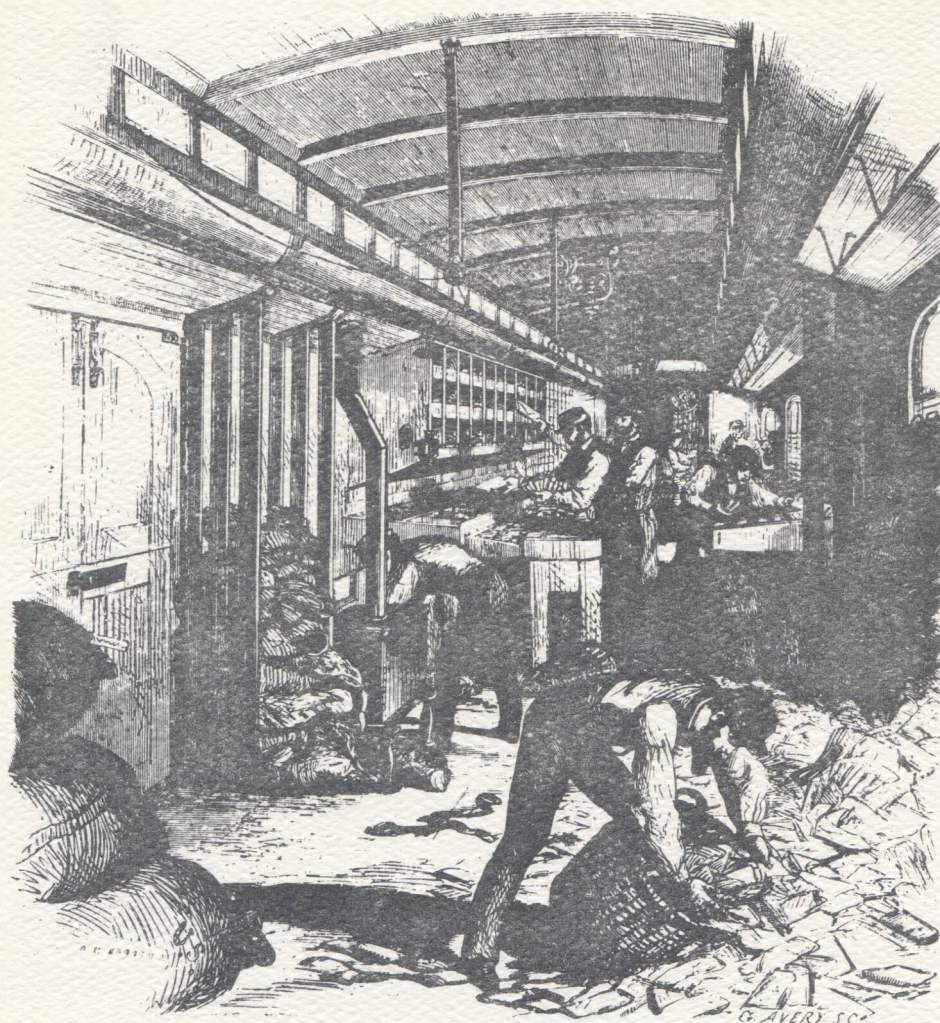


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# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

MARCH 1988



# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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# PUBLISHER'S PAGE



## NEW TECH AND OLD COVERS

One of the traits I managed to inherit from my mother was a love for gadgets. For many years, I was not aware of this, and, from time to time in my younger years I recall actually kidding my mother about her fixation. For me, the gadget fixation did not really emerge until the advent of practical personal computers in the late 1970's. Since then, the material side of my life has been an odd mix of old covers and new technology. This issue of *LA POSTA* is being produced using some of my most recently acquired gadgets, and you may expect to see stylistic changes of even more visual impact in forthcoming publications. For many years, since about 1979, the production of *LA POSTA* has included an increasing amount of computer assistance. Filing programs to sort and keep track of auctions and subscriber lists; word processing programs to organize, assemble and proof articles and correspondence; and even, occasionally, graphics programs to enhance illustrations have been creeping into the publication bit by bit over the past decade. The latest changes - addition of page-layout software coupled with a laser printing -- resulted from my experiences in publishing *POSTMARKS ON POSTCARDS*. To put it most simply, I fell in love with another new technology.

Over the past several months, I, like many of you no doubt, had been reading more and more about "desk top publishing" (DTP). The computer magazines have been full of generally glowing reports over the past couple of years, new products

have been flooding onto the market, and we have even seen some of crew from M.A.S.H. pushing DTP on T.V. A few of our postal history colleagues -- notably the North Carolina group - have already adopted DTP for their publication, and we reprinted Vernon Stroupe's article from the NCPHS Newsletter in our July 1987 issue.

I'll admit that I was already willing to become converted, but, when I was able with no prior experience, to transform my 200-page manuscript into a near "type-set" quality book in only about eight hours on a rented DTP setup, that did it! One objective of publishing a journal such as *LA POSTA* is to make it look as good as talent and finances allow. A good-looking publication brings pride to the authors and editors associated with it, and increases the enjoyment of those who read it. Obviously, if it becomes a choice between looks and content, content wins, but my goal as a publisher has always been to hold our high-quality content and improve our appearance as funds permit. It is in light of this goal, therefore, that I am proud to introduce our first "partial" DTP *LA POSTA*.

Where we go from here -- that is to say, to what extent we will be able to transform the appearance of the

entire journal -- depends upon a lot of factors, many of which are merely question marks at this point. We will, as you may rest assured, do all that we can, given our widely dispersed geographic locations, to continue to improve the look of our journal. We welcome comments -- both appreciative and critical -- from all readers, and I hope that you approve of our new look. I'm pretty sure that my Mom would.

Richard W. Helbock

## NOTICE

**The Publishing Office  
of LA POSTA will be  
closed from February  
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Please direct any questions which might arise during that time to Alan H. Patera (503) 635-1379, or Richard C. Helbock (503) 657-5685.

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## COMPUTER-AIDED POSTAL HISTORY

Bob Swanson of Mission Viejo, California, sends along the following comments regarding his work with computers to assist in recording postmarks:

"I am trying to use some of the newer tools to save and record postmarks which are in my interest area, such as RPO's. A laser printer and 300 dpi (dots-per-inch) scanner is not in my budget at the present time, however, I am able to capture and work with cancels using other equipment.

I currently use my video camera with a frame-grabber device from Micro-Mint, which gives me a 64-level gray-scale file of the picture currently in the camera. Since this is usually an extreme close-up of a cancellation, the definition I am able to store is pretty good.



Original Image from Video Camera (dot-matrix print).

The gray-scale image is first "clipped" by removing all gray-scale pixels with values outside the desired range. The new image is displayed on my "Hercules" graphics display, until it appears in the desired form. Lots of extraneous material is removed by this step, so that the cancel, and its background, are the primary areas remaining in the picture. The clipped

image is then captured with PC Paint, and then worked up with a mouse and the paint program.



Image "cleaned-up" with PC Paint (dot-matrix print).

I am not completely happy with PC Paint, but it does make it possible to clean up cancellations, and strengthen unclear areas. Unfor-

tunately, I cannot control the final printed size of the design, which is one of the more troublesome features of PC Paint. When a cancel is reproduced for publication, it would be nice to print it on my dot-matrix printer in the exact size desired. PC Paint has very little control in this area, and I cannot force an exact size. Perhaps there is another "paint"

program available which can control the printed size of an object."

ED: Optical scanners, with associated software, are still priced in the \$1,000+ range, but a new device, which would appear to hold great promise for postmark reproduction, is a hand scanner. Newly released by a few companies, these devices look like an oversized mouse, and are capable of scanning an area 2.5 inches wide at 200 dots-per-inch. The price of these new hand scanners is generally under \$300.

## MUNSHOWER TO COMPILE DATA ON ANACHRONISMS

Bob Munshower, P.O. Box 13911, Boulder, CO 80308, has announced that he will begin compiling information nationwide on those variant 20th century postmarks described as "Mimics" and "Anachronisms" in Helbock's *POSTMARKS ON POSTCARDS*, Chapter 8. Helbock estimates that "not more than one post office in a hundred" used one of these variant designs, and Munshower believes it would be a worthwhile project to begin attempting to identify those offices. Bob requests that anyone wishing to participate in the project drop him a line, or send him photocopies. He promises to publish periodic reports of all information received.

## NEW HAMPSHIRE POSTAL HISTORY ACTIVITIES

The newly organized New Hampshire Postal History Society held its second meeting on January 10th at the Community Center, Green Street, Concord, NH. Malcolm Purington, President of the Society, announced that Charter Memberships will be held open until May 1988. Interested persons should contract Durward Mommsen, 38 Pleasant Street, Somersworth, NH 03878.

The Society will hold monthly meetings on the second Sunday of each month at 3:30 PM at the Concord Community Center. Publication

of a quarterly bulletin is currently under discussion.

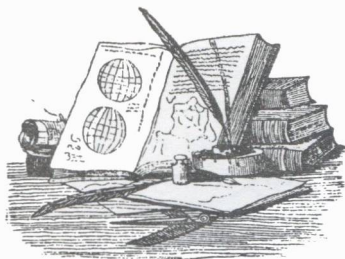
## LETTERS TO LA POSTA

John R. Mason of Dallas, Texas, sends along the following story with the admonishment "Always Look at the Contents".

"A recent purchase of a group of miscellaneous covers yielded a number of useful cancellations, but, upon closer examination, one of the rather nondescript covers proved to contain contents of interest far beyond my expectation.

The cover (Figure 1) is a 3-cent pink embossed envelope (Scott #U59) postmarked with a common "PHILAD'A/PA" and a bearing a small, unexciting black cork cancel. The contents were far more interesting. Included was a finely printed circular, a stock brokers announcement from Bowen and Fox, dated August 20, 1868, promoting the sale of First Mortgage Bonds of the Colebrookdale Rail Road Company at \$85.09 (Figure 2).

A second item was a listing of available stocks and bonds along with the range of prices and quantities sold during the month of September, 1868 (Figure 3). It is interesting to note that only three groups of companies were included in the listing -- banks, railroads, and canals. Not many of the listed companies remain in existence today."



## BOOKS IN REVIEW

Towle, Charles L. with John L. Kay. *WATERWAYRAILWAYPOST OFFICES OF THE UNITED STATES*. M.P.O.S.: 1987. A 32-page, 8.5x11-inch soft-bound, saddle stapled booklet. Available at \$7.50 postpaid from M.P.O.S., RFD 1, Box 91, Contoocook, NH 03229.

Charles Towle, whose name has long since become a household word to anyone at all aware of publications dealing with Railway Post Offices, has authored a very handy little monograph for anyone interested in the transport of mail via the waterways of America. After a brief two-page introduction by Mr. Towle, John Kay presents an alphabetical listing along the lines of his widely acclaimed *DIRECTORY OF RAILWAY POST OFFICES*. The list includes Terminals of the Route, Period of RPO Service, Waterway, Distance Traversed, Route Operator and Route Designation.

Following Kay's 14-page listing, author Towle presents a 12-page, illustrated catalog section which identifies, illustrates and provides rarity factors for each recorded postmark known from the various water R.P.O. routes. There are also a few nice "extras" such as an illustrated discussion of some of the steamboats of the Seattle-Alaska R.P.O. service. Some may argue that all the information contained in this booklet is available elsewhere in M.P.O.S. publications, and this may be true, or at least will be once the updated version of the *US TRANSIT MARKING CATALOG* appears. But, for waterway R.P.O. collectors who do not wish to wade through all that other information concerning railroad and streetcar markings, the new booklet will be a big time saver. For others, who enjoy a nice, neatly done monograph providing a solid coverage of an interesting area, *WATERWAY R.P.O.'s OF THE U.S.* is a very

reasonable addition to the library. One word of caution, however, author Towle reports that 270 of the total print run were dedicated, i.e., pre-"sold" to Sustaining M.P.O.S. members, so that leaves only about 230 copies for sale to the public. RWH

Wonderlin, Charles. *WONDERLIN'S LIST OF UNITED STATES PHILATELIC PERIODICALS BEFORE 1920*. By the Author: 1988. A 38-page, 8.5x11-inch, stapled, soft-bound booklet. Available from the author at P.O. Box 3645, Peoria, IL 61614 for \$6.00 postpaid.

Did you ever wonder what philatelic periodicals might have been published in your home state way back in the early days? Well, wonder no more, Wonderlin's list will provide you the answer, and, not only for your state, but, presumably, for all the other publications that ever were. The listing is straight forward, arranged alphabetically by state, and by city within each state. Each entry contains the name of the publication, e.g. "Vest Pocket Philatelist" of Denver, Colorado, and its dates of publication -- in this case 1909-11. Frankly, this is an amazing list, and, while I am not very knowledgeable about the availability of these old-time publication, my guess is that they are mostly scarce as hen's teeth. The production job is unspectacular, but it is clean and quite legible, and, for anyone with an interest in "what has gone before", the \$6 asking price seems a modest sum. RWH

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FIGURE 3

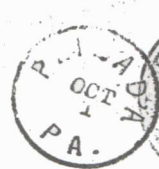

Fluctuations in the Philadelphia Stock Market, during the month of September, 1868.

PREPARED BY  
**BOWEN & FOX,**  
13 Merchants' Exchange.

Stocks.	Highest Price.	Date.	Lowest Price.	Date.	Amount Sold.
Philadelphia C. & A. Old.....	101	30	99 1/2	8	70,000
Do. C. & A. New.....	103 1/2	30	102 1/2	15	157,700
Do. C. & A. 1870.....	95	30	94	30	100
Do. C. & A. 1880.....	95	30	94	30	1,000
Pennsylvania C. & A. Trans.....	102 1/2	22	99	4	20,000
Do. C. & A. coup.....	98 1/2	30	98 1/2	18	14,000
Do. C. & A. coup.....	102 1/2	8	102	16	25,000
Do. C. & A. registered.....	102 1/2	18	102	18	5,000
United States C. & A. 1870.....	113 1/2	9	113 1/2	9	500
Do. C. & A. 1880.....	108 1/2	25	108 1/2	5	3,000
Do. C. & A. 1880.....	110	25	110	5	3,000
Do. C. & A. 1880.....	108 1/2	25	108 1/2	9	1,000
Do. C. & A. 1880.....	108	8	108 1/2	9	500
Do. C. & A. 1880.....	108 1/2	14	108 1/2	20	8,000
Allegheny C. & A. 1870.....	14 1/2	28	14 1/2	7	4,000
Do. C. & A. 1870.....	14	14	70	14	163
Pittsburg C. & A. 1870.....	90	25	90	16	3,000
Gauley and Ambler R.R. ....	120	21	120	20	311
Do. bonds, 1870.....	93	21	93	18	8,000
Do. bonds, 1870.....	97	21	97 1/2	4	22,000
Pennsylvania R.R. ....	34	24	34 1/2	3	23,000
Do. 1st mtg.....	100	30	100	5	17,000
Do. 2d mtg.....	95	30	95	5	20,000
Reading R.R. ....	32	24	32 1/2	13	71,700
Do. bonds, 1870.....	100 1/2	8	100 1/2	25	11,000
Do. bonds, 1870.....	91 1/2	29	91 1/2	16	1,500
North Pennsylvania R.R. ....	25	23	25	5	1,500
Do. 1st mtg.....	90	5	90	5	2,000
Do. 2d mtg.....	90	5	90	5	2,000
Do. C. & A. 1870.....	29	29	91	5	2,000
Philadelphia and Erie R.R. ....	36 1/2	26	36 1/2	14	2,300
Do. C. & A. 1870.....	92 1/2	9	91 1/2	14	7,000
Catawissa R.R. ....	24	24	24 1/2	14	2,000
Lehigh Valley R.R. ....	54 1/2	26	54 1/2	3	2,157
Do. C. & A. 1870.....	95	4	95	4	1,000
Little Schuylkill R.R. ....	23	23	24 1/2	2	900
Norristown Railroad.....	71	3	70	16	161
Minerhill R.R. ....	87 1/2	26	86 1/2	8	108
Williamport and Elmira R.R. ....	80	17	78	30	1,000
Philadelphia and Trenton.....	128	25	128	25	8
Northern Central R.R. ....	49 1/2	26	49	19	308
London and Atlantic, pref.....	80	19	80	19	1,000
Philadelphia & Sunbury R.R. ....	95	15	95	15	1,000
Sunbury and Erie R.R. ....	101 1/2	5	101 1/2	5	1,000
Connecting Railroad bonds.....	93	29	93	21	3,000
West Jersey R.R. bonds.....	93	24	91 1/2	1	94,000
Bol. & Del. R.R. bonds, 2d mtg.....	84	28	84	25	1,000
Do. 1st mtg.....	80	17	78	30	6,000
Schuylkill Nav. Co. C. F. ....	9	8	9	5	143
Do. preferred.....	30	30	12	10	1,725
Do. bonds, 1870.....	80 1/2	19	80 1/2	17	2,000
Do. bonds, 1880.....	69 1/2	5	69 1/2	26	8,442
Do. bond 7 1/2.....	72	28	72	26	1,160
Lehigh Navigation.....	25 1/2	28	25 1/2	10	27,100
Do. C. & A. 1870.....	35	29	33	9	21,950
Morris Canal.....	33	5	33	5	3
Do. preferred.....	70	16	70	19	6,000
Do. Boat loan.....	33	18	33	18	1,000
Susquehanna Canal.....	14 1/2	23	14 1/2	23	100
Do. C. & A. 1870.....	65	19	65	19	4,000
Delaware Division Canal.....	49 1/2	13	49 1/2	13	12
Commercial.....	61	23	61	23	1
Consolidation.....	44 1/2	23	44 1/2	14	14
Farmers' and Mechanics'.....	131	19	128 1/2	4	26
Gird.....	63	26	61	4	161
Manufacturers' National.....	29	29	31 1/2	5	195
Mechanics' National.....	32 1/2	23	31 1/2	5	195
North America National.....	241	11	241	11	3
Quincy National.....	163	3	163	13	7
Western National.....	93	21	93 1/2	11	11
Union Bank of Tenn.....	14	23	14	23	84
Planters' Bank of Tenn.....	14	23	14	23	12
Second and Third Sts. R. R. ....	21 1/2	4	21	38	68
Tenth and Eleventh Sts. R. R. ....	71	16	70 1/2	26	11
Thirtieth and Fifteenth.....	15 1/2	28	15	13	900
Union Passenger Railroad.....	43	8	43	8	10
Houstonville R.R. ....	19 1/2	20	19	5	1,000
West Philadelphia R.R. ....	65	30	65	30	10
Chestnut and Walnut.....	48	15	48	15	20
Spruce and Pine.....	23	24	23	24	17
Academy of Music.....	103 1/2	25	101	21	15
Pennsylvania C. & A. 1st series.....	108	24	104	4	43,900
Do. 2d series.....	107	9	105 1/2	30	15,200
Do. 3d series.....	105 1/2	14	105	16	14,550
United States C. & A. 1870.....	108 1/2	18	108 1/2	5	1,500
West Penna. R.R. C. & A. ....	82 1/2	19	82	4	9,000
Allegheny C. & A. 1870.....	14 1/2	17	14 1/2	17	2,000
Reading R. & Del. bonds.....	41 1/2	7	41 1/2	7	200
Phila. & Erie, 2d mtg. 7 1/2.....	80	21	80	21	1,000
Penna. & N. Y. Canal 7 1/2.....	94 1/2	29	94 1/2	29	1,000
Pemberton and Hight's R.R. ....	100	29	100	29	2,000
Gauley and Ambler C. & A. ....	30	25	30	25	1,000
Old Creek and Ambler R.R. ....	63 1/2	24	63 1/2	24	1,000
Vermont Central 2d mtg.....	40	24	40	26	10,000
Lehigh Nav. R.R. Loan.....	85	29	84 1/2	18	13,000
Do. do. Gold Loan.....	90 1/2	25	87 1/2	7	155,000

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Spectal Agents for the Sale of the First Mortgage Bonds of the Central Pacific R. R. Co.

*You Ralderon & Co.*  
*New Egypt*  
*Ocean Co. J.*

FIGURE 1

13 MERCHANTS' EXCHANGE,

Philadelphia, Aug. 20, 1868.

Dear Sir:

We beg to call your attention to the First Mortgage Bonds of the Colebrookdale Rail Road Company, which we have for sale at 85.

These Bonds are free from all taxes, and the interest is guaranteed by the Philadelphia and Reading Rail Road Company.

The Road is about 19 miles long, is located in Montgomery and Berks counties, and, through its connections with the Reading and East Pennsylvania Rail Roads, forms another link between the Schuylkill and Lehigh valleys.

The rich mineral and agricultural resources of the section of the country through which it runs, will insure the success of the enterprise, while the guarantee of the Philadelphia and Reading Rail Road makes the Bonds a very desirable investment.

We are yours respectfully,

**BOWEN & FOX.**

FIGURE 2

# WHITHER THE TYPE 1 DOANES?

By Richard W. Helbock

The process of preparing a new manuscript often causes one to re-examine earlier work from a different perspective. This happened to me recently, and the new perspective which resulted has posed a question which continues to haunt my thoughts. During this past fall, while reviewing some of my earlier writings concerning Doane cancels for a chapter in *POSTMARKS ON POSTCARDS*, I was struck by the relative lack of recorded examples of Type 1 Doanes.

Doane listings have been compiled and expanded for many states over the past decade, and, in a few cases, the listing appear to be edging toward completeness. Alaska, Arizona, California, Nevada, New Mexico and Oregon have all been heavily studied, and the Doane lists for those states are all probably at least 90% complete. By that I mean that if 100 post offices ever used a Doane cancel in those states, we know of recorded examples of 90 of them. Doane lists exist for other states -- including some of the larger ones such as Ohio, North Carolina and Missouri -- but it is hard for me to estimate their overall level of completeness. The point is, in all of these state Doane listings, the number of offices recorded using Type 1 Doanes is very small.

Why are there so few Type 1's in comparison to Type 2's and Type 3's? Can we estimate the total number of offices to have ever used Type 1 Doanes? If so, can we apportion those offices by state, and thus begin to build a census of Type 1 Doane use? These questions struck me as being the kind of postal history challenges that really get my juices flowing, but, beyond some very brief comments, not the kind of thing I wanted to pursue in *POSTMARKS ON POSTCARDS*. That book, as many of you know, is now a completed project, but still these questions remain, and, with your help, perhaps we can find some answers. But first, a little background information.

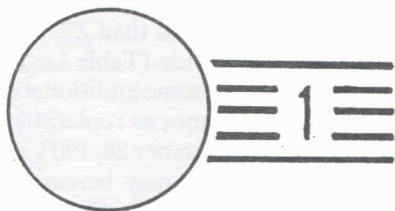


Figure 1. The Type 1 Doane Design.

## Type 1 Doanes

Type 1 Doanes are most readily identified by the fact that they have five bars in the cancellation instead of four (Figure 1). The bars are arranged in parallel with an unbroken bar at the top and bottom, and three broken bars between. The assigned number is positioned in the gap between the broken bars. Postmark dials of Type 1 Doanes usually

measure 27 to 29 millimeters in diameter, but, since this is the same range used for Type 2 Doanes, dial diameter alone cannot be used to verify a Type 1 impression.

Lettering used in the name of the post office and state generally one of three forms. Longer names typically appear in a tight block type, e.g., Balls Ferry or China Flat, Cal. Shorter names usually appear in either a Romanesque style, e.g., Skye or Palmer, Wash.; or in an elongated block style, e.g., Gate or Tolt, Wash. Unfortunately, there are quite a few exceptions to these general practices. Some longer names appear in elongated block, and some in Romanesque, e.g., Eatonville, Wash., and Quintette, Cal. One theory concerning this difference in type face holds that different manufacturers were involved, and these minor stylistic differences resulted from different contractors operating independently with broad Post Office Department guidelines.

In addition to differences among the type faces used for post office and states, there are also differences in the size and shape of lettering used in the time indicia, and the shape of the numbers used in the cancellation sections. These stylistic variations would also appear to argue in favor of a number of different manufacturers.

## The Experimental Period

Early in 1903, after nearly three years of successful testing of a similar rubber handstamp in the R.F.D. system, the Post Office Department began distribution of Type 1 Doane devices to a small number of fourth-class post offices around the country. The "Report of the Postmaster General," dated June 30, 1904 stated:

*"The successful experiments with about 500 postmarking stamps during the fiscal year ended June 30, 1903, have led to the permanent adoption of this class of postmarking supplies for the smaller fourth class offices. An additional 10,711 were so equipped nationwide with rubber postmark outfits during the next year. Most of these were for new offices and old ones requiring new supplies, where the post office receipts did not exceed \$500 per annum. Quite a number, however, were furnished to larger fourth class offices and to some of the second and third class offices when requested by their postmasters. It appears reasonably certain from these experiments that these stamps may be used to great advantage by offices at which the gross receipts are less than \$1000 per annum."*

There are several significant points in this announcement, and, since it is all we have, or are likely to ever have, in the way of official information concerning the distribution program of Type 1 Doanes, let us examine them closely. The announcement says that the initial distribution of Type 1 Doanes was made to "about 500" post offices nationwide during the first half of 1903. These "about 500" post offices thus received their Type 1 Doane cancels during the "experimental period", which we may assume to have run from sometime after July 1, 1902 to June 30, 1903. No records identifying these 500 offices have been discovered, and, given Randy Stehle's recent discovery of the wholesale destruction of postmarking equipment distribution records which was ordered before 1920, it seems highly unlikely that we will ever find such records. Based upon state postmark census listings published to date, we do know that Type 1 Doane examples



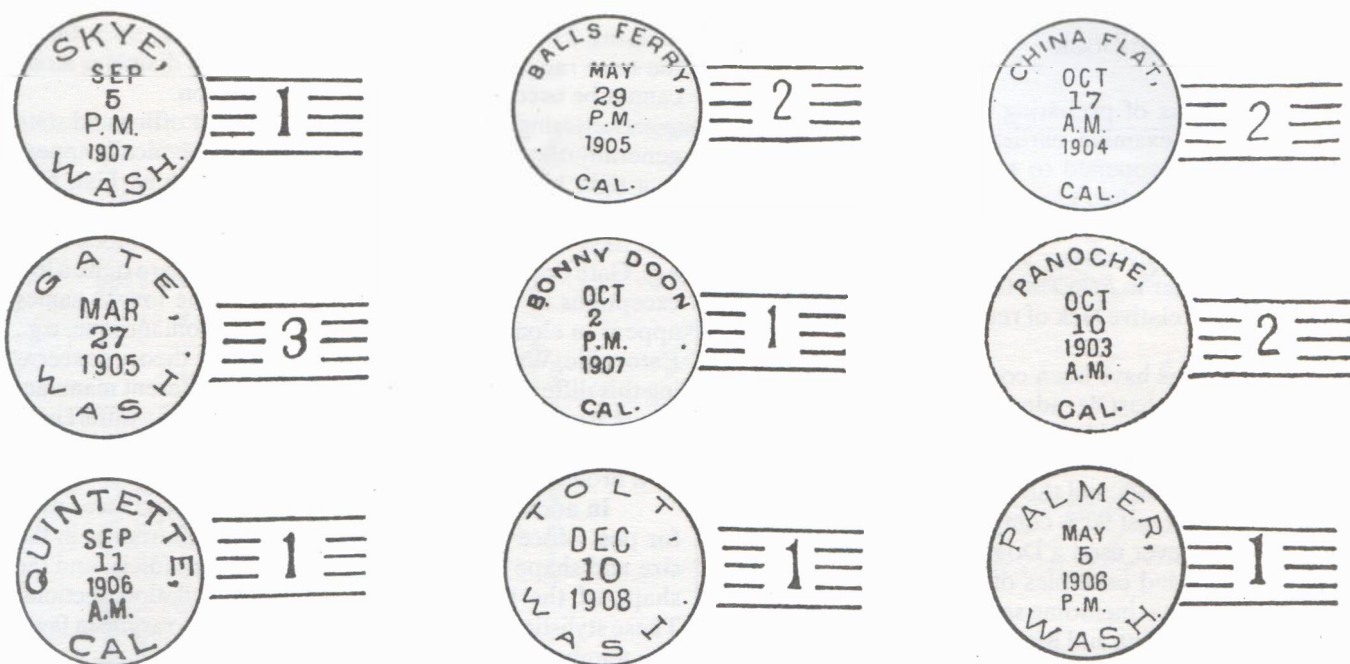


Figure 2. A Selection of Representative Type 1 Doanes.

dated prior to August 1903 are exceedingly uncommon. No examples have been recorded with 1902 year dates.

Doane cancel lists have been published for 18 states - there may be lists for other states, but I have access to only 18 such lists. The lists vary in their degree of completeness, as indicated earlier, but, taken as a whole, they contain records of Doane use for thousands of post offices. In all of those lists, there are only eight post offices which have been documented as using Type 1 Doanes during the experimental period -- two each in Ohio and North Carolina, and one each in Oregon, Washington, Arizona, and West Virginia.

### The Period of Type 1 Distribution

The Postmaster General's June 1904 announcement goes on to state that "an additional 10,711 (smaller fourth class offices) were equipped with rubber postmark outfits during the next year." This does not mean, of course, that 10,711 additional post offices received Type 1 Doanes, for we know through a comparison of dates of establishment and postmark types used that the distribution of Type 1 Doanes lasted only a short time. Throughout most of fiscal 1904, Type 2 Doanes were being issued.

In July 1903 newly established post offices were still being supplied with the old metal CDS and target handstamps. The first general distribution of Type 1 Doanes began in the fall of 1903. Empirical evidence indicates that newly established post offices listed in the daily "*Postal Bulletin*" between August 28 and September 28, 1903, received Type 1 Doane postmarkers. Offices listed prior to those dates received metal CDS equipment, and offices listed after those dates received Type 2 Doanes. In other words the period of general distribution for Type 1 Doanes lasted only one month. During that time, all newly established post of-

fices and old offices requesting new postmarking equipment were issued Type 1 Doanes. It should be emphasized that postmaster appointment dates were not the determining factor in the type of initial postmarking equipment supplied by the Department. Rather, it appears that the dates upon which an office was recognized in service by publication in the "*Postal Bulletin*" determined whether it received a CDS, a Type 1 Doane, or a Type 2 Doane postmark.

Type 1 Doanes were thus issued to a very limited number of post offices. According to the Postmaster General's Report, there were "about 500" offices which received the equipment during the 1903 fiscal year experimental period. During the month that Type 1 Doanes were distributed as standard equipment, there were less than 250 newly established offices established nationwide (Table 1). That brings the total to about 750 offices, but some additional number of offices also received Type 1 Doanes as replacement equipment during the August 28 - September 28, 1903, period. We do not know that number, but it may be estimated. The Postmaster General stated that 10,711 offices were issued the new postmarkers during fiscal year 1904 (July 1, 1903 - June 30, 1904). Since distribution was not begun until late August 1903, that means that approximately 1,100 offices per month received Doane handstamps. Type 1 distribution lasted just one month, and since about 250 of the Type 1 devices went to new offices, there should have been about 850 additional post offices receiving Type 1 Doanes as replacement equipment. It is believed, therefore, that the total number of Type 1 Doanes issued nationwide was about 1,600.

It must be noted that, while Type 1 Doanes represent an uncommon postmark type given their limited distribution, not all Type 1 Doane postmarks are scarce. In fact, many of the post offices which are known to have used these

TABLE 1 - POST OFFICES  
ESTABLISHED & RE-ESTAB-  
LISHED AUG. 28 - SEPT. 28,  
1903

Alabama  
Ajax  
Georgiaville  
Pride  
Shoults  
Stanley  
Trinity  
Weaver  
Wiginton  
Willford  
Arizona  
Blanchard  
Arkansas  
Baker  
Benson  
Coler  
Corot  
Doright  
Eden  
Heth  
Lorine  
Marie  
McNab  
Push  
Ralph  
Readland  
Seals  
Segal  
California  
Hackamore  
Hermosa Beach  
Ivanpah  
McKinleyville  
Quintette  
Roscoe  
Colorado  
Cedarhurst  
Muriel  
Watervale  
Wellington  
Florida  
Durbin  
Evans  
Kirkland  
Lakewood  
Meredith  
Yular  
Georgia  
Hornsby  
Lyken  
Padena  
Sikes  
Stell  
Idaho  
Pierson  
Pinehurst  
Illinois  
Brereton  
Cushman  
Fults  
Soperville  
Southdown  
Truro  
Indian Territory  
Chant  
Handy  
Price  
Schulter  
Indiana  
Carson  
Ging  
Moravia  
Iowa

Lidderdale  
Kansas  
Redbluff  
Kentucky  
Andes  
Authie  
Bowling  
Cassia  
Cliffdale  
Gross  
Hugh  
Lassiter  
Miami  
Milner  
Newt  
Niles  
Sandlick  
Saul  
Taft  
Louisiana  
Coburn  
Egan  
Kular  
Nocks  
Simon  
Six Mile  
Maryland  
Atholton  
Kendall  
Michigan  
Jenney  
Kenneth  
Steuben  
Minnesota  
Ashawa  
Aurora  
Drexel  
Hanson  
Kelliher  
Lanerow  
Long Siding  
Longfellow  
Sewell  
Mississippi  
Dolphin  
Durham  
Esiole  
Huntio  
Leah  
Millview  
Missouri  
Branum  
Cartmill  
Cicero  
Flynn  
Mammouth  
Maple  
Maples  
McMullin  
Risco  
Viburnum  
Youngstown  
Montana  
Ashfield  
Avery  
Barr  
Clearcreek  
Portage  
New Jersey  
Georgetown  
Janvier  
New Mexico  
Estancia  
New York  
Longbow  
Oak Orchard  
Oscawana  
North Carolina

Arch  
Balm  
Holbrook  
Japan  
Lake  
Nantahala  
Rominger  
Stearns  
Wright  
North Dakota  
Bye  
Ellis  
Heaton  
Monterey  
Rennie  
Robinson  
Sweden  
Underwood  
Ohio  
Ginther  
Phillipsburg  
Oklahoma  
Cullen  
Floris  
Freta  
Halifax  
Payson  
Skelleton  
Thelma  
Trammell  
Vinson  
Wentworth  
Oregon  
Arcadia  
Berkley  
Eureka  
Mineral  
Pennsylvania  
Andover  
Eagle Mere Park  
Ernest  
Langdon  
West Dublin  
South Carolina  
Chinquapin  
Crete  
Johns Island  
Kingville  
Miley  
Wadsworth  
South Dakota  
Cactus  
Tennessee  
Bakerslick  
Coalmont  
Harr  
Rockhill  
Stanton  
Winifred  
Zora  
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Blessing  
Burdetta  
Creole  
Cricket  
Dolen  
Doyle  
Eliga  
Four  
Gist  
Ima  
Loraine  
Lundy  
Millersview  
Mollie  
Murvaul  
Oby  
Peacevale

Ragley  
Scrap  
Shoup  
Stagner  
Sunshine  
Utah  
La Verkin  
Randlett  
Wasatch  
Virginia  
Artia  
Bock  
Burke  
Dory  
Dye  
Fleeton  
Kimbo  
Lyle  
Mason  
Motley  
Nipper  
Plano  
Skeggs  
Winesap  
Washington  
Foster  
Hermann  
Kuhn  
Merwin  
West Virginia  
Combs  
Dameron  
Kabletown  
Kid  
Leetown  
Paden City  
Rimel  
Wickdale  
Zada  
Wisconsin  
Arbutus  
Devils Lake  
Teresita



postmarks, did so for a decade or more. So, for certain post offices, Type 1 Doane postmarks are the most common representation during the entire post card era.


