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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

NOVEMBER 1987



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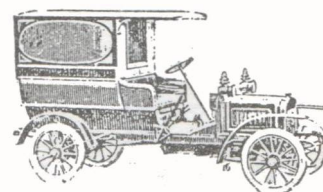
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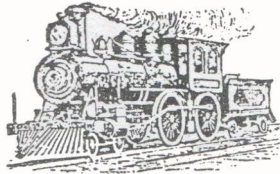
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PUBLISHER'S PAGE



Quite a few readers responded to my comments which appeared in the last issue regarding the term "postal history", and the way in which it is applied in LA POSTA. In order to share as many of these thoughtful remarks as possible, I will turn over this month's "Publisher's Page" to you, our readers:

Dan Meschter of Wenatchee, WA, writes:

I read your page in the Aug-Sep LA POSTA with more than usual interest because I have given much thought to the question of what is postal history - with all due respect for the FIP - and its role in philately generally.

But first, let me assure you that the English, for one, are avid collectors of their own town post offices and cancels of all kinds. One approach is to collect by county, much as we do by state. The idea of DPOs, however, has little relevance to them due to the nature of their postal system and how it was developed. Rather, they tend toward specialties. One of the most popular is the numbered obliterations that were so widely used from 1844 to 1906, mostly on penny reds. Indeed, there are a number of dealers who handle covers exclusively, and even Stanley Gibbons, when I was in their shop two years ago, had a dozen or more drawers of quite ordinary covers arranged by county. Many were priced between their equivalent of \$1.50 and \$5. Of course, there are groups of material that are what they would say "pricey."

Going back now to the substance of your remarks, I agree that, while the FIP definition of postal history is rather narrow, I have never had any real problem

with it per se. The problem, in my view and I think some others, is not so much the definition as its application.

I think it is clear the FIP and its approved judges are applying the definition so narrowly as to reinforce the views of some older judges that "older and valuably is always better." Accordingly, they emphasize classic material to the detriment of the more prosaic. For myself, I readily admit that while some of the best postal history exhibits conforming to FIP standards I have seen contained much beautiful and valuable material, I found them thematically sterile and lacking in "history." Frankly, I have long had a hard time visualizing what kind of an exhibit could satisfy both the FIP definition, as it is usually applied, and any rational definition of history. Were postal history treated by the FIP as a humanity, as many of us would like to treat it, it could include such things as first flights and so-called "philatelic" covers, which are anathema to the FIP and most judges, even when such items may be the only token of the "method, routing, and condition of dispatch" the collector is attempting to illustrate, and, which indeed, may be extremely rare if not unique. I have long chafed at the proposition that it apparently is better not to study a particular route or method of dispatch than to include anything so obscure as a philatelic cover.

Thus, I think you may be missing the crucial point when you approach the problem as a question of names, as if to imply the reality is in the label, and all will be well if you find something else to call it. Your discussion of the need for a new name reminds me of a conversa-

tion with a group of collectors and non-philatelic historians many years ago (at least 20) in which DPOs (philatelic or otherwise), first flights, and just about any postally used covers quite correctly were described as ephemera -- relics or souvenirs, if you would, of short-lived institutions, or even single events in the past. The pure historians in the group, and especially those with a background in museology, had no problem with the legitimacy and historical significance of such items. On this base, you could call what we read about in LA POSTA "postal ephemera" rather than "postal history", if you want, and, perhaps, be more correct. Then, of course, you would have to change the name of LA POSTA to THE EPHEMERON, and just abdicate from philately all together.

No! What I consider the solution for the problem you raise would be the organization of a national-level association, perhaps a federation of the various state postal history societies (which I think are more legitimate than the FIP), the several postal history societies, and perhaps the American Airmail Society, the Polar Philatelists, the First Day Cover Society, the War Cover Club, and others like them, for the purpose of formulating definitions, collecting and exhibiting criteria, and judging standards, and for accrediting judges much as, say, the American Topical Association does. One of the problems with postal history organizations is either that they tend to limit themselves to their parochial interests, or to run off in all different directions at once.

As the famous Denver newspaperman, Fred Bonfils, put it many years ago, "If I ain't good enough to join the Denver Country Club, I'll start my own." And he did!

I think it really has to come to this sooner or later. There are too many collectors out there who are out of step with the FIP for the FIP to continue to impose its definition and interpretation of postal history on everybody and their widely diverse interests.

And, Bill, this is something in which LA POSTA can assume an influential leadership role. You only need look down

your subscriber list to comprehend the support you might be able to command among American collectors. I think you ought at least explore the potential.



Ernst M. Cohn of Dothan, AL, Writes:

I just read through LA POSTA #106 and found it chock full of fascinating postal history, for which I thank you very much. Also, I was delighted that you had spent some time with Charles Towle, one of the greatest U.S. postal historians. It was all the more surprising to me, therefore, that Helbock and Towle are having problems with the term "postal history." If you two don't know what "postal history" means, then who does?

Before we go further, let me mention that what happened at CAPEX has nothing to do with the definition of "postal history." CAPEX was simply inexcusable, but that is a different matter altogether.

The FIP defines "postal history" in article 2 of its Special Regulations for the Evaluation of Postal History Exhibits at FIP Exhibitions:

Article 2 - Competitive Exhibits.

A postal history exhibit is an exhibit of documents or postal items, which have been carried by a postal service whether official, local or private. Such exhibits will show either routes, rates and markings or/and the classification and study of postal markings on covers or stamps applied by those services or institutions, and of the marks of obliteration on postal items (ref. GREV, Art.2.3).

What the above says, in fact, is that the class includes not only postal history, but also postmarks. Eventually we shall have to rename it to fit that definition, but that is a minor matter.

So who said that "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?" If you are worried about the level of the medal, that is something else again.

The Germans have the same problem with their popular "Heimatsammlung" or "local collection." That may include Daguerrotypes of local greats, old newspapers, books, magazines, ration cards, diplomas, driver's licenses, etc. All of that is good local collecting material. When it comes to exhibiting philatelically, however, only the postal material should go in the frames. An exhibit in a shopping mall, a bank, or the post office is an entirely different matter; its purpose is different, too. FIP recognizes local postal history collections, but it considers them not as important internationally as exhibits of a larger area.

Take my (imaginary) collection of Dothan, starting with the day it was founded just a century ago. It is the capital of Houston County, which makes this a very important local collection. Important in Alabama? Not terribly. In the U.S.? Well, you'd really have to stretch your imagination to call it that. Important in philately worldwide? No. So, my Dothan postal history collection is certainly exhibitable under FIP rules, but it is not gold medal material, even if it is complete as far as all the postmarks are concerned and contains quite a few unusual usages.

Let's take the case of the Florida postal history exhibit (not a real case). The collector wrote it up in such a way that it reflected the development of the U.S. mails, a microcosm of a macrocosm, a "pars pro toto." Whereas postal history of Florida might be "nice" internationally, the Floridian postal history "vice" U.S.A became not only important but also acquired a charm for being able to duplicate all U.S. postal developments. Such a collection should get a good FIP prize, in parallel to another one that actually did, and more than once.

Just as a U.S. judge would not normally see the nuances of a great postal history collection of Gironde, a Danish judge cannot be expected to know what makes a great postal history collection of Utah. We must educate each other -- by writing, publishing, talking, and whatever other tools of education we can find, the exhibit included. We must also be resigned to the probability that our eso-

teric postal history may not appeal quite as much to someone who has esoteric postal history topics about which we know very little. And that always translates into lower prizes.

That, by the way, is why - even with conscientious judges - postal history has a hard time compared with traditional philately: The traditional stuff is in the catalogues, available to every judge. Even so, just ask the Mexicans, Central and South Americans how satisfied they are with FIP judging in the traditional class. They have been complaining that FIP is Europe and Anglo-North American oriented, that the judges do not understand their material. And they have a point. So, lettuce all work on being properly understood...

As for changing the rules, they will surely be changed again. We are now 2/3 as far as I want to go, viz., to call it the COVER CLASS, to include postal history, postmarks, and other cover exhibits (advertising, e.g.). But it all takes time.



John White of Gresham, OR, writes:

In response to your Publisher's Page remarks concerning the proper nomenclature for (and interpretation of) our activities, I would submit the following:

Development of postal service in North America was an integral part of establishing civilization across a transcontinental wilderness. It is not possible to conduct even a cursory study of mails evolution in either the United States or Canada without at least some consideration given to concurrent sociological and demographic factors. On the other hand, study of European posts is quite often only a matter of technological advancement or political treaties leading to more efficient transport of the mails over time honored routes between centuries old communities. In the latter case, ample supporting documentation is usually applied directly to a piece in the form of endorsements, cancellations and/or other relevant markings. However, such inscriptions may tell only part of the story for North American

posts, with additional research into contemporary lives and times being required to properly complete a particular study.

When viewed from this perspective, it becomes obvious that we are the true postal historians, and our Old World counterparts are merely "cartaphiles", expanding classic and occasionally archaic philatelic criteria to treat covers in much the same manner as specialized stamp collections. Further, there can be little doubt that when confronted with this viewpoint, the FIP will immediately move toward a similar position. That is, right after they recognize the twentieth century constitutes a worthwhile era for philatelic endeavor.




Wallace Beardsley of Newark, CA, writes:

My definition of postal history? Exactly as you state it, i.e., the combining of local history, people, and so forth, and their relationship to a cover or postmark.

The FIP category should be named "Stamps on Cover," for it is that and nothing more.

That is why I don't exhibit.





Gordon Twedt
Box 280
Maddock, North Dakota
58348

NORTH DAKOTA TERRITORIAL COVERS

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INDIAN TERRITORY

- | | |
|---|---|
| 10 CHOTEAU, 1889 VG Target on cvr with cc to Treas. of C.N. | E |
| 11 FORT GIBSON, C.N. 1880 G cds on dbl wt cvr to Sec. of C.N. | E |
| 12 FORT GIBSON, 1887 G cds on cvr to Bushyhead (P.Chief of C.N.) | E |
| Fancy B/S of TAHLEQUAH, Ind.T. | |
| 13 FORT GIBSON, 1901 G-VG cds on 2¢ entire, TAHLEQUAH rec'd | D |
| 14 HANSON, 1898 VG cds on cover to Prin. Chief, TAHLEQUAH rec'd | E |
| 15 LEFLORE, 1895, VG cds on 2¢ entire SAWWISAW Ind.T.b/s | D |
| 16 LEHIGH, 1907 F duplex on ppc COLGATE, rec'd | D |
| 17 MADILL, 1906 VG cds on 2¢ entire cover with cc | D |
| 18 MUSCOGEE, c.1877 VG-F cds on Indian Affairs Official cover with 6¢ Dept of Int stamp to Prin.Chief--RARE | E |
| 19 STRINGTOWN, 1898 G cds on cover tying 2¢ Columbian | D |

TERRITORIAL

- | | |
|---|---|
| 20 SAVOONGA, ALASKA, 1959, VF 4-bar on Dog Team cover also GAMBELL, ALASKA, VF 4-bar Postmasters autographs | B |
| 21 METCALF, ARIZONA, VF duplex 1905 on cover | C |
| 22 SOLOMONSVILLE, ARIZONA, VG duplex on 2¢ entire 1906 | C |
| 23 TAIBAN, N.M., 1907, VF Doane on ppc | C |
| 24 SALT LAKE CITY, UTAH, c.1880 F cds on cover | B |

STATES

- | | |
|---|---|
| 25 ALABAMA, MOBILE, 1841, VF blue cds on sfl | C |
| 26 FLORIDA, FORT BROOK, 1896, F cds on 2¢ entire with s/l MISSENT | C |
| 27 FLORIDA, GOTH, 1887, VF cds on 1¢ wrapper to Germany | C |
| 28 ILLINOIS, LA SALLE, 1855, F cds ties #11 | C |
| 29 IOWA, DES MOINES, 1858, F cds ties #26 | B |
| 30 KANSAS, HARTLAND, 1886, VF cds with star killer ties #211 | D |
| 31 KANSAS, McPHERSON, 1906, VF duplex on 1¢ wrapper to Austria | C |
| 32 MAINE, BRUNSWICK, 1874, F cds Also NEW YORK Br TRANSIT Orange cds #149 on cover to Germany | E |
| 33 MASS. MERRIMAC, 1881, F cds with star killer on cover | B |
| 34 MICHIGAN, BATTLE CREEK, 1892 F duplex on overall Ad cover with DET.GCHI.DIS./F.MAIL due May 14, 8.30 AM 92 cds b/s | Q |
| 35 MICHIGAN, EAST SAGINAW, c.1870 F cds on Hotel cover #114 | C |
| 36 MICHIGAN, GLADSTONE, 1906, VF duplex on real photo pc | B |
| 37 MISS. VICKSBURG, c.1855, VF cds ties #11 | C |
| 38 NEW HAMP. NEW LONDON. 1903, G-VG RFD cancel Doane #1 on cvr | C |
| 39 NEW JERSEY, BEATYSTOWN, c.1880 F dcds on cvr with circle of wedges killer | C |
| 40 NEW YORK, CUBA, 1853, F-VF, cds red on fl with #11 | C |
| 41 NEW YORK, NEW YORK, 1828, VG, red cds and s/l SHIP on sfl | C |
| 42 NEW YORK, THERESA, 1860, VF, blue cds ties #26 to small cvr | B |
| 43 OHIO, CONSTANTIA, 1865, mss on cvr #65 pen cancel with enc | B |
| 44 OHIO, MEDINA, c.1855, VF cds blue ties #11 | C |
| 45 OHIO, NEWARK, c.1855, F-VF cds ties #11 small cover | B |
| 46 PENN, BEDFORD, 1841, VF cds and FREE on sfl | C |
| 47 PENN, NEW WASHINGTON, c.1885, F fancy cds with star killer on Justice of Peace cc cvr | C |
| 48 TENN, MURFREESBORO, 1864, VF dcds target killer ties #65 Union occupied cvr. | B |
| 49 TENN. NASHVILLE, 1863, F dcds target killer ties #65 to Union occupied cvr | A |
| 50 TENN. NASHVILLE, 1902, G RFD cancel Doane #6 on cvr | B |
| 51 VIRGINIA, NORFOLK, 1907, JAMESTOWN/CELEBRATION machine xel ties 1¢ Jamestown on ppc also BLANCH, NC Doane #2 | B |
| 52 VIRGINIA, OLD CHURCH, 1866, mss on 3¢ entire | B |

RAILWAY POST OFFICES

- | | |
|---|---|
| 53 ARLINGTON & SO.BALTO./ RPD 1901 VF (BA-1-a) on cvr | C |
| 54 DURHAM, NC/TR. CLERK, 1909, F duplex on gpc (332-D-1) | A |
| 55 GREENSBORO, NC/TRANS. CLK. 1917, F duplex ppc (332-E-4) | A |
| 56 HAMLET & JACK/ RPD, 1912, F duplex (328-G-1) hotel cc | B |
| 57 HIGH PT. & ABERDEEN, /RPD, 1913, F duplex (333-E-1) on ppc | C |
| 58 N.O. & HUM./ RPD c.1875, G cds (421-F-1) ties #159 to Canada | C |
| 59 RALEIGH, NC/TRANS. CLK. 1911, XF duplex (332-G-2) on gpc | A |
| 60 SALISBURY, NC/TRANS.CLK. 1934, F duplex (332-I-3) on gpc | A |

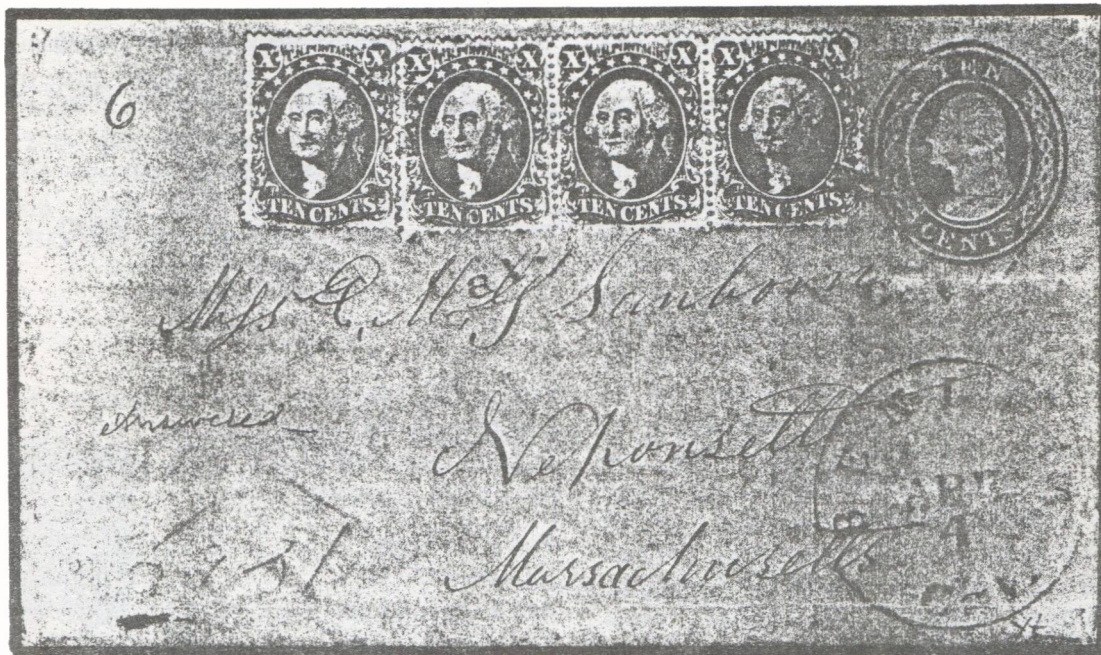
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Closing date of sale - NOVEMBER 30, 1987

THANK YOU for YOUR INTEREST in our FIRST MAIL BID SALE.



This cover, postmarked Benicia, Cal., is the subject of a question posed by Clay Wallace below.

NOTES AND QUESTIONS

Clay Wallace of New Britain, CT, sends along a photocopy of the cover shown above, and writes:

I've looked at all the evidence and this suggests that the cover was placed in the mail somewhere between April 4, 1858, and April 4, 1862. My question: why all the postage, and what is the meaning of the "6" in the upper left corner?

A simple explanation might be that the cover weighed 2.5 ounces, but I don't think so for the following reasons:

1) 2.5 ounces of paper could not be stuffed into this envelope and the condition of the cover suggests that it was never "bulky"; and,

2) the Sanborn Sister Correspondence is well known; they were very precise and did not over frank their covers.

The cover bears no other marking than those shown here. Maybe I'm wrong but I get the feeling that this cover is not what it seems. If anyone has an explanation, I would appreciate it if they would contact me through LA POSTA.

Ken Schoolmeester of Greensboro, NC, sends along the following:

Recently I have been able to go through two large hoards of modern covers; one containing property tax payments and the other concerning government education loans. As a matter of interest for those looking for modern postal history subjects, I thought I might pass on some observations based on my work with the two hoards, including the results of a statistical sampling from one of the cover hoards to indicate the presence of collectable stamps and postal markings. What follows, is the results of my analysis.

The two mail sources differed from each other considerably in two areas. First, the percentage of 4-bar postmarks was far less in the education loan mail because it originated from all 50 states, whereas the property tax payments originated primarily from one North Carolina county with a large number of small post offices. The second major difference was the choice of stamps used to frank mail. The educational loan mail had a much higher percentage of commemorative stamps than the tax payment mail.

Before turning to the results of my statistical sampling of the property tax mailing, some general comments are in order. I noticed several Bureau Issue combinations which repeated themselves more often than might seem normal. The 5-cent Pearl Buck was used with either the 17-cent Rachel Carson or Belve Ann Lockwood was frequently found on covers from women -- perhaps a nice feminist combo. Also noted was the scarcity of Transportation Coils on first class mail. There were several covers with a large number of 1-cent Omnibus coils on them; probably a result of getting three of them when one purchases a 22-cent stamp for a quarter from a post office vending machine. It is also quite rare to find any of the Transportation Coils used in combination with any other Bureau Issues. The total number of covers sampled from the North Carolina property tax payment mail was 13,000. Today, most such bulk mail processing operations use cutting machines to open letters. These machines damaged an estimated 35% of all incoming covers by cutting into postmarks and stamps, particularly large-size commemorative stamps.

The table below indicates the number of covers and percentages of the total which fell into the various categories for which I sorted.

	Number	%
FRANKING		
Commemoratives (1):....	1,136	8.7
PNCs	101	0.8
Bureau Issues.....	79	0.6
Plate # or ZIP singles.	3	0.02
Foreign Stamps	1	10.01
Flags, Seashells and Meters.....	11,419	87.8
POSTAL MARKINGS		
Handstamps (2).....	248	1.9
Auxiliary Markings	13	0.1

(1) Includes the Love Stamp.		
(2) Including 4-bars, transit marks, and received marks.		

The message is clear. If one doesn't collect common stamps or commemoratives, a hoard such as this does not offer too many collectable covers. The fact is, only 445 covers of the 13,000 bore stamps or postal markings of interest to me, and you have to keep in mind that about 35% of them were damaged by the cutting machine.

Tracy G. Thurber of Providence, RI, sends along the following short list of Rhode Island post offices from which there are no known covers:

Post Office	Dates of Operation
Atlantic Pier	3/16/1867-5/10/1867
Barberville	3/16/1854-3/28/1856
Burnside	7/3/1883-7/31/1890
Clayville	3/6/1848-7/15/1853
East Cumberland	6/25/1874-1/20/1876
Greenwood	9/9/1899-4/30/1900
Howard	3/15/1880-9/21/1880
Middletown	9/11/1835- 6/1/1836
Mumford's Mills	7/23/1838-2/28/1842
Noyes Beach	7/13/1888-12/3/1888
Potterville	12/20/1853-4/10/1856
Richmond	1/1/1812- 5/1/1824
	5/3/1828-3/13/1830
Scituate	4/2/1812- 9/2/1816
Slater's Village	1/24/1820- 4/9/1834
State Farm	3/29/1871- 5/3/1871
West Scituate	10/11/1843-10/7/1849

Only 16 post offices missing! Can anyone find a postmark from one of these?

MOLNAR ISSUES LATEST LIST

Charles J. Molnar, 1030 Tote Road, Rock Creek, OH 44084, has recently issued his latest list of Railroad Post Office cards and covers for sale. "Cover List No. 28" contains 10 pages of covers and cards from PRO beginning with the letters "C" through "F". Molnar's periodic lists are an excellent source of moderately priced RPO covers.

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CALA
JUN 26 1-PM '99



JUL 20 1899



Camp. bells.

E. C. Hurlbert,
69 ~~Poston~~ Bldg.,
San Jose, Cal.

Provisional postage due use in San Jose? The 1-cent Franklin in the lower left corner bears a red overprint 'Postage Due'. This cover is the subject of a question posed by Len McMaster.

Len McMaster of Williamsburg, VA, asks for help with the following puzzle:

I am currently studying and collecting the 1898 1-cent green Franklin (Scott #279), including overprints by U.S. possessions, provisional revenue use, pre-cancel use, territorial use, etc., and possibly provisional postage due use. A few months ago, I acquired a cover with 1-cent postage paid, postmarked June 26, 1899, in San Francisco to San Jose. (See illustration) Note that the street address is crossed out, and a manuscript "General" is written beneath the original address. A General Delivery marking from San Jose appears as a backstamp.

In the lower left corner of the cover appears a 1-cent stamp which is overprinted "Postage Due" in red. It is tied to the cover with an oval San Jose cancel. The word "General" has been lined out, and the word "Campbells" added.

One explanation of the cover would be that the addressee was not in San Jose, but in Campbells, and, since unsealed 3rd class letters could not be forwarded without payment of the 1st

class rate, a postage due of 1-cent would have been required. Unfortunately, there is no postage due marking on the cover; just the extra 1-cent stamp overprinted "Postage Due."

My question is this, does anyone familiar with the postal history of San Jose know of the possible use of such provisional postage dues? Is there any literature containing examples of postal markings used by the San Jose post office?

If anyone can shed light on this subject, please write me in care of LA POSTA.

ROBINSON NAMED NEW "BADGER POSTAL HISTORY" EDITOR

William B. Robinson has recently been appointed editor of "Badger Postal History", the quarterly journal of the Wisconsin Postal History Society. Society President Merwin A. Leet named Robinson to replace James B. Hale, who is stepping down after 18 years of service.

The Wisconsin Postal History Society was organized in 1942, and is the oldest group specializing in a single state's postal past. The society's purpose is to collect and publish information on the state's postal history for educational and historical purposes. It is associated with the State Historical Society of Wisconsin, the American Philatelic Society, and the Wisconsin Federation of Stamp Clubs.

"Badger Postal History" has been published continually since 1961, and it succeeded the Society's original "WPHS Booster", which was begun in 1947. Now in its 27th year, the "Badger" contains feature and research articles, news about members, new discoveries, auction prices realized, members' ads, and many illustrations.

Bill Robinson has been a long time supporter of LA POSTA, and his work has sometimes graced our pages. We wish Bill the best of luck in his new endeavor, and heartily encourage all with an interest in the postal history of Wisconsin to write for additional information. Bill may be reached at 1641 Bruce Lane, Green Bay, WI 54303.

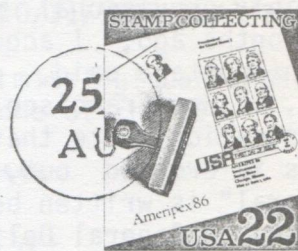
Len McMaster of Williamsburg, VA, writes to inform us of another opportunity for vacation visits:

The Colonial Post Office is in the restored area of Colonial Williamsburg. It is located in the printing shop, which was apparently common practice in Colonial America. Unfortunately, there is very little to see, but one can mail letters which will receive a postmark typical of what might have been used in the 18th century. (see illustration) The Williamsburg post office was originally established in 1738.

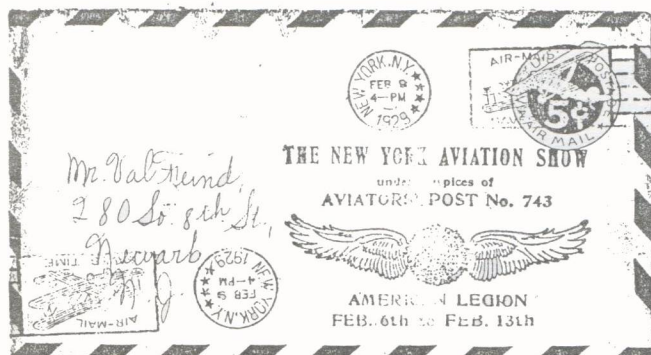
The Colonial Williamsburg Foundation Library, while not a philatelic library, has a wealth of information on Colonial Virginia and America, including a study of the Colonial Postal System in Virginia. It includes, for examples, back issues of the VIRGINIA GAZETTE, founded in 1736, which contain information on the operation of the Colonial Post Office and lists of letters which were received for delivery. The Library is open to the public Monday to Friday (8AM-5PM) and Saturday (9AM-1PM). It is located at 415 N. Boundary Street in Williamsburg.

L. R. McMASTER
Attorney at Law
P. O. BOX 187
WILLIAMSBURG, VIRGINIA 23187

W.^{MS} BURG
VA. 1987



Richard W. Helbock
P.O. Box 135
Lake Oswego, OR 97034



OBITUARY

William J. Taylor, a writer, poet, and author, died early Sunday, August 23, 1987, at his home in Rudyard, Michigan.

Bill was best known for his efforts at promoting the study of the postal history of the Upper Peninsula of Michigan. A soon to be released book entitled, "Postal History and Postmarks of Upper Michigan," was one of his current projects.

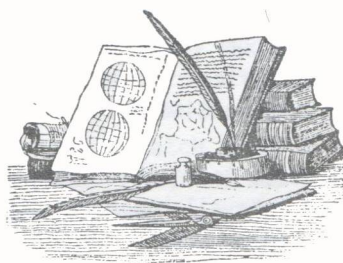
As an American Philatelic Society member, he published an article on the U.S. Scott #298, which told of the Soo Locks. It appeared in the AMERICAN PHILATELIST, Vol. 89, No. 2 (Feb 1975).

Bill was also a member of Michigan's Peninsular State Philatelic Society. He helped keep other members informed about events in the Upper Peninsula, and supplied many a fellow collector with a cover or two.

One of his other active memberships was with the American First Day Cover Society. Bill learned how to develop his collection of autographed covers on music with the Society, and his favorite exhibit, Scott #1615c, won many awards at the local shows. He was also a member of the U.S. Cancellation Club, and particularly enjoyed the study of U.S. Scott #64.

William J. Taylor was born September 14, 1927, in Newberry, Michigan. He graduated from Michigan State University, and taught school in Delton, Michigan. After moving to Rudyard in 1952, he taught piano for many years. Bill wrote and published two books of poetry. The first was "Wild Harvest" and the second was "New and Selected Poems." Most of his poetry recalled the beauty of natural things in Michigan's Upper Peninsula.

Jerome D. Krause



John Mason of Dallas, TX, sends along the following information on an unusual New York City machine cancellation:



The New York City post office had a special die produced and reserved its use for events of note. Whether this was philatelically inspired, I do not know. Never-the-less, the die was used in the Universal machines, and was characterized by the four stars in the dial (see illustration). This die was used in the late 1920's and early 1930's to cancel covers for such events as Lindbergh Day, Admiral Byrd Day, and other notable aviation events. The cover illustrated here commemorated the American Legion Aviation Show, and the cancellation section consists of a box with biplane drawing and the slogan "Air Mail Saves Time."

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THOSE SELF INKING POSTMARKERS

By Robert Stets

There's a new style postmarker making its appearance in post offices around the country, and collectors of modern postal history should be on the lookout, in their current mail, for examples of these postmarks that one day may be as popular as "Doanes" are today.

Reports of these self-inkers appeared in the last two issues of LA POSTA, in Modern Postal History and the Iowa PHS Bulletin. Some of these articles referred to the self-inkers as "unauthorized" probably referring to the fact that they were not available through the USPS Area Supply System.

The Postal Bulletin for October 17, 1985 included a notice that:

"Postmarking equipment, including self-inking stamps, is not to be procured locally unless it is not available from a directed source of supply.....Vendors should be advised of the above policy."

Now, to conservative readers, that announcement would seem to classify the self-inking postmarkers as "unauthorized". But, to a postmaster in a first, second or third class office, fed up with trying to keep his "approved" postmarker repaired and usable, the notice could be translated to read:

"Self-inking postmarkers may be procured locally, if they are not available from a directed source of supply".-It's all in how you read it!

In justifying their purchases, postmasters pointed out that vendors of the self-inking postmarkers were openly soliciting orders from postmasters at postmasters' state conventions. Present at these conventions were top postal officials from Washington, D.C. and members of the Postal Inspection Service, none of whom raised any objection, nor did any of them "advise vendors of the above policy".

Then, effective June 7, 1986, postmasters in Cost Ascertainment Group L (CAG L) -- formerly known as fourth class offices -- were given local purchasing authority up to \$100.00.

Therefore, it seems to me that "unauthorized" is too harsh a word -- "available only from private sources" is a better description.

THE BEGINNING OF SELF-INKING POSTMARKERS

Back in August 1984, a representative of Priority Products, Inc. attended the annual convention of postmasters in Ohio and solicited orders for a self-inking postmarker.



Earliest self-inker reported to date.
(Collection of Ken Schoolmeester)

Since that time, representatives of Priority Products and other firms that have become sources for the self-inking postmarkers have been attending postmaster conventions all around the country, "selling" the benefits of their product to postmasters disenchanted with the product available from USPS Area Supply Centers:

1. The top layer on the USPS postmarker separates in use from the cushioning material and must be reglued frequently with cement furnished by the Area Supply Centers. A 24-hour drying period makes the postmarker unavailable for use during that time.
2. An ink pad is required to be used with the USPS supplied postmarker. This pad must remain open on the post office counter, and this frequently results in ink getting on the clerk's hands, clothing or other objects that accidentally contact the ink pad.
3. In order to use the USPS supplied postmarkers, the clerk must first "ink up" the postmarker, then apply the postmarker to the stamps to be cancelled, resulting in two motions to cancel the stamps.
4. To obtain an "authorized" postmarker through an Area Supply Center takes months, while a self-inker can be obtained from a private firm in a few days.

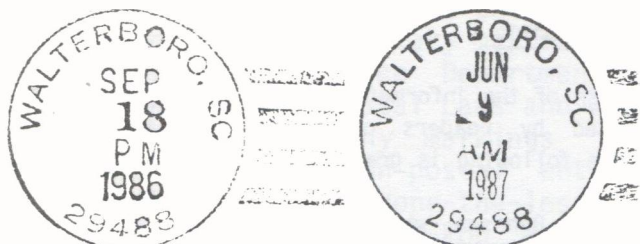
The new self-inking postmarkers have eliminated the ink pads from post office counters,-- no more mess, stains, problems! The self-inking postmarker sits neatly on the counter, and with one motion, clerks can cancel the stamps on letters or packages. In our local post office at Walterboro, the self-inking postmarkers have been in use for two years, using the original ink supply, and the clerks are 100% in favor of the improved devices.

STANDARD SELF-INKERS

Normal dimensions found on most self-inkers are as follows:

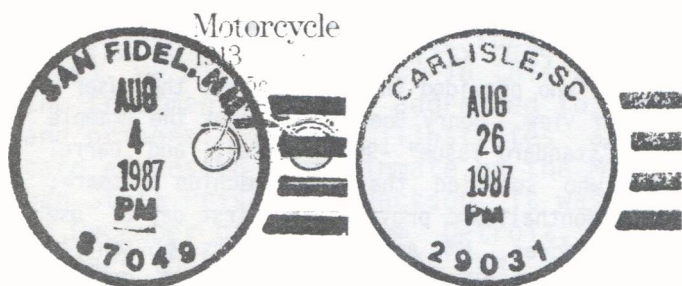
Diameter: 1½ inches (30-31 mm.)
 Vertical height of bars: 11/16 inch (17.5-18 mm)
 Thickness of one bar: 3/32 inch (2 - 2.5 mm.)
 Height of town name letters: 1/8 inch (3.0 mm.)
 Height of M/D/Y letters: 3/16 inch (4.25 mm.)

However, variations have been seen from these dimensions. The most consistent dimension has been the 4.25 mm. height of the M/D/Y letters and numbers, and these tall, narrow letters / numbers make for quick identification of the self-inkers from the standard USPS-provided postmarker.



Old Style

Self-Inker

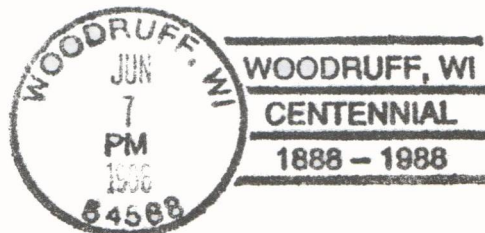


Larger diameter, smaller letters

SPECIAL CANCELS

In addition to the standard self-inking 4-bar postmarkers, Priority Products, Inc. has received orders for special cancels-- one from a Regional

Office to supply a special cancel for a USPS Station, and another for a commemorative cancel that will be used at Woodruff Wisconsin next year.



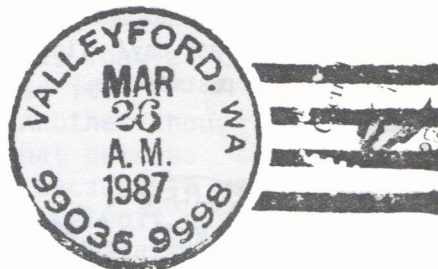
A Special-Order Self-Inker



Another Special Self-Inker.

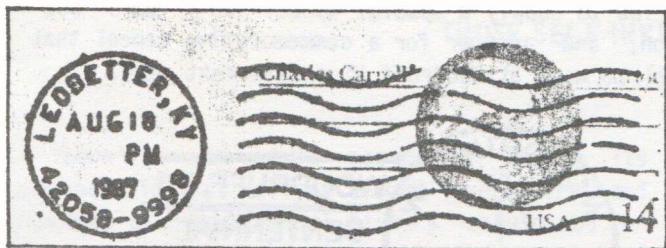
POSTMASTER ZIP CODES

The Postal Bulletin of October 17, 1985 contained a directive: "Use of the 9-digit ZIPcode on postmarking equipment is unauthorized." (but they didn't say "forbidden") The 9-digit postmaster ZIP code (town ZIP + 9998) appears in advertisements of the firms supplying self-inkers, and some postmasters have purchased and are using as town postmarks, self-inkers showing the postmaster's 9-digit ZIP code! But hold it just a minute -- postmarkers ordered through the Area Supply System have also been seen with the "-9998"!!!



This postmarker is "standard issue!"
 (courtesy Henry Beecher)

Note that the M/D/Y letters and numbers on the above postmark, match those of the "old style" Area Supply Center type, and not the narrower and taller letters and numbers of the self-inkers.



9-Digit ZIP has also appeared in machine cancels!
(courtesy Darrel Brandt)

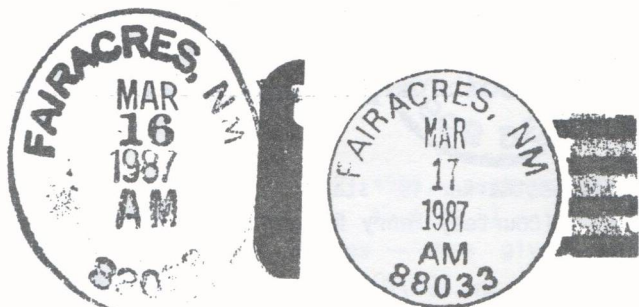
HOW THE SELF-INKERS ARE MADE

One of the reasons why the vendors selling the self-inkers can provide such quick delivery is the novel way that these self-inkers are made.

A Japanese firm in California, which claims to have a patent on the product, provides the vendors with the basic stamper: holder and ink reservoir, with the porous circle and bars cemented in place. They also provide strips of porous letters for the town name and numbers for the ZIP code, and boxes containing porous Month/ Date/ Year sets.

When an order is received from a postmaster, an employee at the vendor's plant cuts apart, with a razor-sharp instrument, the required letters and numbers, places them around the circle, and glues them in place. The open spaces are then filled with a special material, a box of changeable dates is added, and the self-inker is ready for shipment!

So, as long as the Japanese manufacturer supplies the standard sets of changeable Month/Date/Year sets to the vendors, that is the quickest way to identify the self-inkers. It's also a good idea to contact your local postmaster and ask him/her to let you know if they plan to order a self-inker, so that you can make a last day/ first day cover showing the old and new postmarkers.



Last Day/ First Day cancels at Fairacres, NM
(collection of J.M. Bridenthall)

EARLIEST RECORDED USES (By State)

STATE	TOWN	DATE
ALABAMA . .	IDER	19 FEB 1985
ARKANSAS . .	PALESTINE	21 MAR 1985
CALIFORNIA .	TWIN BRIDGES . . .	15 FEB 1985
DELAWARE . .	SELBYVILLE	10 MAR 1986
FLORIDA . .	PARRISH	21 FEB 1985
GEORGIA . .	LEXINGTON	26 JUL 1985
ILLINOIS . .	NASHVILLE	20 JUN 1985
IOWA	CLERMONT	22 FEB 1985
MAINE	POWNA	23 APR 1986
MARYLAND . .	EDGEWOOD	24 JAN 1985
MINNESOTA .	CLITHERALL	7 AUG 1987
MONTANA . .	ANTELOPE	5 MAY 1986
NEW JERSEY .	RIDGEFIELD	21 JUN 1985
NEW MEXICO .	FAIRACRES	17 MAR 1987
NEW YORK . .	HUNTER	6 FEB 1985
NO. CAROLINA	BEAR CREEK	7 SEP 1984
OHIO	BRADFORD	21 FEB 1985
OKLAHOMA . .	GOULD	22 APR 1986
OREGON . . .	AMITY	1 JUN 1987
SO. CAROLINA	WALTERBORO	14 MAR 1986
TEXAS	ROUND ROCK	12 FEB 1987
VIRGINIA . .	HAYMARKET	11 FEB 1985

Who can report other states, or earlier dates?

Acknowledgement

Much of the information in this article was submitted by readers of LA POSTA. Assistance from the following is gratefully acknowledged:

Steve Bahnsen, who supplied information from Postal Bulletins; Ken Schoolmeester who sent many examples of self-inkers, culled from his accumulation of covers. Tony Monte, of Priority Products, Inc., who supplied information from the vendor's viewpoint; Paul K. Hooker, postmaster at Walterboro, SC, who provided information from the user's point of view. Henry Beecher, who sent the example of the "standard issue" -9998 cancel, and Darrel Brandt who supplied the -9998 machine postmark; J.M. Bridenthall, who provided the first day of use from Fairacres, NM, and other readers who sent in examples of the new self-inkers. And, of course, to Ron Ward, whose article on Maryland self-inkers got me interested. To all, a great big Thank You.

If you would like to submit examples of self-inkers for our ongoing investigation, please send photocopies to Robert J. Stets, P.O. Box 142, Walterboro, SC 29488.

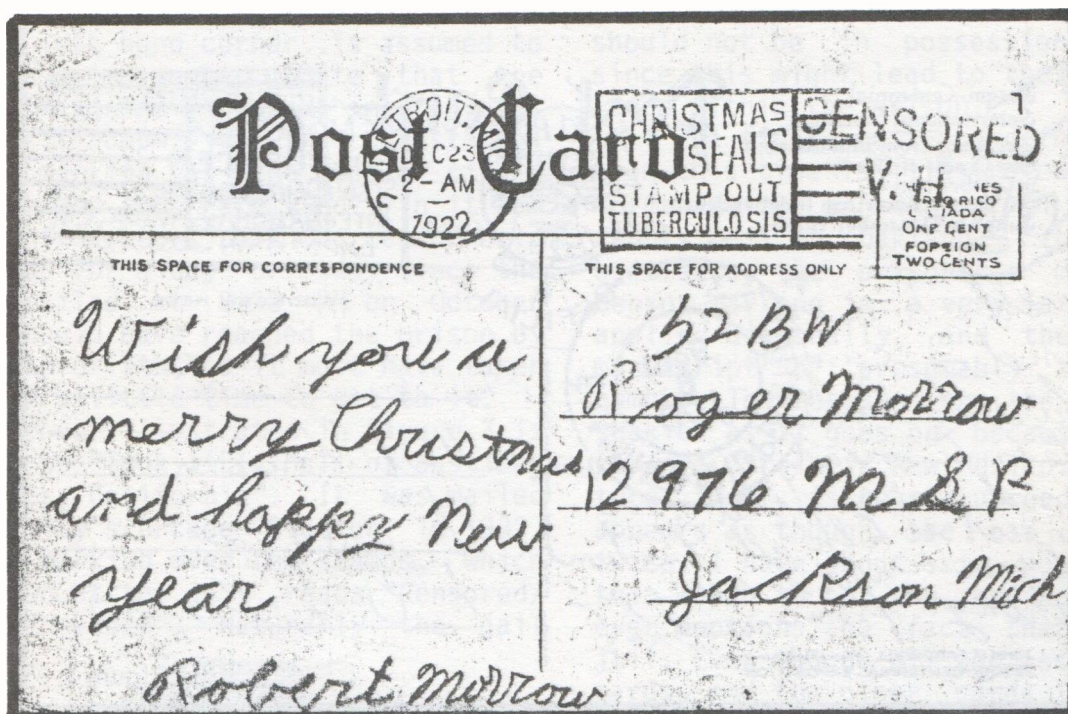


Figure 1

AUXILIARY MARKINGS - JAIL MAIL

By Randy Stehle

For a change of pace, this article will not deal with auxiliary markings applied by the Post Office Department or the ins and outs of Postal Laws and Regulations. There are many markings that have been used by non-postal entities which are interesting none-the-less. To narrow one's focus only to POD markings, is to miss out on a number of special services to which the mails have been subjected.

As an example of these special services, we will consider in this article the treatment of mail addressed to jails and prisons. Figure 1 illustrates a post card addressed to an inmate of the Michigan State Prison at Jackson. It was sent in December of 1922 from Detroit, and it appears that the son of the prisoner wrote the message. The most obvious this of note about the piece is that the postage stamp is missing. When I first came across this card, I was a bit disappointed, as the lack of a stamp is looked upon as something that detracts from the value and appearance of a card or cover. Later, another post card addressed to the same

person was discovered, and it too was missing its stamp. After giving the matter some thought, and noticing that the censor marking was applied to the spot where the stamp should have been, I came to the conclusion that the prison censor must have removed the stamp. At first, I thought that perhaps the censor was looking for some hidden message under the stamp, but an inspection of the manner in which the stamp was removed revealed that it was torn, rather than steamed, off the card. If a secret message was being sought, the stamp would not have been removed so carelessly. Perhaps prison authorities did not care what the message said, as long as the prisoner did not get to read it.

Another thought that occurred to me was that perhaps the stamp had been removed because it was not fully canceled by the Detroit post office. Note that the right hand bars of the cancellation are quite short, and it appears that only the very end of the top bar actually hit the stamp. Perhaps the prison had rules about prisoners possessing unused, or improperly canceled, stamps. This line of thought may be correct, but the other card mailed to the same prisoner had its stamp properly canceled and it too was removed. The

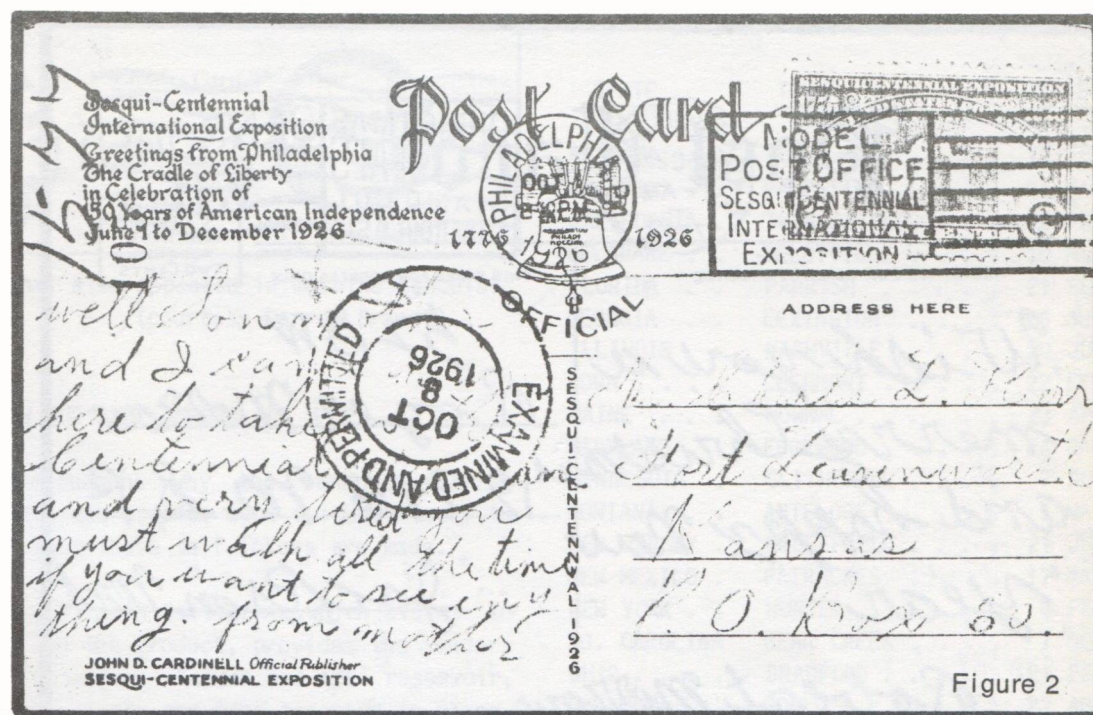


Figure 2

possibility still remains that there were rules against prisoners having "usable" postage stamps, but the second piece offered no corroboration. [Note: the second card was mailed one and one-half years earlier and wished the prisoner a happy twentieth birthday. The two cards bear different censor initials, but the same manuscript notation "S2BW"; the meaning of which is unknown.]

