.T.M. Cat. Suppl. (\$3.00)
- 15, 3 RFD (Washington); Summit Co., UT; Military Forts Frontiers; Nevada; Douglas Co., OR; Aurora Co., SD; Minnesota Mail; Contracted Quincy, IL; Swiss City (IN) & Effingham (IL) RFD; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)
- 15, 4 Monterey Co., Calif.; RFD (Oregon); Paqueshot Marks of Pac. NW; Plus Grove, Kansas; Dakota Rural Routes; Phil Sheridan, KS; Colorado Railway Mail Cat., Vol. 1; Chittenden Corr.; U.S.T.M. Cat. Sup. (\$3.00)
- 15, 5 Pittsburgh Fancy Cancels, 1872-82; Black Island, Rhode Island; Chittenden Corr.; U.S.T.M.C. Sup.; Maribel & St. Joseph (MO) RR.; Louisville, Wis.; Brett, KS; William Carter & Overland Mails; Masatch Co., UT; South Bend, Wash.; Klamath Co., Oregon; Maxima Nevada. (\$3.00)
- 15, 6 Arizona Branches & Stations; Mouth of Rogue R. (OR); Pds of SE Alaska; Mimi 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 Pds in Other States; Lapush, Wash.; Postmarks & Cancels; Ma. Carter & Overland Mail; Rio Grande Southern. (\$3.00)
- 16, 2 Nevada PM Catalog; Shasta Co., Calif.; Curry, Alaska; Carter & Overland Mails; Springs of Western Virginia; Charlotte, NC; Philadelphia Maritime Markings; Antelope Co. Nebraska; Fort Snelling, MN; Alberta, Canada; Pds; Edmonton, Alberta; Patsy, KY; US Pacific RR Commission Hearings; Chitt. Corr.; U.S.T.M. Cat. (\$3.00)
- 16, 3 Ford's Branch, KY; Independence, NV; Benton Co. Arkansas in Civil War; Valdes-Fairbanks Trail in Alaska; Nevada Postmark Cat.; RFD ENCYCLOPEDIA, 2nd Suppl.; White Marsh, MD; South Carolina Shoot 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 Wrappers; 1863 Periodical Rates; 20TH Century Advertised; Springs of Western VA (III); Philadelphia Maritime Marks(III); Postbay, OH; Via Express Mail; Marion Letters from MT, Pikes Peak; Nevada PM Cat, Douglas Co., Fillmore, CA; Two-good Reminiscences; Utah Pds, Duchesne Co.; California Rwy Pds; The Tourist Lines. Prices \$3.00
- 16, 5 Auxiliary Markings (Called Out); RFD Supplement; Postal Note Business; Houghton Co., Michigan; Louisville, KY; Leavenworth & Pikes Peak Expr.; Trinity Co., Calif.; Lees Ferry, NM; Cottage Grove-Lemati (OR); Suffer, 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); R

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NUMBER of WORDS	1	2	3	6
	Issue	Issues	Issues	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

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\$1.25 Minimum Charge Any Ad

How To Order

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

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

VERMONT COVERS wanted - First flights, stampless, advertising - all cancels up to recent dates. Also postcards, documents, letterheads, etc. Stamps, postcards, covers for trade. Don Allen, 1201 North Prospect, Tacoma, WA 98406

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

MARYLAND: MANUSCRIPTS and covers. To or from Unity, and to or from Olney. Also want stampless covers. August L. Schaefer, 3421 Damascus Rd., Unity, MD 20833

MINNESOTA COLLECTOR wants Territorial and statehood covers to 1900. Rev. William Kvale, 3801 Wooddale, Minneapolis, MN 55416

WANTED: TOWNS

IDAHO - 19th century Idaho covers wanted. Especially need nicer Idaho territorials. Mark Melkin 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