Table 2 presents an attempt to apportion Type 1 Doane distribution on a state by state basis. The Type 1 Doanes, including both the experimental and standard equipment periods of distribution, were issued to two different groups of post offices: newly established offices during the August 28, 1903 - September 28, 1903 period; and previously operating offices. In fact, we do not know if the "about 500" issued during the experimental period all went to existing post offices, but, if we assume they did, it makes things a bit simpler.

The first group of offices -- those newly established -- are known. They are the offices listed in Table 1, and we may simply assign them to their proper states. The second group of offices, consisting of approximately 500 from the experimental period and 850 from the standard equipment period for a total of 1,350, may be statistically apportioned on a state by state basis. If we assume that all fourth class post offices across the nation had an equal probability of requesting replacement postmarking equipment during the month that Type 1 Doanes were being issued, we may estimate the number of offices receiving Type 1 Doanes was directly proportional to the number of fourth class post offices in each state. The column labeled "Apportioned" in Table 2 depicts the results of such a statistical assignment. The sum of the New Offices and the Apportioned post offices then represents the total number of post offices we might expect to have received Type 1 Doane postmarkers in each state. Naturally, these numbers are only crude estimates, which, at best, can give us a rough approximation of the number of Type 1 Doanes we might find on a state by state basis. Our assumptions, although seemingly logical, are unlikely to give us an accurate picture of the real pattern of Type 1 Doane distribution as replacement equipment. It is entirely possible, for example, that a group of postmasters in Iowa or Delaware all got wind of the new postmarkers, and decided to order replacement equipment en masse. Obviously, such an occurrence would throw our neat statistical apportionment right out the window.

Never-the-less, since we don't really know what happened, the statistics can serve as our guide until we have enough empirical data to know otherwise. At this point, with published Doane listings for only 18 states, we can only present some very fragmentary verifications. If we compare the column labeled "Known" with the "Total Expected" column in Table 2, we can note some interesting points. The reports of known Type 1 Doane use from Arizona, California, Idaho, Nevada, New Mexico, Ohio, Utah, Washington and Wyoming are quite close to the "expected". Reports of documented use from Colorado, Missouri, Montana, North Carolina, North Dakota, South Dakota and West Virginia are far below the expected numbers, and there are already more Type 1 Doanes reported from Oregon than statistically anticipated.

Unfortunately, with only 18 states reporting, it is far too early to make a judgement, so at this point I ask for your assistance. Look at your collections and stocks, seek out your Type 1 Doanes -- particularly from those states for which published lists are missing. Send me your reports, and I will serve as a clearinghouse. All I need is a record of use: the name of the town, the date, and, if possible, the number in

the bars. But please be very careful to send only Type 1 Doane information. If you have any doubt that there are five killer bars instead of four, its best not to make a report. Once misinformation finds its way into print, its very difficult to make the record straight. I can promise periodic updates to keep all abreast of the "great type 1 Doane hunt", and, naturally, we will be pleased to give credit to all those who assist in this project. Let's make 1988 the year we solve the mystery of the Type 1 Doanes.



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TABLE 2 - A THEORETICAL DISTRIBUTION OF TYPE 1 DOANES BY STATE

State	New POs*	Apportioned	Total Expected	Known
Alabama	9	46	55	--
Alaska	0	2	2	0
Arizona	1	5	6	4
Arkansas	15	37	52	--
California	6	30	36	37
Colorado	4	14	18	10
Connecticut	0	8	8	--
Delaware	0	2	2	--
Florida	6	21	27	--
Georgia	5	45	50	--
Idaho	2	9	11	10
Illinois	6	43	49	--
Indiana	3	34	37	--
Indian Territory	4	12	16	--
Iowa	1	30	31	--
Kansas	1	27	28	--
Kentucky	15	60	75	--
Louisiana	6	24	30	--
Maine	0	21	21	--
Maryland	2	19	21	--
Massachusetts	0	14	14	--
Michigan	3	35	38	--
Minnesota	9	29	38	--
Mississippi	6	40	46	--
Missouri	11	51	62	12
Montana	5	10	15	5
Nebraska	0	18	18	--
Nevada	0	3	3	3
New Hampshire	0	10	10	--
New Jersey	2	16	18	--
New Mexico	1	7	8	9
New York	3	60	63	--
North Carolina	9	56	65	18
North Dakota	8	14	22	7
Ohio	2	53	55	48
Oklahoma	10	16	26	--
Oregon	4	16	20	28
Pennsylvania	5	89	94	--
Rhode Island	0	2	2	--
South Carolina	6	23	29	8
South Dakota	1	12	13	2
Tennessee	7	45	52	--
Texas	22	60	82	--
Utah	3	6	9	8
Vermont	0	10	10	--
Virginia	14	68	82	--
Washington	4	17	21	19
West Virginia	9	41	50	5
Wisconsin	3	30	33	--
Wyoming	0	6	6	7

\* Post Offices established Aug. 28 - Sept. 28, 1903.



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### ESTIMATE

1. TREADWELL 1905, Type 1; pmk just readable, target very clear; Pacific Coast Steamship Co. PPC, 3 cameo views of the "TREADWELL MINE ALASKA"; VF 50.00
2. APO 973, GALENA, Type 3, 8-25-43; 11th Weather Squadron unit; emb. env.; VF 22.00

### ARIZONA

3. ZENOS 1888 (Nov. 9), Type K2, S8 (UX9), VF 80.00

### CALIFORNIA

4. YREKA 1858 (?); U10 plus S. 24(1) S. 26(2) showing 10¢ double rate to Louisiana, with black pen killer and single-circle pmk 70.00
5. PAJARO & SANTA CRUZ RPO/TR ?/JAN/28/1910; slt trim rt with only part of killer on cover; 2¢ emb. env.; Capitola, Cal printed return 30.00

### COLORADO

6. BARNUM 1881; manuscript cancel on S5 (UX6) showing use to Paris; also Paris receiving mark (blue) on front; 5-year office; Very Fine and Scarce 150.00

### HAWAII

7. LIHUE/KAUAI 1910; 5¢ rate to Switzerland with fwding to Tunis; trans. mark of Honolulu, rec. mk of Bern and Tunis (latter Krag repeater); 2¢ emb. env. and 3¢ adhesive; Very "Tough" use 60.00

### IOWA

8. RUTHVEN R.F.D.; Official Type with posting on APR 30 1909; Magenta; Route No. not legible; PPC showing Torpedo Boat Destroyer 20.00



Figure 1.

## BANKS' DIVISION: A U.S. CIVIL WAR ARMY FIELD POSTMARK

By William H. Stromberg

In pursuing my Civil War patriotic cover collection, I was struck by the number of fancy and unusual covers from General Banks' Division. One, in particular, caught my attention and aroused my curiosity (Figure 1), so I endeavored to learn more about it and what follows is the results of my inquiry. The cover is addressed on the back of the envelope, and the stamp is tied with a blue circular date stamp which reads simply "BANKS DIVISION". The date is October 10. The front of the cover is an overall illustration consisting of five bronze portraits of generals Banks, McDowell, and other Union officers, and inscribed "COMMANDERS OF THE CORPS D'ARMEES of the Potomac" (Figure 2). The cover is addressed to Mrs. Eliza Jones, Manlius Cut, Onondaga Co., NY, and was marked "Missent" in manuscript. In order to learn more about the cover, I wrote the American Philatelic Research Library, and selected several informative articles from their extensive holdings on the subject.

Banks Division was that of Nathaniel Prentice Banks, lawyer, actor, Congressman, and one-time Governor of Massachusetts. For several years prior to the war he was known as "the very bone and sinew of Freesoilism." Sumter had already fallen when Banks tendered his service to President Lincoln. On May 16, 1861, he was commissioned a Major General of Volunteers of the Union Army. As Governor, he had prepared the state militia, enabling Massachusetts to respond at once to Lincoln's call for troops. Banks was in command of the Army of the Potomac until it was merged with the

Army of Virginia. After the merger Banks was appointed head of the Military District of Washington. He later succeeded Major General B.F. Butler in command of the Department of the Gulf, and he was activity involved in events along the lower Mississippi and Red rivers. Despite his disastrous experiences on the Red River Expedition of 1864, Banks was later elected to Congress. He retired from public life in 1890 due to increasing mental disorders, and died at his home in Waltham, Massachusetts, September 1, 1894.

The appointment of Nathaniel Banks as commander of the Army of the Potomac created a most unusual, and fortuitous, legacy for collectors of Civil War postal history, for it led to the existence of what is one of the very few bona-fide army field postmarks of the Union Army. [One other, which should be mentioned, is the straight-line and boxed Chattanooga, Tennessee, postmark.] There are six different types of postmarks known from General Banks' Division; a manuscript and five handstamps. Differences among the handstamps include the use of black and blue ink. In Figure 3 the "G.B.D." is black, slightly arched, and has the date as a straight line below. This example dates from November 16, but known dates for this type range from early October to about December 2, 1861. An example of this postmark is known struck in blue with a March 1862 date. One may wonder what happened to mail be-

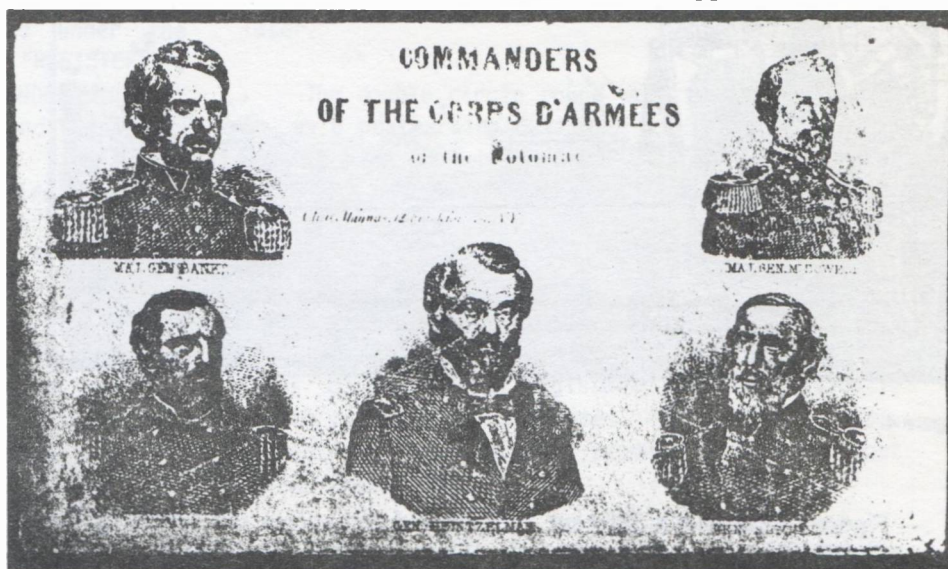


Figure 2.



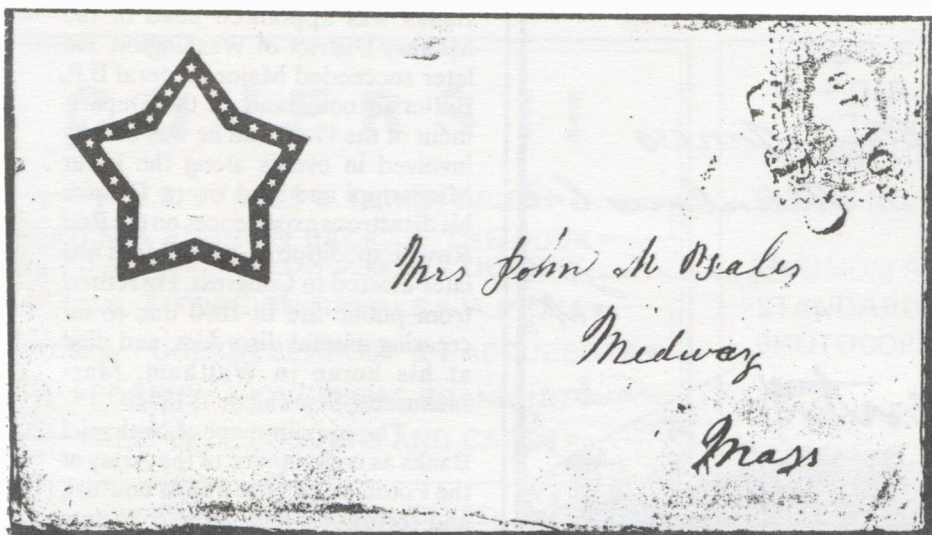


Figure 3.

tween December and March, but it is assumed that the troops were in winter quarters and the mail was dispatched from nearby towns. Sandy Hook, Maryland, is known to have handled much of the mail for the troops of General Banks' Division during the winter of 1861-62. Thus, the markings may be dated by color - black in 1861 and blue in 1862

been recorded with dates ranging from about the middle to the end of October 1861. It is probable that the canceling device used for the postmarks in both Figures 3 and 4 consisted of loose type placed in a holder. Note that in Figure 4 the "B" was placed in the holder backwards. Covers postmarked with both of these "G.B.D." styles are known



Figure 4.

Figure 4 illustrates a different style of "G.B.D." postmark. In this type the letters are smaller, and both the G.B.D. and date are arced. It has

franked with either the 3-cent 1857 (Scott #26) or the 3-cent 1861 (Scott #65). Also, many covers mailed by

men of the Banks' Division bear no stamps.

The postmark illustrated in Figure 1 is of a more conventional design in that it has a circular outline and eschews the use of initials. All known examples of this postmark type appear struck in blue, and recorded dates range from March until late November 1862. Minor variations occur among the known examples, but basically they are all circular and struck in blue ink.

The period of use for all of the Banks' Division postmark types lasted just over a year from September 1861 to November 1862. During this time the Division was situated in the northern portion of Virginia's Shenandoah Valley, and was in contention with the Confederate forces of General Stonewall Jackson. Postmarks of General Banks' Division are listed in *SIMPSON'S U.S. POSTAL MARKINGS, 1851-61, Second Edition*, with Rarity Numbers indicating that they vary from "moderately scarce" to "very rare".

#### REFERENCES:

Abbe-Barrymore, *DICTIONARY OF AMERICAN BIBLIOGRAPHY*, Chas. Scribner, NY.

Graham, Richard. "The 1861 Era: G.B.D. and Banks Markings" in *THE AMERICAN PHILATELIST*, April 1969.

Alexander, Thomas J. *SIMPSON'S U.S. POSTAL MARKINGS, 1851-861, Second Edition Revised*. Columbus, Ohio: U.S. Philatelic Classics Society, Inc., 1979.

G.B.D. G B D  
OCT. 24. NOV 18



## THOSE 'UNOFFICIAL' SELF-INKING POSTMARKERS

By Robert J. Stets

### CORRECTION

In the November 1987 issue, I reported that in August 1984, a representative of Priority Products, Inc. attended the annual convention of postmasters in Ohio, to solicit orders for self-inking postmarkers. From the headline, I gave the impression that this was the beginning of these "unofficial" postmarkers.

Two things were wrong with that statement:

1. In August 1984, the salesman was representing Metropolitan Marking Corp. (he later left Metropolitan to set up his own company, Priority Products, Inc.)
2. Metropolitan Marking Corp. was selling both 4-bar and round dater "self-inkers" earlier than August 1984. At the time of this writing, we have established the date for first sale of round daters, but not for the 4-bar postmarker.

### THE BEGINNING OF SELF-INKING POSTMARKERS

Mr. Tony Lombardo, president of Metropolitan Marking Corp. explained that for more than 15 years, Metropolitan has been selling self-inking products to post offices around the country. First item was the self-inking 5-bar strip that is usually mounted on carrier sorting cases to cancel stamps that have passed through the mail system without being cancelled. Later items included the self-inking auxiliary markings sold under the name "X-Stampers". These included "REGISTERED", "INSURED", "RETURN TO SENDER", "UNDELIVERABLE" (with list of reasons), and similar handstamps.

Mr. Lombardo explained that a fire in 1986 had damaged or destroyed many of his records, so we have been doing some detective work to come up with this information.

In 1983, a postmaster in Westchester County, N.Y. asked Metropolitan to make a modified "X-Stamper" in the design of the round dater used for many purposes around the post office.

According to information furnished by the current postmaster of Mamaroneck, N.Y., Mr. George Haburay, the self-inking round dater was placed in

use on February 3, 1983. Mr. Phil Ricci, now retired, who did the ordering for Mamaroneck, N.Y. post office back in 1983, even furnished a copy of the invoice which listed the custom dater.

Postmaster Haburay also included an example of this first self-inking round dater (with the current date) showing the M/D/Y all in blue, with the name of the office, ZIP and USPS in red.

Mr. Lombardo explained that when he first began manufacturing the modified "X-Stampers", blue was the only color in which sets of changeable dates were available, so the town name, ZIP and USPS were pre-inked in red, and the changeable dates were furnished in blue - a very attractive combination! Later on, sets of dates became available in red and black. It is these sets of dates which make the "self-inkers" readily recognizable.



The first round dater was placed in use at Mamaroneck, N.Y. on February 3, 1983.

Originally, the modified "X-Stamper" was available only in the shape of the double circle dater. The 4-bar postmarker came along some time later.

The double circle round dater was not intended as a postmarking device. Since 1861, postmasters have been instructed not to use a town mark to cancel stamps, but to use some type of "killer", and to cancel stamps with black ink.

The round dater does find many proper uses within a post office, such as dating receipts for certified, insured or registered mail; marking the flaps on the back of registered letters; authenticating receipts for purchases of postage stamps, payment of postage due, payment of fees for post office boxes, etc.

Terence Hines has supplied a receipt for insured mail bearing the impression of a self-



inking round dater from Woodstock, VA dated NOV 21, 1983, with the "NOV 21" in blue.

RECEIPT FOR DOMESTIC INSURED PARCEL  
(Not for International Mail)

ADDRESSED FOR DELIVERY AT (P.O., State & ZIP Code)  
*Carroll, KY 40318*

POSTAGE *.37* POSTMARK OF  
*WOODSTOCK, VA. NOV 21 1983 USPS 3603*

INSURANCE FEE *.45*

SPECIAL DELIVERY *0*

SPECIAL HANDLING *0*

Total *.82*

INSURANCE COVERAGE \$ *20.00* MAILING OFFICE

☐ Fragile ☐ Liquid ☐ Perishable

POSTMASTER (By) *E. W. S. S.*

SENDER—Enter name and address of addressee on the reverse and read information regarding insurance coverage and claims.

PS Form 3813; (Mar. 1978)

Early, proper use of self-inked double circle dater. "NOV 21" in blue, rest in red.  
(courtesy Terence Hines)

#### ROUND DATERS IMPROPERLY USED AS POSTMARKERS

Today, most mail is cancelled at sectional centers, so in some small post offices, no doubt the cost of purchasing two self-inking modified "X-Stampers" (one 4-bar and one round dater) may have been more than the postmaster wanted to spend, so he purchased only the round dater and for the few times when a patron requested a local town postmark, he used the round dater to fulfil that request.



Earliest reported use of a self-inking round dater as a postmarker. "MAR 12" in blue, rest in red. (courtesy Darrel Brandt)

But from some of the other examples reported on commercial mail, it would seem that a window clerk just reached for whatever was handy to postmark some mail handed in at the window. Here in Walterboro, the only examples I have recorded of the red inked round dater used as a postmarker, were to cancel some stamps on an incoming package that had previously escaped being cancelled.

#### VARIATIONS IN DOUBLE CIRCLE DATERS

As with the 4-bar postmarkers, round daters used as postmarkers have been reported in several dimensions, and with several different type sizes. However, I have not yet developed sufficient data to prepare a type chart for them.

Following is a list of towns reported by many readers of LA POSTA, which have used the red double circle dater for improperly postmarking letters or postal cards. Only the earliest reported date has been listed.

A few of the reports indicate some or all of the M/D/Y data appears in blue (these were among the earliest daters produced, some of which are still in use). A few reports indicate some of the M/D/Y data is struck in black (the office probably had a black set of dates for their 4-bar and got them mixed up). One town has been reported using a round dater with all black ink. Bronson MI has been reported with town name, ZIP, USPS and M/D/Y all in black, but they apparently have two different round daters - one in black with a 9-digit postmaster ZIP (49028-9998) reported by both Darrel Brandt and Darrell Ertzberger, and one in all red, without the postmaster ZIP, reported by Darrel Brandt.

Readers who have examples of self-inking round daters used as postmarkers from towns not shown in the list, or with an earlier date than that shown, are requested to send a photocopy of the marking, mentioning when any part of the marking is in a color other than red, to Robert J. Stets, P.O. Box 142, Walterboro, SC 29488.

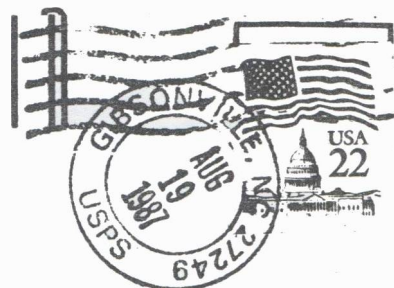
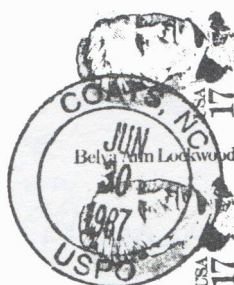
#### EARLIEST REPORTED USES OF ROUND DATER SELF-INKERS

POST OFFICE NAME	ZIP	DATE
Alaska		
HOONAH	99829	87/ 2/26
METLAKATLA	99926	87/10/23

# EARLIEST REPORTED USES OF SELF-INKED ROUND DATERS AS POSTMARKERS

STATE / CITY	ZIP	DATE	STATE / CITY	ZIP	DATE
Arizona			Massachusetts		
SALOME,	85348	86/ 3/ 6	NORTH SCITUATE	02060	87/11/21
YOUNGTOWN	85363	87/11/ 9			
California			Michigan		
ELK	95432	86/ 1/22	BRONSON	49028	86/ 7/11
GILROY	95020	85/ 3/ 8	EAST DETROIT	48021	85/ 2/ 9
Connecticut			Montana		
FALLS VILLAGE	06031	87/12/15	VICTOR	59875	87/ 9/12
WESTPORT	02060	87/11/17			
Delaware			New Jersey		
HOCKESSIN	19707	87/ 7/ 2	NORTH JERSEY	073	87/12/ 9
			RUTHERFORD	none	87/10/20
Florida			New York		
BOCA RATON MAINOFFIC	none	87/ 4/20	GLEN COVE,	11542	84/ 7/ 1
CASSELBERRY(Tscvilia	none	87/ 4/17	HARRISON	10528	87/12/14
GOODLAND	33933	?	RONKONKOMA	11779	85/ 2/ 4
MIDDLEBURG	32068	87/ 9/ 1			
ORANGE SPRINGS,	32682	87/ 3/20	North Carolina		
Georgia			ALAMANCE	27201	87/ 5/13
COLUMBUS(DowntownSta	none	87/ 4/ 3	COATS	none	87/ 6/30
KINGSLAND	31548	87/ 3/30	GIBSONVILLE	27249	87/ 8/19
UNADILLA	31091	86/ 9/ 8	GREENSBORO	27420	87/ 8/31
			GREENSBORO (Hilltop)	27417	87/ 5/13
Illinois			GREENSBORO (Summit)	27415	87/ 5/15
ROCKFORD	none	86/10/ 5	GREENSBORO (SValley)	27416	87/ 7/25
			GREENSBORO(Frndship)	27404	87/ 8/ 3
Iowa			GREENSBORO(Guil.Fin)	27419	87/ 4/20
CLERMONT	52135	87/ 4/10	HIGH POINT	27260	87/ 7/13
KEOKUK	52632	86/ 1/25	HIGH POINT(Archdale)	27263	87/ 6/11
LAKE VIEW	51450	87/ 7/26	HIGH POINT(Emerywood	27262	87/ 8/ 3
MANNING	51455	86/ 8/21	HIGH POINT(Furniture	27264	87/10/14
MARION	52302	86/ 1/27	HILLSBOROUGH	27278	87/ 4/19
MOUNT VERNON	52314	86/ 7/26	KERNERSVILLE	27284	87/ 8/27
PALMER	50571	86/ 3/25	NORWOOD	28128	87/ 6/ 9
SLOAN	51055	86/ 8/ 4	OAK RIDGE	27310	87/ 7/13
SPERRY	52650	86/11/13	SEDALIA	27342	87/ 6/ 6
			SOUTHMONT	27351	87/ 8/14
			STAR	27356	87/ 7/ 2
Kansas					
TECUMSEH	66542	86/ 5/18			
Maine					
DIXFIELD	04224	87/12/16			
Maryland					
JESSUP	20794	87/ 7/25			
SILVER SPRINGS,	20907	86/ 7/31			

Belva Ann Lockwood



# EARLIEST REPORTED USES OF SELF-INKED ROUND DATERS AS POSTMARKERS

STATE / CITY	ZIP	DATE	STATE / CITY	ZIP	DATE
Ohio			Rhode Island		
BELLE CENTER	43310	86/ 9/24	EXETER	02822	86/ 6/26
BIDWELL	45614	85/ 8/12	GREENVILLE	02828	86/ 6/26
CATAWBA	43010	85/ 1/31	HOPE VALLEY	02832	86/ 6/26
COLUMBUS Hilltop C.U	43204	85/ 1/30	TIVERTON	none	86/ 6/26
HAMDEN	45634	85/ 8/14	WEST KINGSTON	02892	86/ 6/26
IRONTON	45638	85/ 2/26	WYOMING	02898	86/ 6/26
JACKSONTOWN	43030	85/ 8/14	South Carolina		
KIRKERSVILLE	43033	85/ 8/15	CHESNEE	29323	87/ 7/ 1
McCOMB	45858	87/ 7/ 7	COWPENS	29330	87/ 7/ 1
NEW HOLLAND	43145	86/ 2/ 7	DUNCAN	29334	87/ 7/ 1
NEW RIEGEL	44853	87/ 7/26	MOORE	29369	87/ 7/ 1
NORWALK	44857	87/ 8/11	UNA	29378	87/ 7/ 1
TIFFIN	44883	87/ 6/22	WALTERBORO	29488	86/ 2/28
WESTVILLE	43083	85/ 1/24	South Dakota		
WILLOW WOOD	45696	85/ 1/ 9	RAPID CITY	57701	87/ 1/30



Texas		
HURST	76053	86/ 4/24
TOMBALL	77375	86/ 4/10

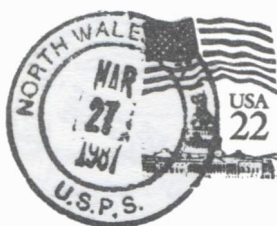
Utah		
NORTH SALT LAKE	84054	86/ 9/15
WOODS CROSS	84087	87/ 5/28

Virginia		
FALLS CHURCH	22041	84/ 3/12
FALLS CHURCH,	22046	87/12/ 2
HERNDON, RESTON BR.	22090	87/ 2/13

Oklahoma		
FAIRVIEW	73737	87/11/23

Oregon		
CORVALLIS	97333	86/ 6/ 5
ROGUE RIVER(mspelld)	97537	87/ 2/18
SILVERTON	97381	86/ 4/15

Pennsylvania		
EMMAUS	18049	87/ 7/15
LANGHORNE	19047	87/12/28
NORTH WALES	19454	87/ 3/27



Washington		
KIRKLAND	98033	86/11/18
MAPLE VALLEY	98038	87/11/19

Wisconsin		
CHIPPEWA FALLS	54729	87/12/ 5



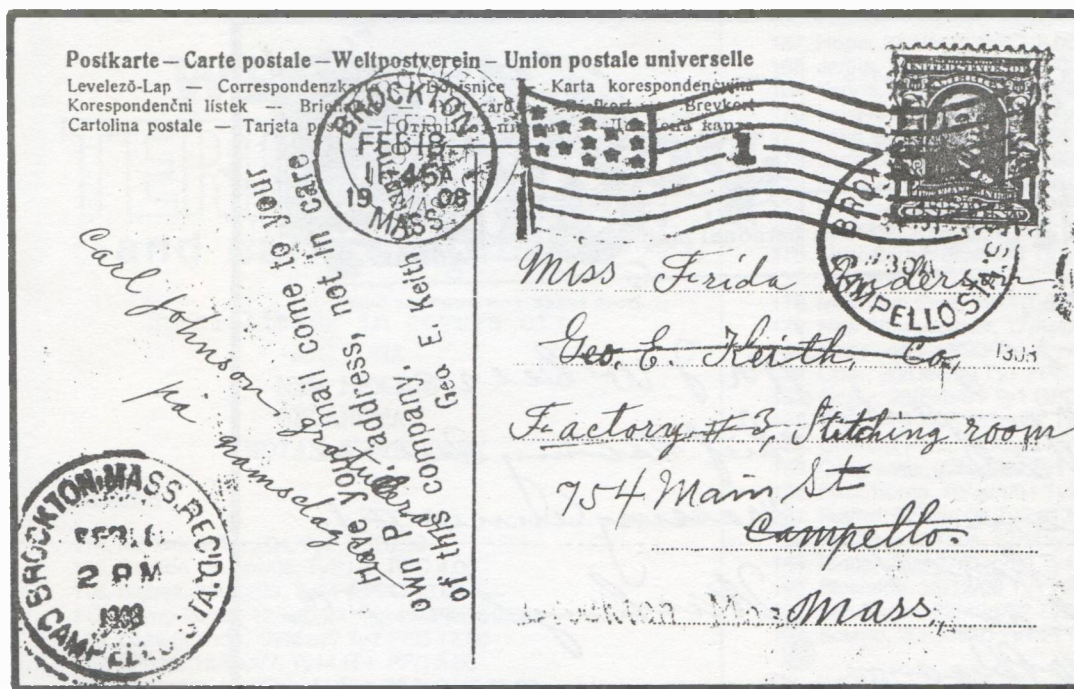


Figure 1

## AUXILIARY MARKINGS - BIG BROTHER IS WATCHING

By Randy Stehle

Once again this column will turn its attention to auxiliary markings that were not applied by the Post Office. In the column for November 1987 prison censor markings were discussed. This article will consider markings applied by private companies to discourage their employees from receiving personal mail at work. Companies using such markings went about discouraging their employees in one of two methods. The most common method was to flat out let the addressee know, in no uncertain terms, that their personal mail could not be sent in care of their work place. The other method took a more subtle approach by trying to point out the pitfalls of having personal mail delivered to them at work.

Let us look at the "blunt" approach first. Figure 1 illustrates a postcard mailed in 1908 and addressed to a woman at the Geo. E. Keith Company, Factory #3, Stitch-

ing Room, at Campello, Mass. Some Directory Clerk had to look up the street address and change the city to Brockton (Campello is a suburb of Brockton). When the card finally arrived at the factory, the following handstamp was applied: "Have your mail come to your/own P.O. address, not in care/of this company/Geo. E. Keith Company." This is one of my favorite markings due to the images it conjures up of some poor woman, slaving away in a stuffy, dimly-lit stitching room. On top of these hor-

rible working conditions, her employer will not even allow her a greeting card to be sent to her. Maybe her working conditions were not all that bad (although I suspect they were for this period of time), but back then the employer was the boss and what he said was the law. If he was kind enough to give this woman employment, then he sure was not going to expend any of his company's resources in delivering personal mail to her. Times were different back then.

The author has not seen markings of this type applied to mail postmarked during the past several decades. The most recently dated usage noted is illustrated in Figure 2. The postcard

was sent to a man at the Patents Proof Section, Gov't. Printing Office, Washington, D.C., in 1941. Even though this is 33 years after the previous card, the message is the same: "Please have your mail/Directed to Your Residence/Public Printer."

One of the "subtle" approaches is shown in Figure 3. This message emphasizes one of the inherent problems of having your mail sent to your company, rather than directly prohibiting it. I suspect that the company would prefer that the addressee

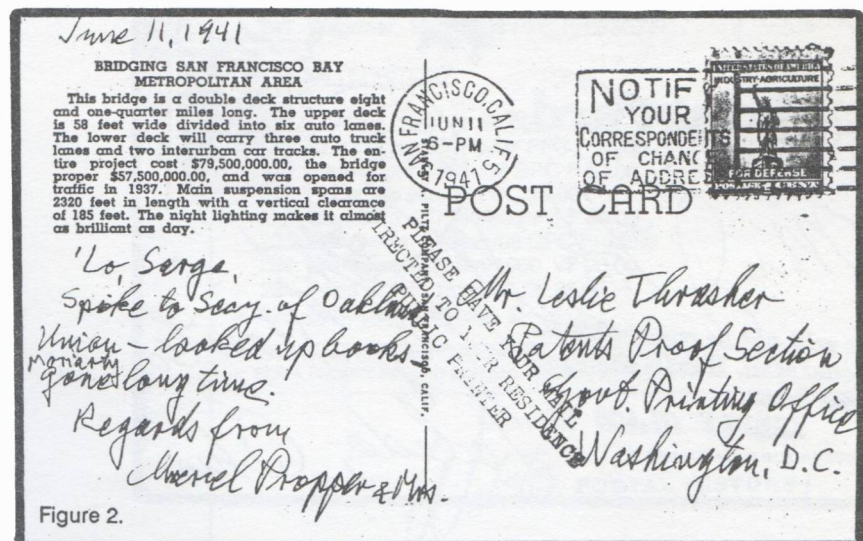


Figure 2.



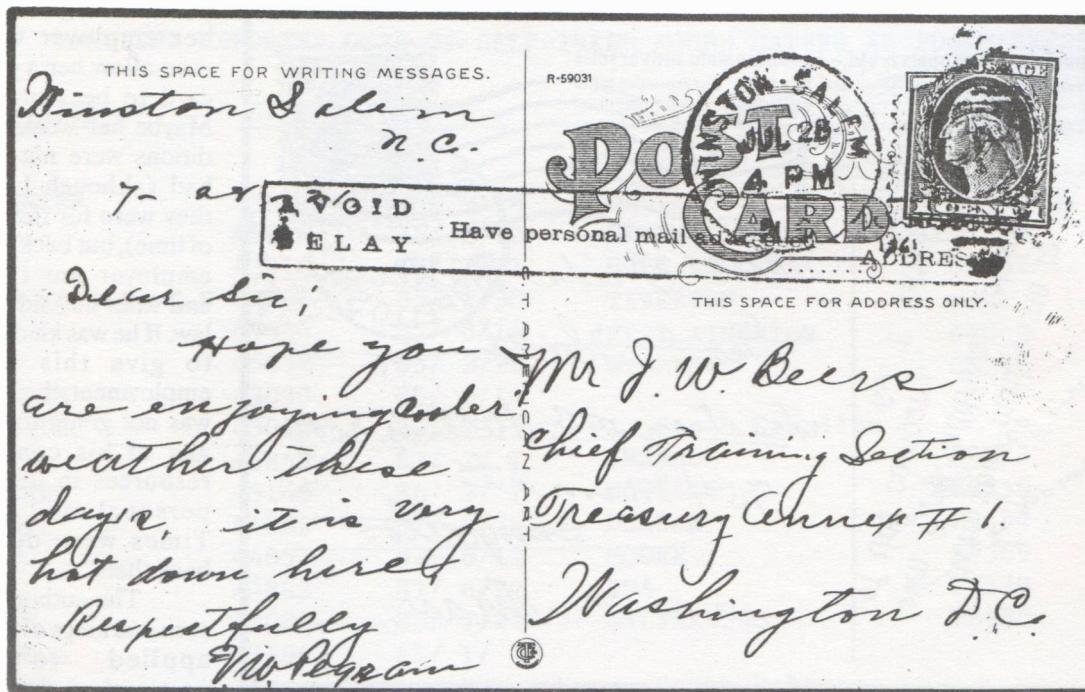


Figure 3.

stopped this practice. The card was mailed in 1921 to a man in the Chief Training Section, Treasury Annex #1, Washington, D.C. The marking reads: "Avoid/Delay/Have personal mail addressed/To Home/Address". The markings warning seems quite believable in this case. One can easily imagine the delays encountered by a piece of mail that had to be routed through a series of different departments in Washington.