Figure 2 is a post card sent to an inmate of Leavenworth Federal Prison in Kansas. The prisoner was using a P.O. Box for such mail, and this card was written by the inmate's mother from Philadelphia in 1926. The message concerns her visit to the Sesquicentennial International Exposition at Philadelphia, and the card was mailed from the Model Post Office on the Exposition grounds. Two censor marks

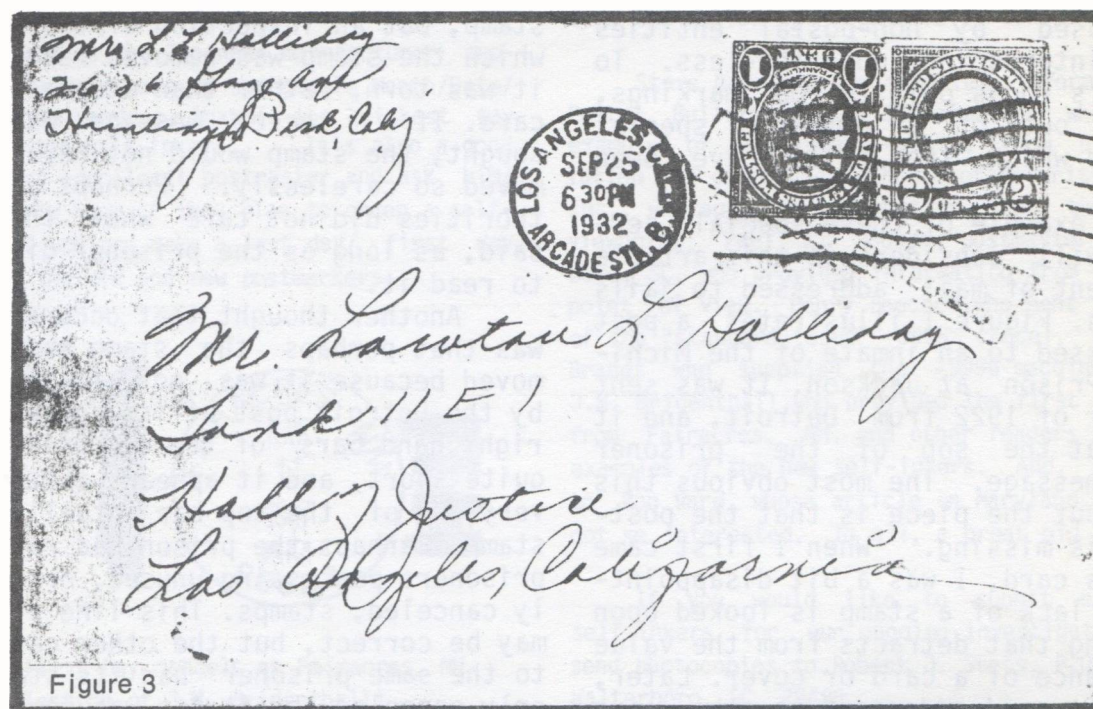


Figure 3

were applied to the card. The "1577" in the upper left hand corner is assumed to be the censor's number (note that the censor marking in Figure 1 incorporates the censor's number in the handstamp.) The other marking is the double circle with "Examined and Permitted" in it and the date. It appears that the censor held the card up for a day or two. Since the card was mailed at 8:30 PM on October 4th, it should have reached the prison by October 6th or 7th, so it must have taken the censor a little time to get to it.

The cover illustrated in Figure 3 is addressed to "Tank 11E1, Hall of Justice, Los Angeles, California". It was mailed from the city's Arcade Station in 1932. The boxed marking over the stamps, which was applied at the jail, reads "Censored/No Money Enclosed". Naturally the jail

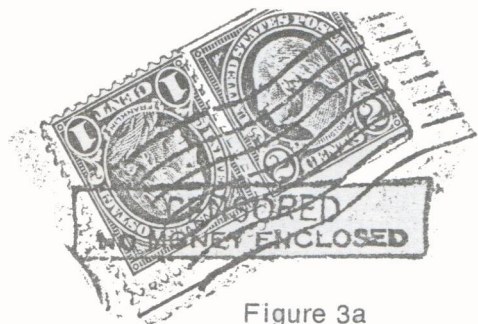


Figure 3a

authorities were concerned that prisoners should not be in possession of cash, since this might lead to theft and violence within the prison.

The final post card for consideration this time is illustrated in Figure 4. Mailed to an inmate of the Alameda County Jail in Oakland, the card was written by the prisoner's mother. The censor marking is a very large handstamp applied diagonally, and there is also a manuscript "6"; presumably the censor's number. The message on the card becomes shakier as it goes on because the writer is on a train in New Mexico. Her signature, "Mom", is nearly unreadable, and it appears as though she had to write it twice. I have about six post cards from this woman to her son, and none of them ever mentions the fact that he is in jail. Even though all the messages on her cards, and the other cards discussed in this article, are cheery, I get a strange feeling looking at them. There is something fascinating, yet depressing, about all of them. Collecting postal history can lead you into some odd places.

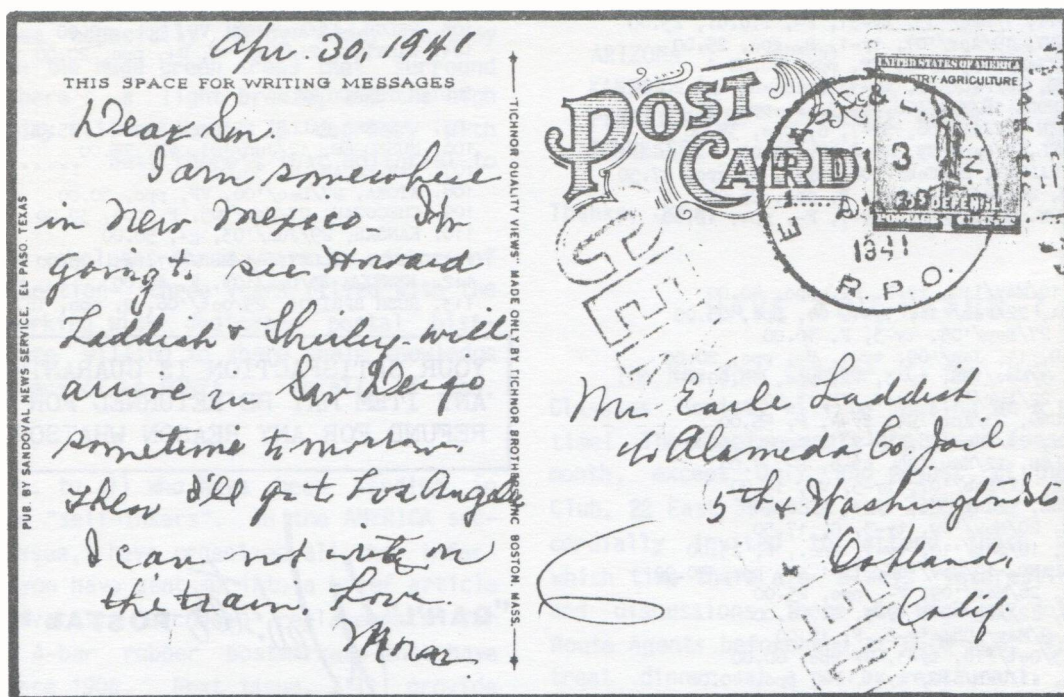


Figure 4

NET PRICE SALE – NOT AN AUCTION

WESTERN TERRITORIAL and early statehood

Specializing in covers of:

ARIZONA
NEW MEXICO
OKLAHOMA
INDIAN TERRITORY

ARIZONA

1. ASHFORK, 19/Aug/'10, ty-4, G, \$4.00
2. BIG BUG, 7/Apr/'08, ty-3, F-, ppc, 50.00
3. PINCON, 3/Apr/'10, ty-20, G, 4.00
4. BISBEE, 27/Mar/'11, ty-24, F, ppc, 10.00
5. CASA GRANDE, 29/Jun/'94, ty-11, P, gpc, 10.00
6. CHAPARAL, 11/Feb/'09, ty-3, G+front only 30.00
7. CLIFTON, 22/Dec/'08, ty-15, F-, ppc, 12.00
8. COCHISE, 26/Dec/'10, ty-7, F+, ppc, 55.00
9. COTTONWOOD, 14/Jun/'11, ty-3, G-, ppc, 20.00
10. COURTLAND, 8/Aug/'10, ty-2, VF, ppc, 50.00
11. DEWEY, 31/Dec/'10, ty-4, P+, ppc, 15.00
12. DOUGLAS, 8/Nov/'11, ty-5, F-, ppc, 25.00
13. DOME, 10/May/'09, ty-2, G+, ppc, 100.00
14. FORT GRANT, 17/May/'92, ty-8, P, 15.00
15. FORT HUACHUCA, 10/May/'05, ty unlisted G 50.00
16. GOLDROAD, 28/Apr/'07, ty-1, F, ppc, 45.00
17. JEROME, 3/Jun/'08, ty-23, F-, ppc, 10.00
18. JUNCTION, 21/Sep/'11, ty-4, VF, ppc, 65.00
19. MAYER, 20/Oct/'05, ty-6, VF, gpc, 10.00
20. McNEAL, 27/Aug/'12, ty-1, VF, ppc, 75.00
21. MESA, 20/Feb/'06, ty-12, F-, gpc, 7.50
22. METCALF, 7/May/'07, ty-2, F, ppc, 25.00
23. MIAMI, 19/Jun/'17, F-, 12.50
24. MIDDLETON, 10/Sep/'03, ty-2, F+, gpc, 80.00
25. PANTANO, 3/Jun/'12, ty-6, F, ppc, 85.00
26. PRESCOTT, 7/Dec/'05, ty-31, F-, l.d.u., 25.00
27. PUNTEENNY, 19/Apr/'07, ty-1, P, gpc, 25.00
28. RAY, 9/Jun/'09, ty-2, VF, ppc, 50.00
29. SAFFORD, 16/Feb/'11, ty-13 (misent to) 20.00
30. SAN SIMON, 18/May/'08, ty-3, F, ppc, 35.00
31. SELIGMAN, 17/Jul/'06, ty-7, G, ppc, 35.00
32. SENTINEL, 3/Sep/'93, ty-2, F, 60.00
33. SKULL VALLEY, 20/Feb/'08, ty-4, F, gpc, 27.50
34. VERNON, 28/Apr/'12, ty-1, P, ppc, 25.00
35. TEVISTON, 20/Oct/'07, ty-7, F-, ppc, 12.00

NEW MEXICO

36. ADEN, 10/May/'10, ty-2, F+, ppc, 40.00
37. ALAMEDA, 22/Feb/'11, ty-1, G+, ppc, 65.00
38. ALBERT, 27/Sep/'05, ty-3, F, 30.00
39. AMISTAD, 14, Jan/'09, ty-1, F-, ppc, 20.00
40. ANCHO, 3/Nov/'08, ty-3, VF, ppc, 35.00
41. AZTEC, 22/Apr/'11, ty-7, VF, 3.50
42. BLOSSBURG, 23/Apr/'94, ty-4, F, 55.00
43. CAMBRAY, 23/Aug/'08, ty-2, F, ppc, 25.00
44. CERRILLOS, 12/Nov/'04, ty-8, F-, 7.00
45. CHAMITA, 12/Feb/'07, ty-5, VF, 15.00
46. CHLORIDE, 9/Jul/'86, ty-3, F, 65.00
47. COLMOR, 20/Nov/'09, ty-3, G, 17.50
48. CORONA, 10/Sep/'10, ty-1, Enc., F, 25.00
49. CUMBERLAND, 10/Nov/'08, ty-1, F, ppc, 40.00
50. DAYTON, 26/Mar/'09, F-, ppc, 25.00
51. DEXTER, 12/Aug/'08, ty-3, G+, 6.00
52. ELIDA, 9/May/'08, ty-2, F, 10.00
53. ELK, 13/Oct/'10, ty-3, VF ppc, 60.00
54. ELKINS, 11/Jun/'10, ty-1, F-, ppc, 40.00
55. ESPANOLA, 26/Jun/'92, ty-4, F-, 30.00
56. ESTANCIA, 5/Feb/'08, ty-2, VF, ppc, 15.00

57. FAIRVIEW, 20/Jun/'05, ty-7, Enc., G+, 25.00
58. FAYWOOD, 18/Sep/'09, ty-2, G, 25.00
59. FLORAVISTA, 15/Apr/'05, G+, ppc, 32.50
60. FOLSOM, 17/Dec/'07, ty-5, F-, ppc, 7.00
61. FORT BAYARD, 1/Oct/'08, ty-13, F+, ppc, 9.00
62. FORT BAYARD, 13/Dec/'09, ty-13, G, ppc, 7.50
63. FORT UNION, 22/Jun/'?? ty-11, P, 15.00
64. FORT WINGATE, 18/Sep/'87, ty-6, F, 78.00
65. GALLUP, 23/Jun/'01, ty-7, VF-, 10.00
66. GEORGETOWN, 4/Oct/'86, ty-3, F+, 45.00
67. GUADALUPITA, 11/Feb/'97, ty-1, Enc., VF, 42.50
68. GUADALUPITA, 18/Dec/'05, ty-5, G-, 6.00
69. HATCHITA, 22/Jul/'85, ty-1, G, 50.00
70. HATCHITA, 18/Jul/'08, ty-4, F, ppc, 12.00
71. HILLSBORO, 20/Oct/'04, ty-13, G, ppc, 6.00
72. HASSELL, 6/Mar/'08, ty-2, F, 75.00
73. HOLLENE, 3/Nov/'11, ty-1, G, ppc, 18.00
74. HERMOSA, 5/Apr/'89, ty-2, P, 72.00
75. KENNA, 22/May/'09, ty-1, F, ppc, 70.00
76. KOEHLER, 5/Jul/'09, ty-1, F, ppc, 35.00
77. LAGUNA, 28/Nov/'08, ty-6, VF, gpc, 12.00
78. LAKE ARTHUR, 28/May/'10, ty-1, F, ppc, 18.50
79. LAKE VALLEY, 27/Dec/'09, ty-10, F, ppc, 10.00

OKLAHOMA

80. ATOKA, 26/Dec/'07, F, ppc, 5.00
81. AUTWINE, 25/Dec/'?, DPO, VF, ppc, 40.00
82. BLACKWELL, 30/Jun/'02, G, gpc, 20.00
83. CENTER, 17/May/'13, DPO, F, ppc, 15.00
84. CHANDLER, 4/Dec/'03, G, 12.00
85. CLIFFORD, 26/Nov/'04, DPO, VF, 35.00
86. DOMBEY, 6/Jul/'09, DPO, P, gpc, 7.50
87. FORT COBB, 5/Jul/'05, F, ppc (adv.), 60.00
88. GROVE, 14/Sep/'09, F, ppc, 15.00
89. HICKORY, 18/Dec/'??, DPO, G, ppc, 7.50
90. LAWTON, 13/Nov/'06, F+, ppc str. scene, 45.00
91. LOVELL, 27/May/'09, DPO, ppc, VF, 7.50
92. McLOUD, 2/May/'08, F-, ppc, 5.00
93. NEWBY, 21/Aug/'11, G+, ppc, 10.00
94. NEWALLA, 1/Oct/'08, F+, ppc, 7.50
95. PERRY, 4/Jun/'97, F, 30.00
96. QUAY, 16/Apr/'09, F-, ppc, 7.50
97. SAND CREEK, 17/May/'11, DPO, VF, ppc, 35.00
98. SIBONEY, 22/Oct/'06, DPO, G, ppc, 35.00
99. SKEDDEE, 12, Jan/'07, DPO, F, ppc, 35.00
100. TEXMO, 6/Mar/'08, DPO, F, 7.50
101. WATERLOO, 6/Jun/'16, DPO, G, 4.00
102. WAYNOKA, 30/Jul/'06, F, ppc, 18.00
103. WELCH, 11/Apr/'08, VF, ppc, 12.00
104. WANETTE, 21/Aug/'12, G+, ppc, 20.00

INDIAN TERRITORY

105. WEBBERS FALLS, 22/Jun/'97, G-, 35.00
106. MUSKOGEE, 12/Jun/'01, VF, 25.00
107. TAHLEQUAH, G, 35.00
108. ATOKA, 27/Dec/'06, VF, ppc, 30.00
109. CHECOTAH, 27/Nov/'05, F, ppc, 30.00
110. KANSAS, 29/Jun/'03, G+, 50.00
111. PAULS VALLEY, 11/Mar/'07, G+, 25.00
112. WEWOKA, 23/Dec/'03, F, 45.00
113. RUSH SPRINGS, 25/Oct/'06, G, ppc, 18.00

YOUR SATISFACTION IS GUARANTEED
ANY ITEM MAY BE RETURNED FOR A PROMPT
REFUND FOR ANY REASON WHATSOEVER

"DAN'L" Webster POSTAL HISTORY

P.O. BOX 397, PORTALES, N.M. 88130

THE EASTERN SECTION

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

Editors are expected to write editorials, but this is such a gorgeous day that it's really hard to concentrate on postal history.

For the first time in a long while, I'm sitting in the swing on our front porch, enjoying the bright sunshine and cool, wonderful weather. Even the birds seem especially happy today as they chatter away in the huge green trees that surround our home. There's a light breeze, and the high temperature today will be about 75 degrees, with 40% humidity!..... But, there's that editorial to write!

This issue concludes three years as editor of the Eastern Section- three years filled with the enjoyment of working with dedicated postal historians who were willing to share their knowledge with other readers of LA POSTA. To all of you, many thanks.

Thanks too, to all who have been sending in copies of the "self-inkers". In the AMERICA section of this issue, I have organized all the information that you have sent me into a brief article about these privately purchased replacements for the familiar 4-bar rubber postmarkers that have been in use since 1906. Next issue, I'll provide a listing of all towns from which self-inkers have been reported.



THOSE SELF-INKERS AGAIN!

I had just finished the self-inker article that appears in the AMERICA section of this issue, and ended up with three full pages, when some additional examples arrived in the mail. Not wishing to add a part page to the article, or delay reporting the newly received information, I will list below the new states reported by John Gallagher:

<u>STATE</u>	<u>TOWN</u>	<u>DATE</u>
ARIZONA . .	AMADO	22 JUN 1987
KANSAS . . .	OZAWKIE	3 JUN 1987
PENNSYLVANIA	SCHUYLKILL HAVEN	22 JUN 1987
TENNESSEE .	WATAUGA	2 JUN 1987

Thanks, John.

HAVE YOU HEARD ?

The New York Chapter of the U.S. Philatelic Classics Society will be meeting at a new, earlier time! The Chapter meets the third Tuesday of each month, except July and August, at the Collectors Club, 22 East 35th St., at 7.30 p.m. Visitors are cordially invited to attend these meetings, at which time there are always interesting exhibits and discussions. Those who wish may join the other Route Agents beforehand at 6.00 p.m. for a Dutch treat dinner at a nearby restaurant. If you plan to be in New York City on a "third Tuesday", make sure to be at the Collectors Club by 7.30 p.m.!

A POSTAL HISTORY EXCURSION ON THE 'MA & PA' RAILROAD

By Frank M. Stewart

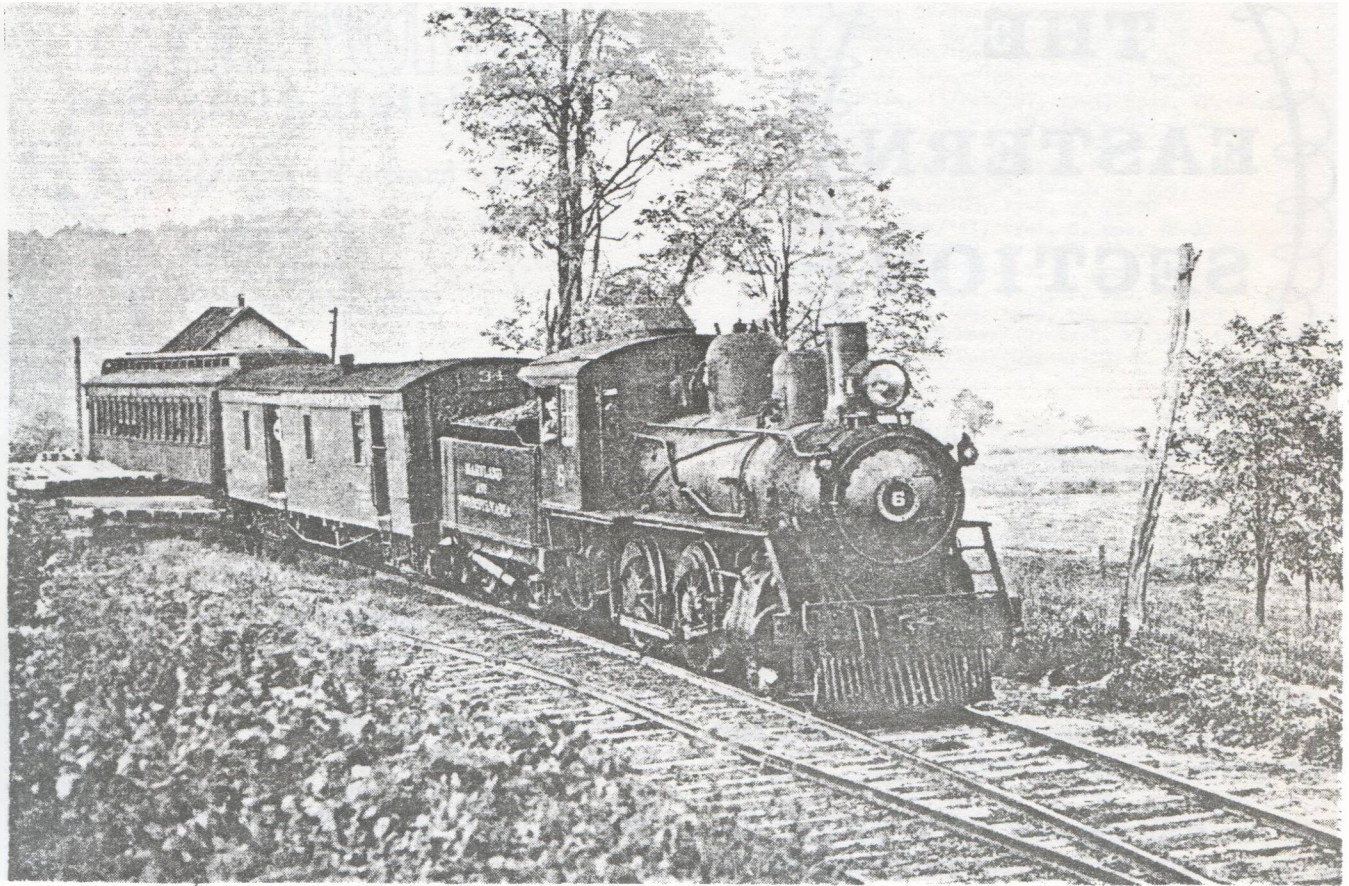


Fig. 1. Engine No. 6 hauls a "Ma & Pa" passenger train of the 1920-30 period.
(William M. Moedinger photo)

What discontinued railroad contained 476 curves and 111 trestles or bridges in only 77 miles of mainline track to connect two cities only 49 miles apart? If your answer is the "Ma & Pa" (Maryland & Pennsylvania Railroad), you are correct. This railroad, under various names, provided freight and passenger service between York, Pa. and Baltimore, Md. from 1884 to 1954, when passenger operations ceased. This narrative concerns the postal history of towns along the railroad in Harford County, Md.

The "Ma & Pa" railroad started out in 1867 as a narrow gauge operation known as the Maryland Central Railroad. It ran out of Baltimore via Towson and Long Green Valley, through Notchcliff, Glen Arm, Long Green, Hydes and Baldwin, crossing the Little Gunpowder into Harford County near Laurel Brook. By June 1883, the railroad had reached Bel Air and by January 1884, it reached Delta, Pa. (at the state line). By 1900, the entire single track railroad had been converted to standard gauge equipment.

About the Author:

Frank Stewart is a registered engineer, residing in Forest Hill, Md., who has been collecting Maryland stampless covers since 1973. Since 1980, he has narrowed his interest to post offices of Harford County, Md., and Baltimore Street Car RPO's.

This article describes the 23.5 mile route it took while crossing through Harford County. After the northbound train left the County (and state) at Delta, it travelled 33.4 miles to York, Pa. A southbound train leaving Harford County would travel 20.3 miles to the Baltimore station, near North Avenue and Howard Streets. (Figure 2)

This imaginary trip is not intended to present a detailed history of the railroad, as there are several good books available for that purpose. This article will touch on episodes and locales along the mainline, as they impact on the old towns and villages and their post offices.

"Ma & Pa" passenger trains normally carried a baggage car and one or two coaches (Figure 1). An area in the baggage car was fixed up as a railway post office, where the R.P.O. clerk prepared bags of mail for delivery and picked them up at each station. The R.P.O. clerk also sorted mail and when necessary, cancelled it with a postmark showing "York & Baltimore R.P.O.", the train number, and date. Today, it is difficult to locate letters which were cancelled on board except for the "last day of passenger service" souvenir covers (Figure 3).

ALL ABO-O-A-A-R-R-D!

We're on a northbound trip out of Baltimore, and our imaginary train has left Baldwin, the last station in Baltimore County before crossing the Baltimore - Harford County line on the Little Gunpowder River trestle. In 1892, a fatal accident occurred on the Little Gunpowder trestle, when a southbound passenger train derailed and killed the engineer.

But one of the worst accidents occurred less than a mile away, at the overshot trestle between the River and Laurel Brook on April 16, 1891. Five railway employees were killed when that trestle collapsed under the weight of a northbound freight.

LAUREL BROOK

Laurel Brook is the first stop in Harford County, but it's only a flag stop, and no one has set the flag; one mile beyond is Fallston Station, so we'll just keep going.

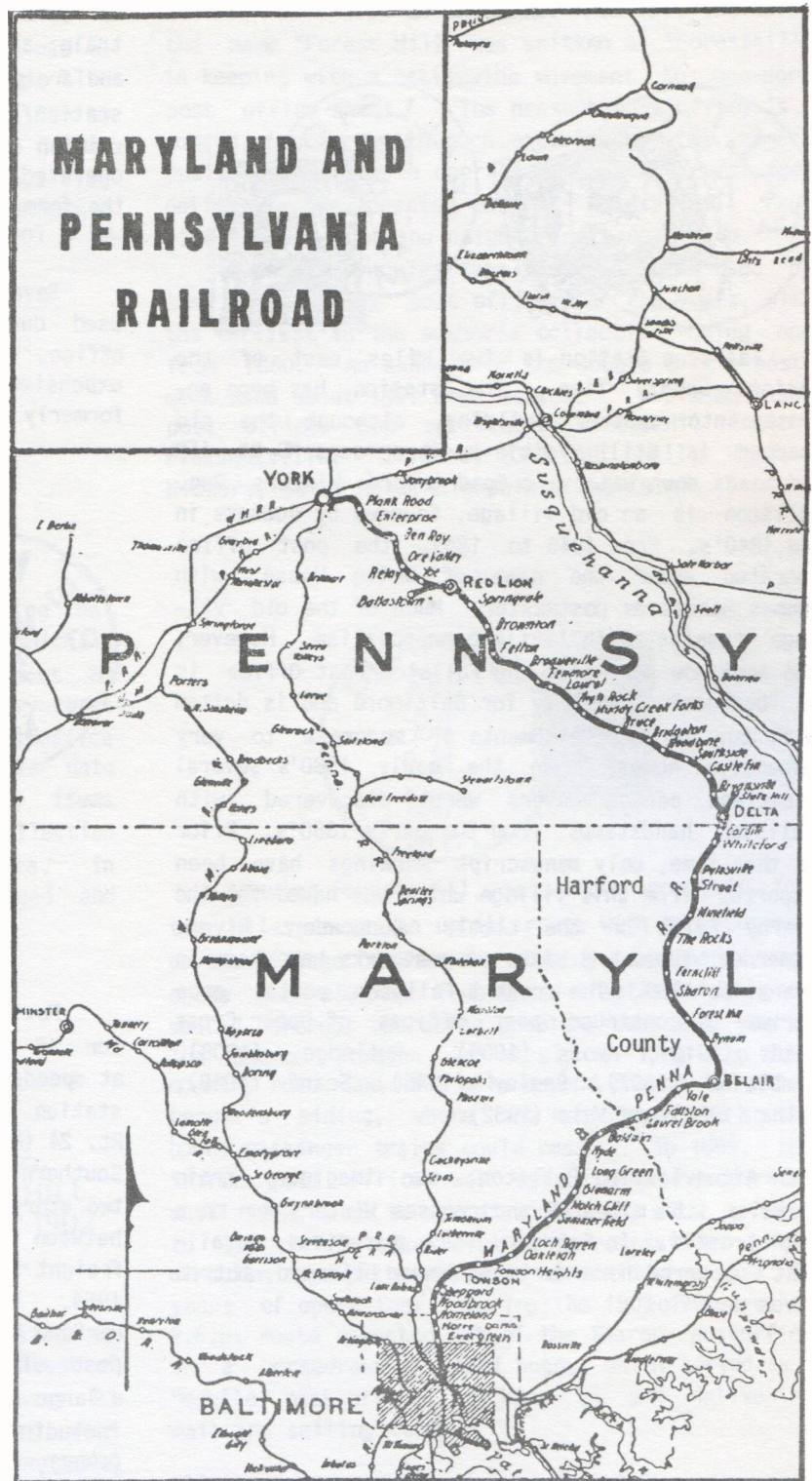
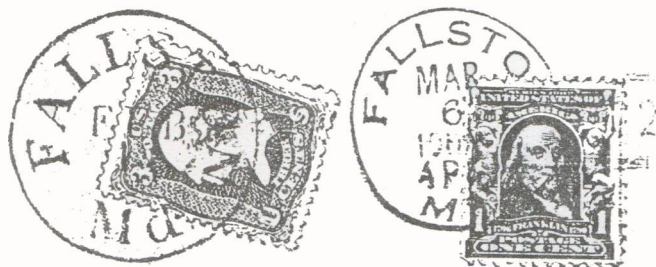


Fig. 2. Map of the "Ma & Pa" Railroad, with Harford County outlined. This 23.5 mile stretch of the road is the subject of our story.

(with permission of "The Ma & Pa")

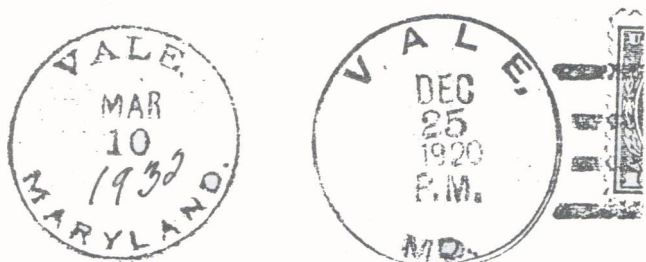
FALLSTON



Fallston Station is two miles east of the Harford County line. The station has been enclosed into another building, although the old roadbed is still visible as it crosses MD Rt. 152 and heads down Watervale Road toward Winters Run. Fallston is an old village, founded by Quakers in the 1840's. From 1845 to 1849, the post office operated under the name of White House, with Thomas Bondas as postmaster. Much of the old village remains, with little commercialism. However, the area now served by the Fallston Post Office is a "bedroom" community for Baltimore and is dotted with many large developments of moderate to very expensive homes. In the early 1980's several stampless period covers were discovered with Fallston handstamps from the early 1850's. Prior to that time, only manuscript markings have been reported from this village which was named for the nearby Falls on the Little Gunpowder River. Numerous types and sizes of postmarks have been in use since 1850. The present Fallston postal area serves discontinued post offices of Upper Cross Roads (1910), Amoss (1909), Rutledge (1908), Wimbledon (1907), Bagley (1945), Scarf (1918), Wilna (1922) and Vale (1932).

After leaving Fallston, our imaginary train travels 1.5 miles NE and crosses Winters Run on a high trestle. In February 1899, a serious derailment occurred here during a heavy blizzard, but no lives were lost.

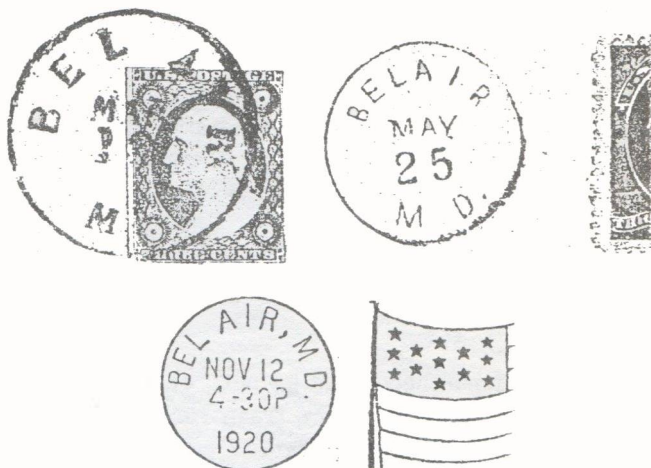
VALE



One half mile after crossing the Run, our train arrives in Vale, having passed a water tower and freight station enroute. At Vale, the old station/store/postoffice combination and freight station still stands. The Vale Post Office operated 1887-1932. Vale village still exists in the form of several old homes, including one which was a former station.

Several different types of postmarks were used during the 45 year existence of the post office. Numerous developments of new and expensive homes are being built in the area formerly serviced by the Vale post office.

BEL AIR

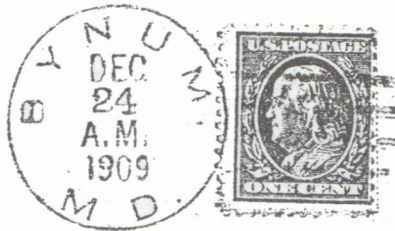


Moving out of Vale, our train meanders along for 15 minutes, covering the 2.3 miles to Bel Air at speeds under 20 miles per hour. The Bel Air station was located, until the late 1950's, along Rt. 24 (Main Street) north of town, where the Southern States Cooperative is located. It was a two story structure, with a deep overhanging roof between floors. There was heavy passenger and freight service here during World War II and until 1954. We have now arrived at the largest town in Harford County, and the County seat. The Bel Air post office, established in 1794, continues to serve a large area of the central part of the County, including the discontinued post offices of Fulford (1909), Thomas Run (1908), Fountain Green (1907), Emmorton (1922), Wheel (1907), and Bynum (1923).

In the stampless era, covers are known from Bel Air bearing both manuscript cancels (1827) and two distinctly different handstamps, one used 1839-1853 with blue, black or red ink, and a scarcer one used only in 1854, in black ink. Numerous sizes and colors of circular date stamps

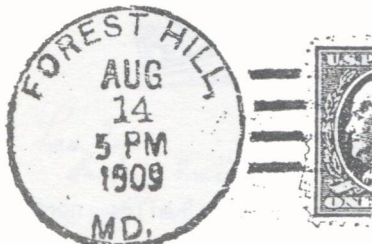
have been reported since 1855. In the 1880's, a large oval postmark bearing the County name was in use. At the same time, a circular date stamp also bearing the County name, was used. From 1895 to 1905 the post office name was changed to Belair (one word). Between 1910 and 1920, various flag (machine) cancels appeared on letters postmarked at Bel Air.

BYNUM



Ten minutes and two miles after leaving Bel Air, our train arrives at Bynum station, which is only a flag stop at this settlement of about 50 people. It has, until 1970, been a very rural village, named for a local family. The postoffice operated from 1889-1923 with only circular date stamps being used to cancel mail. The only items postmarked from Bynum in the author's collection are several post cards of the 1905-1912 era. In 1923, Bynum post office was discontinued and service is now provided by Bel Air.

FOREST HILL



Our next stop on this imaginary excursion is the town of Forest Hill, two miles northwest of Bynum, at the crossroads of Maryland Routes 23 (old) and 24. The station is still standing, well preserved, and has been used for various purposes over the past 20 years. The Forest Hill station was a receiving point for farm products, such as milk, being shipped to Baltimore, or to creameries. Forest Hill, like Fallston, was settled by Quakers in the 1840's and between 1848-1852, the post office was named Highland Grove. The town contains many Victorian style homes of the early 1900's, a bank, several stores, and an in-

R. F. D.
FOREST HILL,
JUN 13 1902
MD.

dustrial park with an airstrip. From 1895 to 1905, the name "Forest Hill" was written as "Foresthill" in keeping with a nationwide movement to one-word post office names. The present post office is a modern structure with much activity, having numerous rural routes in operation. A rural free delivery route operated out of Forest Hill from 1900 to 1910 into the neighboring countryside.

Numerous circular type postmarks were used by the Forest Hill post office over the years, with the earliest in the author's collection being one from 1880. An example of the double circle postmark used about 1891 also exists. Discontinued post offices now serviced by Forest Hill include Pleasantville, Allibone, Chestnut Hill, Gibson, Hickory, Sandy Hook, Highpoint, and Kalmia.

SHARON

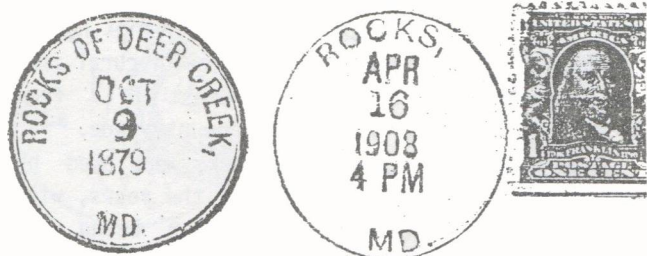


Leaving Forest Hill, our train proceeds for two miles over an uphill route with many curves, to the village of Sharon. Coming into Sharon, we cross the 450 foot long Gross Trestle, which presented numerous operating problems over the years. The Sharon station is merely a flag stop at a country road. One half mile beyond Sharon is Hornberger's siding, where the northbound and southbound passenger trains could pass. In 1889, the Sharon post office was established and operated until 1942, when it was discontinued, with service to the village taken over by Jarrettsville. Many circular type postmarks were used during the 53 years of operation. During the 1900-1909 era, an R.F.D. route operated out of the Sharon postoffice in a horsedrawn enclosed buggy, which served as a "mobile" post office, picking up and delivering mail and selling stamps.

FERNCLIFF

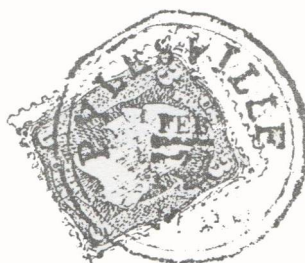
One and a half miles north of Sharon our train enters the southern end of the narrow Rock Ridge gorge of Deer Creek at Ferncliff on the Creek. This is only a flag stop. Ferncliff post office operated only two months in 1889, the shortest operation of any Harford County post office.

ROCKS



Between Ferncliff and Rocks is one and a half miles of very rocky and picturesque scenery which is now part of Rocks State Park. Deer Creek is bridged at Rocks Station. This station was a huge barn-like structure with a dormer roof which burned in 1953. Trains took on water at the Rocks storage tank. In 1878, the post office operated as Rocks of Deer Creek, applying a double outer circle postmark. In 1881, the name was changed to The Rocks, in 1895 to Rocks, and in 1968 it became a DPO. Rocks post office also had several R.F.D. routes operating from it between 1902 and 1908. No unusual postmarks are known from the Rocks area.

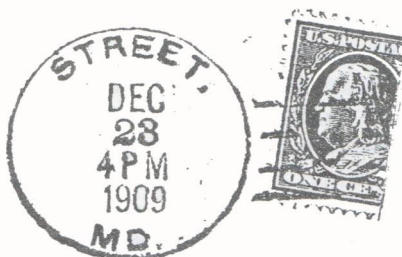
PYLESVILLE



R. F. D.
PYLESVILLE,
FEB 23 1903
MD.

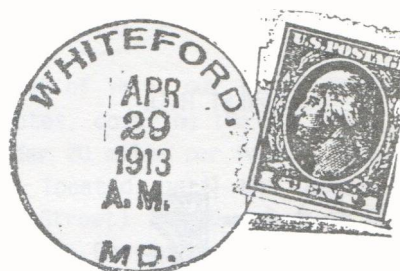
Leaving Street, we descend in five minutes into Pylesville, 1.7 miles to the northwest. The post office was established in 1850 with Nathan Pyle as the first postmaster and is active today in this isolated and rural area off MD Rt. 165. Various postmarks were used at Pylesville over the years, including a large double outer circle in the 1860's. Manuscript postmarks were used on occasion. Pylesville also had an RFD route operating in the 1902-1907 era. DPO's of Harkins, Fisher and Woodbine are now under Pylesville jurisdiction.

STREET



From Rocks our train passes the flag stop of Minefield (no post office for the area) enroute up the rolling hills to the village of Street, three miles distant. The village was named for Mrs. Drualla Street who in 1880, gave the land to erect a combination store, station and post office. It began operation in 1885 and continues to serve the area today. Prior to 1880 the land was known as Highland. The main commodity from the farming area was milk, which the train took to a creamery. Street is still a farming community with little commercialism. The post office serves areas covered by discontinued offices which include Ady, Deer Creek, Dublin, Greenstone, McIntyre, Mill Green and Robinson's Store.

WHITEFORD



Our rail trip now takes us two miles north-east toward Whiteford, around no less than six turns, over a level stretch of track. The Whiteford station has vanished, as has the Street station. Whiteford post office, in continuous service since 1884, was named for the first postmaster, James Whiteford. Various circular date stamps were used in Whiteford's 100 years of postal service. Now served by Whiteford are DPO's of Cooper, Ludwig, Prospect, Kirkwood, Flintville and Linebridge. As with nearby Pylesville, Whiteford also had a RFD route serving the surrounding area from 1903-1908. Whiteford today is a flourishing town at the intersection of MD Rts. 136 and 165.

CARDIFF



One mile northeast of Whiteford is Cardiff, on the Maryland side of the Maryland-Pennsylvania border. In the early 1900's, this area was the scene of mining of slate for slate roofs and green marble for building and furniture. Rail shipment of this material was a lucrative business for the Ma & Pa Railroad. Cardiff was named by the Welsh slate miners for the capital of their native Wales. Postal service now ongoing was started in 1897. Normal types of circular postmarks have been used over the years.

END OF THE TRIP, EVERYBODY OUT!

Our imaginary excursion covering 23.5 miles across Harford County on the Maryland and Pennsylvania Railroad has now come to an end. In the late 1800's and early 1900's, this trip took nearly two hours. By 1924, the time had been reduced to one hour and 15 minutes. Of the 14 villages along the way, twelve had active post offices, and of those twelve, seven are still in business.

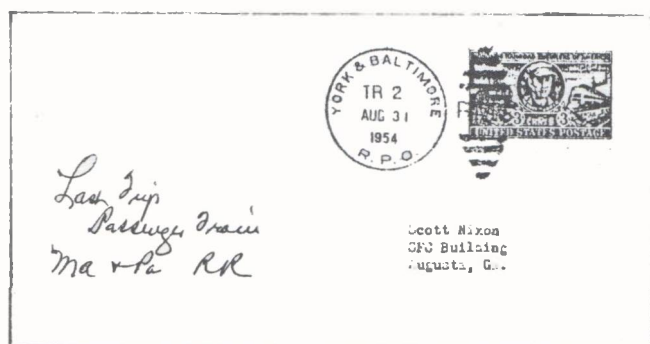
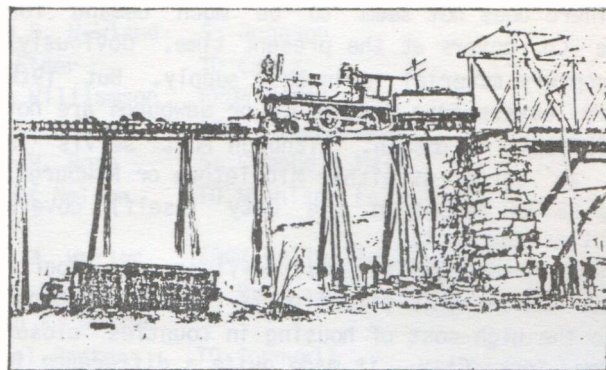


Fig. 3 Last Day of operation.

One of the main sources of revenue for the railroad after World War II, was the Government contract for carrying mail. In the early 1950's, passenger service dropped off drastically. The mail contract was terminated on September 1, 1954. The last passenger run was made August 31, 1954 and the line shut down to avoid bankruptcy. By 1958, the Maryland District had been abandoned and trackage and facilities removed.

Had we continued into Pennsylvania, we would have stopped at the York County towns of Delta, Woodbine, Bridgeton, Muddy Creek, High Rock, Laurel, Brogueville, Felton, Red Lion, Dallastown, Yoe and York. Portions of the Pennsylvania section of the Ma & Pa continued operation until the late 1970's serving the industrialized areas of southern York County. Business began to slump and industries looked to other ways of moving their merchandise. By the early 1980's, the tracks had been removed from this last section of the old Ma & Pa Railroad.



This wreck occurred on the Winters Run trestle near Vale, in February, 1899. Heavy ice was blamed for Engine No. 4 falling off the trestle, after colliding with Engine No. 6

References

1. "The Ma & Pa.", George W. Hilton, 1963 Howell-North, Berkeley, Calif.
2. "The Postal History of Maryland, the Delmarva Peninsula and the District of Columbia", Chester Smith and John L. Kay, 1984, The Depot, Burtonsville, Md.
3. "The Ma & Pa - A Vanishing Railroad", John T. Kendall, 1970.
4. "Maryland Postal History", D. Homer Kendall, 1983, David G. Phillips, Miami, Florida.

PLEASE HELP !

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

ORANGE COUNTY, NEW YORK, PART 2

By Martin & David Margulis

In Part 1, we provided background information about Orange Co. and its progress over the years. In Part 2, we provide an appraisal of the collectability of Orange County postal history material, and, through the courtesy of John L. Kay, a list of the post offices that have operated, for long, or short periods of time, in our favorite County.

There does not seem to be much demand for Orange Co. covers at the present time. Obviously, 20th century material is in best supply. But 19th century covers from Middletown or Newburgh are not too difficult to obtain. Although Port Jervis is about as large as either Middletown or Newburgh, (about 25,000 people in the city itself) covers are not as abundant.

Most Orange County post offices are fourth class. While this situation is rapidly changing, due to the high cost of housing in counties closer to New York City, it made quite a difference in the number of letters mailed from those small offices in the nineteenth century. Also, many Orange County post offices were short lived.

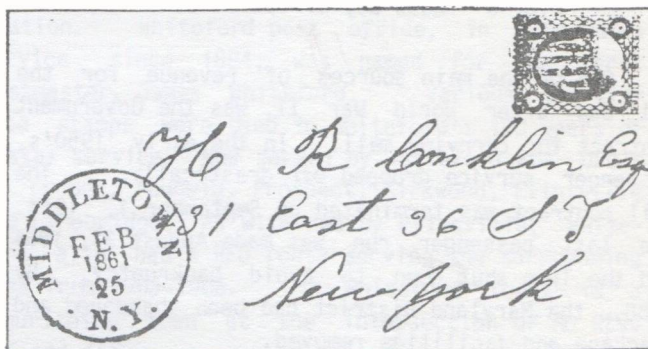
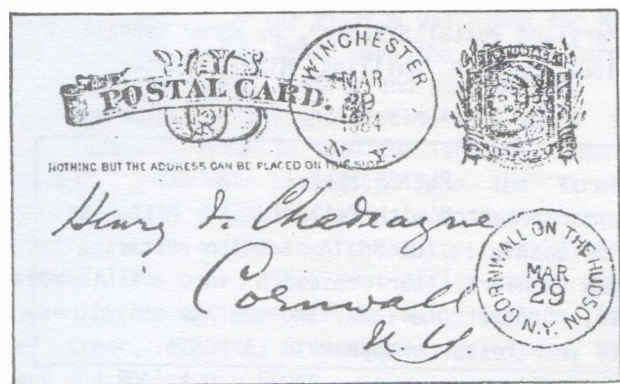
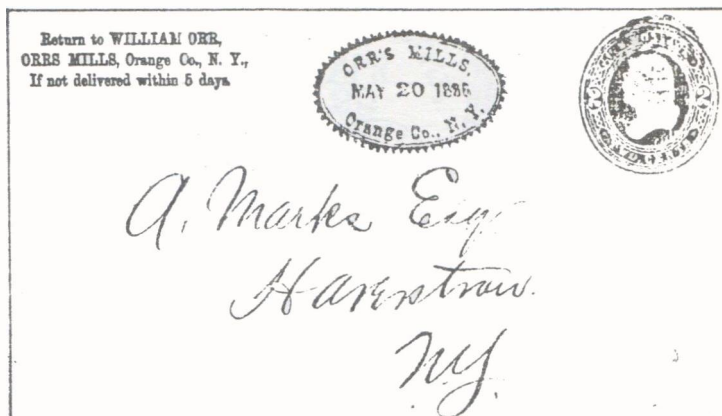
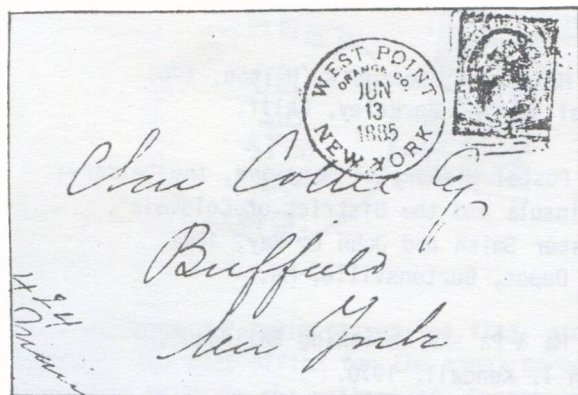
Lastly, most Orange Co. covers are comparatively inexpensive. Good 1820 covers can be pur-

chased for fifty or sixty dollars, when you can find them. Two dealers that I know of, who live in Orange County, and who attend major New York City stamp shows, have little, if any, Orange County material.

