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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JANUARY 1988



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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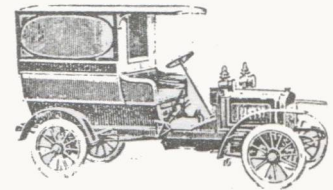
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PUBLISHER'S PAGE



Seasons Greetings and best wishes for the new year! The year past has been an active and exciting one for us here at LA POSTA and Raven Press. We are looking ahead confidently to more of the same in 1988, and we hope that you will continue to find joy in your hobby and will find us to be of service.

Our new book, POSTMARKS ON POSTCARDS enjoyed brisk pre-publication sales, and, despite the fact that it was a month late in delivery, should now be in the hands of all of you who placed an order. I am most interested to learn what kind of reader response this book receives, for it represents a departure from the books I have previously written. My earlier books have all been state-specific compilations of postmarks or post offices and have been intended as reference works to be used when needed to answer a particular question. POSTMARKS ON POSTCARDS is a primer. It is designed to introduce the subject of early twentieth century postmarks; to describe and illustrate their various styles; to point the way toward further, more detailed information; and, to examine the ways in which these postmarks are collected. The book was written with the newcomer to the hobby in mind, but it turned out to be a learning experience for the author in many areas, and it may, therefore, hold some useful information for the more seasoned collectors among us.

Right now, I am like the Broadway playwright, nervously pacing outside in the lobby, listening for the audience reaction, and anxious for the newspaper reviews in the morning. Will they laugh in the right places? Did I get my points across? What will Mr. X say about it in his column? It's all a little scarier

when the subject you your book is more personal than a compilation of facts and figures. The only thing I know for certain is that nobody is going to bid for the movie rights.

Enough of this hand-wringing! We'll let the chips fall, and get on with the program. Looking down the calendar for the next few months, we will be releasing two new projects from La Posta Publications. The first, probably to be released about March, will be the second in our series of LA POSTA MONOGRAPHS. The subject is "Postal history and the 1938 Presidential Series", and the work will take the form of an anthology authored by four or five people discussing distinctly different aspects of the topic. LA POSTA subscribers who signed up and paid \$10 during the initial monograph solicitation will receive a copy of this work automatically. Others, who might like to purchase this volume, will be given a pre-publication opportunity.

Also expected for a spring 1988 debut is Randy's Stehle's new book dealing with Rural Free Delivery in the West. Randy has done extensive new research into the subject, and his book will greatly expand his earlier five-part series published in LA POSTA. We expect "RFD in the West" to become one of our most popular new titles for 1988.

Beyond these two projects, both well along the path to completion, their lie other fascinating ideas and subjects being molded into publishable form. For most, their shapes are still too amorphous to be verbalized, but their time will come. It's going to be an interesting year. Stay tuned...

Richard W. Helbock



BOOKS IN REVIEW

NORTHWEST TERRITORIES POSTAL CANCELLATIONS 1907-1986 By Kevin O'Reilly, The Unitrade Press: Toronto, 1987. Card cover, 8.5x11-inches, 230 pages. Available from the author at Box 444, Yellowknife, NWT, CANADA X1A 2N3. Price: \$24.95 + \$2.50 postage. (Canadian funds).

Author O'Reilly has produced an interesting, well-organized compilation of the postal markings of Northwest Territories. The book is well illustrated with carefully executed tracings of postmarks and maps. A brief history of each of the N.W.T. post offices, including United States Army Post Offices which operated in the territory, precedes a listing of their known postmarks. The listing for each postmark includes an assigned type number, colour (of ink), proof date and earliest and latest dates. There is no attempt to assign a scarcity rating, but the author indicates that such a rating might be appended at a later date. The book contains a rather extensive list of references, and appendices covering error hammers, and the itineraries of Eastern Arctic Patrol Ships.

The reviewer was highly impressed with the book. It has been well executed and is fairly priced. The addition of a scarcity guide would be very useful, but there is much that can be learned from O'Reilly's work without such a guide.

RWH

A CHECKLIST OF SASKATCHEWAN POST OFFICES
Edited By William G. Robinson, Published by William G. Robinson & William Topping, Vancouver, BC. Card cover, 6x9-inches, 68

pages. Available from William G. Robinson 5830 Cartier St., Vancouver, BC CANADA V6M 3A7. \$8.62 (US funds) postpaid.

"Saskatchewan" continues a series of post offices checklists for Canada's Western Provinces begun by Topping & Robinson, which now numbers three -- British Columbia and Alberta are still available. This booklet, as with its pre-decessors, is arranged alphabetically by office. Each listing includes dates of operation, known types of postmarks, the location of the office, and a rarity factor pertaining to postmarks from that office.

There are no postmark illustrations, maps, or other such niceties, but these works by Robinson and Topping break new ground by assigning rarity factors for postmarks of western Canada. While other references exist for BC and Alberta post offices, this is the first comprehensive listing published for Saskatchewan.

The checklists are well produced, although a letter quality printer would be an improvement over the dot-matrix type, and fairly priced. The publishers expect to issue a similar volume covering Manitoba in 1989, and a Territorial list in 1990. Highly recommended.

RWH

POSTMARKS OF TERRITORIAL ALASKA THIRD EDITION

By Richard W. Helbock

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TOWNS SERVED BY P.O.'S (MINING, FISHING,
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LETTERS TO LA POSTA

We begin with a couple additional comments on the subject of postal history exhibiting and the meaning of "postal history".

Clay Wallace of New Britain, CT, writes:

It was with considerable interest that I read Ernst M. Cohn's and Wallace Beardsley's response to the definition of postal history and the suggestion that the FIP create a cover class. While I enjoy collecting Solano County (California) postal history, my primary focus and first love has been UN forerunners. I've always felt that any exhibit I might put together could not be pigeon-holed into the neat categories of thematic or postal history as defined by the FIP. My collection shows the development of an organization from the Treaty of Versailles to its eventual absorption by the United Nations. This League of Nations exhibit contains covers from various League offices, it shows special and conference postmarks, and contains covers from the forerunner organizations such as the International Labor Organization, the Institute of Agriculture, the Permanent Court of Justice, etc., all of which became specialized agencies of the present day UN. I don't collect postal history. I collect the history of an organization as shown by its covers.

This is but a single example of many thousands of collections that cannot neatly be called postal history. Another interest of mine is the 1935 Saar Plebescite. I'm searching for covers from the League of Nations Governing Commission and the four countries that sent soldiers to the Saar forming the first multi-national peace-keeping force. Rates are not important, nor are the routes these covers traveled. Only the return address or the cancel or some other evidence (such as the address) that ties this item into my "history exhibit" is important.

It is ludicrous for me to exhibit the various postal rates in effect during the period the League headquarters was

stationed in England or France or Geneva when this is not important to me. Yet I witnessed one League exhibit at the last ASDA show in New York attain a vermeil medal for doing precisely that. The judges had forced this onto the exhibit, and since it was the owner's desire to obtain a gold, he conformed. However, in disgust, he sold the entire collection to several collectors immediately after the collection was taken down! One more exhibitor.

At the same show was an exhibit done by Arliegh Gaines, the author of UN PHILATELY, the unquestioned "bible" of UN and UN forerunner collecting. His exhibit, which traced the origins of the United Nations from 1943-1951, was only given a silver medal because of too much write-up. It was also an historical exhibit as shown by covers, not a postal history exhibit. This same exhibit received a UN Philatelist gold medal for the sheer strength and completeness of the material, numerous unique items, and the tremendous research involved. Nothing else in the UN Class came even close. I was aghast to hear one judge comment at the awards dinner that the exhibit not only deserved the low award, but also did not deserve the research award because the exhibitor had just copied the information out of a catalog!

We must have a new FIP class, or those collections of the Chaco War, or the History of Antarctic Exploration will never receive the medals they deserve. History exhibits are teaching exhibits. They should be allowed a different set of rules. For starters a rule that does not penalize the amount of write-up. I'm not suggesting a densely packed typewritten page with a cover on it, but something more than a terse line or two. If a map is needed, it should be all right to use a page to show one. If the picture side of a picture postcard is relevant, then it should be shown. In my Saar Plebescite collection I have two postcards which were sent from one person to another within the Saar urging the recipient to vote for the status quo (continue under League of Nations government), rather than for union with Germany and Adolph

Hitler, who was already terrorizing Jews with beatings, murders and concentration camps. The continuation of democracy within the Saar was a dim prospect if association with Germany was the choice. Which side of the card do you think is important?

At first, exhibitors just showed stamps. Later, as cancels and covers became important, new rules and categories were defined for postal history. When the subject on the stamp became important to some collectors, a new set of rules and categories was defined for thematics. Lately, I've begun to see new rules emerging for revenue exhibits (I also collect cancels on U.S. wine revenues). We will come full circle when we recognize the history the cover represents, and exhibit it for what it is -- a relic from our entire past history; not just postal history.

Blair Gibbs of Chester, PA, writes:

I agree 100% with Mr. Meschter in his approach to our fascinating "postal history" and his proposal of a solution of the problem.

A national level organization is the best way -- the sooner the better. LA POSTA can get things rolling and keep beating the drums so that the other societies will join in. As a member of the Board of Directors of the Pennsylvania Postal History Society, I will be alerting them so that we can consider what we should do to help.

White and Beardsley are right on the problem, too. We all have to get in the act and do our part.

Yours is a great publication and does us all a service second to none. Keep up the good work.

N. L. Stachura of Chicago, writes about advertisers and their telephone numbers:

I have one complaint that I think is a good one. No one should be allowed to sell if he cannot list a telephone num-

ber. You had 8 ads (in the November issue) for auction sales and other business (that do not list numbers) numbers). I call up all across the country to place bids and have done so for many years. I had my old business phone moved to house, and I've had the same number since 1945. I checked with the phone company, and learned that my father originally got this number in 1926.

I'm going to complain to the Post Office about mail order dealers who list no phone numbers. I sent 3 different ads \$1 or more for price lists or catalogs, and got no reply. [ED: These were not LA POSTA advertisers] They had no phone number, and I tried to trace them long distance with the phone company. I am going to complain to the newspapers about it also. This is fraud.

As a stock holder in the 8 AT&T companies for over 42 years, I am going to try to have them push for this. I am going to file a complaint to the Post Office to do the same. This is my only complaint about mail order business. Thank you.

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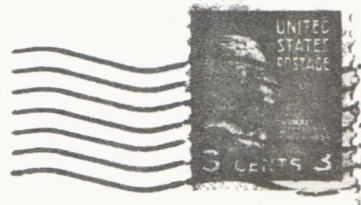
"DAN'L" *Webster* POSTAL HISTORY

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

Regarding the New York City machine cancel with stars, which was illustrated in our November issue,

Edward T. Harvey of Pitman, NJ, writes:

The example shown is from an International machine -- not Universal. My own observations of the years when New York used various dies, with from one to four stars in the dial, is that these were stand-by units, placed in service when extra machine time was needed, or to temporarily replace a malfunctioning unit. Enclosed are examples from the Main Office from 1930 to 1965 and from Church Street Station from 1956 to 1962. It is my believe that use at the Main Office started about 1928, and tapered off when the Mark II Facer-cancelers came into use. I haven't seen any lately, but that does not preclude that they may still be used once in a while.

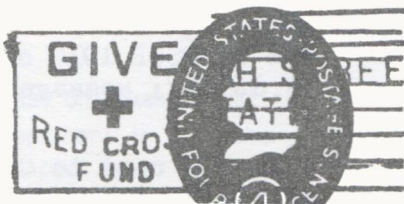


TWO NEW STUDIES FROM ILLINOIS

The Illinois Postal History Society has released two new publications in their series of original monographs. The two publications are: POSTAL HISTORY OF CARROLL COUNTY, ILLINOIS by Dr. Curt J. Gronner, and THE POTTER AND VAIL MACHINE CANCELS: "THE ILLINOIS MACHINE CANCELS" by Dr. Jack Hilbing. Each is available at a price of \$8.00 for non-members by writing the I.P.H.S., P. O. Box 1513, Des Plaines, IL 60017.

Gronner's CARROLL COUNTY is a 68-page study illustrated with covers and maps. It appears to be a thorough treatment of the post offices of the county and is arranged according to townships. It should prove popular with those interested in Illinois postal history.

Hilbing's POTTER & VAIL monograph should have a broader interest, for these unusual machine markings are known only from the four Illinois towns discussed in the work. The 68-page, spiral bound work is well-illustrated with covers, careful tracings and photocopies of the machines as shown in patent drawings. This appears to be a valuable contribution to the expanding body of machine cancel literature and we can all benefit from more information in this area.



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slt. aging o/w F-VF. 75.00

ARIZONA

2. GLOBE & TEVISTON R.P.O. G-F duplex
(date & "R.P.O." did not print);
trip "SOUTH"; 1901; 2¢ red; use to
Sonora, Cal (VF b/s); slt. trim on
left; nice clean item 60.00

CALIFORNIA

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"donut" killer on 2¢ green B.N.
issue; Univ. Cal. cnr; untrimmed
and attractive 40.00
4. DOLGEVILLE 1905 Doane 2/1 (EKU ?)
2¢ embossed env. with town-name in
UL cnr; slt. trim on left 22.00
5. EAST AUBURN 1907 on m/c view PPC;
portions of town-name did not com-
pletely print o/w VF condition for
this item 16.00

COLORADO

6. NEW WINDSOR 1910 on GPC (UX20/S26);
VF duplex; message in German 16.00

GUAM

7. G.B. PPC used to Guam in 1904; addr.
to "Capt....U.S.S. 'Supply' Station-
ed at Guam. North Pacific Ocean";
clear magenta dbl circle "N.Z.
MARINE P.O./20 OCT 1904/R.M.S.
VENTURA" ship marking; Guam was a
U.S. naval station in 1904; cnrs
rounded on card o/w VF and scarce
100.00

HAWAII

8. HONOLULU 1910 on 5¢ embossed env.
(Sc. 418a); use to Java; VF 50.00

THOSE 'UNOFFICIAL' FOUR-BAR 'SELF-INKERS'

By Robert J. Stets

Because these postmarkers are made individually, as explained in our November, 1987 issue, there exists a considerable possibility for variations, even between different cancels for the same town.

Two examples are shown below: - two 4-bar "self-inkers" for Walterboro, SC, purchased from the same firm, but not at the same time, and two others from Savage, MD, also purchased from the same firm, but at different times. Noticeable differences can be seen in the arrangement of the letters in the town names: (Figures 1 & 2). Note also the two sizes of letters used in two examples from Alvada, OH. (see Figure 3, Types 2B and 3B).

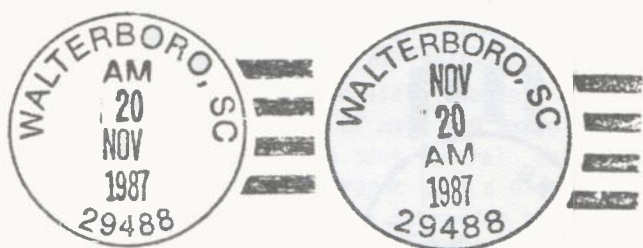


Fig. 1 Compare the position of the letters "SC" in relation to the second bar.

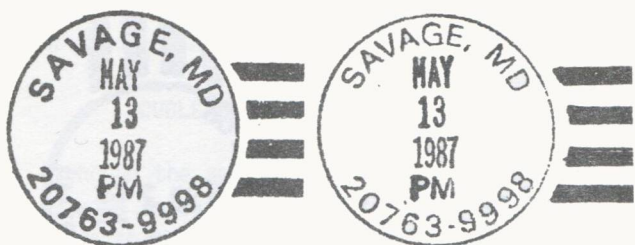


Fig. 2 Notice that one example has the letters close together; in the other, they are farther apart.

WIDE VARIATIONS EXIST

Although the intention of the early suppliers of these "self-inkers" was to produce a standard design postmarker, as described in our November, 1987 issue, the various examples submitted by readers of LA POSTA, show noticeable variations in the diameter of the circle and the size of the letters.

From observations to date, a preliminary Type Chart (Figure 3) has been developed. So far, five measurably different sizes of type have been seen. For purposes of simplification at this time, these have been reduced to four:

- Type 1 over 3.0 mm in height
- Type 2 about 3.0 mm in height
- Type 3 2.5 to 2.8 mm in height
- Type 4 under 2.5 mm in height

Perhaps, at some later date, depending on the number of examples reported, we may wish to expand this list, but for the present, these four groups can be readily identified, without actual measurement, by visual comparison with the Type Chart in Figure 3.

CIRCLES OUT OF ROUND

The second criteria used to distinguish these 4-bar "self-inkers" is the diameter of the circle. Some postmarkers observed were not true circles, but elongated in one direction, so that they were slightly oval in shape. For such postmarks, I make two measurements, at right angles to each other, add the two together, and divide by two, thus arriving at a measurement of what the diameter would have been if the rim of the postmarker were a true circle.

There has not been as much difference in the diameters of the circles of 4-bar "self-inkers" recorded so far, as only two major groups have been observed:

- Type A over 31 mm diameter
- Type B 30 to 31 mm diameter

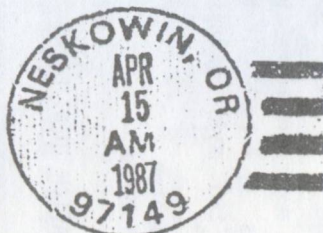
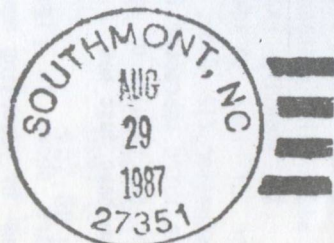
ADDITIONAL CLASSIFICATION IDENTIFIERS

Those who wish to add further identification to the cancel type, can add a third character as shown on the Type Chart: to identify examples with more than one color of ink; to identify examples with the -9998 postmaster ZIP Code, etc. Further development of the third character in the Type Code will have to await the results of greater observations than what we have just now.

For now, the Type Chart shown in Figure 3 will simplify the problem of reporting numerous examples of "self-inkers".

TYPE CHART FOR IDENTIFYING 4-BAR "SELF-INKERS"

Nov. 1987



Both Type 1A

3-character Code for Identifying 4-bar "Self-Inkers"

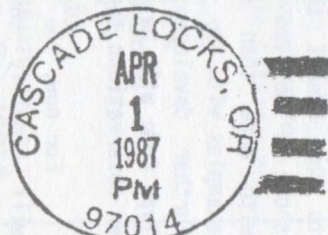
1st character = height of letters/ZIP

- 1 = Large letters/ZIP (over 3.0 mm.)
- 2 = Normal letters/ZIP (about 3.0 mm.)
- 3 = Small letters/ZIP (2.5 to 2.8 mm.)
- 4 = Very small letters (under 2.5 mm.)

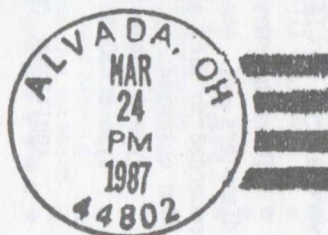
2nd character = approx. diam. circle

- A = Diameter over 31.0 mm.
- B = Diameter 30 to 31 mm.

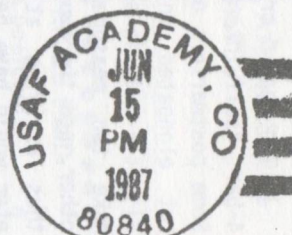
See below for 3rd character codes



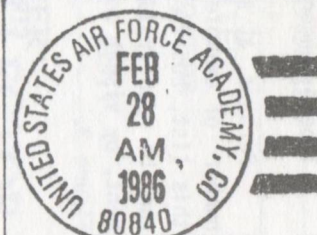
Type 2A



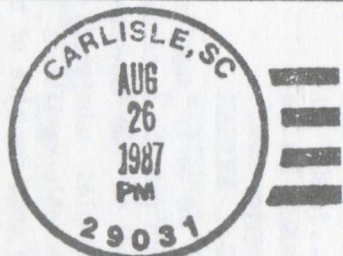
Both Type 2B



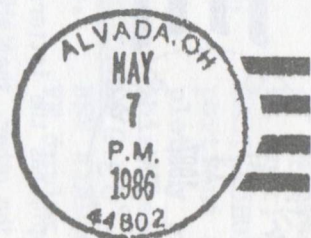
Type 2Bc



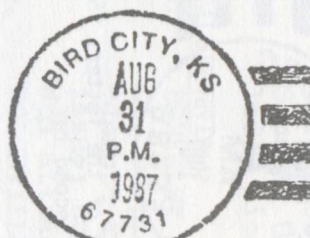
Type 2B9



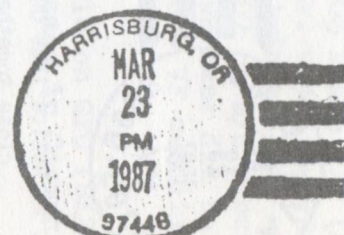
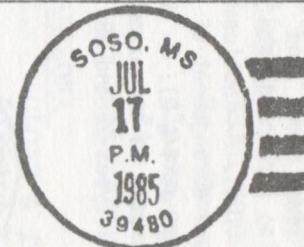
Type 3A



Both Type 3B



Type 3Bv
(very small ZIP)



Type 4B

3rd character (if needed) = Varieties

- c = condensed letters
- m = mixed colors in postmark
- s = "special" (describe)
- v = "variety" (describe)
- 9 = -9998 ZIP

Figure 3 4-Bar "Self-Inker" Type Chart

SCARCE "SELF-INKERS"

Some "rarities" have already been observed- Some post offices around Tampa, FL had their ZIP Codes changed last year. Any office that had a "self-inker" with the old ZIP Code, now has a new ZIP Code and apparently the USPS supplied new 4-bar "standard issue" postmarkers to the affected offices, so "self-inkers" with the old ZIP Codes will be "scarce".

Some offices have received "self-inkers" with the town name misspelled. That postmarker was later replaced, so examples with the incorrect spellings will be "scarce".

Start looking now, and perhaps you can come up with a modern "find".

Acknowledgements

Since last issue, several additional readers have kindly sent examples of "self-inkers" that helped to expand the appended list. Darrell Ertzberger sent a huge listing of over 200 examples in his collection; Edward Ryan sent several examples from Rhode Island; Darrel Brandt sent a nice listing of Ohio "self-inkers"; Paul Schroeder sent the example from Hawaii. Dennis Pack sent a couple more "self-inkers" from Utah and Arizona; Dr. Ken Schoolmeester located a couple more nice groups of "self-inkers", while Ross Willey and Dr. Vance Terrall really expanded our listing of Oregon. To all, my sincere thanks.

DOUBLE CIRCLES NEXT ISSUE

Although the self-inking double circle round daters were not intended for postmarking mail, it is obvious that some small offices (and some not so small) are using them for that purpose. Next issue, I'll report on the use of the round daters as postmarking devices.

Reports of any "self-inkers" can be sent to Robert J. Stets, P.O. Box 142, Walterboro, SC 29488. Please send either a photocopy of the postmark, or identify the postmark, giving town name, ZIP Code, date of use and cancel type (as shown in Type Chart).

As promised last issue, there follows a listing of the earliest reported use of a 4-bar "self-inker" from each town reported using such postmarker (up to November 12, 1987).

EARLIEST REPORTED USES OF 4-BAR "SELF-INKERS"

POST OFFICE NAME	ZIP	DATE
Alabama		
BERRY	35546	87/ 1/13
CRAFORD	36255	86/ 2/11
DELTA	36258	86/ 2/14
FORKLAND	36740	87/ 3/ 5
FULTONDALE	35068	87/ 8/11
GALLION	36742	86/ 9/25
GREEN POND	35074	86/ 2/ 5
HEFLIN	36264	87/ 6/17
IDER	35981	85/ 2/19
LOGAN	35098	86/ 2/ 5
MIDWAY	36053	86/10/22
MILLERVILLE	36267	86/ 2/14
MONTEVALLO	35115	86/10/23
PALMERDALE	35123	86/ 3/28
SAFFORD	36773	86/ 9/25
SHORTER	36075	86/ 9/25
WATSON	35181	86/ 1/30
WELLINGTON	36279	86/ 4/ 4
WOODSTOCK	35188	87/ 4/17
Alaska		
HEALY	99743	87/ 1/30
METLAKATLA	99926	86/10/10
Arizona		
AMADO	85645	87/ 6/22
COLORADO CITY	86021	86/10/ 2
GREEN VALLEY	85614	86/ 2/25
McNARY	85930	87/ 9/ 8
Arkansas		
CONCORD	72523	85/ 7/29
CUSHMAN	72526	87/ 2/27
DRASCO	72530	86/ 5/ 1
NEW EDINBURG	71660	85/ 7/17
PALESTINE	72372	85/ 3/21
ROYAL	71968	87/ 2/28
California		
CHUALAR	93925	86/ 2/ 4
GREENWOOD	95635	86/ 4/ 9
LONE PINE	93545	86/ 9/26
MOSS LANDING	95039	85/ 3/ 5
SMARTVILLE	95977	87/ 4/ 1
SUMMERLAND	93067	85/ 2/25
TWIN BRIDGES	95735	85/ 2/15
VALLEY SPRINGS	95252	87/ 8/14

EARLIEST REPORTED USES OF 4-BAR "SELF-INKERS"

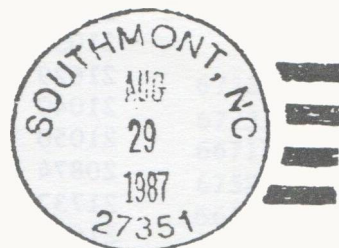
POST OFFICE NAME	ZIP	DATE	POST OFFICE NAME	ZIP	DATE
Colorado			Illinois		
AGUILAR	81020	86/10/ 3	ALVIN	61811	87/ 3/13
CIMARRON	81220	86/ 9/26	ASHMORE	61912	86/10/ 3
DRAKE	80515	85/ 7/16	DU QUION	62832	87/ 9/30
MANASSA	81141	86/ 9/ 2	DU QUOIN	62832	87/ 7/20
OLNEY SPRINGS	81062	86/ 9/25	HUMBOLDT	61931	87/ 5/20
U S A F ACADEMY	80840	87/ 6/15	JERSEYVILLE	62052	85/10/25
UNITED STATES			LAWRENCEVILLE	62439	86/ 2/ 7
AIR FORCE ACADEMY	80840	85/ 7/16	LYONS	60534	87/ 7/10
			MARENGO	60152	86/10/ 2
Connecticut			MORTON	61550	86/ 3/19
WEST HARTLAND	06091	86/ 4/12	NASHVILLE	62263	85/ 6/20
			NOKOMIS	62075	86/ 4/17
Delaware			PALESTINE	62451	85/12/30
BEAR	19701	87/ 8/21	PARIS	61944	87/ 7/16
CPO DEWEY BEACH	19971	86/	POPLAR GROVE	61065	85/ 8/ 5
CPO MIDWAY	19971	--/ 6/ 8			
ELLENDALE	19941	87/ 2/24	Indiana		
LEWES	19958	86/ 5/ 5	SCIPIO	47273	87/ 7/ 3
MILFORD	19963	86/ 4/ 4			
MILTON	19968	86/ 3/19	Iowa		
REHOBETH BEACH	19971	86/ 3/11	ANAMOSA	52205	86/12/ 1
SELBYVILLE	19975	86/ 3/10	CASTALIA	52133	87/ 7/ 2
			CHARLES CITY	50616	87/ 5/12
Florida			CLERMONT	52135	85/ 2/22
BELLEVIEW	32620	85/ 8/26	DUNKERTON	50626	85/ 6/10
GOODLAND	33933	86/10/14	HUBBARD	50122	87/ 1/ 8
HAROLD	32563	87/ 3/ 3	INDIANOLA	50125	86/ 4/ 7
LAND O' LAKES	33539	87/ 3/ 6	LE CLAIRE	52753	86/ 7/ 8
MASCOTTE	32753	86/10/ 4	MARNE	51552	86/ 9/30
MIDDLEBURG	32068	87/ 8/31	MOUNT VERNON	52314	85/11/26
OXFORD	32684	86/ 9/25	PALMER	50571	85/12/18
PARRISH	33564	85/ 2/21	PANAMA	51562	86/ 9/29
YANKEETOWN	32698	86/ 7/14	POSTVILLE	52162	86/ 6/14
			RALSTON	51459	86/ 2/10
Georgia			TABOR	51653	87/ 2/20
CASSVILLE	30123	87/ 3/ 7	WALCOTT	52773	86/ 5/28
CEDAR SPRINGS	31732	86/ 2/27	WESTGATE	50681	85/11/ 6
DIXIE	31629	86/ 2/10	WORTHINGTON	52078	86/ 4/ 7
FRANKLIN	30217	86/ 9/15	WYOMING	52362	86/ 9/ 5
LEXINGTON	30648	85/ 7/26			
SHADY DALE	31085	86/ 2/14	Kansas		
UNADILLA	31091	86/ 5/ 6	ALTAMONT	67330	86/ 2/ 5
WHITESBURG	30185	86/ 5/15	BIRD CITY	67731	87/ 8/31
			BUFFALO	66717	86/ 9/15
Hawaii			BURDETT	67523	87/ 3/20
HANALEI	96714	87/ 1/ 9	BURLINGAME	66413	87/ 7/10

EARLIEST REPORTED USES OF 4-BAR "SELF-INKERS"

POST OFFICE NAME	ZIP	DATE	POST OFFICE NAME	ZIP	DATE
Kansas (cont.)			Maryland (cont.)		
DAMAR	67632	87/ 3/18	NORTH OCEAN CITY Br.	21842	86/ 9/10
DENNIS	67341	87/ 4/20	OCEAN CITY	21842	86/ 9/19
EMMETT	66422	86/10/10	OCEAN CITY(Montego)	21842	86/ 9/13
HUDSON	67545	86/10/ 1	POCOMOKE CITY	21851	87/ 6/ 6
ISABEL	67065	86/ 7/14	SAVAGE	20763	86/ 6/14
MAPLE HILL	66507	87/ 6/ 3	SEVERN	21144	87/ 8/26
MOUND VALLEY	67354	86/ 2/ 5	SIMPSONVILLE	21150	86/ 6/14
OLSBURG	66520	86/ 9/26	SYKESVILLE	21784	86/ 9/16
OTTAWA	66067	87/ 7/11	THURMONT	21788	87/ 2/28
OVERBROOK	66524	86/ 5/ 8	WASHINGTON GROVE	20880	87/ 8/29
OZAWKIE	66070	87/ 6/ 3			
POMONA	66076	86/ 7/ 7	Massachusetts		
REPUBLIC	66964	87/ 3/ 2	IPSWICH	01938	86/ 4/ 4
RIVERTON	66770	86/ 2/ 4	NORTH SCITUATE	02060	87/10/15
ROSSVILLE	66533	86/ 2/ 7	WESTMINSTER	01473	87/ 3/17
SAINT GEORGE	66535	87/ 3/ 3			
SCRANTON	66537	86/ 5/27	Michigan		
ST. MARYS	66536	85/ 7/18	BRONSON	49028	85/11/ 9
TECUMSEH	66542	86/ 3/19	COMSTOCK	49041	87/10/ 2
WALNUT	66780	86/ 2/ 4	GOODRICH	48438	86/ 9/26
			LELAND	49654	86/ 9/24
Kentucky			SHEPHERD	48883	85/ 7/25
GRACEY	42232	86/ 9/24	WHITMORE LAKE	48189	87/ 7/14
PORT ROYAL	40058	85/ 7/18			
			Minnesota		
Louisiana			CLITHERALL	56524	87/ 8/ 7
IOTA	70543	85/ 7/30	KERRICK	55756	86/ 2/14
VACHERIE	70090	86/ 3/19	LITTLEFORK	56653	85/ 7/15
			RACINE	55967	87/ 4/29
Maine			STRANDQUIST	56758	86/ 9/25
ENFIELD	04433	86/ 9/24	THIEF RIVER FALLS	56701	87/ 4/27
POWNA	04069	86/ 4/23	ULEN	56585	86/ 9/24
Maryland			Mississippi		
ANNAPOLIS	21401	86/ 5/21	ARCOLA	38722	87/ 4/14
ASHTON	20861	87/ 6/ 1	BOYLE	38730	86/10/ 3
BERLIN	21811	85/ 9/ 9	CRYSTAL SPRINGS	39059	87/ 6/27
BOONSBORO	21713	86/10/16	DARLING	38623	86/ 2/21
BRENTWOOD	20722	86/ 5/19	MARION	39342	86/ 4/ 4
BURTONSVILLE	20866	85/ 9/13	SCOوبا	39358	85/ 3/19
CLARKSVILLE	21029	87/ 8/15	SOSO	39480	85/ 7/17
DAYTON	21036	87/ 6/27	SUNFLOWER	38778	86/ 5/14
DENTON	21629	86/ 6/20			
EDGEWOOD	21040	85/ 1/24	Missouri		
FOREST HILL	21050	86/ 4/ 8	CONCEPTION JCT.	64434	85/10/ 4
GERMANTOWN	20874	87/ 5/26	DEERFIELD	64741	86/ 2/27
GLENELG	21737	87/ 6/27	HORTON	64751	86/ 2/25
HURLOCK	21643	87/ 4/13	KENNETT	63857	87/ 3/23
MAUGANSVILLE	21767	86/11/14	LOOSE CREEK	65054	87/ 6/22
NEW WINDSOR	21776	87/ 6/29	NOEL	64854	86/12/ 3

EARLIEST REPORTED USES OF 4-BAR "SELF-INKERS"

POST OFFICE NAME	ZIP	DATE	POST OFFICE NAME	ZIP	DATE
Montana			North Carolina		
ANTELOPE	59211	86/ 5/ 5	ALAMANCE	27201	87/ 8/10
MALTA	59538	85/10/27	ALEXANDER	28701	85/ 3/25
Nebraska			ALMANCE (misspelled)	27201	87/ 5/18
HOMER	68030	87/ 6/23	ATLANTIC BEACH	28512	85/ 4/11
NEMAHA	68414	86/ 8/26	BAKERSVILLE	28705	86/10/30
POTTER	69156	86/ 3/10	BAT CAVE	28710	86/ 5/ 9
PURDUM	69157	85/ 7/16	BEAR CREEK	27207	84/ 9/ 7
New Jersey			BROWN'S SUMMIT	27214	87/ 4/20
HIBERNIA	07842	86/ 5/20	BURNSVILLE	28714	87/ 7/ 6
RIDGEFIELD	07657	85/ 6/21	CAMDEN	27921	87/ 2/20
SOUTH SEAVILLE	08246	86/ 9/24	CHIMNEY ROCK	28720	87/ 3/ 3
STRATHMERE	08248	87/ 3/11	CLIMAX	27233	87/ 5/11
TRANQUILITY	07879	86/ 5/ 5	COATS	27521	87/ 6/11
New Mexico			COMO	27818	87/ 2/27
BOSQUE	87006	87/ 3/ 5	COROLLA	27927	87/ 3/ 6
FAIRACRES	88033	87/ 3/17	EDNEYVILLE	28727	87/ 7/ 2
SAN FIDEL	87049	87/ 8/ 4	EVERGREEN	28438	87/ 8/17
New York			FAIRVIEW	28730	86/11/ 3
ANDOVER	14806	85/ 2/14	FOUR OAKS	27524	85/ 7/25
ATTICA	14011	87/ 7/ 7	FRANKLINVILLE	27248	87/ 5/14
BURLINGHAM	12722	86/ 2/26	GLENVILLE	28736	86/ 2/ 5
BYRON	14422	87/ 7/17	JULIAN	27283	87/ 6/27
CRAGSMOOR	12420	86/ 4/21	LAWNDALE	28090	86/10/ 3
CROMPOND	10517	87/ 6/ 6	MIDLAND	28107	86/12/ 1
FRANKLINVILLE	14737	87/ 7/11	PEACHLAND	28133	87/ 3/ 9
FREEHOLD	12431	85/ 3/ 2	PILOT MOUNTAIN	27041	87/10/27
HUNTER	12442	85/ 2/ 6	PINE BLUFF	28373	87/ 8/15
JAMESVILLE	13078	85/ 3/23	PLEASANT GARDEN	27313	87/ 7/21
LARCHMONT	10538	87/ 9/28	PLUMTREE	28664	87/ 6/22
MALDEN ON HUDSON	12453	87/ 3/20	SEDALIA	27342	84/11/19
MANNSVILLE	13661	87/ 3/23	SOUTHMONT	27351	87/ 8/29
MEMPHIS	13112	87/ 4/ 2	SOUTHPORT	28461	85/ 6/ 1
MOOERS FORKS	12959	87/ 3/ 3	STOKESDALE	27357	87/ 8/24
PATTERSON	12563	86/ 9/25	North Dakota		
ROOSEVELTOWN	13683	87/ 3/ 6	MAYVILLE	58257	87/ 2/24
SOUTH CAIRO	12482	87/ 6/ 6			
STORMVILLE	12582	85/ 2/16			
TIVOLI	12583	87/ 4/ 2			



EARLIEST REPORTED USES OF 4-BAR "SELF-INKERS"