Another of the subtle approaches is shown in Figure 4. This postcard was sent in 1907 to a man at the Libbey Glass Co., Toledo, Ohio.

The marking that the company applied reads: "We will not be responsible for/Personal Mail. Have it addressed/to your home./Libbey Glass Co." The additional marking at the top of the card (a simple "3S") is assumed to be some sort of internal company routing mark. The wording of the marking does point out the possibility that the mail could be lost. The real intent, though, is to curtail this type of activity. To borrow an anonymous quote; the "Golden Rule" reads "He who has the gold makes the rules."

I would be most interested in hearing from readers who have other such company markings, and, for that matter, unusual auxiliary markings of all varieties. Suggestions of subjects for future columns are always appreciated. Randy Stehle, 16 Iris Court, San Mateo, CA 94401.

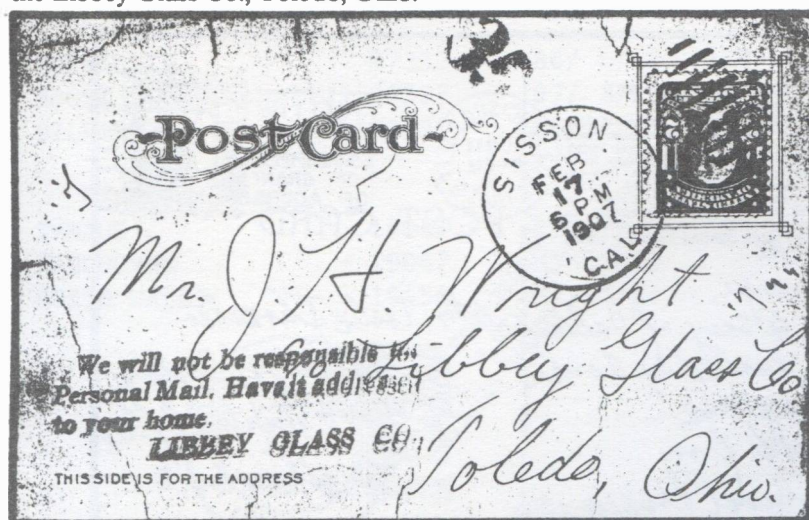


Figure 4.

C.L. "CHUCK" JAMES

2519 NORTH 9TH STREET

ARLINGTON, VA 22201

UNITED STATES POSTAL  
HISTORY

I maintain a large and diverse stock of United States covers. Write me today to see how I may assist with your wants.

(703) 525-0952

NET PRICE SALE — NOT AN AUCTION

# WESTERN TERRITORIAL and early statehood

Specializing in covers of:

ARIZONA  
NEW MEXICO  
OKLAHOMA  
INDIAN TERRITORY

## ARIZONA

- 114. Ashfork, 2/May/04, Ty2, P. 20.00
- 115. Benson, 15/Apr/06, Ty20 G- PPC 4.00
- 116. Bisbee, 3/Aug/09, Ty24 F PPC 12.00
- 117. Camp Verde, 12/Feb/03, Ty14 P PPC 10.00
- 118. Casa Grande, 16/Mar/? Ty? PPC 12.00
- 119. Clifton, 15/Sep/?, Ty14 G+ PPC 8.00
- 120. Congress Junction, 11/Feb/09 Ty2 VF 75.00
- 121. Cochise, rec'd b/s Ty7 F PPC 7.50
- 122. Courtland, 11/Nov/? Ty2 F+ PPC 70.00
- 123. Crown King, 16?aug/09 Ty7 VF- FD 25.00
- 124. Dewey, 14/Aug/08 Ty3 VF PPC 32.50
- 125. Douglas, 18/Dec/11 Ty5 F+ PPC 40.00
- 126. Doscaezos, 30/Aug/11 Ty3 P PPC 12.50
- 127. Fort Huachuca, 14/Nov/16 Ty? G+ 20.00
- 128. Glendale, 16/Jul/09 Ty3 VF 10.00
- 129. Goldroad, 1/Aug/07 Ty1 F- 55.00
- 130. Jerome, 23/Aug/94 Ty9 P 7.50
- 131. Junction, 14/Aug/08 Ty4 G- PPC 32.50
- 132. McNeal, 27/Aug/10 Ty1 F- PPC EU 250.00
- 133. Maricopa, 12/Jul/05 Ty5 G+ PPC 65.00
- 134. Mayer, 8/Dec/97 Ty3 G+ RRcpt 20.00
- 135. Mesa, 14/Feb/08 Ty12 G PPC 10.00
- 136. Morenci, 2/Aug/10 Ty8 G+ PPC 7.50
- 137. Oraibi, 30/Mar/10 Ty3 FWD FV 35.00
- 138. Middleton, 10/Sep/03 Ty2 GPC 80.00
- 139. Pearce, 17/Apr/10 Ty4 FWD PPC 22.50
- 140. Prescott, 3/Feb/12 Ty43 G LU 50.00
- 141. Puntenny, 28/May/08 Ty1 F GPC 35.00
- 142. Redrock, 4/Mar/08 Ty4 VF PPC LU 35.00
- 143. Tuba, 17/Aug/05 Ty3 Recd b/s PPC 10.00
- 144. San Simon, 6/Nov/10 Ty3 G+ PPC 30.00
- 145. Seligman, 23/Jun/11 Ty10 F- 20.00
- 146. Skull Valley, 20/Jul/04 Ty4 VG Gpc 35.00
- 147. Yucca, 21/Jul/12 Ty2 F 10.00
- 148. Sentinel 3/Sep/93 Ty2 F 60.00

## NEW MEXICO

- 149. Bard, 9/27/09 Ty1 65.00
- 150. Bard City, 9/Mar/10 PPC Ty1 35.00
- 151. Belin, 21/Dec/11 Ty10 PPC 15.00
- 152. Collinsville, 30/Sep/10 Ty1 PPC 100.00
- 153. Dolores, ?/Dec/98 Rec'd 50.00
- 154. Carlisle, 9/Oct/88 Ty3 P PPC 45.00
- 155. Cimmaron, 3/Sep/ Ty6 25.00
- 156. Eddy, 13/Jan/90 Ty1 20.00
- 157. Engle, 15/Mar/08 Ty11 PPC 12.00
- 158. Espanola, 12/Sep/81 Ty1 EU 175.00
- 159. Fernandez De Taos, Ty7 EU(?) 135.00
- 160. Fort Sumner, 17/Dec/10 Ty? 25.00
- 161. Fort Wingate, 1890 Ty? 75.00
- 162. French, 19/Jul/09 Ty1 Rec'd. 50.00
- 163. Guadalupita, 2/Sep/92 50.00
- 164. Guam, 10/Feb/ EU 50.00

- 165. Hatchita, 24/Nov/11 Ty4 PPC LU 10.00
- 166. Hassell, 1908 Ty2 70.00
- 167. Hope, 27/Nov/? PPC 8.00
- 168. Jarilla, 19/Jul/03 Ty2 G 40.00
- 169. Kenna, 27/Aug/09 Ty1 PPC 60.00
- 170. Lake Arthur, 20/Mar/10, Ty1 PPC 32.50
- 171. Lake Valley, 1887, Ty2 25.00
- 172. Ledoux, 13/Jan/08 Ty1 90.00
- 173. Los Alamos, 12/Aug/84 Ty1 42.00
- 174. McIntosh, 9/Oct/08 Ty1 PPC 25.00
- 175. Maxwell, 10/Aug/10 PPC G 40.00
- 176. Mescalero, 10/Jan/88 Ty1 110.00
- 177. Monterey, 23/Dec/09 Ty1 PPC VG 70.00
- 178. Mountain Park, 1911 Ty1 PPC 40.00
- 179. New Albuquerque, 17/Apr/81 Ty1 55.00
- 180. Nogal, 19/Nov/90 Ty3 F+ 90.00
- 181. Obar, 20/Dec/09 Ty1 PPC F+ 40.00
- 182. Ocate, 23/Feb/81 Ty1 GPC 175.00
- 183. Ojo Caliente, 17/Oct/87 Ty3 90.00
- 184. Orchard Park, 14/Apr/11 PPC G- 45.00
- 185. Orogrande, 7/Aug/09 Ty1 PPC 25.00
- 186. Pasamonte, 10/Jun/04 Ty2 VF 95.00
- 187. Puerto, 12/Jan 08 Ty2 37.00
- 188. Ranches of Taos, 23/May/95 Ty4 25.00
- 189. Rinconada, 27/Dec/90 Ty1 78.00
- 190. Riverside, 25/12/08 Ty1 PPC 120.00
- 191. San Pedro, 22/Aug/92 Ty2 Rec'd 45.00
- 192. Solano, 20/Oct/10 Ty1 PPC 20.00

## OKLAHOMA

- 193. Bethel, 11/Feb/08 Rec'd PPC VF 10.00
- 194. Blackburn, 7/Sep/? DPO PPC P 5.00
- 195. Chouteau, 31/May/10 PPC F 10.00
- 196. Clifford, 26/Nov/04 DPO VF 35.00
- 197. Cloud Chief, 29/Jun/99 F 24.00
- 198. Eldorado, 24/Jun/05 PPC 20.00
- 199. Fort Cobb, 7/Jul/05 PPC F 60.00
- 200. Guymon, 21/Apr/10 PPC F 15.00
- 201. Headrick, 15/Jul/09 PPC F 12.50
- 202. Jefferson, 25/Nov/13 DPO PPC F 10.00
- 203. Lambert, 6/Nov/06 DPO Rec'd P+ 35.00
- 204. Luther, 17/Oct/09 PPC F 16.00
- 205. Martha, 26/Oct/10 PPC G 10.00
- 206. McLoud, 2/May/08 PPC F 5.00
- 207. Muskogee, 18/Nov/07 PPC F 10.00
- 208. Osage, 25/Aug/06 PPC Rec'd 15.00
- 209. Pawhuski, 27/Feb/06 PPC G- 12.50
- 210. Pawnee Agency, 9/Jan/86 Enc. G 35.00
- 211. Ponca, 4/Oct/09 DPO F 15.00
- 212. Rex, 20/Nov/08 PPC F- 8.00
- 213. Sac and Fox Agency, DPO G- 10.00
- 214. Snyder, 3/Jun/08 PPC G 15.00
- 215. Talequah, 10/Mar/08 PPC 3.50
- 216. Tonkawa, 12/Nov/07 PPC F 10.00
- 217. Wagoner, 15/Sep/08 PPC F 12.50

## INDIAN TERRITORY

- 218. Chelsea, 1902 G 25.00
- 219. Chickasha, 26/Sep/07 PPC F 25.00
- 220. Fleetwood, 9/Nov/07 GPC F 50.00
- 221. Hugo, 29/Sep/07 PPC 35.00
- 222. Mannford, 27/Dec/00 PPC F 30.00
- 223. Mannsville, 14/Nov/96 GPC F- 25.00
- 224. Okmulgee, 28/Jun/1900 VF 20.00
- 225. Pond Creek, 1/Jan/03 G- 25.00
- 226. Sapulpa, 12/Feb/98 G- 18.00

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1. CAMP VERDE 1910 F PPC Est 15.00
2. CLIFTON 1908 F PPC Est 10.00
3. DOS CABEZOS 1910 F PPC Est 35.00
4. FREDONIA 1911 G PPC VRY light cancel 30
5. COPPER HILL 1911 F PPC Est 20.00
6. HOUCK 1909 F PPC Rec Mk-New type E95
7. HUMBOLDT 1906 F PPC Doane Est 15.00
8. MESA 1910 F PPC Est 12.00
9. SCOTTSDALE 1910 F PPC Est 25.00
10. SOLOMONVILLE 1903 G GPC T 9 Holes E 12
11. SOLOMONVILLE 1903 F GPC T 10 Est 17.00

COLORADO

12. ASSOCIATION CAMP 147 F GPC Est 7.00
13. CONCRETE 1912 F PPC (08-21) Est 25.00
14. CHERRY 1916 VF PPC (00-20) Est 30.00
15. CRITCHELL 1910 F PPC Est 25.00
16. HAWTHORNE 1913 F PPC (06-30) Est 20.00
17. HOWBERT 1911 F PPC (87-33) E 20.00
18. MONTCLAIR 1907 F PPC Doane (88-12) E45
19. NEW WINDSOR 1909 F PPC (84-11) Est 20
20. RIVER PORTAL 1909 F PPC (06-10) Est 45
21. TACOMA 1910 F PPC (07-?) Est 17.00

IDAHO

22. CHILLY 1910 F RED CANCEL PPC E 10.00
23. KEUTERVILLE 1912 F (88-64) Est 15.00
24. THURMAN 1912 F (04-18) Est 30.00

MONTANA TERRITORIAL

25. BASIN 1880 F Reg Ret MSPT Cancel 25.00
26. BEDFORD 1884 F Reg Ret 20.00
27. BUTTE CITY 1881 VF STARKILLER PPC 20.00
28. CORVALES 1882 VG Reg Rct 12.00
29. DIAMOND CITY 1884 F Reg Rct 17.00
30. FORT BENTON 1883 F Reg Rct 12.00
31. MARTINDALE 1883 F Reg Rct 10.00
32. RADERSBURGH 1885 F Octg Cancel Reg Rct 15
33. VIRGINIA CITY 1884 F GPC STARKILLER 12.00
34. WHITEHALL 1882 F MST CANCEL Reg Rct 17.00

NEVADA

35. SPARKS 1908 F DOANE (15) PPC Est 9.00
36. GOLDBAR 1907 DOUBLE OVER-STRUCK  
POUCH BILL FINE (Scarce) 65.00

UTAH

37. BEAVER DAM 1911 Light Strike PPC (10-13) 35
38. BOXELDER TERR. GPC 20.00
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40. GUSHER 1940 F LDC 12.00
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44. SALT CREEK 1879 F TERR CVR 51-82 75.00
45. SUNSHINE 1909 F PPC (96-10) 35.00
46. UPTON 1919 F PPC (92-35) 17.00
47. VERMILLION 1912 VF PPC (99-13) 65.00

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49. HYRUM 1909 F PPC 5.00
50. IBAPAH 1904 F CVR 11.00
51. KANAB 1909 F PPC 5.00
52. LAKETOWN 1909 F PPC 5.00
53. SMITHFIELD 1907 VG PPC 5.00
54. RIVERTON 1909 F PPC 5.00

WASHINGTON

55. POGUE 1907 PPC VG FINE 40.00
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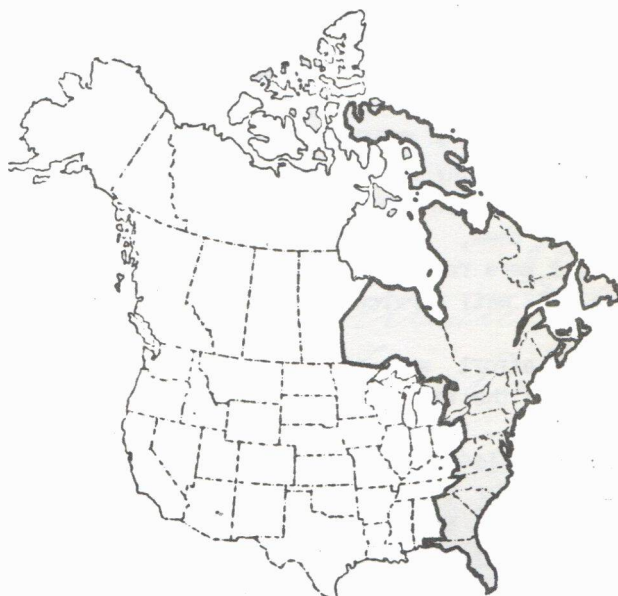
# THE EASTERN SECTION

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

It is really surprising that in a few short months (my first article appeared in our July, 1987 issue) the investigation of the story of the "unofficial" self-inking daters and postmarkers is nearing completion. With the help of about 25 of LA POSTA's readers, and some helpful information from the firms that were first and second to start making these products, we now have records of about 500 post offices that have properly used the 4-bar postmarkers and about 100 offices that have improperly used the round daters as postmarkers. Use at post offices in all 50 states has now been reported.

Official objection to the use of these "unofficial" products seems to be on the decline. Metropolitan Marking Corp. reports that the MSC at Columbus, Ohio ordered a 4-bar and a round dater for each of the offices (about 200) under its jurisdiction, and Terence Hines has sent me examples of a 4-bar and a round dater reading "NORTH JERSEY 073".

Unfortunately, due to a fire at Metropolitan Marking Corp., records of early sales of these products are not available. However, as explained in an article in the AMERICA section of this issue, through the help of the present postmaster at Mamaroneck, N.Y., the first use of the self-inking round dater has been documented. Efforts



continue to identify the first use of the 4-bar postmarker. Readers finding examples of these self-inkers, used in 1983 and 1984, are fortunate indeed. They will become the "classics" in future years. I'll appreciate receiving a photocopy of such early uses for entering into the records.

## "POSTMARKS ON POSTCARDS"

If you haven't ordered a copy of "Postmarks on Postcards" yet, don't waste another minute; send your check for \$19.95 to LA POSTA right away! Don't let the "on Postcards" part of the title deter you.

This book is without a doubt, the finest ever published on 20th Century U.S. postmarks. The charts for identifying U.S. Machine Cancels are alone worth the price of the book. The chapter on "mimic" postmarks (Helbock prefers to call them "anachronisms") is another gem. The author has truly added to the pleasures of collecting 20th Century postmarks.

## IN THIS ISSUE

Martin and David Margulis provide some additional information about their favorite collecting area - Orange County and the Hudson Valley of New York State. There is also an extremely fine analysis and conclusion drawn by Edward Harvey about the PHILADA. RAIL ROAD and the "N", "N Y", "X" and "W" markings seen on letters between New York and Philadelphia in the 1845-1851 period.



## 'FAVOR BAG' MAIL; NEW YORK CITY-PHILADELPHIA, 1845-1851

By Edward T. Harvey  
145 McClelland Ave., Pitman, NJ 08071

During the 1840's and 1850's, the Post Office Department took many measures to curb the activities of the independent mail carriers. To better compete with them, restrictive laws were passed, postage rates were reduced and efforts were made to improve U.S. mail service.

One such effort was the installation of a "favor bag" on the ferry between New York City and Jersey City, N.J., from which point, trains carrying mail for Philadelphia departed. Into this bag, passengers for the train could deposit last minute letters. There is also evidence that the New York City merchants used the bag as a means of speeding their mail, depositing their letters before the ferry left the wharf. A similar system was in effect at Philadelphia, as evidenced by mail markings of the period.

Conditions for mail handling at New York and Philadelphia were similar, in that at both, it was necessary to use conveyances of some sort to transport mail and passengers from the city to the rail depot.

### THE CAMDEN & AMBOY RAILROAD

The Camden & Amboy Railroad had a terminal at Camden, N.J., reached by ferry from Philadelphia, almost directly across the Delaware River. It had another terminal at Bordentown, N.J., farther up the Delaware, a 30-mile steamboat ride from Philadelphia. At the other end, the Camden & Amboy R.R. ran to South Amboy, N.J. To get to New York City from here, was a rather long steamboat ride through Raritan Bay, around Staten Island, through the Narrows into New York Bay and up the Hudson River to the city. They also had another terminal at Jersey City (via the New Jersey R.R. & Trans. Co.) which entailed a comparatively short ferry ride across the Hudson River.

### THE PHILADELPHIA & TRENTON RAILROAD

The other railroad serving New York / Philadelphia was the Philadelphia and Trenton Railroad, once independent, but now controlled by the Camden & Amboy R.R. This line had a depot at Kensington, Pa., a short omnibus ride from central Philadelphia, and also a station at Tacony, Pa., a short steamboat ride up the Delaware. This line went

as far as Morrisville, Pa., crossed a bridge to Trenton, N.J., and from there followed the same route that the Camden & Amboy used on its branch line for Jersey City.



Fig. 1 Rail Routes New York-Phila., 1845

During this period, there was a dispute between the railroads and the Post Office Department concerning route agents on the trains, and it appears certain that conductors handled the mails during 1845 and 1846, and that route agents first started on the trains in January, 1847.

The Philadelphia & Trenton R.R. had been handling these mails and about this the Camden & Amboy had complained. Later, the mails between New York and Philadelphia were divided, and each railroad shared in the contracts. This surely happened in the 1852 contract, and possibly in that for the four year period starting in 1848. But while the Camden & Amboy R.R. continued to run both locals and express trains to New York City via South Amboy, its mail trains terminated in Jersey City.

The following discussion will separately consider northbound and southbound "favor bag" mail.

FAVOR BAG MAIL FROM NEW YORK, MARKED AT PHILADA.

There are reports of a few "PHILADA RAIL ROAD" markings in 1844 and I myself have a cover from New York to Philadelphia, Sept., 1844 with script "R R" in blue (Figure 2). But these reports are very scattered, and it is in 1845 that we see their frequency increasing.

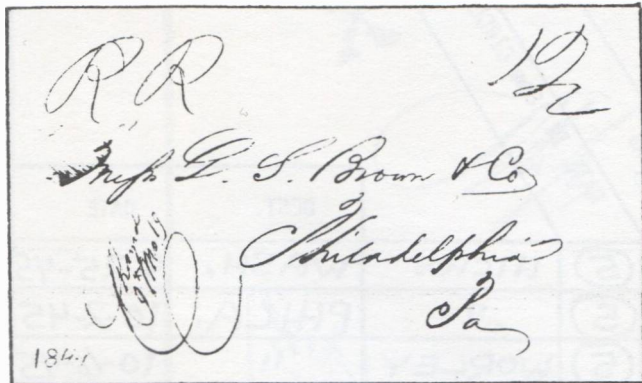


Fig. 2 Letter dated Sept. 18, 1844. Blue script "R R" and rate (12½). A very early southbound marking. May have been carried by favor of conductor and delivered to Phila. Post Office as loose letter from train.

During 1845 and 1846, when route agents were not on the trains, the mails must have been delivered to the Philadelphia Post Office, or to its agent meeting the train: the regular pouches along with the pouch containing the unpostmarked mail from the favor bag.

Some of the mail in that unpostmarked favor bag was for local delivery, but there were also letters which had to be sent on to other towns and states. Receiving postmasters were supposed to make certain that mail was correctly rated before it was delivered, so they had to know its origin to substantiate the rate. A similar circumstance prevails for "Ship" letters which must be forwarded.

#### MARKINGS ON SOUTHBOUND MAIL

The Philadelphia Post Office could have chosen to handstamp an origin marking only on out of town letters, but chose to place an origin marking on local mail also. They used the letters "N", "N Y", "W", and "X" along with rate markings found also on their regular mail. The "N" and "N Y" to designate "New York" as origin point is obvious, but the "W" and "X" markings, of which very few exist, have brought many requests for an explanation of their meaning. My belief is that

these two letters have no special meaning. The postal clerk, unable to find the "N" or "N Y" (lost, worn out, misplaced) but feeling under compulsion to stamp something on the cover, simply used whatever loose rubber stamp he had available.

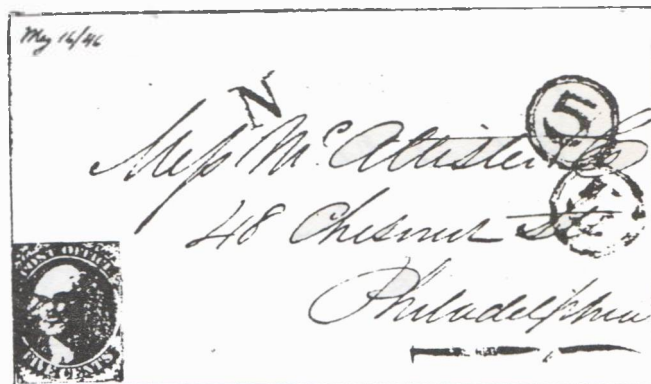


Fig. 3 Letter dated May 18, 1846. Blue "N" and "5" in 18mm double circle, struck twice. Prepayment attempted with 5c New York Postmaster Provisional, which was not recognized (stamp valid only for letters mailed at N.Y. City P.O.) and the letter was rated collect.

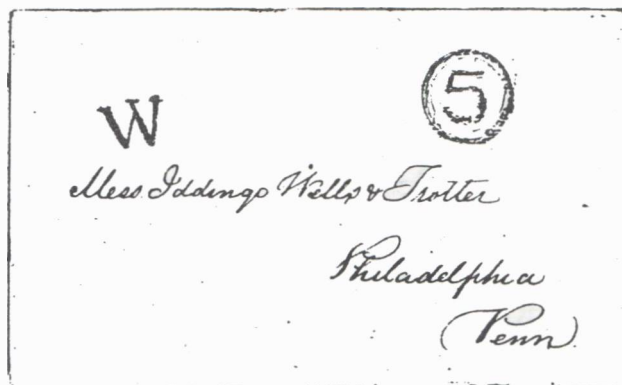


Fig. 4 1846. Blue "W" (12 x 9½ mm) with "5" in 18 mm double circle. In a 1963 article, William Hicks reported two examples, only one with a date (March 13, 1846)

I have made up the table shown as Figure 5, listing the markings and rates and giving some pertinent information. This table is not intended to be a census of the markings, and is in no way, anywhere near complete. It was made up in the hope that such listing would reveal a pattern and help in drawing conclusions. Twice as many examples might possibly reveal a different pattern and lead to other conclusions. The rates "5" and "10" in the double line, 18mm circle, were used to rate ordinary collect mail in 1845 and 1846 and were also used on the "favor bag" mail 1845 to 1851.



MARKINGS ON "FAVOR BAG" MAIL 1845 - 1851

APPLIED AT NEW YORK CITY POST OFFICE ON NORTHBOUND MAIL FROM PHILADELPHIA. HANDSTAMPS IN RED, MS. RATES IN BLUE OR BLACK INK.						APPLIED AT PHILADELPHIA POST OFFICE ON SOUTHBOUND MAIL FROM NEW YORK CITY. HANDSTAMPS IN BLUE.					
PHILADA. RAIL ROAD NEW YORK CDS RATE RATE IN POSTMARK				DEST.	DATE	LETTERS RATE IN 18mm CIRCLE				DEST.	DATE
						NY	(5)	HICKS		WASH.	9-25-45
X	X	18 <sup>3</sup> / <sub>4</sub>	(MS)	ALBANY	6-14-45	NY	(5)	"		PHILA.	10-2-45
X	X		10	BOSTON	1-16-47	NY	(5)	WORLEY		"	10-6-45
X	X		10	PROV. R.I.	4-2-50	N	(10)	WYER		CINCI. O.	-45
X	X		5	NAUGTK.	8-8-50						
X	X		5	"	6-18-51	W	(5)	HICKS		PHILA.	3-13-46
X	X	(3c 1851)		R.I.	9-5-51	N	(5)	WORLEY		"	3-21-46
X		5	(MS)	N.Y.C.	9-17-45	X	(5)	"		"	3-28-46
X		5	(MS)	"	9-1-46	N	(5)	WITH NY POSTMSTR		"	5-18-46
X		5	(MS)	"	3-15-47	N	(5)	FORWD FROM NY		"	-46
X		(5)		"	6-28-47	NY	10	HARVEY		"	12-11-46
X		(5c 1847)		"	8-2-47	NY	NE	WORLEY		"	1-7-47
X		(10)	(PAIR 5c 1847)			NY	(5)	HALL		WASH	1-11-47
X	X	(10c 1847)		BOSTON		NY	NO	WORLEY		PHILA	3-3-47
						NY	(5)	"		"	3-11-47
		(5)		NYC	3-1-48	NY	(5)	"		"	5-4-47
		(5)		"	9-19-48						
		(5)		"	10-23-48		(5)	(10) 18mm DL CIRCLE			
		(5)		"	2-21-49			USED ALONE 1847-1851			
		(5)		"	4-1-51			ALSO USED ALONE			
		(10)	ALSO LISTED					20 ITALIC, 14mm HIGH			
								5 ITALIC, 11mm HIGH			
BLACK HANDSTAMPS ARE						AND POSSIBLY SIMILAR					
KNOWN, PROBABLY IN 1851.						10 JUNE-AUG. 1851					

Fig. 5 Summary of markings reported on New York-Phila. mail 1845-1851

PHILADELPHIA MARKINGS ON MAIL ORIGINATING IN NEW YORK CITY

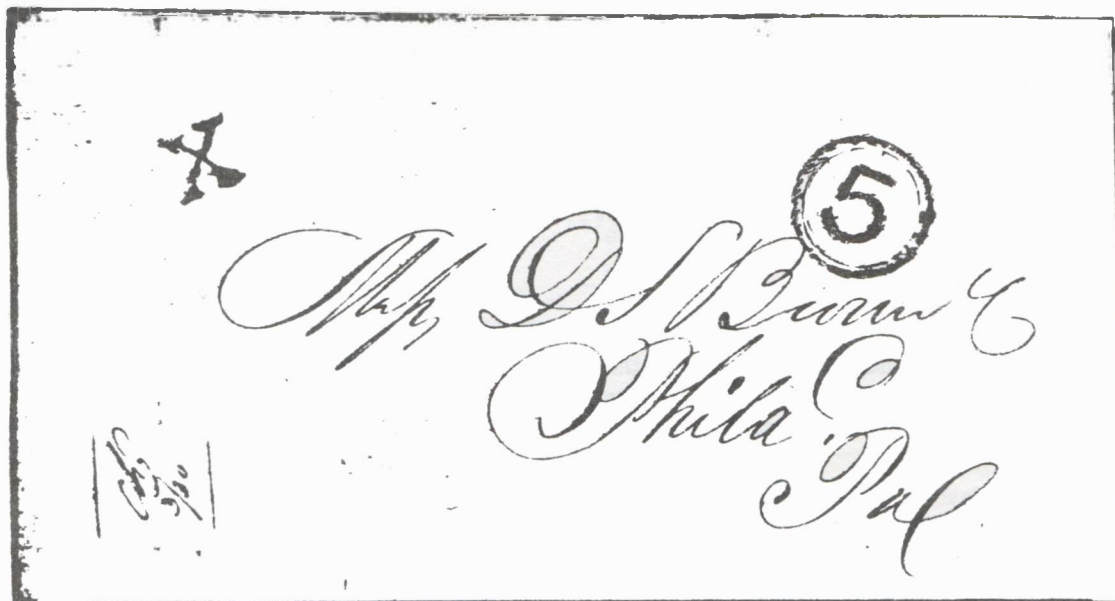


Fig. 6 1846. Blue "X" (9 x 9½ mm) with "5" in 18mm DL circle. This cover, datelined March 28, 1846, was formerly in the collection of John Worley, but is now in the collection of Steven Roth. I believe that this "X" was used as a substitute marking and has no specific meaning attached to its use.

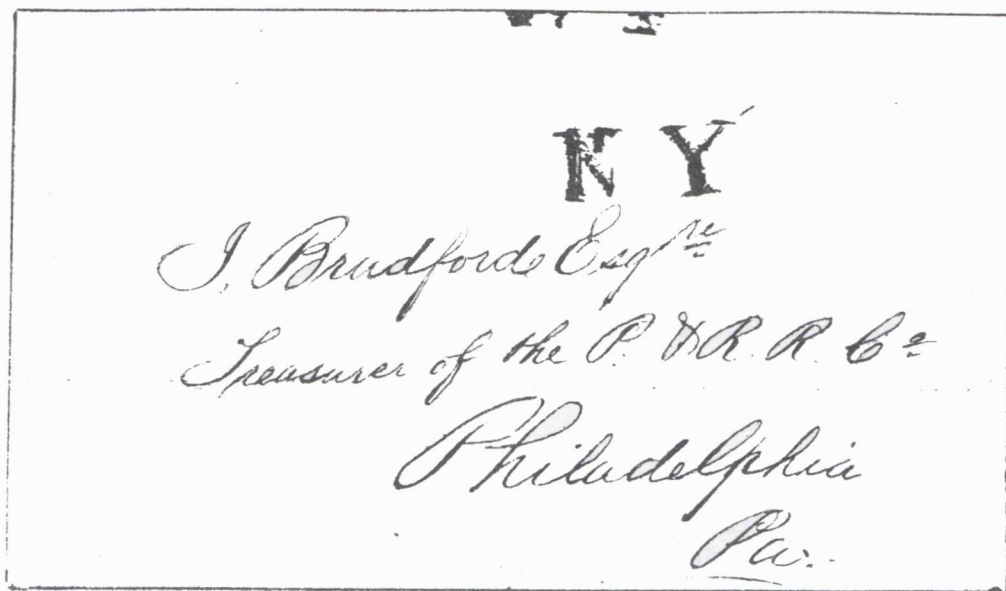


Fig. 7 Letter dated December 11, 1846. Blue "N Y". No rate indicated. During this period, there are instances of the "N Y" being applied without a rate, on letters to Philadelphia. A few months later, early in 1847, letters to Philadelphia appear with rate only.



The "10" in double circle on "favor bag" mail is scarce. Soon after January, 1847, when the route agents began working the route, changes appear in the pattern of markings. First, the out of town mail no longer appears - all letters are to Philadelphia addresses. A little later, the use of the origin markings, "N" and "N Y" stops.

Now we find, from early 1847 to the middle of 1851, letters from New York to Philadelphia with no postmark or handstamp other than the handstamped rate, usually the "5" in double line circle. The persistence of these markings is certainly strong evidence of the continuance of the favor bag on the Jersey City ferry. The changes in the markings is due to the work of the route agents. Since route agents could retain possession of the mails beyond Philadelphia, it would be logical to sort out the Philadelphia local mail in the favor bag, and deliver that portion only to the post office in Philadelphia, taking the mails for further points with them to the next railhead. It is also possible that they sorted out and postmarked letters for way points. The Philadelphia postoffice, receiving only local mail, soon started using only the rate handstamp. This was nothing new, having been long practiced on port-of-entry Ship letters.

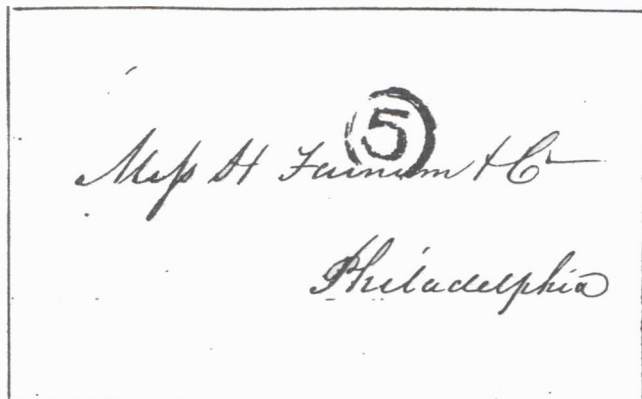


Fig. 8 Blue "5" in 18mm double line circle. Inner line much thinner than outer and often merged with thicker line to give appearance of a single line handstamp and is sometimes so listed. Used alone, with no other marking, on favor bag mail to be delivered in Philadelphia. A similar "10" was also used for overweight letters, but is seldom seen.

I have recorded the rate "5" in double line circle, used alone, on mail from New York to Philadelphia dated from April, 1847 to March 1851. The similar rate "10" was also used alone, but I

have not seen dates for its use. During this period, there also appears an italic, 14mm high "20" used alone.