We believe that if someone of sufficient wealth to make it worthwhile for a dealer to spend the time necessary to obtain covers, was interested, they would surface. However, we know of only three collectors who currently collect Orange Co. At a recent auction of postal history material, which we attended, we spoke to two dealers. Each said that they saw little Orange County material around. Added to this, when you do find some Orange Co. covers, they are often damaged, lightly struck, or in some other way, undesirable.

Acknowledgement

We are indebted to John L. Kay, who has permitted us to reprint the information about Orange County post offices, which follows. The information is taken from New York Postal History: The Post Offices and First Postmasters 1776-1980, by Kay, John L. and Smith, Chester M., published by Quarterman Publications, 1982.



POST OFFICES OF ORANGE COUNTY, NEW YORK

P.O. Name	Est. date	Disc. date	First Postmaster	Notes
Accommodationville	May 25 1843	Dec 7 1848	Isiah J. Whitten	TO Red Bridge(Ulster)
Algonquin	Mar 1 1964	Jun 30 1969		Branch of Newburgh
Allard's Corners	May 2 1862	Feb 24 1873	Alexander Makinson	S: Walden
Amity	Nov 9 1816	Jan 31 1940	Daniel Carpenter	S: Warwick
Arden	May 19 1888	OP 1980	Edward M Rarrott	FROM Greenwood Iron Works
Bellvale	Sep 27 1849	OP 1980	Augustus J. Burt	
Blooming Grove	Mar 3 1813	Jun 3 1875	Samuel Moffat	TO Washingtonville
Blooming Grove(2)	Jul 20 1889	OP 1980	Charles H. Gerow	
Breeze Hill	Dec 11 1907	Nov 30 1910	William B. Howland	S: Johnson
Bullville	Jun 20 1825	Mar 21 1831	Joseph Elder	TO Cadiz
Bullville(reest.)	Mar 18 1834	OP 1980	William Williamson	FROM Cadiz
Burnside	May 7 1863	Aug 28 1874	Daniel T. Brown	FROM Otterville
Burnside(reest.)	May 19 1879	Apr 15 1939	Charles W. Rose	S: Campbell Hall
Buttermilk Falls	Jul 14 1849	Nov 7 1866	Cornelius Nelson	TO Highland Falls
Cadiz	Mar 21 1831	Mar 18 1834	Learatus M. Weller	FROM Bullville;TO Bullville
Cahoonzie	Jul 23 1892	May 15 1901	Hamilton Hulse	S: Rio
Campbell Hall	Jan 11 1869	OP 1980	Benjamin F. Decker	
Canterbury	Jul 1 1811	Jun 6 1849	Nathaniel Barton	TO Cornwall
Carpenter's Point	Nov 1 1816	Feb 5 1830	Francis Kelley	TO Port Jervis
Cedarcliff	Jan 31 1899	Jun 15 1934	Libbie West	FROM Hampton Ferry
Center	Oct 1 1909	Dec 30 1916	Peter Hemmer	S: Greenwood Lake
Central Valley	Dec 27 1871	OP 1980	Alfred Cooper	
Centre Point	Aug 12 1854	Oct 29 1863	John Longheed	
Chester	Aug 28 1797	OP 1980	Joseph C. Wickham	
Circleville	Jan 26 1852	OP 1980	Daniel Bull	
Club House	Apr 21 1890	Oct 31 1893	Frank O. Roe	S: Greenwood Lake
Coldenham	Aug 18 1820	Jan 31 1905	Samuel Monell	S: Rocklet
Collaburgh	Oct 25 1856	Feb 16 1869	Virgil Y. Duryea	S: Searsville
Cornwall	Jun 6 1849	OP 1980	Henry F. Chadeayne	FROM Canterbury
Cornwall Landing	Jan 10 1863	Feb 10 1873	Charles E. Cock	TO Cornwall on the Hudson
Cornwall Landing(2)	Dec 15 1884	Apr 30 1963	William A. Seaman	FROM Winchester
Cornwall on the Hudson	Feb 10 1873	Jun 30 1979	Charles E. Cock	FROM Cornwall Landing TO Cornwall on Hudson
Cornwall on Hudson	Jun 30 1979	OP 1980	Kenneth O. Robinson	FRM: Cornwall on the Hudson
County Farm	Jan 5 1880	Aug 21 1882	Cynthia Goodale	TO Durlandville
Craigsville	Dec 1827	Mar 15 1944	James J. Craig	S: Chester
Crawford	Jun 16 1824	Dec 14 1853	Arthur Sloat	TO Pine Bush
Cronomer's Valley	Sep 16 1874	Dec 15 1892	Charles W. Wyatt	TO Cronomer Valley
Cronomer Valley	Dec 15 1892	Feb 15 1908	Albert C. Wyatt	FROM Cronomer's Valley
Crystal Run	Dec 12 1883	Dec 1895	Andrew Crans	TO Crystalrun
Crystalrun	Dec 1895	Jul 1 1908	Andrew Crans	FROM Crystal Run;TO Crystal Run
Crystal Run(reest.)	Jul 1 1908	Jan 31 1940	William B. Phillips	FROM Crystalrun
Cuddlebackville	Mar 30 1826	OP 1980	Peter Cuddleback	
Deer Park	Nov 24 1816	Jul 5 1826	David G. Finch	TO Finchville
Dolsentown	May 18 1832	Oct 16 1844	Gideon U. Cock	TO New Hampton
Durlandville	Aug 21 1882	Sep 9 1887	D. C. Durland	FROM County Farm;TO Orange Farm
Durlandville (2)	May 5 1915	Jan 30 1926	William Noha	S: Goshen

S: = Service from (after postoffice closed)

POST OFFICES OF ORANGE COUNTY, NEW YORK

P.O. Name	Est. date	Disc. date	First Postmaster	Notes
East Coldenham	Sep 2 1872	Nov 14 1902	William C. Brewster	S: Newburgh
Edenville	Apr 18 1826	Sep 1 1924	James P. Young	S: Warwick
Fair Oaks	Apr 30 1872	Dec 1895	Matthew S. Askew	TO Fair Oaks
Fairoaks	Dec 1895	Jul 1 1908	Lewis R. Wallace	FRM Fair Oaks;TO Fair Oaks
Fair Oaks (reest.)	Jul 1 1908	May 31 1947	Lewis R. Wallace	FROM Fairoaks
Finchville	Jul 5 1826	Sep 24 1852	David G. Finch	FROM Deer Park
Firthcliffe	Jan 19 1898	Jun 30 1953	Cora T. Chadeayne	FROM West Cornwall
Firthcliffe Sta.	Jul 1 1953	May 10 1956	(Sta. Cornwall)	FROM Firthcliffe
Florida	Jan 1 1804	OP 1980	Samuel S. Seward	
Fort Montgomery	Nov 7 1855	OP 1980	Jeremiah Drew	
Fullerton	May 24 1866	Jun 8 1868	William M. Vail	TO Slate Hill
Gardentown	May 14 1890	Apr 15 1891	Willie Terwilliger	S: Newburgh
Gardnertown	Jul 26 1897	Jun 30 1902	Albert Vredenburg	
Girard	Apr 11 1890	Dec 15 1891	William H. Pierson	S: Burnside
Godeffroy	Jul 8 1880	OP 1980	William Norris	
Goshen	Jun 8 1792	OP 1980	James W. Wilkes	
Graham	Feb 2 1829	Mar 25 1843	William Graham, Jr.	
Greenwood Iron Works	Aug 31 1869	May 19 1888	Isaac L. Noxon;	FROM Greenwood Works;TO Arden
Greenwood Lake	Jun 22 1876	OP 1980	Lyndon Jenness	
Greenwood Works	Dec 27 1854	Aug 31 1869	Harvey Shore	TO Greenwood Iron Works
Greycourt	Dec 13 1888	Dec 30 1933	John C. Proctor	S: Chester
Guyard	Jun 2 1866	Sep 15 1926	Peter L. Gumaer	S: Godeffroy
Hamptonburgh	Mar 20 1828	Apr 6 1836	Charles Heard	
Hamptonburgh (reest)	May 16 1836	Jun 3 1856	James Strong	
Hamptonburgh (2)	Apr 24 1890	Apr 30 1891	Joseph C. Eager, Jr.	S: Greycourt
Hampton Ferry	Aug 6 1884	Jan 31 1899	William Henderson	TO Cedarcliff
Harriman	Jul 27 1910	OP 1980	William Rake	FROM Turner
Highland Falls	Nov 7 1866	OP 1980	Cornelius Nelson	FROM Buttermilk
Highland Mills	Oct 4 1832	OP 1980	William Vail, Jr.	FROM Orange
Hill (Sta. Middletown)	Jul 1 1949	Dec 8 1978		FROM State Hospital (Sta Middletown)
Honesville	Jun 30 1826	Nov 18 1840	Cornelius Dickinson	
Horace	Aug 15 1829	Feb 28 1842	Horace Seward	FROM Wallkill
Howell's Depot	May 19 1847	Dec 1894	George W. Bell	FROM VanBurenville TO Howells Depot
Howells Depot	Dec 1894	Jul 19 1904	Helen M. Putney;	FROM Howell's Depot;TO Howells
Howells	Jul 19 1904	OP 1980	Samuel H. Vail	FROM Howells Depot
Huguenot	Feb 23 1835	OP 1980	Charles O. Boyd	
Idlewild	Mar 20 1873	Jul 31 1934	James T. Townsend	S: Newburgh
Johnson's	Aug 3 1868	Sep 23 1893	William C. Johnson	TO Johnson
Johnson	Sep 23 1893	OP 1980	William Elston	FROM Johnson's
Kanohwahke Lake	May 21 1925	Dec 31 1929	Harry M. Cutler	S: Tuxedo Park
Lake	Mar 8 1898	Dec 30 1933	Jesse Holbert	FROM Lawton; S: Warwick
Lawton	Jun 23 1863	Jun 2 1870	Peter S. Post	S: Sugar Loaf
Lawton (reest.)	Sep 7 1870	Mar 8 1898	Francis J. Haskins	TO Lake

POST OFFICES OF ORANGE COUNTY, NEW YORK

P.O. Name	Est. date	Disc. date	First Postmaster	Notes
Leptondale	Sep 27 1881	Jan 31 1915	Mary E. Rushfield	S: Newburgh
Lincoln Park Sta.	Sep 15 1936	Dec 31 1942		(Sta. Middletown)
Little Britain	Feb 18 1803	Feb 1813	John Kerr	
Little Britain(2)	May 29 1824	Feb 23 1866	Hamilton Morrison	
Little Britain(3)	May 27 1882	May 15 1945	Charles E. Knapp	S: Rock Tavern
Maybrook	Oct 7 1890	OP 1980	Albert Tower	
Meadowbrook	Mar 30 1888	Apr 30 1948	Charles C. Terry	S: Newburgh
Mechanicstown	Nov 13 1883	Dec 14 1901	John D. Wood	S: Middletown
Mechanicstown(reest)	Jan 16 1902	Mar 31 1902	James Southwell	S: Middletown
Mechanicstown(reest)	Jun 8 1902	Jun 30 1904	James Southwell	S: Middletown
Middle Hope	Apr 25 1832	Apr 30 1937	Samuel S. Palmer	
Middle Hope Br.	May 1 1963	OP 1980	(Br. Newburgh)	
Middletown	Oct 22 1816	Jun 23 1829	Stacy Beakes	TO South Middletown
Middletown(reest)	Sep 10 1849	OP 1980	Oliver P. Coleman	FROM South Middletown
Minisink	Feb 2 1819	Nov 30 1921	Daniel Bodle	S: Port Jervis
Mitchell's Corner	Jan 9 1855	Mar 10 1856	Henry Malcomson	
Model	Jul 14 1900	Jul 30 1907	Mamie L. Lucine	TO Orange Lake
Monroe	1809	OP 1980	Ebenezer B. Tuthill	FROM Southfield
Monroe Works	Apr 1811	May 15 1882	Roger Parmele	TO Southfields
Montgomery	Mar 31 1828	OP 1980	John Sears	FROM Wardsbridge
Moodna	Oct 12 1853	Mar 15 1914	David Carson, Jr.	FROM New Windsor
Mortonville	Apr 10 1850	May 21 1864	John D. Vail	TO Vail's Gate
Mountainville	Nov 8 1871	OP 1980	John Orr	
Mount Hope	Nov 19 1816	Dec 31 1901	Benjamin Woodward	S: Ottsville
Munroe	1809	1821	(same as Monroe)	
Neilytown	Nov 24 1879	Feb 10 1880	Henry D. Laroe	S: Montgomery
New Antrim	Aug 28 1797	Feb 23 1798	John Suffern	TO New Antrim (Rockland)
Newburgh	Oct 27 1795	Dec 1894	Ebenezer Foote	TO Newburg
Newburg	Dec 1894	Dec 1895	Joseph A. Sneed	FROM Newburgh; TO Newburgh
Newburgh(reest.)	Dec 1895	OP 1980	Joseph A. Sneed	FROM Newburg
New Hampton	Oct 16 1844	OP 1980	Moses H. Phillips	FROM Dolsentown
New Milford	Sep 4 1826	OP 1980	Harrison F. Horton	
New Vernon	Mar 20 1822	Nov 2 1853	Eli Roberts	
New Windsor	Jan 2 1811	Oct 12 1853	Joseph Morrell	TO Moodna
New Windsor (2)	Mar 6 1885	Aug 31 1892	Joseph J. Lahey	S: Newburgh
New Windsor Br.	Jul 1 1960	OP 1980	(Br. Newburgh)	
North End Br.	May 1 1961	OP 1980	(Br. Middletown)	
North End Sta.	Oct 1 1926	May 1 1961	(Sta. Middletown)	TO North End Br.
Orange	Dec 8 1824	Oct 4 1832	William Vail, Jr.	TO Highland Mills
Orange Farm	Sep 9 1887	Feb 10 1889	Robert G. Young	FROM Durlandville
Orange Lake	Jul 15 1869	Jun 3 1872	Charles L. Young	S: Newburgh
Orange Lake (2)	Jan 25 1886	Jul 31 1889	Ezra VanWagner	S: East Coldenham
Orange Lake (3)	Jul 30 1907	Oct 31 1931	Wilbur A. Benedict	FROM Model; S: Newburgh
Orr's Mills	Mar 3 1885	Dec 1894	William Orr	TO Orrs Mills
Orrs Mills	Dec 1894	Nov 15 1920	William Orr;	FROM Orr's Mills; S: Cornwall
Otisville	Oct 12 1819	OP 1980	Isaac Otis	
Otterville	Mar 9 1852	May 7 1863	Henry F. Brown	TO Burnside
Oxford Depot	Jun 29 1843	Sep 2 1929	John H. Tuthill	S: Chester

Geo. A. Thompson
Apr. 28. 1881



Darwin M. Esmond
Newburgh
N.Y.



Mrs. Mary J. Wilkinson
riv. Orange Co
N.Y.



Mrs. Mary J. Wilkinson
Sperrowbush
Orange Co
N.Y.



Wm. G. Stanton
State Hill
Orange Co
N.Y.

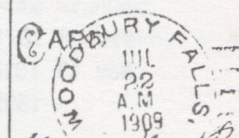
at 20-1899
St. Muller



Mrs. Darwin M. Esmond
49 Smith Street
Newburgh
New York

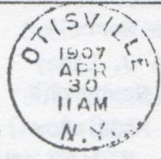


H. Buck
Bro,
New Jersey

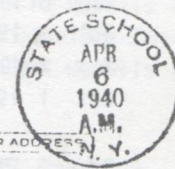


Wm. N. Bunt
140 4th St
Woodside
L.I.

Return in 5 days to
G. H. TYMESON,
- DEALER IN -
FINE GROCERIES, STATIONERY, & C.,
OTISVILLE, N. Y.



1565
Harding's Signery
Wurtsboro
N.Y.
Sull Co



Jerome Schlosser,
So. 10th St.,
Newark, N. J.

Some representative postmarks from Orange County, New York.

POST OFFICES OF ORANGE COUNTY, NEW YORK

P.O. Name	Est. date	Disc. date	First Postmaster	Notes
Paradise	Feb 3 1873	Nov 30 1895	Silas T.L. Norris	S: Oakland Valley(Sullivan)
Philipsburg	Oct 29 1816	1827	Moses Philips	TO Philipsburgh
Philipsburgh	1827	Apr 1 1847	Moses Philips	FROM Philipsburg
Philipsburgh	Jun 4 1847	May 17 1849	Clark W. Dayton	
Pine Bush	Dec 14 1853	Dec 1895	Oliver Taylor	FROM Crawford;TO Pinebush
Pinebush	Dec 1895	Dec 1905	James H. Wallace;	FROM Pine Bush;TO Pine Bush
Pine Bush (reest.)	Dec 1905	OP 1980	John L. McKinney	FROM Pinebush
Pine Island	Apr 18 1870	OP 1980	Samuel E. Gale	
Port Jervis	Feb 5 1830	Dec 15 1832	John Slawson	FROM Carpenter's Point
Port Jervis (reest.)	Jan 14 1833	OP 1980	John Conkling	
Ridgebury	Feb 3 1817	Apr 8 1966	Benjamin Dunning	S: Slate Hill
Rio	May 13 1886	Jan 31 1951	John Dougherty	S: Sparrow Bush
Rocklet	May 15 1884	Jul 3 1915	Franklin Mulliner	TO Rock Tavern
Rock Tavern	Jul 3 1915	OP 1980	Margaret C. Mulligan	FROM Rocklet
Roseton	Jul 15 1885	Sep 28 1973	Hilend C. Rose	S: Newburgh
Saint Andrew's	Apr 14 1830	Sep 22 1856	Robert Lawrence	
Saint Andrew's	Oct 8 1856	Nov 19 1866	Robert B. Crowell	
Saint Andrew's	Jul 13 1868	Mar 25 1892	William A. Loughran	TO Saint Andrew
Saint Andrew	Mar 25 1892	Mar 31 1903	Herman C. Dayton	FROM Saint Andrew's
Salisbury	Feb 3 1813	Feb 5 1820	John Caldwell	TO Salisbury Mills
Salisbury Mills	Feb 5 1820	OP 1980	John Caldwell	FROM Salisbury
Savill	May 4 1854	Mar 12 1892	Harmon Terwilliger	TO Savilton
Savilton	Mar 12 1892	Jun 15 1920	Thomas J. Aderton	FROM Savill; S: Newburgh
Scotchtown	Mar 18 1822	Dec 14 1907	John Brown,Jr.	S: Middletown
Scotchtown Br.	Dec 1 1979	OP 1980	(Br. Middletown)	
Searsville	Sep 20 1850	Feb 14 1905	George Hunter	S: Montgomery
Slate Hill	Feb 8 1828	Jun 29 1865	Benjamin Carpenter	
Slate Hill (2)	Jun 8 1868	Dec 1895	Oscar H. Mills	FROM Fullerton; TO Slatehill
Slatehill	Dec 1895	Dec 1905	William H.Green;	FROM Slate Hill;TO Slate Hill
Slate Hill(2 reest)	Dec 1905	OP 1980	William H. Green	FROM Slatehill
South Centreville	Sep 16 1879	Dec 1893	George V. Murray	FROM Wells Corner
				TO South Centreville
South Centerville	Dec 1893	Dec 30 1899	Gilbert Robbins	FROM South Centreville
South Centerville	Jul 21 1900	Sep 15 1917	Martin Bennett	S: Slate Hill
Southfield	Jul 1 1803	1809	Charles Cunningham	TO Monroe
Southfields	May 15 1882	OP 1980	Peter Townsend	FROM Monroe Works
South Gardnersville	Jun 24 1864	Jun 29 1866	Nathan Everett	
South Middletown	Jun 23 1829	Sep 10 1849	Henry S. Beakes;	FROM Middletown;TO Middletown
Sparrow Bush	Mar 16 1854	OP 1980	Lucas F. Hough	
State Hospital Sta.	Jul 1 1926	Jul 1 1949	(Sta. Middletown)	TO Hill (Sta.Middletown)
State School	Dec 19 1934	Dec 31 1955	Martin Garey	S: Warwick
Sterling Forest	Mar 3 1891	Jul 31 1891	Hebert V. VanVleck	S: Greenwood Lake
Sterling Forest (2)	Jan 17 1929	OP 1980	Raymond R.Muller;	FROM Sterling Forest(Pas,NJ)
Stewart Field Br.	Nov 16 1942	Oct 31 1943	(Br. West Point)	TO (Br. Newburgh)
Stewart Field Br.	Nov 1 1943	Feb 16 1951	(Br. Newburgh)	TO Stewart Air Force Base
StewartAirForceBase	Feb 16 1951	OP 1980	(Br. Newburgh)	FROM Stewart Field Br.
Stony Ford	Dec 18 1882	Dec 1895	Oscar H. Dolson	TO Stonyford
Stonyford	Dec 1895	Dec 1905	Andrew Wood;	FROM Stony Ford; TO Stony Ford
Stony Ford (reest)	Dec 1905	Apr 23 1928	Andrew Wood	FROM Stonyford

POST OFFICES OF ORANGE COUNTY, NEW YORK

P.O. Name	Est. date	Disc. date	First Postmaster	Notes
Sugar Loaf	Jan 9 1829	Dec 1895	Josiah Howell	TO Sugarloaf
Sugarloaf	Dec 1895	Dec 1905	Anna L. Roy;	FROM Sugar Loaf; TO Sugar Loaf
Sugar Loaf (reest.)	Dec 1905	OP 1980	Alice A. Turfler	FROM Sugarloaf
Temp. Sta.	Jul 5 1922	Aug 30 1922	(Sta. Tuxedo Park)	Kanawahke Camps
Temp. Sta.	Jul 5 1923	Aug 30 1923	(Sta. Tuxedo Park)	
Temp. Sta.	Jul 1 1924	Sep 10 1924	(Sta. Tuxedo Park)	
Thompson Ridge	May 15 1872	OP 1980	Daniel Thompson	
Town Br.	Nov 14 1978	OP 1980	(Br. Newburgh)	
Tri States	Jul 15 1885	Dec 1895	Samuel H. Gariss	TO Tristates
Tristates	Dec 1895	Mar 22 1903	Charles E. Nearpass	FROM Tri States
Turner's	Dec 7 1843	Jun 9 1893	Elmore Earl	TO Turner
Turner	Jun 9 1893	Jul 27 1910	David M. Hollenbeck	FROM Turner's; TO Harriman
Tuxedo Park	Dec 30 1885	OP 1980	Josiah Patterson	
Unionville	Dec 9 1824	OP 1980	Jacob Whitaker	
Unity	Jan 27 1834	Feb 23 1838	James Horton	
USCC Sta.	Jan 29 1962	OP 1980	(Sta. West Point)	
Vail's Gate	May 21 1864	Sep 29 1893	Salmon B.Cook;	FROM Mortonville;TO Vail Gate
Vail Gate	Sep 29 1893	Dec 1895	James Cushing;	FROM Vail's Gate;TO Vailgate
Vailgate	Dec 1895	Dec 1907	James Cushing;	FROM Vail Gate; TO Vail Gate
Vail Gate (reest.)	Dec 1907	Jan. 21 1925	Thomas F.Cushing;	FROM Vailgate; TO Vails Gate
Vails Gate	Jan 21 1925	OP 1980	Mrs.Mary A.Mertes	FROM Vail Gate
VanBurensville	Sep 4 1834	May 19 1847	Isaac B.Everett	TO Howell's Depot
Walden	Sep 26 1822	OP 1980	John M. Capron	
Wallkill	Feb 5 1802	Feb 18 1803	David R. Arnett	
Wallkill (2)	Jul 1 1804	Aug 15 1829	John Morrell	TO Horace
Wallkill (3)	Aug 12 1854	Jan 3 1856	William O. Terry	
Wardsbridge	Jun 12 1792	Mar 31 1828	Stephen Goldsmith	TO Montgomery
Warwick	Jun 12 1792	OP 1980	John Smith	
Warwick Woodlands	May 20 1882	Feb 28 1891	E. T. Waterstone	S: Club House
Washingtonville	Jun 3 1875	OP 1980	Alexander Moore	FROM Blooming Grove
Waterloo Mills	Sep 23 1856	Mar 14 1879	Jacob P. Snook	S: Unionville
Wawayanda	Nov 6 1935	Aug 14 1937	Mrs.Frances Pardy	S: New Hampton
Wells Corner	Feb 8 1828	Sep 16 1879	Abijah Wells	TO South Centreville
West Cornwall	Jan 9 1889	Jan 19 1898	George Cornell	TO Firthcliffe
West End Sta.	Oct 1 1926	Dec 31 1942	(Sta. Middletown)	
West Newburgh Sta.	Sep 19 1958	OP 1980	(Sta. Newburgh)	
West Point	Apr 1 1815	Dec 1895	Andrew Ellicott	TO Westpoint
Westpoint	Dec 1895	Dec 1905	MsAugusta Bernard;	FROM West Point;TO West Point
West Point (reest.)	Dec 1905	OP 1980	Mary R. Newlands	FROM Westpoint
West Town	Oct 30 1816	Jun 27 1894	Charles Monell	TO Westtown
Westtown	Jun 27 1894	OP 1980	Robert H. Clark	FROM West Town
Winchester	Dec 12 1883	Dec 15 1884	William A. Seaman	TO Cornwall Landing
Wisner	Aug 26 1891	Apr 30 1934	William W. Buckbee	S: Warwick
Wood	Nov 8 1869	Dec 7 1871	Richard A. Conklin	S: Goshen
Woodbury Falls	Aug 11 1874	Apr 30 1934	Lewis A.VanCleft	S: Highland Falls

OP 1980 = Operating in 1980

S: = Service from (after postoffice closed)

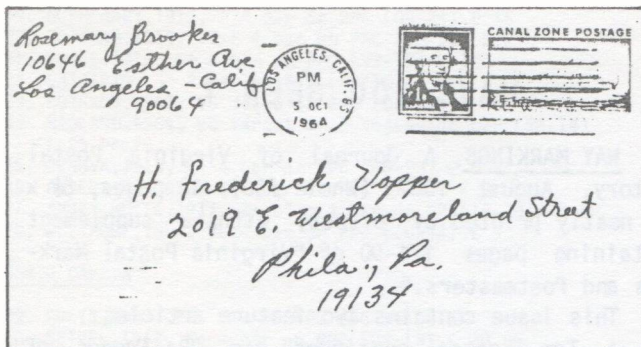
OUT OF THE TRASH CAN

By Henry W. Beecher and Bob Stets

From time to time, we will present items that were ready to go into the trash container, but were "saved" by someone who recognized their unusual usage.

The Philadelphia Electric Company's suburban office received large quantities of mail daily, and no doubt, had a deposit account at the Warminster Post Office for postage due charges, but either origin or destination post office should have marked each piece "Postage Due Cents", with the appropriate amount of postage due shown in the blank space. Henry Beecher quotes the appropriate regulations from the first issue (1 Oct 70) of the Postal Service Manual. The Postal Manual which preceded it was essentially the same.

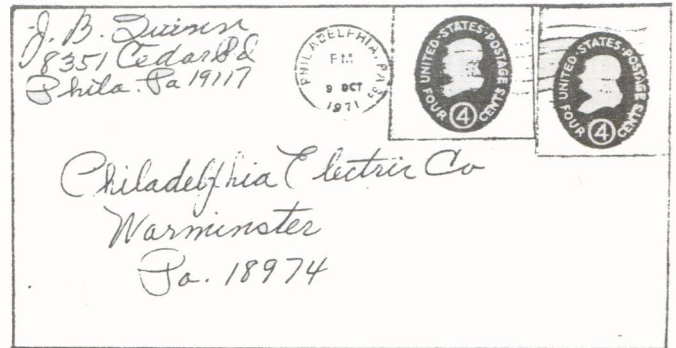
>146.121 "Mail of any class,....received at either the office of mailing, or office of address without any postage, or without sufficient postage will be: a. marked to show the total deficiency of postage and fees".



5 Oct. 1964. First Class postage = 5c
Cover bears 1c U.S. + 4c Canal Zone stamps
No postage due indicated.

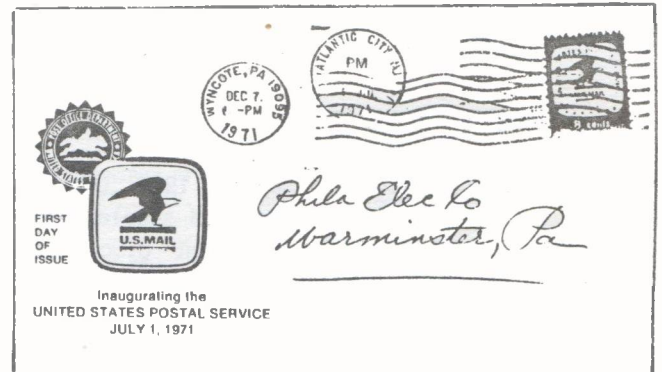
>142.7: "All postage stamps issued by the United States since 1860 are good for postage from any point in the United States, or from any place where the United States domestic mail service operates, except from the Panama Canal Zone, where special Canal Zone stamps are used." This would seem to imply the reverse- that Canal Zone stamps are invalid for United States postage.

If you have common covers with interesting uses, or showing violation of postal rules, share them with your fellow postal historians.



9 Oct. 1971 1st Class postage = 8c
Cover bears two 4c embossed envelope stamps cut out and pasted on a plain envelope.

This has always been a "no - no" in the U.S.
>142.7b: "Stamps cut from stamped envelopes, aerogrammes or postal cards are not good for postage."



7 Dec. 1971 1st Class postage = 8c.
Cover bears an 8c USPS stamp, previously cancelled as a first day cover on 1 July 1971 at Atlantic City, N.J. and reused from Wyncote, Pa. on Dec. 7, 1971.

>141.14: "Reuse of stamps with intent to cause loss to the Government is punishable by fine and imprisonment."

>142.7a: "Mutilated or deface stamps are not good for postage."

These cacheted envelopes were given to any patron requesting them and after the patron added the new USPS stamp, they would be cancelled 1 July 71 and handed back to the postal patron, without need for any address. Apparently 5 months later, someone decided to reuse the envelope.

HAVE YOU SEEN ?

PENNSYLVANIA POSTAL HISTORIAN, May/June 1987 (delayed), Whole #85, 16 pages, 8½ x 11, neatly printed and punched with holes to fit a 3-ring binder. The Historian is mailed under a non-profit bulk mailing permit.

This issue contains Part II of the latest update of Pennsylvania manuscript postmarks on stampless mail, listing counties Erie through McKean, with 31 newly reported post offices and many earlier or later usages.

I can't pass up this opportunity to commend PaPHS member Tom Clarke, who prepared an excellent 22-page Index of the first 82 issues of the PaPHS Historian. The Index was distributed to members of the PaPHS as Historian #84.

Historian #85 also illustrated a couple of "Mystery" covers from Philadelphia by Steven M. Roth; a stampless cover postmarked "Fairfield or Millers, Pa." by John L. Kay; corrections to Pennsylvania Postal History, also by John Kay; Society news, and a Financial Report.

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

HAVE YOU SEEN ?

THE VERMONT PHILATELIST, August 1987 (Whole #125), 12 pages, 5½ x 8½, folded and stapled and mailed in an envelope franked with an 8.5c Tow Truck coil, overprinted "Nonprofit/ Org." in red.

Richard Marek solicits response to a proposal to revise and expand the 319 page Postal History of Vermont published in 1969. So much new information has been published, and new areas of interest developed, that a new version of the nearly 20 year old monumental work would be of much help to collectors of Vermont postal history, and at the same time, make such a work available at a reasonable price.

Durward Momsen provides an excellent summary of previously published information on 2c Black Jacks used in Vermont, with additions from his own collection, and provides examples of the 3 major uses of the 2c Black Jack in Vermont.

This issue also includes a report of VERPEX '87, Society news, a membership and financial report and a 28 lot auction.

Published quarterly by the Vermont Philatelic Society, Morton Nash, editor. Contact Dr. Paul G. Abajian, 209 Pearl St., #4, Essex Jct. VT 05452.

HAVE YOU SEEN ?

G.P.H.S. BULLETIN July, 1987 (Whole #10), 8 pages, 8½ x 11, neatly printed by offset. Although stated as "published irregularly", the Georgia Postal History Society Bulletin is appearing quite regularly, with issues of Volume 3 dated Feb., May and July 1987.

In this July '87, issue, editor Douglas N. Clark proposes to eliminate his editorial page, and solicits articles from the membership to fill the vacated space.

This issue contains an article "A New England Schoolmarm in Georgia", by Thomas C. Kingsley, who quotes portions from a stampless letter bearing a manuscript postmark of New Echota, Ga., August 25, 1832, to emphasize how postal history collectors sometimes "miss the boat" by not reading the contents of items in their collection.

The "Feature County" for this issue is Rabun County, with a list of post offices, dates of operation and names of first postmasters, compiled by associate editor Jeff West.

The GPHS Bulletin is published irregularly, as contributions permit, by Georgia Postal History Society. Information from Secretary- Editor Douglas N. Clark, Box 51, Lexington, GA 30648.

HAVE YOU SEEN ?

WAY MARKINGS, A Journal of Virginia Postal History, August 1987 (Whole #60), 12 pages, 8½ x 11, neatly printed by offset, with a supplement containing pages 171-90 of "Virginia Postal Markings and Postmasters."

This issue contains two feature articles:

1. Tom Stanton continues his "Railroads of Virginia" series with Part VI - the Petersburg & Roanoke Railroad, chartered in 1830, and completed for its 59 mile length in 1833 to Blakely Depot, across the Roanoke River from Weldon, N.C..

2. William M. Wickert provides "Found Only in Virginia" - an update on bisects of the 3c 1869 issue found on tax notices from Luray, Virginia.

Other items in this August issue include an illustration of a Confederate Virginia "Forwarded" cover, a book review of The Heritage of Virginia: The Story of Place Names in the Old Dominion and two pages of Society news.

Way Markings is edited by Stefan & Genevieve Jaronski and published quarterly by the Virginia Postal History Society. Applications for membership are available from Frank & Lucy Bowling, 2703 Dellrose Ave., Richmond, VA 23228.

ROSS WILLEY MAIL AUCTION NO. 5

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ALASKA

1. NABESNA,1936, F 4 bar on emerg. mail cvr. E 10
2. NUSHAGAK,1934, F 4 bar on emerg. mail cvr. E 10

ARIZONA

3. MESA,1908, VG duplex on VG cvr. E 3
4. ORAIBI,1905, F target on leather PPC E 20 PH
5. SILVERBELL,1907, F doane on PPC E 25

HAWAII

6. KOLOA, Kauai,1898, F dble cds (except no year date) on F cvr with # 75. Trimmed at left. E 25
7. LIHUE, Kauai,1906, F duplex on PPC to Mexico E 8
8. SCHOFIELD BARRACKS,1912, VG 4 bar on PPC E 4

IDAHO

9. LENIA,1908, F 4 bar on PPC (01-23) E 5
10. MACE, 1915, VG 4 bar on PPC (99-22) E 5
11. STARNER, 1893, VG cds on cvr, rough at left, no stamp, Condon, OR rec., scarce (90-94) E ? PH

MONTANA

12. BATTRICK,1915, F+ 4 bar on PPC (15-29) E 15
13. BIG ELK,1910, VG doane on PPC (82/13) E 8
14. CASTLE,1910, VG doane on PPC (87/18) E 6
15. EDWARDS,1914, F 4 bar on PPC (13-45) E 6
16. ELECTRIC, 1910, VG 4 bar on PPC (04-15) with Pinecreek doane rec. (04-14) E 8
17. FOSTER,1909, F 4 bar on PPC (07-20) E 15
18. FULTON,1911 VG magenta doane on PPC (88-14) E 8
19. GLENGARRY,1912, F 4 bar on PPC (09-24) E 15
20. HOFFMAN,1910, VG-F 4 bar on PPC (00/18) E 8
21. HOWIE,1910, F+ 4 bar on PPC (92-15) E 12
22. LAT,1914, G+ 4 bar on GPC (98/18) E 7
23. LOTHROP,1907, VG doane on PPC (00-13) E 8
24. MIDLAND,1904, VG target on F Veg-A-Tab cvr.(98-14) E 25 Photo
25. RENOVA,1913, G+ 4 bar on PPC (06-23) E 6
26. RIVERSIDE,1913, F 4 bar on PPC (?-34) E 6
27. SMOKY BUTTE,1917, G+ blue 4 bar on PPC(14-20)E25 PH
28. WESTMORE,1911, VG 4 bar on PPC (10-42) E 5

NORTH DAKOTA

29. APLIN,1908, F 4 bar on PPC (06-16) E 6
30. BETHEL,1912, F+ 4 bar on GPC (09-13) E 20 PH
31. BURKEY,1910, VG 4 bar on PPC (05-16) E 10
32. EDGAR,1911, G+ 4 bar on PPC cnr. cr. (08-13) E 8

33. ELLISON,1909, VG 4 bar PPC (99-12) E 7 Lite canc.
34. ELSEBERRY,1911, F 4 bar on PPC (06-18) E 7
35. GRACEVILLE,1912, F 4 bar on PPC (10-16) E 25
36. GRISWOLD,1908, VG-F target on PPC (86-09) E 8
37. 2 cvrs, MENOKEN,1916 4 bar and MOTT, 1905 doane on U 395. Nice strikes on VG-F covers. E 4
38. MONTROSE,1908, G+ doane on PPC (06-10) E 10
39. N. CHAUTAUQUA,1913,F 4 bar on PPC (02-31) E 6
40. STAMPEDE,1914, VG-F 4 bar on PPC (08-19) E 8
41. SWEDEN,1907, F doane on GPC (03-09) E 25 PH
42. WADE,1912, G+ 4 bar on PPC (98-20) E 5

OREGON

43. CELILO,1910, Lite 4 bar on PPC (89-14) E 6
44. FREEBRIDGE,1909, G+ 4 bar on PPC (08-10) E 8
45. MARMOT,1908, F 4 bar on PPC E 5
46. MARX,1909, F doane on PPC (04-10) Barton rec. just barely overstrikes. E 30

SOUTH DAKOTA

(also see lot 69)

47. CARLYLE,1910, VG 4 bar on PPC (07-21) E 6
48. CEDARFORK,1908, VG 4 bar on PPC (06-13) E 10
49. DANTON,1911, VG 4 bar on PPC (09-17) E 7
50. GOVERT, 1910, VG 4 bar on PPC (10-54) E 4
51. HANNA,1907, F target on leather PPC (03-23) E 8
52. HILMOE,1911, G+ 4 bar on PPC (04-13) E 7
53. MANILA,1908, F doane on PPC (98-28) E 5
54. ORMAN,1907, F doane on PPC (06-14) E 10
55. OWATOMA,1910, F 4 bar on PPC (09-14) E 12
56. PLUMA,1906, F doane on PPC (98-12) E 10

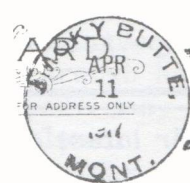
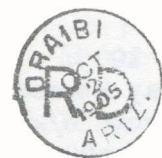
UTAH

57. EDEN,1893, F target on F cvr. E 12 Terr.
58. HARRISVILLE,1893, F target on F cvr.(71-02) E15
59. HOOPER,1893, VG target on F cvr. E 12
60. HUNTSVILLE,1893, VG target on F cvr. N. Ogden dble cds rec. (60-07) E 12
61. PLAIN CITY,1893, F target on F cvr (64-03) E 15
62. SLATERVILLE,1893, F dble cds on F cvr (68-02)E 15
63. BURTNER,1910, VG 4 bar on PPC (07-11) E 12
64. GOLDEN,1909, F doane on PPC (01/09) E 25
65. GOLDEN,1910, F 4 bar on PPC (10-13) this one is a different Golden office E 40 Photo
66. PROMONTORY PT.,1909, F magenta doane PPC E 6
67. ROSETTE,1910, VG kinda lite 4 bar PPC (09-44) E 6
68. Boxelder County - GARLAND,1912 PPC- GROUSE CRK., 1931 cvr.-LUCIN,1908 PPC- and PARK Vly.,1910 PPC with a red 4 bar E 5

R.F.D.

69 WOLSEY SD, 1913 hnd. stamp, see Photo E ?

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ALASKA

ESTIMATE

1. CHATHAM 1911 Rec. Mk on VF
Japanese PPC. Addr. to "c/o
Geo. T. Myres Canary (sic)
Chatham, Alaska, Sitkoh (sic)
Bay Canary (sic)" Rec. Mk is
clear, but superimposed. 40.00

CALIFORNIA

2. CONLIN 1903 mss cvr; 2¢ red
defect.; Confidence trans. mk
RARE. 100.00
3. NELLIE 1909 R.P. PPC; Doane 3/2
(no. "decipherable"); slt. run-
off @ top o/w VF) 20.00
4. FOLSOM CITY U35 1863(?) use; bit
toned w. slt top defects o/w a
nice item; killer is series of
vertical bars (3 "tiers") 50.00

CANAL ZONE

5. Sc. #3 ties F CANAL ZONE/EMPIRE
JUL 7 1904 cds; blue F-VF cvr to
"A Bienkowski, P.R.R. News Agent,
Culebra, U.S. Canal Zone." Proper
b/s Culebra same day; "Guaranteed
J.C. Perry" mss on reverse; unde-
tracting trimming at left 700.00
6. ANCON/C.Z., 1908 F-VF dplx on I.L.
Maduro m/c viewcard, VF. 14.00

GUAM

7. GUAM/ISL. GUAM Mar 31 6PM 1905;
UPU b/w viewcard of "Sumay Street";
Sc. #300; mnr corner defects o/w
VF. 40.00

NEW MEXICO

8. BLAND 1905 GPC PRL Doane 2/3; VF
36.00

WYOMING

9. WAHABA 1912 VF 4-Bar R.P. PPC;
Scarce; interesting msg 40.00
- END OF AUCTION...WANT LISTS SOLICITED

THE MIDWESTERN EDITOR

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

We've all heard it said that the world is "getting smaller", referring of course not to its physical dimensions, but to the time it takes to get people or information from one place to another. (Actually, in terms of letters and mail delivery, the world may be a bit larger than it was 75 years ago.)

I've mentioned this theme before, but it was again impressed upon me on a motoring trip I took in late summer from Portland, Oregon to Appleton, Wisconsin and back again. Remarkably enough, the eastbound trip was accomplished without resort to the Interstate highway system, except for a short stretch in Wyoming where the alternative of the old Federal highway was not offered.

Travelling off the Interstates slows one down a bit, but it does allow one to see the settlements, giving glimpses of life in different parts of the country, and giving insights to the role played by the onslaught of the internal combustion engine.

No doubt about it, automotive transportation has reshaped the settlement patterns of the country. As most of us are city dwellers, we immediately think of suburban living and the seemingly endless commutes to work and shopping. But the impact on rural living has been just as profound, if not moreso.

It used to be that a small, rural town was pretty much self-sufficient. People would work in the area, shop in the town, and rely on the community for social activities. It was common to have "crossroads" stores with post offices, to minimize the distance people had to travel for mail and other services.

As automotive transportation became commonplace it became less necessary to have such local conveniences. Rural Free Delivery took its toll in the first



decade of this century; since then the automobile has become an underlying reason for the closing of many, if not most, post offices.

People now travel 30, 40, even over 50 miles a day from rural communities to cities for work and shopping. Some towns survive only because some people are willing to commute these distances, as they have no employment of their own to offer. But towns with no employment possibilities and without the image of "a nice place to live" have withered. The stores close because they can offer only a limited supply of goods, and even local residents do the bulk of their shopping in the cities. The next time your newspaper carries a map showing population change for your state take a good look at it, and you will see that the rural counties are losing population -- unless they are close enough to a large city to allow commuting.

In my traverses through Nebraska and South Dakota I noted many declining communities and closed businesses. While one cannot deny the many advantages of rapid transportation, it was sad seeing the changes symbolizing the passing of an era.

My journey will yield some rewards, new contacts, new information that can be shaped into articles. I've had a pretty good influx of articles over the last year, but the well is starting to run dry. I invite you to contact me if

you have written, want to write, or have information or illustrations that could be used in writing articles. Photocopies of early or interesting covers are especially desired -- if I can't use them now, I'll use them later.

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POST OFFICE CENTENNIALS

Most of the post offices celebrating their centennials in this issue are and have always been small towns. Bonners Ferry, Idaho is a small but locally important town in the panhandle. The big exception is Burbank, California, a populous suburb of Los Angeles.

NOVEMBER

- 1 Hensel ND
- 3 Burbank CA
- 7 Pontiac MO
- 8 Almelund MN
- 9 Holyoke CO
- 11 Vliets KS
- 12 Hollins AL, Bonners Ferry* ID,
Hyattville WY
- 15 Tichnor AR
- 18 Kirk CO
- 22 Norwood CO, Eureka SD
- 28 Lake View IA, Mora LA, Bohannon VA
- 29 Narka KS, Garden City SD
- 30 Quimby IA, Bellingham MN

DECEMBER

- 7 Agra KS
- 13 Acton CA, Bradley SD
- 15 George IA
- 16 Cassel CA
- 17 Formoso KS
- 19 Belview MN
- 20 Abita Springs LA
- 22 Los Olivos CA, Mahaska KS,
Shields KS, Talmage KS
- 24 Wolverton MN
- 28 Arispe IA, Larrabee IA

* Had a different name when established

INDIANA POST OFFICES ESTABLISHED AFTER 1900

A lot of postal history has focused on initial settlement, the hardships of isolation of the pioneers, and the difficulty of communication in these frontier settings. I thought it might be interesting to take a look at the most recent post offices to have been established in a state.

Only 13 Indiana post offices that are operating in 1987 were established after 1900. This article came about by noting that fact and writing to the postmasters of each of the offices to obtain some background information. We received back five informative replies, most of which comprise the sections of the article with very little editing. I already had information on Gary, and Peter Youngman supplied some background on Portage. The postmasters at Coalmont, Crane, Finly, Pence, and Sumava Resorts did not respond; information on these offices is supplied by Peter Youngman.

Post Office	Year established
Coalmont	1901
Schneider	1903
Pence	1903
Gary	1906
Finly	1913
Ragsdale	1917
Shepardsville	1923
Sumava Resorts	1928
Beverly Shores	1935
Mount St. Francis	1937
Kingsford Heights	1943
Crane	1943
Portage	1961

It is difficult to generalize about the establishment of these thirteen offices, except that they all came about in response to an economic stimulus -- except for Mt. St. Francis, which was established to serve a seminary.

Six of the offices are in the vicinity of the Chicago metropolitan area; another five are spread out along

the Illinois border, where coal mining was an important activity. Only two offices are located in other parts of the state; Finly, on the Indianapolis - Cincinnati rail connection, and Mount St. Francis in the greater Louisville KY area.

The days of pioneer settlement were only memories in Indiana in 1900, but there were economic currents that resulted in the establishment of these offices. One such development was industrial expansion connected with the growth of Chicago, giving direct rise to Gary and setting the conditions that much later allowed the coalescence of several communities to form Portage. Though Schneider was started as a railroad town, its proximity to Chicagoland certainly facilitated its growth.

Industrial development, especially the steel mills, had a direct relationship with the establishment of several post offices to serve mining communities. Ragsdale and Shepardsville fit into this category, and Coalmont, situated on a rail line amidst strip mining for coal, surely must also.