POST OFFICE NAME	ZIP	DATE	POST OFFICE NAME	ZIP	DATE
Ohio			Oregon		
ALVADA	44802	87/ 3/24	AMITY	97101	87/ 6/ 1
ALVADA	44802	86/ 5/ 7	ASTORIA	97103	86/ 2/ 5
ATTICA	44807	87/ 5/22	AURORA	97002	85/ 4/ 2
AUSTINBURG	44010	86/12/20	BRIGHTWOOD	97011	87/ 2/ 2
BELLEVUE	44811	87/ 5/ 1	CARLTON	97111	85/10/23
BRADFORD	45308	85/ 2/21	CASCADE LOCKS	97014	87/ 4/ 1
CATAWBA	43010	85/ 1/31	CLOVERDALE	97112	86/ 2/ 6
CHESAPEAKE	45019	86/ 4/14	COQUILLE	97423	87/ 2/17
CHESTERVILLE	43317	86/ 2/21	CURTIN	97428	87/ 4/ 4
DERBY	43117	87/ 1/ 9	DEPOE BAY	97341	86/ 2/ 6
FOWLER	44418	85/ 2/28	DUNDEE	97115	86/ 2/ 7
HARVEYSBURG	45032	87/ 5/29	DURKEE	97905	86/10/24
KIRKERSVILLE	43033	85/ 8/15	FAIRVIEW	97024	87/ 9/ 8
LACARNE	43439	87/ 3/ 2	GLENDALE	97442	85/10/ 1
MORRAL	43337	86/ 2/ 7	GLIDE	97443	86/11/28
MOUNT STERLING	43143	87/ 8/17	GOLD BEACH	97444	87/ 1/23
NEW PLYMOUTH	45654	87/ 6/29	HARRISBURG	97446	87/ 3/23
NOVA	44854	86/ 4/ 7	HUNTINGTON	97907	87/ 3/20
OLD WASHINGTON	43768	86/ 2/ 7	LYONS	97358	86/ 3/17
PERRYSVILLE	44864	86/ 7/ 8	MAPLETON	97453	86/ 6/ 5
PLAIN CITY	43064	85/ 3/ 1	MERRILL	97633	87/ 2/19
PORTSMOUTH	45662	85/ 1/11	MONMOUTH	97361	86/ 3/24
POWELL	43065	85/ 1/10	MONROE	97456	86/ 6/ 5
REPUBLIC	44867	87/ 6/15	NESKOWIN	97149	86/ 2/ 6
SCOTTOWN	45678	86/ 2/20	NEWBERG	97132	87/ 9/11
SOUTH CHARLESTON	45368	87/ 3/ 2	ONTARIO	97914	86/10/24
SUMMIT STATION	43073	86/ 2/24	OTIS	97368	86/ 1/31
WALBRIDGE	43465	87/ 7/17	PISTOL RIVER	97444	87/ 2/17
WESTVILLE	43083	85/ 1/24	RIDDLE	97469	86/ 6/ 6
WOODSTOCK	43084	85/ 1/11	ROCKAWAY	97136	87/10/ 7
Oklahoma			ROSE LODGE	97372	87/ 2/18
GOTEBO	73041	87/ 6/ 8	SELMA	97538	86/ 6/ 9
GOULD	73544	86/ 4/22	SHERWOOD	97140	86/ 2/ 7
GRANT	74738	86/ 7/11	TEN MILE	97481	87/ 2/18
MILLERTON	74750	85/ 8/ 1	WILBUR	97494	86/10/16
OLUSTEE	73560	87/ 2/27	WOLF CREEK	97497	87/ 4/ 3
SENTINEL	73664	87/ 4/ 1	YONCALLA	97499	86/ 6/ 6
			Pennsylvania		
			AMITY	15311	86/11/20
			BLUE BALL	17506	85/ 8/16
			EDGEMONT	19028	86/ 3/20
			GREENOCK	15047	86/ 2/18
			LANGHORNE	19047	87/ 5/ 2
			MATAMORAS	18336	86/ 2/28
			PENNS PARK	18943	86/10/ 7
			SCHUYLKILL HAVEN	17972	87/ 6/22
			SCOTTDAL	15683	87/ 7/15



EARLIEST REPORTED USES OF 4-BAR "SELF-INKERS"

POST OFFICE NAME	ZIP	DATE	POST OFFICE NAME	ZIP	DATE
Rhode Island			Utah		
EAST GREENWICH	02818	86/ 6/26	ELBERTA	84626	87/ 6/21
SAUNDERSTOWN	02874	87/ 3/10	HILDALE	84784	87/10/18
SHANNOCK	02875	86/ 6/26	NEWCASTLE	84756	85/11/25
WEST WARWICK	02893	86/ 6/26	TROPIC	84776	87/ 3/11
			WELLINGTON	84542	85/ 7/24
South Carolina			Vermont		
ADAMS RUN	29426	86/ 9/26	ENOSBURG FALLS	05450	85/ 7/26
CARLISLE	29031	87/ 7/17	TROY	05868	86/ 8/25
CATAWBA	29704	86/ 6/19			
CLIFTON	29324	87/ 7/ 1	Virginia		
CONVERSE	29329	87/ 7/ 1	BERRYVILLE	22611	86/10/14
CROSS ANCHOR	29331	86/10/17	CENTREVILLE	22020	85/ 8/ 8
ENOREE	29335	87/ 7/ 1	GAINESVILLE	22065	86/ 7/17
FAIRFOREST	29336	87/ 7/ 1	HAYMARKET	22069	85/ 2/11
GREEN POND	29446	86/ 2/11	HERNDON	22070	87/ 3/ 3
HARDEEVILLE	29927	86/ 3/ 3	HILLSBORO	22132	85/11/27
ISLANDTON	29929	85/ 3/15	MILLWOOD	22646	86/10/ 6
ISLE OF PALMS	29451	85/10/23	MINT SPRING	24463	87/ 2/27
MAYESVILLE	29104	87/ 4/ 3	MOUNT HOLLY	22524	86/ 5/15
OLANTA	29114	85/ 7/22	PHILOMONT	22131	85/ 2/26
ROUND O	29474	85/10/24	ROUND HILL	22141	86/ 2/20
WALTERBORO	29488	86/ 3/14	SCHUYLER	22969	86/ 3/24
			VERNON HILL	24597	87/ 3/ 5
South Dakota			Washington		
CRESBARD	57435	87/ 5/ 6	GRAYS RIVER	98621	87/ 3/ 5
EDGEMONT	57735	85/ 7/16	LITTLEROCK	98556	87/ 9/11
HERMOSA	57744	87/ 3/ 9	MILTON	98354	85/ 7/16
LODGEPOLE	57640	86/ 9/27			
MISSION HILL	57046	86/ 3/17	Wisconsin		
ORIENT	57467	86/ 9/24	BAILEYS HARBOR	54202	87/ 3/21
PHILIP	57567	86/ 2/ 7	BLACK EARTH	53515	86/10/ 6
TURTON	57477	86/10/ 9	BLOOMINGTON	53804	87/ 4/27
WHITE RIVER	57579	87/ 3/ 3	GRATIOT	53541	86/ 2/22
			MENASHA	54952	86/ 2/25
Tennessee			NORTH FREEDOM	53951	87/ 3/12
CHUCKEY	37641	87/ 8/ 3	ROCK SPRINGS	53961	87/ 9/ 2
LAWRENCEBURG	38464	86/ 7/15	WASCOTT	54890	86/ 9/18
WATAUGA	37694	87/ 6/ 2	WOODRUFF	54588	88/ 6/ 7
Texas			Wyoming		
ARANSAS PASS	78336	86/ 9/15	HUNTLEY	82218	87/ 8/31
CHANNELVIEW	77530	87/ 3/25	WHEATLAND	82201	86/ 1/28
DIANA	75640	87/ 7/10			
FOLLETT	79034	86/ 7/ 8			
HITCHCOCK	77563	87/ 3/ 2			
HOLLIDAY	76366	87/ 5/26			
OKLAUNION	76373	87/ 7/ 6			
ROUND ROCK	78664	87/ 2/12			
SANTA FE	77510	87/ 3/ 2			

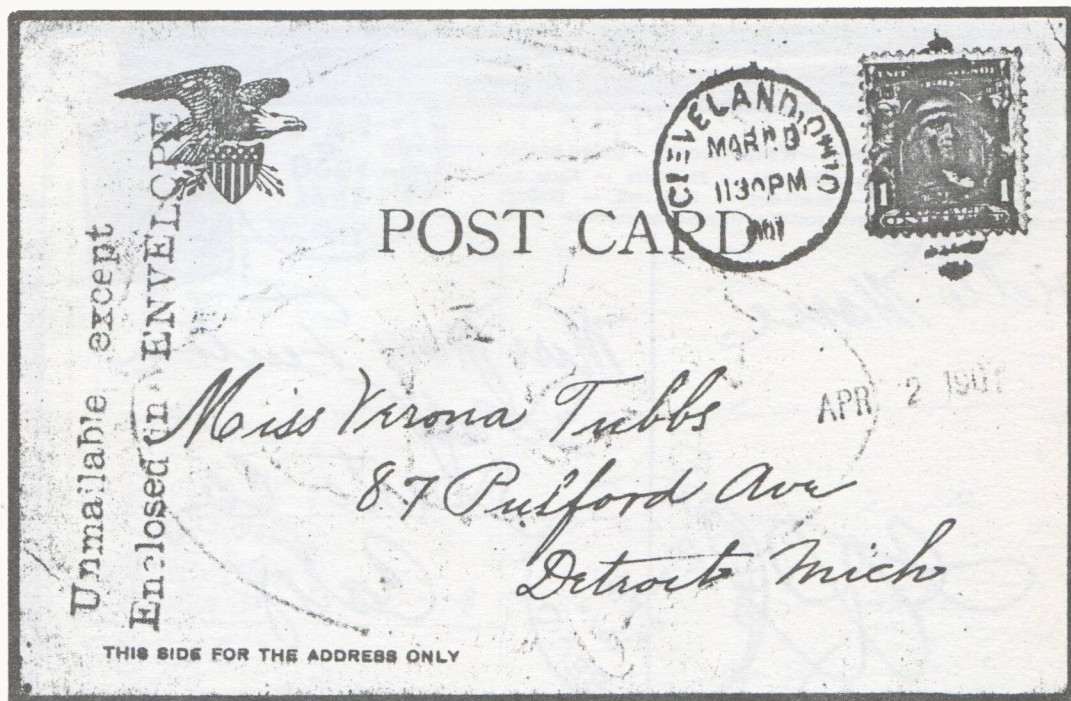


FIGURE 1

AUXILIARY MARKINGS - MAILED UNDER COVER

By Randy Stehle

There are several reasons why post cards and envelopes were sometimes mailed under cover. In some instances the Post Office Department (POD) required this, but for the most part the sender had an ulterior motive.

The reason why the POD required certain postcards to be mailed in envelopes was discussed in "Unmailable, Part I" (LA POSTA, Vol. 16, No. 6). This subject was first addressed in the 1907 Supplement to the POSTAL LAWS AND REGULATIONS (PL&R). What was stated there was expanded upon in the 1913 PL&R. In Section 403 we find:

4. Cards bearing particles of glass, metal, mica, sand, tinsel, or other similar substances, shall not be accepted for mailing, except when inclosed in envelopes tightly sealed to prevent the escape of such particles, or when treated in such manner as will prevent the objectionable substances from being rubbed off or injuring persons handling the mails.

This regulation explains the marking found on the card in Figure 1. The picture side of the card has glitter on it. The card in Figure 2 also has glitter on

it. The message it bears is a terse "Hello Marie", and the glitter spells out "Marie" on the other side of the card. The sender complied with the above regulation by putting the card in a glassine envelope. There is a note to this regulation that deals with the proper amount of postage to be charged under these circumstances. It reads:

NOTE.—Cards mailed under cover of sealed envelopes (transparent or otherwise) shall be charged with postage at the first-class rate, and, if in unsealed envelopes, according to the character of the message. The postage stamps should be affixed to the envelopes covering the cards. Stamps affixed to matter inclosed in envelopes can not be recognized in payment of postage thereon.

The card in Figure 2 complies with the above provisions in terms of prepaying the 2-cent first class rate. The sender got around the part about not affixing stamps to matter enclosed in the envelopes by cutting out a circle in the glassine so the stamp could be properly canceled. The provision in the note about unsealed envelopes and the character of the message needs a short explanation. Unsealed envelopes, if they contain no writing, are not considered first class mail. If they contain writing, then they are charged at the first class rate. I have seen a number of glitter postcards enclosed in glassine envelopes. They run

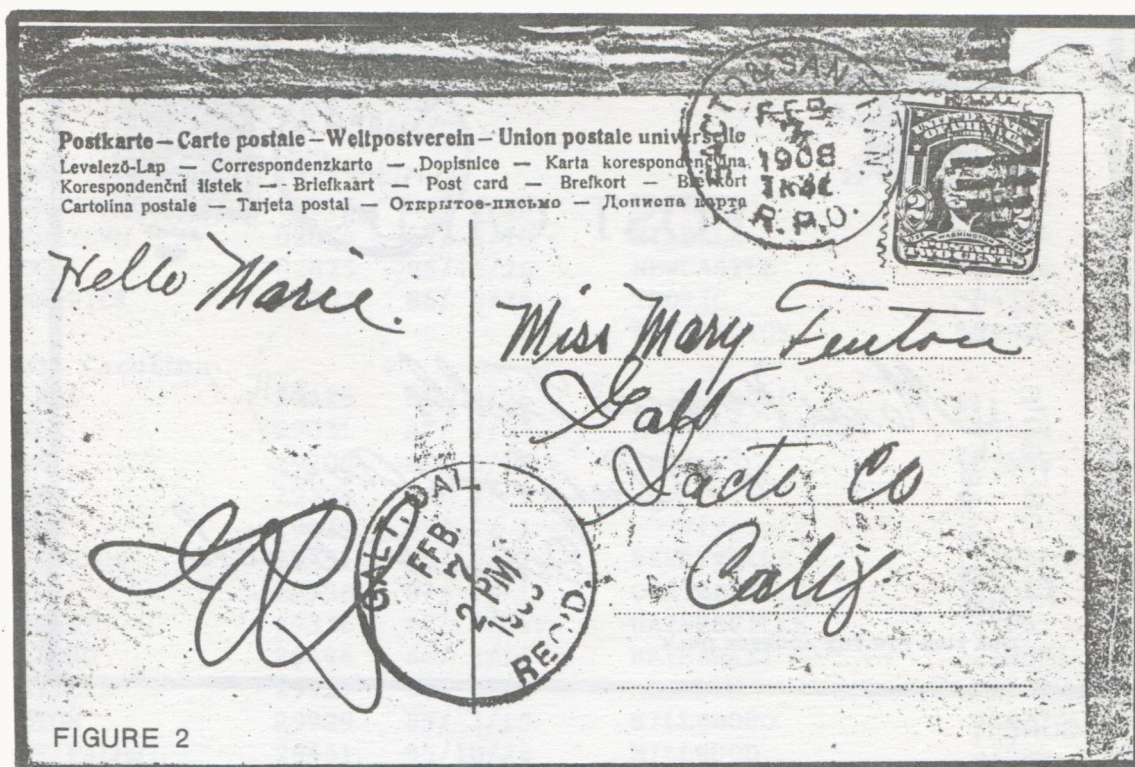


FIGURE 2

the gamut of what can be wrong from violations of the PL&R to overpaying the postage. Violations noted include: properly putting the stamps on the outside of the envelope, but using only a 1-cent stamp; using the correct amount of postage, but affixing it to the inner postcard; and, using the improper amount of postage and placing the stamp on the inner card. A case of overpayment occurred when one card had a 2-cent stamp on the outside envelope and a 1-cent stamp on the inside card, with a cutout in the glassine so the 1-cent stamp was also canceled.

The other reason why mail was put under cover has to do with the ulterior motives of the sender. There are two major motives which occur with some frequency. Both produce the same end result -- a desired postmark -- but they are done for different reasons.

Figure 3 illustrates a postcard sent in 1904 and addressed to New Brunswick, Canada. It was postmarked with a "New York/P.O." handstamp oval which was intended for parcel post usage. The card should have received a regular New York postmark -- either a steel duplex handstamp or a machine cancel -- the sender

probably did not intend to get a parcel post cancel (though it is a nice example of improper usage). On the left hand side of the card we note the following message: "Mailed at Woburn, Mass/Under Cover Addressed/Postmaster New York City". Why would someone in Massachusetts send a card to New Brunswick via New York City?

The answer is suggested by the picture on the front of the card. The view shows a New York City street scene. I have seen a number of postcards from the early 20th century that have been sent under cover to the city pictured on the front of the card. Many people collected and exchanged postcards with great fervor back then. In the case of the card in Figure 3, the sender was either trying to fool the addressee into thinking he was in New York (in which case the marking gives him away), or he was trying to match the picture side with the postmark. Whatever the reason, the PL&R dealt with this situation. Section 631 of the 1902 PL&R states:

Postmasters shall forward all matter of the first class on which one full rate of postage is prepaid which may be received under cover from any other post office with or without request to mail the same. Before forwarding, they shall cancel the stamps and indorse in writing or stamp on such matter the following: "Received at _____, under cover from the post office at _____."

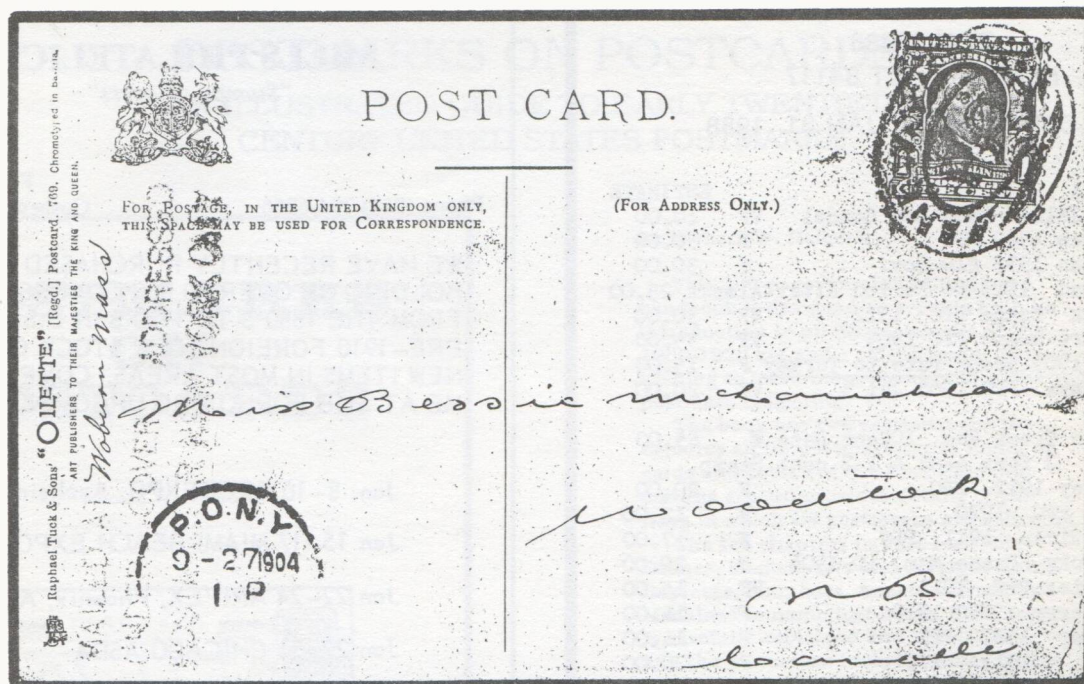


FIGURE 3

As mentioned earlier, there was another major reason for putting mail under cover to get a desired postmark. This is the reason that should be quite familiar to most LA POSTA readers. Figure 4 shows an example of this usage. This postal card has been canceled with a U.S. German S.P.O./S.S. Leviathan" machine cancel. The marking, "Received In/Sea Post Service/Under Cover" appears on the left-hand side of the card. The tireless Mr.

Please postmark name of your station clearly and return. If your station does not postmark first class mail please use your rubber stamp reading as follows:



Any where on the left hand side of the enclosed, and then turn over to your main office for regular postmarking.

THANKING YOU FOR YOUR COURTESY,
I AM, YOURS TRULY,

B. Hertzberg

FIGURE 5

debt of gratitude not only to the collectors who sent away for them, but to the Post Office Department for allowing the practice.

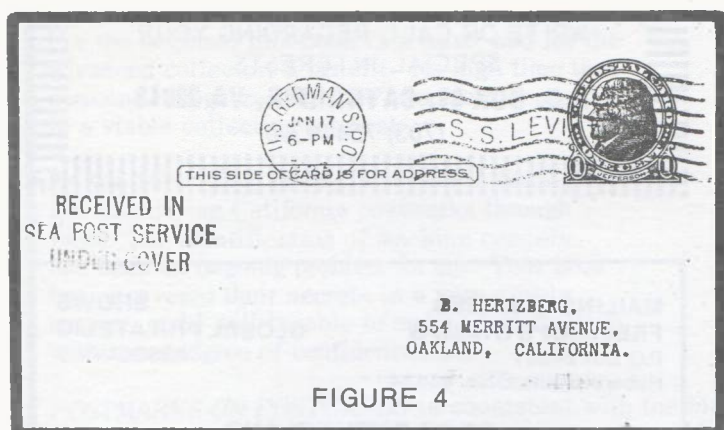


FIGURE 4

Hertzberg had sent the postal card under cover to obtain an example of this postmark. An example of the type of request used by Hertzberg is illustrated in Figure 5. Many scarce postmarks are only known on such philatelic mail. We owe a



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6. Rampart Doane PPC 1905	VF	35.00
7. Nome 1909 5cent rate to Turkey	F	15.00
8. Unalaska PPC 1908 Jul 3	VF	20.00
IDAHO		
9. Castle Creek Reg. 10Cent Rate	F	45.00
1892. 2 four cent & 1 2 cent Stamp.		
10. Chesley 1912 PPC	F	20.00
11. Kuna PPC 1920	F	12.00
12. Lost River 1911 PPC	F	17.00
13. Minidoka Doane Num. 10 1906	F	20.00
14. Prairie PPC 1913	VF	15.00
15. Roseberry PPC 1910	F	14.00
16. Soldier 1907 PPC	F	14.00
17. Sperry 1911 PPC	F	20.00
MONTANA		
18. Ewalt 1907 PPC Doane	VF	20.00
19. Eagleton 1916 PPC	F	18.00
20. French Gulch PPC 1907	F	30.00
21. Lodge Pole Doane 1909 PPC	VF	30.00
22. Silver PPC Doane 1908	F	24.00
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24. Sulphur Env. 1950	VF	18.00
25. Smith PPC 1916	VF	18.00
26. Schellbourne Entire 1916	F	20.00
27. Ursine Env. 1947	F	14.00
28. Whitney Env 1947	VF	14.00
29. Humboldt House PPC 1906	F	28.00
30. Hot Creek 1910 Large Reg. Pck. envelope Bkstp Eureka	F	30.00
NEW MEXICO		
31. Georgetown 1885 Cut Corner very fancy Red Killer. German Cross.	VF	30.00
32. Floravista PPC 1908	F	30.00
33. Nutt 1883 Reg Recept	VF	30.00
UTAH		
34. Ephraim Utah Terr. 1891 Env.	F	40.00
35. Kanosh Utah Terr. 1869 Sml Tr.	F	60.00
36. Mona Utah Terr. 1891 Env.	F	50.00
37. Moroni GPC 1882 Utah Terr.	F	50.00
38. Washington Dbl Circle. 1882 GPC	F	70.00
39. Altona 1913 PPC	VF	40.00
40. Fort Duchesne & Tucker 1898	F	30.00
41. Lawrence 1910 PPC Scare	VF	50.00
42. Park Valley 1909 PPC	F	20.00
WYOMING		
43. Badwater PPC 1914	VF	25.00
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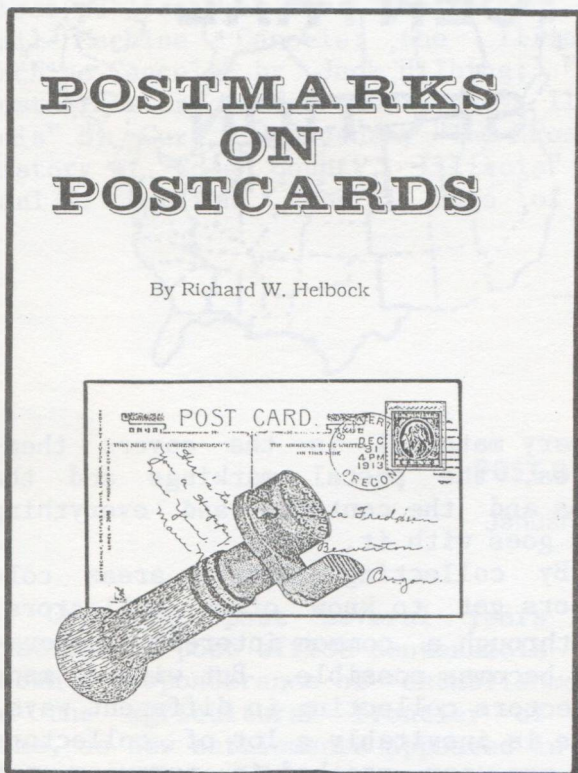
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This 200-page, carefully illustrated handbook is designed to provide both an introduction to all US postmarks of the 1900-1920 era and a reference for anyone wishing to learn more about postmarks and postmark collecting.

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The ten chapters in Part I include Doanes, Manuscripts and Straight-lines, Duplexes, Four-bars, Anachronisms, and Machines to name just a few. Each subject is carefully explained and illustrated, and the discussion includes notes on the market value for each postmark type.

The chapter on Machine Cancellations includes a simple technique which permits rapid identification of the manufacturer of nearly all 1900-1920 machine cancels, and, as is the case with each chapter, a list of references through which the reader can proceed to more detailed information.

Part II discusses the major ways in which US postmarks are collected. The five chapters in this section include collecting by Geographical Region, Rural Free Delivery, Railway Post Offices, and Naval and Military. Each chapter contains information on collector organizations and references, as well as lots of illustrations and an introduction to the specialty.

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THE MIDWESTERN EDITOR

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All kinds of people collect postal history, representing not only all types of professions and businesses, but also all types of personalities. So it comes as no surprise that some collectors are easier to get along with than others. In the course of my involvement with researching and writing about postal history I have seen the spectrum, from collectors that unhesitatingly open their collection for inspection and study, to those who are reluctant to even admit that they have a collection.

I've met those who love to spend their time wallowing in postal history (myself, for one); I've also observed that it is possible to collect postal history material -- even the expensive stuff -- without knowing or caring one whit about the history that goes with it. It seems odd that some collectors will spend \$20, \$50, even hundreds of dollars for a cover, but are not willing to shell out \$20 or \$30 for a book that will provide some information about the covers they buy.

Certain kinds of research projects don't require group participation. They are "book-learning" projects, where information is assembled from library materials, sometimes from primary sources, but usually from secondary sources (if you don't know the difference, primary sources are the original documents, secondary sources are what somebody else has written about using primary sources. Written history constitutes a secondary source).

Postal history constitutes a vast area of primary source material, with a large number of collectors dabbling in it at some level or another. We who do postal history research have official records to consult, and there is a growing body of secondary material available. But the enormous body of the



primary material is the covers themselves, the postal markings and the rates and the contents and everything that goes with it.

By collecting certain areas collectors get to know other collectors, and through a common interest cooperation becomes possible. But with so many collectors collecting in different ways, there is inevitably a lot of collectors that are not reached in pursuing any specific research goal. I am writing this as a plea to those of you that are willing to share information from your collection, but have not been contacted directly. When a project is announced and cooperation is solicited, PLEASE take the time to respond, even if what you have may seem insignificant in comparison to what you imagine the "advanced collector" may have.

Two projects come to mind. One is the South Dakota cover census by Ken Stach, whose article in this issue presents information on Charles Mix County. The other is the mammoth undertaking of John Williams, documenting the use of California cancel types to 1935, which is currently being published serially in Western Express. If collectors and dealers would take the trouble to send photocopies and information, we will all benefit from the increased information.

ILLINOIS POSTAL HISTORY PUBLICATIONS

The Illinois Postal History Society has 8 publications for sale, including a list of Illinois post offices by county. These publications are: "The Potter and Vail Machine Cancels: the Illinois Machine Cancels" by Jack Hilbing; "The Postal History of Carroll County, Illinois" by Curt J. Gronner; "The Postal History of Cole County, Illinois" by Paul R. Redlich; "Postal Saga of Jo

Daviess County" by Charles M. Teeman; "Illinois 19th Century Cancels", compiled by Richard Russell; "Pre-1830 Post Office Business" (excerpts PMG Letter Book, 1801-29); "Listing of Illinois Post Offices by County"; and "Railway Mail Service, Schedule of Mail Trains, Sixth Division, March 28, 1899".

If you are interested in ordering any of these publications, contact the Illinois Postal History Society at P.O. Box 1513, Des Plaines, IL 60017 for price and membership information.

POST OFFICE CENTENNIALS

January - February 1988

Over the past several years the listings of post office centennials has shown a preponderance of establishments in the agricultural frontier of the time, as new settlements appeared in the prairies of the Dakotas and Minnesota. Now, in 1988, we begin to see increasing listings from southern California, reflecting the land speculation and population increase occurring at that time.

There continue to be a number of offices established in the agricultural areas just to the east of the Rocky Mountains, as well as a surprising number established in long-settled areas of the South and Atlantic Seaboard.

If you keep a close eye on the geographic distribution of post office centennials of 1988 you can observe these trends, as well as the appearance of offices in a few states that have not appeared much in these listings.

Perhaps of special interest from this issue's list are the three offices established on February 29. A fourth office established on this date has been recently discontinued at Melby, Minnesota. One can speculate that the Post

Office Department might have processed a few applications so as to give them this Leap Year establishment date.

Names followed by an asterisk had a different name when established.

JANUARY

7	San Dimas CA
9	Lewisetta VA
10	Rialto CA
11	Moorcorft WY
12	Lovell WY
18	Crewe VA
21	Bishop CA
26	San Marcos CA
31	Belmont CA

FEBRUARY

10	Awendaw* SC
11	Belcourt ND
21	Burtrum MN
25	Hesperia CA
27	Grand View ID
29	Arcadia CA
	La Jolla CA
	Kentwood LA

NATHAN ROBINSON

POSTMASTER WITH A SENSE OF HISTORY

By Alan H. Patera

Most postal history articles focus on the post office, the postal markings, or the routing of the mail, and scant attention is paid to the postmaster, other than perhaps listing the persons that filled the position. One reason for this is that information on postmasters is not available through the channels usually followed by postal researchers, belonging more properly in the realm of genealogists and local historians.

I became interested in Nathan Robinson because of an oblique reference to him in a book describing the first mail trip of the Butterfield Overland Stage from St. Louis to San Francisco in 1857. Trying to find out a little more about him led me to a most interesting story concerning the close of his tenure as postmaster of Springfield, Missouri.

It was not until 1857 that Congress passed a bill to provide for overland mail service from the Missouri River to San Francisco and the gold camps of California. The contract was awarded to John Butterfield, who was to provide four-horse coaches for carrying passengers as well as the mail, completing the trip in only 25 days.

The eastern terminal of the route was to be near St. Louis. There were several routes west that could have been chosen, but as the Postmaster General was a southern sympathizer, the route chosen had an early southerly bent to it. The route proceeded from St. Louis southwest to Springfield, Missouri, then nearly due south to Fort Smith, Arkansas, where it was met with a feeder route from Memphis by way of Little Rock. From there the route passed through what is now Oklahoma and Texas to El Paso, thence across southern New Mexico and Arizona to the Colorado River at Yuma. The route through California from Yuma to San Francisco was left to the discretion of the contractor.

Apparently little notice was given to the inception of this route. Even in boisterous San Francisco, where inhabitants seemed ready to celebrate any event at any time of day, the first east-bound stage left quietly at

midnight. It carried eight passengers and a postal inspector, who had instructions to verify compliance to the terms of the contract.

The departure from the eastern terminal was equally uneventful. The only paying through passenger was Waterman Ormsby, a correspondent for Horace Greeley's New York Herald.

An event like this occurring a century later would have kept the cacheted cover makers busy for weeks. But the only place where any note was taken of this historic first trans-continental mail was at Springfield, Missouri, where postmaster Nathan Robinson apparently sensed that history was being made. Ormsby reported:

"We drove off to the post office and took on a small through mail for San Francisco, and also the postmaster and another citizen, who wished to have it to say that they had ridden in the first coach from Springfield containing the overland mail."

He went on to say that this was gratifying to him as one of the few evidences of interest in the new mail service; and it appeals to your author

as well, thinking that in postmaster Nathan Robinson there was a kindred spirit, maybe a postal historian before his time. I like to think that had I been there, I would have climbed on board the stage as well...

The post office at Springfield had been established on January 8, 1834. By the time the Butterfield stage rolled through it was quite a large and bustling community with nearly 2,500 inhabitants. Nathan Robinson was appointed postmaster on September 25, 1855. He was a southern sympathizer, as were many prominent citizens of southern Missouri.

As the Civil War approached and hostilities began the situation in Missouri was tense. The governor and the state legislature were on opposing sides, and there was some question as to whether or not Missouri would secede. Nathan Robinson did not hide his secessionist position, openly flying the Confederate flag over the Springfield post office.

Among the steps taken by Union supporters was the replacement of Federal appointees who were southern sympathizers with new appointees who were loyal to the Union. This was done

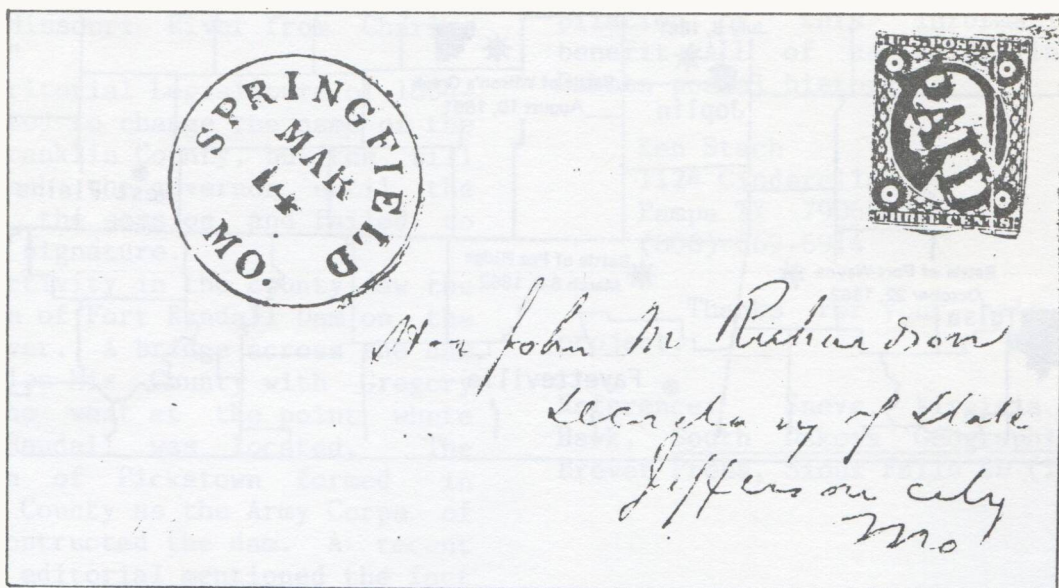
peacefully with a show of strength in many places, but Confederate sympathy was so strong in Springfield that it was felt there would be resistance to replacing the postmaster. So instead of a show of strength a plan was laid to accomplish the task by subterfuge.

A leading Republican and Union supporter of the community was selected to be the new postmaster, Benjamin Kite. He was known to have voted for Lincoln and was certain to secure the office for the Union cause. The problem was how to get him installed in office.

He was appointed postmaster on March 19, 1861. His commission was sent to him at a small, "obscure country post office between Springfield and Bolivar". The fact of his appointment was kept a secret.

One morning in May 1861, Benjamin Kite claimed his newly-appointed position. Written accounts give him sole credit, although it seems unlikely that he would have acted alone. The new postmaster entered the post office and confronted Nathan Robinson with his commission in one hand and a loaded revolver in the other. Kite demanded that Robinson take down the Confederate flag and vacate the premises.

Nathan Robinson complied. Perhaps



These clear Springfield markings could have been affixed by Postmaster Nathan Robinson.
(Cover courtesy of Robert Schultz)

his sense of history was not strong enough to want to be known as the postmaster that was shot for not vacating his office. If protest were made by the secessionist element in Springfield, it did not amount to much and did not return the position to Robinson.

Springfield was garrisoned by Federal troops in the late spring of 1861. By summer the Civil War raged about Springfield. On August 10 the poorly-equipped Confederate forces under General Price scored a victory just outside of Springfield at Wilson's Creek. The Federal troops retreated to Rolla and Springfield was occupied by the Confederate army. Price vacated the

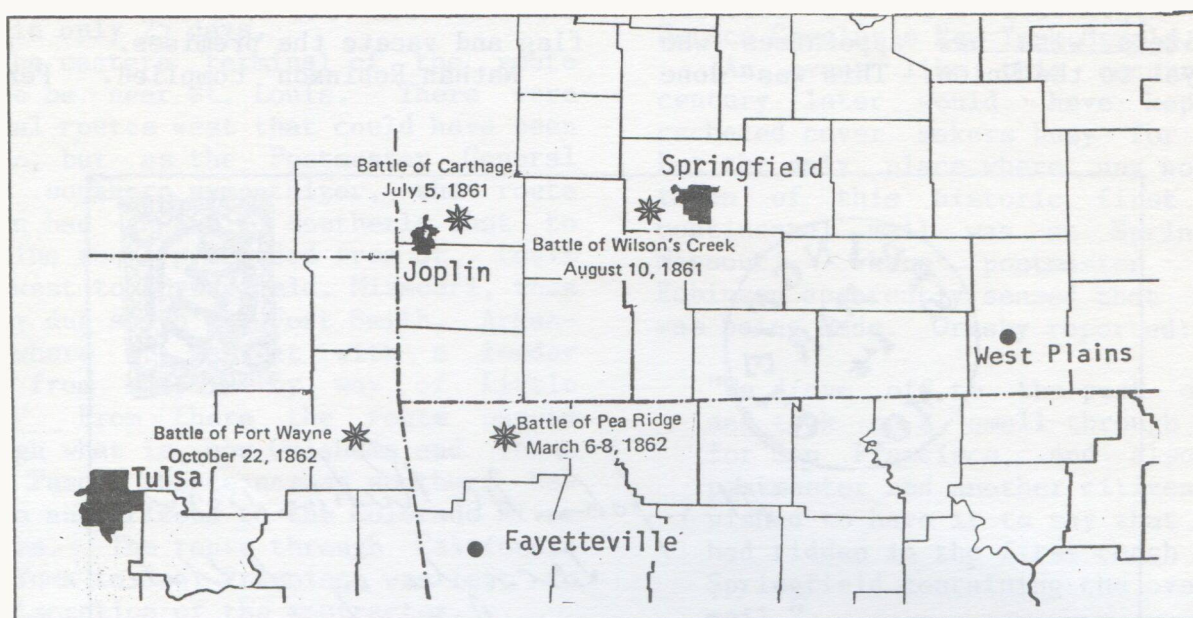
town briefly for strategic reasons, but retook it and held it through the winter of 1861-1862. After the Confederate defeat at Pea Ridge in March 1862 Springfield was held by Federal troops, but the surrounding territory was freely roamed by Confederate marauders.