In the spring of 1851, the rate markers in double circle used at Philadelphia were replaced with unenclosed, italic "5" and "10" handstamps, 11mm high. I have seen the "5" used alone from June to August, 1851 on this favor bag mail, but not the "10", although it was available, and examples may exist.

#### FAVOR BAG MAIL FROM PHILADA., MARKED AT NEW YORK

For Philadelphia mails, there were four possible train departure points to which the mails and train passengers had to be conveyed for travel to New York City in the period 1845 to 1851. These train terminal points have been described, previously. The selection of which to use depended first, on which railroad held the mail contract, and second, on the time of the year.

At the beginning of the period under discussion, the Philadelphia & Trenton Railroad carried the New York mail via its Kensington depot when winter ice interfered with navigation on the Delaware River, and via Tacony, reached by steamboat, weather permitting.

Illustrated in the Appendix is an advertisement from The Sun, a Philadelphia newspaper, dated November 7, 1844, showing use of steamboats by the railroads, both the Camden & Amboy and the Philadelphia & Trenton, the latter carrying the U.S. mails to New York via Jersey City, departing 7 A.M. and 5 P.M. and serving breakfast or dinner on the way (to Tacony). But whether you took a jolting omnibus ride to Kensington in the winter, or enjoyed breakfast on the boat to Tacony at other times, the opportunity to place a letter in the favor bag was present. I shall try to examine what happened to the mail placed in this bag when it reached the New York City postoffice.

#### MARKINGS ON NORTHBOUND MAIL

New York's general handling of the special mail closely followed that used at Philadelphia, but there were differences. Northbound favor bag mail too, had a unique origin marking, "PHILADA. RAIL ROAD". There was no such railroad, so it could be used on mail received from any train coming from Philadelphia. Markings were consistent

NEW YORK CITY MARKINGS ON MAIL ORIGINATING IN PHILADELPHIA

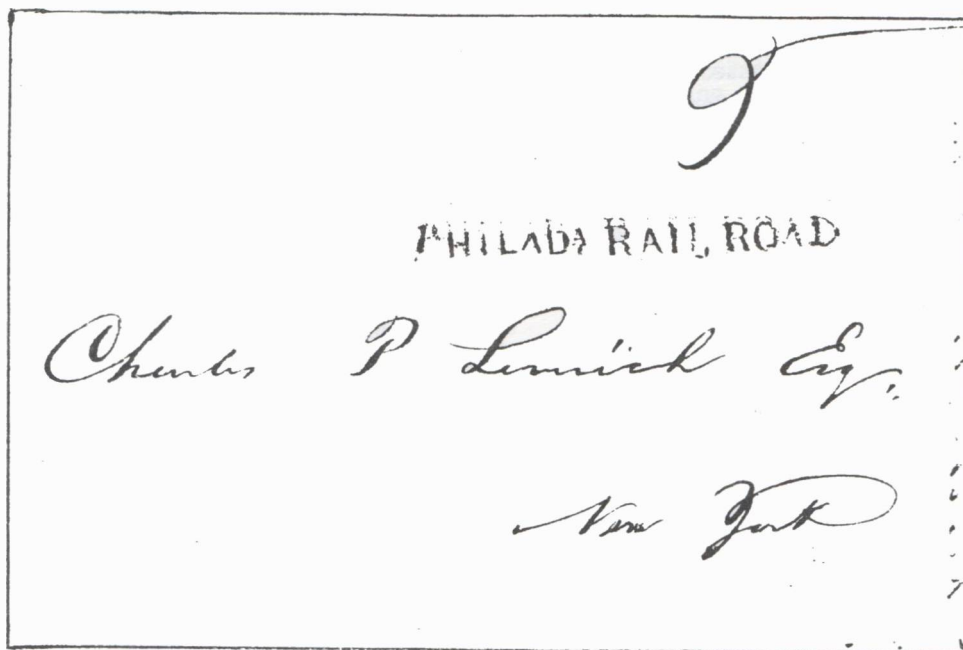


Fig. 9 1846. Red, S/L "PHILADA. RAIL ROAD" (57 x 3½ mm). Manuscript black "5". Letter dated at Philadelphia, Sept. 1, 1846. No town marking.

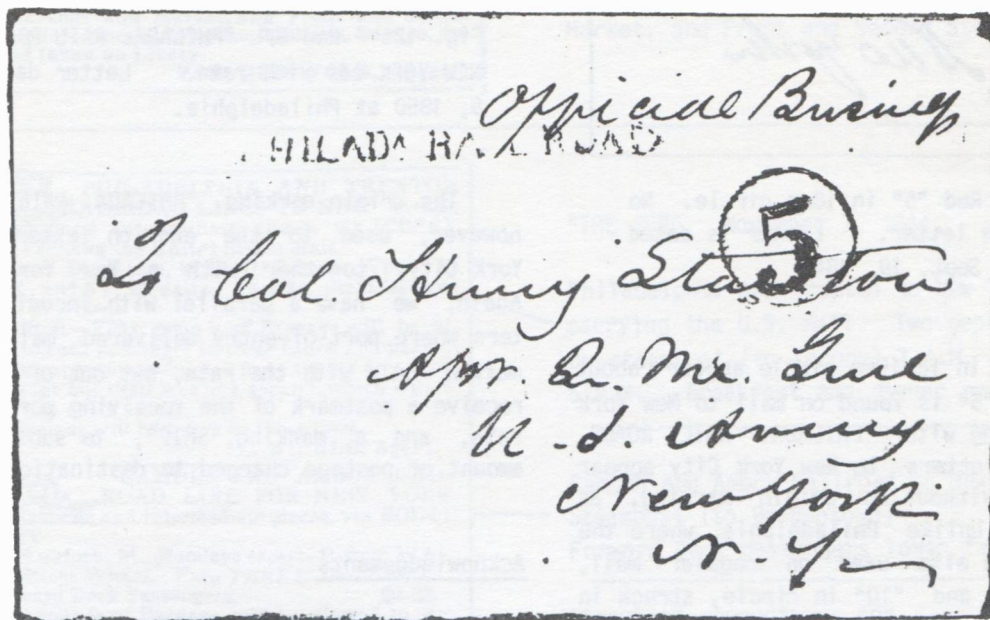


Fig. 10 1847. Red, S/L "PHILADA. RAIL ROAD" (57 x 3½ mm). Letter dated June 28, 1847. Red "5" in 18mm circle for collect rate (Official Business endorsement did not entitle this mail to free carriage). The red "5" (and a similar "10") were intended for use on mail received from the railroad. Since the New York townmarks used on forwarded mail had included rates, these 18mm circles are usually, with few exceptions, found on the locally addressed mail. Similar handstamps, in black, were used on foreign mail.



in color, but at New York, the color was red. Black is also known and listed. Black markings that I have seen are dated in 1851 when, I believe, New York started to use black ink on some of its domestic mail. Like Philadelphia, New York omitted town markings on locally addressed mail, but on mail going forward out of town, New York struck its townmark, which Philadelphia omitted. For most of the 1845-51 period, New York had postmarks with the rate included in the townmark. So, usually, the out of town mail received the "PHILADA. RAIL ROAD" and a New York postmark which included the rate (before such postmarks were available, script rates were used).

Favor bag mail addressed to New York City received "PHILADA. RAIL ROAD" and a rate mark only. We find script rates used until 1847, since it was not considered to be desirable to use a handstamp with town name, and the town name was included in the first rate stamps available.

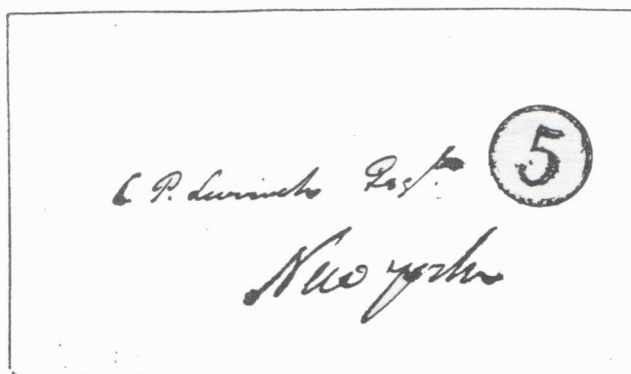


Fig. 11 1848. Red "5" in 18mm circle. No other markings on letter. Letter is dated at Philadelphia, Sept. 19, 1848

A "5" and "10" in 18-19mm circle appear about 1846-47, and the "5" is found on mail to New York City addresses, along with "PHILADA. RAIL ROAD". Later favor bag letters to New York City appear with the rate, but without an origin marking, as in Philadelphia. Unlike Philadelphia, where the rate handstamps were also used on regular mail, the New York "5" and "10" in circle, struck in red, seem to have been used exclusively on favor bag mail, primarily on the letters addressed to New York City addresses. Similar handstamps, struck in black, were used at New York as debit markings on ship mail to Great Britain.

NOTE: The American Stampless Cover Catalog lists the "5" and "10" markings under "Separate

Numeral Handstamps", "With Townmarks" as New York-Philadelphia Railroad Mail, but most uses were without townmarks and travel was in the opposite direction.

Route Agents started on the Phila-New York route in January 1847, and mail for towns beyond New York City continued to receive the origin marking, "PHILADA. RAIL ROAD" and a New York postmark with rate, if collect. For a time, the mail to New York City addresses also received "PHILADA. RAIL ROAD" and the rate in a circle. Then, probably late in 1847, New York stopped using the "PHILADA. RAIL ROAD" origin marking on the locally addressed mail and we find the letters with rate only, into 1851.

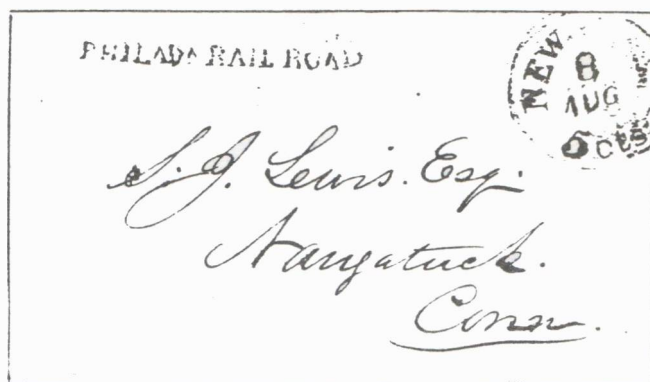


Fig. 12 Red S/L "PHILADA. RAIL ROAD", red NEW YORK cds with rate. Letter dated Aug. 8, 1850 at Philadelphia.

The origin marking, "PHILADA. RAIL ROAD" was however, used to the end on letters beyond New York City, together with a New York postmark. Again, we have a parallel with incoming ship letters where port-of-entry delivered mail is often marked only with the rate, but out of town letters receive a postmark of the receiving port, plus the rate, and a marking, "SHIP", to substantiate the amount of postage charged to destination.

#### Acknowledgements:

Listings of covers (Fig. 5) are from my own collection, from a list sent me some years ago by the late John Worley, and from auction catalogs: (Siegel sale Oct. 31, 1957), (Siegel sale, W.W. Hicks, Jan. 13, 1967), (Kelleher sale, Wm. Wyer, Feb. 1, 1977). Also articles by A.G. Hall in The American Philatelist, June 1935; and by William Hicks in The Chronicle, No. 46, December 1963.


TRANSPORTATION ADVERTISEMENTS FROM PHILADELPHIA NEWSPAPERS  
APPENDIX I

In the foregoing article, I believe that I have arrived at the only logical explanation of the New York and Philadelphia markings of 1845 to 1851. I shall be pleased if some new information is discovered, even if it proves me wrong. In the meantime, I hope that what I have written will

help to explain what those rate markings mean.

Ads from Philadelphia newspapers were helpful in determining how mail was carried between those cities and some of those ads are reproduced here to provide additional background for interested collectors.

**New Railroad—Fare Reduced.**

 On and after Monday next, the 25th inst., the fare in the United States Mail Line to New York will be reduced to four dollars, leaving the office, corner of Third and Willow streets, at 5 o'clock, P. M. The morning line leaves the office at 8 1/2 o'clock, A. M. (Sundays excepted) when it leaves at 8 o'clock, A. M. Fare by this line as usual \$4.  
Feb 25 C. HINKLE, Agent.


"PENNA. INQUIRER", April 26, 1839

(Inserted Feb. 25)

United States Mail Line to New York.  
Departing from office at  
Third and Willow Streets. This office  
was in Northern Liberties.

**UNITED STATES MAIL LINE,  
FOR NEW YORK,**

Via Rail Road, through Bristol, Trenton, Princeton, New Brunswick, Rahway, Newark, to New York.


 Starts from the Black Horse Hotel, in Black Horse Alley, between Chesnut and Market, and Front and Second streets, daily, (Sundays excepted) at 9 o'clock P. M. Saturdays at 8 o'clock, P. M. Fare \$3.

NB.—Livery and Exchange Stable, Black Horse alley, between Chesnut and Market, and Front and Second streets. Saddle Horses, Wagons, Sulkeys, Buggys, &c. to hire, and taken on Livery.  
Je 12 Z. B. GRISWOLD, Agent.

"PENNA. INQUIRER", July 26, 1839.

(Inserted June 12)

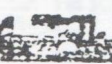
United States Mail Line for New York.  
Departing from Black Horse Hotel  
in Black Horse Alley, between Chesnut and  
Market, and Front and Second Streets.

 **PHILADELPHIA AND TRENTON  
RAILROAD LINES TO NEW YORK,**  
and intermediate places, via JERSEY  
CITY, carrying the United States Mail.

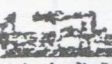
Place of Departure, WALNUT Street Wharf, at  
7 A. M., and 5 P. M. daily. Fare \$1. Breakfast and  
Dinner provided.


NOTICE.—Fifty pounds of Baggage will be al-  
lowed to each passenger in these Lines, and passen-  
gers are expressly prohibited from taking any thing  
as baggage but their wearing apparel, which will be  
at the risk of its owner.

No Freight will be taken by these lines.  
C. HINKLE, Agent.

 **CAMDEN AND AMBOY RAIL-  
ROAD LINE FOR NEW YORK,**  
and intermediate places, via SOUTH

AMBOY  
At 12 o'clock, M. (Sundays excepted) from WAL-  
NUT Street Wharf. Fare THREE DOLLARS.  
Forward Deck Passengers \$1 25  
Fifty pounds of Baggage, will be allowed to each  
Passenger.

 Nearest TRENTON by BUR-  
LINGTON, BRISTOL, BORDEN-  
TOWN and TRENTON, at TWO  
o'clock, P. M. from WALNUT Street Wharf.

 **RAIL ROAD WAY LINE.**  
FOR RANCOA, BURLINGTON, &  
BORDENTOWN, at 3 o'clock, P. M. from  
WALNUT Street Ferry.  
Apr 25 W. H. GAZMER, Agent.

"THE SUN", November 7, 1844.

Philadelphia and Trenton to New York,  
carrying the U.S. Mail. Two departures  
by steamboat (to Tacony) 7 A.M. and  
5 P.M. Breakfast and dinner provided.

Camden and Amboy Railroad to New York.  
Steamboat (to Bordentown)  
Forward Deck passengers lower fare.

Steamboat connections for  
Burlington, Bristol, Bordentown  
and Trenton.

Rail Road Way Line (Leaves Camden,  
reached by ferry from Walnut St.  
Wharf). Used for inland localities  
not accessible by river boat.



## PHILA. & N. Y. LINES.

On and after WEDNESDAY, the 16th of January, 1856, while River Navigation is obstructed by Ice, the New York Lines via Philadelphia and Trenton Railroad will leave as follows, Sundays excepted:

At 1½ o'clock, A. M., from Kensington Depot,

Night, Mail..... Fare, \$2 50

Omnibuses will leave the Exchange at 1 A. M.

At 8½ o'clock, from Kensington Depot, Morning

Mail Line..... " 2 50

At 10½ o'clock, from Kensington Depot, Morn-

ing Express Line..... " 2 50

The only Line SUNDAYS is the 5½ o'clock Evening

Mail Line, from Kensington, Fare \$3.00.

Omnibuses will leave Walnut street wharf at 5 o'clock.

New York Passengers purchasing their Tickets at the Wharf

will receive an Omnibus Ticket to convey them to the Ken-

sington Depot.

EXPRESS LINES STOP AT PRINCIPAL STATIONS

ONLY.

For Belvidere, Easton, Philadelphia, Eaglesville, Milford,

Frenchtown, Lambertville, Taylorville, Trenton, &c., at

8½ A. M. and 3 P. M., from Kensington Depot.

For Flemington, at 8½ A. M. and 3 P. M., from Ken-

sington Depot.

WAY-LINE, QUINCY, Conductor.

For Bristol, Trenton and Intermediate Stopping Places, at

4½ P. M., from Kensington Depot.

Fifty Pounds of Baggage only allowed each Passenger.

Passengers are prohibited from taking anything as Baggage

but their wearing apparel. All Baggage over 50 pounds is to

be paid for extra. The Company limit their responsibility for

Baggage to \$1 per pound, and will not be liable for any

amount beyond \$100, except by special contract.

ROBERT B. MORRELL, Agent.

Philadelphia and Trenton Railroad Co.

N. B.—Omnibuses will leave foot of Walnut street to con-

vey Passengers to Kensington Depot, half an hour previous

to the departure of each Line leaving Kensington Depot.

January 15, 1856.

WINTER ARRANGEMENT, FOR NEW YORK:

On and after Wednesday, the 15th inst., the Lines from

Walnut street Wharf, via Camden, will leave as follows:

At 7 A. M., via Camden and Jersey City, N. Jersey

Accommodation..... \$2 00

At 3 P. M., via Camden and Amboy, Express..... 2 00

At 5 P. M., via Camden and Jersey City, Evening

Mail..... 2 50

At 5 P. M., via Camden and Amboy, Accommodation,

1st Class..... 3 00

At 6 P. M., " " " " 2d Class..... 1 00

At 6 P. M., " " " " 2d Class..... 1 00

The 6 P. M. Evening Mail will run daily, all others Sun-

days excepted.

On Sundays the 5 P. M. Line will leave the Kensington

Depot.

WAY LINE.

For Palmyra, Riverton, Beverly, Burlington and Borden-

town, at 3 P. M., from Walnut Street Wharf.

MARKET LINE.

For Burlington and Bordentown, stopping at all intermediate

Stations, at 3 P. M.

For MOUNT HOLLY, at 7 A. M., and 3 and 5 P. M.

For FREEHOLD, at 3 P. M.

Fifty pounds of baggage only allowed each passenger.

Passengers are prohibited from taking anything as baggage

but their wearing apparel. All baggage over fifty pounds is to

be paid for extra. The Company limit their responsibility for

baggage to one dollar per pound, and will not be liable for

any amount beyond \$100, except by special contract.

WM. H. GATZMER, Agent.

### NEW YORK LINES - COMBINED SCHEDULE

Camden & Amboy makes 8 trips to New York, two with mail. Phila. & Trenton makes only 2 trips, one with mail.

All mail trips via Jersey City. It would appear that the Camden and Amboy is trying to strengthen acceptance of the Amboy route.

### "CUMMINGS EVENING BULLETIN"

MARCH 21, 1856

Schedules for the Philadelphia & Trenton and the Camden & Amboy Railroads. Effective January 16, 1856, "while River Navigation is obstructed by Ice".

Both lines depart from the Walnut St. Wharf, by omnibus to the Kensington Depot, or by ferry to Camden.

There are two daily mails and one on Sunday from Kensington. One daily mail from Camden, none on Sunday.

This is the latest reference I have to the fact that the two rail lines carrying mail to New York from Philadelphia used steamboats for the first leg of the trip in warm weather, one to Tacony, Pa., the other to Borden-town, N.J. I believe that the steamboat trips were discontinued shortly after this time.

### "NORTH AMERICAN AND U.S. GAZETTE"

MARCH 16, 1858

NEW YORK LINES.—The CAMDEN & AMBOY RAILROAD and PHILADELPHIA and TRENTON RAILROAD COMPANIES' LINES, FROM PHILADELPHIA TO NEW YORK AND WAY PLACES.

Leave as follows, viz—

At 1 A. M., from Kensington Depot, via Jersey

City, Mail, \$2 25

At 6 A. M., via Camden and Amboy Accommo-

dation, 2 25

At 8 A. M., via Camden and Jersey City, Morn-

ing Mail, 2 00

At 10½ A. M., from Kensington Depot, via Jersey

City, Morning Express, 2 0

At 3 P. M., via Camden and Amboy, C. and A.

Express, 2 00

At 5 P. M., via Camden and Jersey City, Even-

ing Mail, 2 00

At 5 P. M., via Camden and Amboy, Accommo-

dation, first class, 2 00

At 3 P. M., via Camden and Amboy, Accommo-

dation, second class, 1 50

At 5 P. M., via Camden and Amboy, Accommo-

dation, first class, 2 00

At 5 P. M., via Camden and Amboy, Accommo-

dation, second class, 1 75

The 5 P. M. Line runs daily, all others Sundays ex-

cepted.

Express Lines stop at the principal stations only.

For Belvidere, Easton, Flemington, &c., at 6 A. M.

from Walnut street wharf, and 3 P. M. from Kensington

Depot.

For Water Gap, Stroudsburg, Scranton, Wilkesbarre,

Montrose, Great Bend, &c., at 6 A. M. via Delaware,

Lackawanna and Western Railroad.

For Freehold, at 6 A. M. and 3 P. M.

For Mount Holly, at 6 A. M. and 3 and 5 P. M.

WAY LINES.

For Bristol, Trenton, &c., at 3 and 4½ P. M., from Ken-

sington Depot.

For Palmyra, Ranocosa, Beverly, Burlington, Borden-

town, &c., at 3 P. M.

Fifty pounds of baggage only allowed each pas-

senger. Passengers are prohibited from taking anything

as baggage but their wearing apparel. All baggage over

fifty pounds is to be paid for extra. The Company limit

their responsibility for baggage to one dollar per pound,

and will not be liable for any amount beyond \$100, ex-

cept by special contract.

WM. H. GATZMER, Agent.

Philada. & N. Y. R. Co.

## NEWBURGH'S ROLE IN MAIL DISTRIBUTION 1830-1850

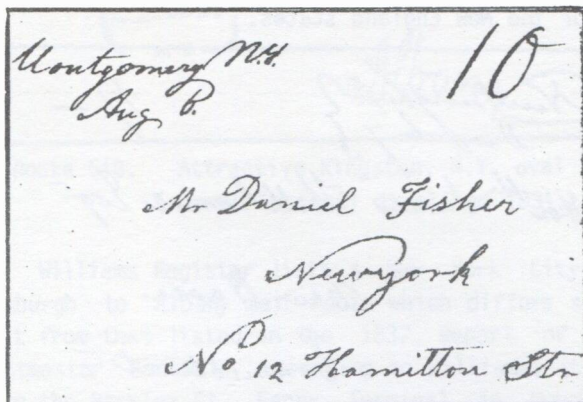
By Martin & David Margulis

In 1837, Newburgh, N.Y., the largest village (there were no cities) in Orange County, became a mail hub, serving those parts of Orange County not served by Goshen. It also became the mail center for many villages in southern Ulster County. Newburgh was also a key in that part of the New York City to Albany mail route which ran up the west side of the Hudson River during the winter.

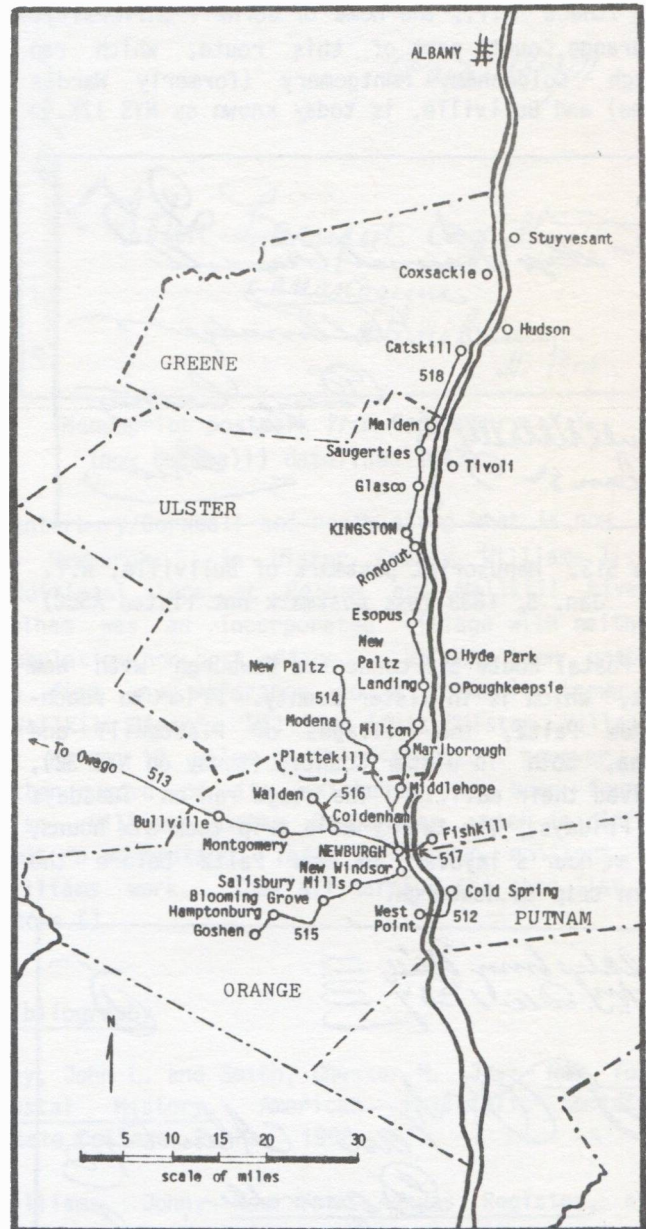
As we reported in our first article on Orange County, (LA POSTA #106, Sept. 1987) the burghers of Newburgh had spent a great deal of money building roads to the surrounding areas and points west. They also expended funds to improve their harbor. These efforts were now "paying off".

For nine months of the year, the New York City to Albany mail went by boat. As this was impossible during the winter, no mail boats were scheduled to sail, the mail went by land. However, not all mail coming from New York City went to Albany, and Newburgh was one of the distribution points for that other mail.

According to the 1837 Postmaster General's Report, mail route 501 was a boat route on the Hudson River, with stops at Newburgh and Catskill on the west side of the river, as well as Poughkeepsie and Hudson on the east side, all of which were south of Albany. As mentioned previously, this route was scheduled to operate from Spring through December 15. (On occasions, the river might remain frozen through April, or freeze before December 15, or it might not freeze at all, but the route was served by stages whenever the river was frozen).



Route 513. Manuscript postmark of Montgomery, datelined 1829 (27 years earlier than ASCC)



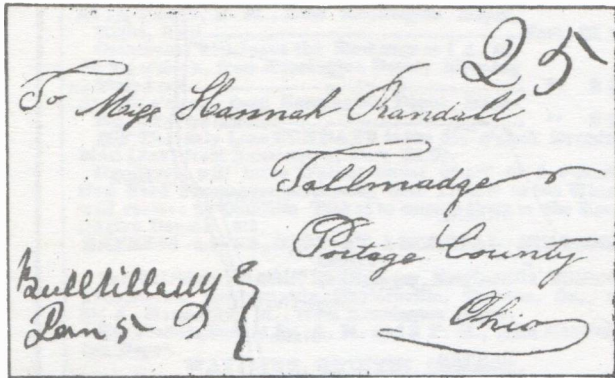
Map of Hudson Valley Mail Routes 1837-51

A second boat stopped at West Point and Cox-sackie, as well as Hyde Park, Tivoli and Stuyvesant. Hamptonburg is mentioned as a part of this route, but it is not on, or even near the Hudson River, so it could possibly be an error. Unfortunately, this is not the only problem; no mention is made of a stop at Kingston.

Mail Route 512 connected West Point by ferry and stage with Cold Spring in Putnam County.

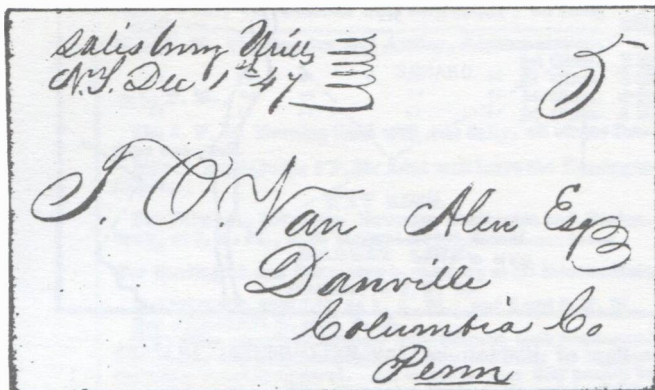


Postal Route 513, which ran daily, connected Newburgh with Owego, N.Y. Owego is between Binghamton and Elmira, N.Y. It has a road connection with Ithaca N.Y., the home of Cornell University. The Orange County part of this route, which ran through Coldenham, Montgomery (formerly Ward's Bridge) and Bullville, is today known as NYS 17K.



Route 513. Manuscript postmark of Bullville, N.Y. Jan. 5, 1833 (mss postmark not listed ASCC)

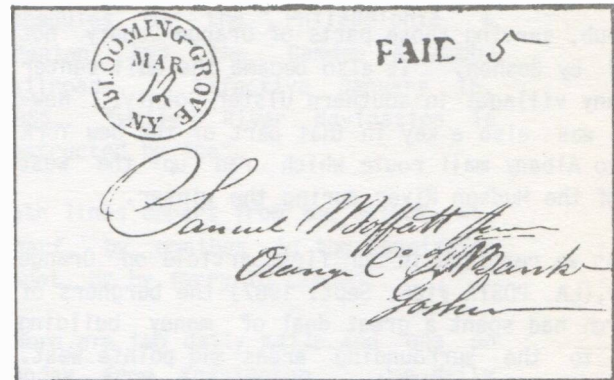
Postal Route 514 connected Newburgh with New Paltz, which is in Ulster County. Prior to reaching New Paltz, the villages of Plattekill and Modena, both in Ulster County, (today on NYS 32), received their mail. The stage ran on Tuesdays and Fridays. The twenty mile trip took six hours, with an hour's layover in New Paltz before the return trip to Newburgh.



Route 515. Manuscript postmark of Salisbury Mills dated Dec. 1, 1847 (mss pmk unlisted ASCC)

Route 515 connected Newburgh with Goshen. The mail stage ran seven days a week, pulled by four horses, a contract stipulation. The distance was twenty miles and was scheduled for four hours, except during the winter, when an extra hour was allowed. The route went through New Windsor, due south of Newburgh, then west through Salisbury Mills, Blooming Grove (now a suburb of Washington-

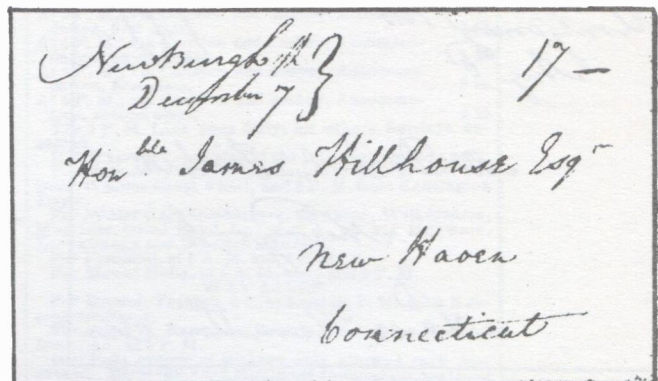
ville, which got its post office) and Hamptonburg. The roads used are now identified as 9W to New Windsor, NYS 94 and 208 to County 8, which runs west to Hamptonburg and then south to Goshen.



Route 515. Early use of cds from Blooming Grove, N.Y. Letter datelined 1846.

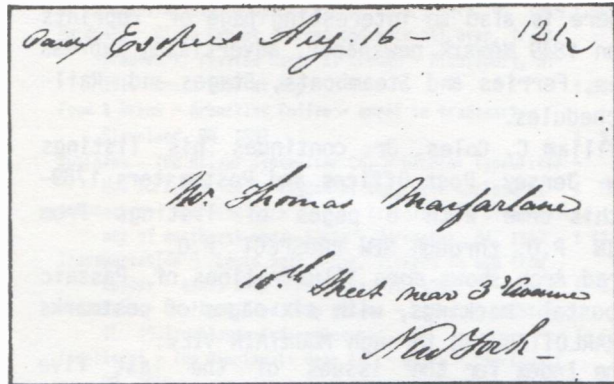
Mail route 516 ran to Walden, a manufacturing village on the Walkill River, a distance of fourteen miles. The stage ran three days a week: Tuesday, Thursday and Saturday, with the trip scheduled for four hours. There was a two hour layover in Walden before the return to Newburgh. The route ran through the village of Coldenham, west of Newburgh (now on Route 17K), and then NNW to Walden (via what is now County 75).

Postal Route 517 connected Newburgh and Fishkill via Fishkill Landing. It was a ferry-stage coach route covering a distance of six miles and ran twice daily. The trip took two hours. Fishkill is in Dutchess County on the New York City-Albany stage route (on the east side of the Hudson) and was soon to be a stop on the Hudson River Division of what was once known as the New York Central Railroad. Connections could also be made at Fishkill for the New England states.



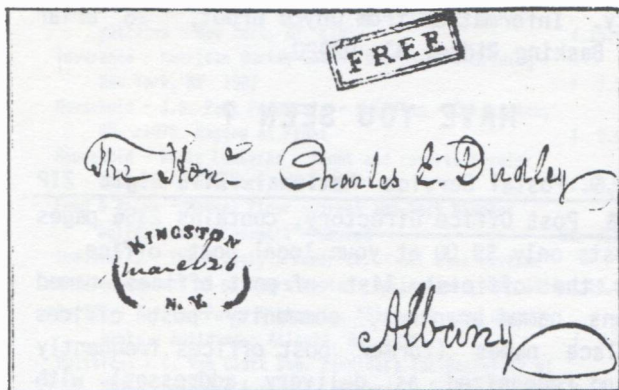
Route 517. 1810 manuscript postmark from Newburgh.

Route 518 was a part of the New York City to Albany mail route which ran on the west shore of the Hudson River. While originally planned as a year 'round route, it was limited to the winter time only, almost from inception. This route ran between Newburgh and Catskill, a distance of sixty two miles. Mail coaches left Newburgh on Tuesday, Thursday and Saturday. It was a sixteen hour trip and there was a seven hour layover in Catskill, before beginning the return trip to Newburgh.



Route 518. Manuscript postmark of Esopus, N.Y.  
Letter datelined 1842 (no year listed ASCC)

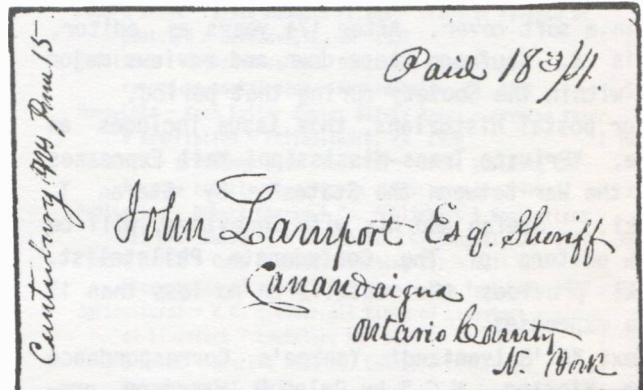
Intermediate stops were made at Middlehope, in Orange County, Marlborough, Lattintown, Milton, New Paltz Landing, Esopus, Rondout, Kingston, Glasco, Saugerties, Malden and West Camp, all in Ulster County. Catskill is in Greene County.