World War II is responsible for the establishment of Kingsford Heights, a government-planned city built too late to house the workers in a munitions factory. Crane may not have had the dramatic entrance of Kingsford Heights, but it has similar roots, with its location at the Crane Naval Ammunition Dump in Martin County.

Of the remaining offices, Pence seems to owe its existence to its location on a rail line; Finly is also on a rail line east of Indianapolis, but there were predecessor post offices at the location even before the rail line was built. The name "Sumava Resorts" suggests its function, although it is difficult to see why the nearby office of Schneider could not have handled the postal service of this area. Beverly Shores is a residential community located in the sand dunes along the shore of Lake Michigan.

MOUNT ST. FRANCIS
by Francis D. Dippel



Mt. St. Francis was established as a post office in August 1937 by Presidential Appointment of Albert M. Leis as the first postmaster. This post office served the needs of the Priests and students of Mt. St. Francis Minor Seminary. The post office is located on the grounds of the seminary and is not located in any city.



In the very beginning the post office was established as a convenience for the Priests and students, and also as a help in diminishing the work load of the local post office at Floyd's Knobs. The students were young men, taking courses which would eventually lead to their becoming Priests in the Franciscan Order. Being of high school age, these young men had excellent appetites and received many "care" packages from home to supplement the institutional diet, which was rather sparse at times. They also received a great many letters from home, which helped to keep up their morale.

Things have changed over the years. The seminary was closed in the early 1970s and the building turned over to a Retreat Center serving the greater Louisville area. Some of the Province Offices were moved here, which greatly increased both incoming and outgoing

mail. So the post office has continued to operate even though the nature of the institution has changed.

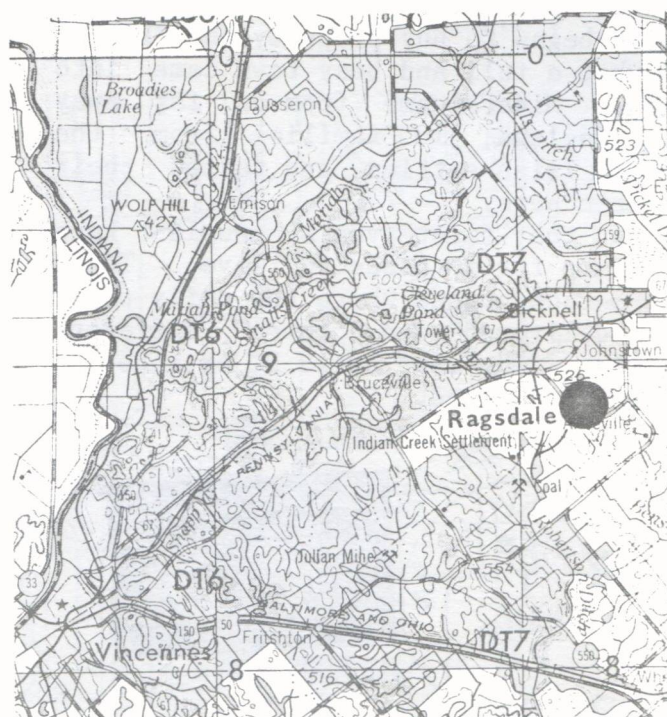
Fr. Albert, the first postmaster, retired in 1977 after 40 years of postal service. The clerk at that time, Bro. Francis Dippel, was made Officer in Charge, and was appointed postmaster two years later. He continues to serve at this time, and is likely to until he reaches retirement age in 1990.

RAGSDALE
by Alan H. Patera

from information supplied by Marilyn Carpenter

Ragsdale is a small mining community. The original houses that were built here were built by the mining company for their employees. The costs were deducted from the salaries. The post office was established on August 1, 1917. It was discontinued in 1919, but has been operating continuously since it reopened in 1921.

Several stores opened for business, and the post office was located in one of the grocery stores. The Aliceville



school served the community, as did Asbury Chapel. After completing 8th grade, students had to go to Bruceville for further schooling.

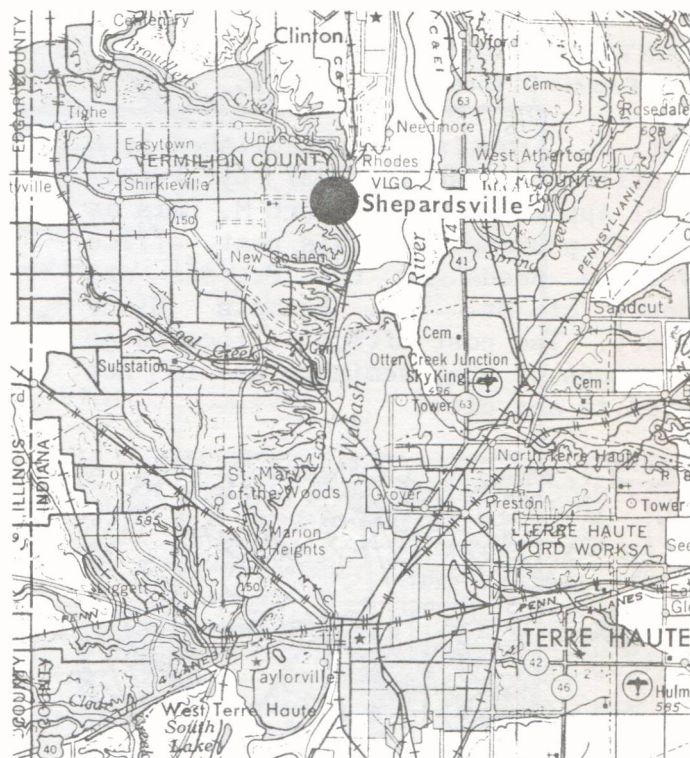
The mines closed because of labor problems. Most of the original houses have burned or have been torn down. The stores have closed. There are about 50 homes now in Ragsdale, with a population of about 120. The post office is located in a separate building that was constructed in 1971. The present postmaster is Marilyn Carpenter, a resident of the community for 22 years.

SHEPARDSVILLE

by Mrs. Gladys Wheat

In regards to Shepardsville and our way of life, I'll try to reminisce and let you know. It's Home to me, as I've lived here for 74 years. Back when Shepardsville changed from a Dream to a Reality, farmers surrounded the plot that was made into our little town. Then the coal mines began to develop. Shepardsville was blessed with four mines, the Miami #5, #6, #8, and #10. People began to buy property and build, and what a full and busy town came into being. Miners came from as far away from England; 10 families from the British Isles settled and raised their children here.

In the first years people were desperate for a place to live. There were 3-room houses where the daily paper was delivered to three different families. One man built 30 or more of these small homes.



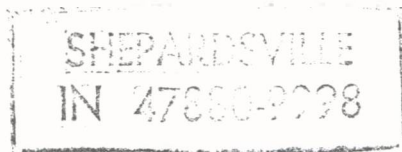
Shepardsville is located 9 miles north of Terre Haute. When Shepardsville was first developed, residents had to travel further to get to Terre Haute, but the construction of State Road 63 past the west edge of town has shortened the road distance.

As the town developed and grew, a post office was in great need. One was established on January 24, 1923. It has been in continuous operation ever since.

For many, many years we had our own school and another school on the west edge of Shepardsville. We've had several grocery stores; also 6 gas stations, churches, restaurants, barber shop, taverns, beauty shop, shoe shop, cheese factory, dance halls, several mini-grocery and ice cream places, 3 or 4 large mechanical garages, home butchering, gift shop, and feed mill.

There was also the boarding house where miners could sleep and get their meals and get their lunch buckets filled before they descended down into the shaft in "The Cage". I can remember as if it were yesterday, how I've watched those miners come back up on the cage, and the very first thing most of them did, was take the top deck of their





bucket of and empty their water (if they still had any water after a long day's work). I can still see that scene, for we lived next door, as my Dad was the "Mule Barn Boss" for many years, and I and my two brothers helped my Dad take care of the mules every day.

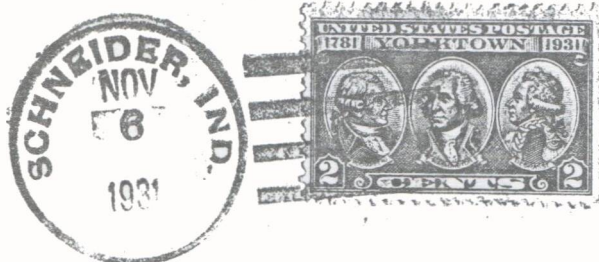
People in those days didn't live fancy -- they didn't have any modern facilities, but they were wonderful, hardworking people who didn't consider themselves poor, for everyone lived the same.

Time has changed all of us in many ways. We are about to see the opening of the third bridge across Brouilletts Creek since the early 1900s. Yet we have fifth generation families still living in Shepardsville.

SCHNEIDER

by Dorothy A. Gerner

In the early 1900s Fred J. Schneider purchased two sections of land. The 3 I Railroad built a crossing on the south edge of this property. It was deemed an ideal location for a town, which took its name from the landowner. A post office was established on March 15, 1902. The early residents of the town were mostly railroad workers -- at one time three section gangs worked out of Schneider.

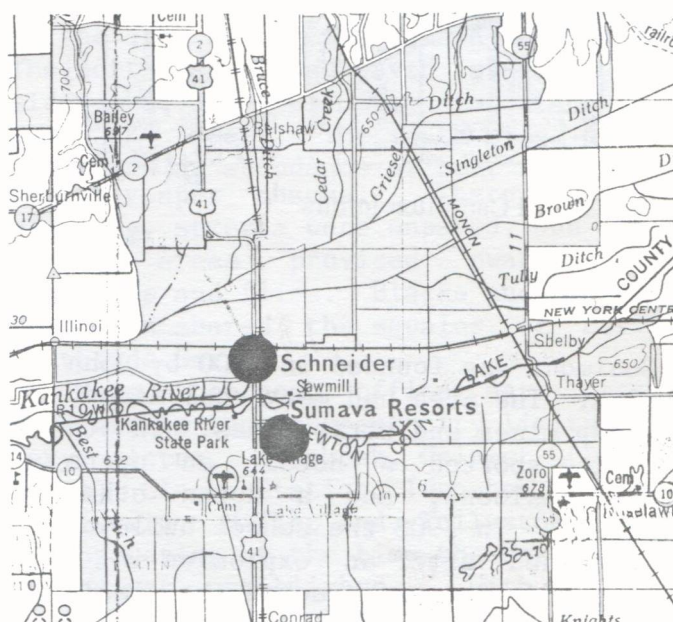


The original post office was housed in Lib Malone's store. Later it was housed in Bradbury's shoe and grocery store.

The town incorporated in 1923 and is governed by an elected town board of three members, one of whom is elected president. A town clerk tends to business matters. Schneider has a volunteer fire department and a town marshall. The fire department covers both the town and the southern part of West Creek Township. U.S. Highway 41 at one time passed right through the middle of town, but now there is a bypass. Schneider lost its school during a consolidation in 1968.

At one time the post office was located on the front porch of Roy Black's house; then it moved to the annex of Beier Garage when Cecil Minniger was postmaster. Cecil Minniger later moved it into the corner of his grocery store until June of 1970, when it was moved to its present location in a business complex.

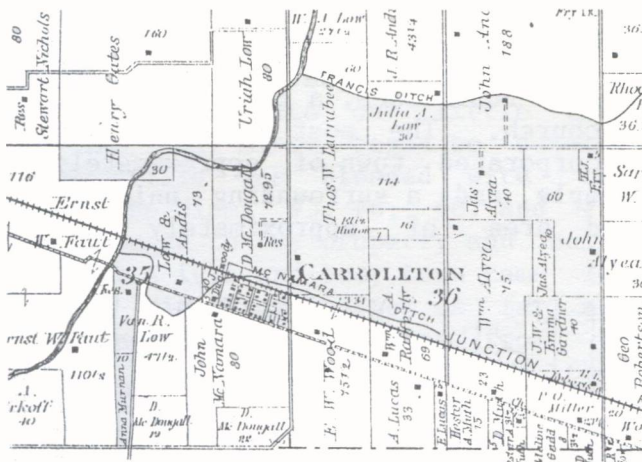
The present town consists of three small industrial businesses, eight mercantile businesses, a grain elevator, and a church. The post office serves the incorporated town of approximately 350 people, and a surrounding unincorporated area of approximately 250 people.



FINLY

Finly makes the list because it was established in 1913, but there had been a post office at the site for most of the years since 1847. On April 28, 1847 the post office of Kinder was established; in 1869, when the railroad built through, the name was changed to Carrollton. To add to the confusion, the railroad station -- where it is believed the post office was located -- was named Reedville. Before the railroad mail was received only twice a week via the carrier between Indianapolis and Rushville.

Carrollton was discontinued September 30, 1905, a victim of Rural Free Delivery. The need for a post office was still great, and despite the general trend to reduce the number of post offices, a new one was established on October 13, 1913. Its name was Finly, after Congressman Finly Gray.



Finly was called Carrollton in this 1887 map.

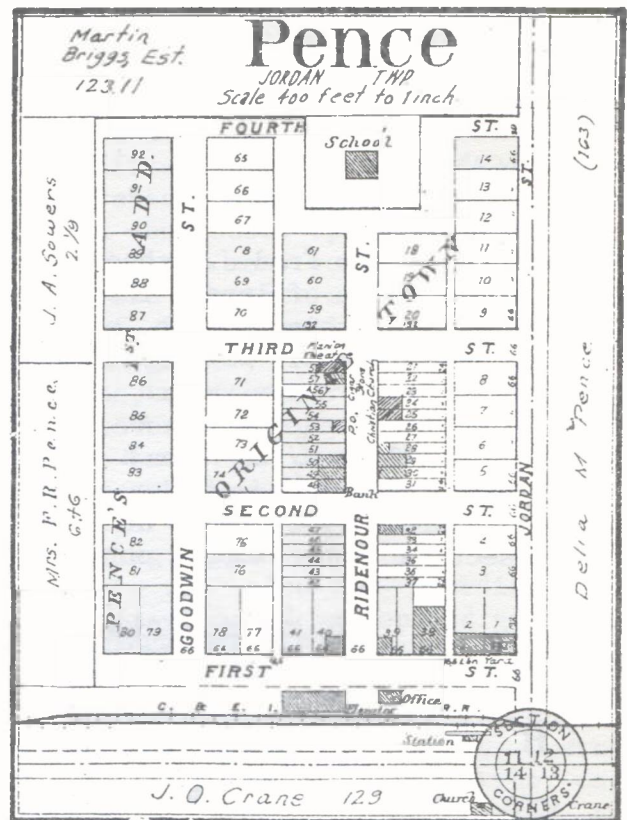
COALMONT

Coalmont was founded in 1900 by John R. Walsh. The area had many coal mines, both deep mines and strip mines. In its heyday it sported a hotel, an opera house, 7 saloons, and a dozen other businesses. In 1908 the school building was condemned after an explosion in a nearby powder company cracked the walls and the foundation.

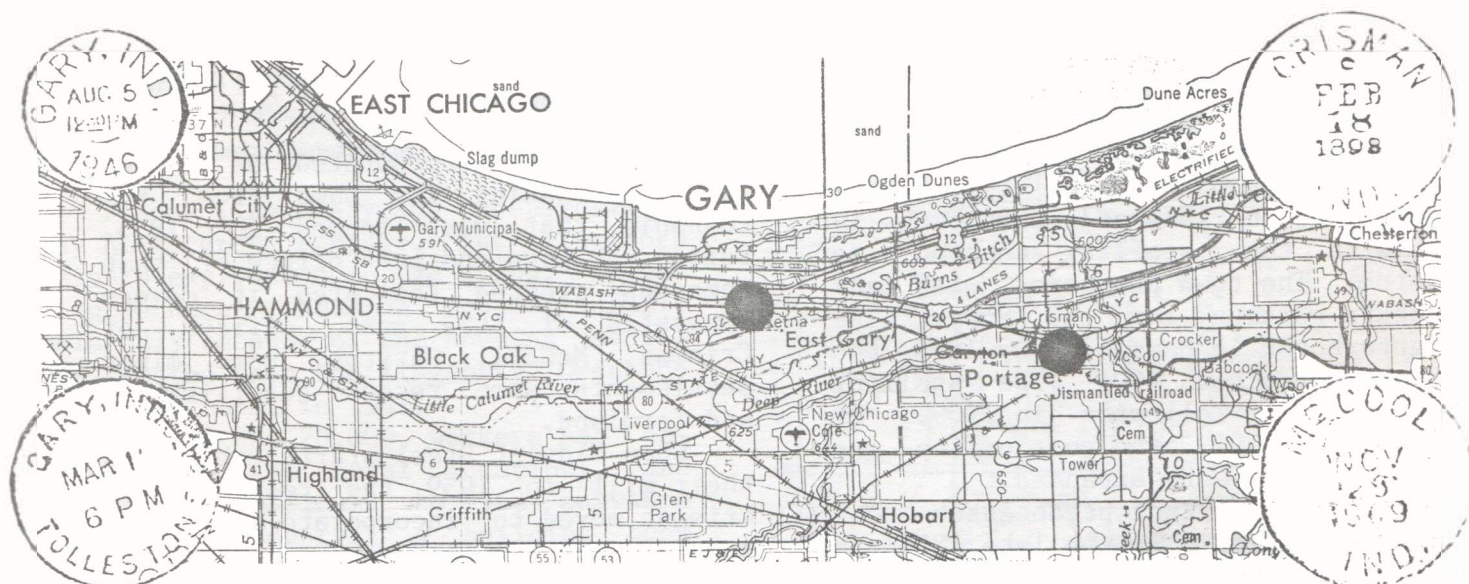
The population of Coalmont is 500 to 550 today. None of the deep mines are still being worked, but some strip mining continues. Most of the working population commutes into Terre Haute or to the Crane military installation.

PENCE

Pence was platted by Frank R. Pence in 1902 or 1903. It never grew very large, but it did have its own water system, a fact noted by Ripley's Believe It or Not in 1903. The economic lifeblood of the town was the grain elevator on a railroad siding. The town also boasted a bank, a school, a theater, two churches, and a cigar store.



Plat of Pence, 1923



GARY

by Alan H. Patera

Gary quickly grew into one of Indiana's largest cities and is known to many, if for no other reason, because it donated its name as the title to one of the songs in Meredith Wilson's "The Music Man".

In the late 1890s the area near the site of Gary was notable for the exclusive Tolleston Club, a resort for wealthy Chicagoans that featured a 5,000 acre game preserve.

Chicago was expanding rapidly. In 1889 Standard Oil built a refinery at Whiting. In 1901 Inland Steel built a plant near East Chicago. In 1905 the United States Steel Corporation decided to move into the area. Northwestern Indiana was considered ideal because of the transportation advantages of rail access and the water access provided by Lake Michigan. They acquired 9,000 acres of land, including seven miles of Lake Michigan shore line.

The first item of business was the construction of the steel plant in 1906. Workers had to fend for themselves in tents and tarpaper shacks. One of the first wooden buildings constructed was a windowless bunk house called McFadden's Flats. By June 9th a post office was established, named after U.S. Steel president Elbert Henry Gary.

The first permanent store was opened on March 1, 1907. Within a few years there were more than 200 saloons on the

south side catering to the entertainment of the mill workers.

U.S. Steel put the most advanced technology available into the steel plant, but admittedly paid much less attention to the townsites. At first they sold lots, requiring development to conform to certain specifications. Then the company began erecting rudimentary houses which it rented out. Conditions were bad, with high rents and as many as 20 residents in a four-room house. By 1915 urban planner Graham Taylor commented that Gary would develop "conditions which can only be remedied by a Caesarean operation...."

The Gary that emerged had the look of two totally different cities, divided by the tracks of the Wabash railroad. The north side had paved streets and sidewalks, and soil was imported for grass and trees. The south side still contained an abundance of tent dwellers and tarpaper shacks. There was no plumbing, streets were unpaved, and the marshy areas provided swarms of mosquitos and flies. Blacks and Eastern Europeans shared the squalor of early southside Gary.

Many other post offices have operated within the present city limits of Gary. Aetna, Blackoak, Calumet (Jerusalem), Clarke Station, Ivanahoe, Kelley and Kerwin, Miller and Tolleston were all operating at the time the Gary post office was established. With Gary's rapid growth it soon began annexing the surrounding area, and one by one these

post offices were closed, the service taken over by Gary.

Tolleston was established by German railroad workers in 1857. A post office was established on May 31, 1860. It was discontinued in 1864 and came back in 1865 with the spelling changed to Toleston. The town prospered, with many residents working for the State Line Slaughterhouse in Hammond. By 1882 the population reached 400. The spelling changed back to Tolleston in 1909. On September 30, 1912 the post office was discontinued as Gary expanded.

Another important predecessor post office was Miller. In the late 1850's a station house was built along the Lake Shore and Michigan Southern Railway. It was named Miller after one of the several men named Miller that worked in the area. Miller's Station was established as a post office on February 7, 1865. Between 1874 and 1879 it assumed the name Vanderbuilt; after reverting to Miller's Station in 1879, the name was changed to Miller on November 28, 1882. This office lasted until February 15, 1927, when it was taken over by Gary.

In the 1980s Gary is still a troubled city, predominantly a minority city with a high percentage of low-income households. With all of its problems, it seems incredible that it is a product solely of the 20th century.

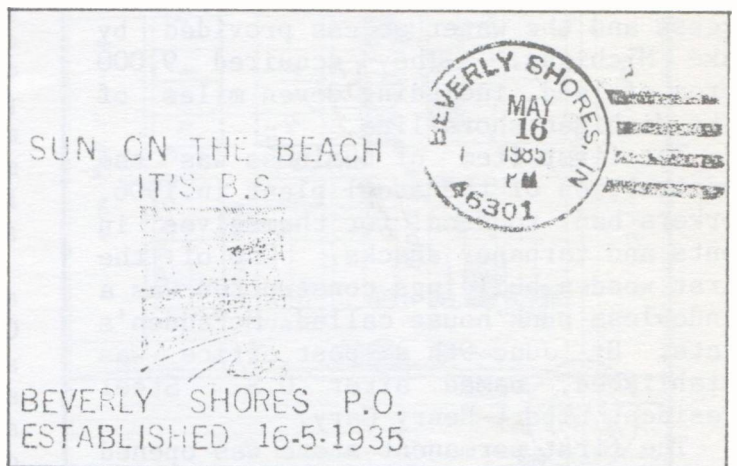
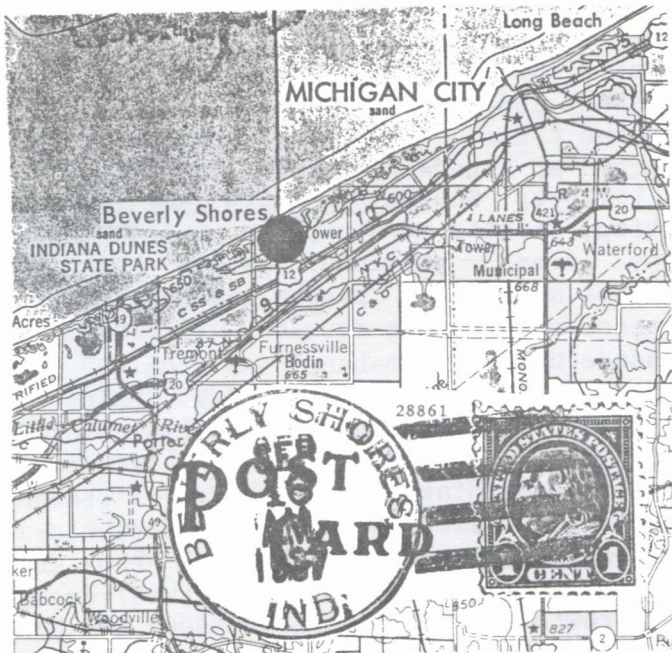
PORTAGE

by Peter Youngman

Portage was incorporated as a town in 1959, taking its name from the township that was formed in 1836. Before the town and post office of that name was created the area it covers consisted of the post offices of Crisman, McCool, Garyton, some minor settlements, some recent subdivisions, and farmland.

When Midwest Steel started building their mill in 1959, the residents of Crisman moved to incorporate the area. As the name "Crisman" wouldn't sit well with those from Garyton and McCool, the name "Portage" was lifted as a compromise from the township in which it is located.

Its population growth has been dramatic, as people have moved in from Indiana and Kentucky to work in the mills. Even after that boom ended, the town kept growing, physically expanding to the south. The town was developed as a succession of housing subdivisions, so that there are very few through roads -- and consequently they tend to be clogged by traffic. What is now downtown Portage had been open land. The population has grown from almost 12,000 in 1960 to nearly 29,000 by the mid-1980s.



KINGSFORD HEIGHTS

by Alan H. Patera

from material supplied by D. L. Crail

Places like Gary and Shepardsville may have grown rapidly, but Kingsford Heights exploded onto the scene. It was a government housing project built belatedly because of the housing shortage created when the Kingsbury Ordnance Plant was built in 1941.

As many as 20,000 workers had descended on the rural location, and housing was difficult to find anywhere in La Porte County. A building boom ensued in nearby towns of La Porte, Knox, Walkerton, and Bass Lake.

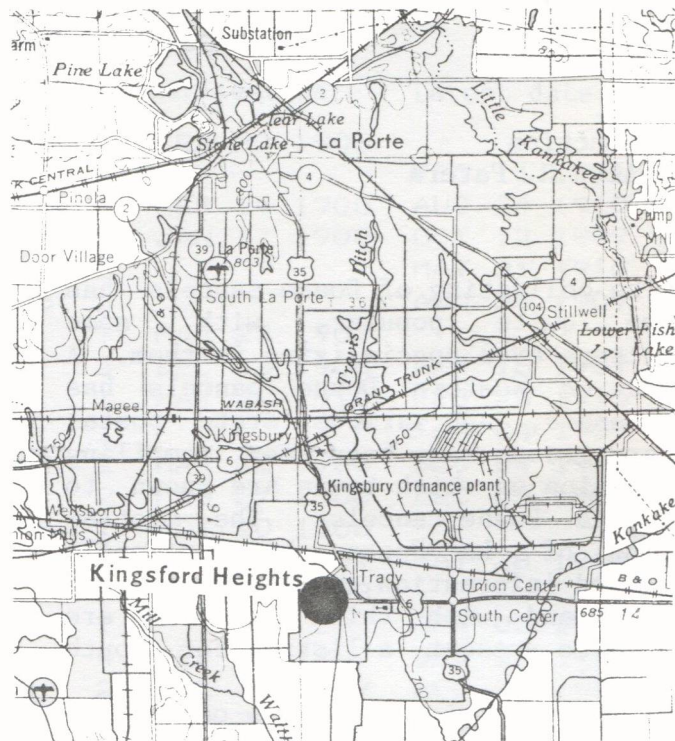
By the time the government announced its gigantic housing project in January 1942, most of the new residents had found satisfactory accommodations. Nonetheless, a contract for 3,100 houses at a cost of \$2,997 each was awarded to the National Homes Corporation. The new town was dubbed "Victory City".

The houses were assembled complete with range and refrigerator, then trucked to the new site. The town was laid out in a roughly elliptical fashion, with many "T" intersections, and streets that changed name as you proceeded around the oval. Only housing was built; no provision was made for any entertainment facilities, or even a grocery store.

Families that had already settled were not attracted to Victory City. Only workers new to the area found need to live in Victory City. By 1943 the town, which had been planned for up to 11,000 residents, had a population of 775. Only 218 of the 2,970 houses in the town were occupied.

Still, that population justified a post office. The office was established on March 30, 1943, but the name "Victory City" had been replaced with the less patriotic-sounding "Kingsford Heights".

Most of the information on Kingsford Heights is derived from "Journeys with Jensen", a reprint of columns that appeared in the La Porte Herald-Argus in May and June of 1986. It was supplied by the present postmaster, D.L. Crail.



Already off to a rocky start, the future of the town looked dim after World War II, when the government closed the munitions plant. The government began dismantling the town, moving the 2,600 unoccupied houses to other locations.

Many of the residents of the 370 remaining homes had found other employment, and they liked it there, and didn't want to leave. They banded together and bought the town from the government. The town was incorporated to enable the residents to apply for state aid in maintaining the streets.

The cooperative spirit of the residents has served Kingsford Heights well. The town now has a population of about 1,600, not bad for a town nobody wanted. It is having trouble expanding because of its inability to attract industry, so it may never reach the population projected for it by the founding fathers.

SOUTH DAKOTA DOANE CANCELS

Compiled by Dennis Goreham

Introduction

by Alan H. Patera

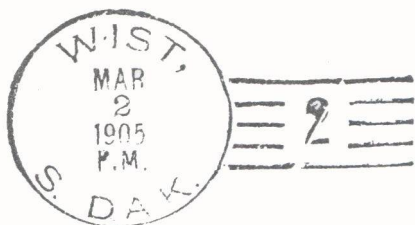
The collecting of Doane cancels has become quite popular, with some collectors even specializing in them. A booklet on Western Doane cancels has been issued, and various state postal history groups have been busy compiling information on which towns are known to have used Doane cancels. The Central Section of La Posta has recently presented information on Missouri Doane cancels, and with this issue we are pleased to present a listing for South Dakota.

Part of this listing originally appeared in the September 1986 issue of the Dakota Collector. (For information on the Dakota Collector, contact Gordon Twedt, Box 280, Maddock ND 38348). That listing has been expanded by the

addition of information from several collections, and is presented here in hopes that readers will respond with new markings from their collections.

South Dakota should have a proliferation of offices that used Doane cancels, many more than are represented on these lists. In the early 1900s, when Doane cancels came into use, western South Dakota was experiencing rural settlement. New post offices were being established throughout the period Doane cancels were used.

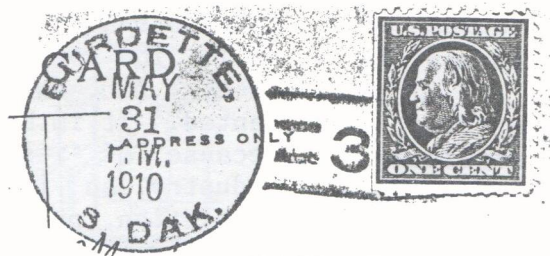
One might think because this period of late settlement coincided with the use of Doane cancels that there would be a preponderance of western South Dakota towns on the list. Such does not seem to be the case, however. On second thought, it is not reason for great surprise, as eastern South Dakota is also overwhelmingly rural, and has had a lot more post offices than have the areas west of the Missouri River.



DOANE TYPE 1



DOANE TYPE 2



DOANE TYPE 3

DOANE TYPE 1

Beresford (RFD)
Wist

Union
Day

? 2 APR 13 1904
29 2 MAR 02 1905

DOANE TYPE 2

Town	County	No.	Earliest date	Latest date
Andrus	Bon Homme	28 1	FEB 20 1908	
Bates	Hand	28 ?		FEB 11 1911
Bemis	Deuel	28 3	SEP 14 1908	AUG 24 1910
Blackhawk	Meade	29 3	JAN 17 1908	OCT 12 1909
Burdette	Hand	30 3		MAY 31 1910
Burke	Gregory	27. 5 3		AUG 28 1909
Carlock	Gregory	28 ?	MAR 25 1907	
Cheyenne Agency	Dewey	28 3	DEC 12 1906	APR 16 1909
Corson	Minnehaha	28 1	MAR 29 1910	FEB 28 1915
Crawford	Roberts	? 1		FEB 04 1909
Crooks	Minnehaha	28. 5 2	MAR 22 1908	DEC 04 1909
Dempster	Hamlin	28 2	FEB 27 1908	DEC 23 1909
Dewey	Custer	28 1	OCT 20 1906	
Dixon	Gregory	28 1	OCT 23 1909	MAY 28 1910
Ellis	Minnehaha	28. 5 2	SEP 17 1908	
Elm Springs	Meade	? 1		APR 05 1910
Farmer	Hanson	27. 5 4	SEP 03 1907	DEC 26 1910
Folsom	Custer	28 2	JUL 13 1907	FEB 18 1911
Fulton	Hanson	28. 5 ?	AUG 20 1908	
Hayes	Stanley	28. 5 1	OCT 19 1907	JUN 27 1906
Hermosa	Custer	27. 5 5	AUG 30 1907	MAR 24 1910
Hillside	Douglas	28 2	MAR 12 1906	
Hilmoe	Lyman	? 1	MAR 13 1905	
Hoover	Butte	28 1	FEB 03 1908	MAR 29 1912
Hopewell	Stanley	? 1		JUN 06 1912
Houston	Tripp	29. 5 ?	MAY 07 1907	
Interior	Jackson	28 2	NOV 05 1909	FEB 18 1910
Jolley	Clark	28 1		MAR 22 1910
Kampeska	Codington	27. 5 2	JAN 01 1908	JUN 05 1910
Lucas	Gregory	? 1	JUL 08 1907	
Manila	Haakon	27. 5 2	SEP 11 1908	
Marston	Sully	28. 5 1	MAY 31 1909	
Marvin	Grant	27. 5 2	APR 17 1908	
Meers	Stanley	? 1		MAY 14 1909
Midland	Haakon	? 2	MAY 23 1907	
Milford	Sully	? ?		DEC 24 1914
Millard	Faulk	28 2	JUL 02 1906	
Newark	Marshall	29 ?	AUG 10 1908	
Okobojo	Sully	? ?	DEC 21 1914	
Peever	Roberts	28 4	NOV 05 1908	
Presho	Lyman	? 2	MAR 02 1905	
Pollock	Campbell	? 5	AUG 07 1907	FEB 18 1908
Raymond	Clark	29 4	JUL 30 1908	MAR 08 1910
Ree Heights	Hand	29 3	APR 29 1910	SEP 24 1910
Reva	Harding	28 2		JAN 22 1909
Roy	Sully	29 ?		JUL 31 1909
Sampont	Butte	28. 5 1	MAR 15 1905	JAN 06 1907
Sedgewick	Hyde	28 1	DEC 17 1907	
Shiloh	Sully	28 1	MAY 09 1908	FEB 07 1908

DOANE TYPE 2

Town	County	No.	Earliest date	Latest Date
Snoma	Butte	27.5	2 SEP 12 1907	FEB 10 1909
Stearns	Stanley	28	1 MAY 30 1906	
Stephan	Hyde	30	2 NOV 12 1906	
Tama	Meade	28	1 SEP 16 1908	MAR 20 1909
Templeton	Jerauld	28.5	2 FEB 19 1904	
Vega	Brule	27	1 OCT 14 1908	
Whitehorse	Dewey	29	1 APR 20 1909	
Whiteowl	Meade	28	2 NOV 24 1907	MAR 23 1909

DOANE TYPE 3

Artas	Campbell	?	?	JAN 14 1907	
Bailey	Hand	31	1	JUN 28 1909	
Brandon	Minnehaha	31	2	APR 17 1907	
Brushie	Meade	31	1	DEC 11 1908	
Burdette	Hand	30.5	3	NOV 23 1909	
Burkmere	Faulk	32	1	FEB 16 1909	
Carlin	Brule	?	1	DEC 07 1908	
Colton	Minnehaha	?	3	DEC 09 1907	
Corsica	Douglas	31	1	JUL 27 1907R	
Draper	Jones	?	1	JAN 24 1907	
Galena	Lawrence	?	3	JUN 22 1907	
Glendale	Hand	30.5	1		FEB 08 1909
Greenmont	Lawrence	31	3	JUN 17 1908	
Hayti	Hamlin	30	1	APR 17 1909	APR 19 1910
Hooker	Turner	?	2	FEB 14 1908	
Hoven	Potter	31	2	JUL 25 1907	
James	Brown	31	?	MAY 18 1908	
Kidder	Marshall	30	5		FEB 01 1910
Marietta	Stanley	31	2		JAN 10 1911
Meckling	Clay	30	4	OCT 09 1907	
Murdo	Jones	?	1	OCT 11 1906	
Mystic	Pennington	31	2	NOV 17 1909	AUG 06 1912
Naples	Clark	31	2	OCT 30 1908	
New Holland	Douglas	31	2	JUL 29 1907R	
Norden	Hamlin	31	?	OCT 01 1909	
Orman	Butte	31	1	SEP 27 1909	NOV 29 1912
Pioneer	Edmunds	31	1	JUN 30 1908	
Pluma	Lawrence	31	2	AUG 21 1907	SEP 10 1908
Presho	Lyman	?	1	OCT 23 1907	
Reliance	Lyman	31	1	MAR 15 1907	MAR 24 1908
Rutland	Lake	31	1	FEB 25 1907	JUN 04 1907
Sheridan	Pennington	?	1		AUG 30 1909
Spink	Union	31	2	DEC 04 1908	JUN 17 1911
Strandburg	Grant	30	3	NOV 24 1908	
Topbar	Haakon	?	2	OCT 16 1907	
Veblin	Marshall	31	4	JUN 26 1911	MAR 30 1912
Ward	Moody	31	?	OCT 29 1907	OCT 02 1909
Worthing	Lincoln	31.5	2		APR 26 1910

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CALIFORNIA

1. AMEDEE, 1910, F 4-bar on PPC (90-24) Est. \$5.00
2. BOMBAY BEACH RS, 1962, F 4-bar on PPC (61-63) E.\$6.
3. BONNY DOON, 1916, F 4-bar on PPC (87-30) E.\$5.00
4. CAHUENGA, 1907, G 4-bar rec'd on PPC (04-07) E.\$5.
5. CARSON HILL, 1910, VG 4-bar rec'd on PPC (09-35)E\$3.
6. COLEGROVE, 1908, F dplx on PPC (08-17) Est. \$5.00
7. DENVERTON, 1911, VG DOANE on PPC (58-11) Est. \$5.
8. EASTLAND, 1904, F dplx o/s on PPC (92-04) Est. \$5.
9. EMMATON, 1909, G 4-bar rec'd on PPC (05-18) E.\$4.
10. FORT ROSS, 1916, VG 4-bar on PPC (77-28) Est. \$6.00
11. GUERNSEY, 1910, F 4-bar on PPC (98-18) Est. \$6.00
12. HARRISON, 1911, VG 4-bar on PPC (09/19) Est. \$5.00
13. HAWKINSVILLE, 1911, F 4-bar on PPC (95-13) Est.\$10.
14. HAYDENHILL, 1910, F 4-bar on PPC (95/19) Est. \$6.00
15. KENT, 1909, F DOANE on PPC (91-11) Est. \$10.00
16. KINGSLEY, 1910, F 4-bar rec'd on PPC (96-28) E.\$4.00
17. LETCHER, 1907, F DOANE on PPC (86-15) Est. \$6.00
18. MARKHAM, 1906, F DOANE on PPC (83/20) Est. \$8.00
19. MARK WEST, 1913, VG 4-bar on PPC (65/17) Est.\$6.00
20. MONTEPELLIER, 1909, F 4-bar on PPC (91-37) Est. \$4.00
21. MORRO, 1910, F 4-bar on PPC (70-23) Est. \$5.00
22. MURPHY, 1909, F DOANE on PPC (94-35) Est. \$4.00
23. NEWVILLE, 1908, F dplx on PPC (68-18) Est. \$8.00
24. NORTHWESTERN, 1909, G 4-bar on PPC (06-27) E.\$3.00
25. PARADISO SPRINGS, 1925, F 4-bar on PPC (77-39) E.\$4.
26. PRESIDIO OF MONTEREY, 1917, VG 4-bar on PPC (15-19)E\$10
27. RUST, 1913, F 4-bar on PPC (09-16) Est. \$6.00
28. SAINT VINCENTS, 1911, F 4-bar on cvr (96-22) Est.\$10
29. SCOTTY'S CASTLE, 1953, F 4-bar on PPC (47-53) E.\$4.
30. SILSBEE, 1910, F 4-bar rec'd on PPC (02-09) Est.\$10.
31. SKAGGS, 1909, F DOANE on PPC (95-27) Est. \$4.00
32. SWANTON, 1912, G 4-bar on PPC (97-30) Est. \$3.00
33. TAYLOR, 1910, VG dplx on PPC (97-22) Est. \$5.00
34. TOBIN, 1910, F 4-bar rec'd on PPC (94-15) E.\$5.00
35. VALLECITA, 1908, VG 4-bar on PPC (54-40) Est. \$3.00
36. VAN TRENT, 1911, F DOANE on PPC (04-18) Est. \$6.00
37. WALSH STATION, 1908, F 4-bar on PPC (76-17) E.\$6.00
38. WATTS, 1906, F DOANE on PPC (04-21) Est. \$5.00
39. WESTGATE, 1909, F 4-bar on PPC (09-15) Est. \$10.00

COLORADO

40. AVALO, 1908, VG DOANE o/s on PPC (98-36) Est. \$6.00
41. FORDER, 1912, F 4-bar on PPC (01-44) Est. \$5.00
42. MALTA, 1927, F 4-bar on PPC (75/55) Est. \$3.00
43. PEARMONT, 1912, F 4-bar on PPC (07-18) Est. \$20.00
44. ROSEMONT, 190?, VG trgt on PPC (03-26) Est. \$12.00
45. SAINT CLOUD, 1909, VG 4-bar rec'd b/s PPC (84-13)E\$5
46. TROUBLESOME, 1917, VG 4-bar on PPC (14-35pd) E.\$10.

IDAHO

47. DALE, 1909, G 4-bar on PPC (88-10) Est. \$6.00

MONTANA

48. HOMESTAKE, 1908, F DOANE on PPC (89/56) E.\$4.00
49. SALESVILLE, 1911, VG 4-bar on PPC (80/27) E.\$8.
50. SELWAY, 1912, VG 4-bar on PPC (99-37) Est. \$5.
51. YELLOWSTONE, 1915, F 4-bar on PPC (00-20) E.\$3.00

OREGON

52. DORA, 1909, F DOANE on PPC (74-39) Est. \$4.00
53. DOTHAN, 1923, F 4-bar on PPC (96-42) Est. \$4.00
54. HILLSDALE, 1910, VG 4-bar on PPC (86-35) E.\$3.00
55. LAUREL, 1909, VG 4-bar on PPC (78-35) Est. \$4.00
56. McKEE, 1912, F 4-bar on PPC (88-24) Est. \$6.00
57. PEEL, 1907, F DOANE on PPC (88-21) Est. \$6.00

WASHINGTON

58. CHARLESTON, 1912, VG dplx on PPC (91-28) E.\$6.00
59. DUCKABUSH, 1900, cds on Re. Rct. (91-26) E.\$5.00
60. MONAHAN, 1911, G DOANE on PPC (88-26) Est. \$4.00
61. SLAUGHTER, 1891, cds as b/s on cvr. (69-93) E.\$12.
62. TORODA, 1915, VG 4-bar on PPC w/no stamp (15-21)E.\$5

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

AUCTION CLOSES: NOVEMBER 30, 1987



WESTERN EDITOR'S COMMENTS

As promised, and, I might add a promise reinforced by notes from several devotees to Alaskan postal history, I deliver herewith an article dealing with the postal history of our northernmost state. Not an epic article, nor even a very lengthy article, but an article none the less. And now, I turn to you, my fellow friends of the North, and ask you to do me one better by submitting your own Alaskan articles.

Actually, we are in need of articles from all over the West. Montana, Arizona, Colorado, New Mexico, Idaho, British Columbia, Alberta, you name the place, we need fresh material. Please make an early New Year's Resolution to put those ideas in print and let us share them in LA POSTA.

Rod Crossley, Richard Bard, and Dan Meschter are our "angels" for this issue, and I think you'll find their work both interesting and enlightening. By the way, if you read something you particularly enjoy anywhere in LA POSTA, why not drop the author a postal card and let them know you enjoyed their efforts. If you don't know their address, just send it in care of LA POSTA and we will forward it on. It is a nice gesture, but it happens all too infrequently.

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ALASKA

ESTIMATES

1. Nome Aug 21 1900 GPC HELBCK 2 VF 200.00
2. Nome Nov 3 1900 GPC HELBOCK 3 VF 40.00

ARIZONA

3. Chrystoval Jan 1889 Piece avg-F 45.00
4. Crowley 1908 Cover Backstmp F 60.00
5. DosCabezos 1910 PPC F 40.00
6. Fort Apache 1889 Cover F 40.00
7. Fortuna Piece 1900 (Oct 6) F 45.00

IDAHO

8. Colburn PPC 1915 F 9.00
9. Dickey PPC 1909 F 12.00
10. Island PPC 1916 F 20.00
11. Malad City Cover 1885 Terrty F 35.00
12. Rock Creek PPC 1908 F 17.00

NEW MEXICO

13. Florence 1907 PPC VF 35.00
14. Datl 1910 PPC F 25.00
15. Loving 1909 PPC F 70.00

MONTANA

16. Billings 1884 GPC Terrty F 7.00
17. Bozeman 1884 GPC Terrty F 7.00
18. Fort Shaw 1873 Rtn Reg Rcpt F 25.00
19. Fort Benton 1871 " " " F 25.00
20. Radersburgh 1881Rg Rct Octagen F 17.00

NEVADA

21. Bauvard 1911 GPC F 17.00
22. Stillwater 1912 GPC VF 18.00
23. Rawhide Cvr 1912 Back stained F 25.00
24. Pioneer Reg Rcpt 1913 F 20.00
25. Stine 1909 Recvng mark PPC F 32.00
26. Delamar Cover 1895 Incl F 25.00
27. Empire 1898 Cover F 32.00
28. Rox Cut Corner Card 1933 F 12.00
29. Cobre & Ely RPO 1922 Cover F 23.00
30. Wonder GPC 1912 F 30.00

UTAH

31. Center PPC about 1908 V Scarce F 35.00
32. Corinne PPC 1912 F 12.00
33. Clover Cover Not PPC 1902 VF 18.00
34. Dragon Cvr 1911 Not PPC Rare F 24.00
35. Elgin Dmgd on Opening Rprd 1909 F 40.00
36. Gold Hill 1921 PPC F 20.00
37. Indian Springs Cover 1927 F 22.00
38. Leeton 1912 PPC Very Scarce F 40.00
39. Mills PPC 1909 F 12.00
40. Mosida PPC 1914 Very fine item VF 24.00
41. Silver Lake 1912 VF 14.00
42. Spry 1912 PPC F 12.00
43. West Portage 1909 VF 10.00
44. Woodland 1911 Scarce F 30.00



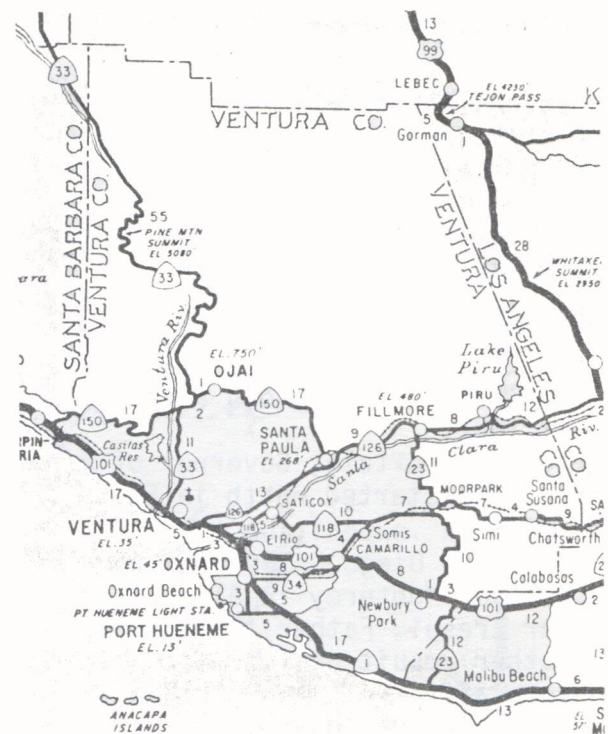
Figure 1. The mission at San Buenaventura as shown on a post card, ca. 1910.