Nothing has come to the author's attention regarding further activities of Nathan Robinson. Quite likely he was still on the scene at the time of the Confederate occupation during the winter of 1861-1862. After the Confederate evacuation he probably moved southward, perhaps even served with the military.

With his sense of history, he would probably be pleased that his story has now been told.

REFERENCES:

- Adams, Alexander B. The Disputed Lands, New York, 1981.
Holcombe, Ian. History of Greene County, Missouri. St. Louis, 1883.
Rafferty, Milton D. The Ozarks, Land and Life. University of Oklahoma Press, 1980.



CHARLES MIX COUNTY, SOUTH DAKOTA

by Ken Stach

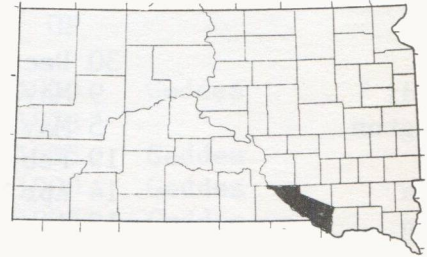
Charles Mix County in south-central South Dakota represents one of the more interesting and diverse counties of the state. It was in Charles Mix County that the Indian Agency called Greenwood was established in 1859, thereby making it one of the earliest settlements in Dakota Territory. A few other settlements in the county predate the inrush of homesteaders, including Platte Creek and White Swan.

An excerpt from "South Dakota Geographic names gives some background information on Charles Mix County: "(1970 pop. 9,994, area 1134 sq. mi., created 1862, organized 1879, county seat - Lake Andes). Bears a name of uncertain origin. According to one version, the county was named for Charles E. Mix, Commissioner of Indian Affairs in 1858. According to a second account, it was named for Charles H. Mix, captain of volunteers and government scout during the Civil War."

An item in the Aberdeen News of March 12, 1886, stated that "Charles Mix, the man for whom Charles Mix County was named", had just received back pension of \$4,063 for military service. At that time he was living on the Winnebago Reservation in Nebraska, just across the Missouri River from Charles Mix County."

The Territorial Legislature of 1864-1865 attempted to change the name of the county to Franklin County, but the bill did not reach the governor until the last day of the session and failed to receive his signature.

Later activity in the county saw the construction of Fort Randall Dam on the Missouri River. A bridge across the dam linked Charles Mix County with Gregory County to the west at the point where old Fort Randall was located. The little town of Pickstown formed in Charles Mix County as the Army Corps of Engineers constructed the dam. A recent Paul Harvey editorial mentioned the fact that one could purchase the entire town of Pickstown, South Dakota.



The following list is the result of a census of South Dakota cancels taken from a few major collections. It is set up to show the Earliest Reported Cancel from each office that has a cancel reported; it also shows the number of Territorial Cancels Reported for those offices established prior to November 2, 1889 (the day of statehood).

I have compiled a similar list for each county in present-day South Dakota. The information is to be included in an upcoming book on South Dakota postal history. These lists need YOUR input. PLEASE mail me any additions to the Charles Mix County list, as well as a census of your earliest cancels for other South Dakota counties. The compilation of this information will benefit ALL of us collecting South Dakota postal history.

Ken Stach
1124 Cinderella
Pampa TX 79065
(806)-669-6914

Thanks for your help on this project.

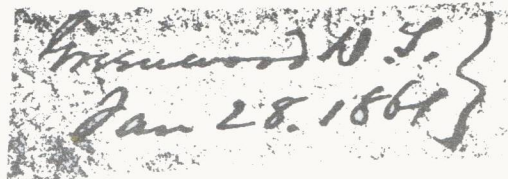
Reference: Sneve, Virginia Driving Hawk, South Dakota Geographic Names, Brevet Press, Sioux Falls SD (1973).

CHARLES MIX COUNTY, SOUTH DAKOTA

Office	Earliest reported cancel	Territorial cancels
Academy	30 Dec 1907	n/a
Bartholdi	9 May 1889	1
Bloomington	5 May 188x	2
Bovee	19 Feb 1938	n/a
Castalia	14 Apr 1884	10
Edgerton	12 Apr 1888	1
Flora	18 Apr 1887	6
Friesland		1
Geddes	22 Jan 1906	n/a
Greenwood	16 Jul 1860 (?)	
	1 Oct 1860	19
Lake Andes	1 Apr 1911	n/a
March	28 Jul 1887	7
Marty	7 Jun 1971	n/a
Neiveen	20 Dec 1897	n/a
Pickstown	31 Jul 1953	n/a
Platte	4 Feb 1887	3
Ravinia	2 Oct 1912	n/a
Ravinia RB	12 Oct 1957	n/a
Wagner	8 Jul 1909	n/a
Wheeler	7 Jan 1885	9
White Swan	10 Jun 1870	1
White Swan 2nd opening	28 Jul 1882	5

Territorial offices for which there are no reported cancels are: Antelope, Burnside, Chandler, Colvin, Darlington, Fridhem, Grover, Jasper, Papinaville, Platte Creek, Tooktay, and Webb.

Offices established after statehood which have no reported cancels are: Andes, Billings, Dante, Flora (2nd opening), Hebner, Hummer, Kennedy, Kirkwood, Mansbridge (either one), Morrison, Ruger, or Whiteswan.



CHARLES MIX COUNTY, SOUTH DAKOTA

Office	Established	Discontinued	Mail To
Academy	13 Feb 1899	OP	
Formerly Burnside			
Andes	8 Oct 1898	31 Dec 1900	Geddes
Antelope	16 Mar 1868	6 Dec 1873	
Bartholdi	13 Nov 1886	31 Aug 1905	Geddes
Billings	23 Jul 1895	31 Oct 1900	Geddes
Bloomington	22 Mar 1883	14 Sep 1905	Geddes
Bovee	15 Feb 1916	15 Oct 1955	Geddes
Burnside	22 Oct 1883	12 Feb 1899	C to Academy
Castalia	11 Jun 1883	31 Oct 1901	Platte
Chandler	12 Jun 1886	30 Nov 1906	Bijou Hills
Colvin	4 Jun 1883	28 Feb 1898	Kirkwood
Dante	22 Mar 1910	OP	
Darlington	19 Dec 1883	26 Oct 1995	C to Edgerton
A site relocation accompanied the name change			
Edgerton	27 Oct 1885	15 Aug 1900	Platte
Formerly Darlington			
Flora	26 Feb 1884	15 Jan 1891	Gilbert
	18 Apr 1891	31 Jan 1901	Bloomington
Fridhem	5 Jan 1885	30 Sep 1892	Kirkwood
Friesland	6 Mar 1883	10 Feb 1886	Edgerton
Geddes	12 May 1900	OP	
Greenwood	29 Sep 1859	30 Dec 1965	Wagner
Established in Nebraska Territory, and transferred to Dakota Territory before the county system had been created.			
Grover	13 Feb 1886	29 Apr 1886	Edgerton
Most likely this office never operated.			
Hebner	20 Feb 1901	30 Jun 1905	Armour
Hummer	17 Mar 1900	14 Feb 1903	Hebner
	22 Jun 1903	19 Jun 1905	Armour
Jasper	6 Feb 1884	15 Oct 1904	Wheeler
Kennedy	12 May 1896	15 Jan 1906	Armour
Kirkwood	6 Jun 1883	20 Mar 1888	
	31 May 1888	23 Jul 1898	Platte
Established in Brule County, moved to Charles Mix County 18 Oct 1892			
Lake Andes	30 Oct 1900	OP	
Mansbridge (1)	12 Apr 1898	15 Apr 1901	Morrison
Mansbridge (2)	12 Dec 1902	31 Jul 1905	Armour
The two offices of Mansbridge were in distinctly different locations.			
March	25 Jan 1886	15 Nov 1900	Geddes
Marty	27 Sep 1922	OP	
Morrison	18 Jun 1898	15 Dec 1904	Delmont
Nieveen	21 Apr 1892	15 Aug 1901	Platte
Papinaville	25 Jan 1872	17 Oct 1872	White Swan
Postal records first list this office in "County Unknown".			
Pickstown	31 Dec 1947	OP	
Platte	23 Dec 1885	OP	
Platte Creek	11 Oct 1872	20 Aug 1883	Castalia
Ravinia	21 Dec 1909	4 Oct 1957	C to RB of Lake Andes
Ravinia CPO (RB)	5 Oct 1957	OP	Lake Andes
Ruger	5 Aug 1896	15 Nov 1897	Bartholdi

CHARLES MIX COUNTY, SOUTH DAKOTA

Office	Established	Discontinued	Mail To
Tooktay	29 May 1882	25 Sep 1885	Friesland
Wagner	17 Apr 1896	OP	
Webb	19 Mar 1884	12 Nov 1884	Bloomington
Wheeler	28 May 1878	14 Apr 1923	Geddes
White Swan	7 Dec 1869	10 Aug 1875	Fort Randall
White Swan	10 Dec 1875	31 Oct 1892	Fort Randall
Whiteswan	16 Jan 1896	31 Dec 1905	Lake Andes



THE DEPOT

Box 2093
Lake Grove OR 97035

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

- A \$2 to \$5
B \$5 to \$10
C \$10 to \$20

CALIFORNIA

1. MILTON (Calaveras) 1871-1942, Good+ 4 bar on grtg. card, 19 Dec 1910. A.
2. SOULSBYVILLE (Tuolumne), Good+ Doane 5 on grtg. card, 12 Feb 1908. A.
3. ROSELAWN (Siskiyou) 1902/1918, VF Doane 1 on viewcard, 21 Jan 1907; also Klamath Falls OR rcvg. mark. B.

NORTH DAKOTA

4. MIDWAY (Slope) 1907-1930, Good+ 4-bar in purple on grtg. card, 21 Feb 1913 - card creased. A.
5. NEWTOWN (Mountrail) Jan.1 to Apr.30 1953 this spelling. F 4-bar on postal card. C.

WASHINGTON

6. FORT CASEY (Island) 1900-1932, G/F 4-bar, 23 Aug 1916 on viewcard, minor corner faults. A.
7. MADRONA BEACH RS (Island) 1956-59, Superb 4-bar on Last Day cover. A.
8. NAGROM (King) 1911-1936, Good 4-bar on viewcard, A.
9. SEATTLE, Terminal S, machine slogan "Rainier National Park Opens June 15th" 20 Aug 1919, corner "Northwestern Candy Co." A.

10. STELLA (Cowlitz) 1884-1935, F 4-bar, 25 Feb 1908 on viewcard, smudge on view side. A.
11. THREE LAKES (Snohomish) 1903-1926, light 4-bar, month & year not shown, A.

WYOMING

12. LUSK (Niobrara) Superb strike 13 Jun 1894 on 2ct. Columbian stamped envelope, star in circle killeer, banking corner. Corner tears, but nice appearance. B.
13. PHILLIPS (Goshen) 1894-1937 F strike 3 Aug 1909 on grtg. card. B.



LARGE LOTS, NET PRICE SALE *** NOT AN AUCTION

Did you ever buy a grab-bag of stamps so sort through? That's sort of what these large lots are like, except that these lots have been sorted geographically — by states, and for many states by county groupings. The advanced collector is not likely to find any great rarities, but they make fine starter collections, and even smaller dealers doing local bourse circuits may find them worthwhile. The lots include Last Days, First Days, 4-bars, Doanes, Flags — perhaps a few earlier DPO, Eastern & Midwestern states frequently have nice 19th century material, a minimum of duplication and junk, and a lot of fun to sort through!

Priced considerably less than dealer stock, a fair offering for a fair price. Here's a sample; send a #10 SASE for a complete listing if your area is not offered here.

\$106.00	ALABAMA	36 items, including Mobile 1855, Boligee 1898, Demopolis 1868, other early.
\$ 50.00	CALIFORNIA	Southern California (Imperial, L.A., Orange, Riverside, S.Bernardino, S. Diego, Sta.Barbara, Ventura cos.) 76 items
\$ 52.00	CONNECTICUT	36 items, Hartford 1853, Sterling 1882, R.F.D.
\$ 57.00	ILLINOIS	North-Central (Bureau, La Salle, Livingston, Marshall, Peoria, Putnam & Woodford cos.) 25 items
\$ 49.00	MONTANA	29 items, about half Last Days, incl. Helena Terr. rcvg. mark.
\$110.00	OKLAHOMA	81 items, about half Last Days.
\$ 59.00	W. VIRGINIA	Eastern Mountains (Greenbriar, Pocahontas, Randolph, Tucker & Webster cos.) 28 items, lot of Last Days but also Benbush cancel with early photo of p.o.
\$ 36.00	POSSESSIONS	(Canal Zone, Guam, Pacific Islands, Puerto Rico, Virgin Islands) 34 items

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CALIFORNIA

1. Annette, 1908, F Doane rec'd on PPC (99-30) E\$5.00
2. Arno, 1910, F 4-bar on PPC (89-27) Est. \$5.00
3. Agua Dulce R.S., 1955 F 4-bar on GPC ('55 only) E\$10
4. Balls Ferry, 1910 F 4-bar on PPC (75-16) Est. \$6.00
5. Beckwith, 1908 F Doane on PPC (70-32) Est. \$4.00
6. Capell, 1912, G Doane on PPC (73-14) Est. \$4.00
7. Cohasset, 1912, VG 4-bar on PPC (88-20) Est. \$4.00
8. Colony Center, 1906 F Doane rec'd on PPC, no stamp (1905-06) Est. \$6.00
9. Cornwall, 1907 F Doane rec'd on PPC (90-11) E.\$4.00
10. Crammore, 1907 F 4-bar on PPC (86-28) Est. \$5.00
11. Denver, 1906, F Doane rec'd on PPC (58-11) E.\$5.
12. Enterprise, 1908, F cds on PPC (78-26) Est. \$5.00
13. Fort Ross, 1914, VG 4-bar on PPC (77-28) Est. \$5.00
14. Gilroy Hot Springs, 1908 VG trgt. on PPC (73-34) E\$4
15. Guernsey, 1912, F 4-bar on PPC (98-18) Est. \$5.00
16. Haydenhill, 1909 F 4-bar on PPC (95-19) Est. \$5.00
17. Hobart Mills, 1908 F 4-bar on PPC (00-38) Est. \$4.00
18. Hunters Valley, 1908 F 4-bar on PPC (07-23) E.\$8.00
19. Ioamosa, 1908, F 4-bar rec'd on PPC (95-13) Est. \$6.
20. Lakeville, 1908, F cds on PPC (75-20) Est. \$4.00
21. Larkin, 1912, F cds rec'd on PPC (99-12) Est. \$5.00
22. Longville, 1908, F 4-bar on PPC (61-18) Est. \$6.00
23. Mammoth, c.1910, F 4-bar on PPC (67/25) Est. \$5.00
24. New Almaden, 1909, F 4-bar (spell-error) on PPC.E\$6
25. Morro, 1911, VG 4-bar on PPC (70-23) Est. \$4.00
26. Murrietta, 1908, F 4-bar on PPC (93-24) Est. \$4.00
27. Neighbours, 1910, F 4-bar on PPC (05-20) Est. \$6.00
28. Neville, 1910, VG dplx on PPC (91-18) Est. \$5.00
29. Nimshew, 1912 G 4-bar on PPC (80-23) Est. \$3.00
30. North Pomona, 1907, G dplx on cvr (91-07) Est. \$6.00
31. Northwestern, 1910, G 4-bar on PPC (06-27) Est. \$4.
32. Oakbar, 1915, VG trgt on PPC (74-28) Est. \$5.00
33. Orley, 1913, F 4-bar on PPC (09-24) Est. \$8.00
34. Sherwood, 1907, F Doane rec'd on PPC (83/20) E.\$4.00
35. Shorb, 1905, F Doane rec'd on PPC (95-09) Est. \$5.00
36. Skaggs, 1907, VG Doane on PPC (95-27) Est. \$4.00
37. Skyland Heights, 1919 G 4-bar on PPC (10-19) E.\$3.00
38. Valencia, 1906, F 4-bar on PPC (93-09) Est. \$4.00
39. Vista Grande, 1911 F 4-bar on PPC (08-13) Est. \$8.00
40. Walsh Station, 1911 F 4-bar on PPC (76-17) Est. \$6.
41. Westgate, 1911, F 4-bar on PPC (09-15). Est. \$5.00

COLORADO

42. Abbott, 1910, F 4-bar on PPC (87-26) Est. \$10.00
43. Bowen, 1910, F 4-bar on PPC (stamp gone)(06-29) E\$4.
44. Dawkins, 1906, VG trgt. on PPC (85-07) Est. \$20.00
45. Fraser, 1909, F 4-bar on PPC (90-11) Est. \$20.00
46. Greenwood, 1912, poor 4-bar on PPC (72-18) Est.\$3.00
47. Hanover, 1920, G 4-bar on PPC (13-21) Est. \$20.00
48. Insmont, 1911, VG Doane rec'd on PPC (02-17) E.\$8.00
49. Jamestown, 1910, F 4-bar on PPC (67-30pd) E.\$3.00
50. Magnolia, 1910, VG 4-bar on PPC (76-20) Est. \$12.00
51. Tuttle, 1912, F 4-bar on PPC (83-18) Est. \$20.00

IDAHO

52. Enterprise, 1909, VG trgt. on PPC (94-17) Est. \$8.00
53. Fraser, 1911, G Doane on PPC (90-20) Est. \$4.00
54. Pinchot, 1909, VG 4-bar on PPC (stamp gone)(08-10)E\$4
55. Thorp, 1909, VG 4-bar on PPC (09-15) Est. \$10.00

OREGON

56. Dora, 1909, F Doane on PPC (74-39) Est. \$3.00
57. Melville, 1907, F trgt on PPC (91-22) Est. \$8.00
58. Perry, 1910, F 4-bar on PPC (90-31) Est. \$8.00
59. Pokegama, 1909, F 4-bar on PPC (99-11) Est. \$15.00
60. Reuben, 1917, F 4-bar on GPC (90-23) Est. \$8.00
61. Wapinitia, 1907, F Doane rec'd on PPC (78-35) E.\$3.

WASHINGTON

62. Eaglecliff, 1918, F 4-bar on GPC (91-35) Est. \$5.00
63. Irondale, 1910, F 4-bar on PPC (01-20) Est. \$4.00
64. Little Falls, 1910, VG 4-bar on PPC (74-13) Est.\$4.

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AUCTION CLOSING: JANUARY 31, 1988



Dale Forster joins our illustrious, but small, group of Western Section authors for this issue to share with us some of his research on the Stark Correspondence. Stark, one of the pioneers of Portland, was a bright, ambitious, young man in the late 1840's, and his letters reveal a great deal about him and the early days of the city he helped to found. Particularly interesting, I think, is Stark's role in the fierce competition which existed among early day townsites in Oregon. Each of these places -- Oregon City, Portland, Salem, and others -- was competing to become the commercial center of the new Territory. It was a deadly earnest game, and, the moves included securing the point of mail distribution, the custom's house, the territorial capitol, and any other official function which might add to the importance of the place. Stark and his cohorts enjoyed sufficient success at the game to propel Portland into a dominant role in early Oregon, but, interestingly, the game still goes on. Today, the moves are slightly different, and include such things as attracting a new high-tech firm to the local industrial park, re-developing a downtown area into a new retail center, or turning a blighted district into a convention center, but the objective of the competition remains much the same.

Our second article represents a news story. Granted, the "news" is not earth-shaking, but, from a postal history view-

point, the discovery of a fancy cancel -- particularly a handstamp flag -- from Alaska is newsworthy. The discovery is all the more interesting because it solves a puzzle concerning the chronology of postmarks used at Teller, Alaska. We are not yet at the point where we can predict the type of postmarks used at every post office in the early 20th century, but the vast majority appear to follow closely a well-defined pattern of regulation distribution and use. So when we come across an irregularity, such as the use of a second CDS at Teller, it is nice to learn why that occurred.

Ted Gruber sends his regrets to the Nevada buffs, and promises to try to have the next installment of his "Nevada Postmark Catalog" ready for our next issue. We do need help for our next edition of "The West", however. The cupboard is now bare, and I am in desperate need of fresh copy. If you've been working on something for publication, please drop me a line, or give me a call. I can promise you there will be no waiting...

Richard W. Helbock

*Happy
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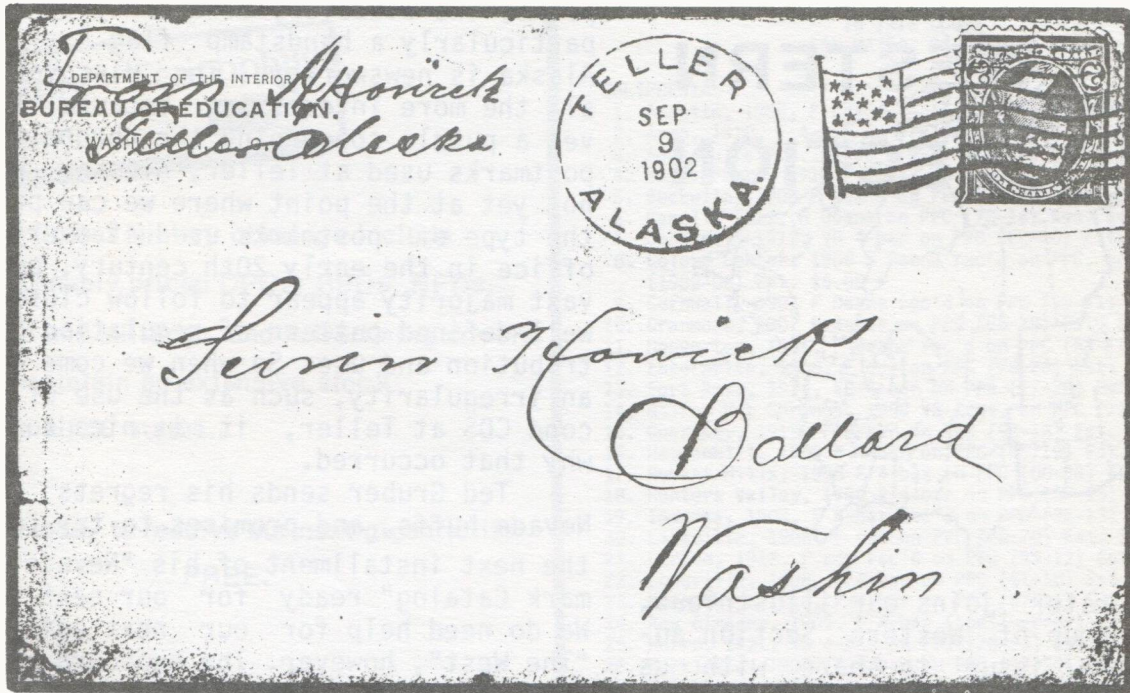


Figure 1. The discovery example with some strengthening of portions of the strike.

AN AMAZING DISCOVERY: A HANDSTAMP FLAG FROM TELLER, ALASKA

By Richard W. Helbock

One dark and rainy night in November I received a call from Dave Bowers of Unique Estate Appraisals in Portland. The conversation went something like this:

DAVE - What do you know about flag cancels used in Alaska?

ME - Well, they used a couple different styles at Nome, and a couple at Fairbanks, and one at Juneau.

DAVE - How about Teller?

ME - Teller? (long pause)

DAVE - Yes, Teller, and the postmark looks more like a 4-bar postmark, but its definitely a flag cancel.

ME - Are you going to be home for a while? I'll be right over.

Now, Dave lives about 12-15 miles away, and traffic in Portland on wet November nights is something I try to avoid, but a flag cancel from Teller... Dave has a sharp eye, and he was right on the mark. What he had discovered was the first known use of a handstamp flag from Alaska (Figure 1). In addition, since the piece was part of an original correspondence, which included one other cover

postmarked Teller in July 1903 and containing a letter from Abraham Howick headed "Teller Reindeer Station/June 27th", I had no doubt of its authenticity. In a short time Dave and I concluded a business transaction, I thanked him for the call, and returned home with a new, and most surprising, addition to my Alaska collection.

Handstamp flag postmarks of this type are described by Frederick Langford in his STANDARD FLAG CANCEL ENCYCLOPEDIA. The postmarking devices were of private manufacture, and were sold to postmasters directly. Langford attributes the manufacture and sale of this type of equipment to Baumgarten & Company of Washington, D.C., and lists 25 different towns which were known to have used this style of postmark beginning as early as 1897.

Use of such a postmark in 1902 was strictly prohibited. The POSTAL LAWS AND REGULATIONS, Edition of 1902, states:

"Sec.567, Par. 4 Postmasters must not use any other postmarking stamps than those furnished by the Post-Office Department."

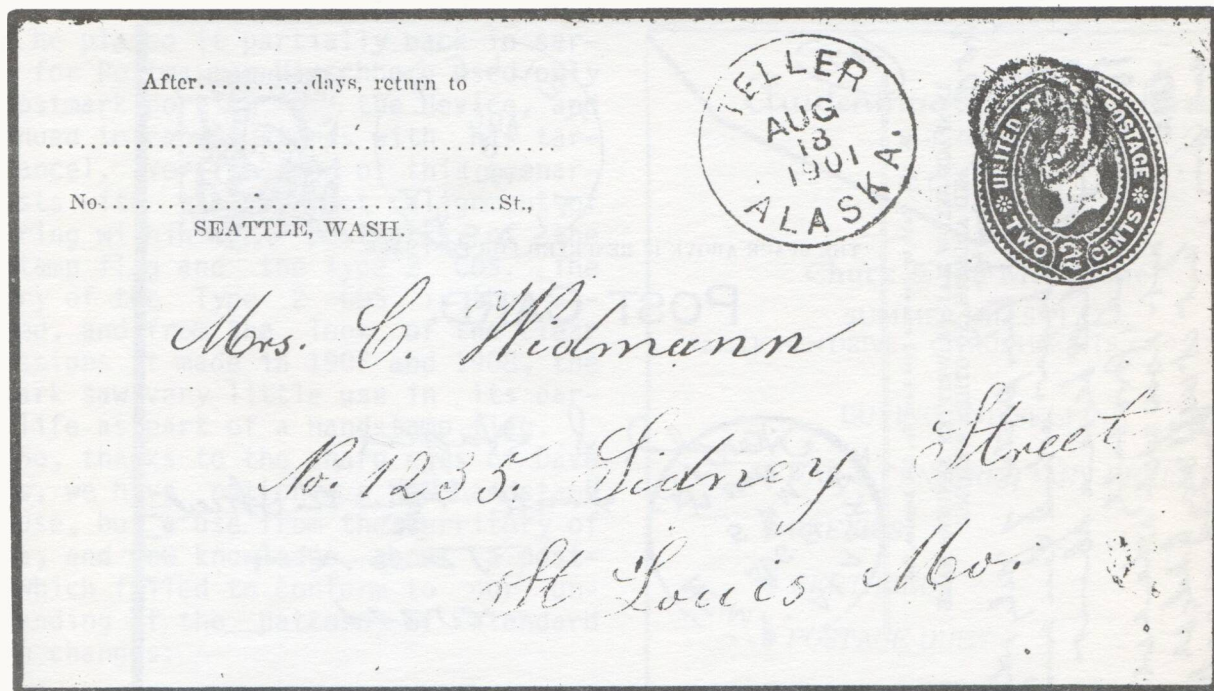


Figure 2. The Teller Type 1 CDS.

Teller post office was established with the appointment of Tollef L. Brevig as postmaster on April 2, 1900. The office was issued a metal handstamp postmark and separate handstamp cancel, both of standard design, and these are known to have been used on mail out of Teller as early as April 22, 1901. An impression of this postmark, listed as Type 1 in POSTMARKS OF TERRITORIAL ALASKA, Third Edition, is illustrated in Figure 2.

The thing that makes the discovery of this handstamp flag so surprising is that the record of early postmarks from Teller was thought to be fairly complete. If one looks at the listings in PTA, it may be noted that the Type 1 handstamp is known in use from April 1901 to March 1907. A different CDS, also used with a target cancel, is known from June 1907 to August 1908, and in 1909 the office began using a standard Type A four-bar. That listing, compiled from observations by dozens of collectors over the past 10 years, is based upon a fairly substantial number of reports. Teller was a reasonably busy post office in the early days, and examples of both the Type 1 and Type 2 postmarks are not rare.

There was, however, a clue contained in the PTA listing, and, in hind-sight, a better postal history detective might have spotted it, and thus suspected something was amiss. The clue is the existence of that Type 2 CDS (Figure 3). It is not unreasonable to expect that the Type 1 CDS had become quite worn by 1907, and the postmaster would wish a replacement. Under normal circumstances, he would place a requisition for new postmarking equipment with the Department and in due time receive a replacement of the style then appropriate for an office of his size. If the replacement equipment had arrived in 1907, it should have been a Type A four-bar of the 1906-07 style (See LA POSTA 17/4, p. 9-18). The period of Doane distribution ended in 1906, so Teller would have been too late to receive a Doane type, but the CDS known as Type 2 in PTA was definitely not an appropriate design to be introduced in 1907.

A reasonable hypothesis which might explain the existence of the Type 2 CDS is that the Teller postmaster, aware of the long delay involved in shipping new postmarking equipment to his remote post office, contracted privately to have a

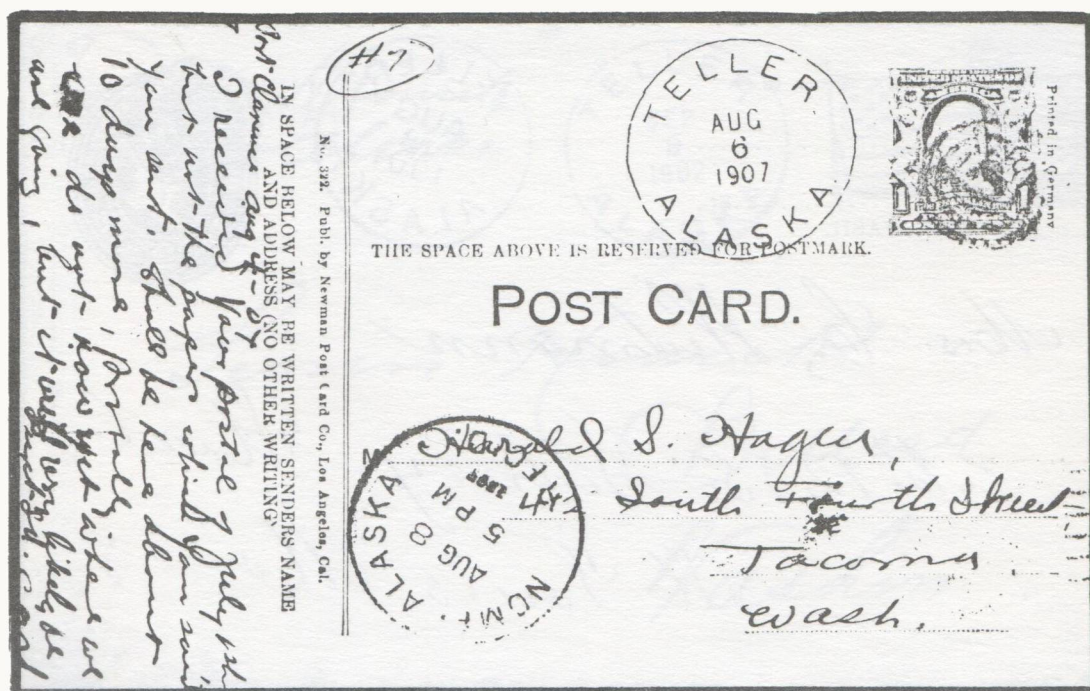


Figure 3. The Teller Type 2 CDS.

replacement postmark made locally, or in Nome, or Seattle. Such emergency use of non-standard postmarks, although not too common, is widely documented from offices around the nation.

What now appears to have happened is less plausible, but, never-the-less was almost certainly the case. During the summer supply season of 1902, the Teller postmaster -- then one Thomas G. Wilson -- received a mail-order, non-regulation handstamp flag cancel. We know that as late as April 24, 1902, Postmaster Wilson was still using the Type 1 postmark, so receipt during the summer of 1902 seems most likely. Wilson began using the flag cancel sometime during the late summer of 1902. It was, after all, easier to apply the postmark and cancel the stamp all in one strike, than the old way with separate postmark and cancel. Besides, a brave, waving flag next to Teller, Alaska looked mighty good, and gave his outgoing mail a bit of added class.

Use of the flag must have gone on for some weeks or months, but just how long we may never know. We do know that by July 1903, Postmaster Wilson was back to using his old Type 1 CDS and target, but why? There are several possibilities. First, the post office was associated

with Teller Reindeer Station, an outpost of the U. S. Department of Education, and it may have been called to the attention of the postmaster that there were Departmental regulations against the use of such a postmark. Second, Postmaster Wilson may have discovered that the use of such a large handstamp often left unevenly inked, or partial impressions, of his postmark and cancel. The discovery example is rather light at the top left, and, as anyone who has played with rubber stamps can attest, it is much easier to make a good, clear impression with a small stamp than a large one. Third, it is entirely possible that the flag cancel device broke. While I certainly do not wish to cast disparagement toward the enterprising Baumgarten & Company, it is well known that mail-order merchandise sometimes suffers from a lack of durability. For whatever reason, the Teller handstamp flag was retired prematurely, and put on the shelf, or in a box, but not thrown away.

We know that the handstamp was not discarded, for in the summer of 1907, just when the old Type 1 CDS was in bad need of replacement, a new Teller postmaster -- Max R. Hirschberg -- discovered it and placed it back in service. At

least he placed it partially back in service, for Postmaster Hirschberg used only the postmark portion of the device, and continued to cancel stamps with his target cancel. Verification of this scenario rests with the perfect alignment of lettering within the postmarks of the handstamp flag and the Type 2 CDS. The mystery of the Type 2 CDS is thus explained, and from the look of the clear impressions it made in 1907 and 1908, the postmark saw very little use in its earlier life as part of a handstamp flag.

So, thanks to the sharp eyes of Dave Bowers, we have not only a new handstamp flag use, but a use from the Territory of Alaska, and new knowledge about a postmark which failed to conform to our understanding of the pattern of standard design changes.

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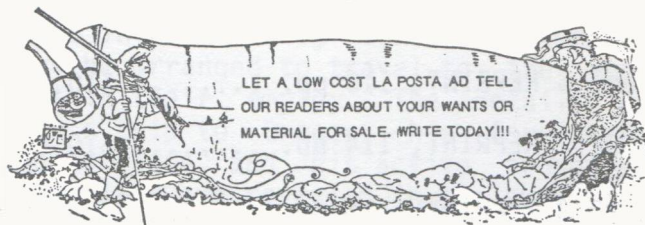
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LA POSTA BACK NUMBERS

Publishing History: LA POSTA was first published in 1969, and for the first two volumes the total print run was less than 50. Whole Numbers 1-76 were published in Las Cruces, NM. Content of the journal was almost exclusively devoted to postal history of the western United States, and the total number of copies printed for each issue averaged about 200 through the end of Volume 13 (Whole No. 78). "The Second Section" was added to LA POSTA beginning with Vol. 14, No. 2 (Whole No. 80), "The Midwest" began to be published in Vol. 15, No. 1 (Whole No. 85), and "The East" gave LA POSTA nationwide coverage beginning with Vol. 15, No. 5 (Whole No. 89). Print runs increased to about 1,200 copies per number during the Vol. 14-15 expansion period, and have remained about constant since that time.

An Index was published for Volumes 1 - 8, and, earlier this year, Robert Stets compiled an "Expanded Table of Contents" for Volumes 9 - 17, which performs a similar function. Since early issues have always been available in very limited numbers, LA POSTA began a "Reprint" Series designed to make available the information in the first 10 volumes. What follows is a current status report of the availability of back numbers, including reprints.

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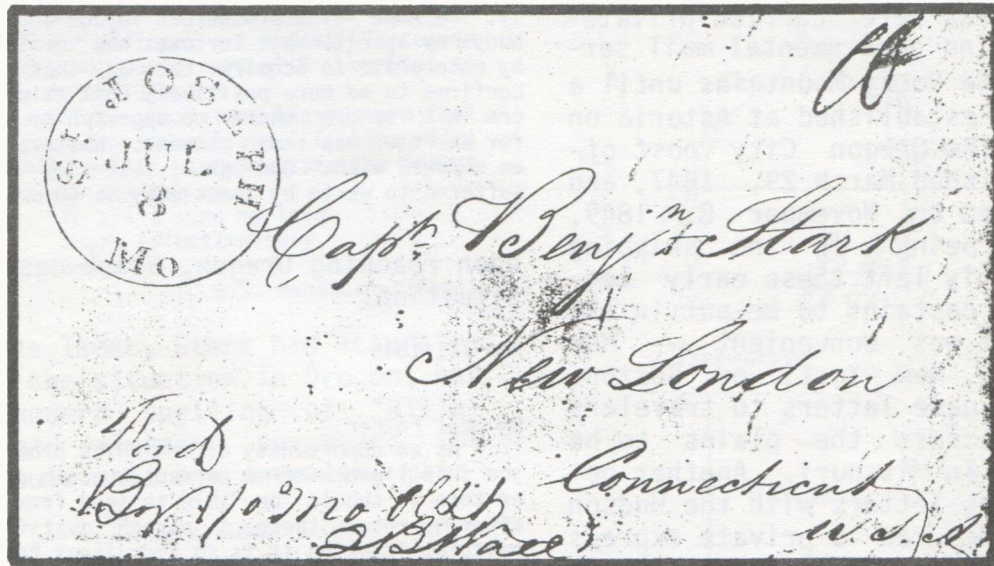
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Letter headed Oregon City, Jan. 1, 1846 (see article for contents). Carried privately to Missouri (note manuscript at lower left 'Ford/By St. Jo(?) / IB Wall'). Isaac B. Wall was an acquaintance of Stark. Postmarked St. Joseph, Mo., July 8 (1846), and rated '10' in manuscript for over 300 miles.