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

FOR SALE: TOWNS

WANT LISTS solicited for 19th and early 20th century town marks and big city handstamps and machine cancels. Strongest in Eastern states, but very good South and Midwest. Many other specialties available (Rates, Fancy Cancels, BOB, Advertisings, etc.) Try us. Gene Schrier, Gem Classics, Box 3218, Guttenberg, NJ 07093 Ph.(201) 861-2931

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 Helbeck, 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

POSTMARKER HANDSTAMPS

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DR. FRANK R. SCHEER
18 EAST ROSEMONT AVENUE
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other postal items



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INEXPENSIVE CLASSIFIED
ADS BRING YOU RESULTS

WANTED: MISCELLANEOUS

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

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

WANTED CLEAR cancelled Doane and RFDs. Paying 75 cents each, except for Type 11 RFDs. Those paying 50 cents each. Harkins, 7030 Dogwood, Springfield, MO 65802

TEXAS WWI AERONAUTIC Branch covers wanted. Photo-copies or description to Jane Fohn, Rt.2, Box 352, Leander, TX 78641

NAVAL CANCELS and any US Navy related postal item 1900-1925. Frank Hoak III, P.O. Box 668, Mew Canaan, CT 06840

PIG-RELATED COVERS and postal history wanted. Photo-copies or description to Jane Fohn, Rt.2, Box 352, Leander, TX 78641

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

WANTED: LITERATURE

WANTED: BACK issues of LA POSTA, Volume 6, 7, 8 and 9. Robert Ebner, P.O. Box 151, West Covina, CA 91793.

FOR SALE: LITERATURE

MONOGRAPH - 'MORE on Morrison' just published. 40 page bio and catalog of daters and killers carved by him while on the Rutland & Troy RPO. \$5.00 postpaid from: John M. Prendergast, Jr., 5930 East 56th Street, Indianapolis, IN 46226

NEVADA POST OFFICE book. An illustrated history showing all town dates with many illustrations and rarity ratings. Sold at \$30. All remainders selling \$15. Will not be re-printed. Peterson, Box 17463, Holiday, UT 84117

FOR SALE: POSTCARDS

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

FOR SALE: FOREIGN

YOUR LIST of countries, dependencies, towns, cancels, topics or other postal history specialties solicited. Very large cover inventory. Gene Schrier, Gem Classics, Box 3218, Guttentberg, NJ 07093 Ph.(201) 861-2931

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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OF ADDRESS



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	ONE	THREE	SIX
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2	13.00	29.90	54.60
1/4-PAGE	30.00	69.00	126.00
1/2-PAGE	55.00	126.50	231.00
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The POSTAL HISTORY DEALERS MAP!*

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

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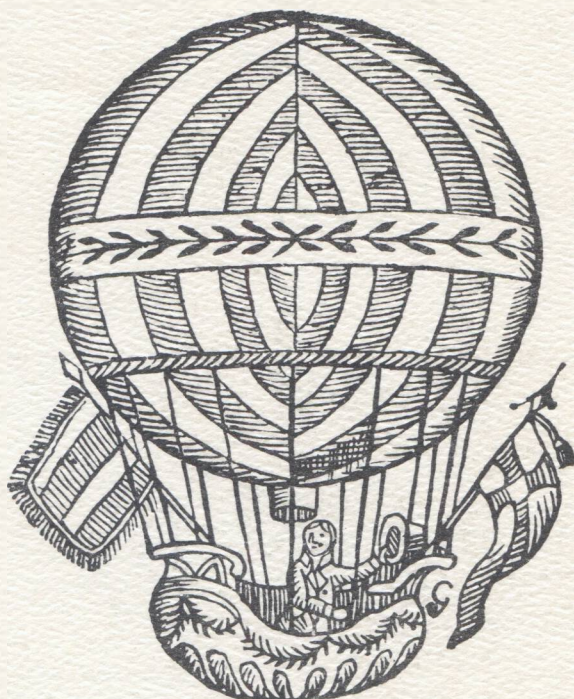
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