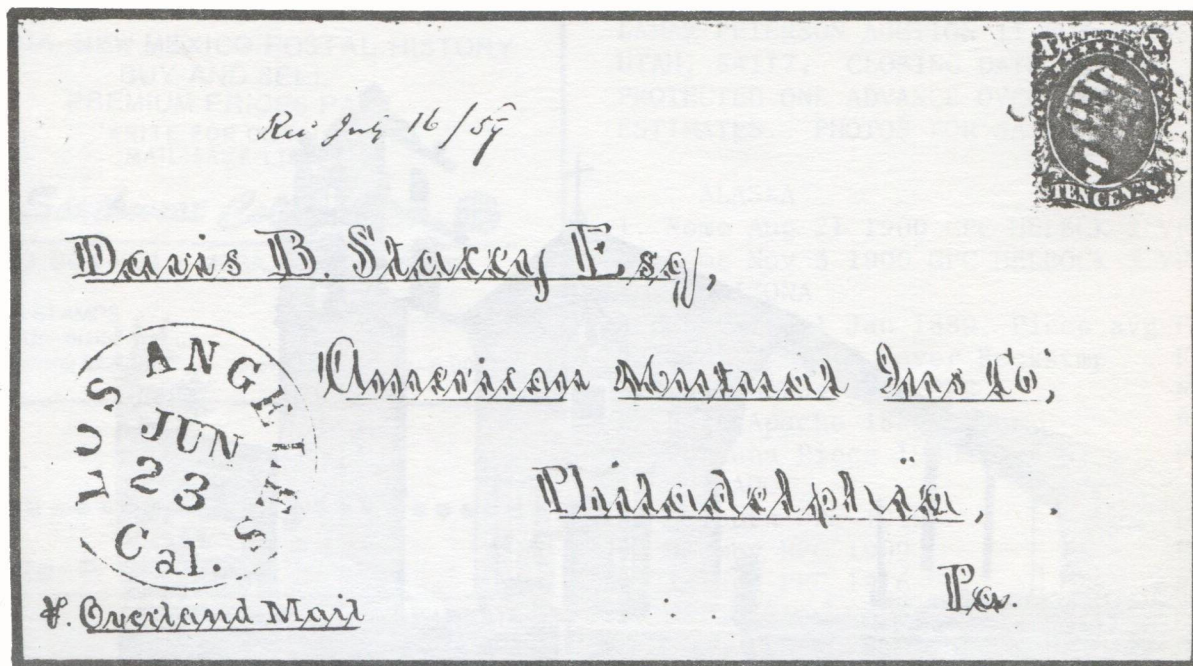
POSTAL HISTORY OF VENTURA COUNTY, CALIFORNIA

By Rod Crossley and Richard Bard

Ventura County was incorporated on March 22, 1872, as the fiftieth county in California. Only eight others were formed later. The land for the new county came from the eastern part of Santa Barbara County. When Ventura County was formed, there was only one incorporated city and the county's total population was in the hundreds. Today, there are ten incorporated cities, and the county has over one million residents.

We will consider the postal history of Ventura County in two parts with the coming of the railroad in 1887 as the dividing line. The stage routes through the county were a very important part of its early development, and Richard Bard has located in his family files a very early county map showing the location of post offices and state stops. Richard's grandfather, Thomas Bard, first came to the area in 1865 to look after Eastern land interests. He later became a land agent and developer, and was responsible for laying out the town of Hueneme. In the 1890's Thomas Bard served as U. S. Senator from California.





Cover carried via Overland Mail from Los Angeles in 1859.

PART I: THE EARLY YEARS

"We reached the coast and came in sight of a real town situated on a tongue, or point of land, right on the shore, which it was dominating, and it seemed to command the water. We counted as many as thirty large and capacious houses, spherical in form, well built and thatched with grass." Thus wrote Father Crespi on Monday, August 14, 1769, as the Portola Expedition en route to Monterey proceeded down Santa Clara River toward the Pacific at what is now Ventura. The Indians of the town watched the Spanish in wonder, much as their great-grandparents had watched the party of Juan Rodriguez Cabrillo as they landed from ships in October 1542.

Don Gaspar Portola, Governor of Baja California, had started north in February 1769, leading an expedition to establish a mission at San Diego, plus a mission at the Presidio of Monterey in Alta California. Father Crespi, Father Junipero Serra, and other Jesuit priests accompanied Portola to staff the new missions. San Diego was reached on May 13th, at which point Father Serra remained to tend to the sick. Portola then proceeded up the California coast, reaching Los Angeles on

July 13th, Santa Barbara on August 19th, and Monterey on October 7th. Upon reaching Monterey, the Expedition failed to comprehend that this was their destination, and continued on to arrive at San Francisco November 4, 1769.

The original plans of the Spanish called for building a mission at San Buenaventura, located between San Diego and Monterey, at the same time those missions were established. Lack of priests to staff this mission, combined with disagreement among authorities of the Church in Baja, caused the San Buenaventura to be delayed. On March 31, 1782, San Buenaventura Mission was finally established by Father Serra, the ninth and last mission he founded in California.

Spanish control of Mexico ended with the Revolution of 1822, and the new government in Mexico city took a less charitable view of the Church. In order to break control of the Church over the lands of Alta California, the government began a process of secularization in 1834. In practice, secularization meant that Church buildings were divided into public and religious portions, and title to surrounding lands was given to the Indians. In most cases, land titles passed rather quickly from the Indians to wealthy

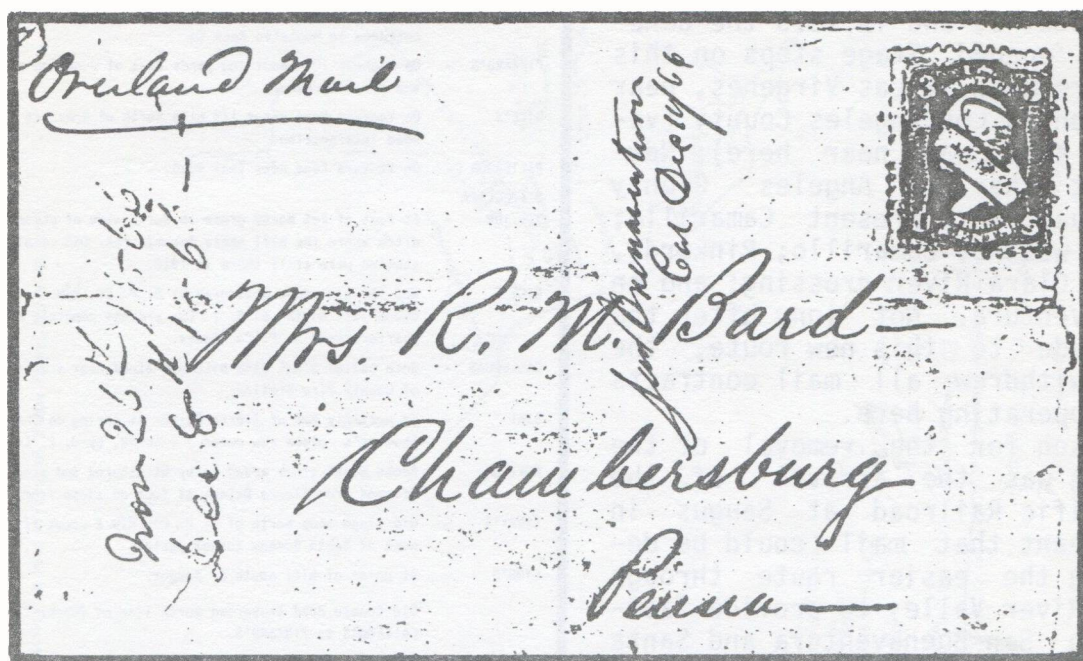
thy Californians, who were able to assemble immense ranchos, or haciendas. The entire secularization process took several years. Mission San Buenaventura was sold along with the surrounding lands to Don Jose Arnaz in 1846. Later, after California had come under United States control, the mission was returned to the Catholic Church by Presidential Proclamation.

Don Arnaz layed out a townsite on his new land, but sales were slow. Political control of California passed to the United States in 1848 but, during the 1850's there were few Americans in the country. The population began to grow in the 1860's, and, in March 1862, a post office was established at San Buenaventura. The town was incorporated in 1866.

Mail service was slow and unreliable in the 1850's, and the only post office in the area was at Santa Barbara. Most mail was moved on coastal boats, however during the late 1850's some mail was carried by horseback between Santa Barbara and Los Angeles. Mail bound for the East coast was dispatched via the isthmus of Panama, and transit time required several weeks. In 1858 the Butterfield Overland Mail Company began carrying the mail between Saint Louis and San Francisco via

Los Angeles, but from Los Angeles the route traveled north through the San Joaquin Valley, and not along the coast through San Buenaventura. With the coming of the Civil War in 1861, even Los Angeles lost its direct link with the East as the transcontinental mail line was moved north to the Central Overland Route.

The Overland Mail Company began service in April 1861 between Los Angeles and San Francisco via Santa Barbara. At first, the route was via Las Encino, the Conejo, then over the hills into Santa Rosa Valley, where it turned to the north. Late in 1861, a road was opened through Santa Susanna Pass, and the mail route moved to the new road. After leaving Encino, and going over the rough pass road, the new route then ran across the Simi Valley to Tierra Rejada Valley where the old line from the south connected. From that point, it traveled down the south bank of Calleguas Creek to the Somis area, and then directly across the Los Posas Rancho to the Santa Clara Valley, Saticoy Spring, and on to San Buenaventura. Between San Buenaventura and Santa Barbara, the mail route followed the coast line, and, at times, actually ran along the surf.



Cover bearing manuscript San Buenaventura of 1866 and Overland Mail notation.

Stages needed to stop for replacement horses every 12 to 14 miles. These stops were noted in both the stage company schedules and the Post Office Route Schedules. In addition, there were other stops where stages picked up passengers, mail and/or express. Wells, Fargo & Company was active along the routes in Ventura County, and, as elsewhere, they conducted their own express mail service, including the same of stamps and envelopes. In many parts of the early West, there were few post offices, but Wells, Fargo Express Agents could be found in many places. That was one of the reasons that their private mail service worked. Over the years, some of these early stage stops prospered and grew into towns, but the majority have been lost to history.

Stage stops through Simi Valley are identified on the "Old Postal Route Map" (Figure 2) From Encino over the pass to Larry's, at the bottom of Santa Susanna Pass; Noriega, at the west end of the Valley and now Strathearn Historical Park; Simi, on the Tierra Rejada; Rice's, where the route crossed Calleguas Creek; Santa Clara, as the route entered the river plain; Saticoy, and San Buenaventura.

The steepness of Santa Susanna Pass forced construction of an easier route over the mountains, and in 1875 the Conejo Grade was opened. Stage stops on this new route were made at Las Virgenes, near Liberty Canyon in Los Angeles County (vejar, a later stop, was near here); Newbury Park, at the Los Angeles County line; Calleguas, in present Camarillo; Springville, west of Camarillo; Pinkards, at the Santa Clara River crossing; and on to San Buenaventura. Not long after the change was made to this new route, the Post Office withdrew all mail contracts from stages operating here.

The reason for the removal of the mail contract was the arrival of the Southern Pacific Railroad at Saugus in 1876. This meant that mail could be delivered along the easier route through Santa Clara River Valley to provide faster service to San Buenaventura and Santa Barbara. The new route stopped at Camulos, near Piru; Scenega, located at the present Fillmore fish hatchery; Santa

Paula; Saticoy; and San Buenaventura. The route remained in effect until Southern Pacific built into the area in 1887, and, throughout its life, mail service ranged from fair to very poor.

In 1877 mail service returned to the Conejo on a tri-weekly basis, however this time the route went south along the coast to Hueneme from San Buenaventura before turning north to Springville and the old road over the Conejo. New stage stops were added at Olivas Adobe, at the Santa Clara River crossing; Rice, on Gonzales Road; and Patterson, south of present day Oxnard Airport. Mail along this route moved by spring wagon, and service ranged from good to none over the next twenty years. The farmers of Simi Valley typically sent someone every Friday to pick up their mail at Newbury Park.

The first post office in what was to become Ventura County was established at San Buenaventura in 1862. Over the next 25 years there would be ten more offices established, and most of these would be located along the main stage routes. The

INDEX TO OLD POSTAL ROUTE MAP

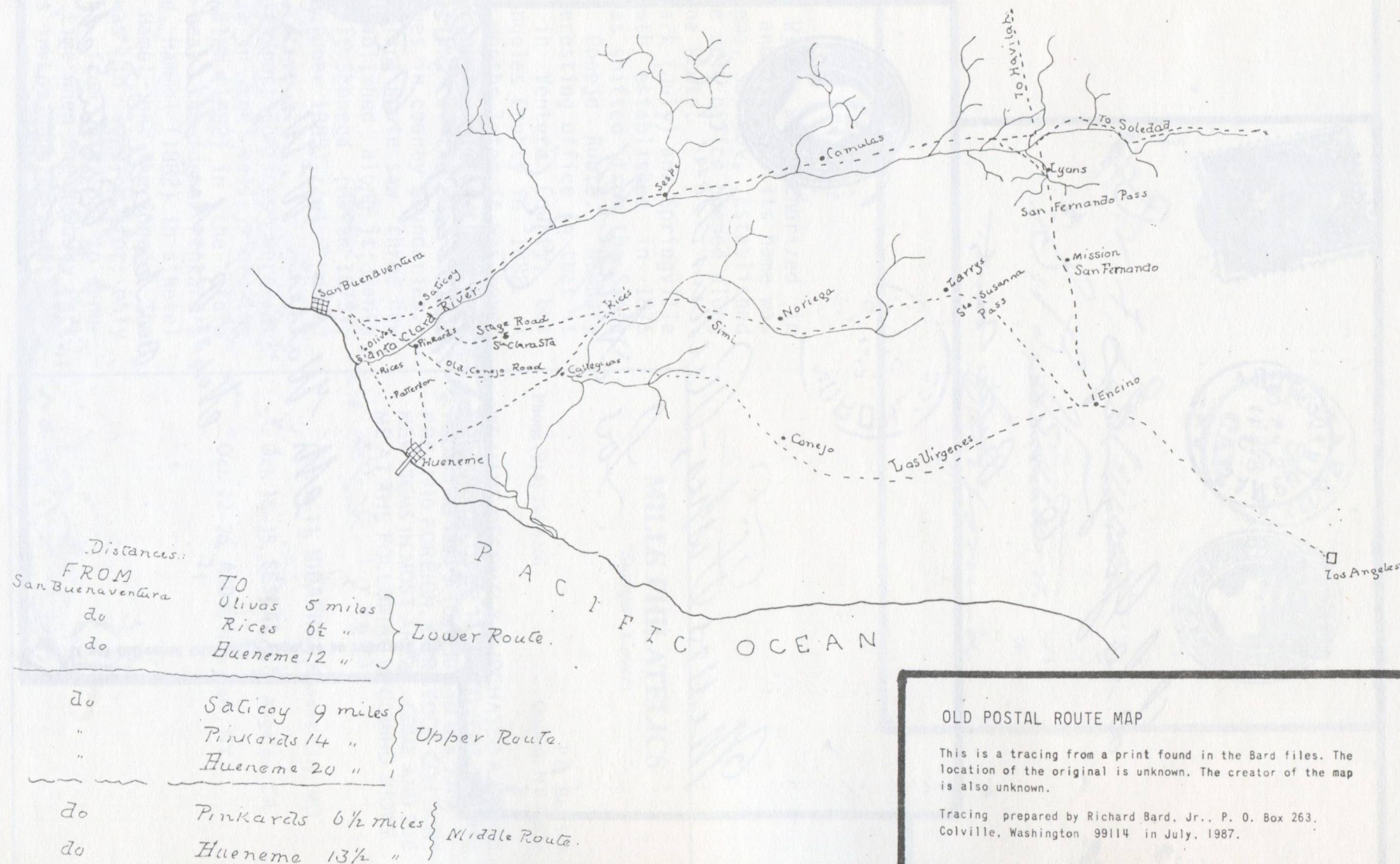
NOTE: Believed prepared by Thomas G. Bard for his brother, Richard Bard, as material for a talk.

OLIVOS	- On North bank of Santa Clara River about at present entrance to Montalvo Rock Co.
PINKARD'S	- On Highway 101 about 100 yards East of Junction of 101 and 101 Alternate.
RICE'S	- On Ventura Road about 1/4 mile North of Gonzales Road intersection.
PATTERSON	- On Ventura Road near Teal Road.
STA. CLARA STATION	- At foot of Del Norte grade on North side of present drainage ditch where the hill meets farmed area. Old remains of station were still there in 1910.
RICE'S	- Was the old adobe destroyed by S. P. Co. R/W in 1899. It stood just North of B. I. Co. present concrete Mexican quarters near S. P. Co. tanks.
CALLEGUAS	- Once called STAGE BARN HILL and stood near present site of County Fire Station.
SIMI	- In westerly end of Tierra Rejada at spring on Charley Thacker's place now owned, I think, by J. P. Levy.
NORIEGA	- Adobe house since added to by Stratherns and standing north of road from Tierra Rejada at foot of slope from the West.
LARRY'S	- Old stage stop North of S. P. Co. R/W & about 1/4 mile west of Santa Susana tunnel portal.
LYON'S	- At point of hill south of Saugus.
	Old Conejo Road traversed North line of Rancho Colonia from CALLEGUAS to PINKARD'S.

The road from SIMI to RICE'S followed the bottom of the Arroyo after dropping down from Mesa de Queso about a half mile east of the line separating Las Posas & Simi Ranchos.

quest for an old map
 remnant of an old map

Mirror image reads: "40/6 Old Postal Route Map San Buenaventura to Hueneme"
 (Possibly in hand writing of Thomas Robert Bard- RB, Jr.)





L. L. Granger Esq
Corville
Butte County



Messrs Fisher, Richardson & Co
Los Angeles
Cal.

Newburg Park Cal
Oct



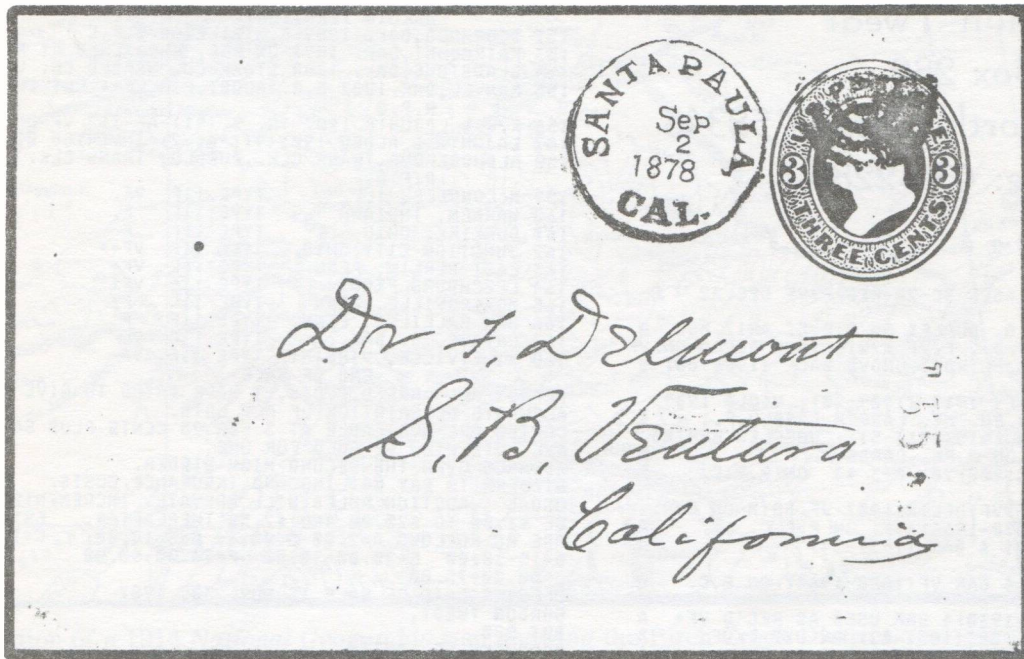
Mr. Walter W. Wyman

No 432 Bunker Hill St

Bunker Hill Div

Boston Mass

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post office at Wynema was authorized in September 1870, and in 1874 its name was changed to Hueneme. Saticoy, established in 1873, was the only office opened along the Santa Susanna Route.

Newbury Park (July) and Springville (August) were both established in 1875 after service was shifted from the Santa Susanna to the Conejo Route. Newbury Park is an interesting office in that it was established in Ventura County, but moved to Los Angeles County in 1882. A little over 18 months later it was moved back to Ventura County. All of these were physical relocations of the post office, not merely changes in county boundaries.

The Santa Clara Route saw three new post offices established along it: Santa Paula (June 1874); Scenega (March 1875); and Camillas (October 1885), later named Camulos.

Other early post offices were at Nordhoff (1874), in the valley of the Ojai; New Jerusalem (1882) in the store of Simon Cohn near the former Pinkard's Stage Stop; and, Hammel (1882) in a hotel built by James Hamel on the Conejo. The latter office was in service for only about six months from July 1882 to January 1883, at a time when the Newbury Park post office was in Los Angeles County.

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AUCTION # 8

ALABAMA

100 GREENBORO 25 RATE, ASCC DC-28-RED F/VF DEC.22 C

ARIZONA

101 CHLORIDE 1951 C.D.S. DUPLEX ON G.P.C. ARIZ.MSG. A
 102 GRAND CANYON, 1907 D-2 F/VF W/WILLIAMS REC'D ON VF
 P.P.C. OF GRAND CANYON, DETROIT UNDVD BACK (1906-08) B

CALIFORNIA

103 CAMP CURRY 4-BAR VF+ 1913 (1909-20); VIOLA 1939
 4 BAR (1889-1943) ON R.P.H. MT. LASSEN CARD V.F. B
 104 CAMP BALDY F, 4 BAR 1913 (1913-51); WHEELER SPRING
 1923 4 BAR VG/F. BOTH ON R.P.H. CARDS A
 105 SHERWOOD VF 1913 (1900-20) D-3 #3 ON P.P.C. B

COLORADO

106 PLATTEVILLE 1922 F/VF; DELTA 1907 VF. BOTH ON CVR.
 BUFFALO CREEK 1908 (1878-1963) VF. ON P.P.C. A
 107 TRAIL RIDGE VF. 1941 4 BAR (1937-54) A

IDAHO

108 KEUTHERVILLE 1912 4 BAR VF (1888-1964) ON P.C. A

IOWA

109 ADELPHI 1910 (1853-1930) 4 BAR USED AS REC'D VF+ A
 110 BOONESBOROUGH, IOWA 1883 (1851-02) ON UX7 F/VF B
 111 HAWARDEN, DISPATCHING CL. K 34MM C.D.S. VG A
 112 SEWAL, VF++ 1912 NARROW 4 BAR (1887-1914) ON PPC A

KANSAS

113 OTTAWA, 1897 DUPLEX ON CVR., TOPEKA, SR. A 1911 VF+ A

MAINE

114 SOUTH ATKINSON, 1909 D-2 #1 PARTIALLY OFF CRD. VF B

MISSOURI

115 COLUMBIA 1909 FLAG (1908-9) B-14; ON CARD
 JACK 1911 D-3 #1 ON NEW YR CRD. BOTH SUPERB STRIKES B

NEBRASKA

117 BELMONT, 1908 4 BAR F/VF; CASCADE 1935 4 BAR VF;
 MASON CITY 1895 C.D.S. VF; ONG 1910 4 BAR VF++ B

NEW HAMPSHIRE

118 FREE FRANK, GILMAN MARSTON, M.C. 1859-63 POST-
 MARKED WASHINGTON CITY FREE 1861 MILITARY RELATED D

NEW MEXICO

119 BLOOMFIELD, 1911 D-3 (1906-11) ON PPC F/VF E
 120 CLAYTON 1902 DUPLEX ON XMAS CRD. F/VF A

NEW YORK

121 RIBERA, SUPERB 1931 ON G.P.C. PHILATELIC A

NORTH DAKOTA

122 WOR(TH) D.P.O. D-2 1911 ON GRTG CARD A

NORTH DAKOTA

123 CHANDLER 1911 (1907-29) VG/F N.DAK. WEAK B
 124 DAGLUM 1908 (1906-20) VF+ ON DICKINSON ST. SC. C

NORTH DAKOTA

125 DOLAN 1908 (1907-08) VF++ ON P.P.C. TIES 300 E
 126 FERO 1907 D-3 #1 1st. OPENING LATE DOANES VF++ C

NORTH DAKOTA

127 GALL 1913 (1910-13) VG/F TIES 300 W.O. CANCEL D
 128 GLADYS 1910 D-3 #1 (1906-18) VF+ ON GRTG. CRD C

NORTH DAKOTA

129 GREENE 1910 (1909-45) VF+W/GRAND D.P.O. REC'D VF D
 130 GUELPH 1909 D-1 #2 VF. ON BISMARCK ST. SC. CARD B

NORTH DAKOTA

131 HASTINGS 1919 (1890-1967) SUPERB STRIKE ON CARD B
 132 MAYNARD 1911 (1910-13) VF+ ON P.P.C. E

NORTH DAKOTA

133 MAYNARD 1912 (1910-13) VF+ ON CROSBY SIGNED CRD F
 134 MIDWAY (1907-20) F. 4 BAR Y.D. MSG. TIES SC. 331 D

NORTH DAKOTA

135 RONDA 1910 (1907-13) VF++ ON GRTG. CARD D
 136 RONDA 1913 (1907-13) VF ON EASTER CARD C

NORTH DAKOTA

137 SCHAFER 1909 (1899-1941) F/VF PN P.C. B
 138 SELMA 1909 (1907-13) VF+ ON RANGE SC. P.P.C. C

NORTH DAKOTA

139 SNOW 4 BAR TIES 331, CANCEL VF+, NO YD B
 140 GREATBEND, NUMEDAHL, TYLER D-2 F/VF IN TEENS A

NORTH DAKOTA

141 GREATBEND, NUMEDAHL, TYLER, CUMINGS 4-BAR, TEENS A
 142 GREATBEND, NUMEDAHL, TYLER D-2, HANSBORD IN TEENS A

OKLAHOMA

143 RENFROW F. 4 BAR 1908; STONEBLUFF VG. M.O.B. A

SOUTH DAKOTA

144 ABERDEEN B-14 FLAG VF+ (1908-11), ALCESTER VF++ CDS
 ON U-349; HURLEY 1910 G/VGON P.C.; SENECA 1909 F/VF ON

SOUTH DAKOTA

P.P.C.; TULARE F/VF 1912 ON UX-22; WEBSTER 1912 VF++ B
 145 EDDY 1909 (1904-13) VF ON EMBOSSED EASTER CARD D

SOUTH DAKOTA

146 HENRY 1909 VF+ ON B/W OF WATERTOWN HI SCHOOL A
 147 KAMPESKA 1908 (1882-1928) VF. D-2 #2 2nd OPENING B

TEXAS

148 CENTENNIAL 4BAR, 1909 VF; WACO, MACARTHUR STA. M.C. A
 WASHINGTON

WASHINGTON

149 ELMA, 1907; LESTER 1905 (1891-1969) ON COVER VF B
 150 SEATTLE, STA. B 1913 DUPLEX VF++ A

WYOMING

151 YELLOWSTONE PARK, 1908 (1902-62) VF ON UND. BACK CARD
 BURRIS 1949 (1922-76) SLIGHTLY OVERINKED 4 BAR B

DAKOTA TERRITORY

152 DEADWOOD, DAK. 1889 F STRIKE ON G.P.C. B
 153 FAIRMOUNT, DAK. 1891 ON PSE, SHORTENED AT R.F/VF D
 154 GLADSTONE, DAK. 1888 STARK CO. HERALD CC. VG. E
 155 MANVEL, DAK. 1882 E.R. JACOBI, P.M. VF++ CUT CORNER F

R.P.O.

156 K.C. & LAJUNTA 1907 TR. 2 (911-AE-1) VF ON CRD A
 157 LAJUNTA & ALBEDO 1906 (911-A1-2) INVERTED DIAL VF B
 158 ALBUQUERQUE, TRANS CLK., PUEBLO, TRANS CLK. VF C

R.F.D.

159 McCONNELL, ILL. TYPE 11F VF. A
 160 WARREN, INDIANA TYPE 11F F. A
 161 DUNKIRK, OHIO TYPE 11F F. A
 162 JUNCTION CITY OHIO TYPE 11E VF++ B
 163 EAST BERLIN, PENN. TYPE 11C VF+ B
 164 LEECHBURG PENN. TYPE 11E VF+ B
 165 MOWERSVILLE, PENN. TYPE 11C F+ B
 166 NEW GALLILEE, PENN. TYPE 11F F. A
 167 CAVOUR, S. DAK. TYPE 11C VF. B
 168 RILEYVILLE, VIRGINIA TYPE 11F VF. A

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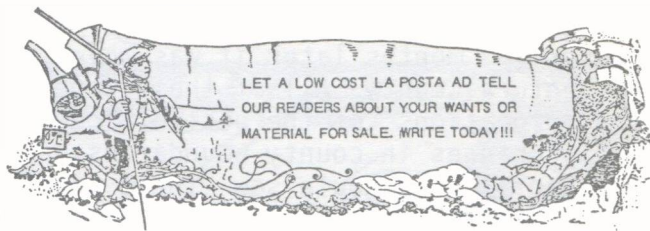
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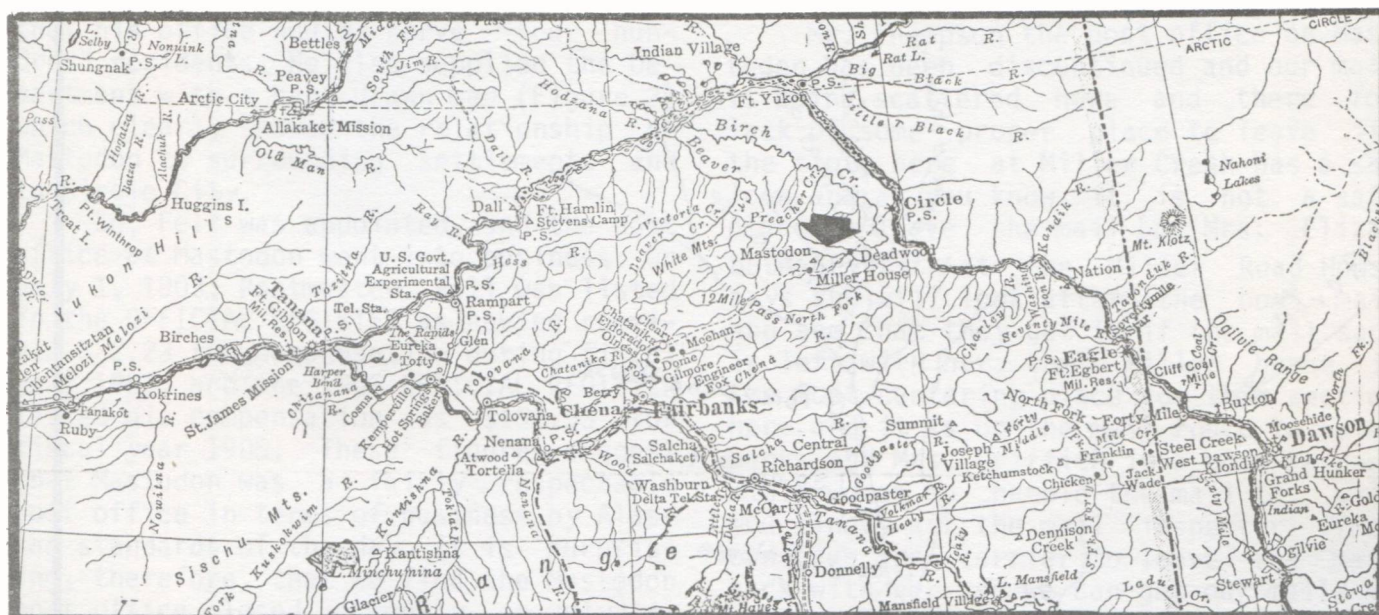


Figure 1. Portion of a 1914 *National Geographic* map showing the Birch Creek District.

BOONDOGGLE AT BIRCH CREEK

By Richard W. Helbock

The process through which new post offices were established in areas of frontier settlement was not always smooth and orderly. In theory, a group of settlers would gather together to sign a petition requesting that Washington grant them a local post office. The petition typically named someone as a candidate for postmaster, suggested a site for the proposed office, and, sometimes, mentioned a desired name. The Post Office Department, upon receiving the petition, and any endorsements from regional postmasters or politicians that might accompany it, then considered awarding the new office. Such consideration often included a report by a Postal Inspector, who was dispatched to the area in order to make a first hand evaluation of the need for a new office. The process was therefore careful, somewhat deliberate, and designed to minimize precipitous decisions. Never-the-less, some bad decisions did occur, and, apparently, such was the case in Alaska's Birch Creek Mining District.

The initial gold strikes in the Birch Creek District were made in 1893, and they gave rise to Circle City as the region's major supply point on the Yukon.

By 1896 Circle had grown into the largest American settlement on the river with a population estimated at anywhere from five hundred to five thousand, depending upon whose estimates are used. The boom period was short lived, however, and, by September 1899, the white population had declined to just 55, as the hoards of eager prospectors quickly drifted off to Eagle, Nome, and other new strikes.

Not absolutely everyone left the region, however, and those few that remained required postal service. The Circle post office had been established in the spring of 1896, but there were no offices authorized for the Birch Creek District itself, which lay some 40 to 60 miles to the southwest. On August 6, 1902, the Department moved to rectify this oversight by appointing Walter P. Fell postmaster at the newly established Mastodon post office. Located on Mastodon Creek in the heart of the Birch Creek District, a post office at Mastodon must have seemed the perfect answer for providing mail service to those who remained in the area. Exactly how many people remained to be served is anyone's guess, but on June 18, 1902, potential postmaster Fell reported

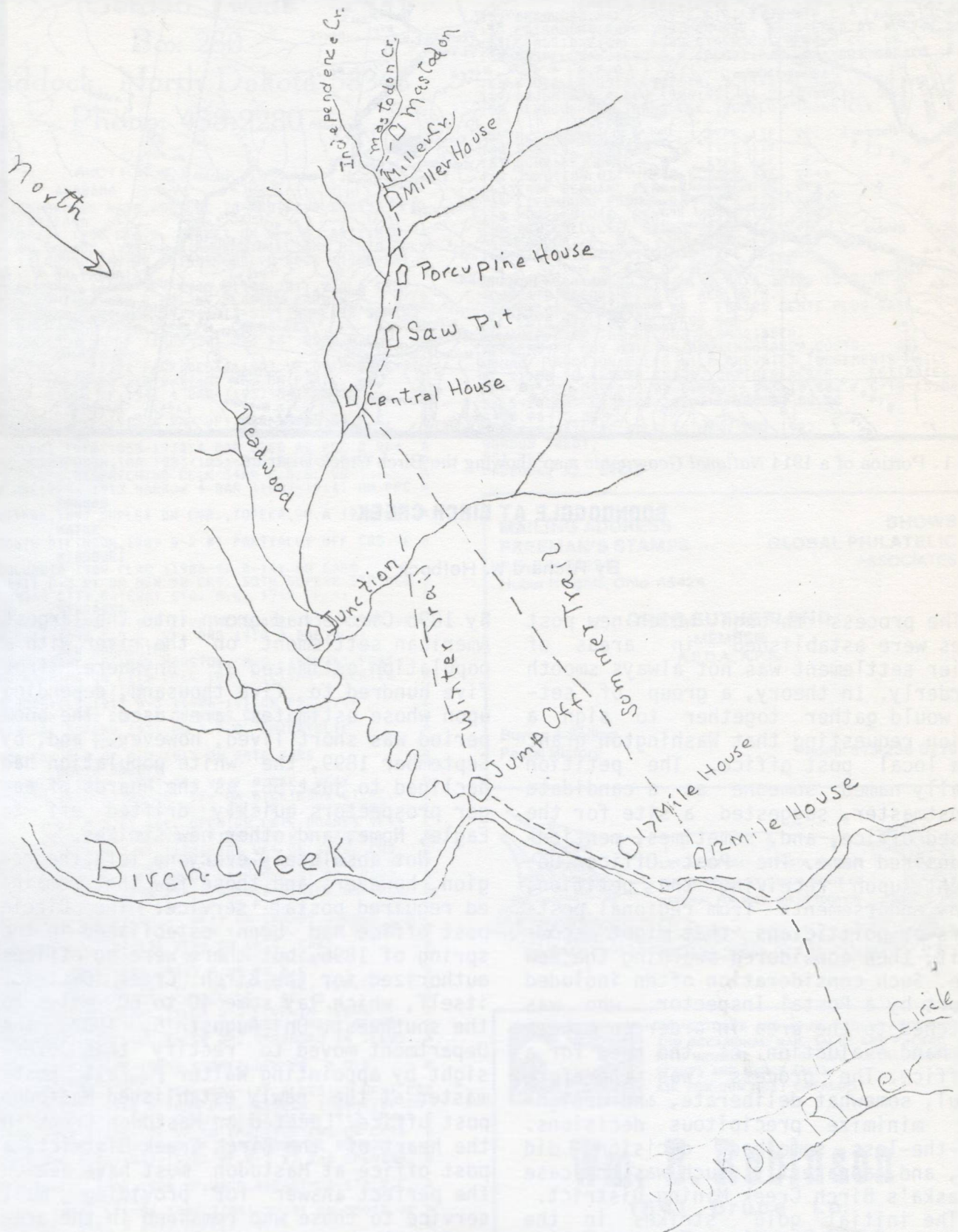


Figure 2. Tracing of Postmaster Fell's Sketch Map of Birch Creek District which was submitted with the Geographic Site Report for Mastodon Post Office in 1902.

that his office would serve "four hundred" residents. He also supplied the Department with a hand drawn map (Figure 2) which clearly showed the relationship of Mastodon to surrounding settlements and to Circle City.

So, Fell was appointed, and the post office at Mastodon went into business. On July 1, 1903, Postmaster Fell was listed in the OFFICIAL REGISTER as having received \$22.23 for compensation during fiscal year 1903, and the 1905 OFFICIAL REGISTER listed his compensation as \$158.53 for fiscal year 1905. These figures suggest that Mastodon was a fairly respectable post office in terms of business by Alaskan standards of the day. It is surprising, therefore, that we find the Mastodon post office closed abruptly on July 14, 1906. What happened? Did Fell, and everyone else suddenly, abandon the Birch Creek District?



Figure 3. Photocopy of the only recorded Mastodon postmark.

While we do not know what happened to Postmaster Fell, we do know that the "400" residents of the Birch Creek District did not suddenly leave. The microfilm records of Post Office Department "Geographic Site Reports" contain the following letter written in February 1907 to Clyde Thompson, then postmaster at Eagle, Alaska.

Independence Creek,
Feb 12th, 1907

Friend Thompson

Sir i just received a bundle of papers from you for which i thank you for them. it has been a long time since i read the Globe Democrat.

Mr. Thompson the post office on Mastodon has been discontinued and our mail is being scattered here and there for lack of some proper place to leave it. the store here at Miller Creek has a saloon and as you know it is not a safe place to leave the mail but Mrs. Elizabeth Griffith at the Miller Road House says she will look after the boys mail and see that they get it if the mail sack is left with her. their Miller house is the most centering place for this section here and it is on the mail route to Fairbanks and Mrs. Griffith is a good responsible woman to handle the mail to. will you kindly ask the mail inspector if he can have the carrier to leave the mail sack with her so we can get our mail? it will be a great convenience to the neighborhood if you can have it left with her.

Mastodon never was the proper place for the post office in the first place but through the shrewdness of Mr. Prosser a saloon man on Mastodon got the office up there against the will of the people here by getting strangers that were traveling through the country to sign the petition. i wish you would have a talk with the inspector about this and see what he can do.

Yours respectfully,
/s/ S. M. Pauley

A little further on in the file we find a note from one C. L. Wayland, a Washington-based Postal Inspector. The note reads:

Subject: New Post Office and Postmaster at Mastodon, Alaska.

It is my opinion that a post office is not needed at Mastodon, for reason that that point is directly on the star route from Circle to Cleary, Alaska, and regular star route delivery of mail can be made. In another case I tried for a year to secure a postmaster for Mastodon.

But, as it is possible that a postmaster can be procured, and an office would be of some service, I would suggest that a C case be made for use by the inspector who shall next visit the Yukon country.

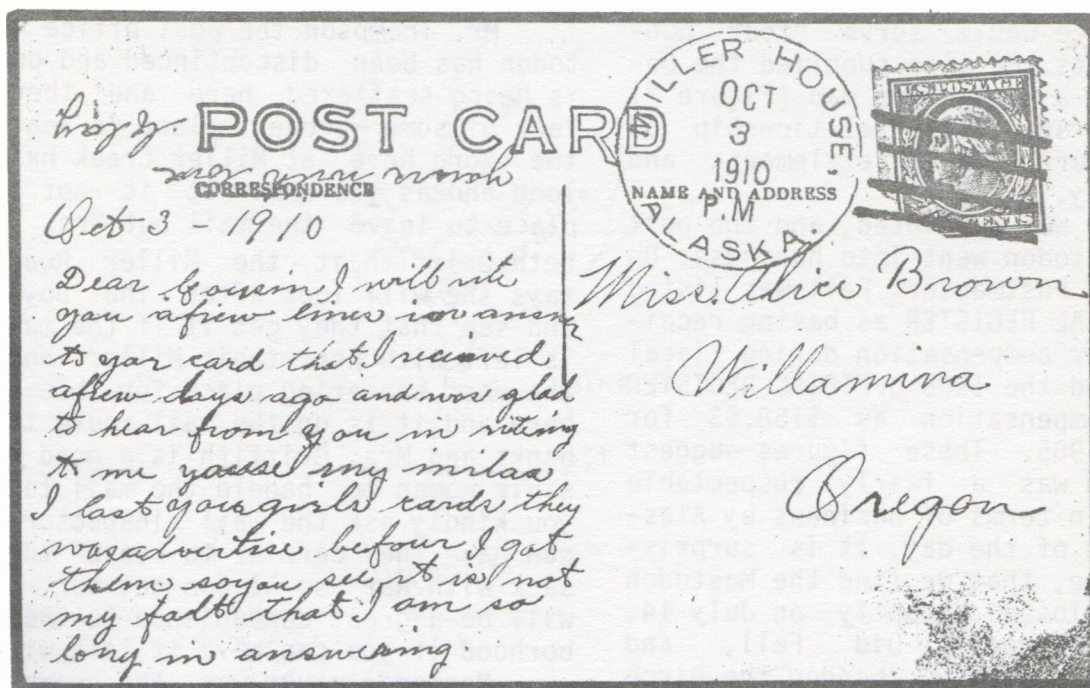



Figure 4. Photocopy of the earliest example of a postmark recorded from Miller House.
(postmark strengthened)

Despite the ambivalent recommendation of Inspector Wayland, a post office was established at Miller House with the appointment of Robert S. Warren as postmaster on June 26, 1908. Warren was succeeded on September 2, 1909, by Mrs. Elizabeth Griffith, and Mrs. Griffith held the job until 1912. In November of 1912 one Jay F. Kelly was appointed to succeed Mrs. Griffith, but his appointment was rescinded, and the post office

was closed with papers to Deadwood. Five years later Miller House was re-established, and it has continued to operate until the present day.

Only one example of a postmark from Mastodon has been recorded, and it exists as a neatly trimmed cut square (Figure 3). The earliest known Miller House postmark dated from October 1910 (Figure 4), but similar examples are known with dates as late as 1919.



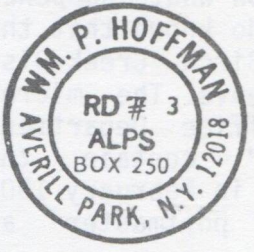
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THE POST OFFICES OF UTAH

By Dan Meschter with Arthur E. Rupert

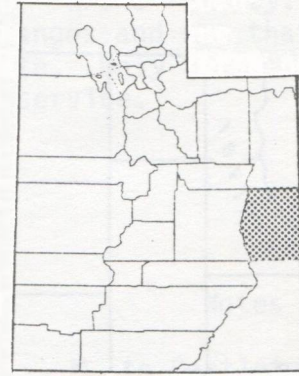
Part XXV: Grand County

Grand County lies between the Green River and the Colorado border. It is the easterly extension of Emery County from which it was partitioned in 1890. The north border of the county is lost among the rugged cliffs and mesas of the Tavaputs Plateau, and cuts across the virtually uninhabited Uintah and Ouray Indian Reservation. The southeast corner includes the mysterious and beautiful LaSal Mountains, and southwestern Grand County is an arid plateau on the edge of the great canyonlands along the Colorado and Green rivers.

The county, however, does not derive its name from its scenic grandeur, which indeed would be appropriate, but from the Grand River, the former name of the Colorado River, which cuts southwesterly across the county seeking its meeting with the Green River further south.

The northerly of two routes, jointly called the "Old Spanish Trail", found its way down Spanish Valley to ford the Grand River in the vicinity of the Moab Valley. The Old Spanish Trail was an early trade route from Santa Fe to Los Angeles. It was pioneered in 1830 by a fur trader named William Wolfskill. Avoiding the Indian hazards and ordeals endured by earlier expeditions attempting the direct route west across Arizona, he led a party of fur traders northerly across southwestern Colorado into Utah, across the Grand River at Moab and the Green River near Greenriver to the Sevier River below Manti, and thence south and west along the Sevier toward southern California. Wolfskill traded in California especially for mules, which yielded huge profits when driven back and delivered in Santa Fe.

The earliest settlement in the county was established in the Moab Valley in June 1855 by members of a mission to a band of Ute Indians, who themselves were settled at the mouth of Spanish Valley, and who, surprisingly for Utes, were car-



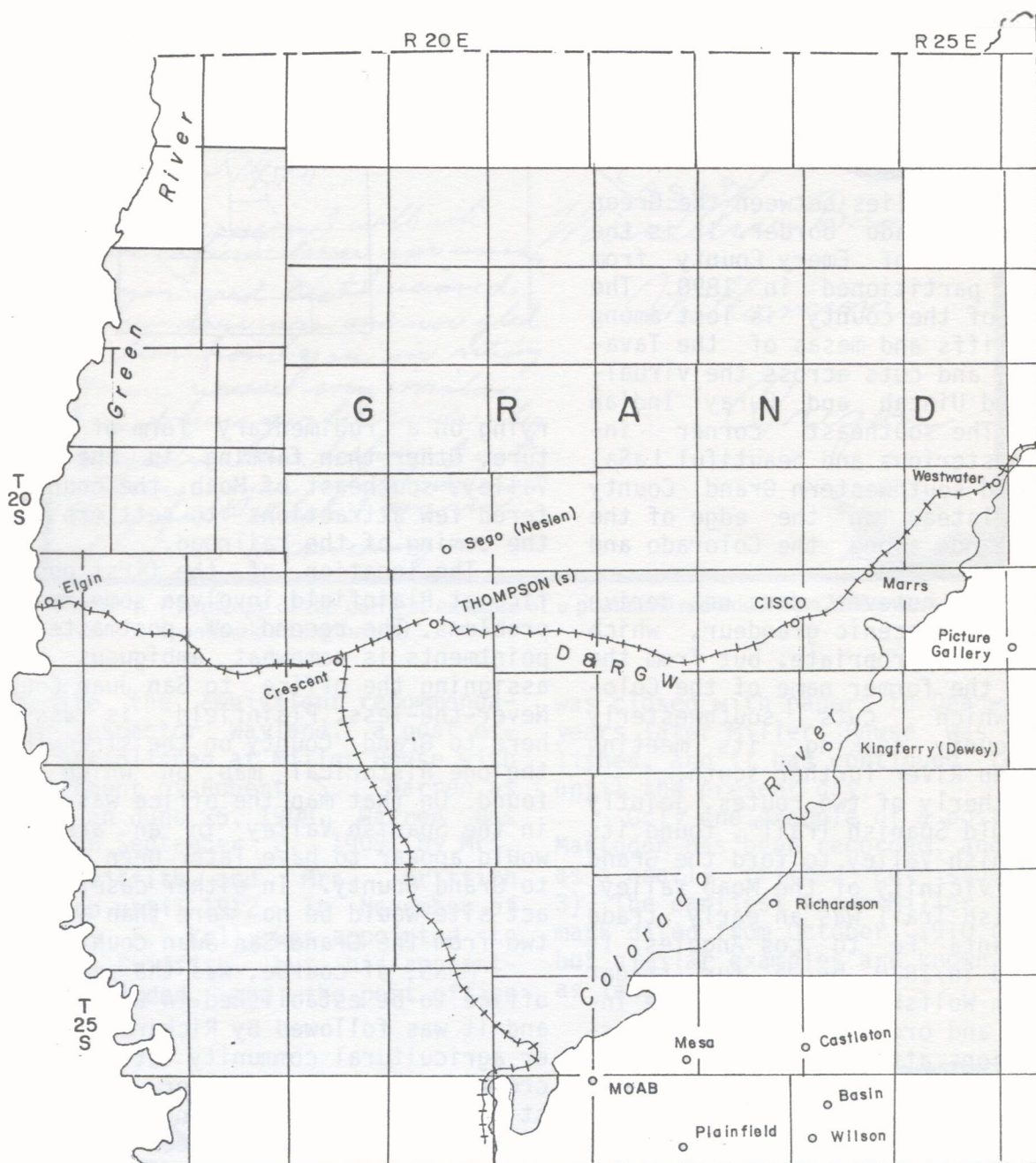
rying on a rudimentary form of agriculture. Other than farming in the Spanish Valley, southeast of Moab, the county offered few attractions to settlers until the coming of the railroad.