BENJAMIN STARK, PORTLAND VISIONARY

By Dale Forster

In 1845 the Oregon Country was jointly occupied by the United States and Great Britain as provided in the Treaty of 1818. Oregon City was the largest settlement, with about 300 people, and the entire area, including the Hudson Bay Company outpost at Fort Vancouver, had a population of about 3,000. That year, the two owners of a 640 acre land claim on the west bank of the Willamette River, about eleven miles below Oregon City, decided to create a new townsite. A. L. Lovejoy, originally from Boston, and F. W. Pettygrove of Portland, Maine, flipped a coin to decide the name of their townsite. Pettygrove won the toss, and the new town would be called Portland.

Benjamin Stark sailed from New York to Oregon in 1845 in charge of cargo on the "Toulon", a bark owned by the New

York mercantile firm of Benson & Company. After successfully navigating around Cape Horn, the "Toulon" touched land at Valparaiso, Chile, and Honolulu, before entering the Columbia River with merchandise for F. W. Pettygrove at Oregon City. Pettygrove had represented Benson & Company in Oregon since 1843, first at Oregon City and later at the new town of Portland. Within a few months of arriving in Oregon, the 25-year old Stark purchased from A. L. Lovejoy, for about \$380, half of the 640 acre claim which would become downtown Portland.

Benjamin Stark, born in New Orleans in 1820, was the eldest son of a Mississippi River steamboat captain. In Benjamin's early childhood the Stark family moved to New London, Connecticut, where the red-headed Ben grew up and was educated. After finishing school, he was employed in New York by Benson & Company where he arranged to travel to the west coast in their employ. The details of Stark's trip to Oregon, his farsighted land purchase, and his active promotion of Portland are revealed in the surviving Stark letters.

Dale Forster, a philatelic broker who specializes in classic issues of the British Commonwealth, is a long-time student of Oregon postal history and author of OREGON EXPRESS COMPANIES, a detailed account of the early private mail carriers in the Pacific Northwest.

Early letters were carried privately, there being no governmental mail service west of the Rocky Mountains until a post office was established at Astoria on March 9, 1847. The Oregon City post office was established March 29, 1847, and Portland followed on November 8, 1849. Benjamin Stark, being in the shipping business, normally left these early letters with ship captains to be put in the mail wherever it was convenient -- New Orleans, Norfolk, New York, or Boston. Sometimes Stark gave letters to travelers returning east across the plains to be put in the mail in Missouri. Another option was to leave letters with the Hudson Bay Company, which ran a private express service across Canada to Montreal. Later Stark letters, written after a post office had been established, illustrate Portland's early manuscript and handstamp postmarks. The Stark letters include correspondence from Stark to his family in New London and business correspondence addressed to Benjamin Stark in Portland or San Francisco. These letters come from three separate finds:

1) In 1941 the Oregon Historical Society purchased approximately 1,150 Stark documents and letters from an east coast dealer. Some of these are copies of letters retained by Stark in a copy-book of business correspondence.

2) On April 24, 1941, a group of 15 Stark letters was sold at auction by the Collector's Shop in New Haven. These were purchased by collectors and photostats were supplied to the O. H. S.

3) On October 30, 1986, a further group of approximately 37 Stark letters was auctioned by Christie's in New York City. These letters had been consigned by an elderly widow whose husband had purchased them many years before. All are previously unrecorded, none being from the 1941 finds. Scott Trepel of Christie's has kindly provided photostats for the O. H. S.

Benjamin Stark's first letter to his family after leaving New York on the "Toulon" is headed "May 19, 1845 - Lat 41.03S, Long 77.19W to be mailed at Valparaiso," and is evidence of his ambition and self-confidence in seeking his fortune on the Pacific Coast:

... The hope of a prosperous voyage and safe return buoys my spirit. What fortune has denied me I hope by enterprise to acquire. Each day that has elapsed confirms to me more positively that to waste my powers in a sphere where no opportunity was afforded for exertion was sheer madness. Whatever talents I am endowed with, God grant that they may not be suffered to waste by inactivity... (O.H.S. Mss.Room)

Upon reaching Oregon, Stark describes his situation:

Nov 15, 1845

Oregon City

My Dear Father,

As an opportunity offers which promises to give you intelligence of me perhaps a month or two earlier than I should be able to send from the Islands after my return there, I cannot justify myself in omitting it altho it is so circuitous that there is considerable risk of miscarriage.

At this place I have found a considerable population, and a large increase in immigration this fall. I left the Bark in the Columbia and came up the Wilhamet in a canoe, and have only had to amuse myself for a month while the Capt. has been working the vessel up -- An unusually long passage from the Islands has been the occasion of much detention in the River, but I now am pretty confident of getting out before Christmas -- Business for me is capital, and were my cargo only larger and more general this single voyage would put me completely on my own legs. The action of the government is anxiously awaited, and many entertain strong fears of a rupture of the amicable relations so long preserved between Great Britain and the U.S. War will be a dreadful blow to the prosperity of this rising territory. Yet the tract of country already settled alone, not to speak of the fertile plains still further up the Wilhamet, ought to command the resolute and if necessary the hostile action of our Govt. Through the Hudson Bay Co., the English Govt. possesses a great influence in the country and by means of the immense capital of that company monopolizes the trade. While our countrymen are left unshielded by their own Govt. through the convention of '24; The English Govt. operate indirectly by the Company Agents and Factors most effectually for the protection and encouragement of those entitled to the attention of the Govt. Joint occupation is a humbug. This is the time for action, if Oregon belongs to the U.S. let it be taken, if not let it be known that the settlers may not be made to suffer by the present ill-contrived arrangement -- During the past month I have travelled all over the settled portion of the country -- and from my own experience and observation can say that it outstrips any portion of the States. It is now the middle of November and the hills and plains are just beginning to look fresh and green, and will remain so all winter. For farmers and grazers the country is a perfect paradise. The climate must be delightful if this is a sample of the winter. Those who have spent several years in this county do not hesitate to pronounce the climate the most salubrious of any lying in the temperate zone. The English Frigate America was at Puget's Sound, a part of the country which should never be allowed to fall north of the boundary line.

The English sloop *Modeste* is to winter in the Columbia -- Some of her officers are now at Vancouver -- Where are our own Govt. vessels? Lounging at Callao and the Sandwich Isles!

I have no news from you since leaving and feel now anxious to know how you all are. I hope like myself you are all well -- I cannot see far enough ahead to say when you may see me.

To all I send my love.

Yours affectionately.

Benjamin

(O.H.S. Manuscript Room)

Six weeks later, Stark had accurately evaluated the situation in Oregon, had learned the modern spelling of "Willamette", and had already purchased the land which would make him a wealthy man:

Oregon City

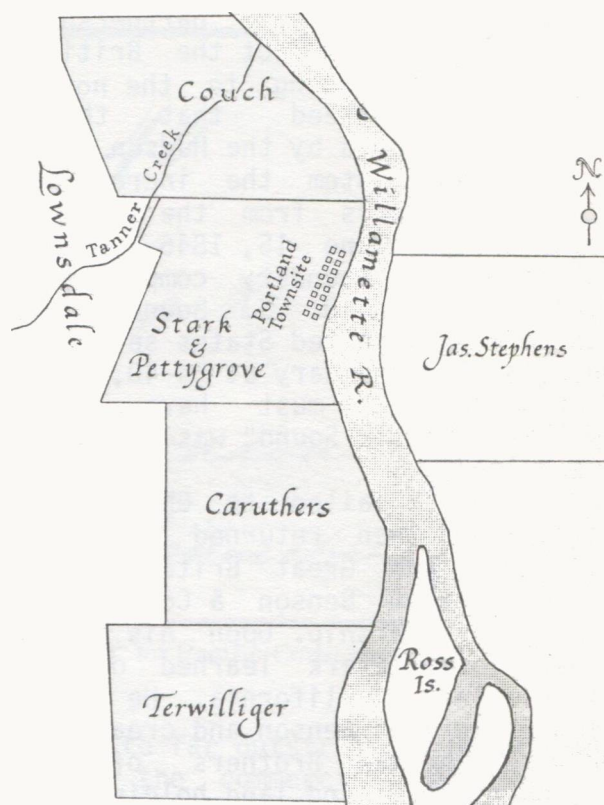
1 January, 1846

My Dear Father,

I send this letter by the party crossing the mountains in the Spring. It may or may not anticipate letters which I shall forward immediately on my arrival at the Sandwich Islands. As I have a communication to make to you, of considerable importance should it be the last you have, I have availed myself of this way and by the Hudson Bay Co's express to Montreal, to ensure its safe delivery.

I have purchased the undivided half of a claim containing 640 acres of land in this territory, on the west side of the Willamette River, on which there is a town laid out; lots in which I have already sold enough to realize the purchase money. I have also purchased an undivided half of a band of cattle, which I could sell today at 10% advance. The deed of purchase, for present security I leave with F. W. Pettygrove Esq., who has heretofore managed Benson's business in this country, and for such purposes as are necessary in my absence, have constituted him my attorney. The claim is on joint record in the office of the Secretary of the Territory. For the accommodation of my business Pettygrove and myself have built a warehouse at Portland (the new town). It stands on the only point below Oregon City where a town can be built, and it is at the head of ship navigation, and the most accessible point on the river for exploration from the Willamette Valley where the entire emigration of this year has settled and where the bulk of the American population in the Territory is concentrated, must in the course of 3 or 4 years become a town of not even secondary importance.

Dr. McLaughlin, the chief factor of the HB Co has selected an entire block for the company's use, and a place for a lumber yard. The first in order to have a place of depot for the wheat delivered to the Co from the Twallaty plains lying only 7 miles back, and the other for receipt of lumber from his mills at this place. The impossibility of securing a safe and commodious harbor within 30 or 40 miles of the mouth of the Columbia, will for many years compel trade to be carried on directly with the settlement. At all seasons of the year except the present, two days is sufficient to reach Portland with a vessel drawing any water, that can pass the bar of the Columbia. At present the Eng. Sloop of War *Modeste* is



Land claims in the vicinity of Portland in 1846.
After Eugene Snyder's *EARLY PORTLAND:
STUMP-TOWN TRIUMPHANT*.

lying at Fort Vancouver, 6 miles above the mouth of the Willamette, and the Toulon had no difficulty in this river drawing 8 1/2 feet and the water at its lowest stage. The winter has been remarkably dry and the streams are all low. No freshet is apprehended and an early Spring confidently looked for.

With cordial best wishes for my friends and connections and sincere love for our own family.

Your Affectionate Son,

Benjamin Stark Jr.

(Christie's Sale, Oct. 30, 1886)

In 1846 Stark made several trips between Oregon and Hawaii. An October 20 letter written in Honolulu to his father in New London concerns another employment possibility:

... Dr. McLaughlin would like to have me go to England with him by sea in the HB Co ship which sails in December, but I cannot afford the time for a voyage by sea, without certain prospects. He wants me to join him in the Oregon trade, but I shall need something more substantial than my abilities to insure a connection with his large capital... He may however think it his interest to secure me -- without capital -- rather than find me connected with an opposition -- As his knowledge of me during the last year has shown him what energies I possess... (O.H.S. Manuscript Room)

Stark never went into partnership with Dr. McLaughlin; in fact the British were gradually withdrawing to the north. Undoubtedly they realized that their small numbers employed by the Hudson Bay Company could not stem the increasing population of settlers from the eastern United States. On June 15, 1846, Great Britain signed the boundary compromise, setting the northern U. S. boundary at the 49th parallel. United States settlers had hoped for a boundary at 54-40, but young Benjamin Stark must have been pleased that "Puget's Sound" was south of the agreed line.

In 1848 Stark sailed to China and the Philippines, then returned to New York via India and Great Britain after being informed that Benson & Co. wished to end their partnership. Upon his arrival in New York, Stark learned of the gold discoveries in California. He ended his partnership with Benson and created a new one with Sherman Brothers of New York, using his Portland land holdings as a major part of his equity in the new arrangement. During his absence from Portland, Pettygrove had looked after Stark's real estate holdings, but in 1848 Pettygrove sold his own Portland interests to D. H. Lownsdale and moved to San Francisco. Stark, too, had business interests in San Francisco, but a June 29, 1849, letter from Stark in San Francisco to Lownsdale in Portland shows that Stark was keeping close track of his Portland holdings:

June 29, 1849
D. H. Lownsdale Esq.

My Dear Sir,

I wrote you by Capt Hall very fully -- since then I have been able to secure the selection of Portland as the place for the distribution office of the Oregon Mail, and I am making every possible exertion to procure and forward the information requisite to secure its selection as the principal port of entry and residence of the principal revenue officer -- Through Judge Bryant I learn that some fear may be entertained that Salem or some other town further up the Willamette will be selected by the present Legislature as the seat of the Territorial Govt. You need I suppose no stimulus from me to spur you to make every exertion to prevent such a decision. By a little judicious management it is possible that the people of Oregon City would unite to turn the scale in favor of Portland if they may find it inevitable that the capitol must be removed from their town.

I find Judge B not very well acquainted with the peculiar advantages of our town in point of location -- you must seize every opportunity to lay before the public mind the facilities of communication with every part of the Willamette Valley possessed by Portland over Oregon City -- And lay no little stress upon its decided superiority for communication with Clatsop and the Cowlitz valley, and the country lying about Puget's Sound.

By every consideration which can influence your mind, I would press upon you (the need) of a relaying out of the town before making any more important sale of town lots. As soon as the Madonna arrives I shall come on with her and confidently expect to see you by the 1st of August. So far as I can foresee everything is well arranged for enabling us to give Portland such a start as shall enable it to far outstrip any other competitor for the commercial supremacy in Oregon.

Yours sincerely,
Benjamin Stark

O.H.S. Mss. Room, from Stark Copy-book

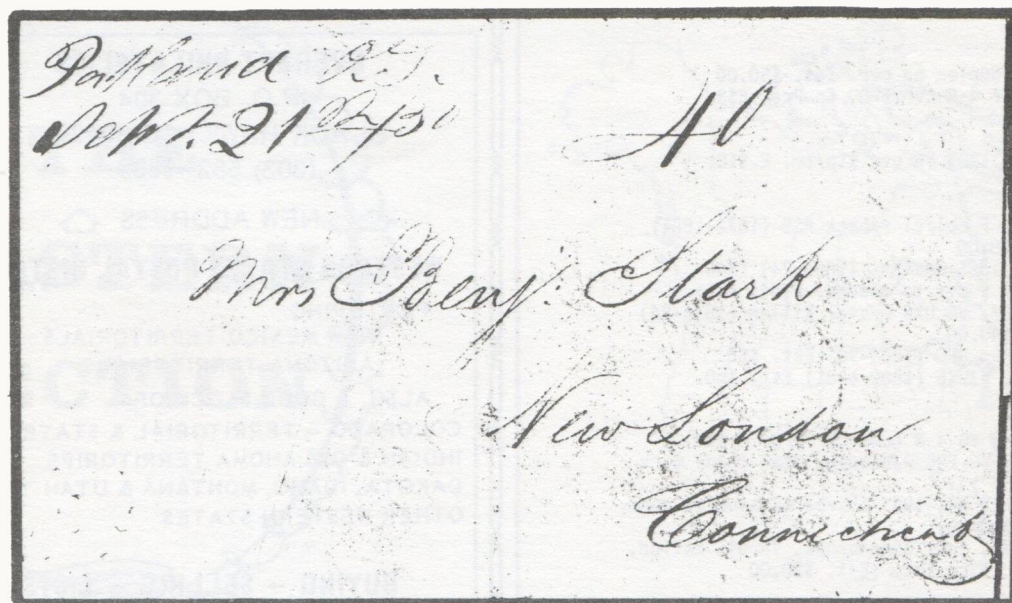
In 1849 Lownsdale sold part of his half interest in Portland to Stephen Coffin and William Chapman, so that by the end of the year the following undivided interests were held:

Stark	-	1/2 interest
Lownsdale	-	1/6 interest
Coffin		1/6 interest
Chapman		1/6 interest

These undivided interests were making it difficult to sell lots in the townsite, and Eugene Snyder in EARLY PORTLAND: STUMP-TOWN TRIUMPHANT has described the solution as follows:

"In January 1850, Lownsdale made a voyage to San Francisco, where he met Stark. The two agreed to simplify the ownership of the square mile containing the Portland townsite, in order to avoid future controversy and make it easier to sell lots. It had been cumbersome to convey title to newcomers under the joint and complex ownership. Lownsdale and Stark agreed that all land north of Stark Street would belong solely to Stark, the remainder of the square mile to be held jointly by Lownsdale, Coffin, and Chapman. Since most of the lots in Stark's portion had already been sold, it was further agreed that the other owners would pay Stark for the amount that they had received for these lots. Stark's portion was bounded up by the river, Stark Street, and the northern edge of the original claim -- about Burnside Street -- where it joined Couch's claim."

During the 1850's, and for some years later, there were legal battles as to the title of land in Portland. Some claimants maintained that Stark had forfeited his claim by not residing continu-



Portland O. T. manuscript of Sept. 21st, 1850. Rated '40' for Pacific Coast over 3,000 miles.

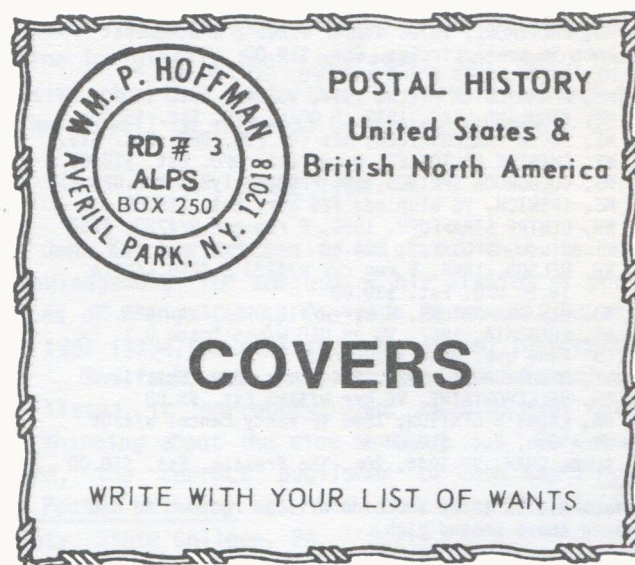
ously in Portland, and there were questions about the validity of the oral agreement made between Lownsdale and Stark. Stark's interests were consistently upheld in the courts and he became a resident of Portland.

In 1854 he married Elizabeth Molthrop, daughter of a ship captain, and shortly thereafter Stark became involved in Oregon politics. In 1862, at the height of the Civil War, Stark was appointed to fill an unexpired term in the U. S. Senate. His sympathy with the South (probably a carryover from his New Orleans' childhood) caused a controversy over his being seated in the Senate, but he was eventually allowed to join that body. Stark retained his Portland property until his death in 1898, although he spent his later life in New London.

Benjamin Stark's vision that the new townsite on the Willamette would become the major city in Oregon was truly remarkable. Stark soon saw the fulfillment of his January 1, 1846, prediction that Portland "must in the course of 3 or 4 years become a town of not even secondary importance." His June 29, 1849, letter to Lownsdale is evidence of his active promotion of Portland. In that letter he closed: "So far as I can foresee everything is well arranged for enabling us to give Portland such a start as shall en-

able it to far outstrip any other competitor for the commercial supremacy in Oregon." The Stark letters show that Benjamin Stark had a great influence on the growth of Portland.

[For additional information on Stark's political activity and later life see: Edwards, G. Thomas, "Benjamin Stark, The U.S. Senate and 1862 Membership Issues," OREGON HISTORICAL QUARTERLY, Vol. 72, pp. 315-338 and Vol. 73, pp. 31-59.]



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THE EASTERN SECTION

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The willingness of postal history collectors to share information with other collectors is constantly brought to my attention. There is a growing interest in writing up what researchers have discovered, and LA POSTA serves as a remarkable outlet for that interest. A reader in Connecticut recently wrote, "I just received my first issue of LA POSTA. It seems exactly what I have been looking for; postal history minus the stamp collector insanity".

Even more am I impressed by the outpouring of information about the "self-inkers". We now have recorded over 500 examples of these unofficial modern postmarkers. If someone had done this in 1906, think how much more we would know today about the "Doane" cancels, and how many hours of tedious research would have been saved! Information comes on postcards, in letters, in large envelopes! In the AMERICA Section of this issue is a listing of the earliest reported use of a "self-inker" at many towns in 46 of our 50 states, as reported by readers of LA POSTA. My sincere thanks to all who are helping in this project. Keep up the fine work!

Some information came my way recently that I would like to share with you. For the past several years, the USPS has been attempting, as much as possible, the cancelling of mail at Sectional



Centers, usually located in the larger cities. As a result, the name of the post office where the letter was posted no longer appeared in the postmark. Instead, we saw machine postmarks reading "SOUTHEASTERN, PA 193", or "NO VA MSC 220", while most mail from Walterboro was machine cancelled "CHARLESTON, SC 294".

Like several other ideas that worked well for a time, the USPS now finds that due to the great increase in the volume of mail pouring into these Sectional Centers, it is increasingly difficult to cancel the mail and still have time to sort it in time for outbound schedules. So, sometime in 1988 mail from offices with sufficient volume will once again be machine cancelled before it leaves the originating post office. Here in Walterboro, our faithful International Model M-1 cancelling machine (originally hand operated, but motorized sometime in the more than 50 years it's been in use here) will be replaced by a nice new Model G.

CORRECTION

John Kay has written to point out that in the acknowledgement for the use of his listing of post offices of Orange County (on page 26 of the November 1987 issue) the publisher was listed incorrectly. The fault was mine, John, as the Margulis' had listed it correctly, but my mind must have been thinking about the nice weather. For the record, the correct publisher of John Kay's New York Postal History is the American Philatelic Society, State College, PA. Sorry, APS!

OELLA, BALTIMORE COUNTY, MARYLAND

By Jane Bickel

There are places time forgot; places where time stands still. Such a place is Oella, Md. Then, there are the unchanging hills. The changeless hill in Oella is named Zephyr Hill, according to an old map. The village of Oella, so named in commemoration of the first woman who applied herself to the spinning of cotton on the continent of America(1), is entirely surrounded by the town of Ellicott City.



Fig. 1 1877 Map showing location of Oella, Md.

Joseph Ellicott, a miller on Gwynns Falls, in Baltimore, decided there was a future in grinding grain. In 1772, he returned to England for his brothers Andrew and John, and mill machinery which they brought to Elkridge Landing. Swift water and a firm shoreline provided a mill site in a gorge of the Patapsco River at what is now Ellicott City.

The Ellicott brothers purchased from Bartholomew Balderson all the water rights within a two mile stretch of river bottom and built the largest mill ever seen in Colonial America, producing 325 barrels of flour a day. This mill burned down on January 11, 1809.

In 1808, the Union Manufacturing Co. built another mill - a textile mill - a little farther

About the Author:

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

(1) Patents, Liber 1B No. B,f,8, Hall of Records.

up river in Oella. "It was the first textile mill chartered in the state of Maryland, and it had the longest mill race in the United States that served only one mill. The mill race was a mile and three quarters long. For a short time, Oella was the largest cotton mill in the United States". (Sunday Sun - June 9, 1985). An additional mill was completed in 1812; the combined mills contained 8300 spindles, making the Union Mills the largest firm manufacturing cotton goods in the United States.

The Ellicotts continued building and rebuilding mills - flour mills. In 1820, the bottom dropped out of the flour milling business. The Ellicott heirs sold the mills. Now the Union Cotton Manufacturing Co. owned large tracts of land on both sides of the Patapsco River. An 1850 map shows dots representing houses strung like beads along a curving road, Oella Avenue. Incidentally, both sides of the river, the bridge, the road and mills were all encircled by Ellicott Mills.

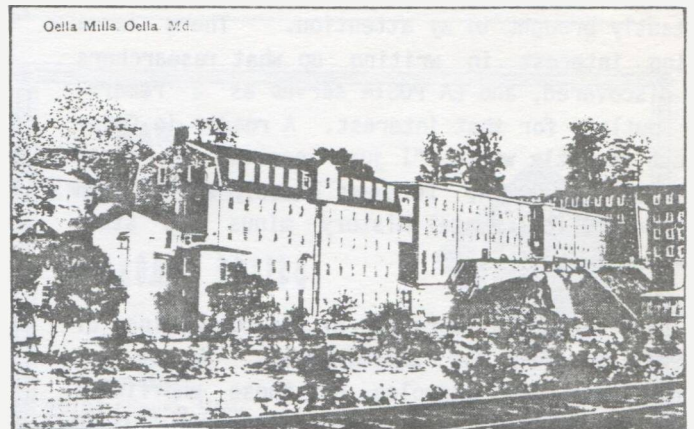


Fig. 2 The above picture of Oella Mills, from an early postcard. In the right foreground are the Baltimore & Ohio railroad tracks on the west bank of the river, next, the Patapsco River, then, on the east bank, the mill race and mills, with a few house tops visible in the background.

On the Oella side of the Patapsco was the mill race, the textile mill in Oella and the flour mill at the end of the race. A narrow road crept up around Zephyr Hill. The mill houses were built of wood and stone around 1810-12. They fronted on the road and hung out over the river in the back. When Oella was sold in 1972, the mill, 105 houses

and 89 acres were purchased by a great grandson of one of the former mill owners. The remaining 436 odd acres were sold elsewhere. At the time of the sale, (1972) there was no indoor plumbing in Oella. For the better part of 170 years, Oella existed with its "community pump", outhouses, nowhere to park a car, no church, no school, no boundaries other than the mill property lines. Oella was a "mill town" in the true sense of the word.

Hurricane Agnes came to town in June of 1972. The Patapsco River filled its banks and rose rapidly until the water stood 12 feet deep on Main Street in Ellicott City. After Agnes' passage, the first ties (granite) of the first Baltimore & Ohio Railroad lay exposed. Water lines, sewer lines and sections of railroad track were also missing along with sections of the main roads and the bridge. It is doubtful if the flood had much effect on Oella, which is still glued firmly to the mountainous slopes above the river.

POSTAL SERVICE IN OELLA

Early mail service for the area came from Ellicott's (Oct. 2, 1797 to 1823) and called "same as Ellicott's Mills" (Oct. 2, 1797 to May 19, 1837) in Postal History of Maryland. However, the compilers of the book did not seem to know that the Ellicotts built mills and mills and mills, including Ellicott's Upper Mills, Ellicott's City, Ellicott's Lower Mills.

Postal service came to Oella in 1887, when the mill was purchased by William J. Dickey, who also owned the mill town of Dickeyville. A list of postmasters and dates of appointment follows:

Charles W. Dorsey was appointed postmaster of the Oella Post Office on December 27, 1887, when the office was first established. He was a member of the Dickey family.

Succeeding postmasters were:

Joseph H. Holmes	May 5, 1904
Dixon Connolly	August 16, 1906
Walter L. Clements	October 23, 1907
Albert J. Clements	May 14, 1910
Ira J. Valentine	July 22, 1914
Theodore France, Jr.	June 5, 1918
Harry S. Clements	September 8, 1922
Ernest H. Trueth	May 6, 1925
Cecil E. Trinkaus	July 27, 1927

Trinkaus retired September 16, 1965
Oella discontinued December 27, 1968
(list from W. Hollifield)

The post office had been located in the company store, which is now the basement part of the community hall. The community hall was added on to the store in the 20th century - probably before 1937. The lower story (of 19th century origin, and built of stone) still contains an area with iron bars and an ancient safe.

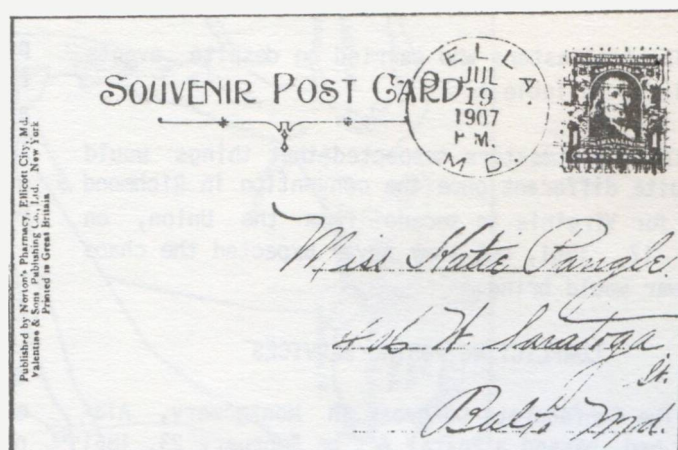


Fig. 3 This 1907 postmark appears to be a Type 2 "Doane" marking, with the numeral "2"

Apparently, Oella P.O. served only those who walked into the store or to the community pump for water. In 1902, Dunn's Directory listed for Oella one general store (J.M. Donaldson); one grocery and liquor store (Michael Kaiser) and one blacksmith (Charles H. Shotts). The only other business was the William J. Dickey Mills.

OELLA'S FUTURE

Headline in the Baltimore Sun, for March 23, 1976: "County Unveils Plan to Redevelop Oella, Historic Mill Town, for \$3.1 Million." Of this figure, at least \$175,000 would be spent to extend the sewer line to Oella. No doubt, the water line was equally expensive, and would take the same length of time to complete.

The Sunday Sun of June 6, 1985 carried a headline: "Old Mill Town Finds New Life, old houses drawing new residents". A 1987 notice says that Baltimore County is planning a 155 acre park in Oella. No matter - Oella will not change - the solid granite of Zephyr Hill remains a scant few inches under the green hillside.[]

POSTAL HISTORY OF FAIRFAX COUNTY, VIRGINIA DURING THE WAR BETWEEN THE STATES

By Robert Lisbeth

The 25 Fairfax County postmasters who were working at the start of the War Between the States had some rather unusual postal experiences. Their working lives were soon closely related to the troop movements and battles that raged just outside their post offices.

The postmasters who carried on despite events are listed in Table 1.

These postmasters suspected that things would be quite different once the convention in Richmond voted for Virginia to secede from the Union, on April 17, 1861, but they never expected the chaos that war would bring.

CONFLICTING POSTAL SERVICES

The Confederate Congress in Montgomery, Alabama had passed a Postal Act on February 23, 1861 prescribing new postal regulations and postal rates. The Confederate rates were considerably higher than those of the U.S. -- five cents per half ounce for distances under 500 miles, and ten cents per half ounce for distances over 500 miles. After June 1, 1862, Confederate rates were set at a uniform ten cents irrespective of distance.

U.S. rates were three cents (under 3,000 miles) and ten cents (over 3,000 miles) until June 30, 1863, when all distances were charged three cents. It is easy to see why the Confederate postal system was profitable, while the Federal system was not.

In any case, the Fairfax County postmasters had to be aware of both systems, because they had no way of predicting the future course of events.

On May 13, 1861 Fairfax County postmasters received word from Confederate Postmaster General Reagan that his department would take charge of the postal service of the Confederate States on or after June 1st, 1861.

Postmaster General Reagan also instructed all postmasters in the Confederate States "to render final accounts to Washington and return all stamps and envelopes on hand on May 31, 1861." This instruction seems to have been widely disregarded, as few U.S. stamps and stamped envelopes were returned to Washington.

U.S. Postmaster General Montgomery Blair then feared that the South would smuggle stamps and stamped envelopes into the North, to help finance the Confederacy. For this reason, he demonitized existing issues and in August 1861, he issued a new design series of stamps and postal stationery.

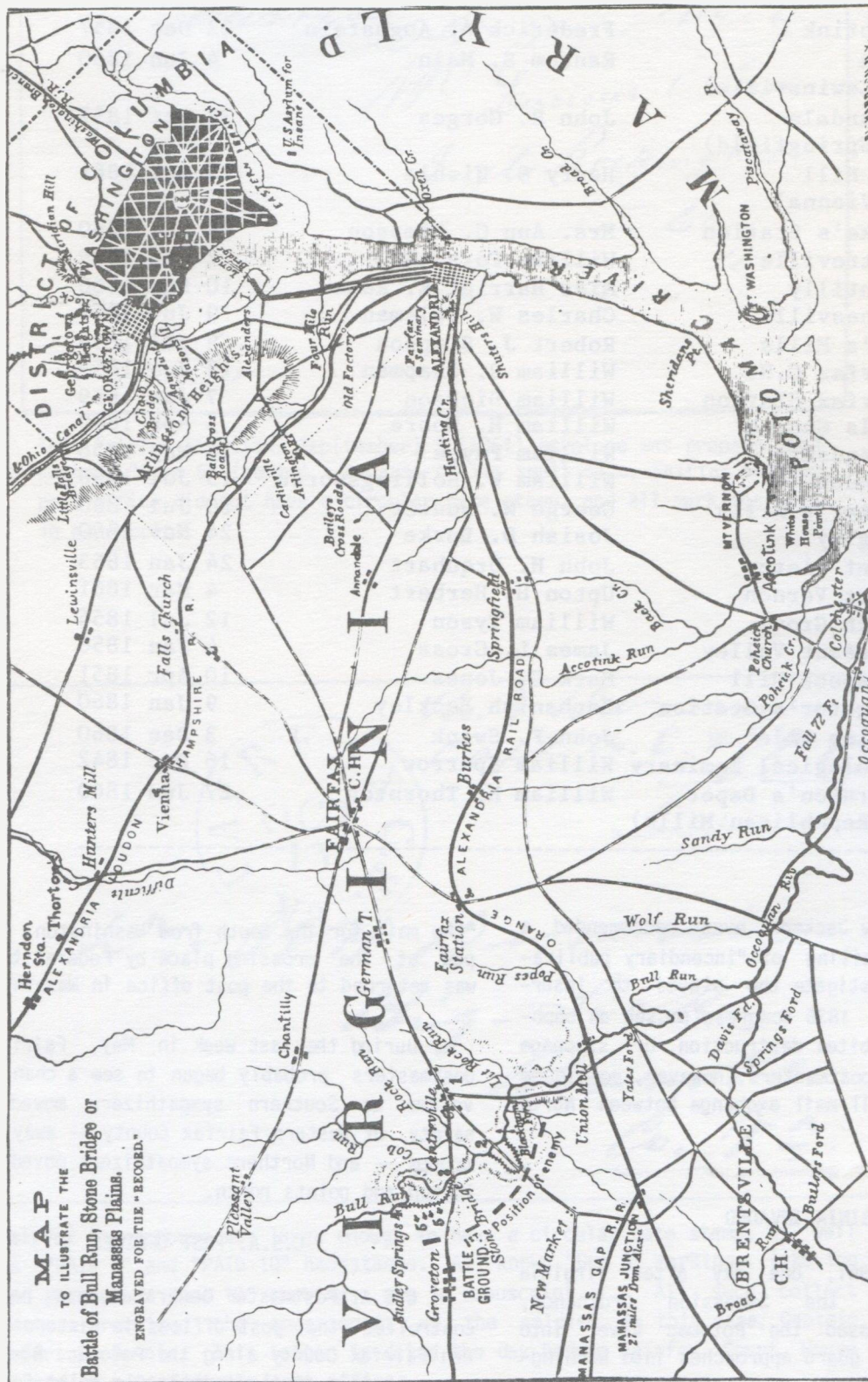
On May 24, 1861, U.S. Postmaster General Blair announced that Southern postmasters could continue directing mail north with U.S. stamps affixed until May 28th. Thereafter, until late August, a small amount of mail from the seceded states was sent north through the agencies of three express companies operating out of Nashville and Louisville. Later in the war, "flag of truce" and "prisoner of war" letters were officially exchanged at certain designated points, such as Old Point Comfort, Virginia. Letters were also unofficially smuggled across the Potomac River between Virginia and Maryland, by men using rowboats with muffled oar locks. Virginia and Maryland mail smugglers were skillful and elusive in their efforts.

MAIL CENSORSHIP

Prior to June 1, 1861, postmasters in some parts of Fairfax County did not allow the New York Tribune to pass through their offices. Subscribers to the newspaper were threatened by rebel sympathizers. This form of censorship was not new. For 30 years before the war, anti-slavery literature was destroyed as it came through the southern mail system. No government authorities -- from the President to the local postmaster -- discouraged such practices.

About the Author:

Robert Lisbeth, Administrative Officer of the Library of Congress Preservation Office, was editor of the VPHS quarterly journal, Way Markings for four years and was editor of the 948-page VPHS Catalog of Virginia Postal Markings (First Edition). He is currently editing a second edition.



Map of Fairfax County and Vicinity (from Putnam's Rebellion Record.)

TABLE 1. Fairfax County Post Offices in the Spring of 1861.