Route 518. Attractive Kingston, N.Y. oval  
(normal letters) datelined 1831.

Williams Register lists a New York City to Newburgh to Albany mail route which differs somewhat from that listed in the 1837 Report of the Postmaster General. According to Williams, it ran from the Barkley St. Ferry Terminal in Hoboken, N.J., through New Jersey villages which are today along N.J./N.Y. Route 17 - the same Route 17 which goes through Orange County and on to Binghamton.

At The (Smiths) Cove, Route 17 swings west, while the mail route continued along what is now NYS 32 and other local roads, in a northeast direction to



Manuscript postmark from Canterbury, N.Y.  
(now Cornwall) datelined 1843.

Canterbury/Cornwall and north along what is now 9W to Newburgh. In Ulster County, Williams lists additional stops at Pelham and Wallkill River. Pelham was an incorporated village with neither population nor post office. We have been unable to find any reference to a community known as "Wallkill River". Williams lists "Ulster Village" as being 10 miles north of Kingston, however, no other record of its existence has been found. Also, Williams omits Saugerties, which is difficult to understand. There were seven editions of Williams work. They all carried the same list of stops.[]

#### Bibliography

Kay, John L. and Smith, Chester M. Jr.; New York Postal History, American Philatelic Society, State College, Penna. 1982.

Williams, John; New York Annual Register, all editions, New York City.

Report of the Postmaster General (Amos Kendall), 1837, pp. 204-212.

Atlas of the Hudson River Valley, Watson & Co., New York City, 1891.

#### Acknowledgement

We wish to express our thanks to Robert Dalton and Diane DeBlurs of a Gatherin', for sending us a photocopy of the 1837 Postmaster General's Report.



## HAVE YOU SEEN ?

The Confederate Philatelist, Nov-Dec., 1987; 36 pages, 5½ x 8½, printed on coated paper and bound in a soft cover. After 17½ years as editor, Patricia A. Kaufmann steps down and reviews major events within the Society during that period.

For postal historians, this issue includes an article, "Private Trans-Mississippi Mail Expresses During the War Between the States", by Stefan T. Jaronski. Stefan and his wife Genevieve, will be the new editors of The Confederate Philatelist. Jaronski provides the details on no less than 13 private expresses.

Next, "A 'Galvanized' Yankee's Correspondence through Kinston, N.C." by Galen D. Harrison, provides a new explanation for some covers formerly thought to be from a prisoner of war.

In "Unusual Confederates", Benjamin Wishniet-sky illustrates a folded cover from Aguascalientes, Mexico to Brownsville, Texas, addressed to Jose San Roman, a well known blockade runner.

Published bi-monthly by the Confederate Stamp Alliance. Information from Buck Boshwit, 46 N. Third St., Suite 208, Memphis, TN 38103.

## HAVE YOU SEEN ?

NCPHS Newsletter, Fall 1987, Whole #23, 14 pages, 8½ x 11, plus a 2 page insert listing a 57 lot Mail Bid Sale.

Contents include, "North Carolina Octagonal Postmarks", by Ken Schoolmeester. This article lists 42 towns from which octagonal postmarks have been reported.

Another article, "Slow Mail on the Raleigh & Gaston Railroad", by Vernon Stroupe, provides the interesting statistic that in 1847, trains on the Raleigh & Gaston R.R. averaged only 7 to 8 miles an hour over the 85 miles of track and were so slow that the Post Office Department refused to pay for some of the delivered mail.

In "Marion Jones Unearths Dillsboro Postal History", John Parris provides a 60 year history of the Dillsboro, N.C. post office.

There is also a transcript of a letter from 1812, describing a journey from Bermuda to Wilmington, N.C., written 3 months before Congress declared war on Great Britain.

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

## HAVE YOU SEEN ?

NJPH, the Journal of the New Jersey Postal History Society, November 1987, Whole #75; 20 pages, 8½ x 11, plus a 4 page insert of Society news (including a 107 lot auction) and a separate 4 page Index from Whole #51 through #75.

This issue contains "New Jersey Station Agent (Ticketdater) Postmarks" by Brad Arch, which illustrates 18 examples not listed in the 1986 edition of Towle's "U.S. Route & Station Agent Postmarks".

There is also an interesting page of reprints from an 1849 Newark newspaper, advertising Express Services, Ferries and Steamboats, Stages and Railroad Schedules.

William C. Coles, Jr. continues his listings of New Jersey Post Offices and Postmasters 1789-1857, this time with 8 pages of listings from MACOUPIN P.O. through NEW PROSPECT P.O..

Brad Arch shows more illustrations of Passaic Co. postal markings, with six pages of postmarks from CHARLOTTEBURGH through MOUNTAIN VIEW.

The Index for the issues of the last five years, compiled by Brad Arch, is divided into a listing by Subject, and a listing by Town, showing the number of the issue in which the referenced subject or town appeared. But from there, you're on your own, since it does not list the page number, nor does it alert you to the existence of multiple references within the same issue.

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

## HAVE YOU SEEN ?

U.S. Postal Service National Five-Digit ZIP Code & Post Office Directory, contains 2356 pages and costs only \$9.00 at your local post office.

It is the official list of post offices, named stations, named branches, community post offices and place names (former post offices frequently used and recognized as delivery addresses) with many items of information relating to each.

It is impossible to list in this small paragraph all the contents of this huge volume, but some that I have found useful include: Number of Post Offices in each State and Territory as of Oct. 1, 1986 (29,361); Post Office Delivery Statistics (by County) lists all post offices, showing number of city deliveries, number of P.O. boxes and number of Rural box deliveries. I noticed some offices that had nothing listed for any of these categories!

## NET PRICED SALE - U.S. ADVERTISING COVERS

Apparel - The Rose Ladies & Children's Outfitters - roses in trademark - Wheeling, WV 1915	f 5.00	Reward - Isabella County Sheriff - stolen team & buggy - reverse of unused postal card - Mich.	f 15.00
Hardware - Union Twist Drill Co. - several bits and cutters - Athol, MA 1918	f 5.00	Transportation - Gormully & Jeffery Co. Rambler Bicycles - Indian on bike - Washington DC 1895 Reduced at right	f 5.00
Business - Wells Fargo & Co. Express Money Order and Travelers Checks - printed cc - Fresno, CA 1914	f 5.00	Food & Drink - Dixie Mammoth Pecans - tricolor reverse of postcard - Barnesville, GA 1932	f 5.00
Business - American Express Co. - express money order - Dayton, OH 1915	f 10.00	Political - Joseph Moss Dem. Municipal Judge - picture & record on postal card - Philadelphia, PA 1941	f 5.00
Communication - American Telephone and Telegraph - bell in trademark - Canton, OH 1915	f 5.00	Household - Keen Kutter Junior Safety Razor - reverse razor & description - Philadelphia, PA 1920	f 10.00
Hardware - Keen Kutter Tools - tricolor reverse assortment of tools - Philadelphia, PA 1918	f 15.00	Hardware - Armstrong Bros. Tool Co. - front building and reverse assortment of tools - Chicago, IL 1915	f 7.50
Hotel - Coleman House - full color all over reverse view of hotel & autos - spectacular - Asbury Park, NJ 1918	f 60.00	Publishing - Robert Clarke & Co. Publishers & Booksellers - all over building & trademark - Cincinnati, OH 1877	f 25.00
Hardware - Alpha Cement - front and back all over, front trademark, reverse horse at trough - Middleport, NY 1916 small tear at top	f 35.00	Food & Drink - Corn Products Refining Co. - full color three boxes of product & Indian - New York, NY 1923	f 35.00
Food & Drink - Arbuckles Coffee - angel in trademark - Cleveland, OH 1897	f 5.00	Agricultural - M.C. Litcher All Kinds of Livestock - group of livestock - Lewiston, MN 1934	f 5.00
Business - The Oliver Typewriter Co. - bicolor typewriter - New York, NY 1916 Ragged at top, with enclosures	f 5.00	Food & Drink - Clark & Host Co. Coffee - coffee jar - Milwaukee, WI 1937	f 5.00
Automotive - Sterling Tire Corp. - tricolor all over reverse map of northeast under tires - Worcester, MA 1917	f 40.00	Apparel - Bulova Watches - spectacular full color reverse of unused postal card showing watches & soldier	f 15.00
Transportation - Louis Auer & Son. Tickets to and from Europe - small ship - Pewaukee, WI 1907	f 5.00	Industrial - Pape Bros. & Kugeman Mouldings, Frames & Mirrors - front medal, reverse panorama of factory - Cincinnati, OH 1885	f 25.00
Household - Crofts & Reed Soap Makers - building - Chicago, IL 1907 illustrated enclosures	f 7.50	Transportation - Old Anchor Brand Bolting Cloth - trademark showing anchor - Philadelphia, PA 1885	f 15.00
Industrial - The Cincinnati Gear Co. - gears - Cincinnati, OH 1915	f 5.00	Hotel - Hotel Savoy - all over full color reverse view - spectacular - Kansas City, MO 1917	f 40.00
Automotive - The Maxwell Briscoe Co. - all over bicolor reverse view of plants - Detroit, MI 1915	f 10.00	Philatelic - J.M. Thompson Philatelic Literature - Big Run, PA 1897 #230 Didn't know they sold it then	f 10.00
Hardware - Vixen Tool Co. - file - Philadelphia, PA 1915	f 5.00	School - Episcopal Female Institute - small view of school - Winchester, VA 1888	f 7.50
Political - The Anti-Saloon League of America - map with prohibition slogan - Westerville, OH 1917	f 15.00	Industrial - W.F. Kearns Herringbone Expanded Steel Lath. - lathe work forming collar around stamp - rare this late - Boston, MA 1907	f 50.00
Insurance - National Life Insurance Co. - colorless embossing on stationery - Montpelier, VT 1866	f 10.00	Business - Wilder's Patent Salamander Safes - safe - Sandusky, OH c1855 #26 Stamp torn on application	vf 60.00
School - Spencer's Business School - school building - Kingston, NY 1935	f 5.00	Hotel - Rossmore Hotel - All over reverse view of hotel & street scene - New York, NY 1887	f 25.00
Household - Phillip Levy & Co. Largest Home Furnishers in the South - reverse building - Norfolk, VA 1919	f 10.00	Retail - Gage Bros. & Co. Millinery Notion & Fancy Goods - all over view of building - Chicago, IL c1875	f 20.00
Retail - Boughton & Terwilliger Rugs - montage of rug patterns - New York, NY c1895	f 15.00	Political - County Treasurer Winnebago County Court House - small view of court house - Oshkosh, WI 1910	f 5.00
Insurance - American Surety Co. of New York - building - New York, NY 1902	f 7.50	Automotive - Chevrolet Short Motor Assembly - motor on unused postal card	f 5.00
Household - J.S. Peck Furniture - building - Carrington, OH c1875 Ragged at right	f 5.00	Apparel - Weingarten Bros. Erect Forms - women in corset - New York, NY 1901	f 7.50
Household - Dietz Lanterns - front and reverse bicolor lanterns - New York, NY 1928	vf 15.00	Music - Jesse French & Sons Piano Factory - small view of factory - Newcastle, IN 1929	f 5.00
Food & Drink - Marvel Flour - front and back bicolor building and trademark - unused	vf 7.50	Insurance - Aetna Insurance Co. - illustrated trademark - Hartford, CT c1875	f 10.00
Industrial - The Ridgely Trimmer Co. - all over reverse assortment of painters tools - Springfield, OH 1910	f 10.00	Industrial - Union Special Machine Co. - all over reverse view of factory - Boston, MA 1915	f 25.00
Retail - Davison-Paxon-Stokes Co. *Store of many departments - building - Atlanta, GA 1915	f 5.00	Publishing - Estes & Lauriat Booksellers - printed list of available titles - Boston, MA 1886	f 7.50
Political - C. Van Clark Dem. candidate for Secretary of State - picture & record on card - Boise, ID 1944	f 5.00	Business - The Wolf Envelope Co. - building view - Cleveland, OH 1910	f 5.00
Automotive - Chevrolet's Spring Shackle Units - auto parts on unused government card	f 5.00	Medical - Wyeth's Digitalis Products - unused postal card showing heart & blind man with dog	f 5.00
Civic - The Swapper's Friend Saline, Mich. - multiviews of Saline on front, sales pitch on reverse - 1932	vf 10.00	Medical - Diatussin Cough Syrup - unused bicolor postal card showing child & dropper	f 5.00
Publishing - Harper & Bros. Publishers - front all over of building, reverse set of books - New York, NY 1904	f 20.00	Agricultural - Templin Bradley Garden Guide - full color seed catalog on post card - Cleveland, OH c1935	f 10.00
Household - Kirkman Foaming Cleanser - bicolor on unused government postal card -	vf 5.00	Household - N.G. Taylor Co. Roofing Tin - reverse showing of packages of tin - Philadelphia, PA 1899	f 7.50
Food & Drink - Robinson Crusoe Salted Peanuts - bicolor jar front and back - Lynchburg, VA 1932	f 5.00	Apparel - Sample Shoe Stores - shoes & pricelist on reverse of postal card - Middletown, NY 1914	f 5.00
Household - Ben Hur Game Chaffee & Selchow Co. - gamebox front & description reverse - New York, NY 1901	f 15.00	Household - Bignall & Co. Lift & Force Pumps - pump - Medina, NY c1868 #94 Ragged at right	f 10.00
Food & Drink - Stickney Poor's Mustard - color picture of container - Oneonta, OH 1906 Ragged at right	f 10.00		

Gordon Twedt  
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Maddock, North Dakota 58348  
Phone: 438-2280

AUCTION NO. 88-1

- ARIZONA  
101 KAIBAB FOREST C.D.S. 1936, TUCSON, GREENWAY RURAL STA. 1946 BOTH ON LINEN P.P.C. A
- CALIFORNIA  
102 BIG BASIN 1936 4-BAR, EMERALD BAY 1925 4-BAR AND EDNA (1887-1920) 4-BAR AS REC'D MARK, ALL ON P.P.C. A  
103 CAMP CURRY (1909-20) 1934 MACHINE CNCL ON P.P.C. A  
104 CRANMORE (1886-1928) V.F. 1907 4-BAR ON CARD B  
105 MOUNT WILSON 1908 D-3, PLAYA DEL REY 1907 D-2 VF A
- ILLINOIS  
106 HENTON, Ms. 1930, MAYVIEW 1931 4-BAR 2 D.P.O.'s A  
107 SILLMAN VALLEY, 1893 CANCEL ON G.P.C. ABT. G. A
- IOWA  
108 ORANGE CITY 1882 CANCEL ON STAINED G.P.C. ABT V6 A  
109 OASIS (1864-1909) 1909 D-2; HOLBROOK 1910 4-BAR F A
- KANSAS  
110 HARRIS BOLD 1909 D-3 ON P. CARD A
- MINNESOTA  
111 MORRISTOWN 1910 D-2; WOOLNOUGH 1909 D-2; STANTON 1908 D-3 ALL 3 BOLD STRIKES ON VF. GRTG CARDS B
- NEW MEXICO  
112 OLD ALBUQUERQUE (1886-1954) DUPLEX; RENCONA 1975 4-BAR; TRES PIEDRAS 1935 4-BAR ALL F/VF 1 CVR. B
- NORTH DAKOTA  
113 BADEN VF. D-2 1906 ON G.P.C. OF G.N. R.R. B  
114 BARTLETT 1975 L.D.C. ON CVR., CUBA 1920 4-BAR A  
115 BELDEN F. D-2 OVER KALISPELL MT. FLAG 1914 A  
116 BINFORD VF. 1938 FLAG CANCEL, UNADDRESSED CARD A  
117 EDGELEY VF. 1935 FLAG CANCEL ON COVER A  
118 EVANS (1908-17) VF. 1912 4-BAR ON EASTER CARD E  
119 LOWDEN (1907) F. DEC. 23, 1907 CDS ON XMAS CARD F  
120 LUCCA 1910 F/VF LUCCA REC'D OVER FARGO FLAG A  
121 SANGER VF+ DEC. 25, 1920 4-BAR ON CARD B  
122 STEELE VF. 1933 FLAG ON G.P.C. W/XMAS SEAL A  
123 TYLER VF. 1911 D-2 ON X-MAS CARD B
- OKLAHOMA  
124 BACONE 1920 4-BAR; GUTHRIE MACHINE 1907 ON CARD A
- SOUTH DAKOTA  
125 BRIGHT (1887-09) F. 1887 C.D.S. 213 TIED ON CVR. E  
126 COLTON '07 D-2; GREENMONT '08 D-3; WARD '13 D-3 B
- UTAH  
127 CACHE JUNCTION 1931; ANTIMONY 1951 4-BAR ON GPC A
- WASHINGTON  
128 LONGMIRE (1908-61) 1910 4-BAR; SNOHOMISH, CLEARVIEW RURAL BR. 1971; TIGER (1906-75) 1923 4-BAR B  
129 SUNRISE LODGE (1931-44) 1939 4 BAR ON P.P.C. B
- WYOMING  
130 YELLOWSTONE PARK, (1902-62) 1930 UNIV. MACH CNCL. A  
R.P.O.  
131 MCGREGOR & CHAMBERLAIN, 761-V-1, F., E.D.D.L. C  
132 MINOT & CROSBY, 876.2-B-1, F. 1909, T222 ON CARD B  
133 NORMAN & COLLINSTON F/VF UNLISTED ON FRONT WITH ELDORADO C.C. & N.R.A. RUBBER STAMP C  
134 OGDEN & CALIENTE ABOUT F. 1920, TR 4 ON PPC B  
135 OMAHA, NEBR. BURLINGTON STA. 2 1942; EL PORTAL & MERCED, RPD 1931; ST. PAUL & MILES CITY RPD 1947; CHAMPION & MIL RPD 1939 W/ C.C. ON CVR. B  
136 TRACY & PIERRE F/VF 866-Y-1 ON VF U-313 W/C.C. C  
137 WINONA & WATERTOWN 866-AD-1 ON 1891 REG. P.R. B

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The West is pleased to welcome three new authors to our pages for this issue; an occurrence which is rare indeed and which the editor hopes will inspire others to participate. Charles Boubelik, a long-time Colorado postal history collector, has compiled an updated listing of Colorado Doane use. Although the number of towns has increased by only 17 from the 1983 listing, there are numerous expansions of the range of dates and Charles has made a particular effort to correct and eliminate any questionable entries from the earlier listing.

Bob Summerell presents us with the first of what he promises to be a series of capsule reviews of some of his favorite ghost towns from Nevada and eastern California. Bob is a technical writer who lives in southern California, and we greatly appreciate his efforts to add a bit of diversity to our Western Section coverage.

Curtis "Randy" Kimes of Auburn, California, is our third new author. Randy discovered an example of an unlisted Doane from Damascus, California, and, as he relates in his article, was inspired to learn more about the town from which this postmark originated.

Our heartfelt thanks to each of these gentlemen for taking the time to share their interests and discoveries with LA POSTA. We hope other readers will be inspired by their example, and be encouraged to share their knowledge with our readers. The literature of postal history is a mosaic made up of thousands of tiny pieces of information published in hundreds of different newsletters and journals. While it may seem that sharing your "little piece" of information through the pages of a journal might not matter, or be an important contribution to our overall knowledge, do not be mislead. Often, it is just such "little pieces" which can spark an interest in someone who reads them, and inspire that person to add their "little piece." Bit by bit the mosaic grows and the picture takes shape. This is the way that we in postal history communicate with each other, and it is the way we all learn more about our hobby. LA POSTA is merely a conduit to carry such communications among people who share a love for the hobby. Richard W. Helbock

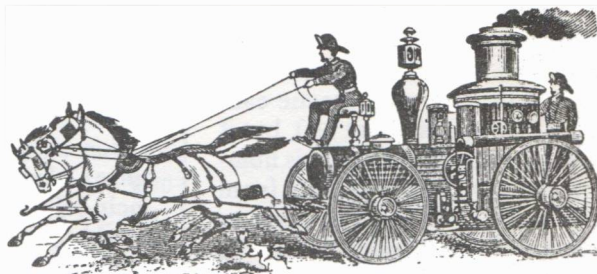
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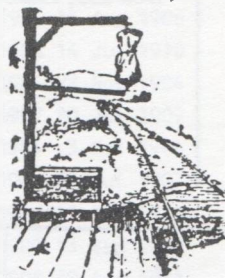
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## COLORADO DOANES: AN UPDATE

By Charles Boubelik

Six years have passed since the last listing of Colorado Doane cancels was published (LA POSTA, Vol. 13, No.3/4), and, since that time, numerous new examples have come to light which expand the record of known dates and add to the listing of post offices known to have used Doanes.

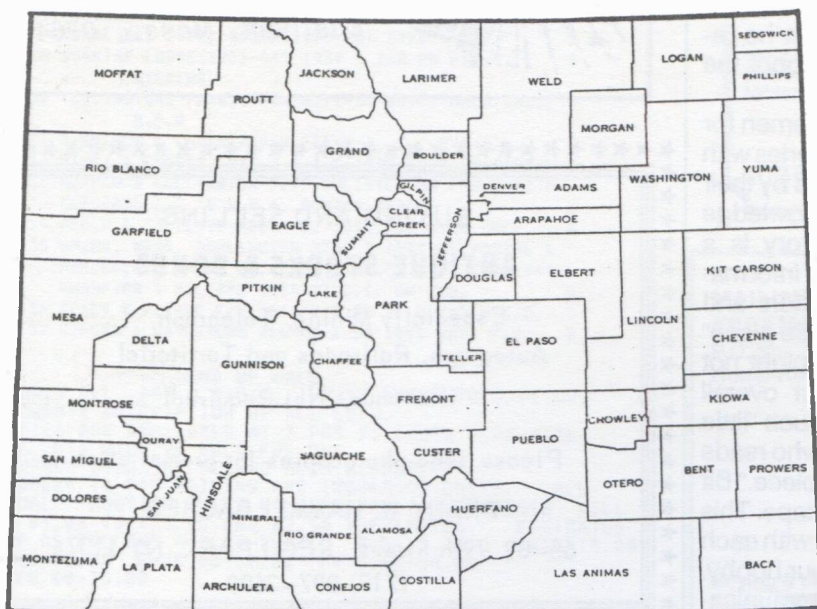
Colorado had a total of 757 post offices operating on June 30, 1905, and ranked fourth among Western states behind California, Washington and Oregon in numbers of operating offices. The total number of offices estimated to have used Doane cancels in Colorado is about 380, but it should be emphasized that this number is merely extrapolated from statistics for other states, such as Arizona and New Mexico, where the complete record of early 20th century postmark use has been better documented.

The 1983 listing showed a total of 221 different Colorado post offices from which Doane cancels had been recorded. Our current listing includes the names of 17 additional offices, thus bring the total to 238. Five

offices - ARROW, ENGLEWOOD, HALFWAY, NEWETT and PROWERS - are still listed as having used more than one type of Doane cancel.

A continuing puzzle surrounds the documented use of Doanes in 1903. Naturally, 1903 examples would not be as plentiful as those from a few years later due to the absence of a popularity of postcards in our country at that time, but one would expect at least a few 1903 examples to be known on cover as they are in other states. Yet, our current list shows only a single 1903 use - DEER TRAIL - and the record is not complete for that example as we have only a year date.

The record of Doane cancel use in Colorado still has a long way to go before it reaches the degree of completion of some of the other Western states, and it is hoped that the publication of this updated listing will inspire Colorado collectors to examine their collections to see if they might be able to add new towns and dates to the list. Persons who have such information are urged to write the author in care of LA POSTA, P.O. Box 135, Lake Oswego, OR 97034.



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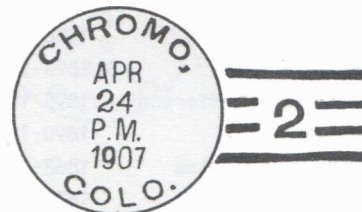
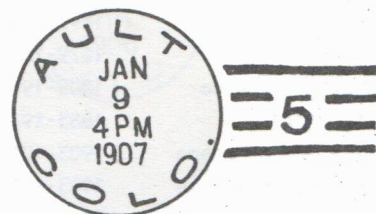
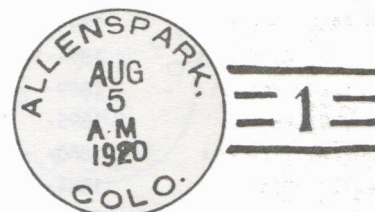
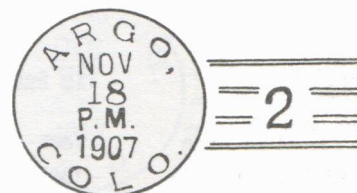
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COLORADO DOANES

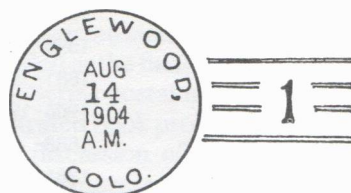
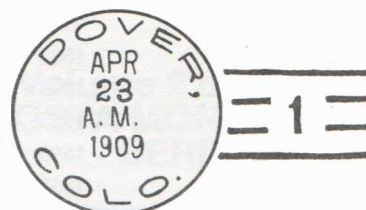
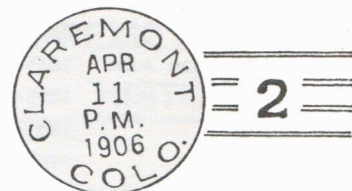
Town, County	In Service	1905	Known Dates:			
		Comp+	Type	No.	Earliest	Latest
ALBANO, El Paso	1904-1912	\$19	2	1	9 Nov 1909	9 Nov 1909
ALLENSPARK, Boulder	1896- s	86	3	1	17 Aug 1907	27 Jul 1927
ALLISON, La Plata	1904-1954	98	2		21 Dec 1908	1 Jul 1909
AMES, San Miguel	1880-1922s	349	3	4	4 Dec 1906	24 Dec 1912
AMO, El Paso	1899-1916s	...	2	1	29 Jun 1908	11 Apr 1910
ANIMAS FORKS, San Juan	1875-1915p3	83	2		19 Jan 1905	19 Jan 1905
ARASTRA, San Juan	1895-1919	344	3	4	26 Oct 1907	26 Oct 1907
ARGO, Denver	1881-1911s	349	2	1	27 Mar 1906	23 Dec 1908
ARMEL, Yuma	1903-1958	57	2	1	19 Jan 1905	6 Jan 1914
AROYA, Cheyenne	1889-1965	154	2	1	26 Mar 1908	9 Mar 1909
ARRIBA, Lincoln	1889-	148	2	2	13 May 1906	24 Apr 1907
ARROW, Grand	1905-1915	63	2	1	25 Aug 1905	25 Sep 1905
ARROW, Grand	1905-1914	63	3	5	27 Jul 1906	18 Oct 1910
ATWOOD, Logan	1885-	180	3	3	4 Dec 1907	10 Jun 1909
AULT, Weld	1898-	834	3	5	15 Feb 1906	18 Aug 1907
AUSTIN, Delta	1905-		3	1	29 Jan 1907	12 Feb 1913
AVALO, Weld	1898-1936	54	2	1	24 Mar 1908	24 Mar 1908
BADITO, Huerfano	1865-1910	51	2	1	31 Mar 1908	4 Jul 1910
BAILEY, Park	1878-	232	2	3	17 Jul 1906	12 Dec 1911
BALTIMORE, Gilpin	1896-1904s		2	1	4 Oct 1904	4 Oct 1904
BARR, Adams	1883-1914*	177	2	2	14 Mar 1905	25 Apr 1910
BARTON, Prowers	1895-1917	40	3	1	13 Aug 1912	13 Aug 1912
BAYFIELD, La Plata	1899-	510	2	5	4 Sep 1905	20 May 1909
BELLVUE, Larimer	1884-	180	3	2	15 Aug 1906	15 Aug 1906
BEULAH, Pueblo	1876-	339	2	3	8 Jan 1904	14 Jul 1910
BOVINA, Lincoln	1899-1955	80	2	1	27 Nov 1904	27 Nov 1904
BOWERMAN, Gunnison	1903-1910	242	2	1	1 Mar 1907	20 Jul 1909
BREEN, La Plata	1901-1954	161	2	2	3 Oct 1904	3 Oct 1904
BROOKVALE, Clear Creek	1876-1942p3	73	3	1	20 Jul 1907	20 Jul 1907
BROWN CANYON, Chaffee	1904-1908	60	2	1	11 Sep 1906	11 Sep 1906
BUTLER, Larimer	1890-1911	38	3	1	13 Sep 1909	13 Sep 1909
BUTES, El Paso	1895-1922	99	3	1	23 Aug 1908	19 Aug 1911
CADDOA, Bent	1881-1958	175	3	3	16 Feb 1908	20 May 1909
CALCITE, Fremont	1904-1930	233	2	1	4 Feb 1906	4 Feb 1906
CALHAN, El Paso	1888-	562	3	5		1907 8 Apr 1912
CAPULIN, Conejos	1881- s	108	2		19 Sep 1907	19 Sep 1907
CARIBOU, Boulder	1871-1917	152	3	2	10 Aug 1908	8 Jun 1910
CARLTON, Prowers	1891-1960	176	2	2	29 Oct 1907	27 Jul 1913
CARR, Weld	1872- p2	129	2		18 Jun 1906	18 Jun 1906
CASSELLS, Park	1899-1929	68	3	2	31 Jul 1906	31 Aug 1908
CASTELAR, La Plata	1905-1912		3	1	28 Aug 1907	8 Apr 1910
CEDARHURST, Las Animas	1903-1913	151	2		14 May 1910	14 May 1910
CHICOSA, Las Animas	1890-1910s	3	2	1	23 Mar 1908	23 Mar 1908





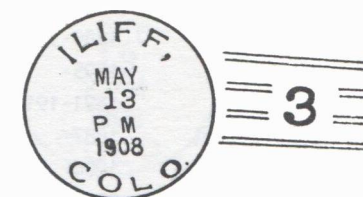
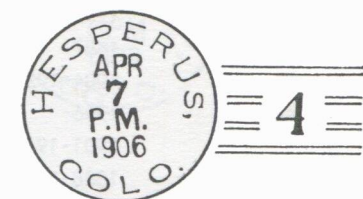
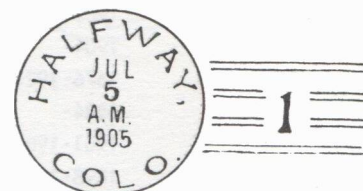
COLORADO DOANES

Town, County	In Service	1905		Known Dates:		
		Comp*	Type	No.	Earliest	Latest
CHROMO, Archuleta	1885-	154	3	2	24 Apr 1907	24 Apr 1907
CIMARRON, Montrose	1883-	258	2	2	11 Sep 1904	18 Oct 1906
CLAREMONT, Kit Carson	1888-1906*	236	2	2	11 Apr 1906	11 Apr 1906
CLIFF, Jefferson	1889-1923s*	58	2	1	24 Aug 1904	25 Jun 1910
COALBY, Delta	1906-1912		3	1	15 Jun 1910	15 Jun 1910
COALDALE, Fremont	1891- #	191	3	3	18 May 1908	25 Dec 1908
CONIFER, Jefferson	1894-1929#2	105	3	2	4 Jul 1906	4 Jul 1906
COPE, Washington	1889- #	155	1	2	15 Nov 1904	26 Nov 1923
CORY, Delta	1895-	187	2	2	22 Apr 1907	22 Apr 1907
COTOPAXI, Fremont	1880-	247	2	3	25 Oct 1904	4 Nov 1908
COULTER, Grand	1884-1905	188	2	2	29 Sep 1904	29 Sep 1904
CRAIG, Routt	1889- #	698	2	7	16 Aug 1904	14 Nov 1905
CREEDE, Mineral	1891-1908#	364	2	3	15 Sep 1904	13 Aug 1907
CRESWELL, Jefferson	1870-1908	77	2	1	24 Jan 1906	4 Sep 1907
CRISMAN, Boulder	1876-1918p2	255	2	2	15 Jul 1906	6 Oct 1909
CROOK, Logan	1882-	222	2	2	5 Jul 1905	19 Jul 1908
CYANIDE, Fremont	1895-1907	296	2	3	29 Dec 1904	29 Dec 1904
DAFFODIL, Jefferson	1896-1908*	57	2	1	18 Jul 1905	18 Apr 1908
DAYTON, Gunnison	1897-1911s	16	2	1	19 Aug 1909	7 Jul 1910
DEERTRAIL, Arapahoe	1894-1950#*	278	2	2	1903?	25 Sep 1907
DODD, Morgan	1904-1907	73	2	1	15 Jul 1906	15 Jul 1906
DOVER, Weld	1905-1931		3	1	18 Apr 1908	7 Aug 1912
DOWNER, Boulder	1904-1915	101	2	1	30 Jan 1905	20 Jan 1911
DOYLEVILLE, Gunnison	1881-1969s	181	3	2	19 Jul 1906	2 Nov 1908
DRAKE, Larimer	1905-		3	1	4 Aug 1906	18 Nov 1922
DUNKLEY, Routt	1892-1943	59	2	1	24 Jul 1909	11 Nov 1912
EDEN, Pueblo	1890-1914	57	3	1	4 Nov 1910	4 Nov 1910
ELDORA, Boulder	1897-1967	462	2	6	22 Jul 1905	12 Aug 1912
ELKHORN, Larimer	1879-1917p2	106	2	1	1 Jun 1905	14 Jun 1907
ELLICOTT, El Paso	1895-1916	62	2	1	23 Jun 1906	1 Jun 1909
EMMA, Pitkin	1883-1947?	150	3	3	17 Jun 1906	6 Feb 1907
ENGLEWOOD, Arapahoe	1903-1913	504	2	1	14 Aug 1904	27 Apr 1906
ENGLEWOOD, Arapahoe	1903-1913	504	3	6	23 Oct 1906	18 Dec 1908
ESPINOZA, Conejos	1905-1933	28	2	1	21 Feb 1911	21 Feb 1911
EVERGREEN, Jefferson	1876-	356	3	4	26 Jun 1909	20 Dec 1910
FALCON, El Paso	1888-1942	180	3	3	31 Dec 1907	2 Jun 1909
FLAGLER, Kit Carson	1888-	299	3	3	21 Dec 1906	21 Sep 1908
FLEMING, Logan	1888- s#	32	2	1	12 Apr 1907	27 Dec 1907
FONDIS, Elbert	1895-1954	161	2	2	5 Aug 1904	26 Jul 1909
FORKSCREEK, Jefferson	1895-1927#	197	3	2	17 Jul 1906	28 Oct 1909
FOX, Yuma	1890-1912	35	2	1	16 Jan 1909	20 Dec 1911
FRANKTOWN, Douglas	1862-	129	1	1	29 Aug 1908	16 Nov 1909
FRASER, Grand	1876-	341	2	2	15 Feb 1904	4 Sep 1906