The location of the first post office at Plainfield involves some research problems. The record of postmaster appointments is somewhat ambiguous before assigning the office to San Juan County. Never-the-less, Plainfield is assigned here to Grand County on the strength of the one historical map on which it was found. On that map the office was located in the Spanish Valley in an area which would appear to have later been assigned to Grand County. In either case, the exact site would be no more than a mile or two from the Grand-San Juan county line.

Moab, of course, was the second post office to be established in Grand County, and it was followed by Richardson, another agricultural community at a river crossing, six years later. Dewey was still another such crossing, and Picture Gallery is said to have been a resort of some kind, or, perhaps, a dude ranch.

The progress of the railroad can be traced across the map by the establishment of post offices at Westwater and Cisco in 1887, and, a few years later, at Crescent and Thompsons.

A minor copper mining excitement in the LaSal Mountains spawned Basin and Castleton at the turn of the century, and Wilson at the beginning of World War I. Although mining gave life to these small communities, their longevity drew as much from farming and timber as from mineral extraction.



Grand County's peaceful world turned upside down after World War II. First came the continuation of oil drilling, which was begun during the war years, and then began the great uranium rush of the 1950's. Although most of the mines were actually further south in San Juan County, Moab boomed as a supply and support center, and a major uranium mill for the production of "yellow cake" was built across the river and operated for some years. Charlie Steen's mansion on the

bluff high above Moab became a memorial to the modern legend of a prospector who "struck it rich", but couldn't handle success. Most recently, Moab became the center for deep potash mining, and the boom times continued until a declining market and hazardous mining conditions defeated the effort.

None of these post war developments, however, contributed to the county's postal history, since the last new post office was opened before World War I. Grand

County is settling back now into its old patterns as it looks to tourists visiting Arches National Monument north of Moab, and the newer Canyonlands National Park to the southwest, as the mainstay of its

economy. A total of twenty post offices are listed for Grand County, including three name changes and one that probably did not operate. Only three post offices are still in service.

UTAH POST OFFICES

GRAND COUNTY

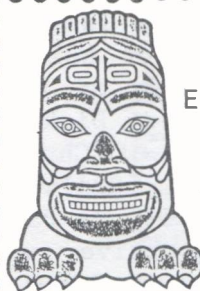
Post Office	Established	Discontinued	Notes
Basin	24 Feb 1899	31 May 1914	M. to Castleton
Castleton	7 Mar 1900	14 Jun 1930	M. to Cisco
Cisco	10 Mar 1887	30 Nov 1967	Conv. to R.B.
Cisco C.P.O.	1 Dec 1967	Operating	CPO of Greenriver
Crescent	28 Jun 1889	6 Feb 1890	M. to Blake
Dewey	30 Aug 1898	12 Jun 1902	NCT: Kingferry
Elgin	5 Mar 1898	31 Aug 1918	M. to Greenriver
Elmonte	7 Jul 1898	20 Jan 1899	Probably never oper.
Kingferry	12 Jun 1902		Was Dewey
		30 Aug 1902	M. to Cisco
Marrs	14 Jan 1910	15 Jul 1913	M. to Westwater
Mesa	30 Apr 1907	15 Aug 1913	M. to Moab
Moab	23 Mar 1880	Operating	
Neslen	21 Oct 1912	22 Apr 1918	NCT: Sego
Picture Gallery	12 Aug 1913	30 Jun 1919	M. to Cisco
Plainfield	17 Jul 1879	8 Nov 1880	
Richardson	15 Sep 1886	31 Mar 1905	M. to Castleton
	20 Jul 1907	30 Jun 1908	M. to Castleton
Sego	22 Apr 1918		Was Neslen
		31 Aug 1953	M. to Thompson
Thompson	1 Nov 1949	5 Oct 1983	Was Thompsons
Thompson C.P.O.	6 Oct 1983	Operating	C.P.O. of Moab
Thompsons	25 Mar 1890	18 Oct 1892	M. to Cisco
	26 Aug 1893	1 Nov 1949	NCT: Thompson
Westwater	10 Mar 1887	16 Jul 1890	M. to Denver, CO
	9 May 1891	15 Feb 1954	M. to Mack, CO
Wilson	20 Jan 1915	29 Sep 1923	M. to Castleton

P

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THE SECOND SECTION

Robert G. Munshower, Jr.
Editor



"Christmas Post," by Thomas Nast. From *Harper's Weekly*, Jan. 4, 1879.

With this, the Holiday Issue of *La Posta*, your editor would like to express the best of holiday wishes to the many who have contributed to the success of the Second Section during 1987. Many thanks to my co-editors, Dick Helbock, Alan Patera, Bob Stets and Randy Stehle. A ton of Christmas cheer to Rod Crossley for his work on the California Railway Mail Route series, and to Bob Schultz, Lamar Peterson, Dennis Pack and the many others who have been so helpful and supportive, which, of course, includes you, our readers. It is your continuing support which allows us to present what we feel is the best postal history publication currently available.

Bob Munshower, Jr.

TLTYIETTLYM

CALIFORNIA RAILWAY POST OFFICE MONOGRAPH

Part VII: LOCAL LINES, BRANCH LINES AND SHORT LINES IN THE VALLEY

The San Joaquin Valley became the private preserve of the Southern Pacific Railroad for a 30-year period following the construction of the Southern Pacific main line to Los Angeles. During this period, to increase their control and profits, the company built several branch lines in the valley, and R.P.O. service was provided on some. In addition to through mail service on the main lines, the Railway Mail Service also provided local service on the same lines using a variety of postmarks. And, finally, there were three short-line RPOs operating in the San Joaquin Valley during the period of Southern Pacific dominance: two in the foothills of the Sierra Nevada and one in the oil fields around Bakersfield. In this section of the Monograph, we will examine the development of all these railway postal routes and the postmarks used on them.

THE SOUTHERN PACIFIC VALLEY LINES

60-61 SOUTHERN PACIFIC RAILROAD

When the Southern Pacific began to acquire the right-of-way needed for its push up through the San Joaquin Valley from the delta area around Stockton, the approached established towns in search of free land, bonds, and tax incentives. Most towns were not cooperative, and, as a result, the SP (then still known as the Central Pacific) chose to build their new line out on the valley floor, away from the established towns, where land was cheaper. The company also platted and sold land in the new towns that they established along their route. Beginning with Lathrop, the railroad founded a string of new settlements through the San Joaquin Valley including Modesto, Merced, Fresno, Tulare, and Delano.

Once the main line was completed to Los Angeles, the Southern Pacific began to develop the valley through the building of a series of branch lines. The

railroad's often heavy handed development policies, plus their land pricing rates, led the public and press to refer to the Southern Pacific as the "Octopus", and it has been only in recent years that local sentiment began to change.

One of the first construction projects was begun in 1878 to build a line west from Goshen Junction toward Mussell Slough and the Delta area of Tulare Lake. Once again, instead of building through established towns, the railroad founded their own, such as Hanford. This line was extended from the end of track at Huron on to Alcalde, west of Coalinga, in 1888.

The east side line from Fresno to Famoso was also built in 1888. Along this branch the Southern Pacific founded the



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Southern Pacific

towns of Reedley, Lindsay, Strathmore, and Exeter, to name a few. When the line from Los Banos to Fresno was finished in 1891, the railroad built a branch from Colles (Kerman) on the Los Banos Line to Almona on the Coalinga Branch.

55 STOCKTON AND COPPEROPOLIS RAILROAD

The original concept was introduced as early as 1862 to build a rail line from tidewater at Stockton to the mining area around Copperopolis. A route was surveyed, but due to the Civil War, it was not until October 1865 that the railroad was incorporated. The company applied for a Federal subsidy to begin building, and approval was granted in 1867. A decline in copper prices, plus some other internal problems, forced the company to turn over their construction rights to the California Pacific shortly thereafter, and the CP built the line as far as Milton in 1871. The California Pacific operated not only railroads, but riverboats on both the Stockton and Sacramento rivers. Thus they could directly transfer freight and passengers from their own riverboats to their new railroad at Stockton.

56 STOCKTON AND VISALIA RAILROAD

This railroad was founded in 1869 with the goal of building down the Valley to Visalia to operate in competition with the Central Pacific. The company issued bonds for the project, but undertook no construction. In 1871 the California Pacific built 18 miles of track from Peter to Oakdale in order to qualify for these bonds, but, when they tried to collect the money, the company was taken to court and eventually collected only a fraction of the amount they sought.

The Central Pacific eventually acquired control of the California Pacific. They operated both the Stockton & Copperopolis and the Stockton & Visalia as a separate companies until 1877. In 1877 the CP reorganized the two lines as a new Stockton and Copperopolis Railroad, and continued to operate the lines until 1888 when all became part of the Southern Pacific system.

58 STOCKTON AND TULARE RAILROAD

The Southern Pacific formed this construction company in 1887 to build the Eastside secondary line from Oakdale to Famoso. The line was to be built some 16 miles to the east of the main line with a cross connection to the main line at five locations along the way. Only two sections of the projected line were ever finished. In 1888 a link from Fresno to Famoso via Exeter was completed, and in 1890 a section was built from Oakdale to Merced.

76 VISALIA RAILROAD

The Southern Pacific approached the town of Visalia, which had been founded in 1855, in the early 1870's about donating land or money to build the new valley line through the community. When Visalia declined, the SP built through Goshen, and established the new town of Tulare. In response to being bypassed, the citizens of Visalia built their own 7-mile branch line in 1874 to bridge the gap between themselves and Goshen. Never really happy with their railroad, the town welcomed the San Francisco & San Joaquin Valley Railroad when it arrived in 1897. That same year, the Southern Pacific purchased the Visalia Railroad and extended it another five miles east to Exeter on the Eastside line.

SACRAMENTO & MERCED R. P. O. ✱
(Southern Pacific Co. m's.) (P-San Fran.)
Rt. 176028 part, Sacramento to Lathrop; 176032 part, Lathrop to Merced.

Clerks: Hall, Wm. B. Flagg, Wilson, Act'g.

a121	Nov. 7, 1900.	a122
5 58 L Sacramento, Cal.....	A	9 45
8 46 Galt, Cal.....		8 50
7 03 Lodi, Cal.....		8 33
7 30 Stockton, Cal.....		8 08
7 50		7 45
a142 } Lathrop, Cal.....		a141
8 05		7 35
8 45 A Merced, Cal.....	L	5 55

Notes: For other trains of this line see Sacramento & San Fran. and San Fran. & Los Ang. R. P. O's.

STOCKTON & FRESNO R. P. O.

Southern Pacific Co., 121 84 m's. (P-San Fran.)
Rt. 176028 part, Stockton to Lathrop; 176181 Lathrop to Fresno.
Clerks: Ehle, Harley B. Mackie, Loren G.

a181	June 11, 1911	a182
7 23 lv.....	Stockton, Cal.....	7 38
7 40		7 10
a184 }	Lathrop, Cal.....	a183
7 50		8 07
9 35	Merced, Cal.....	5 00
10 45	Berendo, Cal.....	4 07
11 45 ar.....	Fresno, Cal.....	3 28

80' apartment car (fw).
Service in this line performed by clerks of San Fran. & Los Angeles R. P. O.
For other trains of this line, see Sac'to & San Fran. and San Fran. & Los Ang. R. P. O's.



SAN JOAQUIN VALLEY LINE—SAN FRANCISCO, OAKLAND BERKELEY, MODESTO, MERCED, NEWMAN, LOS BANOS, FRESNO, COALINGA, TULARE PORTERVILLE, SPRINGVILLE, MOJAVE, SAUGUS, BAKERSFIELD, LOS ANGELES



MAY 1918

Table 6

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6 22	6 40	1 12	1 17	7 46	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	5 30	
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12 57	1 05	2 28	2 33	12 21	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	9 49	
1 22	1 40	2 30	2 35	12 46	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	9 56	
1 57	2 15	2 32	2 37	1 01	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	10 03	
2 22	2 40	2 34	2 39	1 26	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	10 10	
2 57	3 15	2 36	2 41	1 51	10																							

R.P.O. SERVICE ON THE SOUTHERN PACIFIC VALLEY LINES

The San Francisco & Los Angeles RPO provided through service in the San Joaquin Valley via Lathrop and Tracy for over eighty years. Additional service was also available along the upper end of the Valley between Sacramento and San Francisco. Over the years, the Post Office Department did at times evidence the opinion that this service was not enough to meet the needs of the Valley, and so they established local service.

At the turn of the century, in order to support the Sacramento & San Francisco Railroad, the POD authorized the Sacramento and Merced RPO. The route ran via Stockton and Lathrop, and only lasted for about two years, but there are postmarks from this route known with 1906 year dates.

In 1941 the Sacramento and Fresno RPO was established with two round trips daily. One train serving this route was the Sacramento Daylight, which ran from Sacramento to Tracy, where it connected with the San Joaquin Daylight and the San Francisco & Los Angeles RPO. The other train was the West Coast, which ran from

Los Angeles to Portland, Oregon. The postmark used below Fresno on the train read "San Francisco & Los Angeles", while north of Sacramento it read "Portland & San Francisco". This route and its two postmarks were to last until 1955. The Stockton and Fresno RPO was established in 1909 via Lathrop as a secondary service between the two towns. The route was to last only five years before being discontinued in 1914.

Railway Postal Service was provided to the Westside line from Tracy to Fresno as soon as it was completed, and continued to operate until the 1960's. After 1898 this service normally consisted of a single train daily using the San Francisco & Los Angeles postmark. The POD provided extra service over part of the Westside line from 1898 to 1935, first using a postmark reading "Tracy & Portersville". In 1900, when the line was extended to San Francisco via Niles, the postmark was replaced with one reading "San Francisco & Portersville." When the train from San Francisco reached Collins (now Kerman), it turned south to Armona on the Coalinga Branch. It then turned east, running through Goshen and Exeter, before reaching Portersville. Beginning

RPO SERVICE SOUTHERN PACIFIC IN THE SAN JOAQUIN VALLEY

Terminals in Postmark	Years	TMC# of Postmark	Route No.	Notes
Sacramento - Merced	1900-1901	979 J	4E-D7A	(1)
Sacramento - Fresno	1941-1955	979 I	4E-D7A-B	
Stockton - Fresno	1909-1914	979 A	4D 7AB	
Tracy - Portersville	1898-1899	None known	---	
San Francisco-Portersville	1900-1908	963 AC	57A61,60CD76	via Niles
San Francisco - Visalia	1908-1914	963 AD	73,4B57A60C	stop Goshen
San Francisco - Exeter	1914-1916	None known	---	
San Francisco - Fresno	1917-1935	963 W	44A72,57AB	Westside

(1) Postmarks with 1906 year date are known.



MAP OF THE WESTERN DIVISION SOUTHERN PACIFIC COMPANY

SEPTEMBER, 1923.

J.F.M.
SCALE OF MILES
0 5 10 15 20

REVISED 6-24-26



in 1905, and for about three years thereafter, the route originated in Tracy instead of San Francisco, but continued to use the "San Francisco & Portersville" postmark. Portersville was replaced by Visalia as the terminus in 1908, but the RPO stopped at Goshen. With the advent of World War I, the route was reduced to provide service only to Fresno. This configuration lasted until 1935, and the route used a postmark reading "San Francisco & Fresno" during this time.

BRANCH LINES

The San Joaquin Valley had three centers of branch line operation. These centers were Stockton, Goshen and Fresno.

STOCKTON

Mail service was begun on the railroad soon after the line was completed between Stockton and Oakdale in 1877. The first postmark in use was a route agent marking; one of only two such markings to be used in California. During the next few years, Railway Mail Service varied from closed pouch to route agent, but no postmarks are known from the 1881-1884 period.

In 1884 RPO service was established between Milton and Stockton, with closed pouch service between Peter and Oakdale. When the rail line between Oakdale and Merced was completed, RPO service was shifted to the new line and Peter to Milton becoming a closed pouch operation. This routing lasted until 1892 when the Sierra Railway was completed. There were then two RPOs on the branch; one from Jamestown on the Sierra Railway via Oakdale to Stockton, and the other from Milton via Peter. Closed pouch service replaced the Milton to Peter section of the latter in 1903. The Oakdale & Merced RPO was established in 1907 as support for the Tuolumne & Stockton Railroad. This route lasted until 1916. Railway Post Office service between Stockton and Oakdale was terminated in 1932. (See Sierra Railway for additional details of 1903-1932 service).

GOSHEN

One of the earliest branch lines in the San Joaquin Valley operated west from Goshen. As the line was built, the Post Office established a closed pouch operation from Goshen to the end of track. In 1898, some 10 years after the line had reached Alcala, a RPO service was authorized between the two towns. Service on part of the line was expanded to two trains per day when the San Francisco & Porterville RPO was begun in 1900. In 1904 service was cut back from Alcala to Coalinga, but in 1908 it was extended east from Goshen to Portersville. In both cases, postmarks were reworded to reflect the changes. The routing from Coalinga to Portersville was replaced in 1912 by a Fresno to Coalinga route which followed the main line from Fresno to Goshen and then turned west to Coalinga.

OAKDALE & MERCED R. P. O.

Southern Pacific Co., 40.84 m's. Rt. 176036. (P-San Fran.)
 Service on this line performed by helper of Tuolumne & Stockton R. P. O.

	a152	June 11, 1911	a151	
	2 45	lv. Oakdale, Cal.	ar	10 00
	4 15	ar. Merced, Cal.	lv	7 45
17' apartment car (fw).				

MILTON & STOCKTON R. P. O.

(So. Pac. Co., 25.23 m's.) Rt. 176012. (San Fran.)

	b153	Nov. 7, 1900.	b154	
	2 40	L. Milton, Cal.	A	2 10
	3 15	Peters, Cal.		1 40
				1 35
	3 45	A Stockton, Cal.	L	1 07
Tr. 154 West.	From	Tr. 154 East.	From	
b Sacramento, Cal.	Stockton	b Linden, Cal.	Holden Sta.	
b S.F. Porters. tr. 37	"	b Copperopolis, Cal.	Milton	
		b Angels Camp, Cal.	"	
		b Murphys, Cal.	"	

Service on this line is performed by clerks of the Carriers & Stockton R. P. O.

PORTERSVILLE & COALINGA R. P. O.

Southern Pacific Co., 91.81 m's Portersville to Coalinga; 13.20 m's Goshen to Hanford; 21.24 m's Goshen to Lemoore. Rt. 176090 part, Portersville to Exeter; 176007 part, Exeter to Goshen; 176018 Goshen to Coalinga. (P-San Fran.)

Clerks: Hewlett, Leroy

Phillips, J. B.

Pa301	a89	a85	a82	June 4, 1911	a80	a88	a79	a306
6 30			4 00	lv. Portersville, Cal.	ar	12 10		7 30
6 12			4 45	Exeter, Cal.		11 30		6 50
6 37			5 10	Visalia, Cal.		11 05		6 25
7 00			5 40			10 40		6 00
a73				Goshen, Cal.				
7 05	8 00	8 55	8 00			8 45	10 05	7 45
7 30	8 25	9 18	8 25	Hanford, Cal.		8 15	9 40	7 20
7 30	8 25		8 25			8 15		7 20
7 40	8 35		8 35	Armona, Cal.		8 05		7 10
7 55	8 45		8 45	Lemoore, Cal. (n.j.)		7 55		7 00
8 20	10 00			ar. Coalinga, Cal.	lv	6 45		6 20

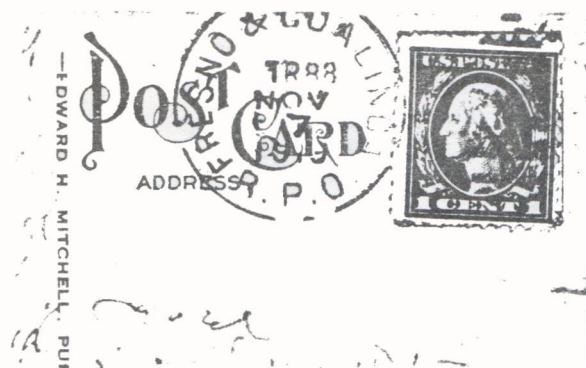
17' apartment car (fw), Motor train.

For other trains of this line see San Fran. & Visalia, San Fran.
 Los Angeles and Fresno & Goshen R. P. O's.

FRESNO

The Eastside line from Fresno to Famoso was completed in 1888, but it was four years before RPO service was started on various parts of the line. The first route, beginning in 1891, was from Fresno to Portersville. This was replaced in 1900 by the Fresno and Visalia via Exeter, which survived until 1908. The Fresno & Portersville RPO was revived in 1902, but the route now ran via the main line to Goshen where it turned east to Portersville. The five-mile section between Visalia and Exeter carried three different mail trains each way daily between 1902 and 1908: San Francisco & Portersville, Fresno & Visalia, and Fresno & Portersville.

In 1908 several changes were made in service over the Eastside line. The Fresno & Visalia RPO was replaced by the Portersville & Coalinga, while the Fresno & Portersville became part of the San Francisco & Los Angeles Short Run. In 1911 the Fresno & Goshen via Exeter was established, but in 1914 it was modified to the Fresno & Famoso, and in 1916 it was discontinued.



FRESNO & PORTERSVILLE R. P. O.

Southern Pacific Co., 69.62 m's. (San Fran.)
Rt. 176032 part, Fresno to Goshen; 176018 part, Goshen to Visalia;
176007 Visalia to Exeter; 176066 part, Exeter to Portersville.
CLERK: Diephaus, John

Nov. 20, 1904		Nov. 20, 1904	
a38	h12	h11	a25
8 40 lv	Fresno, Cal.	7 58	ar
10 00	Goshen, Cal.	8 48	
4 37 10 20	Visalia, Cal.	8 28 7 25	
4 57 10 45	Exeter, Cal.	8 55 7 04	
8 18 11 03	Portersville, Cal.	6 00 6 43	
6 58 11 53 ar		4 28 6 15	lv

*San Fran. & Portersville R. P. O.

ADDITIONAL TRAINS:

Tr. a28 lv. Goshen..... 7 20; ar. Visalia..... 7 45

" a63 " Visalia..... 9 50; " Goshen..... 10 05

Tr. 11 meets tr. 36 bet. Farmersville and Exeter..... 5 12

For other trains of this line see Fresno & Visalia and San Fran. & Los Ang. R. P. O.'s

FRESNO & VISALIA R. P. O.

Southern Pacific Co., 62.41 m's. (San Fran.)
Rt. 176066 part, Fresno to Exeter; 176007 Exeter to Visalia.
CLERK: Spence, Charles

Nov. 20, 1904		Nov. 20, 1904	
b200	a14	a13	b201
7 00	8 55 lv	Fresno, Cal.	8 30
7 56	8 24	Sanger, Cal. (d.s.)	8 00
9 20	8 43	Reedley, Cal.	7 40
11 35	7 40		6 43
		Exeter, Cal.	a18 a38
	a35 a15		6 43 6 18
6 43	7 48	Visalia, Cal.	6 15 4 57
7 04	8 23 ar		

Train 16 meets train 35 at Exeter, Cal. 6 43.

For other trains of this line see Fresno & Portersville R. P. O.

FRESNO & GOSHEN R. P. O.

Southern Pacific Co., Through run 70.11 m's. Short run Fresno to Visalia 62.51 m's. Rt. 176007. (P-San Fran.)
Clerks tra. 14-61 & 94-95: Edrington, Adolphus R.; Spence, Charles
Clerk tra. 16-11 and 12-13: Manson, John K.

June 4, 1911		June 4, 1911	
b18	a14	b13	a95
8 35	7 15 lv	Fresno, Cal.	8 35
7 14	7 55	Sanger, Cal. (d.s.)	7 55
7 38	8 17	Reedley, Cal.	7 30
7 48	8 30	Diruba, Cal.	7 18
8 40	9 20		6 25 4 58
		Exeter, Cal.	b12 a94
	b11 a81		6 22 4 45
8 45	9 20	Visalia, Cal.	6 10 4 28
9 10	9 43	Goshen, Cal.	3 55
10 07	ar		

15 apartment car (fw). Trs. 14-61 and 94-95.

20 apartment car (fw). Trs. 16-11 and 12-13.

Tr. 14 meets tr. 13 at Sanger.

" 16 " " 95 bet. Fresno and Sanger.

For other trains of this line see Portersville & Coalinga, San Fran. & Visalia and San Fran. & Los Ang. R. P. O.'s

SAN FRANCISCO & PORTERSVILLE R. P. O.

Southern Pacific Co., 270.41 m's. (San Fran.)
Rt. 176028 part, San Francisco to Tracy; 176065 Tracy to Armona;
176018 part, Armona to Visalia; 176007 Visalia to Exeter; 176066 part, Exeter to Portersville. CLERKS:
Reynolds, Frank A. Gentle, Wm. F.
Horgan, D. L., Jr. Little, G. E.

Feb. 1, 1905		Feb. 1, 1905	
See Port. & S. F. tr. 12		See Sac. & S. F. tr. 31	
lv. San Francisco, Cal. ar			
..Oakland Pier, Cal. (n.o.)			
..Oakland, Cal. (1st St.)			
..Fruitvale, Cal.			
..Haywards, Cal.			
..Niles, Cal.			
		Tracy, Cal.	a35
	11 35		12 48
	2 35	Mendota, Cal. (d.s.)	8 50
	3 05	..Collis, Cal.	9 08
	4 32	..Armona, Cal.	8 00 10 55
			a63
	4 18	..Hanford, Cal.	7 55 10 45
			7 50
	8 20	..Goshen, Cal.	7 27 10 20
	9 00		a63
	a12 a28		7 25 10 05
	10 20 7 20	Visalia, Cal.	7 04 9 50
	6 15 10 45	Exeter, Cal.	6 43 9 25
	6 43 11 03	Portersville, Cal. lv	6 15 9 00
	11 33		6 15

Train 35 meets train 86 at Westley, Cal. 12 57

" 35 " " 16 at Exeter, Cal. 6 43

" 35 " " 11 bet. Farmersville & Exeter. 5 12

† Goshen & Coalinga R. P. O. * Fresno & Visalia R. P. O.

§ Fresno & Portersville R. P. O.

Clerks of this line perform service from San Francisco to Tracy in Port. & San Fran. tr. 12.

For other trains of this line see San Francisco & Los Angeles R. P. O.

The San Francisco & Los Angeles Short Run on the Eastside line lasted until 1940. Most of the time there were two trains on the line. One was a through train between San Francisco and Los Angeles which was normally routed via Goshen, Exeter and Famoso. The other was a Fresno to Bakersfield local, which originated in Fresno and serviced all the Eastside line towns, i.e., the "Milk Run."

RPO SERVICE SOUTHERN PACIFIC BRANCH LINES

Terminals in Postmark	Years	TMC# of Postmark	Route No.	Notes
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STOCKTON

Stockton - Visalia	Uncertain	963 J	55A56	(1)
Stockton - Oakdale	1877-1881	None Known	---	
Milton - Stockton	1884-1892	989 C	55 AB	
Stockton - Merced	1892-1898	No TMC#	55A56 58A	via Peter
Milton - Stockton	1898-1903	989 C	55 AB	
Oakdale - Merced	1907-1916	989 D	58 A	(2)

GOSHEN

Goshen - Alcala	1898-1904	992.4C	60 A-C	
Goshen - Coalinga	1904-1908	992.4D	60 BC	(3)
Portersville - Coalinga	1908-1912	992.3E	58B76,60BCD	

FRESNO

Fresno - Portersville	1891-1900	992.3A	58 AB	
Fresno - Visalia	1900-1908	992.3C	58A 60D	via Exeter
Fresno - Portersville	1902-1908	992.3	7C76,60D58D	via Goshen
Fresno - Coalinga	1910-1911	None known	---	
Fresno - Goshen	1911-1914	992.4B	58A60D76	via Exeter
Fresno - Coalinga	1912-1923	992.4A	7C60BC	via Goshen
Fresno - Famoso	1914-1916	992.3D	58ABC	

(1) Only to Oakdale; Route Agent postmark.

(2) Replaced by Closed Pouch.

(3) A postmark dated 1909 is known.



SHORT LINES

59 SAN JOAQUIN RAILROAD

The company was founded in 1891 by Marcus Pollasky, a promoter who came to Fresno to build a new trans-continental railroad. The line was build from Fresno northwest some 25 miles toward Pollasky (now Friant). After building the first 25 miles of his trans-continental, and a large house in Fresno, Pollasky left town. In January 1892 the line was acquired by the Southern Pacific, and the SP completed it to Friant.

A closed pouch mail service was authorized for the route when Southern Pacific acquired control, and, except for three years between 1913 and 1915 when a fully operating Railway Post Office served the line, the closed pouch service lasted until the late 1920's.

53 SAN JOAQUIN AND SIERRA NEVADA RAILROAD

This short line was started in order to move grain from the area around Lodi to markets in San Francisco and Sacramento economically. A landing was established at Brack's on a slough off Mokelumne River to ship the grain, and by 1882 the landing was serviced by river boats on an every-other-day basis. The railroad incorporated in 1882, and begun building two directions from Lodi. A 3-foot line was completed to Brack's Landing and Wallace that same year, but the line was not extended to Valley Springs until 1885 because of construction delays. In June 1888, operating difficulties forced sale of the railroad to the Northern Railway, a part of Southern Pacific. The section between Brack's and Woodbridge was abandoned in 1897, and in 1904 the SP replaced the 3-foot gauge with standard gauge over the remaining sections of track. The railroad was extended eight miles to the Calaveras Cement Company plant at Kentucky House in the late 1920's. Passenger service ended in 1932.

The Post Office authorized a closed pouch operation on the line soon after it was completed to Valley Springs. In 1902, this service was upgraded to a full RPO,

which survived until 1916 when it reverted back to closed pouch. The closed pouch service was terminated in the late twenties.

65 YOSEMITE VALLEY RAILROAD

Yosemite Valley is one of the natural wonders of the West. Formed during the Glacial Age, the locale is named with an Indian word for a full grown grizzly bear. The valley was discovered by the Walker Party in 1833, but was not named until 1851. Glowing descriptions of its wonders began to appear in travel guides printed in the early 1870's, and in October 1890, Yosemite was designated the nation's third National Park, following only Yellowstone and Sequoia. The beauty of Yosemite Valley was extolled proudly by Southern Pacific in its travel brochures until the 1950's. Prior to 1907, the only way into the Park was by stage from the end of a SP branch line at Milton or Raymond.



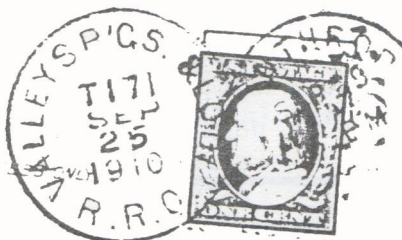
In 1902 several Oakland businessmen formed the Yosemite Valley Railroad, but it was not until 1905 that construction was actually begun from Merced. Construction difficulties along the steep river valleys caused construction of the 78-mile line to be dragged out over two years. Federal law prohibited the railroad from building into the National Park, so it was terminated at El Portal, about 12 miles from the floor of the valley.



FRIANT & FRESNO R. R. Southern Pacific Co., 24.71 m's. Rt. 176075. (P-San Fran.)									
a100	a105	b101	June 4, 1911				a102	b104	a106
8 15	2 08	7 30	lv	Friant, Cal	ar	7 20	1 50	5 01	
8 30	2 15	8 45	ar	Fresno, Cal	lv	6 00	12 30	3 45	

VALLEY SPRINGS & LODI R. P. O. Southern Pacific Co., 27.02 m's. Rt. 176048. (P-San Fran.) Clerk: Westlake, W. N.									
e173	b111	a171	June 11, 1911				b112	e172	b174
8 30	8 45	10 10	lv	Valley Springs, Cal	ar	9 45	9 45	3 10	
8 35	8 18	11 20	ar	Lodi, Cal	lv	7 00	8 30	1 55	

11' apartment car (fw).



EL PORTAL & MERCED R. P. O. Yosemite Valley R. R. Co., 78.82 m's. Rt. 176122. (P-San Fran.) Clerk: Schlitzkus, Fred Relief Clerk: Eller, Robert S.									
a3	a1	Apr. 15, 1911				a2	a4		
8 30	7 25	lv	El Portal, Cal	ar	8 15	7 00			
11 18	9 00		Bagby, Cal (d.a.)		4 20	5 15			
11 42	9 32		Varain (n.j.)		3 57	4 44			
1 10	11 00	ar	Merced, Cal	lv	2 20	3 15			

11' apartment car (fw).

Tr. 1 West.	From Merced	Tr. 2 East	From Varain
a. S. F. & L. A. tr. 83		b. Coulterville, Cal	Bagby
a. S. F. & Bar. tr. 12		a. Mariposa, Cal	El Portal
		a. Yosemite, Cal	"
		a. Camp Curry, Cal	"

SAN JOAQUIN RAILROAD

Terminals in Postmark	Years	TMC# of Postmark	Route No.	Notes
Friant - Fresno	1913-1915	992.5A	59	

SAN JOAQUIN & SIERRA NEVADA RAILROAD

Terminals in Postmark	Years	TMC# of Postmark	Route No.	Notes
Valley Springs - Lodi	1902-1916	No TMC#	53	

YOSEMITE VALLEY RAILROAD

Terminals in Postmark	Years	TMC# of Postmark	Route No.	Notes
El Portal - Merced	1908-1937	997.1A	65	
Yosemite National Park-Merced	1937-1945	997.1B	65	(1)

(1) Route still began at El Portal.

Passengers and lumber were the main sources of income for the new railroad, but in the 1920's the State of California built an all weather highway into the Park. An increase in auto traffic, including motor stage tours, killed the railroad's passenger trade, and, with the loss of its lumber business in 1942, the line ceased operation completely in 1945.

RPO service was authorized on the Yosemite Valley Railroad as soon as the line was completed in 1908. Service was round trip daily between El Portal and Merced. The postmark was changed in 1937 to read "Yosemite National Park & Merced" and service included a star route from Camp Curry, inside the Park, to El Portal. RPO service ceased when the railroad was shut down in 1945.

64 SIERRA RAILWAY

Gold mining operations around the foothill towns of Jamestown and Sonora were still producing in 1890, but at a rate much diminished from their pre-Civil War glory days. The mountains were covered with a great expanse of timber however, and businessmen saw this as a resource ready to be logged. Wishing to provide a means through which this lumber resource could be tapped, a group of San Francisco investors formed the Sierra Railway in early 1897 to build a 47-mile line from Oakdale to Jamestown. The original 47 miles were completed in 1897, and in 1899 the line was extended further into the hills to reach Sonora. Tuolumne was reached in 1900.

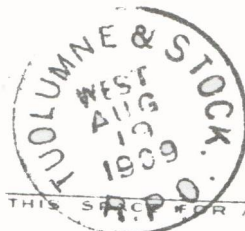
During its early years, there was some speculation that the Sierra Railway would build into the Yosemite Valley. The Yosemite Short Line, a narrow gauge begun in 1905 with money from San Francisco, was organized, but the 1906 San Francisco earthquake dried up construction funds and halted an talk about extension of the Sierra.

The railroad did build a branch line to Angels Camp in 1902, plus a short section to the Pacific Gas & Electric dam projects in the 1920's. In 1932 the company fell into receivership, and emerged in 1937 as the Sierra Railroad.

Passenger service was terminated in 1939, and most of the lumber mills served by the line were closed in the 1960's. The Sierra Railroad continues to operate to this day, but the shop complex at Jamestown is part of a new California State Park.

When the line was completed to Jamestown, RPO service was established between that town and Stockton. The Sierra carried the mail to Oakdale, at which point the Southern Pacific took over for the final 31 miles to Stockton. In 1900, when the Sierra reached Tuolumne, the RPO route was extended to the new terminal. At first, the postmark read "Caters & Stockton", Caters being a town located just off the rail line and now part of Tuolumne. After two years the postmark was corrected to read "Tuolumne & Stockton", and this wording remained in effect until 1932 when the route was cut back to Oakdale. In 1935 Modesto replaced Oakdale as the western terminus, and a star route carried the mail between Oakdale and Modesto. RPO service was terminated on the line in 1938.

CARTERS & STOCKTON R. P. O.									
Sierra Rwy. of Cal., and So. Pacific Co., 89.53 m's. (San Fran.)									
Rt. 176076 Carters to Sonora; 176077 Sonora to Jamestown; 176097 Jamestown to Oakdale; 176085 part, Oakdale to Peters; 176012 part, Peters to Stockton.									
CLERKS: Wyman, Bernice A. Ambrose, W. H.									
Oct. 1, 1901.									
	a2						a1		
	6 00	lv.	Carters, Cal.	ar	8 15				
	8 55		Cooperstown, Cal. (d.s.)		3 35				
	9 50				2 35				
*b	b305	a151			a152	b306	*b		
153	3 30	10 00			2 30	12 25	154		
3 15	4 40	10 42			1 40	10 42	1 35		
3 45	5 30	11 20	ar.		Stockton, Cal.	lv	1 12	9 55	1 07
* Milton & Stockton R. P. O.									
TUOLUMNE & STOCKTON R. P. O.									
Sierra Rwy. Co. of Cal., and So. Pacific Co., 89.19 m's. (San Fran.)									
Rt. 176097 Tuolumne to Oakdale; 176035 part, Oakdale to Peters (n.o.); 176012 part, Peters (n.o.) to Stockton.									
CLERKS: Wyman, Bernice A. Ambrose, W. H.									
Feb. 1, 1905.									
	a1						a2		
	7 05	lv.	Carters, Cal.	ar	5 55				
	7 20	lv.	Tuolumne, Cal.	ar	5 40				
	8 30		Jamestown, Cal.		4 30				
	9 30		Cooperstown, Cal. (d.s.)		3 22				
	10 15				2 40				
b305	a151				a152	b306			
b153	3 30	10 20			2 30	12 25	b154		
2 55	4 40	11 00			1 40	10 25	1 33		
3 25	5 30	11 30	ar.		Stockton, Cal.	lv	1 15	9 45	1 05



SAN FRANCISCO, STOCKTON, OAKDALE, ANGELS, TUOLUMNE THROUGH COACH TO TUOLUMNE AND RETURN									
7 20	9 00	Lv San Francisco (Mk. 9.)	Ar	2 50	12 50	7 30			
10 50	1 20	Ar... Stockton	Lv	11 40	8 45	4 00			
10 55	1 25	Ar... Stockton	Ar	11 25	8 10	3 55			
12 10	2 45	Ar... Oakdale	Lv	10 15	7 00	2 20			
	2 45	Lv... Oakdale	Ar	10 10					
	13 12	Ar... Paulselt	Lv	19 46					
	13 25	Ar... Warnerville	Lv	19 33					
	3 32	Ar... Cooperstown	Lv	9 26					
	14 05	Ar... Keystone	Lv	18 55					
	4 20	Ar... Chinese	Lv	8 38					
	4 36	Ar... Jamestown	Lv	8 22					
	6 24	Ar... Angels	Lv	6 34					
9 10	4 48	Lv... Jamestown	Ar	8 12	1 20				
9 30	4 53	Ar... Sonora	Lv	7 59	12 58				
11 05	5 47	Ar... Tuolumne	Lv	7 15	12 00				

SIERRA RAILWAY

Terminals in Postmark	Years	TMC# of Postmark	Route No.	Notes
Jamestown - Stockton	1898-1900	989 B	64A56,55A	
Carters - Stockton	1900-1902	989 A	64AB56,55A	
Tuolumne - Stockton	1902-1932	989 G	64B56,55A	
Tuolumne - Oakdale	1932-1935	989 F	64AB	
Tuolumne - Modesto	1935-1938	989 F	64AB	(1)

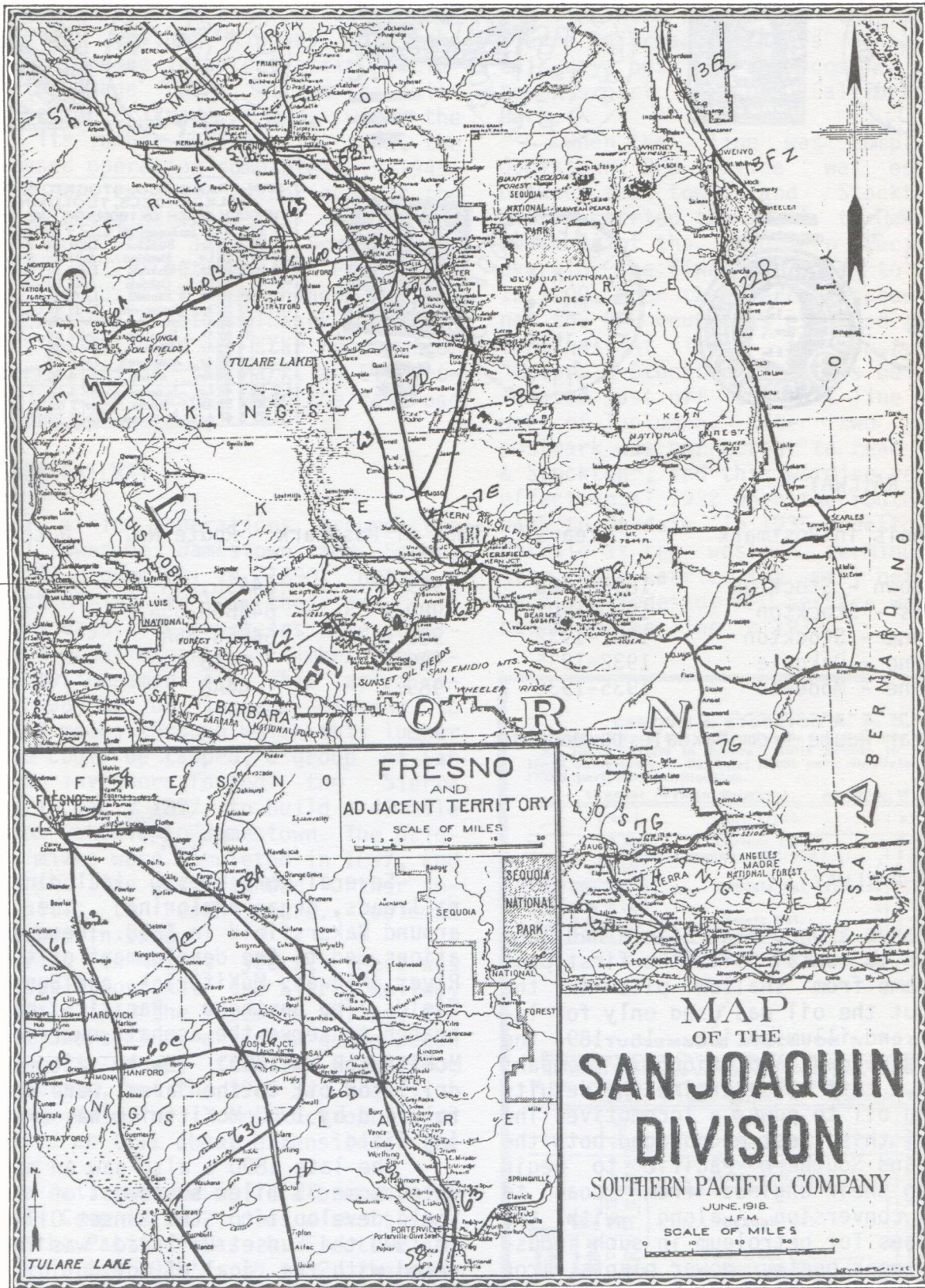
(1) Star Route from Oakdale to Modesto.

62 SUNSET RAILWAY

The area around Bakersfield had long been known to contain oil. The first production came from shallow pits in the 1860's, but the oil was used only for lubrication and illumination. In 1894 the Santa Fe Railroad and Union Oil Company conducted a test to determine the results of burning oil to power a locomotive. The success of this test encouraged both the Santa Fe and Southern Pacific to begin converting their engines from coal to oil. This conversion, along with the growing uses for petroleum in such industries as sugar beets, power plants, iron and steel and cement production, led to an explosive growth of oil production within the state.

Several companies, including two railroads, began exploring the land around Bakersfield in 1898. These explorations led to the development of the Kern River, Midway, McKittrick, and Sunset Oil Fields. The Southern Pacific built a branch to serve the asphalt quarries near McKittrick in 1893. Early attempts to drill for oil in the area were successful, and by 1900 McKittrick was a producing field.

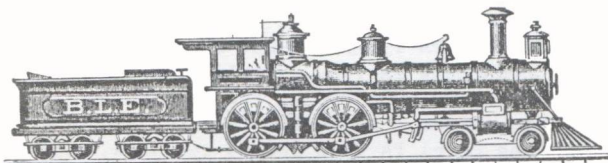
The late 1890's also saw an area located some 35 miles southwest of Bakersfield develop into the Sunset Oil Field. In 1900 the Sunset Railroad was incorporated with the goal of moving oil from the field to market. Construction began from Gosford on the Southern Pacific McKittrick Branch in 1901. From that



point, the line ran south to Sunset (now Hazelton). It was completed the same year it was begun, and in 1904 an extension was made to Monarch. Also in 1904, a new line was built from Pentland Junction through Taft and Shade to the developing Midway Oil Field.

The Sunset Railway was built jointly by the Southern Pacific and the Santa Fe, with each company operating it for alternating five-year periods. The arrangement has survived to this day. The real oil boom began in the Sunset and Midway fields after President Taft sought to remove some of the land within the two fields as public domain.

When the oil boom began in 1910, the Post Office established RPO service to the area. The route started in Bakersfield, ran out to Gosford, and then turned south to the Shade Branch. Midland was the initial terminus, but in 1911 it was transferred to Fellows, and in 1912 it was moved six miles farther to Shade. The daily mail train also provided service to Maricopa on the original main line during operations on the Sunset. In 1917 Railway Mail Service was reduced to a closed pouch operation.



SUNSET RAILWAY

Terminals in Postmark	Years	TMC# of Postmark	Route No.	Notes
Bakersfield - Midland	1910-1911	None known	---	
Bakersfield - Fellows	1911-1912	992.1A	62AB	
Bakersfield - Shade	1912-1917	992.2A	62ABC	



BAKERSFIELD & FELLOWS R. P. O.
Southern Pacific Co. and Sunset R. R. Co., 62.18 m's. (P-San Fran.)
Rt. 176099 part. Bakersfield (Kern Branch) to Gosford (n.o.);
176108 Gosford (n.o.) to Maricopa; 176116 Pentland Jct. (n.o.)
to Fellows. **CLERK:** Carroll Forrester.

b80	a88	June 4, 1911	a83	b99
5 16	8 00	Lv Bakersfield, Cal. (Kern Branch)	7 00	9 25
5 17	8 03	Kern Jct., Cal. (n.o.)	8 57	9 29
5 22	8 20	Gosford, Cal. (n.o.)	8 35	9 08
4 35	9 30	Pentland Jct., Cal. (n.o.)	5 20	7 56
8 55	9 50		5 00	7 40
b81	a88	Maricopa, Cal.	a82	b98
7 00	9 55		4 58	7 36
7 18	10 03		4 35	7 23
b82	a88	Pentland Jct., Cal. (n.o.)	a81	b97
7 17	10 09		4 34	7 22
8 12	11 00	Fellows, Cal.	8 30	6 30

18' apartment car (fw.)