Post Office	Postmaster	Appointment
Accotink	Frederick A. Augustein	22 Dec 1857
Anna (Lewinsville)	Ransom S. Main	4 Jun 1860
Annandale (Springfield)	John H. Gorges	22 Oct 1857
Ayr Hill (Vienna)	Henry S. Wiehle	25 Oct 1861
Burke's Station	Mrs. Ann C. Simpson	29 Dec 1860
Centreville	William Forsyth	2 Feb 1859
Chantilly	Miss Harriet E. Ross	10 Sep 1860
Dranesville	Charles W. Coleman	9 Jul 1857
Dye's Mills	Robert J. Simpson	8 Jul 1859
Fairfax C.H.	William R. Chapman	17 Jun 1857
Fairfax Station	William Dickson	7 Jan 1859
Falls Church	William H. Moore	5 Apr 1860
Friendship	William Payne	18 May 1858
Herndon	William W. Hollingsworth	13 Jul 1858
Hunter's Mills	George W. Hunter	10 Jul 1860
Langley	Josiah D. Burke	24 Nov 1860
Mount Pierce	John H. Urquhart	24 Jan 1853
Mount Vernon	Upton H. Herbert	4 Mar 1861
Peach Grove	William Tyson	12 Jul 1854
Pleasant Valley	James L. Cross	4 Jan 1856
Prospect Hill	Mark C. Jones	10 Apr 1851
Sangster's Station	Zephaniah Beckley	9 Jan 1860
Spring Vale	John F. Swank	3 Dec 1860
Theological Seminary	William Sparrow	16 Dec 1842
Thornton's Depot (Republican Mills)	William H. Thornton	27 Jun 1860

President Andrew Jackson even recommended a law to prohibit mailing of "incendiary publications intended to instigate the slaves to insurrection". In July 1836 Congress passed an opposite law which prohibited destruction or stoppage of mail. Southern postmasters, however, continued the practice until all mail exchange between North and South ceased.

VIRGINIA INVADED

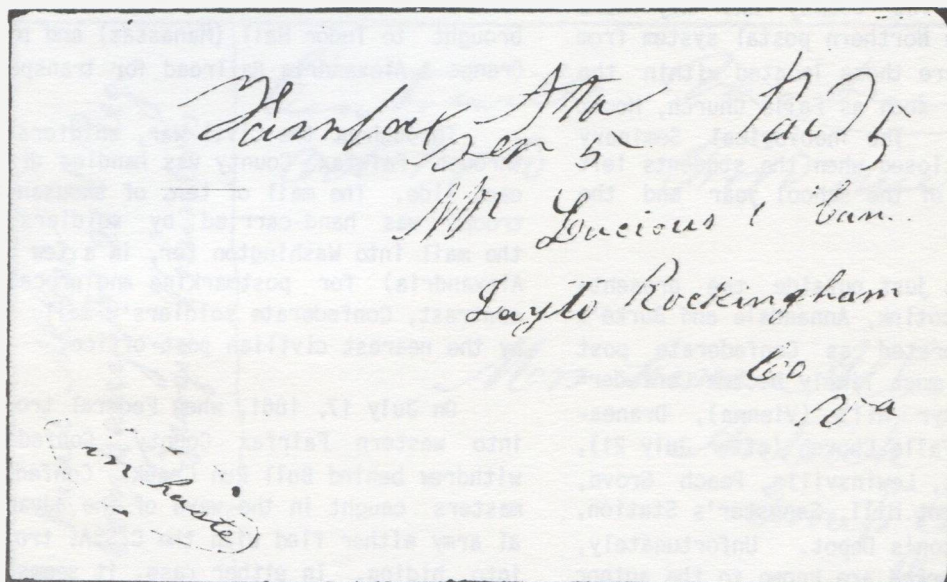
On May 24, 1861, one day after Virginia elections ratified the Secession Ordinance, Federal troops crossed the Potomac River into Fairfax County to guard approaches into Washington. A line of forts and camps began to appear around Alexandria, through Bailey's Cross Roads to Arlington Heights. It was reported on May 28 that

"the mail for the South from Washington, was stopped at the crossing place by Federal troops, and was returned to the post office in Washington."

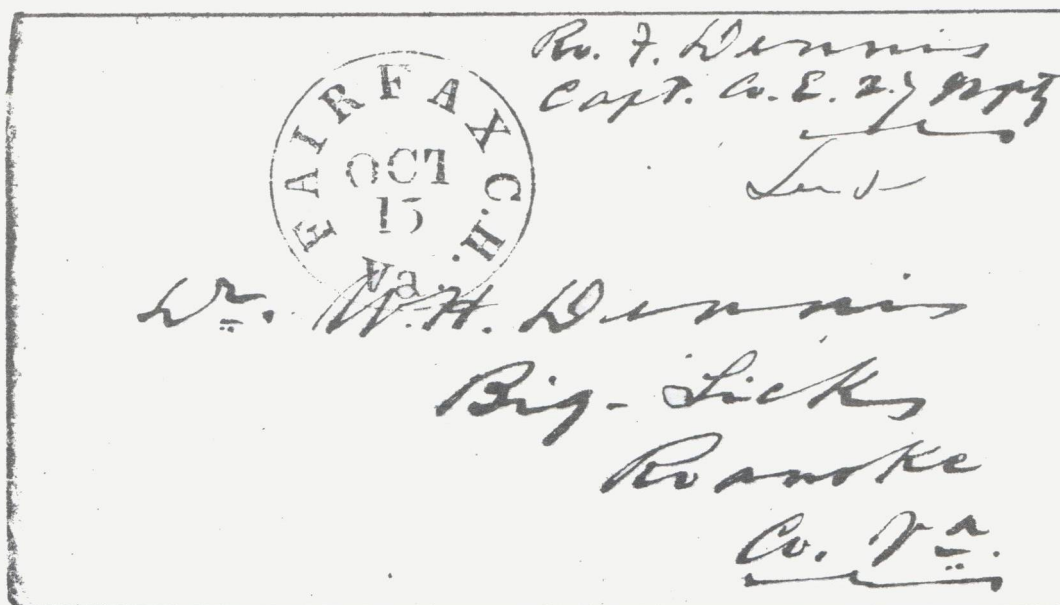
During the last week in May, Fairfax County postmasters probably began to see a change in mail volume as Southern sympathizers moved to the safety of western Fairfax County -- away from U.S. troops -- and Northern sympathizers moved to Washington and points north.

C.S.A. POST OFFICES

C.S.A. Postmaster General Reagan never truly controlled the post offices in eastern and northern Fairfax County along the Potomac River. The same is true of Alexandria, Old Point Comfort, the counties of Accomack and Northampton, and of many parts of present-day West Virginia.



This Fairfax Sta(tion) Sep(tember) 5 (1861) envelope was prepaid and marked "Paid 5" (cents). Because of its small size, Fairfax Station post office did not have a circular date stamp, and all markings are in manuscript.



Fairfax Court House was large enough to have a circular date stamp, as well as "PAID 5" and "PAID 10" handstamps. All known "Due 5" markings, like the one above, and "Due 10" markings, are in manuscript. All such collect letters required the endorsement of the soldier, in this case, Captain Robert F. Dennis. This letter is dated the day before Fairfax Court House closed as a Confederate post office.

Postmasters of Fairfax County who may have remained loyal to the Northern postal system from June 1 until July 21 were those located within the present I-495 beltway, such as Falls Church, Mount Pierce and Friendship. The Theological Seminary post office probably closed when the students left in response to the end of the school year and the start of the war.

Other post offices just outside the present-day beltway like Accotink, Annandale and Burke's Station may have operated as Confederate post offices. Those that most likely became Confederate post offices were Ayr Hill (Vienna), Dranesville, Dye's Mills, Falls Church (after July 21), Herndon, Hunter's Mills, Lewinsville, Peach Grove, Pleasant Valley, Prospect Hill, Sangster's Station, Spring Vale, and Thornton's Depot. Unfortunately, no letters so postmarked are known to the author to prove any of these statements. Troop movements, camps and forts provide clues to the type of postal system in each town.

C.S.A. APPOINTMENTS

The "Pickett Papers" have provided us with a record of appointment of some C.S.A. postmasters between July, 1861 and January, 1862.

Post Office	Postmaster	Appointment
Centreville	William Forsyth	July 26, 1861
	Alex S. Grigsby	Jan. 11, 1862
Fairfax C.H.	W. R. Chapman	Aug. 1, 1861
Fairfax Station	Wm. Dickinson	Aug. 29, 1861
Springvale	John T. Swink	Sept 12, 1861
Falls Church	W. E. Moore	Sept 24, 1861
Van Dorn	James Sangster	Nov. 1, 1861

Confederate letters have been recorded from Centreville, Chantilly, Fairfax C. H. and Fairfax Station. Surprisingly, no record of appointment was found for a C.S.A. postmaster at Chantilly.

ACTIVE FAIRFAX CO. POST OFFICES

The early morning raid of June 1, 1861 on Fairfax C.H. by Federal troops, brought in rebel reinforcements who repulsed the Federals and, in general, made it a more secure Southern post office. For the first 47 days of Confederate postal operations, six letters have been recorded with postmarks from Fairfax C.H. and two from Fairfax Station. It is thought that mail picked

up from each Fairfax County C.S.A. post office was brought to Tudor Hall (Manassas) and placed on the Orange & Alexandria Railroad for transportation.

Throughout the Civil War, soldiers' mail sent through Fairfax County was handled differently on each side. The mail of tens of thousands of Union troops was hand-carried by soldiers who brought the mail into Washington (or, in a few cases, into Alexandria) for postmarking and processing. In contrast, Confederate soldiers' mail was handled by the nearest civilian post office.

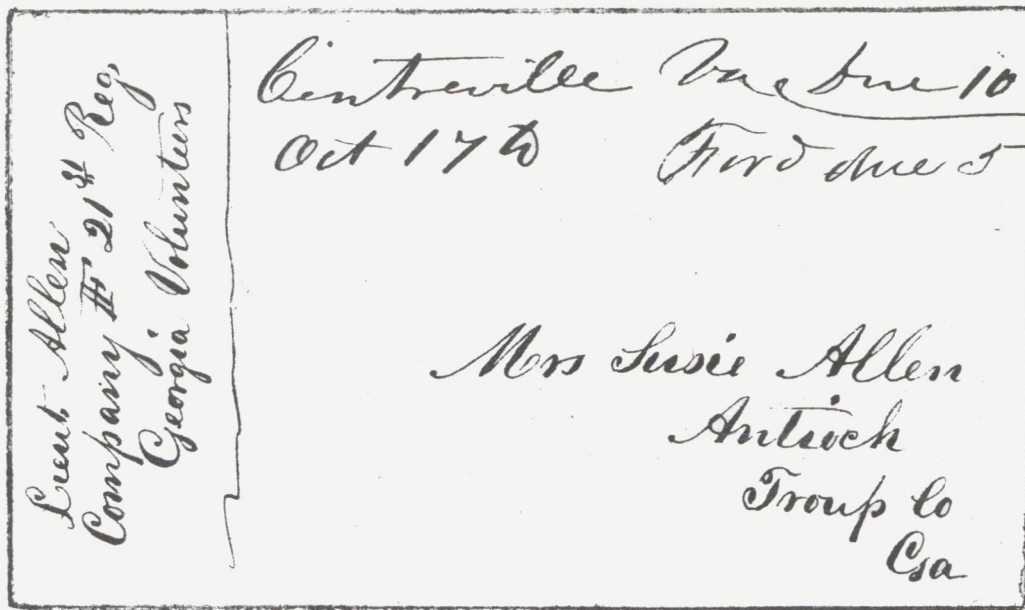
On July 17, 1861, when Federal troops marched into western Fairfax County, Confederate troops withdrew behind Bull Run Creek. Confederate postmasters caught in the wave of the advancing Federal army either fled with the C.S.A. troops or went into hiding. In either case, it seems likely that almost all of the Confederate post offices in that area temporarily closed.

After the First Battle of Manassas (Bull Run), the Fairfax County Confederate post offices which had been open before July 17 reopened once again. Those postmasters who returned to stick it out during this deadly game were brave indeed.

As the Yankee troops fled at the end of the First Manassas, so did many of the Yankee sympathizers and post office personnel. It was at this point that any operating U.S. post offices in eastern Fairfax County undoubtedly closed.

The "Pickett Papers" record, as of September 23, 1861: "Ordered that a contract for service from Fairfax C.H., Va. to Falls Church, three times a week, one dollar per day, be made with Mortimer Thompson, the compensation to commence with the service and to continue until other arrangements can be made." As previously noted, on the following day, W. E. Moore was appointed postmaster at Falls Church. As yet, no C.S.A. postmarks have been recorded from Falls Church, which was in operation for only about three weeks.

By October 16, 1861, both postal services had stabilized, but on October 16, Confederate postal service at Fairfax Court House and Fairfax Station (and most likely at all others except Centreville) came to a halt. On that day, Confederate troops pulled back to Bull Run Creek and the heights of Centreville. Also, on that day, Confederate postage stamps first became available at Confederate post offices.



This letter from Centreville is dated the day after troops pulled back from Fairfax Court House and formed a front line at Centreville. The distance to Georgia was over 500 miles, so the letter was rated "Due 10"(cents). It is also marked "Forwarded due 5", so perhaps it was missent, as no change in the address is indicated. Did Mrs. Allen have to pay the Confederate post office 15 cents before receiving this letter from Lieut. Allen?



Centreville as it appeared in 1862.

The soldiers who concentrated at Centreville dramatically increased postal activities at that post office and used the newly arrived stamps depicting Jefferson Davis (five-cent green) and Thomas Jefferson (ten-cent blue).

At least one letter exists from Fairfax Court House dated October 16, 1861.

CENTREVILLE POST OFFICE

Postal activities increased at Centreville at this time, but despite this increase, Centreville's postmaster, William Forsythe, did not necessarily receive more money in postal revenues. By this time, soldiers could mail letters unpaid, upon the condition that postage would be collected at the addressee's post office. (these letters are common, and are called "soldier due mail"). Revenues were sufficiently increased, however, that the postmaster had to have his bond increased.

On November 1, 1861, the "Pickett Papers" record: "Ordered that a post office be established at Van Dorn, Fairfax Co., Va. and Jas. Sangster be appointed postmaster thereat". We do not know just where Van Dorn P.O. was located, but the area in which it could have been established is very limited. No examples of postmarks from Van Dorn during its existence (four months maximum) have been recorded.

When Southern troops pulled out of Centreville on March 9, 1862, the C.S.A. postal services came to an end in Fairfax County. The only other Confederate mail entering or leaving Fairfax County from then on, was hand carried.

A total of 60 Confederate letters are recorded as postmarked from Fairfax County during those ten months:

- 10 Centreville
- 2 Chantilly
- 41 Fairfax Court House
- 7 Fairfax Station

--
60

It is entirely possible that an equal number of covers exist, but they have not been recorded to date.

RE-ESTABLISHMENT OF FEDERAL POST OFFICES

One month after Confederate postal services were discontinued in Fairfax County, Federal post offices began to reappear. Only four reopened before the end of the war. Fairfax Court House, Falls Church, Vienna (Ayr Hill), and Accotink reopened during April and May, 1862, in that order.

Federal service was no more extensive than Confederate service, because many people had fled the county, and Federal control was still tenuous. No letters postmarked at any of these four offices have been recorded from their opening in the Spring of 1862, until the end of the Civil War.

Until the end of the war, all postal appointments and trade were closely controlled by military authorities. Loyalty oaths were demanded of postmasters as frequently and intensely as they were of ordinary civilians.

AFTER APPOMATTOX

Following Lee's surrender on April 9, 1865, Fairfax County citizens began to resume farming and business activities. Rebuilding the economy was a difficult task; and this project required post offices for communication with customers, suppliers, and distant friends. A number of U.S. post offices reopened in Fairfax County during and after the war. These post offices are listed in Table 2. ■

Acknowledgement:

The initial version of this article appeared in Way Markings, the Quarterly Journal of the Virginia Postal History Society, Whole Number 51, in February, 1985. That article has been updated for this issue of LA POSTA.


Information about the Virginia Postal History Society can be obtained by writing P.O. Box 29771, Richmond, VA 23229.

* * * * *

TABLE 2. Federal Reestablishment of Fairfax County Post Offices.

Post Office	Postmaster	Appointment
Accotink	Frederick A. Augustein	23 May 1862
Annandale	J. Windsbecker	15 Nov 1865
Burke's Station	* Discontinued	26 Dec 1866
Centreville	Benjamin Utterback	22 Nov 1865
Chantilly	Sobieski L. Chapin	18 Dec 1866
Dranesville	William Dyer	14 Nov 1865
Dye's Mills	John L. Detwiler	11 Oct 1865
Fairfax C.H.	Henry T. Brooks	11 Apr 1862
	Walter B. Hoag	17 Jun 1862
	Job Hawxhurst	1 Aug 1865
Fairfax Station	* Discontinued	9 Jul 1866
Falls Church	George B. Ives	19 Apr 1862
Friendship	* Discontinued	9 Jul 1866
Herndon	Octavus Torry	6 Sep 1865
Hunter's Mills	* Discontinued	9 Jul 1866
Langley	William Means	28 Nov 1865
Lewinsville	Frank H. Jenny	28 Aug 1865
Mount Pierce	* Discontinued	22 Aug 1866
Mount Vernon	* Discontinued	28 Aug 1866
Painters	Joseph H. Painter	22 Jan 1866
Peach Grove	James W. Green	24 Jan 1866
	Mrs. Lucretia Merry	5 Feb 1866
	Discontinued	13 Jun 1866
Pleasant Valley	William W. Palmer	6 Sep 1865
Prospect Hill	William S. Oliver	2 Jan 1866
Sangster's Station	* Discontinued	29 Sep 1866
Springfield Depot	Timothy Murphy	28 Aug 1866
Spring Vale	Daniel L. Borden	2 Jan 1866
Theological Seminary	Miss Frances Sparrow	15 Jan 1866
Thornton's Depot	Joseph Thornton	24 May 1867
Vienna	William Hendrick	20 May 1862

* Those post offices which were operating in 1861, but were not re-opened following the war, were removed from the records in 1866 by "discontinued" entries.



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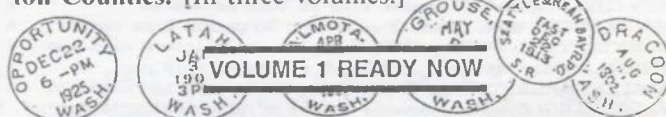
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INDIAN TERRITORY

- 10) SPECIAL - Original Patent to Freedman of the Choctaw and Chickasaw Nations. Signed by both chiefs and with the great seals of both nations MB \$75.00
 - 11) LOCUST GROVE, 1891, G cds on leagl size cover with tear thru pm. Fort Gibson and Fancy Tehlequah backstamps
 - 12) MUSKOGEE, 1906, registered Official Business PS with cds in purple on front. Interesting enclosure
 - 13) LEHIGH, 1894, G-VG on #U349 with cc--pretty
 - 14) CHICKASHA, 1907, VF flag on cover open on rt thru stamp
 - 15) CHILDERS STA., 1886, ms pm on very rough open to lt cover
 - 16) CLAREMORE, 1886, VG cds on ps with tear at UR thru stamp
 - 17) CLAREMORE, 1888, G-VG cds on 2¢ entire
 - 18) CLAREMORE, 1878, ms pm on cover with 3¢ banknote
 - 19) LENAPAH, 1894, VG-F cds on #U349 with cornercard
 - 20) LOCUST GROVE, 1890, ms pm on cover with 2¢ banknote
 - 21) MANARD, 1887, G-VG cds on UX8 to Hon Henry Chambers
 - 22) MUSCOGEE, VF cds on Union Indian Agency penalty envelope
 - 23) ALBUQUERQUE, N.MEX., 1905, Doremus Ty D on American Lumber cc
 - 24) LAS CRUCES, N.MEX., 1888, G cds on 2¢ entire in violet
 - 25) NORTON, N.MEX., VF 4-bar and K.C. & EL PASO RPO on cowboy ppc no stp
 - 26) RATON, N.MEX., 1892, G cds on gpc
 - 27) GRAND CANYON, ARIZ., 1906, G Dorems on ppc
 - 28) FORT HUACHUCA, ARIZ., c1915, G purple cds on comic pp
 - 29) SELIGMAN, ARIZ., 1910, F-VF 4-Bar on Hopi Indian ppc
 - 30) WILLCOX, ARIZ., 1908, F-VF cds on ppc
 - 31) ANVIK, ALASKA, 1936, emergency mail to Wales with green Wales backstamp--Route #1 Returned to writer checked "Unclaimed"
 - 32) CANDLE, ALASKA, 1930, VG 4-Bar type T-3 with "Unclaimed" hand
 - 33) MOUNT EDGE CUMBE, ALASKA, 1949, VF 4-Bar on cover
 - 34) NAKNEK, ALASKA, 1940, F 4-Bar on cover
 - 35) NAPIAKI, ALASKA, 1961, first day post office cover
 - 36) NAPAMUTE, ALASKA, 1959, blurry cds on hand painted cachet cover
 - 37) NIKOLSKI, ALASKA, 1949, VG 4-Bar with Unalaska b/s
 - 38) NOME, ALASKA, 1908, VG cds on Eskimo real picture pc Type T7
 - 39) NOME, ALASKA, 1907, VF cds on Eskimo real photo pc Type T10
 - 40) NOME, ALASKA, 1911, F flag cancel on real photo of Nome
 - 41) TELLER, ALASKA, 1959, VF 4-Bar on hand painted cover of oil' gent saying "Now, what'll I tell 'er?" Similar to #37
 - 42) ANCHORAGE, ALASKA, 1958, First Polar Flight KLM to Amsterdam
 - 43) AUGUSTA, ARK., 1911, VF duplex on ppc DPO
 - 44) BURK, ARK., 1909, F-VF 4-Bar on ppc DPO
 - 45) LAKE LAND, TEXAS, 1909, F 4-Bar on ppc DPO stamp damaged
 - 46) MELROSE, TEXAS, 1911, VG 4-Bar on cover with letter enclosed
 - 47) PORTERS, TEXAS, 1950, VF 4-Bar on Last Day cover
 - 48) SHIELD, TEXAS, 1905, G 4-Bar on soiled ppc
 - 49) WALLIS, TEXAS, 1913, VG duplex on real photo of Galveston
 - 50) WOODBINE, TEXAS, 1904, F cds on 2¢ entire with cc
 - 51) HOUSTON, TEX., TRANS. CLK., 1912, G-VG duplex on real photo of apte in Houston with SL "Missent to Brownsville, Texas"
- MISC:
- 52) HOLGUIN, CUBA, 1931, pair 5¢ Lindbergh overprints (1928)
 - 53) HOLGUIN, CUBA, 1909, F-VF duplex ties 2¢ Cuba palm tree
 - 54) DENVER, COLORADO, 1914, Inter-Dry-Farming Congress Expo cancel
 - 55) FT. WM. MCKINLEY, P.I./RIZAL, 1915, F duplex on Officers club ppc
 - 56) CORREGIDOR, MANILLA BAY, P.I., 1910, VG duplex on ship ppc
 - 57) SHANGHAI, CHINA/U.S. POSTAL AGENCY, 1914, Gduplex on teahouse ppc
 - 58) BRINKLEYSVILLE, N.C., Postmaster's report of stamp sales 1st qtr. 1886. Signed N.M. Harrison, Postmaster. Total of sales \$57.27
 - 59) OXFORD, N.C., U.S.P.O.D. REGISTERED PACKAGE envelope with numerous record of transit markings including Keyville & Durham RPO, Jan 29 North, E.S. Fitzgerald

ADVERTISING COVERS

- 60) NEW YORK, NY, 1915, Butter, Eggs, Cheese dealer with Schermack
- 61) HAGERSTOWN, MD., 1901, flag cancel, McKee Bros hardware with paint can illus.
- 62) PERU, IND., 1862, embossed cc Shirk & Walker, Attorneys
- 63) OAK HARBOR, OHIO, 1882, Oak Harbor Lodge no.495, F.S.A.M.
- 64) WELLSVILLE, OHIO c1870, T.R. Andrews, Groceries & Produce
- 65) CINCINNATI, OHIO, 1891, ornate cc "Commercial Gazette"
- 66) LIMA, OHIO, c1870, J.C. Blocher, Champion Steel Worker
- 67) HAGERSTOWN, MD., 1901, flag, Reichard, Schindel & Co hardware
- 68) ADA, OHIO, 1901, Ohio Normal University illustration
- 69) BALTIMORE, MD., 1915, Ornate blue Office of the Grand Lodge cc
- 70) SYRACUSE, NY, 1893, The Standard Flower Pot
- 71) BOSTON, MASS., 1888, Book listing covers half the front
- 72) LOGANSPORT, IND., 1897, Ornate L-port Commercial High School cc
- 73) BLACKSBURG, S.C. 1898, City Beef Market Illus of Bull
- 74) LOWELL, MASS., 1912, Passaconaway Tribe No.32 Improved Order of Red Men in red with illus of Indian chasin pilgram
- 75) LIVE OAK, FLA., c1895, illus of bicycle for dry goods dealer
- 76) BLUEFIELD, W.VA., 1905, Doremus, Fabulous cover with picture of indian for The Pocahontas Fuel Co. NICE
- 77) DALLAS, TEXAS, 1906, Red & Blue hosiery ad on front and overall ad on back in black
- 78) CHICAGO, ILL., 1898, Unbelievable picture for Knights Templars & Masons Life Indemnity Co. NICE
- 79) CINCINNATI, OHIO, 1899, flag, Brugandy color Tin Tag Manf cc
- 80) BRATTLESBORO, VT., c1865, oval Flour and Groceries cc pm blue
- 81) SCARBOROUGH, GA., c1870, purple serrated oval Gen'l Merch. cc
- 82) CUMBERLAND, MD., 1904, flag, NY Life Ins. Co., pretty
- 83) CINCINNATI, OHIO, 1908, Kraemer Art Co. overall ad
- 84) CINCINNATI, OHIO, c1875, "Wahrheitsfreund" Oldest German Catholic Paper in the U.S. ornate cc and overall back ad
- 85) NEENANA & ST. MICHAEL ALASKA RPO (X-47-b) VF strike on cover
- 86) SEWARD & UNALASKA RPO (X-49-b) F strike a bit off at top with small paperclip stain at top
- 87) CHIPLEY, FLA., 1898, VG cds ties 2¢ red to cover with cc
- 88) MAZIE, FLA., 1904, F cds on 2¢ entire
- 89) SANIBEL, FLA., 1895, G cds on rough open to rt 2¢ entire with Saint James City, Fla backstamp
- 90) AUGUSTA, MICH., c1865, G cds ties #65 to cover
- 91) ND. NEW SALEM, MASS., c1855, ms pm on 3¢ entire
- 92) SHELBURNE FALLS, MASS., c1855, G Balloon cds on 3¢ entire
- 93) ADRIAN, MICH., 1861, G-VG cds w grid tying #26 to cover
- 94) SHARON SPRINGS, NY, c1865, VG-F blue cds balloon ties #65
- 95) SUSPENSION BRIDGE, NY, 1873, VG cds on UX-1 good shape
- 96) RUGGLES, OHIO, 1886, fancy double outer circle cds-blue with blue target killing 2¢ entire Pretty
- 97) SWAN CREEK, OHIO, 1858, ms pm on 3¢ entire
- 98) SHORT CREEK, OHIO, 1880, F buta bit lite violet cds on cover
- 99) LEMDYNE, OHIO, 1883, VF double outer circle fancy cds in green with green grid killers tying registered cover
- 100) NAPOLEON, OHIO, c1855, F-VF cds on 3¢ entire
- 101) WALNUT HILLS, OHIO, c1855, VG cds (green) with grid on 3¢ entire
- 102) DALLAS, TEXAS, 1874, G-VG cds on small cover with 3¢ banknote small tear at top left and a very nice letter enclosed
- 103) KAUFMAN, TEXAS, 1877, F but lite cds on gpc with steins
- 104) RANGER, TEXAS, 1904, VF duplex on cover with enclosure
- 105) WACO, TEXAS, 1891, F-VF cds duplex on 2¢ entire with cc
- 106) BURLINGTON, VT., 1858, F blue baloon cds ties #26A type 2a to small cover
- 107) ORWELL, VT., c1855, F cds ties #11 to very clean cover
- 108) SAINT ALBANS, VT., 1867, G-VG cds in blue a bit off at top with blue target killer ties #65 to cover
- 109) SPRINGFIELD, VT., 1855, F cds blue ties #11 to cover with letter

Subscriber's auction rules apply. Free photocopies with SASE.

PLEASE send for photocopies of the ad covers -- words cannot describe them adequately.

Estimates as follows: A=2.00-5.00; B=5.00-10.00; C=10.00-20.00; D=20.00-40.00; and E=40.00 and up.

Bidder to pay mailing and insurance costs.

Many thanks to those who bid in our first mail bid.

THE SECOND SECTION

Robert G. Munshower, Jr.
Editor

Listings of Utah Railway Mail Routes Extracted from the POSTAL BULLETIN 1882-1922

by

Dennis Pack

One source of information about Railway Post Offices (RPO's) which doesn't seem to be mentioned as often as some others is the Postal Bulletin. Perhaps researchers are not aware that almost from its inception in 1880 until the 1920's, the Postal Bulletin printed detailed information about changes to RPO service, equipment, and, sometimes, schedules.

While researching information about Utah postal history a few years ago, I went through microfilms of the Postal Bulletin from Issue No. 1 to Issue No. 21,214, covering 1880 to 1961. Part of the detailed notes I kept concerned RPO's which operated partly or entirely in Utah. I found references to a number of RPO's I have not seen listed in other places.

One might question the accuracy and completeness of the information. I cannot speak to its accuracy although I have found occasional discrepancies in the listings of post offices established and discontinued when compared to other records. I feel the RPO listings are probably incomplete. RPO's are referred to by different names without the change having previously been published. Of course, part of the problem could be the researcher.

In spite of possible problems with the information, I feel it is important to make this information available to other researchers to stimulate discussion and further research. It is offered as raw material to aid those goals, rather than as completed research.

SALT LAKE CITY & SILVER CITY R. P. O.

Rio Grande Western Rwy. Co., 93.11 m's. (Ogden.)
Rt. 169002 part, Salt Lake City to Springville; 169015 Springville to Silver City.
CLERK: Torpey, Daniel M.
RELIEF CLERK: Stoker, Stephen W.

a10	a8	July 28, 1907	a7	a8
7 30	4 30	lv. Salt Lake City, Utah	10 20	5 40
7 50	4 53	West Jordan, Utah	9 51	5 20
8 22	5 30	Lehi, Utah	9 14	4 41
8 28	5 37	American Fork, Utah	9 05	4 34
8 55	6 04	Provo, Utah	8 34	4 02
9 07	6 15	Springville, Utah	8 22	3 50
	6 18	Spanish Fork, Utah	8 10	
	6 27	Payson, Utah	7 51	
	6 41	Eureka, Utah	6 40	
	8 10	Robinson, Utah	6 25	
	8 38	Silver City, Utah	6 15	
	8 40			
21' apartment car (fw). Mountain time.				
Train 7 meets train 10 bet. Provo and American Fork. 8 44				
" 8 " " 9 at Riverton 5 06				
TR. 8 SOUTH. FROM a Mammoth, Utah Robinson				
a Mammoth, Utah Robinson a S.L.C. & M'vl tr. 10. Provo				

SALT LAKE CITY & MARYSVALE R. P. O.

Rio Grande Western Rwy. Co., 198.14 m's. (Ogden.)
Rt. 169002 part, Salt Lake City to Thistle; 169014 Thistle to Marysville.
CLERKS:
Keller, Fred S. Arnason, Autna J. Gose, Elbert W.
HELPER: Moffitt, Spencer

a8	a10	July 28, 1907	a9	a7
4 30	7 30	lv. Salt Lake City, Utah	5 40	10 20
4 53	7 50	West Jordan, Utah	5 20	9 54
5 30	8 22	Lehi, Utah	4 41	9 14
5 37	8 28	American Fork, Utah	4 34	9 05
5 04	8 55	Provo, Utah	4 02	8 34
8 15	9 07	Springville, Utah	3 50	8 22
	9 19	Spanish Fork, Utah	3 41	
	9 50	Thistle, Utah	3 20	
	9 55	Ephraim, Utah	3 15	
	12 12		1 15	
	12 30		12 55	
	a140	Manti, Utah	a141	
	1 05		12 30	
	3 35	Richfield, Utah (d.s.)	10 30	
	5 25	ar. Marysville, Utah	8 30	

PBDATE	PB NO.	DESCRIPTION
22Dec1882	854	<u>Terminus & Ogden RPO</u> . Mail for Montana on, except for named cities.
23Jan1883	882	<u>Butte City & Ogden RPO</u> . Clerks extend run to begin at <u>Deer Lodge City, Mon.</u> , increase the distance 33.90 ms. (Butte City to be supplied from Silver Bow by closed pouch.) The line to be known as the <u>Deer Lodge City & Ogden RPO</u> . "The above notice should have appeared in Bulletin 850 of Dec. 18, 1882."
19Jul1883	1026	<u>Salida & Grand Junction RPO</u> . Clerks extend run to end at Ogden, Utah, increase of distance 384.14 ms., making whole distance 554 ms. The line to be known as the <u>Salida & Ogden RPO</u> . To take effect Aug 10, 1883.
16Aug1883	1049	<u>Salt Lake City & Juab RPO</u> . Extend run to begin at Ogden, taking up and discontinuing the <u>Ogden & Salt Lake City RPO</u> , increase distance 37 ms., making whole distance 142 ms. The line to be known as the <u>Ogden & Juab RPO</u> .
21Sep1883	1080	<u>Ogden & Salt Lake City RPO</u> . Re-establish on line of Utah Central R.R. between Ogden and Salt Lake City, distance 37 ms. Service is the same as before order of Aug. 15, 1883 (Bulletin 1049).
21Sep1883	1080	<u>Ogden & Juab RPO</u> . Curtail run to begin at Salt Lake City, decreasing distance 37 ms., making whole run 105 ms. Line to be known as the <u>Salt Lake City & Juab RPO</u> .
29Sep1883	1087	<u>Deer Lodge (Mont.) & Ogden RPO</u> . Extend run to begin at Garretson [sic] Junction (n.o.), increasing distance 10.2 ms. The line to be known as the <u>Garretson Junction & Ogden RPO</u> . [Should be spelled Garrison?]
23Oct1883	1107	<u>Garretson Junction & Ogden RPO</u> . Correct Bulletin 1087 to read <u>Garretson & Ogden RPO</u> . [Should be spelled Garrison?]
27Dec1883	1161	<u>Salida & Ogden RPO</u> . Extend run to begin at Denver, increasing distance 217 ms., making whole distance 771 ms. Line to be known as the <u>Denver & Ogden RPO</u> .
21Aug1884	1361	<u>Salt Lake City & Juab RPO</u> . Extend run to end at Deseret, increasing distance 52 ms., making whole distance 157 ms. The line to be known as the <u>Salt Lake City & Deseret RPO</u> .
12Oct1885	1708	<u>Garrison (Mont.) & Ogden RPO</u> . Curtail run to begin at Butte City, Mont., decreasing distance 38 ms., making whole distance 417 ms. Line to be known as the <u>Butte City & Ogden RPO</u> .
20Feb1886	1817	<u>Salt Lake City & Deseret RPO</u> . Curtail run to end at Oasis, making whole distance 157.99 ms. Line to be known as the <u>Salt Lake City & Oasis RPO</u> .
17Jun1886	1915	<u>Salt Lake City & Oasis RPO</u> . Curtail run to end at Juab. Decrease in distance 52.06 ms., making whole distance 105.03 ms. Line to be known as the <u>Salt Lake City & Juab RPO</u> .

PB DATE	PB NO.	DESCRIPTION
25Nov1890	3275	<u>Denver & Ogden RPO.</u> RP clerks change run so as to run from Denver, via Pueblo, Salida, Buena Vista, Leadville, Red Cliff, Glenwood Springs and Grand Junction, Colo., to Ogden, Utah. Increase in distance 26.30 ms., making whole distance 798.86 ms. By this change, service between Salida and Grand Junction, via Gunnison and Montrose, will be performed the <u>Salida & Grand Junction RPO</u> : between Salida and Leadville, the service will be in addition to the <u>Denver, Pueblo & Leadville RPO</u> , and will take up that portion of the <u>Denver & Aspen RPO</u> between Leadville and Glenwood Springs, and of the <u>Colorado Springs & New Castle RPO</u> between Glenwood Springs and New Castle, Colo. The line to be known as the <u>Denver & Ogden RPO</u> .
14Jan1891	3315	<u>Preston & Ogden RPO.</u> RPO service has been established on the line of the Oregon Short Line & Utah Northern Railway between Preston, Idaho, and Ogden, Utah, 97.70 ms., making additional service over <u>Butte City & Ogden RPO</u> between Cache Junction (n.o.) and Ogden, Utah. Service between Preston, Idaho, and Cache Junction (n.o.), Utah, was formerly performed by the <u>Butte City & Ogden RPO</u> , which line has been changed so as to omit service between these points. The line to be known as the <u>Preston & Ogden RPO</u> .
14Jan1891	3315	<u>Butte City & Ogden RPO.</u> RP clerks change run so as to run from Butte City, Mont., via Pocatello, McCammon and Weston, Idaho, Cache Junction (n.o.), Deweyville, and Honeyville, to Ogden, Utah, leaving service between Preston, Idaho, and Cache Junction (n.o.), Utah, to be performed by the <u>Preston & Ogden RPO</u> , whole distance ____ ms. The line to be known as the <u>Butte City & Ogden RPO</u> .
17Mar1891	3364	<u>Thistle & Manti RPO.</u> RPO service has been established on the line of the Rio Grande Western Railway, between Thistle and Manti, Utah, 61.73 ms. To take effect April 6, 1891. The line to be known as the <u>Thistle & Manti RPO</u> , and assigned to the Eighth Division, RMS.
24Aug1891	3499	<u>Thistle & Manti RPO.</u> RP clerk extend run so as to end at Salina, Utah, increase distance 25.42, making whole distance 87.15 ms. To take effect October 1, 1891. The line to be known as the <u>Thistle & Salina RPO</u> .
02Jun1892	3737	<u>Thistle & Salina RPO.</u> RP clerk extend run so as to begin at Ogden, Utah, increase in distance 101.50 ms, making whole distance 188.10 ms. Service between Thistle and Ogden, Utah, will be in addition to the <u>Denver & Ogden RPO</u> . The line to be known as the <u>Ogden & Salina RPO</u> .
12Jan1893	3923	<u>Ogden & Salina RPO.</u> RP clerks curtail run so as to begin at Salt Lake City, Utah, decrease in distance 36.40 ms., making whole distance 150.70 ms. Service between Salt Lake City and Ogden, Utah, will be performed by the <u>Denver & Ogden RPO</u> . The line to be known as the <u>Salt Lake City & Salina RPO</u> .