COLORADO DOANES

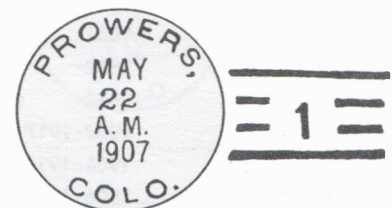
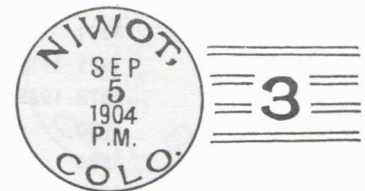
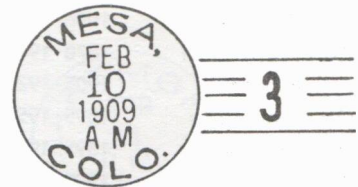
Town, County	In Service	1905		Type	No.	Known Dates:	
		Comp+				Earliest	Latest
GALATEA, Kiowa	1887-1948	58	2	1	23	Jun 1908	20 Apr 1911
GARFIELD, Chaffee	1880-1963p3	61	2	1	15	Aug 1906	12 Feb 1908
GLACIER LAKE, Boulder	1906-1908		3	1	20	Aug 1906	21 Oct 1907
GLADSTONE, San Juan	1878-1912p3	403	3	5	4	Oct 1906	27 Mar 1910
GLEN, Washington	1905-1920	5	2	1	14	Apr 1908	19 Jul 1911
GOLDHILL, Boulder	1895-1952#2	273	2	4	22	Sep 1904	16 Mar 1911
GOODPASTURE, Pueblo	1895-1923	49	2	1	19	Jul 1907	26 Dec 1913
GRANBY, Grand	1905-		3	1	31	Aug 1906	22 Oct 1907
GRANDLAKE, Grand	1895-1938	210	1	3	10	Aug 1905	28 Aug 1907
GRANEROS, Pueblo	1889-1925	124	2	2	17	May 1905	25 Dec 1908
GREENWOOD, Custer	1872-1918	66	1	1	21	Jan 1905	20 Dec 1911
GULNARE, Las Animas	1890-	163	1	3	19	Oct 1907	13 Nov 1908
HALFWAY, El Paso	1903-1917	189	2	1	4	Apr 1904	4 Sep 1906
HALFWAY, El Paso	1903-1917	189	3	2	5	Jul 1907	15 Aug 1908
HARDIN, Weld	1881-195?s	256	2	2	7	Sep 1904	7 Sep 1904
HARRIS, Adams	1890-1908*	273	2	2?	16	Jul 1906	25 Feb 1907
HARTSEL, Park	1875-	218	2	3	30	Sep 1906	9 Oct 1909
HAXTUM, Phillips	1888-1922*	520	3	4	10	Jun 1907	10 Jun 1907
HAYDEN, Routt	1875- s	575	2	6	5	Jan 1907	5 Mar 1908
HAYMAN, Park	1904-1918	42	2	1	21	Aug 1905	17 Jan 1910
HEBRON, Jackson	1884-1922	152	3	2	16	Nov 1908	12 Nov 1911
HENDERSON, Adams	1894- #	310	2	2	21	Sep 1906	22 Sep 1907
HESPERUS, La Plata	1891-	365	2	4	28	Jul 1905	9 Sep 1907
HESTER, Otero	1905-1912		3	1	21	Jan 1911	21 Jan 1911
HIGBEE, Otero	1872-1925	152	2	2	17	Oct 1906	24 Oct 1910
HILLROSE, Morgan	1900-	248	3		23	Aug 1907	23 Aug 1907
HILLSIDE, Fremont	1884-	219	2	3	6	Jan 1908	5 Jun 1911
HOLYOKE, Phillips	1887-	928	3	6	16	Jul 1906	8 Sep 1908
HOME, Larimer	1882-1946	130	1	2	10	Jun 1904	10 Jun 1904
HOWARDSVILLE, San Juan	1874-1939s	216	2	2	21	Jul 1906	21 Jul 1906
HOYT, Morgan	1906-		3	1	9	Mar 1907	28 May 1910
HYGIENE, Boulder	1883-	273	2	3	4	Sep 1905	19 Jul 1907
IDALIA, Yuma	1888- #	163	2	2	5	Jun 1907	15 Jul 1907
IGNACIO, La Plata	1882-	320	2	3	10	Oct 1904	10 Oct 1904
IGNACIO, La Plata	1882-	320	?	4	15	Ma? 1907	15 Dec 1907
ILIFF, Logan	1882- s	229	2	3	2	Sep 1907	13 May 1908
INSMONT, Park	1902-1917	39	3	1		Jul 1908	15 Aug 1912
JUANITA, Archuleta	1904-1912	141	2	1	12	Mar 1905	17 Nov 1908
KEYSOR, Elbert	1906-1938		3	1	9	Mar 1909	27 Dec 1910
KIRK, Yuma	1887-	130	2	2	2	? 1908	14 Jun 1910
KLINE, La Plata	1904-1953*	40	2	1	28	Nov 1908	20 Jul 1910
KONANTZ, Baca	1895-1924#2	67	3	1	6	Nov 1908	11 Mar 1912
KREMMLING, Grand	1885- *2	307	2	3	30	Sep 1906	22 Jun 1908





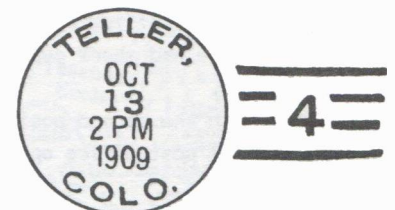
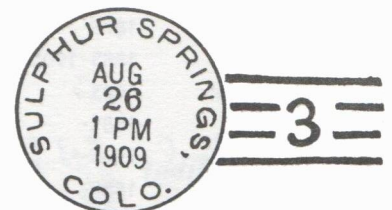
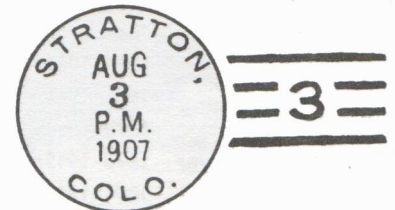
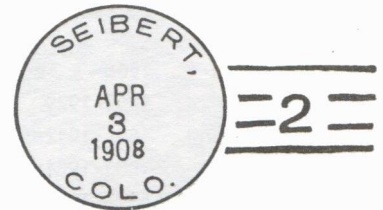
COLORADO DOANES

Town, County	In Service	1905		Known Dates:			
		Comp+	Type	No.	Earliest	Latest	
KUTCH, Lincoln	1905-1971#		3	1	30 May 1906	24 Oct 1908	
LADORE, Routt	1889-1924*	93	2	1	9 Apr 1907	15 Nov 1907	
LANSING, Yuma	1886-1910	30	2	1	26 Aug 1907	9 Sep 1909	
LAPLATA, La Plata	1894-1936s	265	3	3	15 Jul 1907	12 Sep 1911	
LAPORTE, Larimer	1894- #	234	3	3	7 Oct 1906	28 Dec 1907	
LAVETA PASS, Costilla	1904-1911	107	2	1	24 Feb 1907	20 Aug 1909	
LAY, Routt	1881-1962s	118	2	1	18 Jul 1908	20 Dec 1909	
LEAL, Grand	1904-1930	48	2	1	7 Jan 1908	26 Jul 1910	
LEONARD, San Miguel	1900-1941	147	2	1	22 Jan 1906	9 Sep 1910	
LEROY, Logan	1895-1918#	58	2	1	9 Feb 1904	30 Dec 1905	
LILY, Routt	1889-1937p2	38	2	1	14 Apr 1907	1 Apr 1909	
LIMON, Lincoln	1903- #	463	3	5	9 Dec 1905	14 Dec 1908	
LIVERMORE, Larimer	1871-	231	3	3	11 Dec 1905	8 Oct 1906	
LOMA, Mesa	1905- #		3	1	7 Nov 1905	10 Aug 1909	
LUCERNE, Weld	1892-	300	3	4	11 Aug 1906	22 Apr 1914	
LUJANE, Montrose	1905-1910		3	1	10 Jun 1907	7 Apr 1909	
MACK, Mesa	1904-	321	3	4	20 Aug 1907	24 Dec 1908	
MAGNOLIA, Boulder	1876-1920	106	3	2	6 Oct 1906	7 Feb 1910	
MAHER, Montrose	1884-	239	3	2	11 Aug 1906	16 Oct 1907	
MAINARD, Mesa	1901-1905	26	2	1	3 Apr 1905	3 Apr 1905	
MAITLAND, Huerfano	1898-1935	280	2	2	30 Oct 1905	30 Oct 1905	
MASONVILLE, Larimer	1896-	166	2	2	18 Nov 1907	15 Apr 1911	
MATTISON, Elbert	1889-1915*2		3	1	22 Mar 1908	27 Mar 1910	
McCOY, Eagle	1891-	209	3	3	24 Apr 1906	6 Mar 1909	
McGUIRE, Huerfano	1905-1911		3	1	11 Oct 1907	7 Oct 1909	
MESA, Mesa	1887-	486	1	3	8 Aug 1908	10 Feb 1909	
MICANITE, Fremont	1904-1925	140	2	1	18 Jul 1907	18 Jul 1907	
MOLINA, Mesa	1906- #		3	2	5 Oct 1909	10 Feb 1910	
NONON, Baca	1901-1918#	37	3	1	4 Nov 1908	18 Mar 1910	
MONTCLAIR, Denver	1888-1912*	882	2	5	12 May 1906	20 Dec 1911	
MORLEY, Las Animas	1882-195?p4	58	2	1	16 Jun 1907	24 Jul 1907	
NEDERLAND, Boulder	1874- #	325	2	3	4 Jan 1906	20 Sep 1906	
NEPESTA, Pueblo	1876-1929	218	3	3	4 Mar 1906	4 Mar 1906	
NEWETT, Chaffee	1895-1918#	197	2		4 Aug 1908	4 Aug 1908	
NEWETT, Chaffee	1895-1918#	197	3	2	10 Aug 1911	6 Jul 1912	
NEWTON, Yuma	1889-1918	43	2	1	10 Feb 1908	30 Jul 1909	
NIWOT, Boulder	1895- #	268	2	3	5 Sep 1904	4 May 1914	
NORRIE, Pitkin	1891-1918s2	81	1	2	13 Feb 1904	13 Feb 1904	
NORWOOD, San Miguel	1887-	383	3	5	14 Jul 1908	18 Jan 1909	
NUCLA, Montrose	1904-	66	2	1	3 Jan 1906	6 Oct 1911	
NUNN, Weld	1905-		3	1	10 May 1907	4 Feb 1911	
OAKES, Arapahoe	1890-1905		2	1	25 Jul 1904	25 Jul 1904	
OLNEY, Otero	1890-1909*	319	3		19??	19??	



COLORADO DOANES

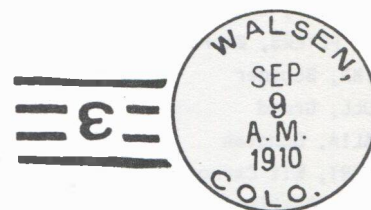
Town, County	In Service	1905		Known Dates:		
		Comp <sup>+</sup>	Type	No.	Earliest	Latest
OPHIR, San Miguel	1878-1921s	346	3	4	15 Apr 1907	21 Mar 1910
PAGODA, Routt	1890-1947	67	3	1	13 Dec 1909	11 Mar 1912
PAISAJE, Conejos	1906-1920		3	1	19 Dec 1910	19 Dec 1910
PANDO, Eagle	1891-1942p3	4	2	1	16 Sep 1907	27 Jun 1909
PARADOX, Montrose	1882-	113	3	2	3 Nov 1908	3 Nov 1908
PARLIN, Gunnison	1880-	156	2	2	25 Feb 1906	22 Aug 1907
PEYTON, El Paso	1889-	369	2	3	14 Nov 1904	5 Jun 1907
PIEDRA, Archuleta	1880-1927s	34	1	1?	20 Mar 1908	24 Dec 1910
PIKEVIEW, El Paso	1902-1957	136	3	1	27 Jul 1908	10 Sep 1908
PINNACLE, Routt	1898-1947p3	66	2	1	1 Jan 1906	16 Feb 1907
PLACERVILLE, San Miguel	1878-	243	3	3	22 Jan 1906	15 Nov 1910
PORTLAND, Fremont	1900-1952	520	2	4	29 May 1906	30 Oct 1907
POWDER HORN, Gunnison	1880- s	119	3	2	13 Aug 1909	19 Mar 1910
PROWERS, Bent	1881-1933p3	272	2	1	2 Nov 1904	2 Nov 1904
PROWERS, Bent	1881-1933p3	272	3	1	26 Feb 1907	21 Aug 1908
PRYOR, Huerfano	1898-	325	2	3	21 Dec 1907	24 Jan 1910
QUARRY, Montezuma	1892-1912	46	3	4	15 Sep 1906	29 Jan 1907
QUERIDA, Custer	1880-1906p3	311	2	4	27 Nov 1905	27 Nov 1905
RADIUM, Grand	1906-		3	1	15 Jun 1909	8 Jan 1911
RAMAH, El Paso	1889- #	331	2	4	20 Dec 1906	10 Jul 1910
RAND, Jackson	1883- s	194	3	2	23 Aug 1906	22 Apr 1911
RIVER PORTAL, Montrose	1906-1910		3	2	30 Mar 1907	29 Aug 1909
ROBINSON, Summit	1881-1911#	119	3	3	Jul 1906	8 Dec 1910
ROLLINSVILLE, Gilpin	1871-	305	3	3	19 May 1906	5 Jan 1914
ROSITA, Custer	1874-1966	222	1	2	20 Jan 1905	20 Jan 1905
RUSSELL, Costilla	1876-1955p3	31	2	1	4 Aug 1909	22 Dec 1910
SAINT ELMO, Chaffee	1880-1952	262	2	3	8 Sep 1908	2 Oct 1908
SAINT PETERS, El Paso	1905-1907		3	1	1907	1907
SALINA, Boulder	1874-1925	264	2	3	24 Feb 1904	9 Aug 1911
SCHOLL, Grand	1901-1930	82	3	1	3 Oct 1907	1912
SEDALIA, Douglas	1872-	513	3	5	27 Jul 1907	15 Apr 1908
SEIBERT, Kit Carson	1888-	276	3	2	14 Jan 1907	8 Apr 1908
SELLAR, Pitkin	1888-1918s5	70	2	1	19 Apr 1905	20 Jun 1910
SHEEPHORN, Eagle	1895-1951	85	3	1	4 Dec 1908	12 Aug 1910
SILLSVILLE, Gunnison	1903-1910s	51	2	1	27 Jun 1907	27 Jun 1907
SILT, Garfield	1898-	91	3	2	16 Aug 1907	23 Apr 1912
SNIPES, Mesa	1897-1906*	202	2	2	23 Jun 1904	16 Jan 1905
SNOWMASS, Pitkin	1901- s	15	2	1	22 Dec 1907	8 Jan 1914
SOUTH CANON, Garfield	1905-1916		3	1	29 Aug 1907	27 Aug 1910
SOUTHFORK, Rio Grande	1892-1909s	150	3	3	8 Dec 1907	24 Apr 1908
SPRINGFIELD, Baca	1887-	264	2	3	12 Nov 1906	15 May 1907
STONEWALL, Las Animas	1878-1918	87	2	1	19 Aug 1908	12 Jul 1912
STOUT, Larimer	1882-1908	21	2	1	27 Feb 1908	27 Feb 1908





COLORADO DOANES

Town, County	In Service	1905		Known Dates:		
		Comp+	Type	No.	Earliest	Latest
STRATTON, Kit Carson	1906- #		3	1	3 Aug 1907	3 Aug 1907
STRONG, Huerfano	1905-1929		2	1	1 Oct 1907	15 Jan 1912
SULPHUR SPRINGS, Grand	1894-1912#*	602	3	5	17 Sep 1905	1912
SUNSET, Boulder	1883-1921s	225	2	2	24 Mar 1906	31 Aug 1908
SUPERIOR, Boulder	1896-1955s	206	2	3	21 Jul 1905	23 Sep 1908
SWINK, Otero	1906- #		3	2	29 Apr 1907	30 Sep 1907
TABERNASH, Grand	1905-		3	1	25 Aug 1908	4 Jul 1916
TARRYALL, Park	1896-1909p2	78	2	2	12 Jun 1905	5 Jul 1906
TELLER, Mineral	1892-1912	365	3	4	18 Jan 1909	8 Jan 1917
TEXAS CREEK, Fremont	1885- #	210	3	2	11 Aug 1908	3 Nov 1908
TIMNATH, Larimer	1884-	367	3	4	27 Apr 1907	15 Jan 1913
TIN CUP, Gunnison	1895-1918#	447	2	4	11 Aug 1905	5 Aug 1907
TOLLAND, Gilpin	1904-1944	265	2	1	30 Jul 1905	2 Nov 1908
TWINLAKES, Lake	1879-	294	2	3	30 Jun 1905	19 Jan 1912
UNIVERSITY PARK, Denver	1890-1915s	609	2	1	17 Sep 1906	24 Apr 1909
VEGA, Mesa	1891-1914	169	2		25 Dec 1907	25 Dec 1907
VERNON, Yuma	1892-	251	2	3	29 Jan 1907	23 Feb 1910
VILLAGROVE, Saguache	1894-1950#*	391	3	5	26 Apr 1906	17 Feb 1911
VIRGINIA DALE, Larimer	1868-1967p2	32	2	1	17 Sep 1906	11 Jul 1911
WALLSTREET, Boulder	1898-1921#	228	2	3	5 Apr 1904	11 Dec 1911
WALSEN, Huerfano	1902-1932	323	3	3	10 Aug 1908	1 Sep 1910
WATKINS, Adams	1878- s	157	3	3	24 Jul 1906	16 Aug 1908
WAUNITA, Gunnison	1885-1908s	108	2	1	15 Sep 1904	14 Jun 1910
WELLINGTON, Larimer	1903-	374	3	5	13 Feb 1907	13 Feb 1907
WETMORE, Custer	1881-	150	3	2	27 Apr 1907	8 Aug 1910
WILD HORSE, Cheyenne	1904-	80	2	1	27 Aug 1907	8 Oct 1908
WOLCOTT, Eagle	1889-	410	3	3	4 Aug 1908	4 Aug 1908
YEISER, Las Animas	1904-1929	29	2	1	19 Oct 1906	3 Jan 1909
YODER, El Paso	1904-	40	2	1	16 Jul 1907	10 Nov 1908



NOTES: + Postmaster Compensation for Fiscal Year 1905 as listed in the OFFICIAL REGISTER of July 1, 1905.

\* Post Office did not die.

# Existing post office with a new name.

s Post Office had short gaps when not in operation -- usually less than two years.

p3 (or a # in the second position) equals the number of different periods of post office operation between dates listed.



Main Street View of Fay, Nevada (c.1902).

## FAY, LINCOLN COUNTY, NEVADA - A BRIEF PROFILE

By Bob Summerell

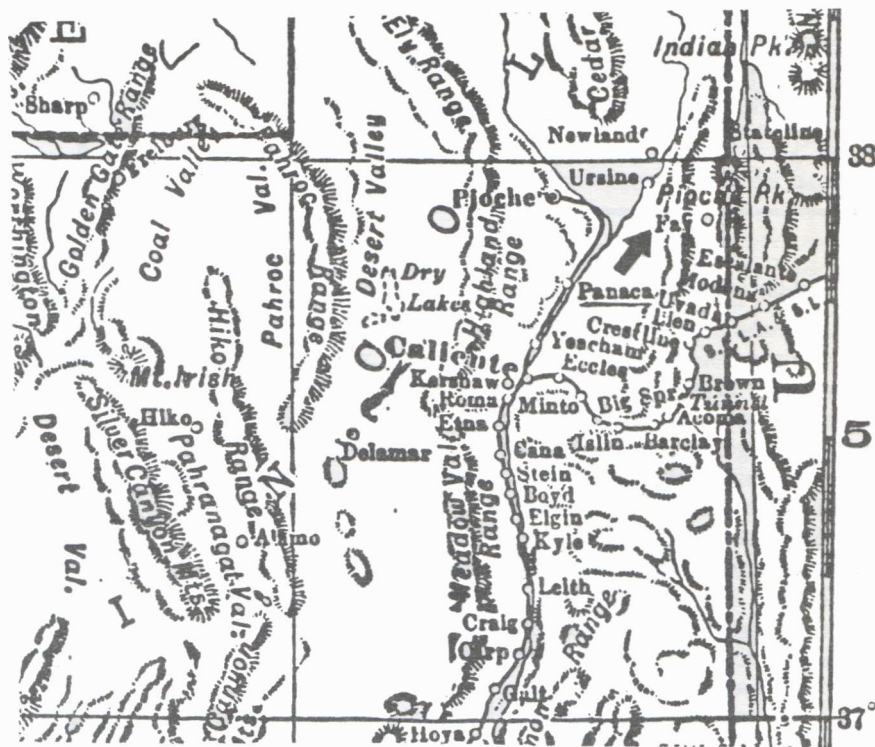
Fay, Lincoln County, refers to a former mining camp just inside the Nevada line, about 21 miles northwest of Modena, Utah, and 24 miles east of Pioche (via Eagle Valley Road).

Initially, the camp of Deerlodge was organized in the Eagle Valley District when gold was discovered in the area. Deerlodge was awarded a post office on March 22, 1898, but the office remained in service only until October 15, 1900, when Stateline, Utah, became the mailing address for remaining postal patrons.

Richer gold deposits were discovered about a mile to the northeast in 1899. Thus, people in Deerlodge moved out, abandoning the settlement for the more attractive prospects around the new camp. The new settlement was named Fay, for the daughter of A.W. McClune, a major speculator and investor in the mining district.

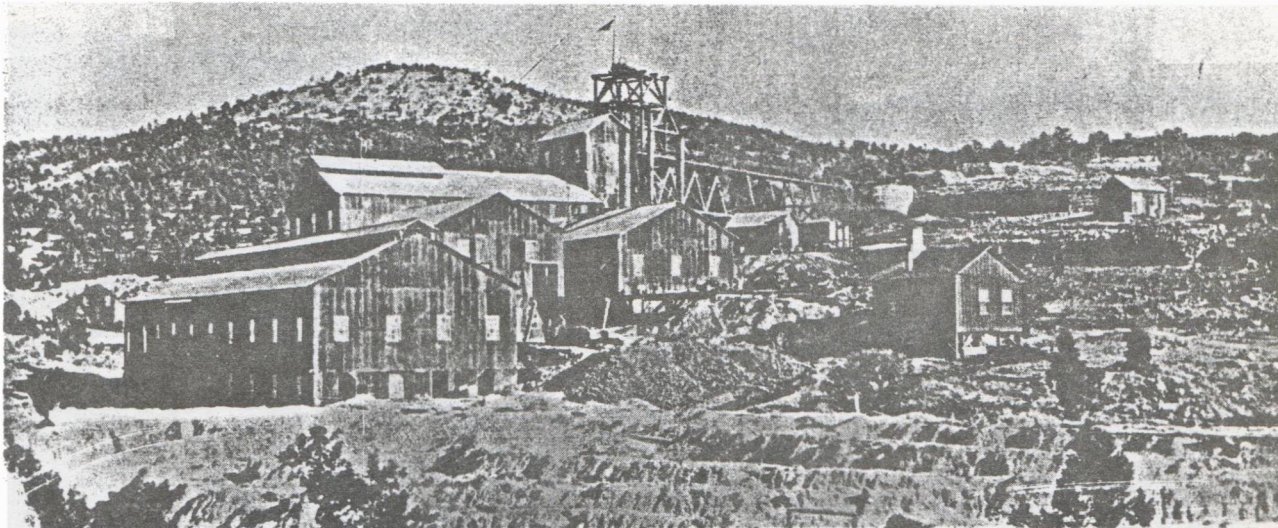
Biggest productivity was recorded during the years 1900-1901. During this period, Fay boasted

about four drinking establishments, one barbershop, a post office, stage service, and a few miscellaneous

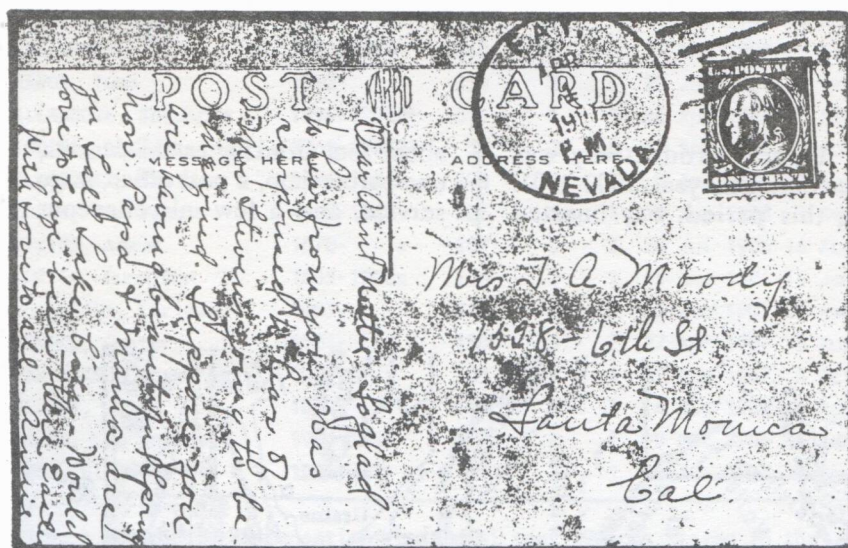


Eastern Lincoln County Showing location of Fay (c. 1910).





Horseshoe Mine at Fay in 1908 with its 120-ton mill.



A Type 1 Fay 4-bar of April 4, 1907.

stores. In fact, during the all-too-short heyday of Fay, famous singers and speakers regaled the townsfolk in the community's city hall. Fay "lived on" until the mines failed about 1915. By the year 1924, even the post office was removed. Today, a visitor looking for old Fay will find some wooden buildings and a dilapidated mill -- the Horseshoe Mine with its mill. The Fay post office operated from September 13, 1900 to July 15, 1924, when mail service was removed to Modena, Utah.

## WANTED - NEVADA COVERS

Also Real Photo Postcards of Town Scenes and Nevada Tokens

If you have what I need, I'll pay top prices.

James D. Jacobitz, M.D.

595 Buckingham Way

San Francisco, CA 94132

## WANTED - MARYLAND COVERS

Good prices paid for clear cancels on clean envelopes or postal cards prior to 1920. Send photo for offer:

Ady, Aldino, Alibone, Bradenbaugh, Carsins, Chapel, Cleremont Mills, Dry Branch, Earlton, Fort Hoyle, Furnace, Garland, Gobson, Graceton, Harkins, Hess, Highpoint, Kalmia, Macton, Madonna, Mill Green, Mountain, Rock Run & Webster.

STEWART, 1600 Belvue Drive, Forest Hill, MD 21050



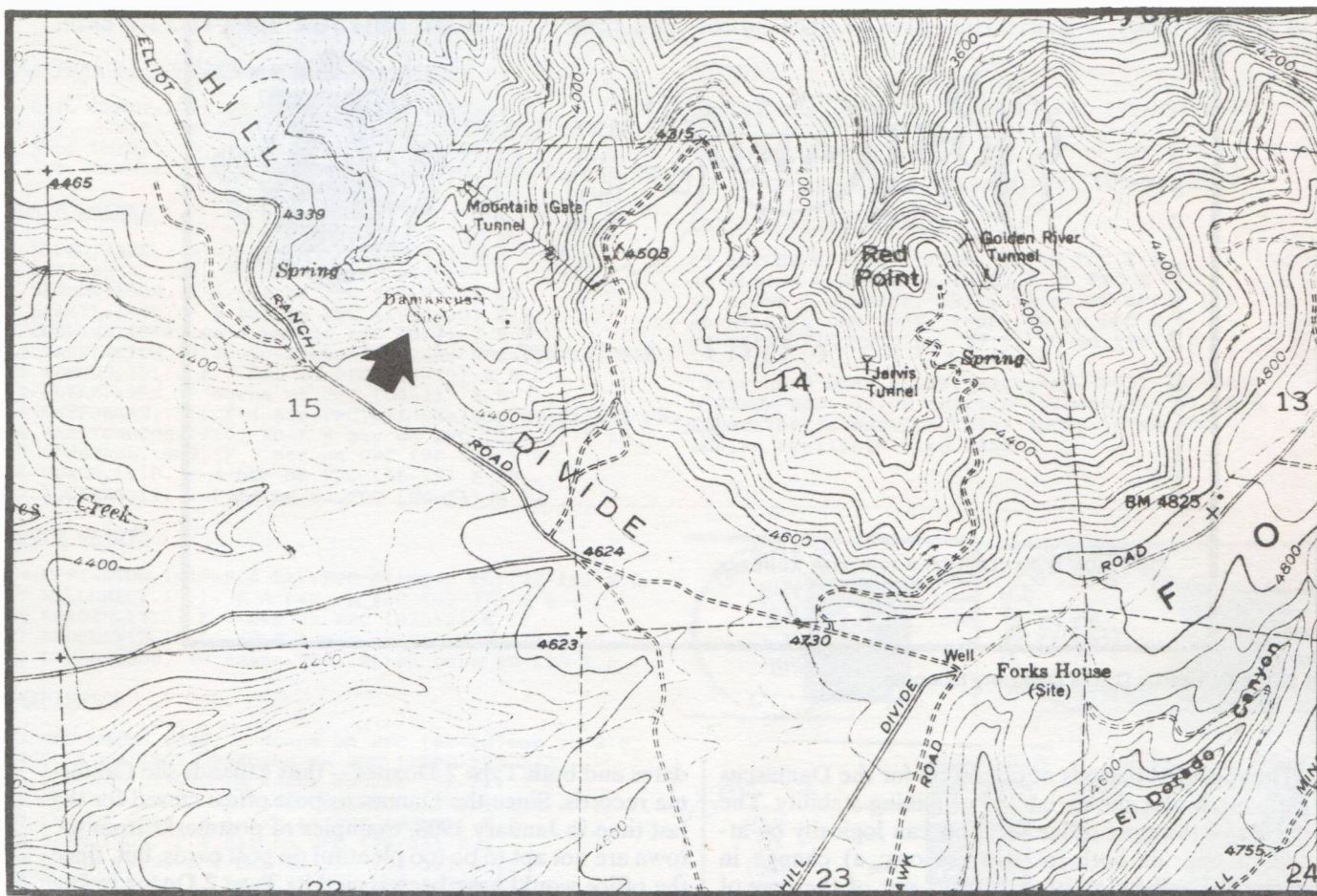


Figure 1. USGS Topographic Map showing site of Damascus.

## THE DAMASCUS, CALIFORNIA, DOANE

By Curtis R. Kimes

Some years ago, in 1852, the wanderings of Dr. D.W. Strong were rewarded with the discovery of gold in quartz gravel on a smallish point in Humbug Canyon, between two creeks, high above and east of the North Fork of the American River. As was custom, the location became known as Strong's Diggings.

In the following year, the most important of several "hard rock" gold mines, the "Pioneer", was located by James Lynn. Sold a short time later for a few hundred dollars, Mr. Lynn watched the new owners erect a stamping mill, process the first ten tons of ore, and recover approximately ten thousand dollars in gold. Mr. Lynn promptly, in the company of Mr. Snyder, found another "mine", this called the "Lynn Lode", which produced \$7-\$14 per ton.

The southern fork at Strong's Diggings somehow acquired the name "Damascus Branch", the northerly fork, even now, being regarded as Humbug Creek. Not until November of 1856, when a post office was established, did Strong's Diggings become Damascus.

An 1882 report by Thompson and West describes Damascus:

*"The site of the village is on a steep hill-side, overlooking the junction of Blue Canon with the North Fork of the American, the gorge of Humbug Canon and a stretch of the Central Pacific Railroad bed near Shady Run. Many comfortable cottages, around which are little garden plats and orchards, dot the landscape; a school house, at which, during school months, there is an attendance of about twenty-five scholars, and a large hotel and store, owned by Owen Jones, are among the architectural features of this place. A post office was established and maintained for several years at Damascus, but was finally abolished. The regular population will probably not exceed 150, most of whom are engaged in mining operations."*

Mining populations are transient. Gold discoveries on Chicken Hawk Ridge, at Bath, Bullion, Las Chance, Deadwood -- localities all around Damascus -- invited newcomers to the mines and robbed labor forces from villages tentatively established to exploit a metallic wealth, which at best, was variable.



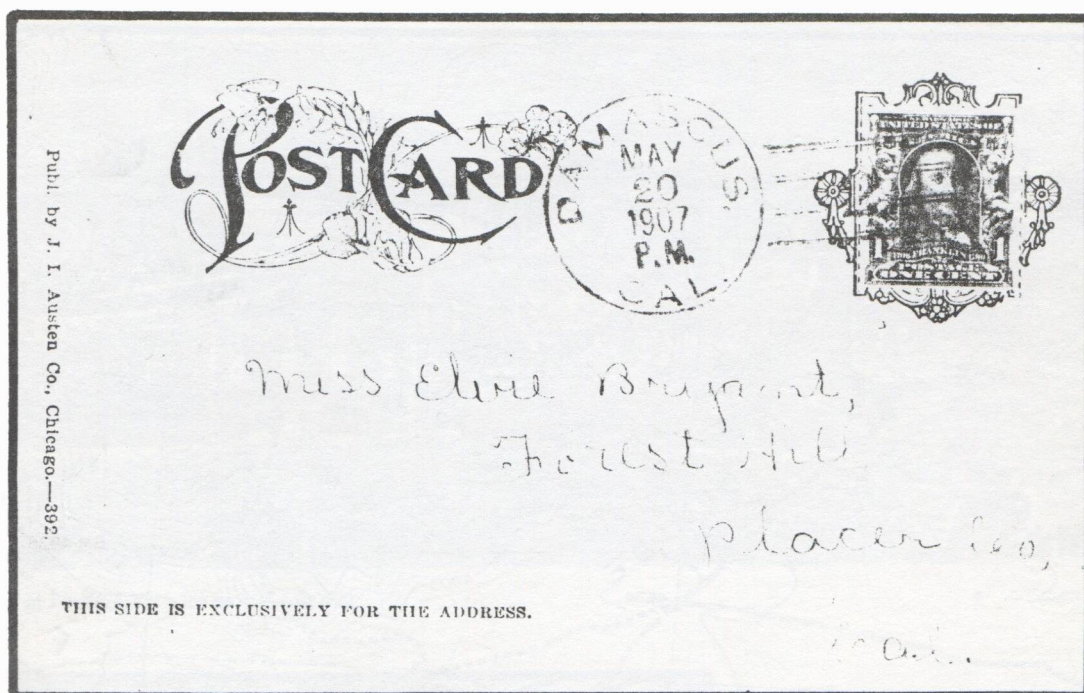


Figure 2. The Damascus Doane Discovery Example.

The reported periods of operation for the Damascus post office indicates the variability of mining stability. The movements of the post office location can logically be attributed to one, or both, of two reasons: a) change in postmaster; b) relocation of structures out of the way of progressing hydraulic mining activities.

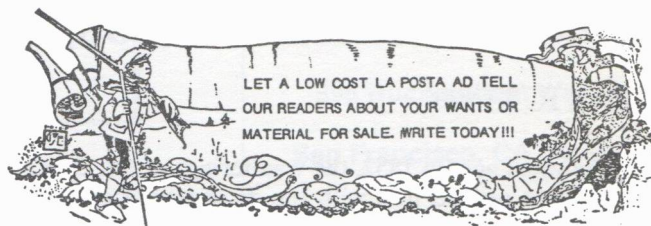
If a postal historian -- or collector of postmarks -- were to travel into the Sierra Nevada foothills in search of Damascus, they would not find anything beyond the word "Site" on a map: this after having left Auburn and Interstate 80, travelling 16 miles over a wiggly two-lane road to Foresthill, four additional miles (straight road) to Baker Ranch, six more miles easterly toward the Sierra Crest, and finally two miles of roughly gravelled road (north) to a heavy gate blocking the view toward Humbug Canyon and the North Fork of the American River (Figure 1)


Too, if this postal historian -- disguised as a *tourista* -- were to ask the "locals" when Damascus was a thriving mining community, what was there, what is there, or even directions on how to get there, few (very few) will have even heard of Damascus.