Table 66
BAKERSFIELD AND SHALE

*11 40	0	Lv San Francisco (Mkt St.)	Ar	7 50	
12 1		Lv Oakland (16th St.)	Ar	7 12	
6 25	206	Lv Fresno, Cal.	Ar	11 50	
9 25	313	Ar Bakersfield, Cal.	Lv	7 45	
*11 30	0	Lv Los Angeles, Cal.	Ar	7 30	
7 3	170	Ar Bakersfield, Cal.	Lv	10 45	
9 3	0	Lv Bakersfield, Cal. (SPDnt)	Ar	6 00	
11 50	46	Ar Moron (Taft), Cal.	Lv	3 44	
12 12	52	Lv Midland, Cal.	Lv	3 30	
12 21	54	Ar Fellow, Cal.	Lv	3 26	
12 30	56	Ar Shale, Cal.	Lv	3 20	

Table 67
BAKERSFIELD AND McKITTRICK

* 6 00	0	Lv San Francisco (Mkt St.)	Ar	7 50	
6 36		Lv Oakland (16th St.)	Ar	7 12	
11 25	206	Lv Fresno, Cal.	Ar	11 50	
2 2	313	Ar Bakersfield, Cal.	Lv	7 45	
*11 30	0	Lv Los Angeles, Cal.	Ar	7 30	
7 3	170	Ar Bakersfield, Cal.	Lv	10 45	
8 15	7 00	0	Lv Bakersfield, Cal.	Ar	2 40
9 49	8 45	33	Lv Buttonwillow, Cal.	Ar	12 45
		47	Lv Asphalt, Cal.	Ar	1 12
10 30	9 50	49	Ar McKittrick, Cal.	Lv	11 30

Table 68
BAKERSFIELD AND MONARCH

*11 40	0	Lv San Francisco (Mkt St.)	Ar	7 50	
12 1		Lv Oakland (16th St.)	Ar	7 12	
6 25	206	Lv Fresno, Cal.	Ar	11 50	
9 25	313	Ar Bakersfield, Cal.	Lv	7 45	
*11 30	0	Lv Los Angeles, Cal.	Ar	7 30	
7 3	170	Ar Bakersfield, Cal.	Lv	10 45	
* 9 3	0	Lv Bakersfield, Cal.	Ar	6 00	
10 0	10	Lv Gosford, Cal.	Ar	6 32	
4 03	10 58	37	Lv Pentland, Cal.	Ar	4 32
4 10	11 01	40	Ar Hazelton, Cal.	Lv	4 24
4 15	11 08	42	Ar Monarch (Maricopa), Cal.	Lv	4 20

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WESTERN STATES

CALIFORNIA

- 001 Alpine 1894 CDS on 2¢ Columbian stamped env.
- 002 Del Rosa 1905 PPC Doane
- 003 Playa Del Ray 1911 PPC Doane

COLORADO

- 004 Cedar 1919 4 bar U429, fine strike
- 005 Crestone Black box handstamp 1970's mis-spelled Creston 4x6 envelope
- 006 Delta 1890 unusual double circle on UX9
- 007 Glen 1918 4 bar readable on PPC, bit lite strike
- 008 Keota 1944 4 bar as rec mark on UX27, DPO
- 009 Magnolia 1909 PPC good 4 bar, glue stain where stamp attached, scrape on left side of card

- 010 Waldorf 1909 PPC 4 bar Arg. Central view card

NEW MEXICO

- 011 Ribera 1909 4 bar Bright Magenta PPC

OREGON

- 012 Edenbower 1908 4 bar PPC

UTAH

- 013 Mounds 1911 PPC fair strike 10% rim missing, 4 letters lightly struck

WASHINGTON

- 014 Longmire 1909 4 bar PPC (CPO)
- 015 Mica 1910 4 bar PPC (CPO)
- 016 Whatcom 1889 M.O.B. octagon on registry card

WYOMING

- 017 Barnum 1911 Doane PPC 10% rim missing
- 018 Burge 1925 4 bar Magenta PPC
- 019 Clearmont 1911 4 bar
- 020 Little Bear 1909 4 bar partial o/s by Empire Neb CDS PPC
- 021 Morse 1908 Doane 10% o/s by Gillette CDS PPC
- 022 Point of Rocks 1911 4 bar Blue PPC
- 023 Wyncote two partial 4 bars on two 1910 PPC, fair strikes

COLORED HANDSTAMPS

- 024 Buchanan Fla PPC 1912 Purple 4 bar
- 025 Cloverdale Ill PPC 1911 Dark Purple 4 bar
- 026 Elvaston Ill PPC 1923 Light Purple 4 bar Emb PPC
- 027 Fenton Ill PPC 1908 Magenta Doane rim lite at top - tape scuff
- 028 Pendleton Ind 1881 Purple CDS on UX5, also Ravenna O. octagon
- 029 Orillia/Barney Iowa 1906 PPC RARE! 2 Magenta Doane cancels on PPC, both tie #300
- 030 Johnston Iowa 1923 PPC Blue/Purple 4 bar
- 031 Low Moor Iowa 1911 PPC Bright Magenta 5 bar, some of rim lite
- 032 Burdett Kans 1915 PPC Purple 4 bar, two bars lite
- 033 Legore Maryland 1911 PPC Purple 4 bar
- 034 W. Brookfield Mass 1879 UX5 Purple h/s with star killer
- 035 Westford Mass 1886 UX8 Purple rec'd h/s
- 036 Westford Mass 1886 UX7 Bright Red large rec'd h/s
- 037 Alamo Mich Purple 1892 CDS, also 2 different Holland CDS as rec mark
- 038 Wentworth Mo 1911 PPC Magenta 4 bar
- 039 Cotton Minn 1909 PPC pretty Blue 4 bar
- 040 Fairfield Neb 1890 Magenta double circle h/s as b/s
- 041 Murray Hill NJ 1907 PPC Blue Doane, also New Providence 4 bar
- 042 Windham Ohio 1911 PPC True Brown duplex, 1st one I've seen this period

RFD MARKINGS

- 043 Keota Iowa 1909 manuscript "9-18-09 Keota Ia R#5" PPC
- 044 Ladora Iowa 1912 manuscript "RFD Nol Ladora Ia" "3-4,1912" PPC
- 045 Ladora Iowa 1912 manuscript "RFD Nol Ladora Ia" "5-20, 1912" PPC
- 046 Tiffin Iowa Huge (2"x2") manuscript "Tiffin Io, Rl 4/5 07, 109" PPC
- 047 Leitersburg MD 1909 Doane style Hagerstown MD h/s rural sta PPC
- 048 Union Mills MD 1912 Doane style Westminster MD h/s rural sta PPC
- 049 Port Clinton Ohio 1903 Std RFD h/s on cover
- 050 Guymon Okla 1910 Doane style Pony Creek Okla h/s rural sta PPC
- 051 Dover PA 1911 handstamp PPC
- 052 East Greenville PA 1909 Magenta handstamp PPC
- 053 Florence PA 1903 handstamp on cover
- 054 New Enterprise PA 1906 manuscript "10-06 RFD N. Enterprise PA" on PPC
- 055 New Enterprise PA 1906 same as above
- 056 Rossville PA 1909 manuscript "5/11-09 Rossville PA RFD 1" PPC
- 057 Spring Mills PA 1909 manuscript "Spring Mills 5/8/09 RD No2" PPC
- 058 Platte S Dak 1906 manuscript "Platte 5/26 1906 S.D." on stamp PPC

DOANE HANDSTAMPS

- 059 Deer Park Ill 1909 PPC
- 060 Moingona Iowa 1911 PPC overstruck Boone machine
- 061 Orillia Iowa 1907 PPC
- 062 Berkley Maryland 1907 PPC
- 063 Elk Mills Maryland 1906 PPC Blue/Black
- 064 Laintz Maryland 1911 PPC
- 065 Vesper Mich 1911 PPC real photo Hermansville church
- 066 North Branch Depot NJ 1907 emb PPC also Pot-terville rec'd
- 067 Warbasse NJ 1911 PPC RARE
- 068 Bernharts PA 1907 PPC
- 069 Calcium PA 1907 PPC rec. mark RARE
- 070 Cowen City PA 1909 PPC slight tears
- 071 Delphi PA 1906 PPC as rec mark, also Sacoomans 4 bar RARE
- 072 Long Level PA 1906 PPC as rec mark, also Windsor 4 bar RARE
- 073 Marsh PA 1906 PPC as rec mark, also Downing-ton duplex and Elverson rec'd SCARCE
- 074 Onset PA 1907 PPC, also Lickdale Doane
- 075 Atioch W Va 1907 PPC, also Ridgeville Doane and Dobbin rec'd - 3 DPO's, Nice item
- 076 Calvary Wisc 1908 PPC

TOWNS

- 077 Torrington Conn 1898 CDS on U311
- 078 Ames Iowa 1899 early 4 bar on U365
- 079 Visalia KY 1893 CDS on registry card
- 080 Le Gore Maryland 1912 4 bar PPC good strike
- 081 Rooks Maryland 1911 Oval 4 bar PPC good strike into design
- 082 Swift River Mass 1888 on U311 CDS, Mass. lite, fancy Williamsburgh transit as b/s
- 083 Banger Mo 1911 Doane PPC
- 084 Brushy Knob Mo 1906 CDS PPC
- 085 Chloe Mo 1907 CDS as rec mark, also Berne duplex
- 086 Plum Valley Mo 1909 Doane 10% off at top PPC
- 087 Centerton NJ 1907 4 bar as rec mark, Trenton flag, PPC
- 088 Junction NJ 1908 4 bar emb PPC good strike
- 089 Brooklyn NY 1886 Magenta double boxed regis-tered h/s US #209 and #210

- 090 New Baltimore Station NY 1909 4 bar PPC, Excellent strike
- 091 Sabattis NY 1907 Doane PPC
- 092 Vega NY 1912 4 bar PPC
- 093 Vineyard NY 1907 CDS emb PPC good strike
- 094 White Hall NY 1850's Black townmark on stampless env, Red 3 faint Red straightline paid
- 095 Clay Ohio 1876 Manuscript on UX3
- 096 Emerald Ohio 1878 Manuscript on UX5
- 097 Joy Ohio 1908 spotty CDS ob PPC
- 098 Laverty Okla 1909 4 bar PPC bit on stamp
- 099 Braddock PA 1890 Octagon as b/s 1890 lite
- 100 Clair PA 1912 Doane? PPC
- 101 Clayton PA 1910 CDS PPC on design
- 102 Congo PA 1908 4 bar PPC
- 103 Doe Run PA 1864 Manuscript small petite cover
- 104 Franklin Corners PA 1870's fair/good strike (kl lite) F.C. Merch. CC. Rep. tear
- 105 Kumpy PA 1909 4 bar PPC
- 106 Loag PA 1911 5 bar PPC
- 107 Mohrsville PA 1907 CDS PPC, also Kricks Mill 4 bar and Womelsdorf CDS
- 108 Niantic PA 1907 CDS PPC
- 109 Powder Valley PA 1911 4 bar PPC 2% off top
- 110 Shy Beaver PA 1911 4 bar PPC
- 111 Slide PA 1878 Manuscript small spots, repaired tears, scarce town
- 112 Troy PA 1880's rimless circle open R at right
- 113 Bonney Texas 1910 4 bar into design and stamp

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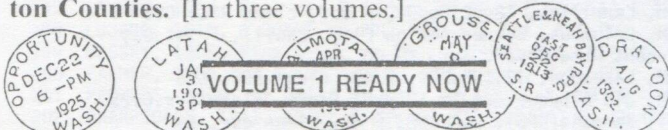
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1. AL, Nellie(DPO), 15Nov88, VF cds, clean UX5. E6
2. AK, Kanatak Tyl, 31Oct22(earliest), F 4B, photo pc. Cat.Val. \$35+
3. AZ, Bigbug, K3, 6Apr05, VG cds, Reg.Rct., CV 17.
4. AZ, Cherry, K5, 25Oct05, VF cds, cvr w/2 file holes Cat. Val. \$40.
5. AZ, Congress, K7 latest?, 2Jan12, VF cds, cvr w/tear @ rt. CV \$40.
6. AZ, Humboldt, K1, 8Jul07, VF cds, clean UX18, CV 20
7. AZ, Maxton, K3, 6Jul11, VF cds, clean PPC. CV 30
8. AZ, Skull Valley, K4, 25Sep07, VF cds, Clean UX18. CV20
9. AR, Watersekey (1858-60), 12Nov60, VF mss, stain U9. E40
10. CA, Goldengate (Alam.DPO), 5May97, F cds on U311 w/ink spot. Downieville(Sier.DPO), 7May97, VG cds rec'd. E8
11. CO, Hawthorne (06-28), 24Jun08, F purple 4B o/s. PPC. E4
12. FL, Courtenay (86-30), 7Jan98, F cds, clean UX12. E8
13. GA, Huguenot(DPO), 21Jan96, VF cds, clean U348 + #230 part-time stamp dlr. J.H.DuBose corner. E.\$8
14. ID, Saint Maries(89-16), 11Jun13, F cds, PPC. E6
15. IL, Chicago Stockyards Sta., 28Jun02, VF Barr-Fyke flag, cvr corn Chi,Milw & St.Paul Rwy. tr.rt. CV6
16. IN, Kelso(DPO), 14Mar11, VF 4B, clean PPC. E3
17. IA, Orillia(88-29), 18Feb08, F mg'nta 4B, clean PPC. E3
18. KS, Armistead (1879-87), 1Aug85, VF cds, clean cvr. E20
19. KY, Oil City(?-14), 10Nov08, VF DOANE, clean PPC. E6
20. LA, Bayou Sara(DPO), (11Oct)94, VG cds stained U311. E6
21. ME, Stow(DPO), 2Aug07, VF DOANE, clean PPC. E3
22. MD, Baltimore, 15Oct(60), S-O-N blue cds, clean FL. E5
23. MA, Chicopee Falls(DPO), 15Jul95, VF cds, stolen bike ad w/file holes in UX12. E3
24. MI, North Newburg(63-93), 10Jan74, usual spotty.cds, yellow cvr w/3-ct. green. E6
25. MN, Junction(1870-87), 1Jul70's, VG cds, Clean UX5. E7
26. MS, Fearn's Spring(DPO), 18Dec10, VF 4B, clean PPC. E3
27. MO, Alanthus Grove(55-06), 18Jan96, VG cds, good cvr w/Poston, IND. E5
28. MT, Straw (04-54), 25May08, F 4B, PPC. Est. \$3.00
29. NE, University Place(89-07), 10Nov06, VF cds, PPC. E5
30. NM, Cerrillos, T8, 21Sep07, F cds, clean PPC. CV3
31. NM, Columbus, Border Action Flag, 2Nov17, F 1st Day 3-cent Rate Cover. Est. \$9.00
32. NM, Lakewood, T2, 13Feb09, F 4B, clean PPC. CV6
33. NM, Old Albuquerque, T8, 18Apr07, F cds, clean cvr. CV25
34. NY, Kendaia(DPO), 24Dec08, F 4B, clean cvr. E3
35. NC, Elkin, 14Oct1857, VF mss, ob U9 torn @ Top. E8.
36. ND, Rigg(02-18), 10Jan12, F 4B, PPC. E5
37. OH, Mount Healthy(28-13), 25Dec06, VF 4B, PPC. E4
38. OK, Driscoll(98-14), 17May09, F 4B, PPC. E6
39. PA, Larrys Creek(DPO), 25Jan92, VG cds, clean U311 w/ Mordansville, Pa.(DPO) on reverse. E5
40. RI, Dunkirk(DPO), 8Apr(68), VG cds, #65 on cvr, encl. headed Dunkirk, Warran & Pittsburg RR. E8
41. OR, Marshfield, Ty7, 4May93, F cds, cvr w/#231. CV15
42. SC, Chester C.H., 17May--, strong red cds fwd mk w/#26 tied on U10 w/strong 13May Ripley, Miss cds. E25
43. SD, Kampeska (82-28), 21Feb10, F DOANE, PPC. E6
44. TN, Straw Plain (DPO), 8Dec09, VF 4B, PPC. E4
45. TX, Calallen(07-D), 25Aug08, VF 4B, PPC. E5
46. VA, Hemp(DPO), 2Nov08, VF DOANE, PPC. E4
47. WA, Fort Casey(00-32), 10Oct10, VF 4B, cvr w/Officer's Letter. E7
48. WV, Shanghai(DPO), 24Jan05, VF cds, clean cvr. E4
49. WI, Karlsborg(DPO), 31Aug16, VF 4B, PPC. E3
50. WY, Rawhide Buttes(99-10), 6Aug08, VF cds, clean cvr. E8

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- 101 BYNUM, 1887, mss. on GPC. Est. \$4.00
- 102 HIGHNOTE, 1909, VG 4-bar on PPC. DPO. Est. \$5.00
- 103 KUSLILA, 1908, G+ 4-bar on PPC. DPO. Est. \$5.00
- 104 NEW DECATUR, 1901, VG cds on cvr w/rectory cc.DPO.E\$6

ALASKA

- 105 BELL ISLAND, 1942, VG Ty1 on CENSORED PPC. Est. \$8.00
- 106 CIRCLE SPRINGS, 1937, VG Ty1 on phil.card. Est. \$6.00
- 107 DILLINGHAM, 1943, G+ Ty2 on cml. CENSORED cvr. Est.\$10
- 108 EGEKIK, 1959, VG Ty3 on LD Terr. cvr. Est. \$5.00
- 109 FAIRBANKS, 1923, G+ Ty11 (latest)[FLAG] on PPC. E. \$8.
- 110 HAINES, 1909, G Ty3 on PPC(Reindeer Girls) Est. \$10.00
- 111 HAINES, 1911, G+ Ty3 on PPC. Est. \$12.00
- 112 HAINES, 1911, VG Type 3 on PPC (rp Haines view) E.\$15
- 113 HAWK INLET, 1957, G Ty 4 on GPC. Est. \$5.00
- 114 HOOPER BAY, 1949, G+ Ty1 on phil. card. Est. \$5.00
- 115 JACKWADE, 1929, Fine Ty3 on GPC. Est. \$25.00
- 116 JUNEAU, 1910, G Ty14 on 3-part PANORAMIC VIEW PPC of town w/long teacher's ltr. detailing town history.E\$20
- 117 KETCHIKAN, 1926, VG Ty14 on REGISTERED cover. E\$12.00
- 118 KODIAK/U.S.NAVAL AIR STA., 1941, G Ty1 on cml. cvr w/ minor surface tear lower left. Est. \$10.00
- 119 KOYUKUK, 1959, VG Ty2 on LD TERR. GPC. Est. \$4.00
- 120 LIVENGOD, 1917, VG Ty1(earliest) cut square from back of reg. cover. Also 1957 LDC similarly desecrated.E\$6
- 121 McKINLEY PARK, 1936, VG purple Ty3 on PPC. Est. \$10.00
- 122 METLAKATLA, 1917, VG Ty2 on 1.5x2" piece. E.\$5.00
- 123 METLAKATLA, 1953, G+ Ty6 on cml. cvr. Est. \$5.00
- 124 MOOSE PASS, 1936, G Ty1 on PPC. Est. \$8.00
- 125 MOOSE PASS, 1945, VG Type 1 on cml. cvr. Est. \$8.00
- 126 NAKNEK, 1915, VG Ty1 on 1.25x3" piece. Est. \$8.00
- 127 NENANA, 1953, G Ty5 on cover. Est. \$4.00
- 128 NUSHAGAK, 1903?, G+ Ty1 on 1.25x3" piece. E.\$10.00
- 129 OUNALASKA, 1898, G ("OUN" lite) Ty1(latest) on cvr to Washington,DC. Est. \$100.00
- 130 PELICAN, 1940, Fine Ty 1 on GPC. Est. \$8.00
- 131 PELICAN, 1946, VG Ty1 on cml. cvr. Est. \$8.00
- 132 POINT BAKER, 1950, VG purple Ty1 on phil. card. Est.\$5
- 133 RUBY, 1934, G+ Ty2 on FFC. Est. \$12.00
- 134 SEATTLE(N.AIR STA.)KODIAK,ALASKA BR.,12/26/41, VG Ty1 on cvr w/Fort Greely r.a. & mss. censor. Est. \$20.
- 135 SEATTLE/NAV.Air STA.SITKA, 1942, Fine Ty1 on FDC. E\$12
- 136 SITKA, 1911, G Ty18 on PPC. Est. \$6.00
- 137 SOLOMON, 1906, G Ty2 [DOANE] as rec'd on PPC forwarded from NOME in winter. Missing lwr rt cnr. Est. \$15.00
- 138 UGASHIK, 1941, Fine Ty2 on phil. card. Est. \$4.00
- 139 UNALASKA, 1910, VG Ty2 [DOANE] on PPC. Est. \$50.00
- 140 UNALSAGA, 1931, VG Ty10 on non-phil. cvr from USCGC SHOSHONE at St. Paul Is. Est. \$15.00
- 141 UNALASKA, 1944, G+ Ty12 on CENSORED cvr. Est. \$5.00
- 142 WINDHAM, 1931, VG Ty2 on GPC. Est. \$15.00
- 143 WRANGELL, 1910, VG Ty2 on PPC. Est. \$10.00
- 144 YAKUTAT, 1942, G 4-bar w/PROVISIONAL CENSOR on UC3.E\$20
- 145 FAIRBANKS & SEWARD/R.P.O.,1947,G+ Ty2(SOUTH) on cvr.E\$10
- 146 APO 731, 1946, VG 4-bar on cvr w/"731-T" r.a. E.\$8.00
- 147 APO 918 (ALASKA HIGHWAY), 1943, VG 4-bar on FREE FRANK CENSORED cover. Est. \$20.00
- 148 APO 943, 1942, lot of 3 cvrs w/Ty A.1, A.2 & A.4 "50" CENSOR MARKS. Condition varies. Est. \$20.00

ARIZONA

- 149 ADAMAÑA, 1913, Fine red 4-bar on PPC. DPO. Est. \$12.00
- 150 FORT THOMAS, 1907, VG Ty 7 on PPC w/address scribbled over. Est. \$20.00
- 151 MARICOPA, 1914, G+ 4-bar on GPC. Est. \$4.00
- 152 SAN SIMON, 1908, G+ Ty3 [DOANE] as fwd. on PPC. E\$20.
- 153 YUMA, 1909, VG Ty24 on PPC. Est. \$5.00

CALIFORNIA

- 154 ANTELOPE, 1909, VG cds on PPC. (Sac.77-73) Est. \$4.00
- 155 ANTIOCH/REGISTERED,1907, G+ red dcds on small Reg. Pck. Tag to Eureka, Nevada. Est. \$4.00
- 156 ARNO, 1906, VG DOANE on cvr to England.(Sac.89-27)E\$8
- 157 BEATRICE, 1955, VG 4-bar on LDC (Humb.84-55) Est. \$4.
- 158 BOCA, 1910, VG 4-bar on PPC. (Nev.72-45) Est. \$5.00

CALIFORNIA

- 159 BRICELAND, 1911, VG DOANE on PPC. (Humb.89-62) E.\$5.
- 160 COLLEGE CITY, c.1875, mss. on cvr w/3-ct green. E. \$12
- 161 COLOMA/CALA., 1896, G cds & bold star on cvr. E.\$10.
- 162 CORONADO,1890, VG cds on cvr w/HOTEL DEL CORONADO cc. (87-11) Est. \$8.00
- 163 DYERVILLE, 1909, VG 4-bar on PPC. (Humb.90-33) Est.\$8
- 164 EUREKA/STA.NO.1,1931, VG dcds on cml.cvr. Est. \$6.00
- 165 FALLEN LEAF,1911, VG purple 4-bar on PPC. (08-67) E\$5.
- 166 FORT JONES, 1888, Fine dcds ties 2-ct green on cvr.E\$15
- 167 FRUITVALE, 1895, VG cds on 2-ct green ent.(92-07)E\$10
- 168 GEN.GRANT NAT'L.PK.,1916,VG 4-bar on PPC.(10-40) E.\$6
- 169 GRANITEVILLE/NEVADA CO.,1892, G lite fancy cds on #10 cover w/NORTH BLOOMFIELD b/s. Est. \$10.00
- 170 GRIZZLY FLATS, 1886, VG cds on 2-ct brown ent. Est. \$8.
- 171 HOOPA VALLEY, 1883, G purple cds on GPC. (61-95) E\$15.
- 172 HURLETON/BUTTE CO.,1898, G lite cds on Reg.Rct. E\$6.00
- 173 JOHNSVILLE, 1909, G 4-bar on PPC. (Plu.82-53) E\$4.00
- 174 KEENBROOK,1913, G+ 4-bar as b/s rec'd on cvr.(10-21)E\$5
- 175 KESWICK, 1916, G+ 4-bar on cvr. (Shasta 96-23) E.\$8.
- 176 KNOB, 1909, VG 4-bar on PPC. (Shasta 96-40) Est. \$6.00
- 177 KNOWLES, 1909, VG 4-bar on PPC. (Madera 02-55) E. \$4.
- 178 LOG CABIN, 1937, Fine 4-bar on cachet cvr. (26-44) E\$6
- 179 LYONSVILLE, 1906, Fine dplx on PPC. (Teh.83-37) E.\$5.
- 180 NEIGHBOURS, 1911, G+ 4-bar on PPC. (Riv.05-20) E. \$8.
- 181 OAKLAND/WELLS FARGO & CO.,187?, lite readable blue oval on Franked 3-ct green env. Est. \$8.00
- 182 PLANTATION, 1912, VG 4-bar on PPC. (Son.02-33) E.\$6.00
- 183 PRESIDIO, 1891, G+ cds as rec'd on GPC from Germany.E\$6
- 184 REDWINE,1908, G DOANE (o'strk) on PPC.(Mendo.04-15)E\$15
- 185 ROHNERVILLE/Humboldt Co.,1879, lite,readable magenta cds on GPC. Est. \$10.00
- 186 ROHNERVILLE, 1894, VG cds on 2-ct green ent.(74-59) E\$8
- 187 ROSCOE & SUN VALLEY, 1948, LD & FD pms. on two cachet covers. Est. \$5.00
- 188 SAN FRANCISCO,c.1880, pair of cvrs w/G-VG cds & two diff. cut cork killers. 3-ct greens. Est. \$5.00
- 189 SAN QUENTIN, 1909, VG 4-bar on PPC. Est. \$3.00
- 190 SAWYERS BAR, 1913, G+ 4-bar on PPC. (1858-1960) E.\$4.
- 191 SHEEP RANCH, 1880, G+ dcds on Reg. Rct.(77-67) E.\$8.
- 192 UKIAH, 1886, G+ cds w/cut cork ties #210 on cvr. E\$6.
- 193 WEST HAVEN RUR.STA./CRANNELL,1960, VG 4-bar error on cover. Est. \$6.00
- 194 WESTGATE, 1913, VG 4-bar on PPC. (LA 09-15) Est. \$12.
- 195 YOUTBET, 1903, VG cds on cover. (Nevada 68-03) Est.\$20.

COLORADO

- 196 CADDOA, 1908, VG DOANE on PPC. (81-58) Est. \$6.00
- 197 LEHMAN, 1905, Fine cds & target on PPC. (1903-11) E.\$40
- 198 LUJANE, 1910, G DOANE on PPC. (05-10) Est. \$20.00
- 199 MESSEX, 1908, Fine 4-bar on PPC. (07-42) Est. \$10.00
- 200 PALMER, 1909, VG 4-bar on PPC. (94-12pd.) E.\$5.00
- 201 PROWERS, 1908, G+ DOANE on PPC. (81/33) Est. \$8.00
- 202 SHARPSDALE, 1911, about G cds on PPC (83/34) E. \$8.00
- 203 SHAW, 1908, VG 4-bar on PPC. (1908-55) Est. \$6.00
- 204 SORRENTO, 1908, VG 4-bar on PPC. (1907-18) Est. \$30.00
- 205 STONEWALL, 1909, lite readable OANE on PPC. (78-18)E\$8.
- 206 UNDERCLIFFE, 1912, G+ cds on PPC. (79-25) Est. \$10.
- 207 Lot of 3 diff. 4-bars,1910-13,G-VG: COTOPAXI, BYERS & AUSTIN. All on PPCs. Est. \$5.00

CONNECTICUT

- 208 GREEN'S FARMS,1931, VG HANDSTAMP SLOGAN (ADDRESS YOUR MAIL...) on cml. cvr. Est. \$5.00
- 209 HARTFORD, 186?, lite cds on U54. Est. \$6.00

DISTRICT OF COLUMBIA

- X 210 GOOD HOPE, 1898, readable cds ties 2-ct Trans-Miss. on cvr w/cc. (1893-1900pd) Est. \$6.00
- 211 WASHINGTON,1862, G+ dcds ties 2x#65 on cvr. Est. \$5.

DELAWARE

- 212 CAMDEN, 1869, G cds on cvr w/#114. Scarce use. E. \$12
- 213 DELAWARE CITY,186?, VG cds on cvr w/PRISONERS LETTER/ EXAMINED/FORT DELAWARE,DEL. in oval. Repaired surface tear. Est. \$20.00
- 214 HOUSTON STATION, 1919, G 4-bar on cover. (67-37) E\$6.
- 215 MILLS COVE, 1854, mss. on cvr w/#11 & encl. headed "Dover" to NJ. No listing for PO. Est. ?

FLORIDA

- 216 CEDAR KEYS, 1908, VG 4-bar on PPC. DPO. Est. \$5.00
- 217 CLERMONT, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
- 218 GILMORE, 1908, VG DOANE on PPC. DPO. Est. \$8.00
- 219 LEROY, 1890, G lite cds on cvr w/land co. cc.DPO.E\$8.
- 220 LILY, 1917, VG 4-bar on PPC. DPO. Est. \$5.00

FLORIDA (Cont.)

- 221 McEekin, 1907, G+ DOANE on PPC. DPO. Est. \$5.00
 222 MELBOURNE BEACH, 1914, VG DOANE on PPC. DPO. Est. \$4.00
 223 ORMOND BEACH, 1906, G+ DOANE on PPC. Est. \$3.00
 224 PRINCETON, 1909, VG 4-bar on PPC. DPO. Est. \$5.00

GEORGIA

- 225 FLINT, 1896, lite, readable cds on cvr. DPO. Est. \$4.
 226 HOLLAND, 1906, VG DOANE on PPC. DPO. Est. \$5.00
 227 PITTSBURG, 1905, about G DOANE on cvr. DPO. Est. \$5.
 228 SPANN, 1905, VG cds on cover. DPO. Est. \$5.00

HAWAII

- 229 HONOLULU, 1908, VG FLAG on small cover. Est. \$4.00
 230 HONOLULU, 1913, VG dplx ties 2-ct PARCEL POST cvr. E\$6

IDAHO

- 231 BOISE CITY, 1886, VG cds on GPC. Est. \$15.00
 232 DENVER, 1912, VG 4-bar on PPC. (92-14) Est. \$15.00
 233 HANNA, 1910, G 4-bar on PPC. (1909-12) Est. \$30.00
 234 LENIA, 1911, G+ 4-bar on PPC w/lt.stain (01-21) E.\$8
 235 WEISER/IDAHO.TER., 1886, G lite fancy cds ties #210 on cover w/THE WEISER HOTEL cc. Est. \$75.00

ILLINOIS

- 236 FARINA, c.1894, G cds ties 2-ct COL. Broken Hat cvr. E\$8

INDIANA

- 237 CEDAR GROVE, 1857, mss. on cvr w/#11. Est. \$8.00
 238 MILLGROVE, 1911, G 4-bar on PPC. DPO. Est. \$5.00

IOWA

- 239 STILES, 1911, G+ 4-bar on PPC. (52-18) Est. \$6.00

KANSAS

- 240 COLONY, 1908, G+ DOANE w/"10" in bars. Est. \$4.00
 241 GARRISON, 1908, G+ DOANE on PPC. (80-59) Est. \$4.00
 242 GETTYSBURG, 1879, mss. on 3-green ent. (78-89) E.\$15.
 243 LEOTI, c.1887, VG cds & target ties #210 on cvr. E\$8.
 244 NEW ULYSSES, 1916, G 4-bar on cvr. (1909-21) Est. \$4.
 245 SPEARVILLE/FORD CO., 1891, VG dcds & WHEEL-OF-FORTUNE on cvr. Est. \$15.00
 246 WYANDOTT/K.T., c.1857, VG balloon cds on cvr w/pen cancelled #11 not tied. Est. \$20.00

KENTUCKY

- 247 DAVISBURG, 1908, G+ 4-bar on PPC. DPO. Est. \$5.00
 248 MURL, 1954, VG magenta 4-bar on LDC. Est. \$4.00
 249 WYOMING, 1908, VG 4-bar on PPC. DPO. Est. \$5.00

LOUISIANA

- 250 NEW ORLEANS.La., 1853, G red cds on cvr w/#11. Est. \$5.

MAINE

- 251 BROWNS CORNER, 1859, mss. on cvr w/#26a. Some edge wear. Enclosure. DPO. Est. \$8.00
 252 CUMBERLAND MILLS, 1875, mss. on UX3.(75-03) Est. \$12.00
 253 MONSON, (1861), mss. on cvr w/#26. Est. \$5.00
 254 THOMASTON/Me.["e" hi], 1841, VG cds on SFL. Est. \$5.
 255 UPPER GLOUCESTER, 1908, VG DOANE on cvr.DPO. Est. \$6.

MARYLAND

- 256 DARNESTOWN, 1884, G cds on cvr w/#210. (24-11) E.\$8.
 257 GRIMES, 1912, VG 4-bar on GPC. (08-34) Est. \$5.00
 258 NEWHOPE, 1906, VG DOANE on PPC. (97-07) Est. \$10.
 259 SMITHBURG, 1856, mss. on cover w/#11. Est. \$8.00

MASSACHUSETTS

- 260 BOSTON, c.1880, lot of 2 diff handstamp duplex cancels w/NEGATIVE "2" & "B". Est. \$5.00
 261 CHelsea STA., 1887, G+ "English type" dplx on cvr.E\$8.
 262 HOLYOKE/MS., 1847, strk twice (pm & fwd) on stampless env. w/ two 5-cent rates. Unusual. Est. \$8.00

MICHIGAN

- 263 BIGROCK, 1902, G+ cds on 2-ct red entire (85-20) E.\$10
 264 BURTON, 1908, VG DOANE on PPC. (87-36) Est. \$6.00
 265 HELL RUR. STA., 1962, VG 4-bar on phil.cvr. E\$3.00
 266 OVERISEL, 1910, G 4-bar on PPC (57-16) Est. \$5.00
 267 PALATKA, 1907, G+ (o'strk) DOANE on PPC. (06-19) E\$8.
 268 PINCKNEY, c.1875, VG balloon cds on cvr. Est. \$5.00
 269 QUIMBY, 1910, VG 4-bar on PPC. (71/32) Est. \$6.00
 270 UNO, 1908, VG DOANE on PPC. (98-19) Est. \$10.00
 271 VERONA, 1908, VG DOANE as rec'd on PPC. (06-53) E\$4.

MINNESOTA

- 272 ADELAIDE, 1881, mss. on U163. (1879-1906) Est. \$10.00
 273 CROW WING, 1911, G+ DOANE on PPC. (56/30) Est. \$5.00
 274 TWIN VALLEY, 1899, VG cds w/FANCY CARVED CORK KILLER on 2-cent red ent. Est. \$5.00

MISSISSIPPI

- 275 VICTORIA, 1908, G+ DOANE on PPC. Est. \$3.00

MISSOURI

- 276 ARNETT, 1910, Fine 4-bar on PPC. (98-16) Est. \$8.00
 277 CROOK, 1911, G+ 4-bar on cvr w/merchant cc. Est.\$5.00
 278 FROHNA, 1895, Fine cds on REG. CVR. Est. \$5.00
 279 HUIZZAH, 1908, G+ 4-bar on PPC. (98-67) Est. \$4.00
 280 LITTLE BEAVER, 1891, G cds on cvr (1872-1914) Est. \$8.
 281 PROSPERITY, 1911, G+ 4-bar on PPC. (91-20) Est. \$6.00

MONTANA

- 282 AMOS, 1915, VG 4-bar on PPC. (1911-19) Est. \$15.00
 283 BASIN, 1901, VG cds ties #295 on cvr w/fancy BUCK EYE MINING CO. cc. Est. \$15.00
 284 BAYLOR, 1915, G+ 4-bar on PPC. (11-43) Est. \$8.00
 285 FOUR BUTTES, 1954, Fine 4-bar on PPC. (27-83) E.\$4.
 286 GARRYOWEN, 1936, VG 4-bar on GPC. Early. Est.\$3.00
 287 GLACIER PARK, 1915, G+ 4-bar on PPC. (13-50) E. \$5.00
 288 GLACIER PARK, 1922, G FLAG on PPC. (13-50) E.\$4.00
 289 GLASSTON, 1920, VG purple 4-bar on PPC w/no stamp. E\$6.
 290 GRAHAM, 1910, lite readable DOANE on PPC. (94-43) E\$5
 291 HEDGESVILLE, 1912, G 4-bar on PPC. (10-59) Est. \$5.00
 292 JENNINGS, 1918, G+ 4-bar on PPC. (92/52) Est. \$5.00
 293 KENDALL, 1906, VG dplx on PPC. (1901-23) Est. \$8.00
 294 LONEPINE, Nov. 7, 1911, VG 4-bar on PPC. early. Est. \$5
 295 PAGEVILLE, 1907, G+ 4-bar on PPC. (92-13) Est. \$10.00
 296 STIPEK, 1931, G lite 4-bar on cvr w/encl.(10/42) E.\$6.
 297 TROUT CREEK, 1894, G cds on REGISTERED cvr. Est. \$10.
 298 UNION, 1914, VG 4-bar on PPC. (09-44) Est. \$8.00
 299 VALLEYTOWN, 1912, VG 4-bar on PPC. (08-42) Est. \$8.00

NEBRASKA

- 300 BETHANY, 1909, G+ 4-bar on PPC. (90-27) Est. \$8.00
 301 BRADISH, 1908, G 4-bar on PPC. (88-44) Est. \$6.00
 302 CARLISLE, 1913, G 4-bar on PPC. (91-20) Est. \$8.00
 303 DAKOTA, 1908, G+ 4-bar on PPC. (56-16) E.\$5.00
 304 GERMANTOWN, 1912, G 4-bar on PPC. (74-18) Est. \$10.00
 305 HARMONY, 1909, about G 4-bar on PPC. (08-25) Est. \$6.
 306 HOLMESVILLE, 1889, G cds on cvr w/newsy ltr. Est. \$12.
 307 LILLIAN, 1909, G 4-bar on PPC. (07-34) Est. \$6.00
 308 SIOUX, 1908, G 4-bar on PPC. (95-14) Est. \$8.00
 309 YORK, YORK CO., 1883, G+ trip.cds & MONOGRAM killer on cover. Est. \$20.00

NEVADA

- 310 COLUMBIA, 1907, G+ 4-bar (o'strk) on PPC. (04-19) E\$8
 311 HAWTHORNE/NAVAL DEPOT, 1932, fancy ANCHOR & USN cancels 3-cent Lincoln. Est. \$8.00
 312 HAZEN, 1940, G 4-bar on cachet cvr. Est. \$4.00
 313 JIGGS, 1943, VG 4-bar on phil. card. E\$4.00
 314 LATHROP WELLS, 1958, G+ 4-bar on PPC (58-82) E.\$4.00
 315 LOWER ROCHESTER, 1915, G+ 4-bar on PPC. Est. \$15.00
 316 MASON, 1911, VG 4-bar on PPC. (08-61) Est. \$6.00
 317 MILLETT, 1907, G+ DOANE on PPC. (1906-30) Est. \$10.00
 318 SHERIDAN, 1908, VG strike of damaged DOANE.PPC. E\$8.
 319 SILVERPEAK, 1909, G rec'd mark on PPC. E.\$4.00
 320 STEAMBOAT, 1909, about G(NEV not strk) 4-bar PPC.E\$4.
 321 ZEPHYR COVE, 1949, VG 4-bar on PPC. Est. \$3.00

NEW HAMPSHIRE

- 322 WESTVILLE, 1906, Fine DOANE as rec'd on GPC. Est. \$3.00

NEW MEXICO

- 323 ALBUQUERQUE, 187?, G Ty6 ties 3-ct green on cvr. E\$10.
 324 CAMERON, 1912(state), VG 4-bar on PPC. (08-39) E.\$12.
 325 CUMBERLAND, 1909, VG Ty1 on PPC. Est. \$30.00
 326 DES MOINES, 1910, VG Ty1 on PPC. Est. \$15.00
 327 DES MOINES, N.MEX./CANCELLED/APR.29, 1929 in 3 st. lines as pm. on legal-sized 2-ct ent. Emergency use? E.\$10.
 328 FRENCH, 1911, VG Ty1 on PPC. Est. \$30.00
 329 HONDALE, 9/16/12, VG 4-bar on PPC. (1908-34) Est. \$12.
 330 McINTOSH, 1911, G+ Ty1 on PPC. Est. \$12.00
 331 PENASCO, 1895, VG Ty4 on cover. Est. \$10.00
 332 RANCHES OF TAOS, 1904, VG Ty6 [DOANE] as fwd. on cvr.E\$12.
 333 TUCUMCARI, 1908, Fine Ty 3 on PPC. Est. \$5.00

NEW YORK

- 334 AURILUS, 1868, mss. on cvr w/#65. DPO. est. \$8.00
 335 BAY SIDE, c.1875, VG cds & cut cork on cvr. Est. \$4.00
 336 CROWN POINT CENTER, 1905, VG cds on PPC. (1905-51)E\$5.
 337 GLEN EYRIE, 1917, G+ 4-bar on PPC. (1906-28) Est.\$8.
 338 ITHACA, c.1865, G cds ties #65 on tiny lady's cvr.E\$3
 339 KAATERSKILL P.O., 1882, VG red triple cds ties 3-cent green banknote on cvr. Est. \$8.00
 340 KNIGHTS, 1917, VG 4-bar on PPC. (1910-33) Est. \$6.00
 341 MARGARETVILLE, 1891, G+ cds & WHEEL-OF-FORTUNE on GPC.E\$6
 342 NEW HAVEN/OSWEGO CO., 1881, VG cds w/STAR-IN-CIRCLE on 3-ct green ent. Est. \$10.00
 343 NORTH RIDGEWAY, 1881, VG cds on cvr. DPO. Est. \$6.00
 344 NYACK, 1904, VG dplx on cvr w/mss."per SS Deutschland" to Italy & receiving marks. Est. \$4.00

NEW YORK (Cont.)

- 345 PATTERSON, PUTNAM CO., 1880, VG magenta oval on cvr. E\$8
 346 SARATOGA SPRINGS, 1878, Fine cds w/NEG STAR-IN-CIRCLE
 killer on GPC. Est. \$6.00
 347 SO. NEW BERLIN, 1886, G fancy cds ties #210 on cvr. E\$6
 348 U.S. EXPRESS MAIL/N.Y., (1849) G red cds on SFL. Est. \$20
 349 VERMILLION, c.1860, mss. on cvr w/#26. Est. \$8.00
 350 WAYVILLE, 1914, VG 4-bar on PPC. DPO. Est. \$5.00
 351 LEVANT, 185?, mss. on cvr w/#26. Encl. Est. \$10.00
 352 Lot of 5 diff towns on PPC, 1907-10, CORNWALLVILLE,
 BARTON, NELLISTON, W. FULTON & W. CLARKSVILLE, all VG-F
 3 4-bars & 2 DOANES. Est. \$10.00

NORTH CAROLINA

- 353 BANNERS ELK, 1887, G cds on GPC w/message from John W.
 Banner. Est. \$5.00
 354 FARM SCHOOL, 1918, VG 4-bar on PPC. DPO. Est. \$5.00
 355 TARBOROUGH, c.1880, VG cds on cvr. (old spelling) E\$5.
 356 TERRA CEIA, c.1922, G+ 4-bar on PPC. DPO. Est. \$4.00

NORTH DAKOTA

- 357 AUSTIN, 1911, G+ red 4-bar on PPC. (08-19) Est. \$12.00
 358 BARRIE, 1907, G DOANE on PPC. (78-07) Est. \$20.00
 359 CANFIELD, 1908, VG DOANE as rec'd on PPC. (05-12) E\$6.
 360 CANNON BALL, 1907, Fine DOANE on cover. (89-15) Est. \$15
 361 CEDAR, 1909, VG 4-bar on PPC. (1908-18) Est. \$15.00
 362 ELLISON, 1908, lite readable 4-bar on PPC. (99-12) E\$5
 363 KELVIN, 1908, G 4-bar on PPC. (1901-53) Est. \$4.00
 364 KINSLEY, 1908, G+ 4-bar as rec'd on PPC. (08-10) E.\$8
 365 LAKOTA/D.T., 1887, VG toothed dcds on cvr w/#210. E\$25.
 366 NELSON, 1914, VG 4-bar on PPC. (04-36) Est. \$6.00
 367 SATHER, 1911, VG 4-bar on PPC. (1901-11) Est. \$15.00
 368 TYLER, 1910, G DOANE on PPC. (91-58) Est. \$4.00
 369 TYNER, c.1907, G+ cds on PPC. (81-12) Est. \$12.00

OHIO

- 370 BELLBROOK, c.1860, mss. ties \$26a on cvr. (1817/95) E\$10
 371 BELMONT in mss. w/"Free"/August M. Grove PM" on SFL. E\$6
 372 NEW GARDEN, 1838, mss. on SFL. (1830-93) Est. \$8.00
 373 SOMERTON, 1842 in mss. w/"10" mss. on SFL. Est. \$6.00

OKLAHOMA

- 374 CHICKASHA/IND.T., 1899, G+ dplx on GPC. Est. \$8.00
 375 ELM, 1913, G+ DOANE on PPC. (93-20) Est. \$8.00
 376 MADGE, 12/30/07, VG 4-bar on PPC. (95-13) Est. \$10.00

OREGON

- 377 AJAX, 1909, VG DOANE on PPC. (88/21) Est. \$8.00
 378 APPLGATE, 1921, G+ 4-bar on drug store cvr. E.\$4.00
 379 ASHWOOD, 1908, G+ red DOANE on PPC. Est. \$3.00
 380 ASTORIA, c.1870, G Ty4 on 3-ct entire. Est. \$15.00
 381 BLAINE, 1905, VG DOANE on cover. (92-56) Est. \$10.00
 382 BOYER, 1910, VG 4-bar on PPC. (Linc. 10-15) Est. \$25.
 383 BULLRUN, 1910, VG DOANE on PPC. (95-39) Est. \$8.00
 384 CANYONVILLE, 1898m G+ Ty2 on cover. Est. \$12.00
 385 CORNUCOPIA, c1895, about G Ty 2 on GPC. Est. \$40.00
 386 DALLAS, 1892, Fine Ty8(rimless cds) on cvr. Est. \$12.
 387 DERBY, 1909, G+ 4-bar on PPC. (Jackson 92-19) Est. \$15.
 388 DUNDEE, 1905, Fine DOANE on cover. Est. \$4.00
 389 ELKHEAD, 1914, VG 4-bar on PPC. (Douglas 95-26) E. \$15
 390 GATES, 1908, VG 4-bar on PPC. (92-63) Est. \$5.00
 391 LOSTINE, 1910, G+ 4-bar on PPC. Est. \$4.00
 392 MAYER, 1907, G+ DOANE on PPC. (89-57) Est. \$4.00
 393 McKINLEY, 1910, G 4-bar on PPC. (Coos 97-54) Est. \$6.
 394 MINAM, 1912, VG 4-bar on PPC. (Wallowa 10-45pd) E.\$8.
 395 MINERVA, 1917, VG 4-bar on PPC. (90-39) Est. \$6.00
 396 NEWBERG, 1889, G+ Type 6 on cvr. Est. \$15.00
 397 ONA, 1909, VG 4-bar on PPC. (Linc. 90-20) Est. \$10.00
 398 ORETOWN, 1911, G+ cds on PPC. (Tilla. 77-54) Est. \$5.00
 399 PARADISE, 1908, VG DOANE on PPC. (Wallowa 89-42) E.\$6.
 400 PILOTROCK, 1907, G+ DOANE on PPC. Est. \$3.00
 401 PORTLAND/MAIL DIV., 1914, VG dplx on PPC. Est. \$4.00
 402 RONDOWA, 1910, G 4-bar on PPC. (Wallowa 09-15) Est. \$25
 403 SHEDD, 1870's, pair of covers w/ Ty2 & unl. cds. Both
 lite, but readable strikes. Est. \$20.00
 404 SISKIYOU, 1908, VG dplx on PPC. (95-32) Est. \$5.00
 405 SUNNYVIEW, 1893, G magenta Ty1 & VG PORTLAND/TRANSIT as
 backstamps on cvr w/damage at top. Est. \$8.00
 406 WALKER, 1913, G+ 4-bar on PPC. (Lane 91-25) Est. \$6.
 407 WEATHERBY, 1906, VG cds on Reg. Rct w/wrinkles. (79-20) E\$8
 408 WEST STAYTON, 1943, VG 4-bar on GPC. (11-53) Est. \$4.
 409 WOODLAWN, 1901, G ("ODL" off @ T) cds on cvr. (90-03) E\$15
 410 YOUNGS, 1909, G 4-bar on PPC. (06-13) Est. \$8.00
 411 Lot of 5 diff DOANES, G-VG, 1908-13: BOYD, LORANE,
 CLIFTON, LATOURELL FALLS & KINGSLEY. PPC & 1 GPC. E\$12.
 412 Lot of 7 fronts w/G-VG 4-bars: ALMEDA, GALICE, ILLAHE,
 LELAND, KERBY, PLACER & TAKILMA, 1915-17. Est. \$5.00

PENNSYLVANIA

- 413 CROSS CREEK VILLAGE, 1882, VG cds & solid STAR ties 3-ct
 green on cvr. Est. \$5.00
 414 Del. WATERGAP, 186?, G+ cds on cvr w/FANCY "D" CANCEL
 on #65 (Skinner & Eno #LS-D 12) Est. \$20.00
 415 DEODATE/Dauphin Co., 1890, G(lite) purple toothed oval
 as fwd mark on cvr pm HUMMELSTOWN. Est. \$5.00
 416 FORKS/STATION, 1875, G+ blue oval on UX1. (70-84) E.\$10
 417 FOWLER, CENTRE CO., 1882, G dplx as b/s on cvr. E.\$4
 418 FRANKLIN, 1884, VG triple cds on 2-ct ent. Est. \$6.00
 419 MASON AND DIXON, 1911, VG 4-bar on PPC. DPO. Est. \$5.
 420 OGONTZ, 1894, VG cds on 2-ct green ent. DPO. Est. \$5.
 421 SAFE HARBOR, 1932, Fine blue 4-bar on cvr. DPO. Est. \$4.