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20Jul1893	4079	<u>Preston & Cache Junction RPO.</u> Additional RPO service has been established on the line of the Oregon Short Line & Utah Northern Railway, between Preston, Idaho, and Cache Junction, Utah, 42.53 ms. This will make the <u>Preston & Cache Junction RPO</u> a "double daily line."																																																																																																																
20Jul1893	4079	<u>Ogden & Salt Lake City RPO.</u> The <u>Ogden & Salt Lake City RPO</u> , 38.50 ms., has been reduced from a double daily to a single daily RPO.																																																																																																																
20Jul1893	4079	<u>Preston & Ogden RPO.</u> RP clerk curtail run so as to end at Cache Junction, Utah, leaving service between Cache Junction and Ogden to be performed by the <u>Butte City & Ogden RPO</u> . Decrease in distance 55.47 ms., making the whole distance 42.53 ms. Line to be known as the <u>Preston & Cache Junction RPO</u> .																																																																																																																
16Aug1893	4102	<u>Ogden & Salt Lake City RPO.</u> Commencing with August 6, 1893, double daily service was resumed by the <u>Ogden & Salt Lake City RPO</u> , 38.50 ms.																																																																																																																
08Dec1893	4198	<u>Preston & Cache Junction RPO.</u> RP clerks extend run to end at Ogden, Utah, making additional service over the <u>Butte City & Ogden RPO</u> between Cache Junction and Ogden, Utah. Increase distance 49.25 ms., making whole distance 91.78 ms. The line to be known as the <u>Preston & Ogden RPO</u> .																																																																																																																
16Nov1895	4791	<u>Omaha & Ogden RPO.</u> Commencing November 17th, Railway Post Office service on the Union Pacific R.R. between Omaha, Nebraska, and Ogden, Utah, will be re-arranged, and the short run Omaha, Nebr., and Julesburg, Colo., extended to Ogden, Utah, increasing distance 659 ms., making double daily service, Omaha, Nebr., to Ogden, Utah. Additional service will be established between Omaha and Grand Island, Nebr., distance 152 ms. The following will be the schedule:																																																																																																																
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PB DATE	PB NO.	DESCRIPTION
18Dec1895	4817	<u>Denver & Ogden RPO</u> . The <u>Denver & Grand Junction RPO</u> , 456 ms., has been consolidated with and will henceforth be known as a short run of the <u>Denver & Ogden RPO</u> .
13Feb1896	4864	<u>Salt Lake City & Silver City RPO</u> . RPO service has been established on the line of the Rio Grande Western Rwy. between Salt Lake City and Silver City, Utah. Distance is 93.30 ms. Service between Salt Lake City and Springville will be in addition to the <u>Salt Lake City & Salina RPO</u> and <u>Denver & Ogden RPO</u> . To take effect March 9, 1896. The line to be known as the <u>Salt Lake City & Silver City RPO</u> .
24Jun1896	4975	<u>Salt Lake City & Juab RPO</u> . Additional RPO service has been established on the line of the Oregon Short Line & Utah Northern Railway to be performed in trains 3 and 4, between Salt Lake City and Nephi, Utah, 124 ms. This line to be known as a short run of the <u>Salt Lake City & Juab RPO</u> .
09Nov1896	5091	<u>Salt Lake City & Juab RPO</u> . RPO clerks extend run of the <u>Salt Lake City & Juab RPO</u> to end at Frisco, Utah, increase distance 137.02 ms., making whole distance 240.32 ms. The line to be known as the <u>Salt Lake City & Frisco RPO</u> . [This order modified below.]
27Nov1896	5106	<u>Salt Lake City & Frisco RPO</u> . The order of November 9, 1896, (Bulletin 5091), extending the run of the <u>Salt Lake City & Juab RPO</u> to end at Frisco, Utah, increasing distance 137.02 ms., and designating the run as the <u>Salt Lake City & Frisco RPO</u> , has been modified so as to extend run to end at Milford, Utah, increasing distance 119.28 ms., making whole distance 222.35 ms., and designating the line as the <u>Salt Lake City & Milford RPO</u> .
15Dec1896	5121	<u>Salt Lake City & Salina RPO</u> . RP clerks extend run of the <u>Salt Lake City & Salina RPO</u> so as to end at Belknap Station (n.o.), Utah, increase distance 36.26 ms., and making whole distance 188.90 ms. To take effect January 11, 1897. The line to be known as the <u>Salt Lake City & Belknap Station RPO</u> .
20Apr1897	5225	<u>Preston & Ogden RPO</u> and <u>Ogden & Salt Lake City RPO</u> . The <u>Preston & Ogden RPO</u> , distance 97.10 ms., and the <u>Ogden & Salt Lake City RPO</u> , distance 38.03 ms., have been consolidated under the title of the <u>Preston & Salt Lake City RPO</u> .
27Jul1897	5307	<u>Butte & Ogden RPO</u> and <u>Preston & Ogden RPO</u> . The <u>Butte & Ogden RPO</u> and the <u>Preston & Ogden RPO</u> have been consolidated under the title of the <u>Butte & Salt Lake City RPO</u> .
13Feb1899	5781	<u>Butte & Salt Lake City RPO</u> . Additional RPO service has been established on the line of the Oregon Short Line R.R. to be performed on trains 13 and 14 between Cache Junction, Utah, and Preston, Idaho, 42.77 ms., making double daily service between these points by the <u>Butte & Salt Lake City RPO</u> .

18Mar1899 5809 Salt Lake City, Fairfield & Silver City RPO. RPO service has been established on the lines of the Oregon Short Line R.R. to be performed between Salt Lake City and Silver City, Utah, on the train leaving Salt Lake City at 8:00 am, making additional service over the Salt Lake City & Milford RPO, between Salt Lake City and Lehi Junction, Utah. The line to be known as the Salt Lake City, Fairfield & Silver City RPO.

30Mar1899 5819 Butte & Salt Lake City RPO. In effect March 19, 1899, service performed by trains 13 and 14 of the Butte & Salt Lake City RPO between Cache Junction, Utah, and Preston, Idaho, was discontinued.

09Jun1899 5879 Butte & Salt Lake City RPO. Additional RPO service has been established on the line of the Oregon Short Line R.R. and Montana Union Rwy., to be performed on trains 9 and 10 between Butte, Mont., and Cache Junction, Utah, 348.86 ms. This will make the Butte & Salt Lake City RPO, with the exception of service covered by this RPO on the spur line between Preston, Idaho, and Cache Junction, Utah, a daily double line.

15Jul1899 5909 Butte & Salt Lake RPO. Additional RPO service has been established on the line of the Oregon Short Line R.R., to be performed on trains 5 and 6, between Cache Junction and Salt Lake City, Utah, making triple daily service between these points by the Butte & Salt Lake City RPO.

13Jun1900 6186 Salt Lake City & Milford RPO. RP clerks extend run of the Salt Lake City & Milford RPO so as to end at Uvada Station (n.o.), Utah. Increase in distance 75.67 ms. The line is to be known as the Salt Lake City & Uvada Station RPO.

17Nov1900 6319 Salt Lake City & Belknap RPO. RP clerk extend run so as to end at Marysvale, Utah. Increase in distance 9.33 ms., making whole distance 198.12 ms. The line to be known as the Salt Lake City & Marysvale RPO.

16Aug1901 6544 Salt Lake City & Uvada Station RPO. Commencing August 19, 1901, RP clerks will extend the run of the Salt Lake City & Uvada Station RPO so as to end at Caliente Station, Nevada, increasing distance 41.11 ms., making whole distance 339.14 ms. The line to be known as the Salt Lake City & Caliente Station RPO.

10Nov1903 7223 Salt Lake City, Stockton & Silver City RPO. RPO service has been established on the line of the San Pedro, Los Angeles and Salt Lake Railroad between Salt Lake City and Silver City, Utah, via Stockton. Service between Stockton and Boulder Summit (n.o.) is new service performed under waiver --distance about 69.34 ms. The line is to be known as the Salt Lake City, Stockton & Silver City RPO.

10Nov1903 7223 Salt Lake City, Fairfield & Silver City RPO. This RPO, distance 93.53 ms., has been discontinued.

19Nov1903 7231 Saint Anthony (Idaho) & Salt Lake City RPO. Commencing November 22, RPO service will be established on the line of the Oregon Short Line R.R. Co., and the Saint Anthony Rwy., to be performed on trains 10 and 7 between Saint Anthony, Idaho, and Salt Lake City, Utah, taking up and covering between Saint Anthony and Idaho Falls, Idaho, the service at present known as the Saint Anthony & Idaho Falls RPO, and between Idaho Falls, Idaho, and Salt Lake City, Utah, the service at present performed by trains 10 and 7 of the Butte & Salt Lake City RPO; distance 259.19 ms. The line to be known as the Saint Anthony & Salt Lake City RPO.

19Nov1903 7231 Butte & Salt Lake City RPO. Commencing November 22, RPO service on trains 7 and 10 between Butte, Mont., and Salt Lake City, Utah, will be discontinued. Service on these trains between Idaho Falls, Idaho, and Salt Lake City, Utah, will be taken up and covered by the Saint Anthony & Salt Lake City RPO.

20May1905 7689 Salt Lake City & Las Vegas RPO. Commencing May 22, 1905, RPO service will be established on the line of the San Pedro, Los Angeles and Salt Lake R.R. between Salt Lake City and Las Vegas, Nevada, via Stockton and Lynn Junction (n.o.)--448.50 ms. Service between Salt Lake City and Tintic Junction is in addition to the service performed by the Salt Lake City, Stockton and Silver City RPO; between Tintic Junction and Lynn Junction is new service: between Lynn Junction and Caliente, Nevada, the service at present covered by the Salt Lake City & Caliente RPO, and between Caliente and Las Vegas, Nevada, is new service. The service at present known as the Salt Lake City, Stockton & Silver City RPO will be designated a short run of the line which will be known as the Salt Lake City & Las Vegas RPO.

20May1905 7689 Salt Lake City & Caliente RPO. Commencing May 22, 1905, RP clerks will curtail the run of the Salt Lake City & Caliente RPO to end at Lynn Junction (n.o.), Utah; service between Lynn Junction, Utah, and Caliente, Nevada, being taken up and covered by the Salt Lake City & Las Vegas RPO. Decrease in distance 206.51 ms., making whole distance 133.55 ms. Line to be known as the Salt Lake City & Lynn Junction RPO.

19Feb1906 7917 Malad City & Salt Lake City RPO. Effective this date, RPO service will be established on the lines of the Oregon Short Line R.R., Southern Pacific Company and Malad Valley R.R. to be performed in trains 5-208-13 and 14-204-6 between Salt Lake City, Utah, and Malad City, Idaho--110.02 ms.--and in trains 1 and 18 between Salt Lake City and Ogden, Utah--37.65 ms. Between Malad City and Ogden will be new service, and between Salt Lake City and Ogden will be in addition to the Butte & Salt Lake City RPO. The line to be known as the Malad City & Salt Lake City RPO.

19Apr1906 7967 Salt Lake City & Las Vegas RPO. The run of RP clerks between Salt Lake City, Utah, and Las Vegas, Nevada, has been extended to end at Los Angeles, Calif., taking up and covering service formerly performed by the Las Vegas & Los Angeles RPO, increasing distance 381.71 ms., making whole distance 780.21 ms. The line to be known as the Salt Lake City & Los Angeles RPO.

30Jul1906 8052 Saint Anthony & Salt Lake City RPO. Effective August 1, 1906, the Saint Anthony & Salt Lake City RPO will be extended to begin at Ashton, Idaho, increasing the distance 14.27 ms., making the whole distance 273.46 ms. The line to be known as the Ashton & Salt Lake City RPO.

10Sep1907 8893 Salt Lake City & Lynn Junction RPO. RP clerks will end run of the Salt Lake City & Lynn Junction RPO at Lynndyl, Utah, increasing distance .08 ms., making whole distance 133.75 ms. Line to be known as the Salt Lake City & Lynndyl RPO.

28May1909 8917 Butte & Salt Lake City RPO. RPO service in Oregon Short Line trains 11 and 12 between Preston, Idaho, and Salt Lake City, Utah--129.16 ms--now known as a short run of the Butte & Salt Lake City RPO, is hereby made a separate line and designated the Preston & Salt Lake City RPO.

27Aug1910 9299 Salt Lake City & Los Angeles RPO. Establish RPO service in trains 1 and 4 between Salt Lake City, Utah, and Caliente, Nev.--324.19 ms.

24Nov1911 9680 Salt Lake City & Los Angeles RPO. The curtailment of the run of clerks in short-run trains 1 and 4, to end at Lynndyl, Utah, instead of Caliente, Nevada, decreasing distance by those trains 206.52 ms., has been authorized.

05Apr1912 9790 Salt Lake City & Lynndyl RPO. The discontinuance of RPO service in trains 63 and 64 of this line between Salt Lake City and Nephi, Utah--88.23 ms.--has been authorized

17Aug1912 9903 Malad City & Salt Lake City RPO. Additional RPO service has been authorized in short-run train 22, Ogden to Salt Lake City, Utah--37.96 ms.

17Aug1912 9903 Salt Lake City & Boise (Idaho) RPO. The extension of run of clerks on the Pocatello & Boise RPO from Pocatello, Idaho, to Salt Lake City, Utah, increasing distance 170.42 ms., making whole distance 435.45 ms., has been authorized. The line to be known as the Salt Lake City & Boise RPO. [NOTE: This order revoked below.]

04Ocr1912 9943 Butte & Salt Lake City RPO. Additional RPO service has been authorized in short-run trains 3 and 14 between Salt Lake City, Utah, and Pocatello, Idaho--170.69 ms.

04Oct1912 9943 Salt Lake City & Boise RPO. The order of August 17, 1912, extending the Pocatello & Boise RPO to Salt Lake City, Utah, and changing the designation of the line is hereby revoked.

12Jul1913 10176 Malad City & Salt Lake City RPO. RPO service in trains 33 and 34 between Ogden and Salt Lake City, Utah, 37.32 ms., has been withdrawn.

13Nov1913 10281 Ogden Terminal RPO. Terminal RPO service has been authorized at Ogden, Utah, to be known as the Ogden Terminal RPO.

08Dec1913 10301 Ogden & San Francisco RPO. Curtail service in trains 109 and 110 at Colfax, Cal., decreasing distance 24.06 ms., making whole distance 54.37 ms.

24Apr1914 10416a Salt Lake City & Los Angeles RPO. RPO Service in above line has been extended from Salt Lake City, Utah, to begin at Ogden, Utah, increasing distance 36.83 ms., making total distance 820.45 ms; line to be known as the Ogden & Los Angeles RPO.

18May1914 10436 Ogden & San Francisco RPO. Effective Jan. 4, 1913, [sic] additional RPO service was authorized on train 1 between Ogden, Utah, and San Francisco, Cal., 785.27 ms.

02Dec1914 10602 Salt Lake City & Marysvale RPO. RPO service in trains 511 and 512 of the Salt Lake City & Marysvale RPO has been extended from Salt Lake City to Ogden, 36.80 ms.; the line to be known as the Ogden & Marysvale RPO.

02Dec1914 10602 Ogden & Marysvale RPO. RPO service has been authorized in in trains 8 and 9 between Thistle and Price, Utah, 61.90 ms., to be known as a short run of the Ogden & Marysvale RPO. [Order modified below.]

02Dec1914 10602 Grand Junction & Ogden RPO. RPO service has been discontinued in trains 6 and 3 of the Grand Junction & Ogden RPO, 323.29 ms.

02Dec1914 10602 Malad City & Salt Lake RPO. RPO service on the above-named line has been curtailed at Brigham, decreasing distance 20.85 ms.; the line to be known as the Malad City & Brigham RPO, distance 52.94 ms.

07Dec1914 10606 Salt Lake City & Lynndyl RPO. The Salt Lake City & Lynndyl RPO has been curtailed to end at Nephi, decreasing distance 44.91 ms.; the line to be known as the Salt Lake City & Nephi RPO, distance 87.87 ms.

07Dec1914 10606 Ogden & Los Angeles RPO. RPO service in train 2 of the Ogden & Los Angeles RPO has been discontinued between Salt Lake City and Lynndyl, Utah, via Stockton, 117.75 ms., and authorized between Salt Lake City and Lynndyl, via Nephi, 132.78 ms.

07Dec1914 10606 Butte & Salt Lake City RPO. RPO service in trains 13 and 14 of the Butte & Salt Lake City RPO has been expanded from Pocatello to Ashton, Idaho, superseding service in trains 50 and 51 of the Ashton & Pocatello RPO; the line to be known as the Ashton & Salt Lake City RPO, 272.28 ms. RPO service in trains 49 and 50 will hereafter be known as a short-run of the Ashton & Salt Lake City RPO.

22Dec1914 10619 Salt Lake City & Marysvale RPO and Grand Junction & Ogden RPO. The order of Dec. 2d, is hereby modified to read in part as follows: RPO service has been authorized in trains 8 and 9 between Thistle and Price, Utah, 61.90 ms., to be known as a short run of the Grand Junction & Ogden RPO, instead of the Ogden & Marysvale RPO.

08Mar1915 10681 Ashton & Salt Lake City RPO. The Ashton & Victor (Idaho) RPO has been consolidated with the Ashton & Salt Lake City RPO.

23Apr1915 10720 Grand Junction & Ogden RPO. RPO service has been authorized in trains 15 and 16 between termini, 322.20 ms. RPO service has been discontinued in train 2 between Ogden and Salt Lake City, Utah., 36.80 ms., and in trains 8 and 9 between Price & Thistle, Utah, 61.90 ms.

23Apr1915 10720 Ogden & Marysvale RPO. RPO service in trains 512 and 511 has been curtailed to begin and end at Salt Lake City, decreasing distance 36.80 ms.; line to be known as the Salt Lake City & Marysvale RPO.

30Oct1916 11184 Ashton & Salt Lake City RPO. The Ashton (Idaho) & Salt Lake City RPO will be known hereafter as the Victor (Idaho) & Salt Lake City RPO, 317.53 ms.

03Nov1916 11188 Omaha & Ogden RPO. The discontinuance of RPO service in train 10 between Ogden, Utah, and Green River, Wyo., 176.49 ms., has been authorized.

19Dec1916 11226 Salt Lake City & Silver City RPO. RPO discontinued, 94.40 ms.

05Jan1917 11239 Victor & Salt Lake City RPO. The discontinuance of RPO service in trains 42 and 41 between Ogden and Salt Lake City, Utah, 36.32 ms., has been authorized: line to be known as the Victor & Ogden RPO, distance 281.64 ms.

06Mar1917 11287 Ogden & San Francisco RPO. RPO service between Ogden, Utah, and Sparks, Nevada, will be known hereafter as the Ogden & Sparks RPO, distance 245.06 ms. RPO service in trains 19 and 20 between Ogden and Sparks, 537.08 ms., has been discontinued.

06Mar1917 11287 Ogden & Los Angeles RPO. RPO service between Ogden, Utah, and Caliente, Nevada, will be known hereafter as the Ogden & Caliente RPO, 360.47 ms. via Tintic, and 376.84 ms. vis Nephi. RPO service between Caliente, Nevada, and Barstow, Cal., will be known as the Caliente & Barstow RPO, 310.06 ms. RPO service between Barstow and Los Angeles, Cal., has been discontinued.

23Nov1917 11485 Butte & Salt Lake City RPO. The above-named line has been divided on Spencer, Idaho, that part between Butte, Montana, and Spencer, Idaho, to be known as the Butte & Spencer RPO, 142.68 ms., and that part between Spencer, Idaho, and Salt Lake City, Utah, to be the Spencer & Salt Lake City RPO, 284.70 ms.,

02Aug1918 11718 Omaha & Ogden RPO. Discontinuance: trains 1 and 20 between Ogden, Utah, and Green River, Wyo., 176.49 ms; 10 North Platte to Omaha, Nebr., 281.33 ms.; 9 UP Transfer Point to North Platte, Nebr.

08Aug1918 11723 Preston & Salt Lake City RPO. Discontinuance: trains 48, between termini, via Benson, 123.39 ms; and 47 between termini, via Hyrum, 136.71 ms.

24Aug1918 11737 Spencer & Salt Lake City RPO. Consolidation: The Butte & Spencer RPO and the Spencer & Salt Lake City RPO; the new line to be known as the Butte & Salt Lake City RPO, 434.56 ms., divided on Dubois, Ida., into the Northern Division, 163.23 ms., and the Southern Division, 371.33 ms.

28Aug1918 11740 Preston & Salt Lake City RPO. To be known as the Preston & Cache Junction RPO.

04Nov1918 11796 Salt Lake City & Nephi RPO. RPO discontinued, 89.53 ms.

28Dec1918 11840 Ogden & Sparks RPO. RPO consolidated with Sparks & San Francisco RPO, the new line to be divided as follows: East Division between Ogden and Imlay, Nevada, 398.48 ms.

15Feb1919 11881 Victor & Ogden RPO and Butte & Salt Lake City RPO. Service between Victor and Idaho Falls, Idaho, to be the Victor & Idaho Falls RPO, 96.68 ms.; the remaining service on that portion of the former Victor & Ogden RPO between Idaho Falls, Ida., and Ogden, Utah, to be merged into the Butte & Salt Lake City RPO.

29Aug1919 12044 Ogden & Caliente RPO. RPO service authorized in train 4, Caliente, Nev., to Salt Lake City via Provo, 340.48 ms.

29Aug1919 12044 Ogden & Caliente RPO. RPO service in train 4, Caliente, Nev., to Salt Lake City via Stockton, 324.11 ms., is discontinued.

04Dec1920 12408 Butte & Salt Lake City RPO. RPO service authorized in trains 41 and 42 between Dubois, Ida., and Salt Lake City, Utah, 272 ms. Service discontinued in trains 41 and 42 between Dubois, Ida., and Ogden, Utah, 235 ms.

 20Jan1921 12464 Ogden & Caliente RPO. Discontinue RPO service in trains 7 and 43 between Ogden and Salt Lake City, Utah, 36.32 ms., the line to be known as the Salt Lake City & Caliente RPO, 340.48 ms.

 10Aug1921 12631 Omaha & Ogden RPO. Middle and Western Divisions consolidated. To be known as the Omaha & Ogden RPO, Western Division, 483.95 ms.

 20Aug1921 12640 Malad City & Brigham RPO. RPO service authorized in trains 43 & 44 between Malad City, Idaho, and Salt Lake City, Utah, 109 ms. To be known as the Malad City & Salt Lake City RPO. Discontinue service in trains 43 and 44 between Malad City, Ida., and Brigham, Utah, 52 ms. between termini. [Repeated in PB 12641, 22 Aug 1921.]

 22Sep1921 12667 Salt Lake City & Caliente RPO. To be redesignated the Salt Lake City & Los Angeles RPO, North Division, 324.11 ms. The short run in trains 51 and 52 between Salt Lake City and Eureka, Utah, to be known as the Salt Lake City & Eureka RPO, 92.61 ms.

 29Sep1921 12751 Butte & Salt Lake City RPO. The designations Butte & Salt Lake City RPO, N. Dak. [Div?], and Butte & Salt Lake City RPO, S. Dak. [Div?], no longer to be used.

 04Jan1922 12751 Ogden & San Francisco RPO. Service authorized in trains 2 and 23 between Sparks, Nevada, and San Francisco, 245.06 ms.

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- 001 East Boxford - January 1, 1907, Doane
- 002 East Cambridge - Handstamp ties 3¢ 1861
- 003 East Weymouth - 1887 CDS ties U277
- 004 Lowell - Huge Purple Oval, reg CVR-US#258 and #250, large Red NY Box, branch PO h/s as b/s (Red)
- 005 Millville - Town cancel 3¢ 61 tied by grid
- 006 New Braintree - 1860's Double Circle 3¢ 1861
- 007 Northampton - 1838 stampless cover w/beautiful Lavender h/s
- 008 So. Boston Station, Boston - on banknote cover
- 009 West Cambridge - 3¢ 1861
- 010 West Roxbury - Large handstamp ties 3¢ 1861

MAINE

- 011 Bingham - two 1904 duplex cancels on reg cover, ties US#306 and U412
- 012 Cutler - pretty 1889 Double Circle CDS
- 013 East Dixmont - Banknote handstamp, capital letters lite
- 014 Eliot - 1850's Manuscript 3¢ 1851 bottom edge of cvr rough
- 015 Hallowell - 1858 year date townmark ties 3¢ 1857, also a Manuscript "missent to Brewers Maine", scarce
- 016 Haven - 1910 4 bar PPC
- 017 Heron Island - 1911 4 bar on U 411
- 018 Industry - 1852 Manuscript 3¢ 1851 folded letter
- 019 Lebago - 1860's Manuscript 3¢ 1861
- 020 N. Wayne - 1850's Manuscript 3¢ 1857
- 021 E. New Portland - banknote handstamp
- 022 North Yarmouth - 1860's handstamp 3¢ 1861 small cover
- 023 Palmyra - banknote Manuscript ties 2¢ Brown
- 024 Sabbatus - cannot describe; send for free xerox
- 025 Strong's - 1850's Manuscript 3¢ 1857
- 026 Upper Stillwater - nice banknote Double Circle
- 027 West Buxton - 1883 Octagon UX 5
- 028 Winnegance - 1850's Manuscript, 3¢ 1857

NEW HAMPSHIRE

- 029 Thirteen cards - (UX 5) w/eight towns, all w/unusual cancels, colors, killers, etc.: Andover, Bridgewater, Bristol, Danbury, Franklin, Haverhill, Salisbury, Tilton
- 030 Cheevers - 1922 4 bar PPC
- 031 Crawford House - 1917 Purple 4 bar PPC
- 032 Danforth - 1882 Double Circle CDS
- 033 Fitzwilliam Depot - 1890 banknote cover
- 034 Jefferson Highland - Beautiful Purple 1936 4 bar on UX 27
- 035 Little Boars Head - 1911 4 bar PPC
- 036 North Wolfboro - 1910 Doane PPC, 15% rim missing
- 037 Wilmott Flat / Franklin Falls - both on 1880's cover, 2¢ Brown tied by F. Falls, Wilmott Flat as rec mark on front

NEW YORK

- 038 Allens Hill - 1892 CDS on UX 10, bit of rim lite
- 039 Amenia - 1850's townmark ties 3¢ 1857
- 040 Blue Stores - 1888 CDS nice hotel cc
- 041 Boxbury - Townmark ties 3¢ 1861 small cover
- 042 Bries Hill - 1885 handstamp UX 5, paper adheres left side
- 043 Catskill Sta. - 1907 4 bar, PPC beautiful Hudson River Day Line cc
- 044 Cortland Village - 1858 with year date ties 3¢ 1857, minor docketing
- 045 Crescent - 1906 Doane on PPC
- 046 East Randolph - Banknote h/s (East lite)

- 047 Fly Mountain - 1895 CDS
- 048 Gaines - 1887 CDS, U 277, bit of rim missing
- 049 Hagedorn Mills - Banknote h/s, 15% rim missing, top edge rep
- 050 Havana - 1860's townmark small envelope
- 051 Havana - Banknote handstamp
- 052 Hickory Corners - banknote Manuscript small tears in env rep
- 053 Huntington L.I., NY - Magenta Double Circle 1880 on UX 5 w/Maltese Cross killer
- 054 Johnsonville - Magenta CDS 1887
- 055 Ludlowville - 1909 4 bar PPC into design
- 056 New York City - Blue Double Oval "mailed Windsor Hotel NY" 1875 indist. CDS ties banknote, Windsor Hotel cc
- 057 Oquaga Lake - 1907 Doane PPC
- 058 Perry City - 1898 CDS on UX 12
- 059 Preston - 1911 Doane PPC, into address
- 060 Redwood - Large townmark ties 3¢ 1861, no date or month in dial, lite stains
- 061 Sacket Harbor - 1896 CDS on U 71
- 062 Sandy Creek - 1889 CDS
- 063 Sandy Hill - 1884 Blue large CDS
- 064 Scarandaga Park - 1907 Doane PPC
- 065 Scott - 1906 Doane w/lite struck Homer NY RFD as tr. mark
- 066 Seneca Falls - Large townmark w/1861 year date ties 3¢ 1861
- 067 Summit Station - Nice 1880 CDS Magenta killer
- 068 Tonawanda - Magenta Double st. line "registered Tonawanda N.Y.", Tonawanda Duplex ties 10¢ US#282c, 1901
- 069 Tonawanda - 1882 CDS w/fancy cork neg "K" killer, open R at right
- 070 Troy - Magenta Double Circle "Sub-Sta No 1, Troy, N.Y." as b/s, also Troy mach. as b/s 1901
- 071 Tyrone - pretty Magenta Large CDS 1885
- 072 West Conesville - 1885 CDS on UX 5
- 073 White Lake Corners - Magenta Doane 1914 PPC

PENNSYLVANIA

- 074 Cochranville - Huge Blue townmark on U 9
- 075 Cowen City / Hepler - 1909 Doane & CDS on PPC, smudge
- 076 Deer Lick - 1930 LD of PO signed by P.M.
- 077 Dushore - 1881 almost good Magenta Octagon
- 078 Furniss - 1908 Doane emb PPC
- 079 Gumbles - 1914 Magenta 4 bar PPC
- 080 Kelly Station - 1913 Doane PPC
- 081 Philadelphia - 18th & Chesnut Sta. as b/s 1895
- 082 Philadelphia - Eighth (St.?) Sta., Jan. 1893 ties Columbian 1st Mo Est (1893-95)
- 083 Schenley's Sta. - 1880's Manuscript pair US#206
- 084 Sewickley Bottom - Red Manuscript 1850's Red pen cancelled 3¢ 1851
- 085 Shipp(e)nsburg - 1850's townmark ties 3¢ 1857

VERMONT

- 086 Barre - 1886 Octagon as backstamp
- 087 E. Fairfield - 1879 Bright Blue handstamp on UX 5
- 088 Fayetteville - small banknote cover
- 089 Guilford Centre - 1892 on UX 9
- 090 Putnamville - fair/good CDS 1892 on UX 9, sm creases
- 091 Vernon - 1903 Doane as rec mark on UX 18

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Aloha 1935 4-bar 1912-54	vf 3.00	Mill City 1909 4-bar PC	f 2.00
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Baker City 1893 cork killer Ty. 14 1866-1911 PS	g 3.00	Nelscott 1941 4-bar 1929-65 GC	vf 3.00
Ballston 1912 4-bar 1880-1953 PC	f 3.00	North Bend 1936 machine illus Hotel North Bend	f 3.00
Bandon 1909 4-bar PC	f 2.00	Oak Grove 1933 4-bar 1907-62	g 3.00
Bar View 1941 4-bar 1913-54 GC	vf 3.00	Oakland 1910 4-bar PC	f 2.00
Berlin 1910 doane 3/1 PC	f 5.00	Oceanlake 1941 numeral duplex 1927-65 GC	f 3.00
Birkenfeld 1934 4-bar 1916-60	f 3.00	Oregon Caves 1939 4-bar 1924-36 PC	vf 3.00
Blachly 1910 4-bar 1892-1975 PC	f 3.00	Oregon City 1893 cork killer Ty. 17 PS	f 4.00
Bonanza 1932 4-bar PS	f 2.00	Paradise 1942 4-bar 1882-1942 PC	g 4.00
Boring 1910 4-bar PC	f 2.00	Philomath 1910 4-bar PC	vf 2.00
Brockway 1911 4-bar 1886-1956 PC	f 3.00	Phoenix 1911 4-bar PC	f 2.00
Brockway 1943 4-bar 1886-1956 GC	vf 3.00	Pilot Rock 1932 4-bar	f 2.00
Brooks 1935 4-bar 1871-1960	vf 3.00	Pistol River 1940 4-bar 1927-60 PC	f 3.00
Canby 1910 doane 1/3 PS	g 2.00	Portland c1880 cork killer Ty. 12 PS	f 7.50
Canyonville 1933 4-bar	f 2.00	Portland 1880 cork killer Ty. 13 GC	vf 10.00
Carlton 1907 doane 3/6 PS	f 3.00	Portland 1892 numeral duplex Ty. 19	g 4.00
Missent to Central Station Portland 1940 violet sl AM	f 3.00	Portland 1894 numeral duplex Ty. 20 #233 PS to Germany	f 25.00
(Clackamas RFD) c1910 ms Ty. 11E PC	f 10.00	Portland 1895 numeral duplex Ty. 20	f 3.00
Clackamas 1917 4-bar	f 2.00	Portland, Oregon G. D. Clerk No. 2 1909 red double ring	f 5.00
Clatskanie 1912 duplex PC	f 2.00	cds PC	f 5.00
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Colombia City 1909 4-bar PC	f 2.00	Portland 1939 numeral duplex illus Hotel Multnomah AM	f 3.00
Colton 1917 4-bar PC	f 2.00	Portland Sta. A 1900 numeral duplex 1892-1903	f 4.00
Cornucopia 1934 4-bar 1885-1942	f 4.00	Portland Sta. C 1906 numeral duplex 1894-1938 PC	f 4.00
Cove 1910 4-bar PC	f 2.00	Portland Sta. D 1906 numeral duplex 1903-39 PC	f 4.00
Crater Lake 1925 4-bar 1905-43 PC	f 3.00	Port Orford 1908 4-bar PC	f 2.00
Crater Lake 1925 doane 3/1 1905-53 PC	vf 4.00	Prospect c1930 4-bar PC	f 2.00
Curtin 1909 4-bar PC	vf 2.00	Ranier 1914 duplex PS	f 2.00
Cutler City 1941 4-bar 1903-65 GC	vf 3.00	Rockaway 1915 4-bar PC	f 2.00
Dallas 1890 segmented cork unlisted type PS	f 7.50	Rockville 1943 4-bar 19123-48 PC	f 5.00
Delake 1934 4-bar 1924-65 GC	vf 3.00	Rogue River 1938 4-bar PC	f 2.00
Depoe Bay 1940 4-bar	f 2.00	Roseburg c1865 cork killer Ty. 4 Ladies cover #65 Rag-	f 20.00
Derby 1914 4-bar 1892-1919 PC	f 15.00	ged at left, some discoloration	
Dilley 1943 4-bar 1873-1961 GC	vf 3.00	Roseburgh 1889 cork killer Ty. 9 1857-94 PC	f 4.00
Durkee 1932 4-bar	f 2.00	Roseburg 1899 cork killer Ty. 12	f 5.00
Eddyville 1914 4-bar PC	f 2.00	Saint Paul 1914 4-bar PC	f 2.00
Empire 1926 4-bar 1894-1957 PC	f 3.00	Salem, Ogn. c1857 serifed cds Ty. 3 or Ty. 4 #26	f 100.00
Eugene O.T. c1865 serifed cds Ty. 4 to Fayette, forwarded	f 75.00	Salem Org'n 1870 segmented cork Ty. 6 PS Edge tears	f 7.50
to Salem with ms Dae 3 #65 A bit rough at right		Shedd c1920 4-bar	f 2.00
Eugene 1893 cork killer Ty.1 PS	f 4.00	Silette 1917 4-bar PC	f 2.00
Forest Grove 1902 segmented cork Official	vf 3.00	Sisters 1939 4-bar AM	vf 2.00
Fox 1909 4-bar PC	f 2.00	Statyton 1914 4-bar PC	f 2.00
Freewater 1908 duplex 1890-1951 PC	f 3.00	Sublimity 1910 4-bar PC	f 2.00
Garibaldi 1908 4-bar PC	f 2.00	(Summerville RFD 1) 1915 ms Ty. 11C PC	f 10.00
Gaston 1910 4-bar PC	f 2.00	Tangent 1913 4-bar PC	f 2.00
Gates 1911 4-bar 1892-1963 GC	f 3.00	Terrebonne 1940 4-bar	vf 2.00
Gearhart 1916 4-bar 1897-1961 GC	vf 3.00	The Dalles c1875 segmented cork Ty. 4 3cBN Tear	vf 7.50
Government Camp 1942 4-bar PC	vf 2.00	Thomas 1909 4-bar 1898-1920 PC	f 10.00
Gwendolen 1940 4-bar 1906-41 PC	f 5.00	Tillamook 1893 cork killer Ty. 6 PS	g 4.00
Haines 1907 doane 3/5 PC	f 3.00	Troutdale 1907 magenta 4-bar GC	g 2.00
Imnaha 1932 4-bar	f 2.00	Turner 1910 4-bar PC	f 2.00
Jone 1937 4-bar	f 2.00	Union 1926 duplex #626 PC	f 2.00
Jacksonville 1891 cork killer Ty. 11 PS	f 7.50	Univ. Park Sta. Portland 1909 numeral duplex 1903-72 PC	vf 3.00
Jewell 1940 4-bar 1874-1964 GC	vf 3.00	Vernonia 1908 4-bar PC	vf 2.00
John Day 1908 4-bar PC	f 2.00	Waldport 1908 4-bar PC	f 2.00
Keating 1911 4-bar 1880-1975 PC	f 3.00	Wamic 1932 4-bar 1884-1958 PS	vf 3.00
Lents 1910 doane 3/5 1886-1917 PC	f 5.00	Warren 1935 4-bar 1885-1961	f 3.00
Leona 1913 4-bar 1901-44 receiver PC	f 3.00	Wecoma 1939 4-bar 1935-49 PC	vf 5.00
Lexington 1909 4-bar 1885-1959 PC	vf 3.00	West Stayton 1935 4-bar 1911-53 AM	vf 3.00
Lorane 1909 doane 2/2 PC	f 3.00	Wilderville 1910 duplex 1878-1964 PC	f 3.00
Lostine 1914 4-bar PC	f 2.00	Willamina 1912 4-bar	f 2.00
Lowell 1909 doane 2/3 PC	f 4.00	Willows 1939 4-bar 1878/1942 PC	f 3.00
Marcola 1910 4-bar PC	f 2.00	Woodburn 1911 duplex	f 2.00