Postmarks from long-discontinued mining camp "towns" are seemingly difficult to find, even with continued effort in the search. Recognizing that few "old timers" remain to relate stories of mining days and town's locations, and that relatively few collectors of postmarks exist, albeit a growing number, it is not surprising that the postmark usage from these small towns -- often remembered only in tales -- has yet to be delineated and cataloged.

The Type 2 Doane cancellation from Damascus illustrated in Figure 2 was discovered as an accident of an unplanned search. No Doane cancels were reported from Damascus in the 1983 edition of *CALIFORNIA DOANES*, and the discovery of two examples -- both with 1907 year

dates and both Type 2 Doanes -- thus expands the California records. Since the Damascus post office closed for the last time in January 1908, examples of postmarks from the town are not apt to be too plentiful on post cards, but, since the office would have been issued its Type 2 Doane in late 1903 or 1904, we can expect covers -- or very early post cards -- to bear other examples of this Damascus Doane from about 1904 through the closing of the office.






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## Wm. B. Robinson

1641 Bruce Ln.  
Green Bay, WI 54303





# ROSS WILLEY MAIL AUCTION NO. 6

3930 S.E. 150th, PORTLAND, OR 97236

(503) 769-7618

## CALIFORNIA, COLORADO, NEBRASKA, OREGON

- 1 Cal. HARDY, 1913, VG 4 bar on PPC (97-15) E 6
- 2 Col. GURNEY, 1912, VG 4 bar on PPC (07-23) E 20 PH
- 3 Neb. UNIT, 1911, F doane on PPC (04-21) E 10
- 4 Ore. CONNLEY, Lake Co., G+ 4 bar, PPC (12-20) E 40 PH

## NORTH DAKOTA

- 5 ALDEN, 1908, VG doane on PPC (06-17) E 7
- 6 ASHTABULA, 1909, VG CDS on PPC (82-13) E 7
- 7 BENSON, 1909, F 4 bar on PPC (05-09) E 10
- 8 BRAZIL, 1909, F 4 bar on PPC (1900/30) E 6
- 9 COLLINS, 1912, G+ 4 bar on PPC (05-14) E 8
- 10 FARRINGTON, 1913, VG-F red 4 bar on PPC (10-14) E10
- 11 FERGUS, 1911, F 4 bar on PPC (93-19) E 8
- 12 FLEAK, 1909, F doane on PPC (04-21) E 8
- 13 HEFFERNAN, 1911, F 4 bar, PPC, off the top (09-11) E18 PH
- 14 MARSTONMOOR, 1910, VG-F 4 bar on PPC (04-21) E 10
- 15 NUMEDAH, 1909, F 4 bar on PPC (98-26) E 8
- 16 POWER, 1910, F 4 bar on PPC (86-15) E 10
- 17 SQUIRES, 1911, F doane on PPC (04-14) E 12

## SOUTH DAKOTA

- 18 EFFINGTON, 1915, F 4 bar, PPC clipped cnr (92-16) E 6
- 19 HILLCREST, 1911, F 4 bar on PPC (09-37) E 6
- 20 NORDEN, 1912, F 4 bar on PPC (07-12) E 10
- 21 SHOEMAKER, 1911, VG-F 4 bar on PPC (10-12) E 20 PH
- 22 SNOMA, 1908, VG doane, PPC, stamp torn (90-11) E 8

## WASHINGTON

- 23 CHENOWITH, 1908, F doane on PPC (81-28) cnr cr E15
- 24 COLLINS, 1905, F doane on GPC (1900-18) E 7
- 25 COLUMBUS, 1908, VG doane on PPC (72-22) E 5
- 26 COVELLO, 1909, VG doane on PPC (83-18) E 10
- 27 CRAIGE, 1908, F 4 bar on PPC (98-41) E 7
- 28 EDEN, 1909, F 4 bar on PPC (99/35) E 5
- 29 EVANS, 1913, F 4 bar on PPC (03-20) E 12
- 30 GERTRUDE, 1913, VG 4 bar on PPC (1900-36) E 3
- 31 GLENCOVE, 1914, G+ 4 bar on PPC (96-24) E 4
- 32 HOH, 1908, G+ doane on PPC (04-34) E 5
- 33 LADD, 1910, VG 4 bar on PPC (07-14) E 10
- 34 LEWIS, 1916, VG 4 bar on PPC (10-30) E 8
- 35 MANOR, 1907, F doane on PPC (92-11) E 5
- 36 SATUS, 1916, VG typ A 4 bar on PPC (08-37) E 6
- 37 SWOFFORD, 1910, F 4 bar on PPC (90-22) E 10
- 38 TURNER, 1909, VG-F doane on PPC (04-34) E 6

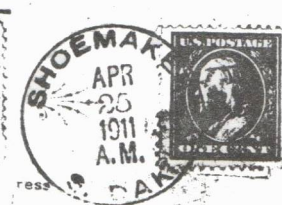
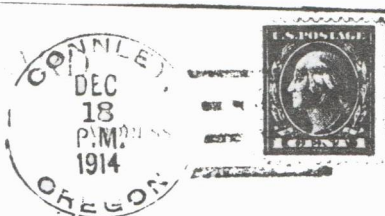
## WYOMING

- 39 CRESTON, 1907, VG 4 bar on PPC (96-09) E 15
- 40 GILLETTE, 1909, VG-F doane, typ 2, # 1, PPC E 4
- 41 KNIGHT, 1908, G+ typ A 4 bar on PPC (02-21) E 12
- 42 KNIGHT, 1911, VG-F typ B, PPC, (02-21) E 12

## RAILROAD POST OFFICES

- 43 ANTLER & RUGBY, 1910, VG on PPC E 5
- 44 BLAINE & SEATTLE, 1918, F on PPC E 7
- 45 KIOWA & GUTHRIE, 1911, VG on VF cover E 6
- 46 NILES & SAN JOSE, 1906, VG on PPC E 6
- 47 SEATTLE & HOQUIAM, 1912, VG on PPC E 6

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## THE MIDWESTERN EDITOR

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I received some nice feedback on my comment about collectors that think little of dropping \$50 for a cover, but aren't willing to part with \$25 to buy a book that may shed some information on the cover. This time I want to talk about the books, and about what goes into producing books.

Many books dealing with postal history are unsophisticated in their production. There are some exceptions, beautifully crafted works with glossy photos complementing the careful research. Production costs are so high on such books that retail prices are necessarily high -- so high that the casual collector will pass it by unless he has a burning interest in the topic, or is a book collector as well.

Most state listings of postal history are produced with an eye to limiting the cost, making the information available to a wider range of collectors. But let's face it, the books are not going to be "best sellers". Any postal history book will sell to the same general audience -- dealers, libraries, and the major collectors of that area. After the initial rush of sales, the remainders of the book will sell at a very slow pace until it is sold out.

The publisher of this material must make decisions on the type of paper, the number of illustrations, and the number of copies to be printed to arrive at printing costs. The binding operation also has a number of options that affects the cost. After figuring in packaging and postage costs, and allowing for royalties, if any, the retail price of the book is set.

Big publishing houses mass producing for a large audience can print thousands of books at a very low cost per book. A run of 500 copies for a postal history book does not have this economy of scale. Most binderies won't look at a



run of 500 -- they either are geared for special runs of 10 or 20, or are looking for longer runs.

As a result, even a book produced with economy in mind can end up with a fairly high price tag -- and even with a substantial retail price it can take quite a while for the book to pay production costs. In the meantime the unsold books need to be stored, perhaps for years.

But notice, these several paragraphs have discussed only the costs of producing the book, and do not mention the work that went into the book. I think postal history researchers will agree that money is not the reason they spend long hours looking at microfilms or poking through old books. They seek the information because they enjoy the search and the sometimes unexpected rewards one reaps along the way. The work is a "Labor of Love", for there is little in the way of monetary reward for publishing the information.

Large publishing houses pay 5 or 10 per cent royalties to the author. In a postal history book this works out to considerably less than \$1 per hour of time spent obtaining, organizing, and improving the information.

The research is exacting. There are opportunities to make errors at every step -- in interpretation, in transcription, and in organization of the



thousands of names and dates, not to mention the danger of finding you have been using incomplete or inadequate sources. And though the material can be very complex, you just know that if an error is made, someone out there will find it.

With such dedication to the subject on the part of some, it is sobering to reflect that a lot of people with an interest in the topic won't buy the book -- because it's only a book, and one could spend that \$25 on a nice cover instead.

If you are a collector, you might re-think this decision. Several dealers have told me that they had never lost money buying a postal history book. But the books not only help in the short run, allowing a higher price tag to be placed on postmarks from short-lived offices; in a more general sense it provides a support structure on which postal history can build. By so doing, more collectors will be drawn to the

collecting of postal history, and the increased awareness of the unique qualities of these historic paper artifacts we collect will help preserve their value to us and to collectors of future generations.

#### IOWA POSTAL HISTORY SOCIETY BULLETIN

The Iowa Postal History Society Bulletin is bigger and better than ever before. The latest edition (Oct-Dec 1987) is 72 pages of solid Iowa postal history, including an on-going survey of known markings from discontinued Iowa post offices. A subscription to the Bulletin is included with the modest \$7 dues for membership in the Iowa Postal History Society.

#### POST OFFICE CENTENNIALS March - April 1988

Post office from several states not usually represented appear in this grouping of offices established in March and April of 1888. Two offices from Alaska appear, Kodiak and Metlakatla. From the east coast, there are offices

from New Hampshire, Rhode Island, and Delaware.

Five offices that are still operating were established in California during this period, but only Fullerton is in southern California.

##### MARCH

- 1 Forest LA, Chapin SC
- 6 South Shore SD
- 7 Cantua Creek\* CA
- 9 Alvarado\* MN, South St. Paul MN
- 10 Kodiak AK, Buckeye AZ, Thatcher AZ
- 12 Proberta CA
- 14 White Earth ND
- 15 Des Lacs ND
- 20 Jerusalem AR, Iowa LA, Elliott\* SC, Pierpont SD
- 24 Asti CA, Chicago Park CA, Fullerton CA
- 26 Kenyon RI
- 29 Yorges Island\* SC

##### APRIL

- 4 Otto\* WY
- 5 Westbrook MN, Afton WY
- 11 Chester MD
- 12 Lake Bronson\* MN, Roseau\* MN, Westville\* SC
- 13 Bear DE
- 17 Yards VA
- 18 Pinedale AZ
- 20 Metlakatla AK
- 25 Dora AR, Gaither\* MD
- 26 Mirror Lake NH, Sellers SC, Carlile WY
- 28 Hanover ND, Palmetto SC

## THE POST OFFICES OF ANDERSON COUNTY, KENTUCKY

By Robert M. Rennick

Anderson County's 204 square miles are located in the western bluegrass section of central Kentucky. Its seat, Lawrenceburg, lies 20 air miles due west of downtown Lexington, and half that distance south of the state capitol in Frankfort. The 82nd of Kentucky's 120 counties, it was created in 1827 from sections of Franklin, Mercer, and Washington counties. It was named for Richard Clough Anderson, Jr. (1788-1826), a Kentucky legislator and Congressman. Shortly before his untimely death, Anderson achieved some degree of national prominence when, as the first U.S. Minister to Colombia, he negotiated out first treaty with a South American country.

Of the county's 35 post offices, only one, Lawrenceburg's survives. With an estimated 5,500 residents, it is the oldest and largest community in the county. The site was settled in the early 1780s by a German immigrant named Jacob Kaufman, and was first called Kaufman's (or Coffman's) Station. Sufficient settlement justified the establishment of a post office on January 22, 1817. It was named Lawrenceburgh, not for Capt. James Lawrence of the USS Chesapeake, as stated in Collins' History of Kentucky, but for William Lawrence, a local tavern owner and the community's leading citizen. This office, whose first postmaster was Jeremiah A. Matthews, may also, early and briefly, have gone by the name of Lawrence's Hotel.

In 1820 the community was incorporated as Lawrence by the Court of Franklin County (of which it was then a part), but was renamed Lawrenceburg by the legislative act of January 16, 1827 that established the county. On March 30th the town was officially designated the county seat. In 1893 the "h" was dropped from the post office's name in the Post Office Department's comprehensive efforts at name simplification.

The second post office established in Anderson County -- the earliest record is March 19, 1830 -- was named Beaver Creek for its location near the head of a branch of the Chaplin River. It is said to have been in a tavern run by the Wash family, probably where US 62 now crosses the creek, just south of the recently created Beaver Lake. David and John Wash are known to have been its first two postmasters. The office was discontinued in 1842. The creek is presumed to have been named for the many beaver found there in pioneer times.

Salt River, the county's third post office, was established on July 5, 1839, with James S. Davis as postmaster. It was named for its site on this major central Kentucky stream, some eight miles west of Lawrenceburg. Discontinued 15 months later, it was re-established February 7, 1848 as Camdenville, for reasons unknown, in postmaster Elijah Orr's store. The town that developed around it was laid out in 1860 by W.E. Bell and incorporated that year as Camdenville. The post office closed in 1864 and was re-established in 1881 as Orr (probably for Elijah), and the community was officially renamed this in 1886.

A final name change for both post office and community came in 1904. According to William H. Townsend, a Kentucky historian who grew up there, townsfolk felt embarrassed to tell others they came from Orr, for they were





so often met with the wisecrack "or what?" An attempt by Democratic supporters of Alton B. Parker, who was then running for president against Theodore Roosevelt, to rename the post office Parkersburg or Parkersville was unsuccessful as these names were already in use elsewhere in Kentucky. Glensboro was suggested for the town's location in a narrow, secluded spot between two hills. Though the post office closed for good in 1913, the community has been Glensboro to this day.

Four post offices were established in the 1850s. Rough and Ready, named for Zachary Taylor, was established on February 6, 1850 with Elisha D. Hawkins as postmaster. The town that grew up around it was incorporated in that name in 1854. In 1876 both were renamed Alton, possibly for the town's altitude, somewhat higher than the surrounding countryside. The town's prosperity as a trading center for the area along the highway between Lawrenceburg and the Franklin County line declined after the Southern Railway built Alton Station, one mile southwest, and a post office by this name was established on April 22, 1890. Much of Alton's business was drawn to the new site, sometimes called New Alton. While Alton's post office closed in 1910, its neighbor's remained in operation until 1963. They continue as separate, viable communities.



Another U.S. president was honored in the establishment of the Van Buren post office on May 23, 1850 with Jacob W. Lindle, postmaster. Now completely submerged by the new Taylorsville Lake, the village of Van Buren was on the Salt River at the Spencer County line, some 14 miles west-southwest of Lawrenceburg. It was laid out in 1835 by Edward Harris and incorporated as a town in

1886. With several interruptions the office operated until it closed for good in 1922.

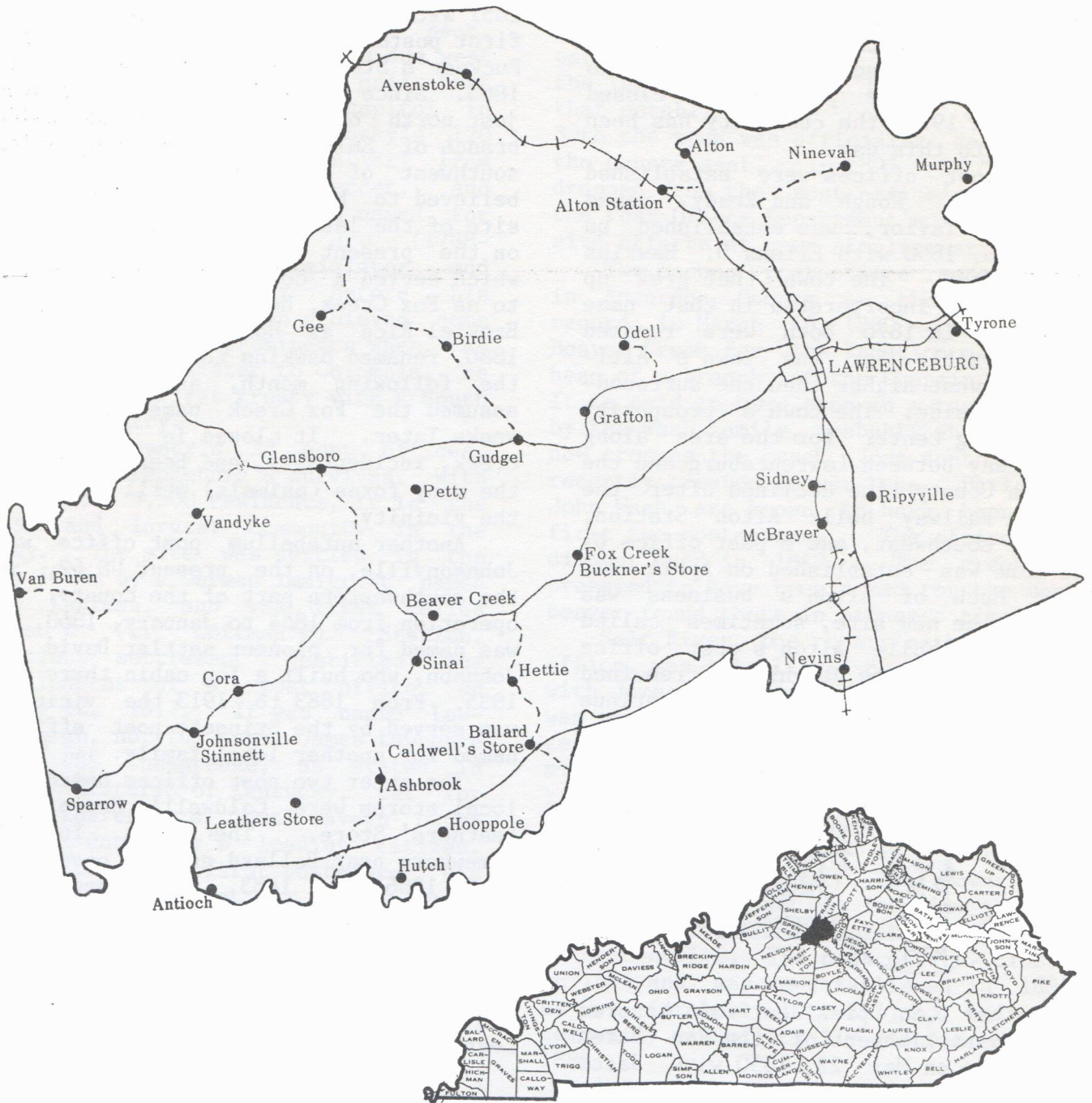
One of the three Anderson County post offices named for the stores in which they were located was Chesher's Store, which was established on May 20, 1851 with Wilfred G. Chesher as the first postmaster. In 1861 it became Buckner's Store, and was discontinued in 1865. Since it is imprecisely located just north of Fox Creek (a southside branch of Salt River, some four miles southwest of Lawrenceburg), it is believed to have been at or near the site of the later Fox Creek post office, on the present US 62. This office, which served a community long referred to as Fox Creek, had been established by Ezekiel Rice as Horace on March 23, 1886, renamed Hawkins for a local family the following month, and officially assumed the Fox Creek name some three weeks later. It closed in 1913. The creek, incidentally, had been named for the many foxes (animals) still found in the vicinity.

Another antebellum post office was Johnsonville, on the present US 62, in the southwestern part of the county. In operation from 1854 to January, 1863, it was named for pioneer settler David J. Johnson, who built a log cabin there in 1835. From 1883 to 1913 the vicinity was served by the Stinnett post office, named for another local family.

The other two post offices named for local stores were Caldwell's Store and Leathers' Store. The first, located somewhere near Ballard and in operation from 1866 to 1883, was named for Benjamin F. Caldwell, the storekeeper and first postmaster. The other, just west of Beaver Creek and about two miles north of the present Blue Grass Parkway, did business in the store of Mr. Leathers from 1876 until 1913.



# POST OFFICES OF ANDERSON COUNTY, KENTUCKY





In 1855 John Ripy ('Rih-pee) who, some twenty years before, had come to the US from Ireland's County Tyrone, opened a store at a site about four miles south of Lawrenceburg. Three years later the town that had grown up around it was incorporated as Ripyville and a post office of this name was established there on May 31, 1867. It closed in 1905.

Ripy's ancestral home was the source of another Anderson County post office name. In 1868, in the vicinity of a Kentucky River wharfhouse and landing called Streamville, John Ripy's brother James opened a distillery which he named Tyrone. This name was also given to the nearby town when it incorporated in 1879, and on August 9, 1893, to the local post office of Coke, which postmaster John T. Coke had established the year before. Tyrone flourished as a major distilling and trade center until Prohibition. Little remains.

Eighteen of Anderson County's 35 post offices were named for local or county persons or their families. Five of these we have already discussed.

Vandyke (sic), a post office that served a Salt River mill village from 1887 to 1906, was named for Dick Van Dyke, the miller. Nothing remains of the community, somewhere between the present Ky. 44 and Van Buren, and some fifteen miles west of Lawrenceburg.

The Ballard post office in the south central part of the county, 7.5 miles southwest of Lawrenceburg, was established on August 8, 1893 in Austin Caldwell's store and named for either Thomas Ballard (then Lawrenceburg's postmaster who helped in securing the office), or for William Ballard, a nearby farmer. It closed in 1904.

The name of another Lawrenceburg postmaster, George W. Hutchison, was given to the Hutch post office, the last to be established in the county, on December 4, 1908. It was located near the junction of Washington, Anderson and Mercer counties, 17 miles southwest of Lawrenceburg.

A community now called simply "down by Huffman's Distillery", centering on the junction of Ky. 44 and 395, six

miles west of Lawrenceburg, was served by the Gudge post office from 1895 to 1907. It was named for Edward E. Gudge, its first postmaster, or his prominent pioneer family.

The Nevins post office, four miles south of Lawrenceburg, served the area around the Nevins Station on the southern Railway between the present Blue Grass Parkway and the Mercer County line. It was established in Mercer county on February 17, 1890 and named for its first postmaster, John T. Nevins. Shortly thereafter, it moved to its present site in Anderson County, and closed in 1910.

Two post offices were named for local women. Cora, on US 62, 14 miles southwest of Lawrenceburg, was established on January 22, 1890 and named by its first postmaster, Nimrod Utterback, for a popular local girl named Cora Bond. The office closed in 1912. Hettie, between Sinai and Ballard, 7.5 miles southwest of Lawrenceburg, was named for its only postmaster, Hettie M. Etherington. It operated from 1890 to 1904.

Where Ky. 513 crosses the Southern Railway, a half mile east of the US 127 interchange with the Blue Grass Parkway three miles south of Lawrenceburg, was the site of the distillery and trade center of McBrayer. The town developed around the depot called McBrayer Station for the family that had owned that section of the county since pioneer times. The Sidney post office, established on the nearby Salt River on July 17, 1888, was shortly thereafter moved to the station and given its name. It closed in 1917.

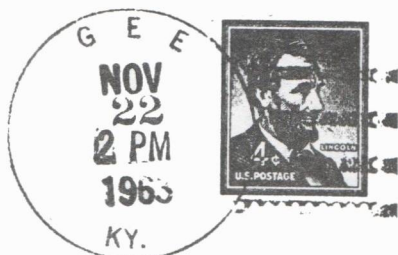
Some five miles northeast of Lawrenceburg, on the Kentucky River, was a post office first called Dowling when it was established on May 19, 1890. A few months later it was renamed Murphy. These were two local families then engaged in a successful distillery operation. The office closed in 1904.

Less than a half mile from the Nelson County line, in the extreme western section of the county, was the post office of Sparrow. It was established on January 15, 1883 with James B.

Barnett, Postmaster, to serve a community then and, to some extent, still known as Wardsville. Both names honor local families. The Sparrows, in fact, have been so numerous and so closely connected with this community that it has long been called The Sparrows Nest.

The Petty post office, some two miles east of Glensboro, was in operation from 1889 to 1906. It was named for the family of Rhodman Petty, a Virginia-born Revolutionary War veteran who settled there before 1800.

From 1902 to 1905 the Odell post office, named for a local family, served the Hammond Creek area, four miles west of Lawrenceburg.



In 1898 a local family gave its name to the Gee post office, serving the area nearest the Shelby County line in the northwest part of the county.

Three Anderson County post office names have probably Scriptural derivations. Ninevah, 3.5 miles north of Lawrenceburg near the Franklin County line, served a community that may have been called Providence, for a nearby church, until the post office was established on February 21, 1895 and given the name of the ancient city mentioned in several books of the Old Testament. The office closed in 1904.

A post office established on June 14, 1860 just south of Sulphur Creek, which forms the Washington-Anderson county line, was named Antioch, probably also for a nearby church. In 1899 the office moved a short distance over the county line to a site somewhere in the vicinity of the present Blue Grass Parkway in the southwest corner of Anderson County. It closed in 1918. Current maps still show a tiny settle-

ment called Antioch back over the line in Washington County, and about a mile northwest of the Antioch Church.

The most recent post office in the county to be discontinued, in 1973, was Sinai, located on Ky. 53 a mile south of Beaver Lake and 8.5 miles southwest of Lawrenceburg. Established on October 24, 1876 by James M. Wash, it served a community known as both Sinai and Shiloh. The latter name was derived from the local Christian Church (organized in 1870) and possibly also from the Civil War battle. Sinai is pronounced, curiously, ('Sah nee eye).



On Ky. 53, two miles southwest of Sinai, was the post office of Ashbrook. The community it served from 1890 to 1913 is said to have been given this name in 1878 by a local storekeeper, Capt. John McBrayer, who was much taken by the ash trees growing in profusion along nearby Beaver Creek.

On the Blue Grass Parkway, two miles east of the Ky. 53 interchange, is the site of a post office called Hooppole, in operation from 1883 to 1902. It was named for the hickory poles harvested there in the late 19th century for use in making barrel hoops. The name survives in that of a road extending south of the highway to Sulphur Creek, where Anderson County adjoins Washington County.

The derivations of three Anderson County post office names -- Avenstoke, Birdie, and Grafton -- remain unexplained.

Avenstoke, which served a railroad station and community in the north central part of the county some eight miles northwest of Lawrenceburg, was established on July 2, 1888 with Edgar E. Wiggs as postmaster. It may have



been named by a railroad official, for it seems to have had no local significance.

The Birdie post office, established on April 24, 1888 with Edward D. Brown as postmaster, was on Ky. 395, eight miles west of Lawrenceburg. It closed in 1903.

The short-lived Grafton post office (from 1900 to 1905) had only one postmaster, Alvin H. Hawkins. It was on the present Ky. 44, over four miles west of Lawrenceburg. This vicinity, centering on Fox Creek, may also have been called Pinchem; but this name, too, defies derivation.

Most of Anderson County's post offices served rural settlements or isolated farmsteads, were usually in a store whose owner was also postmaster, and failed to survive the improvement of county roads which facilitated travel to larger communities for better services. The advent of rural free delivery in 1896, which led to the closing of about

40,000 post offices nationwide over the next two decades, condemned over half of Anderson County's offices by the First World War. Four (Murphy, Hettie, Ballard, and Ninevah) closed on one day, January 14, 1904; while six (Glensboro, Leathers Store, Stinnett, Fox Creek, Ashbrook, and Hutch) were terminated on January 31, 1913. Nine others closed in the first decade of the twentieth century. Only six offices (Avenstoke, Tyrone, Gee, Alton Station, Sinai, and Lawrenceburg, which alone survives) made it past the Great Depression.

The names of only seven post offices (Tyrone, Alton, McBrayer, Glensboro, Fox Creek, Avenstoke, and Lawrenceburg) identify existing communities, though all but Lawrenceburg are hamlets providing only one or two basic rural services. The other names, referring to once viable communities and their post offices -- or in a few cases, to isolated post offices -- are now merely local memories.

Notes: The distances given in the text, unless otherwise indicated, are road miles from Lawrenceburg's city limits. Lawrenceburg's point-of-location on the accompanying map is its business district, centering on the court house.

References cited in this article were:

1. Philip Spencer, Lawrenceburg, Ky., interviewed on August 4, 1978.
2. Wyatt Shely, Lawrenceburg, Ky., personal correspondence, Fall 1971, and several columns on Anderson Co. place names in the Anderson News, Fall 1971.
3. Anderson News, Souvenir Supplement, June 1906, passim.
4. Maj. Lewis W. McKee and Mrs. Lydia K. Bond, A History of Anderson Co., Frankfort: Roberts Printing, 1937, passim.
5. William H. Townsend, Hundred Proof: Salt River Sketches and Memoirs of the Bluegrass, Lexington: Univ. of Kentucky Press, 1964, Pp. 3-5.

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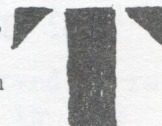
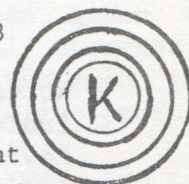
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**DOW CITY AND ARION, IOWA**  
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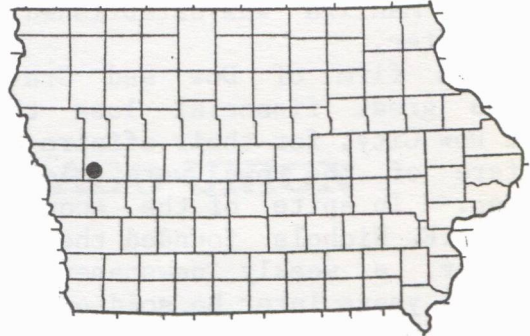
By Alan H. Patera

On July 21, 1868, S.E. Dow was made postmaster of Crawford, the post office established on his homestead. By this time he had served as county judge and managed the affairs of the county well, but his chief interest remained the community in which he lived.

When the Northwestern Railroad was extended through Dow's homestead en route to Council Bluffs, a station was erected and called Crawford to conform with the post office name. S.E. Dow and the Blair Town Lot and Land Company laid out the town of Crawford around this station in October 1869. The railroad station drew other enterprises and Crawford was soon a lively village with a Baptist church, a school, and several stores. George Rae, one of the first teachers in the school, arrived with his bride on the construction train, the first to puff into Crawford. In 1871 railroad business averaged around \$355 a month.

The townspeople, in appreciation of Mr. and Mrs. Dow's interest in the town, renamed it Dowville in April of 1872, and had the post office and station name changed to correspond. The post office name was officially changed on April 15, 1872.

Dowville, with only seven houses, was making lively progress by 1873. There was another store, a livery stable, a drug store, a cheese factory, a business handling grain, stock, and lumber, a Presbyterian and a Methodist church. Because one farmer nearby had over 1,000 sheep, there was talk of building a combination grist and woolen mill. That year the town held a big Fourth of July celebration near the cheese factory. Ice cream, lemonade, oratory, and two dances provided entertainment to suit the tastes of the crowd. The next year a grain elevator, millinery shop, and a harness shop added to the impressiveness of the village's



main street. There was one hotel, the Boyer Valley House.

The little town had grown enough by 1876 to attract mention in the Council Bluffs Nonpareil. That paper listed the above businesses and referred in addition to three dry-goods stores and a flouring mill. It also noted that Dow owned the elevator, the lumberyard, the agricultural warehouse, and the cheese factory -- besides 1,500 acres of farm land.

On November 26, 1878, the post office and the town was renamed Dow City. It had grown so that the postmaster, a Mr. Lewis, was crowded in his one-room post office, so a new building was erected. This was a two-story building, with the top floor used as the town hall.

Things went well with the village until the 1880s. At that time the Milwaukee Railroad missed Dow City by two miles, and Arion was established at the junction where the Milwaukee crossed the Northwestern. It was a blow to the



former village, but the businesses were too well established to be moved bodily to the new town site. The growth of Dow City was stunted when railroad publicity boomed Arion, but Arion in turn had a setback when Manilla was established a few years later.

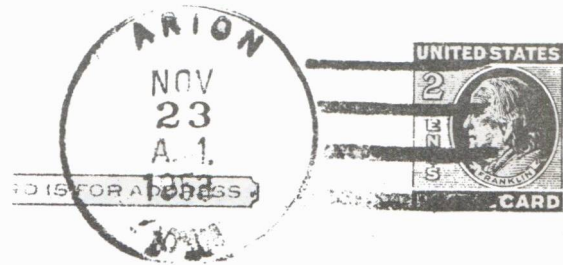
Then the firm of Dow and Graves suffered a great financial loss that crippled Dow City, for their affairs and the welfare of the town were closely interwoven. In spite of the economic problems, E.E. Nichols founded the Dow City Clipper, a weekly newspaper, in 1888. Three years later he sold out to A.H. Rudd, who changed the name to the Enterprise.

Throughout the next decade fire struck at the town often. In 1889 the jail was destroyed by a fire that killed an unidentified stranger who had been confined for drunkenness. In 1891 the Dow Flouring Mill burned, and in 1895 one fire destroyed the furniture and hardware stores, and a second one burned the hotel.

Twice during the early 1900s fire destroyed buildings in Dow City, but the greatest disaster came when H.S. Green's Exchange Bank failed in 1904, taking many in the town and the surrounding community down with it. The loss in savings alone was estimated at \$60,000. The townspeople refused to quit, however. Another bank was established, a branch of the one in Denison. The town voted for the installation of an excellent water works, and the acquisition of new fire-fighting equipment. In spite of the town's troubles it gained in population, reporting 541 inhabitants in 1905. The 1910 census found it with 462 residents.

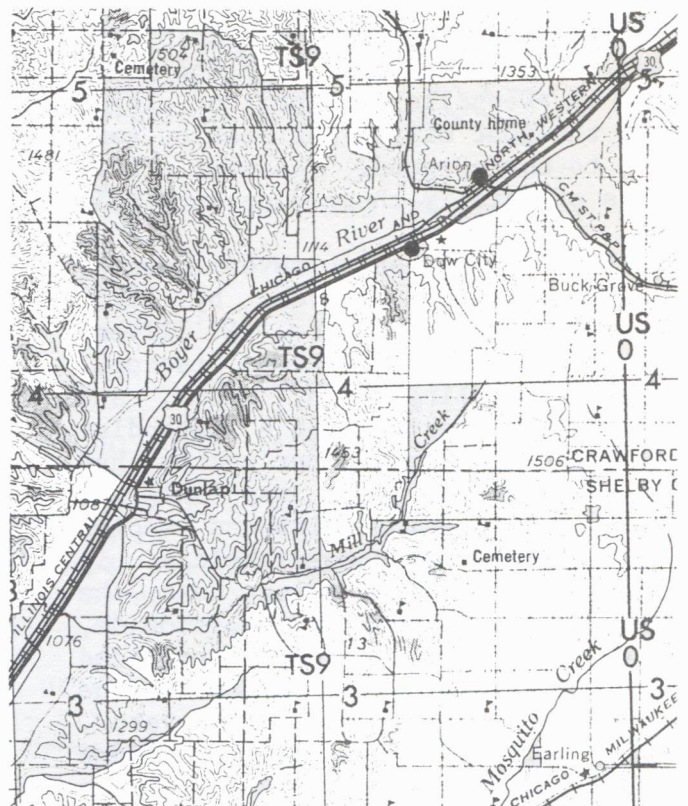
Dow City grew steadily from 1910 to 1940, at which time the census reported a population of 642. The size of the town has held steady since then, with a 1980 census population of 616.

Arion flourished for a few years, enough at least to retard the growth of Dow City. When a post office was established there on July 2, 1888, it took the name Lydia. Two and a half years later the name was changed to Arion, on December 19, 1890.



When the Illinois Central went through Arion in 1899, the town achieved renewed importance as the junction point of three railroads. It was known as a rowdy town, a convenient way station for vagabonds and thugs. A deputy sheriff from Denison lived there from 1902 to 1908 to maintain order in the little town.