RHODE ISLAND

- 422 PONTIAC, 1906, VG cds w/cut cork on PPC w/HAMILTON/RI
 as rec'd. Both DPOs. Est. \$5.00

SOUTH CAROLINA

- 423 LEO, 1903, VG cds on Re.Pk.Rct. DPO. Est. \$4.00
 424 PANOLA, 1893, VG dcds & grid ties 2-ct COLUMBIAN on cvr.
 DPO. Est. \$8.00
 425 SAINT PAUL, 1905, VG cds on UX18. DPO. Est. \$6.00
 426 SHILOH, 1890, G lite cds on 2-ct green ent. DPO. E. \$6.
 427 SINGLE, 1903, mss. on Reg.Pk. Rct. DPO. Est. \$4.00
 428 VOX, 1903, VG cds on Reg.Pk.Rct. DPO. Est. \$4.00
 429 WIDEMANS, 1902, G cds on cover. DPO. Est. \$6.00

SOUTH DAKOTA

- 430 ABERDEEN/DAK., 1884, VG cds on GPC. Est. \$5.00
 431 ACME, 1912, G 4-bar on PPC. (1910-14) Est. \$15.00
 432 BONEITA SPRINGS, 1941, Fine 4-bar on cvr. (08/44) E.\$6
 433 BRECKENRIDGE, 1912, G+ 4-bar on PPC. (1911-20) E. \$15.
 434 CLARK/DAK., 1884, G cds on GPC. Est. \$5.00
 435 DAVISTON, 1909, readable 4-bar on PPC. (08-17) E.\$8.
 436 DIAMOND, 1912, VG 4-bar on PPC. (1907-18) Est. \$15.00
 437 FORTMEADE, 1899, VG cds ties #286 on cvr. Est. \$6.00
 438 MADISON/DAK., 1886, VG cds & target ties #210 on cvr. E\$10
 439 MALTBY, 1910, G 4-bar on PPC. (90-19) Est. \$10.00
 440 ORTLEY, 1908, Fine DOANE in purple as rec'd on PPC. E\$4
 441 REDFIELD/DAK., 1886, G+ cds on cvr w/encl. & backstamped
 magenta DOLAND/DAK. dcds. Est. \$12.00
 442 SAINT LAWRENCE/DAK., 1883, readable cds on cvr. E.\$6.00
 443 SAMPONT, 1909, G 4-bar on PPC w/stamp scraped. (05/18) E\$8
 444 SPOOK, 1910, VG 4-bar on PPC. (1909-12) Est. \$20.00
 445 VERNON, 1911, G 4-bar on PPC. (92-13) Est. \$8.00

TENNESSEE

- 446 BEARDEN, 1905, Fine DOANE on PPC. DPO. Est. \$6.00
 447 BORING, 1887, mss. on GPC from Isaac Boring to John
 Boring + Letter from John Boring. DPO. Est. \$10.00
 448 CAMARGO, 1889, G lite cds on GPC. DPO. Est. \$6.00
 449 LOUISVILLE, 1907, VG DOANE on PPC. Est. \$3.00
 450 MOLINO, 1889, mss. on cvr. DPO. Est. \$8.00
 451 MOSSY CREEK, c.1880, G OCTAGON pm on cvr. Est. \$5.00
 452 OAKVILLE, 1912, G 4-bar on PPC. DPO. Est. \$5.00
 453 TRACY CITY, c.1880, readable cds on cvr w/3-ct green
 tied by BOLD "T" CANCEL. Est. \$4.00

TEXAS

- 454 LAURELIA, 1907, Fine cds on PPC. (1903-10) E. \$12.00
 455 MARSHALL FORD DAM, 1941, VG 4-bar on cvr. DPO. E.\$5.
 456 TYLER, 1851, G cds on 3-cent stamped env. Est. \$9.00
 457 VICTORIA/AIR CORPS BR., 1941, VG dplx on phil.cvr. E\$5

UTAH

- 458 KNIGHTVILLE, 1909, Fine 4-bar on PPC. (07-24) Est. \$15.
 459 SALT LAKE CITY, c.1870, G cds on 3-ct green ent. E\$10.

VERMONT

- 460 EAST HUBBARDTON, 1907, VG DOANE on PPC. DPO. Est. \$8.00
 461 HARTFORD, c.1875, G cds & BOLD "B" killer on cvr. E\$6.
 462 SHERBURNE, 1907, G+ cds on PPC. DPO. Est. \$5.00
 463 VERGENNES, 1878, G+ cds & target on 3-ct green ent. E\$3
 464 WEST RANDOLPH, 1890, G+ cds ties 2-ct green. DPO E.\$8.00

VIRGINIA

- 465 FORT HUNT, 1910, G 4-bar on PPC. DPO. Est. \$5.00
 466 GENOA, 1909, G+ DOANE on PPC. DPO. Est. \$5.00
 467 LEESBURG/Va., 1850, G brown cds & 5-in-Circle on SFL. E\$8.
 468 SCOTTSVILLE, 1889, VG cds on DROP RATE cvr w/FANCY
 MASCONIC LODGE handstamp cc. STAR ties 1-ct bnknt. E\$8

WASHINGTON

- 469 BEACH, 1906, VG cds on PPC w/minor edge wear. (82-46) E\$6
 470 BIG FOUR, 1924, Fine 4-bar on PPC. (1922-34) Est. \$10.
 471 BIG LAKE, 1921, VG 4-bar on cover. (98-31) E.\$8.00
 472 BREMER, 1908, G+ 4-bar on GPC. (90-23) Est. \$8.00
 WHATCOM, 1891, VG cds on cover. (1874-92) Est. \$20.00

WASHINGTON (Cont.)

- 473 BREMER, 1908, VG 4-bar on PPC. (90-23) Est. \$9.00
 474 CATLIN, 1897, VG cds on GPC. (92-09) Est. \$10.00
 475 CERES, 1912, G 4-bar on PPC. (Lewis 08-31) E.\$8.00
 476 COYLE, 1910, G+ 4-bar on PPC. (Jeff.08-28) Est. \$8.00
 477 CREOSOTE, 1912, G 4-bar on PPC. (08-56) Est. \$4.00
 478 DEEP RIVER, 1907, VG dplx on PPC. (87-75) Est. \$5.00
 479 DOWNS, 1907, VG DOANE on PPC. (02-30) Est. \$6.00
 480 DRYAD, 1909, VG 4-bar on GPC. (92-57) Est. \$5.00
 481 ELLISPORT, 1916, G+ 4-bar on PPC. (12-43) Est. \$6.00
 482 EPLEY, 1907, G DOANE on PPC. (1906-14) Est. \$12.00
 483 ETHEL, 1907, Fine DOANE (unlisted) on PPC. Est. \$10.
 484 FAIRHAVEN, 1892, VG cds on cover. (Whatc.89-04) E.\$25
 485 FORT CASEY, 1915, G+ 4-bar on PPC. (00-32) Est. \$6.
 486 HOT SPRINGS, 1909, G+ 4-bar on PPC. (87-10) Est. \$8.00
 487 HUIT, 1908, G+ cds on PPC. (1903-08) Est. \$25.00
 488 IRBY, 1904, Fine DOANE on cover. Est. \$10.00
 489 LADU, 1911, G DOANE on PPC. (95-13) Est. \$8.00
 490 LEXINGTON, 1907, Fine DOANE on PPC. (88-17) E.\$12.00
 491 LOPEZ ISLAND/WASH.T., 1888, G+ cds w/MALTESE CROSS on cover to Fidalgo, W.T. Est. \$75.00
 492 MORRISON, 1913, VG 4-bar on PPC. (Grant 06-17) E.\$12.
 493 NEW WHATCOM, 1894, VG dplx on 2-ct green ent. E\$8.00
 494 OPHIR, 1892, VG cds on Reg. Pk. Rct. (Okan.90-12)E\$20
 495 PARK, 1910, G+ DOANE on PPC. (05-25) Est. \$8.00
 496 PEACH, 1900, VG cds & target on GPC. (Linc.98-39)E\$10.
 497 PILCHUCK, 1909, G lite 4-bar on PPC. (98-22) Est. \$8.00
 498 PLAINVIEW, 1909, VG DOANE on PPC. (05-10) Est. \$12.00
 499 PORT STANLEY, 1913, VG 4-bar on PPC. (San 92-40) E\$6.
 500 PORT WILLIAMS, 1913, G+ 4-bar on PPC. (Clall.90-19)E\$8.
 501 PUGET, 1912, VG 4-bar on PPC. (04-28) Est. \$8.00
 502 SHERLOCK, 1911, VG 4-bar on PPC. (91-15) Est. \$4.00
 503 SOUTHPARK, 1908, G+ 4-bar on PPC (92-08) Est. \$8.00
 504 TIPSO, 1899, VG cds as b/s on cvr pm WILBUR/WASH.E\$5
 505 TRENT, 1909, G 4-bar on PPC. (Spok.88-13) Est. \$10.00
 506 WALKER, 1906, G lite DOANE as rec'd on PPC.(02-15) E\$5
 507 WALLA WALLA, c.1880,readable cds on 3-ct green ent.E\$5
 509 YOUNGSTOWN, 1909, VG 4-bar on PPC. (05-09) Est. \$8.00
 510 Lot of 3 diff DOANES,1907-08, all VG on PPC: SATSOP, ALBION & CLINTON. Est. \$10.00
 511 Lot of 10 diff 4-bar towns, all 1910 era, G-VG: SEAVIEW, LOON LAKE, EVERSON, EATONVILLE, etc. Est. \$15.00

WEST VIRGINIA

- 512 BIG FOUR, 1935, VG red 4-bar w/FANCY 4-In-CIRCLE cancel on phil. cvr. Est. \$5.00
 513 CANTON, 1909, VG 4-bar on PPC w/REDHOUSE SHOALS rec'd. Both DPOs. Est. \$6.00
 514 CONFIDENCE, 1908, VG DOANE on PPC. DPO. Est. \$5.00
 515 MARTINSBURG, 1870, VG cds on 3-ct green ent.w/encl.E\$5
 516 ROCKPORT, 1907, VG DOANE on PPC. DPO. Est.\$5.00
 517 UNIE, 1909, VG purple DOANE on PPC. DPO. Est. \$6.00
 518 VANVOORHIS, 1914, VG 4-bar on PPC. DPO. Est. \$5.00

WISCONSIN

- 519 NEW FRANKEN, 1906, Fine DOANE on PPC. DPO. Est. \$6.00

WYOMING

- 520 BOSLER, 1908, G+ cds & carved cork killer on PPC.E\$6
 521 DIAMOND, 1914, G 4-bar on PPC. (91-40) Est. \$8.00
 522 FILMORE, 1910, VG 4-bar on PPC. (09-35) Est. \$8.00
 523 FORT RUSSELL, 1906, G+ DOANE on PPC. (83-30) E. \$8.00
 524 FORT WASHAKIE, 1915, G 4-bar on PPC. Est. \$3.00
 525 JUNCTION, 1912, G+ 4-bar on PPC. (1901-16) Est. \$15.
 526 LOOKOUT, 1909, VG 4-bar on PPC. (69/48) Est. \$8.00
 527 ROCKYPOINT, 1916, VG 4-bar on PPC. (07-73) Est. \$5.
 528 WYNCOTE, 1910, G lite 4-bar on PPC. (00-19) Est. \$8.00

POSSESSIONS

- 529 AGANA/GUAM, 1953, VG 4-bar on air ltr. sheet. Est. \$4
 530 CHARLOTTE AMALIE,1944, VG dplx on CENSORED AIR COVER to Buenos Aires. 40-cent rate w/3x10-ct Clippers. E\$15.
 531 CHRISTIANSTED/(VI),1917, VG cds ties 2-ct Wash. on cvr stamp has surface damage. Est. \$15.00
 532 FREDERIKSTED,1903, partial cds ties #18a(bisect) on commercial cover. Est. \$15.00
 533 PAGO PAGO/SAMOA,1908, G+ dplx ties #300 on PPC. E.\$40
 534 SHANGHAI,CHINA/U.S.POSTAL AGENCY,1905, G dplx on PPC (PACIFIC MAIL SS CO.) Est. \$8.00
 535 US POSTAL AGENCY SHANGHAI,1922, readable dplx ties K2 on cover. Est. \$15.00
 536 YONA RUR.STA./GUAM,1961, VG 4-bar on FDC. Est. \$5.00

CANADA

- 537 BANK HEAD/ALTA.,1905, G spl.ring as rec'd on PPC. (04-24) Est. \$6.00
 538 CAVENDISH/ALTA.,1919, VG spl.ring on PPC (17-58) E\$8.
 539 CEREAL/ALTA.,1914, G spl.ring on PPC. (12-25) Est. \$12.
 540 CURLEW/ALTA.,1908, G+ spl.ring as rec'd PPC (06-50)E\$4
 541 EBURNE, 1910, VG spl.ring on PPC. (92-47) E.\$6.00
 542 FORGET/ASSA.,1907, G spl.ring on PPC. Est. \$20.00
 543 MPO 503 GRAND CENTRE/ALTA.,1956, VG cds on cvr. E\$4.
 544 PICKARDVILLE/(Alta),1908, mss. PROVISIONAL on PPC.E\$25
 545 PINCHER STATION/ALTA.,1907, G spl.ring on PPC. DPO.E\$8
 546 STEVEVILLE/ALTA.,1911,readable spl.ring on PPC(10-43)E\$6
 547 STRAWBERRY HILL/BC,1912, G spl.ring on PPC. (08-47)E\$8
 548 TELEGRAPH CREEK/BC, 1948, VG cds on #10 cvr w/cc of "BIG GAME OUTFITTER AND RAW FUR TRAPPER" Est. \$4.00
 549 TRENVILLE/ALTA.,1914, G spl.ring on PPC. (05-27) E.\$10.

RURAL FREE DELIVERY

- 550 ABINGTON/MASS., 1906, Rt.1, G Ty 1 on PPC. Est. \$5.00
 551 AUSTIN/OHIO, 1910, Rt.1, VG Ty1 on PPC. Est. \$6.00
 552 BETHANY/NEBR.,1906, Rt.1, G+ Ty2ja on PPC. Est. \$10.00
 553 BURGETTSTOWN/PA.,1904, VG magenta Ty2B, Rt.48, ties 2-cent La. Purchase on cvr. Nice. Est. \$12.00
 554 CHESTER/N.H.,1909, RFD No.3, VG Ty8s on PPC. E.\$6.00
 555 Clark/SD, c.1910, Ty 1lf on PPC. Est. \$4.00
 556 Crescent/OK, c.1913, Ty 1lf on PPC. Est. \$4.00
 557 Earlville/Iowa, c.1910, Ty 1lb (town & rt 3) PPC. E\$5.
 558 FISK/WIS.,1907, Rt.26, G Ty2fa on PPC. Est. \$6.00
 559 GOUVERNEUR/NY, 1909, Rt.5, Fine Ty 1qb on PPC. Est.\$8
 560 HARRISONBURG,Mt.Clinton Rur.Sta./VA.,1908, G+ Ty1onc on PPC. Est. \$10.00
 561 Hurley/SD, c.1910, Ty 1ld, Rt.3, on PPC. E\$4.00
 562 Krum/TX.,1909, Ty 1l (town,date,rte) on PPC. Est. \$8.
 563 LaGrange/TX, c.1910, Ty 1ld, Rt.4, on PPC. Est. \$5.00
 564 LAYTON/CAL.,1907, Rt.1, VG Ty2fa on PPC. Est. \$8.00
 565 MAPLETON/ILL.,1906, Rt 5, G+ Ty1 on UY1. Est. \$6.00
 566 MIDDLETOWN/MD.,1902, Rt.44, G Ty1 on cvr. w/TAYLORSTOWN VA b/s (DPO) Est. \$10.00
 567 MONTROSE/COLOR.,1906, Rt.1, VG Ty 2F on PPC. Est. \$20.
 568 MOUNT HOREB(PERRY RURAL STA./Wis.,1911,G Ty10Q PPC.E\$6
 569 PERRY RURAL STA./MT.HOREB,WIS.,1908, G Ty10L PPC.E\$6
 570 SAVANNA/ILL.,1906,Ty 8VA(o'strk) on UY1. Odd Type.E\$10
 571 SEWARD/NEBR.,c.1905, readable,dble strk. Ty1, Rt.2, on cover to GERMANY. Unusual. Est. \$10.00
 572 Spangle/WA.,c.1909, Rt.2, Ty 1l(Route Only)mss.PPC.E\$8.
 573 SPRING VALLEY/MINN.,1906, Rt.2, VG Ty1 on PPC. E\$6
 574 STEELEVILLE/ILL.,1905, Rt.2, G Ty2F on UY4. Est. \$5.

RAILWAY POST OFFICES

- 575 ALBUQUERQUE,NM/TRANS.CLK.,1908, G dplx on PPC(Albq. st. scene) Est. \$6.00
 576 ARLINGTON & CAN.CY.,1938, G (896.1-C-1) on #10 cover w/ UPRR cc. Est. \$6.00
 577 BAKER CITY & AUSTIN,1910, about G (896.2-E-1) on PPC. Scarce narrow gauge. Est. \$30.00
 578 BIGGS & SHANIKO,1915, VG (896.4-A-1) on PPC. Est. \$15.
 579 BROOKING & GETTYS.,1909, G+ (887.2-A-1) on PPC. E.\$10
 580 BURLINGTON,IOWA/TRANS.CLK.,1907, VG dplx on PPC. E\$4
 581 BUTTE & S.L.CITY,1906, VG (890-G-1) on PPC. Est. \$6.
 582 CHI.MIL.& N.McGREGOR,1905, G+ (843-K-1) on PPC. E\$6.
 583 COL. & CHI.,1911, VG (659-unlist.) on PPC. Est.\$10.
 584 EDGELEY & ABERDEEN,1907,G+ (885-K-1) on Ppc. Est. \$6.
 585 EL RENO & MANGUM,1915, G (931.3-B-1) on slightly soiled cover. Est. \$5.00
 586 EUGENE & POWERS, 1920, VG (900.2-B-2) on PPC. E\$6.00
 587 FABYAN HOUSE & N.Y.,1917, G-VG (35-U-1) struck four times as b/s on cvr pm LISBON/NH. Est. \$8.00
 588 GRANGE & WEISER, 1939, about G (904.4-A-1) on cover w/UPRR cc. Est. \$8.00
 589 KEOKUK & REDOAK,1911, VG (787.3-B-1) on PPC. Est.\$6.
 590 MANDAN & KILDEER,1918, G (888.9-A-1) (misspel) PPC.E\$10
 591 MANILLA & MITCH.,1908, VG (791.1-B-1) on PPC. Est.\$6.
 592 MISSOULA & ELLENSBURG/W.D.,1911, readable (871-Y-1) on PPC. Scarce RPO. Est. \$10.00
 593 PORT. & DALLAS, 1911, G (900.5-C-1) on PPC. Est. \$6.
 594 PORT.& CAZADERO,c1909, lite readable (897.2-A-2)PPC.E\$6
 595 PORT.& SEASIDE, 1907, G+ (899.2-unl) on PPC. Est. \$6.
 596 PORT.& TILLAMOOK, 1929, G+ (900.3-B-1) on cvr. Est. \$6.
 597 PRESCOTT & CROWNKING, 1907, G+ (967.3-B-1) Est. \$40.
 598 PULLMAN & GENESEE, 1912, about G (unl.) dplx PPC. E\$10
 599 ROCKPORT & BOSTON,1912, G+ (69.3-B-1) on PPC. E\$6.00
 600 S. & B. F./R.R.,c.1875, lite, readable (35-I-1) cvr.E\$6
 601 SALLIS & MORRIST,1918, G+ (329-P-1) on PPC w/SOUTHERN RY.CO./GLENALPINE,NC station mark on reverse. E.\$10.

RAILWAY POST OFFICES (Cont.)

- 602 SAN F.&SAN L.OBISPO,1899,G (980-J-1) on GPC. E\$10.
 603 SAN FRAN & BARSTOW, 1905, VG (933.3-B-1) on GPC. E.\$6.
 604 SAN FRAN.& PAC.GROVE,1900, G+ (980-I-1) on GPC. E\$6.
 605 SAN FRAN.& S'TA.CRUZ, 1899, VG (980-unl.) GPC. E\$8.00
 606 SPOK.& UMATILLA, 1906, G+ (904.6-D-1) on PPC. Est.\$6.
 607 SPOKANE & SEATTLE,1918, G+ (902.5-unl.) on PPC. E\$8.
 608 SPOKANE & WAL.& PORT.,1900, readable (896.5 unl.) on
 cvr w/Hood River hotel cc. Est. \$15.00
 609 THE FAST MAIL/N.Y.&CHIC./1DIV/WEST,1880, G (114-J-?) on
 3-ct green ent. w/letter. Rough at top. Est. \$10.00
 610 TRACY & PIERRE,1908, G (866-Y-2) on PPC. Est. \$6.00
 611 WABASH & FARIBAULT,1916, VG (877.2-B-1) on PPC. E\$6.
 612 WIN.& STORM LAKE,1915, VG (794-G-1) on PPC. Est. \$6.00
 613 WORTH.& MITCHELL,1909, VG (875-B-1) on PPC. Est. \$10.

TROLLEYS

- 614 ARL.& SO.BALTO.,1909, G (BA-1-c) on PPC (edge wear)E\$6
 615 BALTIMORE TOWSON &/CATONSVILLE FLAG,1917,Fine (BA-5-ob)
 on cover. Est. \$8.00
 616 CHI. & WENT.AVE.,1906, Car 3, VG (CH-7-b) on PPC. E\$4
 617 CLEVELAND/CLEVELAND/CIRCUIT/RPO,1908, VG FLAG(CL-1-b)
 on PPC. Est. \$5.00
 618 PITTSBURGH,1913, TRIP 7/STREET CAR/RPO FLAG, VG on PPC
 with light stain at top. Est. \$5.00
 619 ROCHESTER,N.Y.CAR COLL.SERVICE/B,1906 VG on cvr. E.\$12
 620 ROL.PK.& ST.HEL./BALTO.MD.,1908,VG (BA-3-k) PPC.E\$8.
 621 ROLANDPARK & ST.HELENA,1903, VG (BA-3-c) as fwd mark
 on cover. Partial lite overstrike. Est. \$25.00
 622 TOW.& CATON/BALTIMORE,1908, VG (BA-5-g) on PPC. E\$5.
 623 TOWSON & CATONSVILLE,1901, VG (BA-5-lb) on cvr. Est.\$12

SHIPS AND NAVAL RELATED

- 624 "USS NEW MEXICO" as ret.add. on PPC pm US/NAVY (Ty2rz)
 1919 from Brest, France. Est. \$5.00
 625 N.Y.& BUENOS AIRES SEA POST/S.S.URUGUAY,1938, Fine dplx
 on cacheted First Trip cvr. Est. \$5.00
 626 US ATLANTIC PATROL FORCES,1918, VG dcads on CENSORED
 Free Franked cover. Est. \$10.00
 627 USS BIRMINGHAM, 1911, VG Ty1 on PPC. Est. \$8.00
 628 USS BOXER, 1917, G lite Ty3 on PPC. Est. \$8.00
 629 USS CONSTELLATION,1912, G Ty 2(C-64b) on PPC. Est. \$8.
 630 USS DELAWARE, 1910, about G Ty 1u on PPC. Est. \$5.00
 631 USS DELAWARE, 1911, VG Ty 1u on PPC. Est. \$8.00
 632 USS DETROIT,1927, Fine Ty3 w/GIBRALTER/SPAIN in bars
 in purple on PPC. Est. \$8.00
 633 USS GEORGIA, 1909, VG Ty 1 on PPC. Est. \$8.00
 634 USS HANCOCK,1909, VG Ty1 on PPC (stamp w/surface damage)
 PPC is r.p. of USS MAYFLOWER. Est. \$8.00
 635 USS HOLLAND, 10/21/1941, G+ dplx (Ty 6) ties 20-cent
 Clipper Airmail to San Diego. Est. \$5.00
 636 USS MARYLAND, 1909, G Ty1 on PPC. Est. \$6.00
 637 USS MISSISSIPPI, 1911, VG Ty 1 on PPC. Est. \$8.00
 638 USS NEBRASKA, 1912, G+ Ty2 on PPC. Est. \$6.00
 639 USS NEWARK, 1909, G+ Ty 1 on PPC. Est. \$6.00
 640 USS NORTH CAROLINA, 1910, G Ty 1 on PPC. Est. \$5.00
 641 USS NORTH CAROLINA, 1911, G+ Ty2 on PPC. Est. \$6.00
 642 USS PANTHER, 1911, G+ Ty1 on PPC. Est. \$8.00
 643 USS PRAIRIE, 1913, G+ Ty1 on PPC. Est. \$8.00
 644 USS SALEM, 1909, G+ purple Ty1 on PPC. Est. \$8.00
 645 USS WYOMING fancy censor mark on PPC pm U.S.NAVY. Ty1z
 WWI era. Est. \$10.00

FLIGHTS

- 646 BOSTON,1927, cover addr. to SINGAPORE "Via San Francisco"
 b/s oval THOS.COOK & SON/SINGAPORE. Est. \$10.00
 647 Gimbel Bros. TRANS-POLAR Exped. 1924 card pm MILWAUKEE
 & KINGS BAY. Est. \$10.00

MILITARY

- 648 "LIGHT BATTERY F, THIRD ARTILLERY/POST OF SAN ANTONIO,
 TEXAS" printed cc on cvr pm BRACKETTVILLE/TEX, 1889.E\$10
 649 APO 809-a, 3/16/42, VG 4-bar FDC from Camp Blue West,
 Greenland. One month PO. Est. \$15.00
 650 APO 914 (CANTON ISLAND),1944, G+ 4-bar on cens.cvr.E\$8
 651 AUGUSTA,GA./HANCOCK BR.,1918, G machine on SPECIAL
 DELIVERY cover w/E1lc + 3ct Wash. Est. \$6.00
 652 MAR.DET.ARGENTIA/NEFOUNDLAND,1941, Fine 3-bar on
 CENSORED phil. cvr. Est. \$5.00

EXPOSITIONS

- 653 PHILADELPHIA/MODEL PO,1926 G+ Int'l machine on PPC.E\$5

MACHINE CANCELS

- 654 BOSTON, 1885, VG AMERICAN 6-line on cvr. Est. \$6.00
 655 BOSTON,1885, G+ AMERICAN 6-line on cvr. Est. \$5.00
 656 BOSTON, 1891, Fine AMERICAN D3-(C) on cvr. Est. \$5.00
 657 BUFFALO,1883, VG LEAVITT Ty B-BUF on GPC. Est. \$10.00
 658 LOS ANGELES, STA.F.,1915, VG PAN-PAC FLAG on PPC. E\$6.

AUXILIARY MARKINGS

- 659 "Can not be Found" & "Not at Address Given" on PPC
 pm ROCHESTER/NY to Rochester 1908. Est. \$6.00
 660 "DELAYED No.19/To Search for Address/Philadelphia,Pa."
 in purple on PPC pm NEW CITY/NY, 1908. Est. \$4.00
 661 "DISINFECTED" in red on PPC pm MOUNT ALTO/PA.1910.E\$10
 662 "Name not in Directory/at Fort Collins,Colo." and "Not
 R.F.D.No.2" on PPC pm BERTHOUD/COLO, 1909. Est. \$5.00
 663 "NO RESPONSE....L 4408" strk twice on cover pm FORT
 SCOTT/KANS. FLAG 1905 to Austin, Ill. Est. \$4.00
 664 "Received at St.Louis,Missouri/too late for Air Dispatch/
 Forwarded by train" on 1927 cvr w/C10. Est. \$10.00
 665 "This article originally mailed/in country indicated by
 postage" on air letter pm WASH DC 1953 machine tying
 AFGHANISTAN postage. Est. \$8.00
 666 "Unclaimed" & "NOT IN CITY DIRECTORY" on PPC to Dayton,
 OHIO pm COLUMBUS, 1908. Est. \$4.00
 667 MISSENT TO WASH.D.C./1894 in VG cds and WASHINGTON,D.C.
 REC'D in INTERNATIONAL MACHINE mark on GPC. Est. \$5.00
 668 RICHMOND,VA./REC'D. P.P. DIV.,1982 & POSTAGE O.K. on
 commercial cover w/no stamp. Est. \$4.00
 669 TOLEDO,OHIO INQUIRY & CLAIMS,1985, G cds ties 20-ct
 Flag on damaged & repaired cml. cvr. Est. \$4.00
 670 UNCLAIMED st.line & ADVERTISED in Circle on 1882 cover
 w/COLUMBUS/SC tying #210 to Knoxville,Tenn. est. \$10.
 671 WASHINGTON,D.C.MISSENT/(D),1910, VG cds on PPC. E.\$4.

ADVERTISING COVERS

- 672 ADOBE HOUSE, o'all illus ad cvr w/Santa Fe,NM C of C.
 promotion on reverse. To BANGKOK 1914. Est. \$20.00
 673 ALLIGATOR, lovely 3" illus. on #10 cvr pm. St. Louis,
 1930. Est. \$8.00
 674 CAMERA dlr. illus cc on cvr pm READING/PA machine tying
 #329. Enclosure. Est. \$15.00
 675 CAMERA, MOVIE. Illus ad on rev. of mint UX27. Est. \$10.
 676 CIRCUS, illus w/lion & elephants on #10 cover pm
 Spokane, Wash., 1932. (tear on back) Est. \$10.00
 677 COFFEE, illus. Arbuckles ad cvr pm LAS VEGAS/NM,'08.E\$8
 678 COLLEGE, illus. cvr from State Normal School Cheney,WA
 PM CHENEY duplex 1915. Est. \$8.00
 679 DODGE MFG. CO., illus, embossed cc on cvr pm MISHAWAKA,
 IND., 1895. Est. \$5.00
 680 DOLL, illus. ad cvr pm. NYC 1901. Est. \$5.00
 681 EXPOSITION BLDG.,illus cvr for Southwestern Exposition
 Assn., pm NEW ORLEANS, c.1875. Edge stains. Est. \$5.00
 682 FACTORY,illus. ad cvr pm NYC FOREIGN STA. FLAG,1919.E\$8
 683 HAND TRUCKS, illus. cc. for mfr. pm EVANSVILLE/IND.
 1895. Est. \$5.00
 684 HOTEL, Beaver Block House illus. cvr pm BUTTE/MONT.,
 1905, roughly opened at right. Est. \$5.00
 685 HOTEL, The Albion illus on cvr pm AUGUSTA,GA. FLAG,
 1918. W/encl. Est. \$8.00
 686 HOTEL, The Smead on illus. cvr. pm LEAD/SO.DAK. FLAG
 1909 tying 2-cent A.Y.P. stamp. Est. \$15.00
 687 LIQUOR BARRELS illus. on ad cvr for MONTGOMERY/ALA. dlr
 pm MONTGOMERY ca. 1875. Est. \$10.00
 688 MAP of World illus cc on cvr pm READING,PA.1903.E\$5
 689 NEWSPAPER, Washington Post fancy cc. on cvr pm WASH DC
 1880. Enclosure. Est. \$10.
 690 SADDLE & BOOT mfr. illus. o'all on cvr pm KANSAS CITY
 STOCK YARDS STA. c.1915. Attractive. E\$20.00
 692 STOVE & Tinware,fancy cc of Oak Park/Minn dlr.1913 E\$5
 693 TIME HANDSTAMP illus. ad cvr pm NYC, 1903. Est. \$8.00
 694 TOMBSTONE, illus ad cvr pm EL PASO/TEXAS 1932. Est. \$5.
 695 Lot of 3 illus. ad cvrs, 1880's, incl. o'all ICE DEALER
 HORSE & WAGON. All rough at right. Est. \$10.00

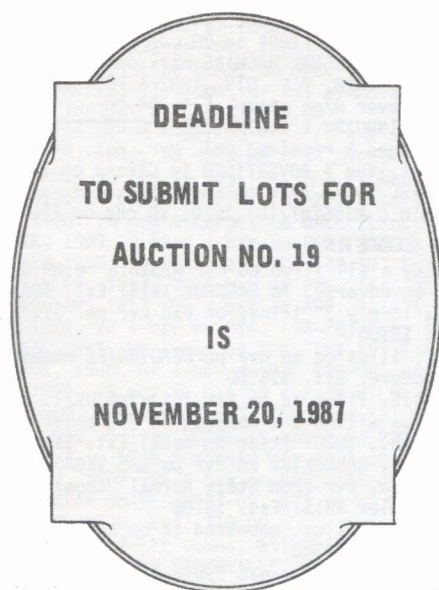
MISCELLANY

- 696 CARD 7x4" w/Rock Island Route cc pm CHICAGO 1902 and
 inscribed "To CALIFORNIA". Train schedule on rev. E.\$?
 697 INAUGURATION COVER, FDR, pm WASH.DC. Mar 4,1933 w/
 handstamp cachet. Est. \$8.00
 698 LA POSTA, VOL 9(1978) complete + Nos. 66,67,70,71,72.
 Est. \$22.00
 699 MIXED FRANKING, NACO/ARIZ., 1915 dplx ties pair of 5c
 SONORA,MEXICO & 2-ct Wash. on cvr. Est. \$12.00
 700 PAR TRANS SIBERIEN in st.line on cvr from Paris, France
 to Texarkana. SHANG-HAI/CHINE & NAGASAKI b/s document
 this unusual 1909 routing. Est. \$40.00
 701 STEAM h/s & "RE Lee" mss. on 3-ct pink ent. pm GRAND
 GULF/MISS w/cotton merch.cc to Port Gibson,Miss. E\$40.
 702 STEAM handstamp on 3-ct green ent to Natchez,Miss.
 Docketed 1871. Est. \$10.00
 703 STEAMBOAT strk twice ties #26 on cvr to Cahaba, Ala.
 Some stains and edge wear. Est. \$25.00

MISCELLANY

704 USDA WEATHER REPORT penalty card pm PRAIRIE CITY, OR.
1895 (poor). "Fair Slightly Warmer". Est. \$6.00
705 WEATHER REPORT pen.cd.USDA pm GAINESVILLE/FLA., 1913.E\$6
706 WX5 tied by lite GLOUCESTER/MASS flag on PPC. E.\$5.00

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. 17

101	13.00	230	35.00	340	13.00	420	65.00
102	24.00	231	4.50	341	16.00	421	5.00
103	5.50	232	2.00	342	4.50	422	32.00
104	18.00	233	4.50	343	8.50	423	36.00
105	11.00	234	13.00	344	4.50	424	8.50
106	8.00	235	6.50	345	11.00	425	2.00
107	55.00	236	4.50	346	9.50	426	3.50
108	12.00	237	3.50	347	4.50	427	24.00
109	46.00	238	2.00	348	13.00	428	8.50
110	17.00	239	4.50	349	4.50	429	3.00
111	48.00	240	2.00	350	9.50	430	6.50
112	17.00	241	4.50	351	13.00	431	6.00
113	48.00	242	2.00	352	9.50	432	8.50
114	32.00	243	4.50	353	17.00	433	17.00
115	22.00	244	38.00	354	22.00	434	4.50
116	2.00	245	9.50	355	14.00	435	8.50
117	6.00	246	17.00	356	3.00	436	6.50
118	14.00	247	4.50	357	5.00	437	10.00
119	40.00	248	3.00	358	6.00	438	5.50
120	50.00	249	11.00	359	3.50	439	13.00
121	48.00	250	3.50	360	11.00	440	11.00
122	14.00	251	3.50	361	4.50	441	11.00
123	9.00	252	3.50	362	4.50	442	16.00
124	18.00	253	5.00	363	4.50	443	16.00
125	8.50	254	7.50	364	4.00	444	17.00
126	8.50	255	14.00	365	7.50	445	19.00
127	8.50	256	11.00	366	8.50	446	19.00
128	3.50	257	4.00	367	13.00	447	14.00
129	11.00	258	4.00	368	7.00	448	5.50
130	22.00	259	2.00	369	7.50	449	4.50
131	55.00	260	6.50	370	4.50	450	4.50
132	12.00	261	5.50	371	8.50	451	7.50
133	100.00	262	5.50	372	12.00	452	4.50
134	9.50	263	8.00	373	8.50	453	4.50
135	13.00	264	2.00	374	14.00	454	12.00
136	7.50	265	3.00	375	14.00	455	13.00
137	42.00	266	3.00	376	12.00	456	3.50
138	13.00	267	4.00	377	12.00	457	5.50
139	85.00	268	4.00	378	2.50	458	4.50
140	11.00	269	40.00	379	3.00	459	4.50
141	13.00	270	9.00	380	3.50	460	8.50
142	7.50	271	4.00	381	4.50	461	19.00
143	16.00	272	3.00	382	4.50	462	13.00
144	42.00	273	7.50	383	4.50	463	32.00
145	13.00	274	7.00	384	2.00	464	4.50
146	85.00	275	40.00	385	2.50	465	4.50
147	11.00	276	9.00	386	2.00	466	4.50
148	13.00	277	28.00	387	2.00	467	4.50
149	11.00	278	24.00	388	2.50	468	2.00
150	21.00	279	34.00	389	4.50	469	2.00
151	8.50	280	11.00	390	4.50	470	2.00
152	4.50	281	2.00	391	4.50	471	4.50
153	7.50	282	36.00	392	4.50	472	3.50
154	11.00	283	16.00	393	4.50	473	11.00
155	5.50	284	8.00	394	4.50	474	6.00
156	7.00	285	13.00	395	4.50	475	2.50
157	1.00	286	22.00	396	11.00	476	6.50
158	7.00	287	2.00	397	3.50	477	6.50
159	5.50	288	5.50	398	4.50	478	6.50
160	7.00	289	2.00	399	4.50	479	6.50
161	3.50	290	5.50	400	4.50	480	6.50
162	24.00	291	2.00	401	4.50	481	4.50
163	9.00	292	2.00	402	4.50	482	4.50
164	8.50	293	2.00	403	4.50	483	4.50
165	8.50	294	2.00	404	4.50	484	4.50
166	2.50	295	2.00	405	4.50	485	4.50
167	9.50	296	2.00	406	4.50	486	4.50
168	12.00	297	2.00	407	4.50	487	4.50
169	4.50	298	2.00	408	4.50	488	4.50
170	4.50	299	2.00	409	4.50	489	4.50
171	4.50	300	2.00	410	4.50	490	4.50
172	4.50	301	2.00	411	4.50	491	4.50
173	4.50	302	2.00	412	4.50	492	4.50
174	4.50	303	2.00	413	4.50	493	4.50
175	4.50	304	2.00	414	4.50	494	4.50
176	4.50	305	2.00	415	4.50	495	4.50
177	4.50	306	2.00	416	4.50	496	4.50
178	4.50	307	2.00	417	4.50	497	4.50
179	4.50	308	2.00	418	4.50	498	4.50
180	4.50	309	2.00	419	4.50	499	4.50
181	4.50	310	2.00	420	4.50	500	4.50
182	4.50	311	2.00	421	4.50	501	4.50
183	4.50	312	2.00	422	4.50	502	4.50
184	4.50	313	2.00	423	4.50	503	4.50
185	4.50	314	2.00	424	4.50	504	4.50
186	4.50	315	2.00	425	4.50	505	4.50
187	4.50	316	2.00	426	4.50	506	4.50
188	4.50	317	2.00	427	4.50	507	4.50
189	4.50	318	2.00	428	4.50	508	4.50
190	4.50	319	2.00	429	4.50	509	4.50
191	4.50	320	2.00	430	4.50	510	4.50
192	4.50	321	2.00	431	4.50	511	4.50
193	4.50	322	2.00	432	4.50	512	4.50
194	4.50	323	2.00	433	4.50	513	4.50
195	4.50	324	2.00	434	4.50	514	4.50
196	4.50	325	2.00	435	4.50	515	4.50
197	4.50	326	2.00	436	4.50	516	4.50
198	4.50	327	2.00	437	4.50	517	4.50
199	4.50	328	2.00	438	4.50	518	4.50
200	4.50	329	2.00	439	4.50	519	4.50
201	4.50	330	2.00	440	4.50	520	4.50
202	4.50	331	2.00	441	4.50	521	4.50
203	4.50	332	2.00	442	4.50	522	4.50
204	4.50	333	2.00	443	4.50	523	4.50
205	4.50	334	2.00	444	4.50	524	4.50
206	4.50	335	2.00	445	4.50	525	4.50
207	4.50	336	2.00	446	4.50	526	4.50
208	4.50	337	2.00	447	4.50	527	4.50
209	4.50	338	2.00	448	4.50	528	4.50
210	4.50	339	2.00	449	4.50	529	4.50
211	4.50	340	2.00	450	4.50	530	4.50
212	4.50	341	2.00	451	4.50	531	4.50
213	4.50	342	2.00	452	4.50	532	4.50
214	4.50	343	2.00	453	4.50	533	4.50
215	4.50	344	2.00	454	4.50	534	4.50
216	4.50	345	2.00	455	4.50	535	4.50
217	4.50	346	2.00	456	4.50	536	4.50
218	4.50	347	2.00	457	4.50	537	4.50
219	4.50	348	2.00	458	4.50	538	4.50
220	4.50	349	2.00	459	4.50	539	4.50
221	4.50	350	2.00	460	4.50	540	4.50
222	4.50	351	2.00	461	4.50	541	4.50
223	4.50	352	2.00	462	4.50	542	4.50
224	4.50	353	2.00	463	4.50	543	4.50
225	4.50	354	2.00	464	4.50	544	4.50
226	4.50	355	2.00	465	4.50	545	4.50
227	4.50	356	2.00	466	4.50	546	4.50
228	4.50	357	2.00	467	4.50	547	4.50
229	4.50	358	2.00	468	4.50	548	4.50
		359	2.00	469	4.50	549	4.50

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 USPS, 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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NEVADA AND UTAH town cancels, DPO's and RPO's 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

NORTH CAROLINA postal history wanted. All small towns, DPO's, RFD's, Stampless, Doanes, CSA. Especially need New Bern, Edenton, Salem, Winston; and Winston-Salem. Ken Schoolmeester, P.O. Box 8465, Greensboro, NC 27419

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

CALIFORNIA - BETTER towns, RFD's, Rurals, RPO's and Express. Write John Williams, 887 Litchfield Ave., Sebastopol, CA 95472

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

MAINE: POSTAL material from the Bethel-Newry Area, pre-1850. Any York Family, or related, material - same general locale and time frame. Les Whall, 990 West Foxglove Drive, Salt Lake City, UT 84123

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

WANTED NEVADA postmarks, including RPO's. Please send photo-copies or send on approval with price. Roger Lauderdale, 522 California Ave., Reno, NV 89509

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

AIRMAIL PREXIE covers addressed to Asia and Africa from 1938 through 1945. Small size envelopes only. Also want \$2 and \$5 denominations of Prexie series used on covers of any size. Send with your price, or request my offer. Richard Helbock, Box 135, Lake Oswego, OR 97034

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PLEASE SEND A LSASE FOR A FOUR-PAGE ILLUSTRATED LIST OF ITEMS WANTED AND EXAMPLE PRICES PAID TO



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ALEXANDRIA, VA 22301-2325



other postal items

LET ONE OF OUR
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

WANTED: POSTCARDS

WANTED: NEVADA Real-photo postcards, especially street scenes, depots, and mining related. Roger Lauder-dale, 522 California Ave., Reno, NV 89509

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

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

YOUR LIST of countries, dependencies, towns, cancels, topics or other postal history specialties solicited. Very large cover inventory. Gene Schrier, Gem Classics, Box 3218, Guttenberg, 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 Marllyn Ave., Westbrook, ME 04092.

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WHEN YOU HAVE A CHANGE
OF ADDRESS



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OF POSTAL HISTORY
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	ONE	THREE	SIX
1	8.00	18.40	33.60
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1-PAGE	100.00	230.00	420.00

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

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1000 ACTIVE, INTERESTED POSTAL
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(503) 288-2743

ALASKA

1. NUSHAGAK, Ty 1, Fine cds on PPC (r.p. full-rigged ship) 1909. Est. \$100.00
2. NUSHAGAK, Ty 2, 1914, Fine on PPC. Est. \$50.00

ARKANSAS

3. MAYSVILLE, 1866, mss onb cvr w/edge wear. Est.\$15.

GEORGIA

4. RICHMOND FACTORY (DPO), 1859, mss. on cvr w/damaged flap. Est. \$10.00

KANSAS

5. HILL GROVE, 1879, mss. on clean cvr. (1875-79).E\$20

NORTH DAKOTA

6. MINOT/DAK, 1889, Fine cds w/cork killer on cover w/bank corner card. Est. \$15.00
7. MARSTONMOOR, 1909, Fine 4-bar on PPC (1904-21) E.\$12

OREGON

8. HOWARD, 1908, G+ cds on PPC (Crook 77/18) Est.\$20.
9. PORTLAND & WHITESON/RPO, 1919, poor strike on PPC. Scarce RPO. Est. \$12.00

WASHINGTON

10. PORT TOWNSEND, 1885, Fine dcds & KICKING MULE on 2x4 piece. Est. \$30.00
11. SEATTLE & TAYLOR/RPO, 1908, Fine strike on PPC w/crease. Est. \$15.00

CANADA

12. HAMILTON & MEAFORD/RPO, No.3, 1908, VG strike on PPC. Est. \$10.00

Standard Auction Rules Apply. Photocopies available for SASE. Phone bids accepted.

BIDS CLOSE: NOVEMBER 30, 1987

	LA MAR PETERSON (Salt Lake City, UT)	LEONARD H. HARTMANN (Louisville, KY)	CHARLES MOLNAR (Rock Creek, OH)
KENT & SANDRA RENSHAW (Seattle, WA)	WM. B. ROBINSON (Green Bay, WI)	GREG SUTHERLAND (Huber Hts., OH)	H.W.J. DAUGHERTY (Eastham, MA)
CHARLES GILLESPIE (Portland, OR)			EDWARD HINES (Danbury, CT)
KIRKS (Clipper Mills, CA)			RICHARD C. FRAJOLA (Danbury, CT)
PACIFIC NORTHWEST BOOKS (Medford, OR)			WM. P. HOFFMAN (Averill Park, NY)
THE CANCEL COLLECTOR (Mesa, AZ)			MILLS PHILATELICS (Goshen, NY)
SOUTHWEST COLLECTIBLES (Mesa, AZ)			JIM FORTE (Edison, NJ)
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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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