SUBSCRIBERS' AUCTION NUMBER 19

P. O. BOX 135 LAKE OSWEGO, OR 97034
(503) 657-5685

BIDS CLOSE: JANUARY 31, 1988 (10 PM)

ALABAMA

101 BEAVER MEADOW P.O., 1894, MSS on U349. DPO. Est. \$10.

ALASKA

- 102 AKULURAK, 1944, VG Ty1 on Murige Dog Team cvr. E\$8.00
- 103 BARANOF, 1950, VG Ty3 on FFC. Est. \$6.00
- 104 BEAVER, 1932, Fine magenta Ty1 on phil.cvr. Est. \$8.00
- 105 BUCKLAND, 1940, VG Ty1 on FFC. (1936-40) Est. \$20.00
- 106 CHALKYITSIK, 1964, Fine 4-bar on phil.cvr. E\$5
- 107 CHOMLY, 1913, VG-FINE Ty 2 on PPC. Est. \$100.00
- 108 COLD BAY, 1958, Fine Ty1 on cml.cvr. Est. \$4.00
- 109 COPPER CENTER, 1958, VG Ty6 on cml. cvr. Est. \$4.00
- 110 CRAIG, 1930, VG Type 3 on cvr opened ruff @ Left. E\$12
- 111 CRAIG, 1949, VG Ty8 on cml. cvr. Est. \$5.00
- 112 DEERING, 1930, G+ Ty4 on FFC. Est. \$8.00
- 113 EAGLE, 1942, G+ Ty7 on FFC. Est. \$5.00
- 114 EGEIK, 1945, G+ Ty2(later) on FFC. Est. \$8.00
- 115 FORT RICHARDSON, 1942, VG Ty2 on cvr w/PROVISIONAL CENSOR mark TyT-942.7. Est. \$20.00
- 116 FORT YUKON, 1935, G Ty4 on cvr w/illus WP&Y RR cc. E.\$10
- 117 GAMBELL, 1942, VG Ty1 on FFC. Est. \$6.00
- 118 GOLOVIN, 1945, VG Ty5 on FFC(later). Est. \$8.00
- 119 HAMILTON, 1946, VG Ty4 on FFC. Est. \$6.00
- 120 HAYCOCK, 1945, VG Ty2 on FFC. Est. \$8.00
- 121 HOLIKACHUK, 1943, VG red Ty1 on FFC. Est. \$8.00
- 122 HOLY CROSS, 1947, Fine Ty4 on FFC. Est. \$5.00
- 123 HOLY CROSS, 1966, VG HANDSTAMP SLOGAN FLAG for Alaska Purchase on GPC. Said to be one of only 88 such. Letter accompanies. Est. \$25.00
- 124 HOONAH, 1929, G+ Ty3 on cvr w/small tear @ Top. Est. \$30
- 125 HUGHES, 1949, Fine Ty1 on FFC. Est. \$8.00
- 126 IGIUGIG, 1951, Fine Ty1 on phil. GPC. (34-54) E.\$8.00
- 127 ILIAMNA, 1958, VG red Ty4 on cml.cvr. Est. \$5.00
- 128 JACK WADE, 1937, Fine Ty4 on FFC. (1900-48) Est. \$8.00
- 129 "Juneau, 1895" heads message on UX12 w/no local pm, but SEATTLE/TRANSIT marking and EDNOR/MD. rec'd. E.\$5.00
- 130 JUNEAU, 1922, G(lite) Ty 21 [FLAG] on PPC. Est. \$10.
- 131 KIMSHAN COVE, 1931, Fine Ty1 on GPC. Est. \$15.00
- 132 KOBUK, 1931, VG Ty1 on GPC. Est. \$8.00
- 133 KOTZEBUE, 1932, Fine Ty4 on FFC. Est. \$8.00
- 134 LATOUCHE, 1924, about G(ALASKA not strk) Ty5 on PPC. E\$10
- 135 MEYERS CHURCK RUR.STA., 1965, F (ERROR) 4-bar on ph.cvr. Est. \$8.00
- 136 MILLER HOUSE, 1916, VG Ty1 on cut-square & Ty3 on 2x4" Est. \$6.00
- 137 NIGHTMUTE, 1956, Fine Ty1 on FFC. (1952-64) Est. \$8.00
- 138 NIKOLAI, 1949, F Ty1 on FD card + Ty4 on phil. GPC. E\$8
- 139 NINILCHIK, 1942, VG Ty2 on FFC. Est. \$8.00
- 140 NOME, 1904, G+ Ty5 on PPC. Est. \$8.00
- 141 PETERSBURG, 1907, VG Ty2 [Doane] on PPC. Est. \$50.00
- 142 PORT ALEXANDRIA, 1932, G+ Ty1(ERROR) on GPC. Est. \$25
- 143 SAINT PAUL ISLAND, 1958, Fine Ty3 on cml.cvr. Est. \$5.
- 144 SEWARD, 1942, G+ Ty11 on cvr w/PROVISIONAL CENSOR mark opened ruff into embossed stamp. Est. \$15.00
- 145 SHAGELUK, 1958, VG Ty3 on cml. cvr. Est. \$4.00
- 146 SHAKAN, 1909, G Ty4 on PPC. Est. \$70.00
- 147 SHUNGNAK, 1930, VG Ty2 on GPC. Est. \$20.00
- 148 SUSITNA, 1909, Fine Ty 1 on PPC(r.p."Bashful Maidens of Susitna...") Est. \$100.00
- 149 TANANA, 1910, VG Ty3 [DOANE] on PPC. Est. \$20.00
- 150 TOLOVANA, 1931, Fine Ty3 on FDC (1931-40pd) Est. \$15.
- 151 TULUSAK, 1968 (ERROR) F dcds on phil.cvr. Est. \$6.00
- 152 TYONEK, 1957, Fine Ty4 on cml. cvr. Est. \$5.00
- 153 UGASHIK, 1945, VG Ty2 on REG. CVR w/5 & 20-ct.PREXIES. Est. \$10.00
- 154 UNALAKLEET, 1947, VG Ty3 on "dog team" cach. cvr.E\$4
- 155 WALES, 1921, Fine Ty2 on cvr w/neatly repaired tear thru postmark. Est. \$15.00
- 156 WARTON, 1934, VG Type 1 on POD PEN. ENV. Est. \$30.00
- 157 WASILLA, 1955, VG Ty5 on non-philatelic cvr. Est. \$8.
- 158 WHITTIER, 1954, G+ Ty5 on cvr. Est. \$4.00
- 159 SEATTLE & SEWARD/Str.Watson, 1923, readable Ty6 on cvr. Ltrs in [] not struck. Est. \$10.00
- 160 SEATTLE/NAS KODIAK, 1942, VG TY2 on cvr w/Ft.Greely r.a. & PROVISIONAL CENSOR "5-in-square-in-circle" Est.\$30.

- 161 (Kodiak) U.S./NAVY NAVAL AIR STATION, 1943, VG machine on Eskimo PPC. Censored. Est. \$8.00
- 162 APO 729 (Shemya Is.), 1944, VG 4-bar on CENSOR cvr.E\$5
- 163 APO 918, 1943, VG 4-bar on PPC w/"Sta.W" in r.a. Good ALASKA HIGHWAY piece. Est. \$15.00
- 164 APO 940(Ft.Ray,Sitka), 1942, G+ 4-bar on cvr w/PROVI-SIONAL CENSOR MARK. "Pink Pearl" Est. \$20.00
- 165 APO 985(Skagway), 1943, Fine 4-bar on cvr w/770th Rwy. Opn. Bn. r.a. Est. \$10.00

ARIZONA

- 166 AGUA CALIENTE, 1917, G(ARIZ not strk) 4-bar on cvr.E.\$6
- 167 DOME, 1910, G Ty2 [DOANE] on PPC. Est. \$40.00
- 168 GLOBE, 1911, G+ Ty28 [COLUMBIA machine] on PPC. E\$8.00
- 169 JEROME, 1910, VG Ty24 on cvr w/encl. Est. \$20.00
- 170 MOHAVE CITY, 1910, G Ty7 [DOANE] on PPC w/no stamp.E\$6.
- 171 MOHAWK (K2), DOME (K2), WELLTON (K3), all G-VG as fwd. marks on face of cvr pm lite DULZURA/CAL. DOANE, 1910. Also bold "FORWARDED". Great cover. Est. \$75.00
- 172 SAFFORD, 1887, about G Ty7 on #10 cvr. Est. \$20.00
- 173 SELIGMAN, 1909, VG Ty9 on PPC. Est. \$12.00
- 174 SENTINEL, 1906, VG Ty5 [DOANE] on PPC w/minor repair in lwr. left corner. Est. \$50.00
- 175 TOPOCK, 1927, VG 4-bar on PPC. Est. \$4.00

CALIFORNIA

- 176 ALVORD, 1908, VG 4-bar on PPC. (Inyo 90/11) Est. \$12.
- 177 ANTLER, 1910, VG 4-bar on PPC. (Shasta 08-14) E.\$25.00
- 178 BALLS FERRY, 1911, VG 4-bar on PPC. (Shasta 75-16) E\$12
- 179 BIG OAK FLAT, 1894, G+ cds on cvr b/s CHINESE CAMP in red & WEST POINT/CAL. Est. \$8.00
- 180 CALPELLA, 1914, VG 4-bar on PPC. (Mend.60-71) E.\$5.00
- 181 CASPAR, 1913, G+ 4-bar on PPC. (Mend.74-64) Est. \$6.00
- 182 CHINA FLAT, 1909, VG DOANE on PPC. (Humb.78-15) E.\$8.
- 183 CHINO, 1894, VG cds on cvr w/2-ct Columbian. Est. \$5.
- 184 CLEARWATER, 1891, G(CAL not strk) cds on cvr w/encl.E\$8
- 185 COLLINSVILLE, 1912, VG 4-bar on PPC(Emmington's Store) (Solano 62/60) Est. \$5.00
- 186 COLUSA, 1897, Fine cds on cvr w/hotel cc. Ltrhd.enc.E\$6
- 187 CONFIDENCE, 1910, VG 4-bar on PPC. (Tuol.99-25) E.\$10.
- 188 CORONADO, VG cds on 2-ct red ent. (S.Diego 87-12) E.\$5
- 189 COUTOLENC, 1910, G+ purple 4-bar on PPC.(Butte 90-37)E\$6
- 190 DARDANELLA RUR. BR./PINECREST CA, 1968, ERROR "A" for E in box cancel on philatelic cover. Est. \$5.00
- 191 DEFENDER, 1910, VG DOANE on PPC. (Amad.00-15) Est.\$8.
- 192 EDENVALE, 1906, VG cds as rec'd on PPC. (93-16) E.\$8.
- 193 ETNA MILLS, 1910, VG DOANE on PPC. (Sisk.61-24) E.\$4.
- 194 FOREST HILL, 1867, VG cds on cvr w/#65 & long ltr. E\$20
- 195 FOREST HOME, 1944, G+ 4-bar on PPC.(S.Bern.06-60) E.\$4.
- 196 GOSHEN, 1892, VG cds & STAR CANCEL on cvr. Est. \$10.
- 197 HERCULES, 1916, G 4-bar on cvr. (1914-74) Est. \$6.00
- 198 HEROULT, 1922, VG 4-bar on PPC. (Shasta 07-28) E.\$10.
- 199 ISABELLA, 1938, G+ 4-bar on cvr. (Kern 96-57) E.\$4.00
- 200 JENNY LIND, 1912, G 4-bar on PPC. (Calav.57/51) E.\$5.00
- 201 LAMOINE, 1906, Fine cds on GPC. (Shasta 02-54) E.\$6.00
- 202 LOS ANGELES, 1888, VG cds on 3-ct green ent. Est. \$4.00
- 203 LYONSVILLE, 1911, VG 4-bar on PPC. (Teh.83-37) E.\$6.00
- 204 MARYSVILLE, 1886, G dplx ties #210 on cvr. Est. \$6.00
- 205 MAY, 1910, VG 4-bar on PPC. (Amad.81-20) Est. \$8.00
- 206 MCKINNEY, 1908, VG DOANE on PPC (Placer 84-28) E.\$6.00
- 207 MERCED, 1891, G cds on UX6 to Holland. Est. \$5.00
- 208 MICHIGAN BLUFF, 1916, VG dplx on cvr. (Placer 54-43)E\$6
- 209 MONTEPELLIER, 1915, G 4-bar on PPC.(Stan.91-37) E.\$5.
- 210 MOSS BEACH, 1913, G NON-STANDARD 4-bar on PPC. E\$4.00
- 211 MOUNTAIN KING, 1910, VG 4-bar as rec'd on PPC.(07-22)E\$5
- 212 NEEDLES, 1895, G cds on U312 to Colorado. Est. \$4.00
- 213 OLETA, 1912, VG 4-bar on PPC.(Amad.78/32) Est. \$6.00
- 214 OLIMPO, 1875, MSS. on cover. (Colusa 1872-1883) E. \$30
- 215 PASADENA, 1888, G+ cds on 2-ct brown entire. Est. \$6.00
- 216 SALINAS, (1880), G lite cds on cvr w/encl. Est. \$6.00
- 217 SAN FRANCISCO, 1870, G cds on cvr w/2x3-ct green banknotes to Canada. Est. \$5.00
- 218 SAN FRANCISCO, c.1878, readable cds on U116 w/handstamp cc. of ship brokers. Est. \$5.00
- 219 SAN JOSE, 1894, G+ dplx on U350 to Holland. Est. \$5.00
- 220 SANTA CRUZ, 1888, VG cds & cork ties 2-ct gr.encl. E\$8
- 221 SANTA MONICA, 1889, VG cds ties 2-ct banknote on cvr.E\$8
- 222 SANTA RITA, c.1875, G cds on cvr opened into 3-ct embossed stamp. w/encl. & TUSTIN CITY fwd. DPOs. E\$10.
- 223 SAUSALITO, 1893, G(lite) cds on U349 w/1 & 2-ct. COLUM. added to Holland. Frwd. to Wiesbaden. Est. \$12.00
- 224 SCOTTY'S CASTLE, 1950, VG 4-bar on PPC (47-53) E.\$5.00
- 225 SLATINGTON, 1907m VG DOANE on PPC. (1903/20) Est. \$8.

CALIFORNIA

- 226 SPOTTISWOOD, 1893, G+ cds on U349 w/repai red tear thru postmark. (Kern 1888-95) Est. \$12.00
 227 SPRINGS, 1909, VG 4-bar on PPC. (Ventura 09-12) E.\$20.
 228 STONY POINT, 1909, G+ 4-bar on PPC. (Son.57-11) E.\$10.
 229 SULPHUR CREEK, 1908, G cds on PPC (Colu.74-15) Est. \$6.
 230 TUSTIN CITY, 1889, G lite cds on DROP ltr.cvr.w/encl.E\$5
 231 VERONA, 1910, VG DOANE on PPC. (Sutter 97-41) Est. \$5.
 232 WAGNER, 1914, VG 4-bar on cvr. (S.Bar. 11-19) Est. \$12.
 233 WALDO, 1914, VG 4-bar on PPC. (Yuba 98-15) Est. \$10.
 234 WIEST, 1924, G+ magenta 4-bar ties 2-ct Harding on cvr. (Imp. 07/33) Est. \$8.00
 235 WINTERS, 1888, VG cds on cvr trimmed into #213. E.\$5.

COLORADO

- 236 ALAMO, 1935, G+ 4-bar on very soiled, creased cvr. E\$4.
 237 ARKANSAS JUNCTION, 1908, lite, readable 4-bar on PPC. E\$6.
 238 BOXELDER, 1911, VG 4-bar on PPC. (94/24) Est. \$12.00
 239 BUFORD, 1910, G 4-bar on PPC. (90-19pd) Est. \$8.00
 240 CLIFFORD, 1909, VG 4-bar on PPC. (08-18) Est. \$25.00
 241 DILLINGHAM, 1918, G+ 4-bar on PPC. (11-20) Est. \$25.00
 242 GEM, 1908, VG 4-bar on PPC. (07-13) Est. \$20.00
 243 GRAYLIN, 1912, VG 4-bar on PPC. (1910-17) Est. \$25.00
 244 HAWTHORNE, 1908, G+ magenta 4-bar on PPC. (06-30) E\$6.
 245 LINDON, AKRON & THURMAN, 1889, G-VG cds as Fwd. & Rec'd marks on reverse of small cover to Thurman. est. \$5.00
 246 NEW WINDSOR, 1889, G+ cds on GPC. (84-11) Est. \$6.00
 247 OAKES, 1892, G+ cds on 2-ct ent. (1890-1905) Est. \$30.
 248 OLNEY, 1906, G DOANE on PPC. (90-09) Est. \$15.00
 249 SLIGO, 1922, VG 4-bar on cvr uneven lwr.rt. (08-41) E\$6
 250 WESTCREEK, 1936, G+ 4-bar on GPC. (35-68pd) E.\$5.00
 251 WESTPLAINS, 1917, VG red 4-bar on PPC. (10-49) Est. \$12
 252 Lot of 17 diff. 4-bars, 1910-15 era on PPCs inc. ARROW & HALFWAY. List available for SASE. Minimum Bid \$15.00

CONNECTICUT

- 253 DANIELSVILLE, 1887, VG cds & cork ties #210 on cvr w/ bank cc. (1878-95) Est. \$8.00
 254 EAST THOMPSON, 1917, G+ 4-bar on PPC. (50-34) Est. \$5.

DELAWARE

- 255 COOL SPRING, 1926, VG 4-bar on PPC w/#627. (71-35) E.\$6

DISTRICT OF COLUMBIA

- 256 BRIGHTWOOD/D.C., 1897, VG cds as b/s rec'd on cvr. E.\$6

FLORIDA

- 257 CHESTER, 1908, VG 4-bar on PPC. DPO. Est. \$5.00
 258 COTTAGE HILL, 1912, G+ 4-bar on PPC. DPO. Est. \$4.00

GEORGIA

- 259 ALAGULSY, 1905, VG DOANE on cover. DPO. Est. \$8.00
 260 LYTLE, 1898, VG cds on GPC. DPO. Est. \$6.00

HAWAII

- 261 HONOLULU, 1907, VG FLAG on cvr w/PACKET BO.. st.line. S.S.MANCHURIA PACIFIC MAIL logo on rev. Encl. Est. \$12
 262 KAHULUI, 1913, VG duplex on PPC. Est. \$6.00
 263 KAILUA, 1909, G+ dplx on PPC. Est. \$8.00
 264 WAIALUA, 1909, VG duplex on PPC. Est. \$6.00

IDAHO

- 265 ANDERSON, 1896, G+ cds on cvr w/some penmanship practice (1893-1907) Est. \$60.00
 266 COVE, 1908, VG magenta 4-bar on lt.soiled PPC. (96-09) E\$25
 267 GARDENA, 1918, VG 4-bar on PPC. (15-76) Est. \$6.00
 268 GOFF, 1912, about G (lite) 4-bar on PPC. (94-13) E\$15.
 269 HELMER, 1915, VG 4-bar on PPC. (1907-29) Est. \$10.00
 270 MACE, 1908, G+ DOANE on PPC. DPO. Est. \$6.00
 271 PEGRAM, 1912, G+ 4-bar on PPC. (1901-55) Est. \$6.00
 272 ROSWELL, 1909, VG 4-bar on PPC (r.p. shepherd's tent) (1893-1954) Est. \$6.00
 273 SAINT JOE, 1912, VG 4-bar on PPC. (90/45) Est. \$5.00

ILLINOIS

- 274 GOODWINE, 1933, FANCY WINE GLASS ties 8-ct Franklin on philatelic cover. Est. \$10.00
 275 MASON CITY, 1889, G+ cds on cvr w/DOCTOR'S CC. Est. \$4.
 276 TAMPICO, 1884, G purple fancy SHIELD postmark on UX7. E\$15

INDIANA

- 277 BENNETTS SWITCH, 1910, VG 4-bar on cvr. DPO. Est. \$5.
 278 METZ, 1887, VG cds on cvr w/#210. DPO. Est. \$8.00

IOWA

- 279 LUZERN, 1906, G+ DOANE on UX6 to NEW ZEALAND. Est. \$10.
 280 ROCK GROVE CITY, c.1865, VG dc ds on cvr. (1856-1871) E\$20

KANSAS

- 281 LOUISVILLE, 1881, bold dc ds & Maltese Cross ties 3-ct banknote on legal-sized cover trimmed @ L. Est. \$5.00

KENTUCKY

- 282 MAMMOTH CAVE, 1909, VG 4-bar on PPC. Est. \$4.00
 283 RICHMOND, 185?, VG cds on U10 w/torn back flap. E.\$10
 284 RINALDO, 1909, VG DOANE on cvr. DPO. Est. \$6.00

MAINE

- 285 ROACH RIVER, 1908, G DOANE on PPC. DPO. Est. \$5.00
 286 WEST PERU, 1905, Fine DOANE on GPC. Est. \$4.00
 287 Two diff DOANES (COLERAIN & CHEBEAGUE ISLAND), 1909-11, both VG on PPCs. Est. \$5.00

MARYLAND

- 288 COLLEGE OF ST.JAMES, c.1890, G cds on cvr. (84-01) E.\$10
 289 COLORA, CEC(IL CO.), 1886, about G cds on cvr. E\$4.00
 290 ELLICOTT CITY, c.1870, VG cds on cvr w/CORK tying #114. E\$6
 291 SPENCERVILLE, 1881, VG OCTAGON on 3-ct ent. Est. \$5.00

MASSACHUSETTS

- 292 BOSTON, 185?, readable, red cds on U10 w/PAID-IN-CIRCLE handstamp & SUFFOLK BANK h.s. cc. Est. \$15.00
 293 GROTON, 1858, readable, blue rimless cds on U10 w/ltr. E\$12
 294 MEGANSETT, 1905, VG DOANE on PPC. DPO. Est. \$5.00
 295 NORTHAMPTON, 1885, G cds on cvr w/MASONIC STAR-IN-CRESCENT CANCEL tying #210. Enclosure. Est. \$15.00
 296 NORTHFIELD, 185?, G blue cds on U7. Some aging; hi cat. E\$50

MICHIGAN

- 297 HIGHLAND, 1883, VG trip.cds & STAR CANCEL on Fine cvr. (1835-1903) Est. \$25.00
 298 HUDSON, 1878, VG cds on #U07 w/CHICAGO/CARRIER b/s. E\$12
 299 INGALLS/Menominee Co., 1888, VG oval on UX9. Est. \$15.
 300 IRON RIVER, 1891, VG cds on clean cvr. Est. \$8.00
 301 LAMONT, 1886, Fine dc ds on cvr w/FANCY GEOMETRIC tying #210. Est. \$20.00
 302 LEESBURGH, 1890, G+ cds on GPC. (1876-94) Est. \$12.00
 303 PIERSON, 1879, VG magenta Octagon & STAR CANCEL on cvr w/3-ct green banknote. Est. \$15.00
 304 PONTIAC, c.1855, G(lite) cds ties #11 on cvr. Est. \$5

MINNESOTA

- 305 FREEBURG, 1860, MSS. on 3-ct Nesbitt. (58-47) E.\$8.00
 306 SAINT PAUL/M.T., 1857, lite, readable cds ties #26 on clean cover to Conn. Est. \$15.00
 307 SAINT PAUL, 1861, G+ dc ds on cvr w/#26. Est. \$5.00
 308 TRACY/E.O.BRAUNS, P.M., 1881, VG trip.cds on cvr w/ WALNUT GROVE/JOHN A.ANDERSON P.M. Fine blue cds. E.\$35

MISSOURI

- 309 APPLETON CITY, 1886, G+ cds on GPC. Est. \$5.00
 310 BOONVILLE, 185?, VG balloon cds on U9 (size 2). E\$20
 311 COW CREEK, 185?, mss on 3-ct Nesbitt showing age. (1835-61) Est. \$15.00

MONTANA

- 312 ALHAMBRA, 1909, G+ DOANE on PPC (view of resrt.) E. \$6.
 313 ELKHORN, 1907, VG DOANE on PPC. (84-24) Est. \$10.00
 314 GRACEVILLE, 1914, G+ 4-bar on PPC. (1911-23) Est. \$10.
 315 HEDGESVILLE, 1912, G+ 4-bar on PPC. (10-59) Est. \$5.00
 316 LOTHROP, 1910, VG 4-bar on PPC. (1900-13) Est. \$6.00
 317 NYE/MOUAT MINE RUR.STA., 1961, F 4-bar on LDC. Est. \$6.
 318 OHMOLT, 1912, G+ 4-bar on PPC. (1911-18) Est. \$15.00
 319 ORVILLE, 1912, G 4-bar on PPC. (10-15) Est. \$12.00
 320 PARIS, 1916, VG 4-bar on PPC. (1914-37) Est. \$15.00
 321 PORTAGE, 1916, VG 4-bar on PPC. (03-44) Est. \$6.00
 322 VIRGINIA CITY, 1884, VG trip.cds on UX7. Est. \$8.00
 323 YATES, 1909, G 4-bar on PPC. (1908-20) Est. \$10.00

NEBRASKA

- 324 CARRICO, 1912, VG DOANE on PPC. (76/14) Est. \$12.00
 325 COTTONWOOD SPRINGS, (1867), G+ dc ds on U59. (61-95) E\$40
 326 HILLSIDE, 1914, G 4-bar on PPC. (08-33) Est. \$6.00
 327 SOMERFORD, 1908, G 4-bar as rec'd on PPC. (83-10) E.\$6.

NEVADA

- 328 ARDEN, 1911, G blue-grey 4-bar on PPC. (07-71) Est. \$6
 329 BLAIR, 1914, G 4-bar on PPC. (1906-14) Est. \$15.00
 330 CARSON CITY, 1929, VG FLAG on cover. Est. \$4.00
 331 DELAMAR, 1908, G+ cds on Reg. Pk. Rct. (94-14) E.\$8.00
 332 EAST ELY, 1909, G+ 4-bar on PPC. (1908-74) Est. \$4.
 333 GOLD HILL, 1912, VG 4-bar on PPC. (62-43). Est. \$6.00
 334 HAWTHORNE NAVAL DEPOT, 1932, BOLD FANCY ANCHOR & U.S.N. cancels 3-ct Washington on phil. cvr. Est. \$5.00
 335 HAWTHORNE/USN AMMUNITION DEPOT BR., 1944, VG unusual dplx on non-philatelic cover. Est. \$6.00
 336 HUMBOLDT HOUSE, 1907, VG cds as rec'd on PPC. (72-09) E\$6
 337 JOHNNIE, 1910, lite, readable 4-bar on cvr. (05-14) E.\$8.
 338 SHERIDAN, 1902, VG cds on cvr. Target ties 2-ct red. E\$12
 339 SMITH, 1906, VG DOANE on cvr w/small closed tear at T just touching postmark. Est. \$8.00

NEVADA (Cont.)

- 340 STILLWATER, 1895, VG magenta cds & thin ovate bar cancel ties 2-cent red on cvr. Est. \$20.00
 341 VERNON, 1910, G 4-bar on PPC. (Humb.06-18) Est. \$20.

NEW HAMPSHIRE

- 342 BURKEHAVEN, 1907, VG DOANE on PPC. DPO. Est. \$5.00
 343 CANOBIE LAKE, 1907, VG DOANE on PPC. (86-62) E.\$4.00
 344 MASON VILLAGE, c.1865, G+ dcds on cvr. (1828-74) E.\$20.
 345 NORTH CHARLESTOWN, 1904, G cds on GPC. DPO. Est. \$5.00
 346 RYE NORTH BEACH, 1925, G+ 4-bar on PPC. (93-19) E.\$6.
 347 WESTPORT, 1912, G+ 4-bar on PPC. (32-14) Est. \$8.00

NEW JERSEY

- 348 MARKSBORO, 1911, G+ 4-bar on PPC. DPO. Est. \$5.00

NEW MEXICO

- 349 ARTESIA, 1906, VG Ty1 on PPC. Est. \$5.00
 350 ESTANCIA, 1908, G Ty2 [DOANE] on PPC. Est. \$8.00
 351 FARLEY/MN, 1967, (ERROR) VG 4-bar on phil cvr. Est. \$5.
 352 LAMY, 1907, G+ Ty9 [DOANE] on PPC. Est. \$5.00
 353 MALAGA, 1908, lite, readable Ty3 [DOANE] on PPC. E\$8.00
 354 PRAIRIE VIEW, 1910, VG Ty 1 as rec'd on PPC w/corner & edge wear. (1908-15) Est. \$12.00
 355 SAN MARCIAL, 1914, Fine dplx on GPC. (69/44) Est. \$5.
 356 SHIPROCK, MN SANOSTEE RUR.BR., 1970, F ERROR on ph.cvr. E\$5

NEW YORK

- 357 ATWATER, 1911, Fine 4-bar on PPC. DPO. Est. \$5.00
 358 CANANDAIGUA, 1861, VG dcds on cvr w/#26. Est. \$4.00
 359 CANASTOTA, c.1880, G cds w/STAR CANCEL on GPC. E\$5.
 360 CAYUGA, c.1860, bold baloon as fwd mark on U10 pm ATHENS/Tenn., mss. "Forward/3 Due" est. \$10.00
 361 CRAFTS, 1922, VG 4-bar on small cover. DPO. Est. \$5.
 362 CRANESVILLE, c.1911, VG 4-bar on PPC. DPO. Est. \$8.00
 363 ELTON, 1886, G blue cds & STAR-IN-STAR CANCEL ties #210 on cvr w/minor edge tear. Encl. DPO. Est. \$12.00
 364 FAIRGROUND, 1906, VG DOANE on PPC. DPO. Est. \$8.00
 365 FRONTENAC, 1908, VG 4-bar on PPC. DPO. Est. \$4.00
 366 GAGE, 1908, VG 4-bar on PPC. DPO. Est. \$5.00
 367 GLENORA, 1908, G+ 4-bar on PPC. DPO. Est. \$5.00
 368 HAMMONDSPORT, 1885, G fancy dcds on GPC. Est. \$5.00
 369 HERMITAGE, c.1870, G+ cds on 3-ct green ent. Est. \$5.
 370 INMAN, 1916, G+ 4-bar on PPC. DPO. Est. \$5.00
 371 IONA ISLAND, 1917, VG 4-bar on PPC. DPO. Est. \$5.00
 372 KIDDERS, 1908, G+ DOANE on PPC. DPO. Est. \$5.00
 373 KNIGHTS, 1912, VG 4-bar on PPC. DPO. Est. \$5.00
 374 LOOMIS, 1908, VG 4-bar on PPC. DPO. Est. \$5.00
 375 MAHOPAC FALLS, 1883, VG cds on cvr w/#210. Est. \$4.00
 376 NEW WOODSTOCK (1856), VG cds on U10 w/back flap tear. E\$10
 377 NORTH LANSING, 1910, G (lite) DOANE on PPC. DPO. E.\$6.00
 378 PENNVANN, c.1860, VG blue cds on U10. Est. \$15.00
 379 PERUVILLE, 1912, VG 4-bar on PPC. DPO. Est. \$5.00
 380 PINE CAMP, 1908, VG trip. cds on PPC (view of camp) E\$15
 381 POCANTICO HILLS, 1906, VG DOANE on PPC. (90-32) E.\$5.00
 382 ROCHESTER, 1833, readable, red cds & PAID on SFL. E.\$5.
 383 SALEM CENTER, 1894, VG cds on 2-ct green ent. DPO. E\$8.
 384 SALTSRINGVILLE, 1886, VG cds on cvr w/#210. Lwr. left corner missing. w/letter. DPO. Est. \$8.00
 385 STONY FORD, 1914, VG 4-bar on PPC. (82-28) Est. \$6.00
 386 SUMMIT STATION, 1884, G+ cds on UX7. DPO. Est. \$8.00
 387 TRUDEAU, 1910, VG 4-bar on PPC. DPO. Est. \$5.00
 388 VINTONTON, 1909, Fine DOANE on PPC. DPO. Est. \$8.00
 389 Lot of 4 diff. Rockland Co. Pos: (SPRING VALLEY, NYACK, SLOATSBURG & GARNERVILLE), 1884-96, (3 w/#210) G-VG. E\$6

NORTH CAROLINA

- 390 GRASSY CREEK, 1909, FINE DOANE on PPC. Est. \$4.00
 391 YADKIN VALLEY, 1892, VG cds on U311 w/lt.stains & edge wear. DPO. Est. \$12.00

NORTH DAKOTA

- 392 BUFFALO SPRINGS, 1910, G 4-bar on PPC. (07-55) Est. \$5.
 393 DEEPRIVER, 1909, VG DOANE on PPC. (1901-09) Est. \$20.
 394 FARLAND, 1909, VG 4-bar on PPC. (07-16) Est. \$15.00
 395 GEM, 1910, G+ DOANE on PPC. (1905-11) Est. \$20.00
 396 GLADSTONE/DAK., 1884, VG cds on cvr w/hardware cc. E.\$8
 397 GLADYS, 1910, VG DOANE on PPC. (06-18) Est. \$12.00
 398 HELENA, 1911, G+ 4-bar on PPC. (82-12) Est. \$12.00
 399 HESPER, 1908, VG cds on PPC. (99-55) Est. \$6.00
 400 LANGBERG, 1912, G 4-bar on PPC. (1910-19) Est. \$15.00
 401 LEIPZIG, 1911, G+ 4-bar on PPC. (96-15) Est. \$8.00
 402 SNOW, 1909, VG 4-bar on PPC. (08-43) Est. \$6.00
 403 STILLWATER, 1911, G+ 4-bar on PPC. (04-17) Est. \$10.00
 404 TAFT, 1912, VG 4-bar on PPC. (1908-14) Est. \$15.00
 405 TAFT, c.1909, G 4-bar as rec'd on PPC. (08-14) E.\$8.00
 406 WOLF BUTTE, 1913, VG 4-bar on PPC. (08-14) Est. \$15.00

OHIO

- 407 CENTRAL COLLEGE, 1877, VG cds on REG.CVR.(42-01) E.\$8.
 408 CINCINNATI, 1879, VG blue dplx w/"11" in cir. cancel. E\$4
 409 IRONTON, c.1855, Fine cds on 3-ct Nesbitt. Est. \$5.00
 410 MONTVILLE, 1884, G+ blue cds on UX7. Est. \$4.00
 411 STAUNTON, 1884, G(Lite) trip.cds on UX7.(44-03) E.\$8.
 412 WYOMING, 1900, G+ cds on cvr w/torn back.(73-02) E\$6

OKLAHOMA

- 413 ALBIA, 1908, VG 4-bar on PPC. (99-09) Est. \$15.00
 414 BROKEN ARROW/IND.T., 1905, G+ DOANE on PPC. Est. \$10.00
 415 CUSTER, 1909, G(a bit off @ T) DOANE on PPC.DPO. E. \$4.
 416 EUBANKS, 1923, VG 4-bar on cvr w/crease.(07-34) Est.\$4
 417 HOWE/IND.T., 1901, G (ptl.o'strk) dplx on cvr. Est. \$8.
 418 LAMBERT, 1915, G+ 4-bar on PPC. (01-52) Est. \$5.00
 419 OKEMAH/IND.T., 1907, G+ dplx on PPC. Est. \$8.00
 420 TEXANNA, 1909, VG 4-bar on PPC. (88-40) Est. \$5.00
 421 THOMAS, 1908, G+ DOANE on PPC. Est. \$3.00
 422 WHITEHORSE, 1908, VG DOANE on PPC. (95-18) Est. \$10.00

OREGON

- 423 ALBANY, 1874, G Type 5 (later) on cvr. Est. \$15.00
 424 ANCHOR, 1908, readable DOANE on PPC. (06-40) Est. \$5.
 425 ARROW, 1912, Fine 4-bar on PPC. (Lake 1910-18) E.\$50.
 426 ATHENA, 1899, VG Ty 3 on cvr w/cut cork tying 2-ct red. E12
 427 BAYOCEAN, 1914, VG 4-bar on PPC. (Tilla.09-53) E.\$6.00
 428 BROWNSBORO, 1909, VG 4-bar on cvr (Jacks.92-54) Est.\$8.
 429 CLEONE, 1907, G+ DOANE on PPC (Mult.83-14) Est. \$6.00
 430 DRYLAKE, 1915, G 4-bar on PPC. (Crook 13-37) E.\$10.00
 431 ECOLA, 1912, VG 4-bar on PPC. (1910-22) Est. \$8.00
 432 FERNHILL, 1908, about G cds on PPC. (Clat.01-22) E.\$10
 433 FREEBRIDGE, 1909, Lite, readable 4-bar on PPC (08-10) E12
 434 GEORGE, 1908, G+ 4-bar on PPC. (Clack. 81-19) Est. \$15
 435 GLENDEN BEACH RUR.STA., 1965, F ERROR dcds on ph.cvr. E\$5
 436 GOOCH, 1910, VG 4-bar on PPC. (Linn 09-20) Est. \$12.
 437 HARE, 1909, about G DOANE on PPC (Curry 98-13) E\$60.
 438 HAYCREEK, 1909, G+ DOANE on PPC. (Jeff.75-20) E.\$15.00
 439 HELD, 1910, G+ 4-bar as rec'd on PPC. (Crook 09-19) E\$10
 440 LA FAYETTE/YAMHILL CO., 1886, VG purple oval (Whit.Ty11) on cvr. Est. \$50.00
 441 LONDON, 1910, G+ 4-bar on PPC. (Lane 02-18) Est. \$10.
 442 LONG CREEK, 1888, G(lite) OCTAGON (unl.) on cvr. E\$50.
 443 LOOKINGGLASS, 1911, VG 4-bar on PPC (Doug.71-42) E.\$5
 444 MARMOT, 1909, VG 4-bar on PPC. (Clack. 86-30) E.\$12.
 445 MELVILLE, 1910, G cds on PPC (Clat.91-22) E.\$10.00
 446 MONKLAND, 1911, VG DOANE on PPC. (Sherm.86-19) E.\$20.
 447 NEW ERA, 1909, G 4-bar on PPC. (Clack.76-40) Est. \$6.
 448 OREGON CITY, 1883, G+ Ty7 on UX7. Est. \$12.00
 449 PORTLAND/WOODLAWN STA., c1908, VG dplx on PPC.(03-10) E\$10
 450 PROSPER, 1911, G+ DOANE on PPC. (Coos 93-29) Est.\$8.00
 451 ROWE, VG 4-bar on PPC(r.p. Rhododendron Tavern) (Clack. 1909-17) Est. \$20.00
 452 SOUTH FOREST GROVE, 1908, G+ DOANE on PPC.(06-14) E.\$8.
 453 TYEE, 1907, G+(a bit off @ Top) DOANE on PPC.(01-39) E\$8
 454 TYGH VALLEY, 1880, part'l purple dcds (W.Ty3) on cvr w/some soiling & edge wear. Est. \$30.00
 455 VALE, 1887, VG magenta Ty3 on cvr w/#210. Est. \$40.00
 456 WAPINITIA, 1915, VG 4-bar on PPC. (Wasco 78-35) E. \$8.
 457 WARNER LAKE, 1908, G Doane on PPC. Est. \$15.00
 458 WELLEN, 1912, G(lite) 4-bar on GPC (Jacks.91-22) E.\$6
 459 WYETH, 1911, lite, readable 4-bar on PPC. (H.R.01-36) E\$6
 460 YOUNGS, 1912, VG DOANE on PPC. (Jeff.06-13) Est.\$8.00

PENNSYLVANIA

- 461 EASTBROOK, 1911, G 4-bar on PPC. DPO. Est. \$5.00
 462 PIATT, 1889, VG cds on cvr. STAR-IN-CIR. ties #213. E\$8.

RHODE ISLAND

- 463 ABBOTTRUN, 1912, VG 4-bar on PPC (96-24) Est. \$8.00
 464 ANTHONY, 1909, G+ 4-bar on PPC (51-25) Est. \$6.00
 465 CENTREVILLE, (1861), neat MSS on U10. (1823-93) E.\$10.
 466 FOSTER, c.1860, MSS on 3-ct Nesbitt. Est. \$5.00
 467 GRANTS MILLS, 1908, Fine 4-bar on PPC (1902-19) E.\$10.
 468 GREYSTONE, 1907, G+ DOANE on PPC. (06-55) Est. \$4.00
 469 HAMILTON, 1910, Fine 4-bar on PPC. (77-57) Est. \$5.00
 470 JAMESTOWN, c.1860, MSS on U9. Est. \$8.00
 471 LAKEWOOD, 1908, VG cds on PPC. (89-11) Est. \$8.00
 472 SUMMIT, 1915, VG 4-bar on PPC. (55-26) Est. \$6.00
 473 WALLUM LAKE, 1909, G DOANE on PPC. (06-76) Est. \$4.00

SOUTH CAROLINA

- 474 CHARLESTON/Paid, 1860, G+ cds on cvr w/embossed merchant cc. Minor age toning. Est. \$8.00
 475 CHARLESTON, c.1865, G cds & CROSSROADS CORK ties #65. E\$5

SOUTH DAKOTA

- 476 BUNKER, 1911, VG 4-bar on PPC. (09-33) Est. \$6.00
477 CONKLIN, 1909, G+ 4-bar on PPC. (1907-12) Est. \$20.00
478 DANTON, 1911, VG 4-bar as rec'd on PPC. (09-17) E.\$8.
479 DAVISTON, 1909, G+ 4-bar on PPC. (1908-17) Est. \$20.
480 EFFINGTON, 1910, G+ 4-bar on PPC. (92-16) Est. \$8.00
481 HANNA, 1914, G 4-bar on PPC. (03-23) Est. \$8.00
482 LADELLE, 1911, VG 4-bar on PPC. (95-12) Est. \$15.00
483 LAKESIDE, 1908, VG 4-bar on PPC. (82-08) Est. \$15.00
484 MARSTON, 1909, VG DOANE on PPC. (84-19) Est. \$12.00
485 McNEELY, 1911, about G(S.DAK not strk) 4-bar on PPC. (1909-18) Est. \$6.00
486 VAN METRE, 1911, G 4-bar on PPC. (07-60) Est. \$4.00
487 WINTHROP, 1910, VG 4-bar on PPC w/sm.crease. (83-11) E\$15

TENNESSEE

- 488 TUSCULUM RUR.STA., 1915, VG 4-bar on PPC. Est. \$8.00

TEXAS

- 489 CRANES MILLS, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
490 CROCKETT, 1859, VG cds on rev. of legal size court hse. cvr w/pair #26 faintly tied to McKinney, TX. E.\$15.00
491 IVAN, 1909, G+ DOANE on PPC. DPO. Est. \$5.00
492 JACKSBOROUGH/RECEIVED, 1888, as sending pm on cvr. E.\$8.
493 KOSCIUSKO, 1919, VG 4-bar on cvr. (96-20) Est. \$6.00
494 MERCER'S GAP (1893), MSS on 2-ct ent. (70-08) E.\$12.00
495 TEMPLE, 1894, G+ cds on U330 to Holland. Est. \$6.00
496 TERRY, 1907, VG DOANE on PPC. DPO. Est. \$5.00

UTAH

- 497 CLEARLAKE, 1908, VG 4-bar on PPC. (94-37) Est. \$6.00
498 REDMOND, 1908, VG DOANE on PPC. Est. \$4.00

VERMONT

- 499 BURLINGTON, 1824, VG maroon oval & mss. "10" on SFL. E\$12
500 BURLINGTON (1856), bold cds ties #11 on cvr. Est. \$5.
501 BURLINGTON/WINOSKI STA., 1906, Fine dplx on PPC. DPO. E\$5
502 CHESTER, c.1855, Fine blue cds ties #11 on cvr. E.\$5.
503 EAST BARNET, 1907, G+ DOANE on cvr w/WESTMORE/VT DOANE as b/s. Est. \$5.00
504 ELMORE, 1909, VG DOANE on PPC. DPO. Est. \$6.00
505 HARVEY, 1907, VG DOANE on PPC. DPO. Est. \$6.00
506 NEW HAVEN, c.1860, VG blue cds on U9. Est. \$15.00
507 SIMONVILLE, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
508 SOUTH CORINTH, 1908, VG DOANE on PPC. DPO. Est. \$5.00
509 WATERFORD, 1907, G DOANE on PPC (1807-1935) Est. \$5.
510 WILLOUGHBY, 1917, VG 4-bar on PPC. DPO. Est. \$5.00

VIRGINIA

- 511 THOROUGHFARE, 1915, G 4-bar on PPC. DPO. Est. \$5.00
512 Lot of 2 diff. DPOs (DRIVER-1939 & HILLSBORO-1926), G+ strikes on PPC & GPC. Est. \$5.00

WASHINGTON

- 513 ARDEN, 1913, VG DOANE on PPC. (1903-14) Est. \$12.00
514 ARGYLE, 1910, G cds on PPC. (86-12) Est. \$8.00
515 BARRON, 1908, VG cds as rec'd on PPC. (99-10) E.\$20.
516 BEULAH, 1909, G+ 4-bar on PPC (Ferry 04-09) Est. \$40.
517 CHOPAKA, 1915, VG 4-bar on cvr. (08-43) Est. \$8.00
518 CLYDE, 1913, VG 4-bar on PPC. (91-34) Est. \$8.00
519 DETROIT, 1918, VG 4-bar on PPC. (94-22) Est. \$10.00
520 DOUGLAS, 1909, VG DOANE on PPC w/sm.tear. (88-68) E.\$4
521 DUNLAP, 1911, G (Lite), 4-bar on PPC. (94-11) E.\$6.00
522 FORT CASEY, 1907, G+ cds on PPC. (00-32) Est. \$6.00
523 GODFREY, 1909, G 4-bar on PPC. (Stev.05-12) Est. \$20.
524 HOLLY, 1908, G+ DOANE as FWD MK on PPC (93-28) Est. \$8.
525 KIESLING, 1909, VG 4-bar on PPC. (1909-20) Est. \$12.00
526 KRUPP, 1911, G 4-bar on PPC (01-18) Est. \$8.00
527 LAKESIDE, 1903, Fine cds on drop rate cvr. Est. \$8.00
528 LOCHSLOY, 1910, G cds on PPC. (01-15) Est. \$12.00
529 OPHIR, 1891, VG cds on GPC. (Okan.90-12) Est. \$25.00
530 ORIN, c.1910, G+ 4-bar on PPC. (02-44) Est. \$8.00
531 PINE CITY, 1912, G 4-bar on PPC. (Whit.79-70) E.\$4.00
532 ROCK LAKE, 1909, VG 4-bar on PPC. (Whit.07-12) Est. \$30.
533 SPOKANE(YARDLEY RUR.STA.), 1914, VG 4-bar on PPC. E.\$12.
534 THREE LAKES, 1909, G(o'strk) 4-bar on PPC(bird's eye view of town & mill) (1903-26) Est. \$10.00
535 TRENT, 1911, G+ 4-bar on PPC. (Spok.88-13) Est. \$12.00
536 WHATCOM, 1902, VG dplx on cvr. (1901-04) Est. \$6.00

WEST VIRGINIA

- 537 BEELERS STATION, 1908, VG DOANE on PPC. DPO. Est. \$6.00
538 HEADSVILLE, 1909, G+ DOANE on PPC. DPO. Est. \$5.00
539 LONGPOLE, 1910, VG DOANE on PPC. DPO. Est. \$6.00
540 RED JACKET, 1930, VG fancy NON-STANDARD 4-bar on GPC. E.\$8

WISCONSIN

- 541 CAMP DOUGLAS, 1910, VG 4-bar on PPC(r.p. troops) E.\$5.
542 NEW CHESTER, c.1875, MSS on cvr. (1856-94) Est. \$15.00
543 SAINT FRANCIS, 1894, G cds ties 1-ct Colum. on U116. E\$4
544 SPRING BLUFF, c.1875, MSS on cvr. (62-18) Est. \$8.00

WYOMING

- 545 BIRDSEYE, 1907, VG DOANE as rec'd on frayed PPC. E\$5
546 BITTERCREEK, 1907, G+ dplx on PPC. (95-09) Est. \$6.00
547 FORT RUSSELL, 1910, VG 4-bar on PPC. (83-30) Est. \$8.00
548 GOLDEN PRAIRIE, 1909, G+ 4-bar on PPC. (08-16) E.\$20.
549 HELLS HALF ACRE, 1947, Fine 4-bar ties pair of 1/2-ct PREXIES on phil. card. Est. \$4.00
550 KIRTLEY, 1911, G 4-bar on PPC. (95-50) Est. \$5.00
551 LUTHER, 1907, G+ 4-bar as rec'd on PPC. (07-10) E.\$8.
552 RAMBLER, 1909, about G(WYO not strk) on PPC.(00-10) E.\$6
553 WAMSUTTER, 1907, VG DOANE on PPC. Est. \$4.00

POSSESSIONS

- 554 BALAYAN, P.I./BATANGAS, 1902, VG 4-bar ties US#250 on cvr w/MANILA.PI/TRANSIT b/s. Est. \$20.00
555 SHANGHAI, CHINA/U.S.POSTAL SERVICE, 1908, G dplx on PPC. E\$5

CANADA

- 557 ADELA/BC, 1908, G(lite) split ring on PPC. (08-13) E.\$20.
558 BLACKFOOT HILLS/ALTA., 1909, VG sp.ring on PPC.(05-09) E\$12
559 BONANZA/YUKON, 1906, lite readable spl.ring on PPC. E\$15
560 CARCROSS/YUKON, 1924, G split ring on PPC. Est. \$15.00
561 HALFMoon BAY/BC, 1918, G spl.ring rec'd on PPC. E\$4
562 MOUNT TOLMIE/BC, 1907, VG spl.ring rec'd on PPC. E\$4.
563 POND INLET BAFFIN ISLAND/N.T., 1935, VG split ring on cover w/RMS NASCOPIE handstamp. Est. \$15.00
564 PORT NEVILLE/BC, 1908, VG split ring on PPC. Est. \$6.00
565 APO 724, 1942, VG 4-bar on cvr. ALASKAN HIGHWAY APO @ DAWSON CREEK, BC. Est. \$15.00

RURAL FREE DELIVERY

- 566 Dormansville/NY, 1907, Ty 11(mss. Town & Date) PPC. E\$6.
567 OAKESDALE/WASH., c.1905, G+ Ty1, Rt.2 (unl.) on UX18. E\$12
568 OMRO/WIS., 1904, VG Ty2FA, Rt.25, on GPC. Est. \$6.00
569 SANTA CRUZ/CAL., 1903, VG Ty1 ties #300 on PPC. E\$10.00
570 SHIPPENSBURG/PENNA., 1902, VG Ty1B on GPC w/LL cnr. stain. Est. \$6.00
571 St.Andrews/WA., 1915, Ty11(MS. date & rte) on PPC. E.\$8

RAILWAY POST OFFICES

- 572 A. & N.C./R.R., c.1875, Fine (323-C-2) on cover. Est. \$50.
573 ALB. & EL PASO, 1910, VG (911-0-1) on PPC. Est. \$10.00
574 ALBANY & YAQUINA, 1911, G+ (900.1-A-1) on PPC. E\$6.00
575 ARK.CITY & LINDSAY, 1909, VG (930.2-B-1) on PPC. E\$6
576 ATCHISON & LENORA, 1911, G+ (908-G-1) on PPC. Est. \$10.
577 B.LINE & GD.FORKS, 1907, VG (889-unl.) on PPC. E\$8.00
578 BAY CITY PLYM. & DET., 1897, G (618-G-1) on cvr w/FLINT & PERE MARQUETTE RR CO. cc. Est. \$8.00
579 BELLINGHAM & SEAT., 1918, VG (901.1-B-1) on PPC. E\$8.
580 BOUND.LINE & ST.PAUL, 1917, G+(880.1-B-1) on OOC. E\$6
581 BUFFALO/NY TRAIN LATE/MAIL DELAYED, 1900, G+ AMERICAN machine mark on PPC from France. Est. \$6.00
582 CED.RAP. & SIOUX FALLS/S.D., 1904, VG (748-L-1) on cvr. E\$5
583 CHI. & CARBONDALE, 1910, G+ (708-P-1) on PPC. Est. \$6.00
584 COEUR D'ALENE & SPOK., 1915, G+ (906.1-A-1) on PPC. E\$10
585 COLLECT'N. & DIST'N/WASH'N.D.C./WAGON No.1, 1899, G+ (WA-4-b) on GPC w/hand drawn picnic cartoon rev. E.\$25.
586 COLUMBUS, OHIO, REGISTRY/TERM.R.P.O., 1920, G+ dplx on SPECIAL DELIVERY cvr. Est. \$10.00
587 CRESTON & CUMBERLAND, 1913, VG (800-B-1) on PPC. E\$6.
588 CUMBERLAND, MD./TRANS.CLK., 1913, VG dplx ties 2-ct PANAMA CANAL on cvr w/hotel cc. Est. \$5.00
589 DEADWOOD & CHAD., 1912, G (936-G-1) on PPC. Est. \$5.00
590 EL PASO & LOS ANG., 1908, G+ (963-M-1) on cvr. Est. \$6.
591 GOLDS. & BEAU./AGT., c.1875, Fine (323-D-1) on cvr. E.\$40
592 GOLDS. & MOREH'D.CITY/AGT., 1884, VG (323-E-1) on cvr w/#210. Est. \$30.00
593 GREELEY & DENVER, 1910, VG (961-K-2) on PPC. Est. \$8.00
594 JAMESTOWN/NY TRAIN LATE/MAIL DELAYED, 1901, G(o'strk) AMERICAN machine marking as b/s on cvr. Est. \$5
595 KERRISTON & TACOMA, 1918, readable (901.2-E-1) PPC. E\$6
596 LOS ANG. & BALBOA, 1913, about G (998-B-2) on cvr cut into stamp at right. Est. \$8.00
597 MACK.CITY & GD.RAP., 1894, G (620-G-2) on U349. E.\$8.00
598 MISSOULA & ELLENS./E.D., 1910, VG (871-X-1) PPC. E\$20.
599 MONTPELLIER JUNC. & BARRE, 1915, VG (47-B-1) on PPC. E.\$6
600 NEW YORK WORLD'S FAIR/R.P.O., 1939, VG dplx ties pair of 1/2-cent PREXIES on card from fairgoer. Est. \$8.00
601 POCATELLO, IDAHO/TRANS.CLK., 1911, G+ dplx on PPC. E\$5.

RAILWAY POST OFFICES (Cont.)

- 602 PORT. & ASH., 1887, G (894-C-1) on Reg. Rct. Est. \$12.00
603 PORT'D. & ROSB./AGT., 1881, lite, readable (894-A-1) on UX5 w/smoothed crease. Early OREGON RPO. Est. \$15.00
604 POTOMAC POSTAL CARS (1869), lite readable (305-V-1) on U58. Est. \$15.00
605 PRESCOTT & CROWNING, 1909, VG (967.3-B-1) on PPC. E.\$40
606 PULLMAN & GENESEE, 1914, G+ (unl.) dplx on PPC. Est. \$12
607 RENO & MINDEN, 1948, VG (978-D-2) on phil.cvr. E\$5.00
608 SPOKANE & ADRIAN, 1909, G (906.6-A-1) on PPC. Est. \$10.
609 SPOKANE & UMATILLA, 1907, G (904.6-D-1) on PPC. Est. \$6.
610 TUCSON & NOGALES, 1913, G+ (965.2-A-2) on PPC. E.\$6.00
611 WHITEHALL & ALDER, 1907, VG (891.13-A-1) on PPC w/stamp torn half off. Est. \$6.00
612 WICHITA & PANHANDLE, 1899, G (928-K-1) [no skull & cross] on GPC. Est. \$20.00

TROLLEYS

- 613 CHI. & N. CLARK ST./3, 1904, VG (CH-1-c) on cvr. Est. \$5.
614 SEATTLE & SEATTLE, 1910, G (SE1-A) on PPC. Est. \$20.00

SHIPS AND NAVAL RELATED

- 615 USS AVOCET, 1937, CANTON/ISLAND Fine Ty3 on cvr w/3-line U.S. NAVY/NATIONAL GEOGRAPHIC/ECLIPSE EXPEDITION. E.\$40
617 USS BARRACUDA, 1941, F ty3 on phil.cvr. Est. \$4.00
618 USS BEAR, 1941, LITTLE/AMERICA Ty3 on cach.cvr. E.\$8.00
619 USS CALIFORNIA, 1909, VG Ty1 on PPC. Est. \$8.00
620 USS CHESTER, 1939, UNALASKA/ALASKA, F Ty3 cach.cvr. E\$12
621 USS CONNECTICUT, 1912, G Ty2 on PPC. Est. \$8.00
622 USS FLORIDA, 1914, VG Ty3a on PPC. Est. \$12.00
623 USS FLORIDA, 1917, G+ Ty3b on cover. Est. \$20.00
624 USS GRAMPUS, 1941, F ty3 on phil.cvr. Est. \$4.00
625 USS KANSAS, 1913, VG Ty 1 on PPC. Est. \$6.00
626 USS KANSAS, 1913, VG Ty1 on cover. Est. \$8.00
627 USS SARGO, 1960, NORTH POLE/UNDER ICE/ w/cachet. Est. \$12.
628 USS SOUTH DAKOTA, 1912, G+ Ty1 on PPC. Est. \$6.00

FLIGHTS

- 629 PORTLAND/OREG., 1928, 2-ct red ent. w/3x#645 + #599 on air mail cvr to Conn. Flattened folds. Est. \$5.00

The following lots are philatelic covers bearing autographs of pioneer air pilots

- 630 ANACONDA/MONT., 1963, Airport Ded. 1 autograph. E?
631 BLAIRSVILLE, PA, 1941, FFC, 1 autograph. E?
632 CLEVELAND/PA, 1962, Airport Ded. 1 autograph. E?
633 CLEVELAND/A.M.F., 1956, Airport Ded. 1 autograph. E?
634 INDIANAPOLIS/IN., 1969, "500 Festival" 1 auto. E?
635 OAKLAND/CAL., 1933, Air cvr. 1 autograph. E?
636 OPA LOCKA/FLA., 1937, Hindenburg Mem. cachet. 3 autograph. E?
637 ORLANDO/FLA., 1947, FFC, 1 autograph. E?
638 SACRAMENTO, CA, 1967, Airport Ded. 1 autograph. E?
639 SHREVEPORT/LA., 1945, FFC, 1 autograph. E?

EXPOSITIONS

- 640 BUFFALO, 1901, G+ INVOLUTE FLAG (Bomar B-01-19B) ties 1-cent green on 6.75x5.75-inch illus ad cvr Larkin Soap Factories. Attractive piece. Est. \$50.00
641 LONGBEACH, 1913, VG PAN-PAC AMERICAN FLAG on PPC. E\$12.
642 LONGBEACH, 1916 VG PANAMA CAL. COLUMBIA mach. on PPC. E\$6
643 PHILADELPHIA/MODEL POST OFFICE/..., 1926, VG (Bo. P26-10) ties #627 on PPC. Est. \$10.00
644 SACRAMENTO, 1913, VG PAN-PACIFIC TIME-CUMMINS. E.\$3.00
645 SAN FRANCISCO/MODEL POST OFFICE, 1915, VG INT'L machine (Bomar SF15-02) on PPC. Est. \$15.00
646 SAN JOSE, 1915, VG PAN-PAC AMERICAN FLAG on GPC. E\$4.00
647 SANTA BARBARA, 1916 VG PANAMA CAL. COLUMBIA machine on PPC. Est. \$10.00
648 ST. LOUIS/EXPOSITION STA., 1904, VG dplx w/"1" in Killer (Bomar ST.L04-01) ties 1-ct LA. PUR. on Fair PPC. E\$75
649 WORLD'S FAIR STATION, 1893, VG machine (Bomar C93-11A) on 10-cent Col. env. to Switzerland. Est. \$20.00

MILITARY

- 650 Hoboken Emb. "EAGLE" INTERNATIONAL machine cancel on A.R.C. "Soldier's Mail" PPC. Est. \$5.00
651 MIL. STA. No. 4 W.D.C./SAN JUAN, PORTO RICO, 1898, VG dplx on GPC. Est. \$10.00
652 THIRD ARMY/A.P.O. 927, 1919, Fine "bridge" type cds on PPC Est. \$5.00
653 US POSTAL AGENCY/SIBERIA, 1918, G 4-bar on YMCA cvr. Two CENSOR markss. Ruff & right, but soldier's ltr is enclosed. Est. \$75-\$100.
654 US POSTAL AGENCY/SIBERIA, 1919, Fine dplx on YMCA cvr. w/Russian letters. Some edge wear, but soldier's ltr is enclosed. Est. \$75-\$100.

The four following lots are philatelic cards with postmarks from Japanese internment camps

- 655 AMACHE/COLO., 1945, 4 diff postmark types on front & back of philatelic card. Est. \$8.00
656 HUNT/IDAHO, 1945, Fine dplx on phil. card. Est. \$8.00
657 RIVERS/ARIZ., 1945, Fine dplx on phil. card. Est. \$8.00
658 TULELAKE, CALIF/NEWELL BR., 1944, F dcds on phil.cd. E\$8

MACHINE CANCELS

- 659 BREMERTON/WASH. U.S./RECEIVING/SHIP, (1918), G FLAG on PPC. Est. \$8.00
660 BUTTE/MONT., 1898, G+ INVOLUTE FLAG on cvr. missing part of top back flap. Est. \$10.00
661 CHICAGO/MAIL DELAYED/TRAIN LATE, 1898, G+ BARRY as b/s on cover pm CHARLES CITY/IOWA. Est. \$10.00
662 HOLLYWOOD/CAL, 1907, FINE AMERICAN FLAG on PPC. Est. \$4.
663 LEESBURG/FLA., 1912, VG TIME CUMMINS FLAG on GPC w/lite staining & flattened wrinkles. Est. \$20.00
664 NEW YORK, 1893, VG CONSTANTINE w/diag. bars on U349. E\$20
665 PARIS, TEX., 1903 VG DOREMUS ties pair of #300 on cvr w/ dry goods cc. & enclosure. Est. \$4.00
666 WASHINGTON/DC, 1897, G BARR-FYKE X10 on legal sized Patent Office Penalty envelope. est. \$10.00

AUXILIARY MARKINGS

- 667 "CALLED OUT" & "Not on R.F.D. Route" on PPC postmarked WAYNESBORO/PA, 1907, OVATE FLAG. Est. \$8.00
668 "Change of address caused by official orders" on 1914 cvr pm COLUMBUS, OH to man in US Forest Svc in Idaho. E\$6
669 "Do your bit/BUY A LIBERTY LOAN BOND/Inquire...", VG magenta slogan on cvr. pm EUREKA/CAL., 1917. Est. \$8.
670 "EMBARGO" in st. line on 1970 cml.cvr from Ohio to NJ. Used during 1970 postal strike in NY. Est. \$6.00
671 "Found in supposedly/empty equipment at/Mail Bag Depository/Washington, D.C." on 1953 cvr from MD. Est. \$5.
672 GOLDEN POTLATCH w/indian symbol ILLUS. handstamp in purple on PPC w/SEATTLE pm. of 1911. Est. \$15.00
673 "NOT FOR ROUTE 130" in bold Old English ltrs. on PPC pm PASADENA 1912 Pan-Pac. slogan to Pittsburgh. E\$6.00
674 "OUT, May 4 1912" in red on PPC pm PORTLAND/ORE to Denver. Est. \$5.00
675 "UNMAILABLE, N.S.8." on glitter PPC pm CHICAGO 1908. E\$6
676 POSTAGE STAMP/DETACHED/BEFORE/RECEIPT/AT/NEW YORK FOR. STA. in circle on PPC '12. San Fran. to Frankfurt. E.\$10

STAMPS ON COVER

- 677 #481, SHERMACK Ty III precancel 3-bar BOSTON/MASS on cover. Est. \$10.00
678 1-ct Wash w/Shermack precancel CHICAGO on cvr w/advert enclosed for Bodi-Tone medicine. Est. \$10.00
679 PERFIN, 2 & 10-ct WASHINGTON, on REG. CVR pm CINCINNATI w/American Radiator Co. cc. Est. \$8.00
680 #805 + #951 on cvr paying minimum insured fee & 3d cl. postage, 1948. SHAWSVILLE/VA. parcel post cancels. E\$5
681 #815 + 2x#905 on SPECIAL DELIVERY cvr pm EAGLE PASS/TEX 1945. Est. \$5.00
682 #823 vert. pair of 18-ct PREXIES on 1946 Reg. Cvr. E\$8
683 #E11 tied by MAGNOLIA/MD dplx, 1918, on cvr. Est. \$5.00

ADVERTISING COVERS

- 684 BOOK illus. (Dickens children stories) on cvr pm OAKLAND Cal. FLAG, 1901, Opened ruff @ Rt & repaired. E\$5.00
685 CHICKEN, multicolor rooster on address side of PPC pm CHAMBERSBURG/PA, 1908 FLAG. Man riding rooster on rev. Great Purina advertising PPC. Est. \$15.00
686 CHOCOLATES, large, fancy candy mfrg. cc. on cvr pm 1918 TRAVERSE CITY/MICH. FLAG. Est. \$12.00
687 COLLEGE, illus Pacific University, Forest Grove, OR, cc. on unused cover c.1875. Some aging & damaged back flap. Est. \$10.00
688 FISH, "NEW FAT MACKEREL" handstamp on cvr pm HAGERSTOWN MD FLAG w/fancy wholesale dlr. cc. Est. \$6.00
689 HORSE & WAGON, neat 1" vignette as cc for Stock Remedy Co. of Santa Ana, CA. PM SANTA ANA FLAG 1911. Est. \$8.
690 HOTEL PENDLETON, illus on cvr pm POCATELLO & PORT RPO. Light brown toning. Est. \$6.00
691 HOTEL, illus BEAVER BLOCK HOUSE on cvr pm BUTTE/MONT flag. Est. \$15.00
692 INDIAN color illus. on Cheyenne HOTEL cvr. w/encl. ltr. head. Beautiful but UNUSED. Est. \$8.00
693 INDIAN illus. on HOTEL cc from HOTEL HIAWATHA pm HAILEY, IDAHO, 1920. w/encl. Est. \$5.00
694 MAGAZINE, o'all Harper's Weekly ad on cvr pm NY, NY FLAG 1897. Very slight tear UR. Looks fine. Est. \$12.00

ADVERTISING (Cont.)

- 695 RESTURANT, comic ad on PPC for San Fran. Italian rest. pm. RATON/N.MEX FLAG, 1917. Est. \$12.00
696 SEWER PIPE section illus. on cvr pm REDWING/Minn, 1895 opened into 2-cent red. Est. \$5.00
697 TOOTH PASTE illus. color ad cvr from Florence, MA. Bears 1-ct Wash. tied by parcel post mark. (1923) Est. \$10.00
698 TYPEWRITER illus in color on cvr pm SALT LAKE CITY, 1902, VG PNEUMATIC machine. Est. \$10.00

MISCELLANY

- 699 CIVIL WAR, 1862 DAYTON/OHIO cds on cvr w/#63 + 2x#68 (one damaged). Mss. "Official Business/Enlistment Rolls" & "93d O.V.I.". Legal size w/closed tear. Est. \$40.
700 FREE FRANK of SOUTH TRIMBLE/Clerk of the House on cvr pm WASHINGTON/DC 1914. Est. \$5.00
701 LITTLE AMERICA/ANTARCTICA, 1934, F 4-bar on PPC w/msg. that card was carried on "Bear of Oakland". autogph. of captain. PPC is r.p of ice pack from ship. E.\$15.00
702 OFFICIAL POSTAL GUIDE, July 1921, hardbound, VG cond. E\$25
703 THE WHITE HOUSE cc. on 1935 PENALTY cvr w/WASH DC machine cancel w/encl. from Eleanor's Secretary. E\$6.
704 WX6 tied on PPC by OTTAWA/ILL. FLAG. Est. \$5.00
705 WX13 tied VERMILLION/S.DAK dplx on PPC. Est. \$5.00

END OF SALE

DEADLINE

TO SUBMIT LOTS FOR SUBSCRIBERS' AUCTION 20

JANUARY 20, 1988

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. 18

101		231	21.00	361	24.00	491	143.00	621	
102	5.00	232	11.00	362		492	9.00	622	
103	4.00	233	22.00	363	2.50	493	8.50	623	7.50
104		234		364	4.00	494		624	17.00
105	10.00	235	50.00	365	28.00	495	8.50	625	2.50
106		236		366	3.50	496		626	13.00
107	4.50	237	7.00	367	7.50	497	4.00	627	6.00
108	5.50	238		368	4.00	498	11.00	628	8.50
109	8.50	239	5.50	369	13.00	499	6.50	629	5.50
110		240	2.00	370	9.50	500		630	2.00
111		241		371	7.00	501	13.00	631	2.00
112		242	9.00	372	13.00	502	3.50	632	--
113	5.50	243		373	9.50	503		633	5.00
114	5.00	244	4.50	374	8.50	504	8.50	634	6.00
115	36.00	245	14.00	375	2.00	505	9.50	635	3.00
116	19.00	246	22.00	376	2.00	506	3.50	636	4.50
117	14.00	247	8.50	377	6.50	507	6.00	637	10.00
118	2.50	248	3.50	378	3.50	508		638	
119	3.50	249	5.50	379	5.00	509		639	8.50
120	11.00	250	4.50	380	18.00	510	11.00	640	6.50
121		251	4.50	381	8.00	511	13.00	641	7.50
122		252	8.00	382	3.40	512		642	9.50
123	5.50	253	4.00	383	9.50	513	6.50	643	8.50
124	9.00	254	6.00	384	13.00	514	5.50	644	7.50
125	9.50	255	2.00	385	36.00	515	3.50	645	13.00
126	7.00	256	4.00	386	13.00	516	5.50	646	11.00
127		257		387	14.00	517		647	18.00
128	12.00	258		388	2.00	518	3.50	648	11.00
129	165.00	259	8.50	389	2.00	519	5.50	649	19.00
130	7.50	260	3.00	390	1.00	520		650	5.00
131	9.50	261	6.50	391	3.00	521		651	3.50
132	5.50	262	8.50	392	1.00	522		652	4.50
133	12.00	263	11.00	393	10.00	523		653	8.50
134	8.50	264	4.50	394	7.00	524	4.50	654	3.50
135	4.50	265	4.50	395	17.00	525		655	2.50
136		266	4.50	396	8.50	526		656	
137	17.00	267	7.00	397	5.50	527		657	5.00
138	4.00	268		398	5.50	528	--	658	3.50
139	70.00	269	5.50	399	2.50	529	16.00	659	4.50
140	28.00	270	11.00	400	4.50	530	3.50	660	4.50
141	4.50	271		401	22.00	531	11.00	661	5.50
142	18.00	272		402	13.00	532		662	3.50
143		273	4.00	403		533	10.00	663	4.50
144	22.00	274	6.00	404	22.00	534	19.00	664	16.00
145	14.00	275		405	4.50	535	5.50	665	6.50
146	9.00	276		406	9.50	536	13.00	666	3.00
147	9.50	277		407		537	11.00	667	2.00
148	36.00	278	5.50	408	16.00	538	11.00	668	2.50
149	7.00	279	3.00	409	9.00	539	4.50	669	2.50
150	24.00	280	9.50	410	13.00	540	7.00	670	16.00
151	3.50	281	4.50	411	5.50	541		671	2.00
152	13.00	282	16.00	412	3.50	542	4.00	672	22.00
153	5.50	283	22.00	413	22.00	543	28.00	673	2.00
154	3.50	284	8.50	414	3.50	544	11.00	674	13.00
155		285	4.50	415	4.50	545	9.50	675	4.50
156	5.50	286	3.50	416	6.00	546	3.50	676	11.00
157		287		417	3.50	547	13.00	677	
158	4.00	288	5.50	418	5.50	548		678	4.50
159	4.50	289	7.00	419	4.50	549	4.50	679	6.50
160	17.00	290		420		550	3.50	680	13.00
161	6.50	291	6.50	421	7.00	551	9.00	681	11.00
162		292	4.00	422		552	2.50	682	3.50
163	2.00	293	10.00	423	6.50	553	4.50	683	8.50
164	2.00	294	8.00	424	3.50	554	2.00	684	19.00
165	3.50	295	9.50	425	4.50	555	7.50	685	14.00
166	19.00	296	5.50	426	13.00	556	2.50	686	13.00
167		297	14.00	427	2.50	557	7.50	687	14.00
168	7.00	298	8.00	428	7.50	558	6.50	688	3.50
169	6.50	299	9.50	429	4.50	559	7.50	689	9.50
170	7.50	300	3.00	430	5.50	560	7.50	690	19.00
171	16.00	301	5.50	431	7.50	561	4.50	691	6.50
172		302	7.50	432	4.50	562	4.50	692	16.00
173	3.00	303	5.50	433	4.50	563	4.50	693	8.50
174	6.50	304	6.50	434	4.50	564	4.50	694	12.00
175	7.50	305	13.00	435	7.50	565	7.00	695	22.00
176	2.00	306	13.00	436	3.00	566	5.50	696	14.00
177		307	17.00	437	8.50	567	6.00	697	35.00
178	6.50	308	5.50	438	13.00	568	7.50	698	
179		309	7.50	439	2.50	569	7.50	699	
180	9.50	310	5.00	440	7.50	570	4.50	700	
181	10.00	311	5.50	441	13.00	571	4.50	701	11.00
182	4.50	312		442	5.50	572	3.00	702	--
183		313	2.50	443	7.00	573	2.50	703	19.00
184	13.00	314	4.50	444	22.00	574	2.50	704	16.00
185		315	38.00	445	3.50	575	8.00	705	4.50
186	2.50	316	8.50	446	9.50	576	13.00	706	
187		317	9.50	447	2.00	577	6.00		
188		318	6.50	448	4.00	578	6.50		
189	3.50	319	5.00	449	3.50	579	7.50		
190	2.00	320	5.00	450	4.00	580	2.00		
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192	8.00	322		452		582			
193	2.00	323	3.00	453	3.50	583			
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BAKERS' U.S. CLASSICS by Hugh J. Baker and J. David Baker. Published by The U.S. Philatelic Classis Society, Inc., 1985. Clothbound, 343 pp. Available from 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.

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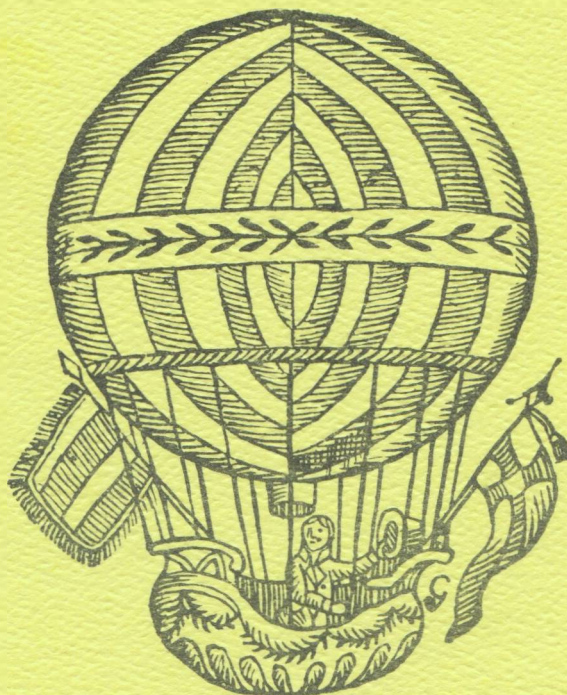
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