Fire struck Arion in 1909, burning the huge Arion Mercantile Store and several other businesses. Not all of them re-built. Arion was never as large as Dow City, with 281 residents at the time of the 1940 census, and somewhat less than 200 today. Both Dow City and Arion post offices are still in operation.





Robert G. Munshower, Jr.  
Editor

Ms  
Eliza P. Cornwell  
Union Springs  
Cayuga County  
New York

CHICAGO  
R. R. NO. 1

## Introduction

History has left us with many famous names in the annals of American railroading. Many others, not so famous, are long gone and forgotten. On rare occasions, with the help of postal history and other material, we can recreate some of these forgotten men. This article investigates those individuals who played an important part in building an early railroad prominent in the history of Illinois - The Galena & Chicago Union Railroad.

### Some of the Principals Settle at Galena

Send me "to a place so hard that no one else will take it." So wrote Aratus Kent to the American Home Missionary Society in 1829. Kent was appointed to just such a place on March 29, 1829 - Galena, Illinois - a town full of numerous miners, many tents, various buildings, smelting furnaces, few women and children, no churches or schools, but many taverns. In other words - a tough place to come and to try building a church.

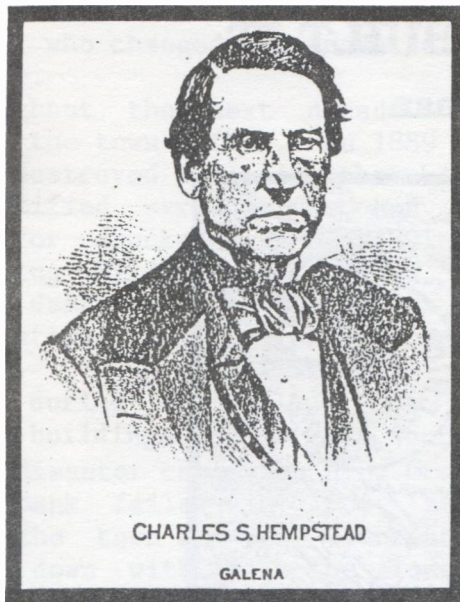


Figure 2. Charles S. Hempstead, first Mayor of Galena and supporter of The Chicago and Galena Union Rail Road.

Aratus Kent was born in 1794 in Suffield, Connecticut, the son of John and Sarah Kent. He also had a brother named Germanicus. Aratus entered Yale College and graduated in 1816. He spent the next four years at Princeton in Theological studies and was ordained on January 26, 1825, to preach in the Presberty on New York. His arrival in Galena at the age of 35 was noted by a comment in the small local paper as a "strong healthy man except for weakness in the eyes". He preached his first sermon in Galena on April 10, 1829.

Also in 1794, at Hebron, Connecticut on September 15, a son was born to Stephen Hempstead, an early settler in the New London area and a Revolutionary War soldier. He was named Charles (Fig. 2). After attending the New London Academy until age 16, he decided to head "West" with his brother Thomas to visit their older brother Edward in St. Louis. They went by schooner, keel boat and canoe to Shawneetown, Illinois. From there it was all on foot - 150 miles to St. Louis. The population of St. Louis at that time consisted of 1500 people with only about 50 English speaking residents. After a time, Charles entered his brother Edward's law office to study law. He was admitted to both the Illinois and Missouri bar after completion of his studies. When Edward died in 1817, Charles took over the practice. He was also elected to fill a vacancy in the Missouri Legislature, but decided that politics was not for him and stayed only one short term.

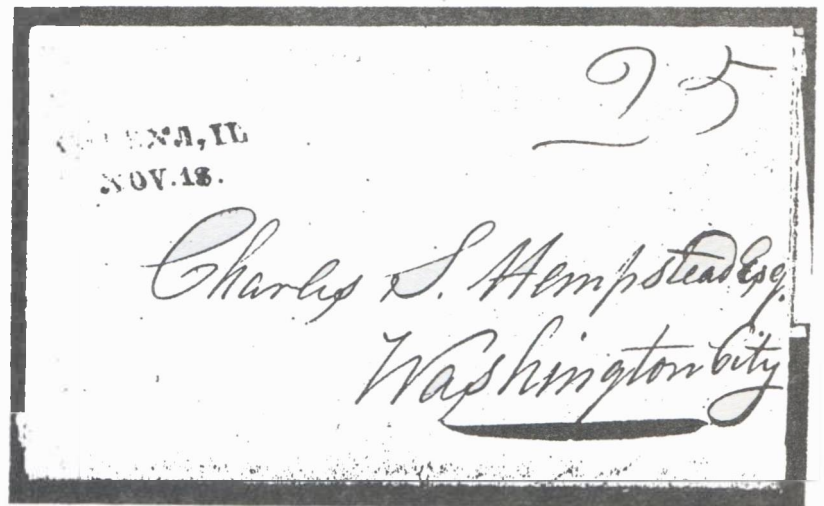


Figure 3. Stampless letter with "GALENA, IL/NOV 18" straight-line and manuscript "25". Letter written by Aratus Kent.

In 1829, he decided to move on, and was induced by another brother William to try the town of Galena. William had already made a name for himself in the place as a good businessman, prominent citizen, and active churchman. The marriages of the brothers to their wives were performed by Kent.



Charles could also be found in Washington City (D.C.), as a letter (Fig. 3) shows. He was probably there only on legal business concerning the treaty of the Pottawattomie and Winnebago Indians.

The illustrated letter was written by Preacher Kent in which he describes his trek through Illinois, visiting the many "new settlements" and the "lack of religious community" in most of them. Kent ended the letter by telling Hempstead that "surrounded as you are, Dear Sir, by privileges.....to give your talents and money to the Society." A mailing of the American Home Missionary Society to Hempstead (Fig. 4) attests to his interest in possible contributions to their needs.

Both Charles and William were staunch abolitionists. A slave document (Fig. 5) survives in which Charles has given freedom to a slave woman and her child. Surviving correspondence to William includes a St. Louis Bear cover (Fig. 6) and a later cover from Wisconsin Territory with an 1847 5¢ stamp (Fig. 7).

#### A Slow Start (1836 - 1846)

Another town of importance was beginning to take shape to the east and a little south of Galena on the shores of Lake Michigan - Chicago. It was soon to pass Galena in size and population, but at that time (1835) there was a thought of connecting the two with a railroad. On January 16, 1836, the Illinois Legislature granted a special charter for the incorporation of this railroad - to be called the Galena and Chicago Union Railroad. The route was to extend from Chicago, out into the "prairie country" toward the Mississippi River, Galena, and Dubuque, Iowa.

House Bill 103 (Fig. 8) gave the following men appointments as commissioners for securing subscriptions of stock in this road:

William Bennett  
J. C. Goodhue  
John B. Turner  
J. B. Thomas, Jr.

Thomas Drummond  
Peter Semple  
E. D. Taylor

This charter had one interesting provision written into it. If a turnpike road was more feasible at any point along the right of way, then it would be substituted for rails. Extensive provisions in Sections 7 through 10 were made for toll stations and the amounts to be collected, with directions on the construction of the toll road. Illinois was fortunate that none of this happened.

This "paper railroad" elected as its first president Theophilis W. Smith, with the following directors:

Edmond Taylor  
John T. Temple  
Ebenizer Peck

Josiah C. Goodhue  
Gregory Smith  
James C. Collins

Capital stock was set at \$100,000. This was later raised to \$400,000. William H. Sabine, not a director, was elected secretary.

One of the names on the subscribers list was important to both Galena and Chicago. This was Thomas Drummond. Born in 1809 in Bristol Mills, Maine, Drummond attended Bowdoin College and graduated in 1830. From there he went to Philadelphia to study law and was admitted to the bar in 1833. Planning to head for Iowa, he stopped in Galena and established a law practice, staying for 15 years. In 1850, he was appointed by President Taylor to the U.S. District Court as a Judge. He moved to Chicago in 1854, as District Judge for Northern Illinois and held this post until his death.

On March 7, 1837, the town of Chicago, by an act of the Legislature, became a city. There were two candidates for mayor - John H. Kinzie, son of the original settler and Indian Agent, and William Butler Ogden of Delaware. The winner was Ogden. Later he was to play an important part in the railroad.

From the original sale of 1,000 shares valued at \$100 per share, only a dollar per share had been paid. This made this "paper railroad" only worth \$1,000! But they could borrow 100 times that amount. After August of 1836 they could obtain



Figure 4. Circular with 36 mm red "NEW YORK/JAN 12/PAID/5 cts." CDS with printed "Circular Paid" in black at left corner. From the American Home Missionary Society.

up to \$400,000 to construct the line to the Des Plaines river. It was in 1836 that President Smith had correspondence with the Postmaster General to "memorialize" Congress for a land grant to build this road. It was presented to the Senate on January 3, 1837, but did not get beyond the second reading. This is the closest that the road came to receiving government aid.

The only meetings of the Board in 1837 occurred in June and November. At the June 1 meeting, the Board directed the secretary to open the stock books and set up rules for the transfer of stock. Guidelines were made that officers should only hold office for one year. At the November meeting, Elyah K. Hubbard was elected the second president, with James H. Collins appointed as secretary. The guidelines probably saved the company in those early years of inactivity.

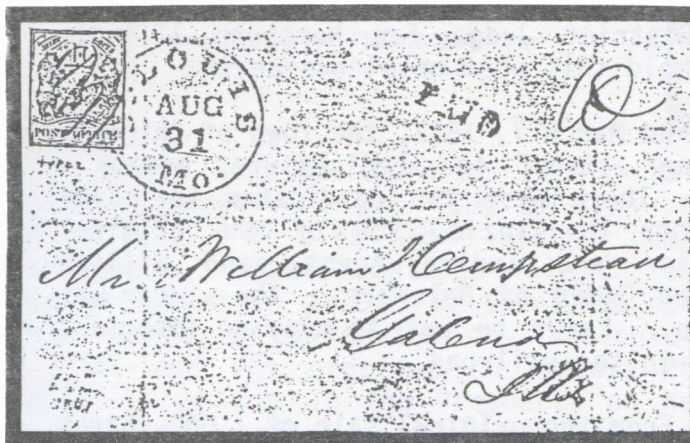


Figure 6. A 10¢, 3 mm, Type II, "St. Louis Bear", with a red CDS and red "PAID" with a manuscript "10". Addressed to William Hempstead. From the Sidney A. Hessel collection.

The minute books of 1837 listed only 13 stockholders (subscribers) in possession of 1,975 shares, with no one holding more than 225 shares. Transfers made on November 21 and 22, 1837, show 12 persons holding 1,975 shares, with E. K. Hubbard holding 1,520 shares. It was now essentially a one man organization!

Some survey work was done in 1837, but a financial panic had set in and further work stopped. Yearly Board meetings were held and Hubbard was re-elected president through 1844, when he died at the age of 26. James H. Collins became its third president on December 29, 1845.



Meanwhile, Galena was incorporated as a city; this taking place in 1841. The first mayor was Charles S. Hempstead! He got busy selling bonds to finance city projects (Fig. 9), providing the city needed capital to grow.

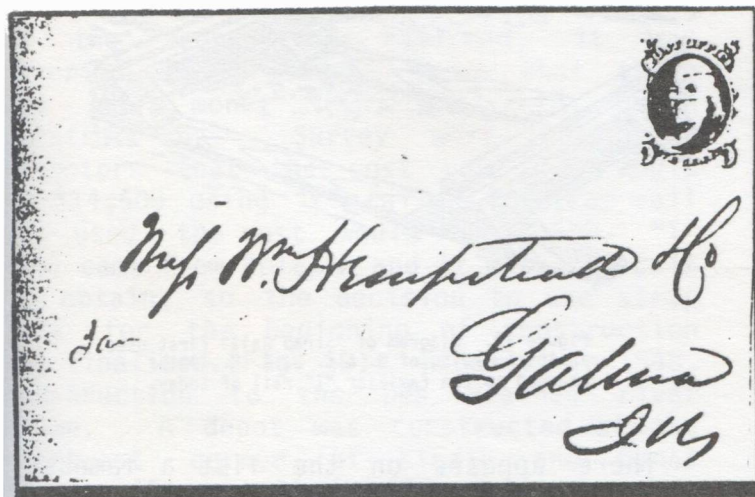


Figure 7. An example of the 5¢ 1847 issue used on letter dated "Mineral Point, W.T., Jan 17, 1848" and addressed to William Hempstead. Stamps were not issued to this place till August 2, 1849.

In 1846, the railroad was approaching ten years of inactivity. On February 17, 1846, William Butler Ogden (the early mayor of Chicago) became the fourth president. At the December, 1845 meeting only four of the seven Board members were in attendance, with the next meeting taking place on February 17, 1846, after the Rockford Railroad Convention on January 7th. One of the Rockford delegates to this convention was William Hulin.<sup>1</sup> The Rockford Railroad Convention generated action from the western area of the road for speed construction. There were some differences between the Chicago and western contingents, but the Chicago group kept things in control by being well prepared and ran the show by taking official chairs and committee assignments. Nearly all 319 delegates gave approval to the proposals.

With Ogden as president, Francis Howe was appointed secretary, a post he held until dying of cholera. Other directors named were:

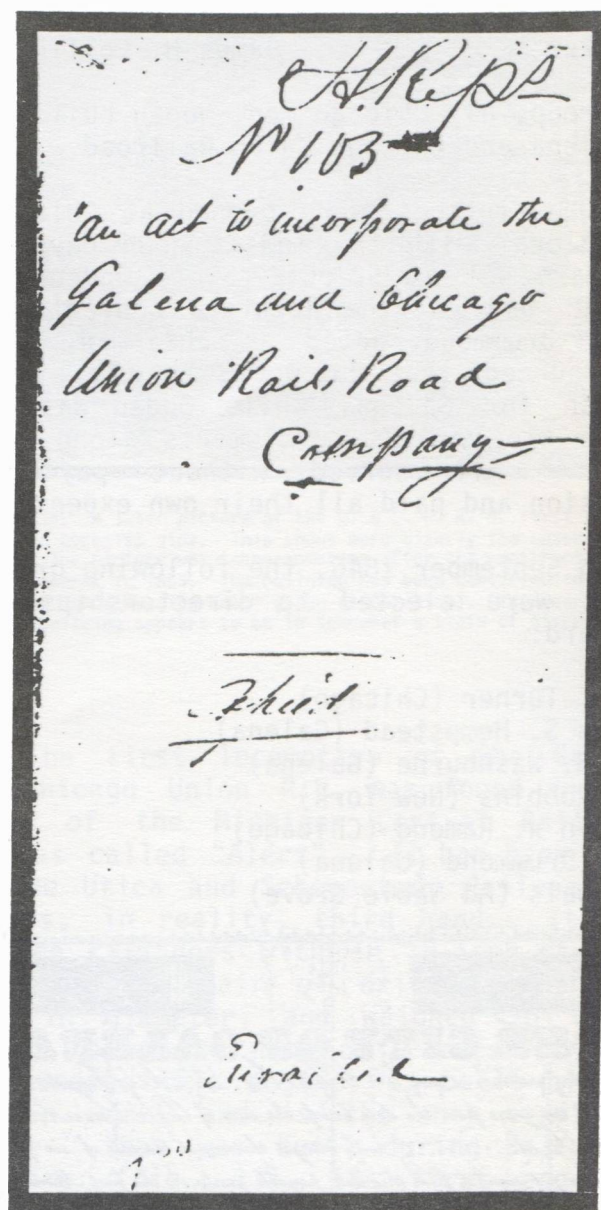


Figure 8. Front of document of House Bill Number 103 in Illinois Legislature in 1836 for the charter of The Galena and Chicago Union Rail Road Company.

<sup>1</sup>Teeman, Charles M., "Rockford's William Hulin & A Pair of Unrecorded Illinois 1847 Issue Covers". *Illinois Postal Historian*, Vol. 2, No. 4 (Whole Number 7), November, 1981.

William H. Brown  
Thomas Dyer  
C. Walker

Walter L. Newberry  
J. Young Scammon  
James H. Collins

This group, all Chicago men, began building the Galena and Chicago Union Railroad.

Subscriptions were opened at Chicago and Galena, with the lowest down payment per share set at \$2.50. Since Ogden was sick in bed at the Rockford Convention, Thomas Drummond acted as chairman, and he announced that he would be the stock salesman for Galena, while Ogden was to canvass the various settlements along the route. All served without pay or commission and paid all their own expenses.

In September 1846, the following group of men were elected to directorships of the Board:

John B. Turner (Chicago)  
Charles S. Hempstead (Galena)  
Elihu B. Washburne (Galena)  
Allen Robbins (New York)  
Benjamin W. Ramond (Chicago)  
Thomas Drummond (Galena)  
W. N. Dais (Au Sable Grove)

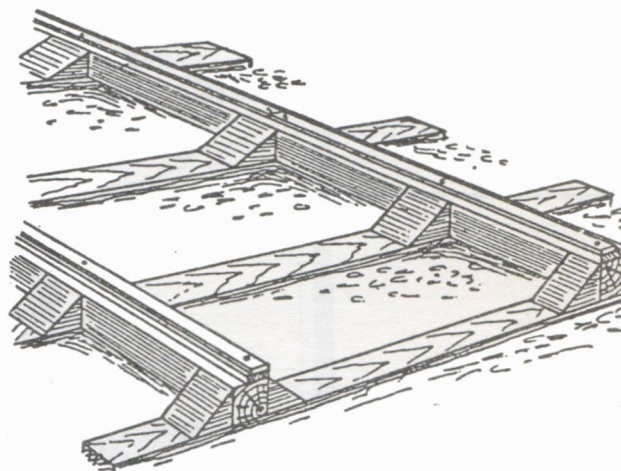


Figure 10. Diagram of "Strap Rail" first used in the building of G. & C. U. R. R., later changed to the familiar "T" rail of today.

There appears on the list a famous name recognized by historians - Washburne. E.B. Washburne was born in Livermore, Maine, one of 11 children and the only one to add the "e" to the end of his name. After Harvard Law School and admittance to the bar, he too headed for Iowa, but stopped in Galena instead. He became a partner with Hempstead in the practice of law. He soon left and went on his own, but returned in 1845 and married Hempstead's niece, the marriage being performed by Kent. He was a successful land speculator at 27 and a delegate to the Whig Convention in Baltimore. In 1852, he was elected to Congress as a Whig (Republican). By 1861 he had the longest continuous service of any Republican on the floor of the House. He was also called the "meanest man in the House"; but better, "the father of the House". He never smoked nor drank nor believed in the theatre, but he had a long memory! Another brother served in the Congress from Wisconsin (Cadwallader) and another from Maine (Israel). E.B. for a short time served as Secretary of State under Lincoln. Two other brothers were governors, another one was a senator, two were ambassadors, and one was a major-general. Another brother founded the Crosby-Washburn Flour Company in Minneapolis (now Gold Medal Flour).

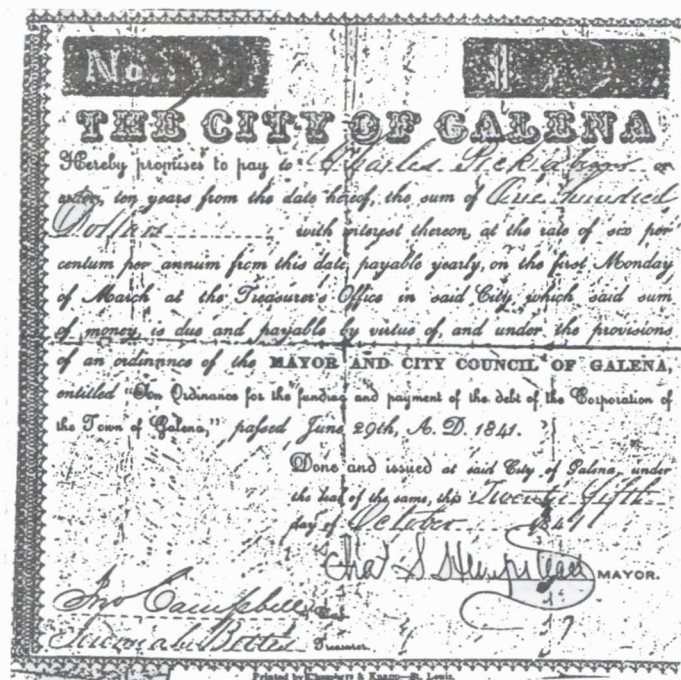


Figure 9. One of the original "City of Galena" bonds, issued for \$100 and signed by Charles S. Hempstead, dated June 29, 1841.



After the Rockford Railroad Convention and the sales of shares, everyone thought action was now on the way to get the road built. But after a year of trying, only \$20,000 were raised with many shares going for the \$2.50 minimum payment!

Finally, at the first annual meeting of the reorganized railroad, it was reported by president Ogden that there was now money (\$351,000) to begin construction. Survey work told the directors that the cost per mile would be \$14,500 using "T" rail. If strap rail was used, the cost would be \$8,500. "T" rail came from Britain and it was difficult to obtain, so the decision to use strap rail for the beginning of construction was finalized (Fig. 10). Finally, in 1848, construction to the Des Plaines river began. A depot was constructed at the southwest corner of Kinzie and Canal Streets (Figures 11 and 12).

At that same meeting, the directors authorized the purchase of a locomotive preferably secondhand. Payment was to be with stock. There was also authorization to purchase three passenger cars and thirteen freight cars.

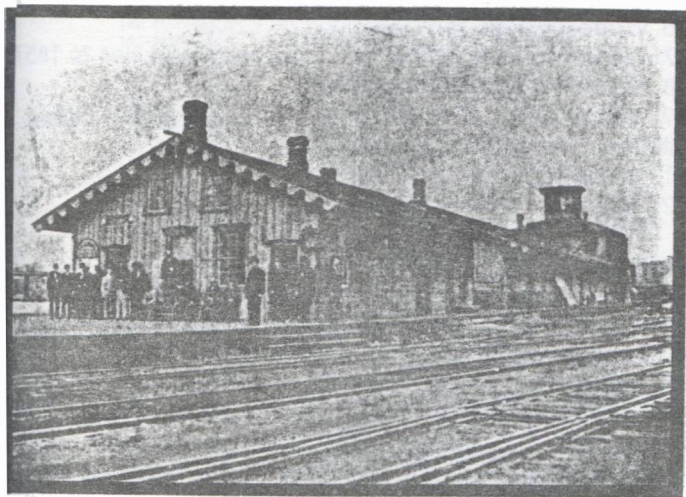


Figure 11. G & C. U. R. R. first depot. Initially constructed in 1848, it was expanded in 1849 with the addition of a freight handling facility, a second story for offices, and an observatory (right of picture). The entrance to the depot was on (then) West Water Street along the north branch of the Chicago River.

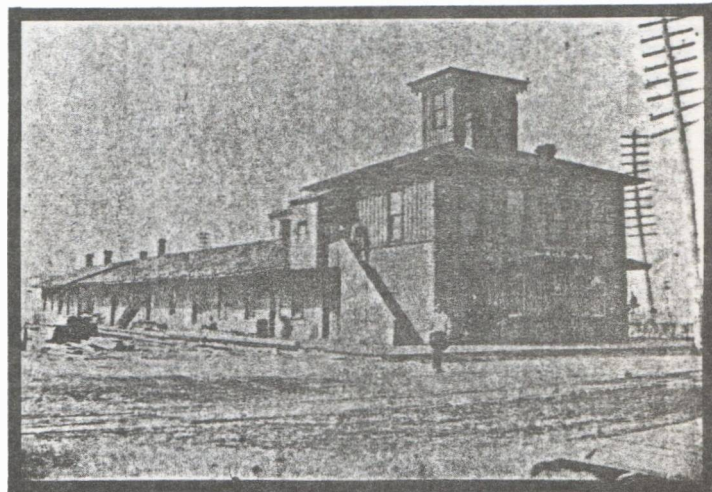


Figure 12. A later picture of the G. & C. U. R. R. first depot from the opposite side. This shows more clearly the observation tower. The picture was taken sometime after the construction of the new depot in 1853. The building had been converted to a "Railway Men's Reading Room" (sign on building). The rear portion of the building appears to be in somewhat a state of disrepair.

The first locomotive of the Galena and Chicago Union R.R. was found in the yards of the Michigan Central Railroad and was called "Alert". It had been used by the Utica and Schenectady Railroad so it was, in reality, third hand. It had 10 inch cylinders with an 18 inch stroke, had only one pair of driving wheels 4½ feet in diameter, and weighed 10 tons. It was given the name of "Pioneer" by its new owners. This engine was built by the Baldwin works and is the only surviving engine that was built during Baldwin's lifetime (Fig. 13). Its first engineer was John Ebbert and its first fireman was Daniel Sheehan. The "Pioneer" now resides in the basement of the Chicago Historical Society for display to all.

On October 25, 1848, after being placed on the tracks and hooked up to a car, the "Pioneer" made its first trip to what is now Oak Park. Ogden sold over \$20,000 in stock to people along the route that came to view this new mode of transportation! The Galena and Chicago Union never looked back. It reached the Des Plaines River (Maywood) on December 15, 1848, arrived at Turner Junction (West Chicago) in the spring of 1849, and then turned north to Elgin 12 miles further.

BEAR MOUNTAIN PHILATELIC  
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BOULDER, COLORADO 80308

EASTERN STATES

- 001 Warner, NH - Townmark on nice 3¢ 1869 cover
- 002 Belleville, NJ - 1870's townmark SCARCE
- 003 Clarksboro, NJ - 1906 RFD handstamp PPC
- 004 Minotola, NJ - 1898 CDS on UX14, 5% off at bottom, spindle holes in card
- 005 Orange Valley, NJ - 1880's on UX5
- 006 Conesus Center, NY - 1894 CDS on UX12
- 007 Pine Camp, NY - 1918 Triple Circle CDS on PPC, photo view of training camp, RARE
- 008 East Jamaica, VT - 1911 4 bar PPC
- 009 Thetford, VT - 1839 SFL Green townmark, Manuscript date mss "10"

MIDWESTERN STATES

- 010 Adams, ILL - 1894 CDS as b/s on cover
- 011 Carbon Cliff, ILL - 1916 Vivid Red 4 bar PPC - crease
- 012 Fort Stockton, ILL - 1911 Duplex on nice photo of Ft. Stockton Land Co. touring autos, unusual
- 013 Honey Bend, ILL - 1909 Doane o/s by Shipman, ILL duplex
- 014 Kingston, ILL - 1910 4 bar PPC
- 015 Phelps, ILL - 1911 4 bar PPC about good
- 016 Ripley, ILL - 1850's Manuscript on U10
- 017 Springfield, ILL - 1918 Flag "Illinois Centennial Celebration 1918" PPC
- 018 Webster, ILL - 1917 4 bar PPC
- 019 Hanover, IN - 1870's Blue on cover
- 020 Memphis, IN - 1884 Purple Double Circle CDS
- 021 Memphis, IN - Large Double Circle very pretty CDS Type (M30)
- 022 Monticello, IN - 1850's Townmark 3¢ 1851
- 023 Oregon, IN - 1870's w/target killer, top edge of envelope rough
- 024 Otis, IN - 1883 CDS with cork "D" killer fancy
- 025 Poneto, IN - 1898 two strikes on aged UX12
- 026 Battle Creek, MI - 1863 year date rimless circle, good strike 3¢ 1861
- 027 Battle Creek, MI - V-fine strike, no year date, rimless
- 028 Coruna, MI - Imperf. 3¢ 1861 tied by wedge killer, large townmark
- 029 Elton, MI - 1906 CDS as b/s on Toledo, OH cover
- 030 Unionville, MI - Nice strike w/3¢ 1869 locomotive
- 031 Beaver Creek, MN - 1911 4 bar PPC Real Photo view(s) of town
- 032 Olivia, MN - 1906 CDS on PPC 15% rim lite
- 033 Appleton, OH - 1884 Manuscript top edge has nicks
- 034 Dowling, OH - 1911 4 bar PPC
- 035 Emerson, OH - 1908 Doane PPC
- 036 Ginther, OH - 1907 Doane PPC RARE
- 037 Oakfield, OH - 1904 CDS on UX 18
- 038 Cochran, WI - 1907 Manuscript RFD "Cochran, Wis. March 28 1907 RFD #2" PPC
- 039 Easton, WI - 1909 4 bar PPC
- 040 Falun, WI - 1910 Doane PPC
- 041 Genoa Junction, WI - 1888 CDS as b/s
- 042 Marek, WI - 1907 Doane PPC
- 043 Milwaukee, WI - Fair/good on 1869 cover, cork grid killer
- 044 Mineral Point, WI - Large 1859 year date townmark w/3¢ 1857
- 045 Port Edwards, WI - 1888 Blue Double Circle CDS on U277
- 046 South Superior, WI - 1893 CDS on Columbian envelope

- 047 Victory, WI - 1907 Doane PPC
- 048 West Prairie, WI - 1888 CDS (part Manuscript) on UX9

SOUTHERN STATES

- 049 Samville, FL - 1911 4 bar PPC
- 050 Survey, FL - 1910 Doane PPC about fine
- 051 Amos, KY - 1908 4 bar PPC, corner nick
- 052 Dallas Creek, KY - 1908 Doane PPC
- 053 Ghent, KY - 1908 4 bar PPC, photo of town
- 054 Little Sandy, KY - 1930 L.D. cover, PM signed
- 055 Niagara, KY - 1901 CDS bit rim lite
- 056 Nicholasville, KY - 1890 CDS on P.O.D. ob envelope
- 057 Versailles, KY - 1898 CDS, small tear
- 058 Baton Rouge, LA - 1897 Reg. cover w/US# 272 tied by CDS
- 059 Chaney, MD - 1907 Doane PPC
- 060 Leitersburg Rural Station, MD - 1909 Doane PPC (Hagerstown MD)
- 061 Selbysport, MD - 1910 4 bar PPC
- 062 West Beaver Creek, MD - 1905 Doane trimmed at right U395
- 063 Unionville, SC - 1853 townmark ties 3¢ 1851 folded letter
- 064 Big Rocky, TN - 1906 Doane on UX18 about fine
- 065 Charlotte, TN - 1889 CDS 2¢ Red small faults
- 066 Cypress, TN - 1907 Doane PPC creases in card, several aux. markings in Red, RARE
- 067 Essary Springs, TN - 1907 homemade Doane device, Rare - unusual Red aux. markings
- 068 Decatur, TN - 1906 Doane PPC
- 069 Hopson, TN - 1911 4 bar PPC on design
- 070 Lea Springs, TN - 1890's CDS on small trimmed cover
- 071 Mooresburgh, TN - 1880's Purple cancel
- 072 Mount Zion, TN - 1869 Manuscript (light) w/3¢ 1869 docketing
- 073 Normandy, TN - 1873 Manuscript opened at right "Normandy Tenn May 8 1873"
- 074 Shooks, TN - 1906 4 bar
- 075 Stony Point, TN - 1896 CDS about good strike
- 076 Warrensburgh, TN - 1893 CDS on cover
- 077 Alexandria, VA - 1858 year date townmark ties 3¢ 1857
- 078 Bruce, VA - 1918 4 bar on PPC
- 079 Gordonsville, VA - 1889 CDS fair/good strike 2¢ Green
- 080 Rest, VA - 1894 as backstamp
- 081 Timber Ridge, VA - 1908 4 bar PPC
- 082 Tobacco, VA - 1906 Doane 10% off at top, also Warfield Doane, Waynesboro rec'd as b/s
- 083 Bebee, W VA - 1906 Doane emb. PPC
- 084 San Run, W VA - 1911 Doane emb. PPC, fine strike
- 085 Beverly, W VA - 1880's Octagon (W VA lite), SCARCE
- 086 Greenbank, W VA - 1909 Doane emb. PPC
- 087 Middleway, W VA - 1890 CDS fine strike
- 088 Middleway, W VA - 1896 CDS very good strike on UX12
- 089 Jackson C.H., W VA - 1892 CDS lite corner stain
- 090 Sweet Springs, W VA - 1907 Doane PPC small ink stain

Bids close March 31, 1988. \$2.00 minimum bid. High bid wins by small advance over second bid. Free Xerox with SASE. Buyer pays postage.



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## BIDS CLOSE: MARCH 31, 1988 (10 PM)

### ALABAMA

100 GOLDHILL, 1883, VG cds on cvr. DPO. Est. \$10.00

**ALASKA** (Type numbers refer to POSTMARKS OF TERR. ALASKA, 3rd Ed.

- 101 AFOGNAK, 1946, G+ Ty3 on cml. cvr. Est. \$8.00  
 102 AKUTAN, 1954, VG Ty2 on cml. cvr. Est. \$5.00  
 103 ALEKNAGIK, 1957, VG Type 1 on phil. cvr. Est. \$4.00  
 104 ANGOON, 1946, VG Ty4 on cml. cvr. Est. \$4.00  
 105 BARROW, 1969, machine on cvr w/SS MANHATTAN MAIDEN VOYAGE cachet. E.\$4.  
 106 BETHEL, 1934, VG Type 1 on non-philatelic cvr. Est. \$15.00  
 107 BETTLES FIELD, 1958, VG Ty1 on phil. cvr. Est. \$4.00  
 108 CAPE YAKATAGA, 1958, VG Type 1 on phil. cvr. Est. \$4.00  
 109 CIRCLE, 1946, VG Ty6 on cachet 'dog team' cvr. Est. \$6.00  
 110 COLLEGE, 1930, G+ Type 1 on unused 1-ct WRAPPER. Est. \$4.00  
 111 COPPER CENTER, 1955, G+ Ty5 on cml. cvr. Est. \$5.00  
 112 DUTCH HARBOR, Sep 1941, VG Type 1 on cover. Est. \$12.00  
 113 EDNA BAY, 1957, VG blue Ty3 on phil. cvr. Est. \$8.00  
 114 ELIM, 1958, VG Type 1 on phil. cvr. Est. \$5.00  
 115 FAIRBANKS, 1938, FFC for Fairbanks-Juneau flight. E\$4  
 116 FALSE PASS, 1946, VG Ty8 on cml. cvr. Est. \$8.00  
 117 FORT LISCUM, 1908, G Type3 as b/s on MOURNING cvr. Est. \$12.00  
 118 FORT YUKON, 1943, Fine Ty4 on cachet cvr & PM h/s cachet. Est.\$6.00  
 119 FUNTER, 1944, VG Type 3 on LDC postal card. Est. \$8.00  
 120 GLENALLEN, 1957, Fine Ty1 on cml. cvr. Est. \$5.00  
 121 GULKANA, 1937, VG Ty3 on FFC. est. \$6.00  
 122 HAINES, 1946, VG Ty11 on cml. cvr. Est. \$4.00  
 123 HAWK INLET, 1958, G Type 4 on phil. cvr. Est. \$4.00  
 124 HEALY FORK, 1946, VG Ty3 on cml. cvr. Est. \$8.00  
 125 HOLY CROSS, 1943, G+ Type 3 on FFC. Est. \$8.00  
 125A HOT SPRINGS (LDC) & MANLEY HOT SPRINGS (FDC) on one 1957 cachet. cvr. E\$6  
 126 HOMER, 1946, G+ Type 5 on cml. cvr w/3x2-ct PREXIES. Est.\$6.00  
 127 HOONAH, 1949, G+ Type 5 on cml. cvr w/3x2-ct PREXIES. Est.\$6.00  
 128 HOOPER BAY, 1947, VG Type 1 on FFC. Est. \$6.00  
 130 JUNEAU, 1937, FDC (uncachet) for #800. Est. \$2.00  
 131 JUNFAU, 1905, Fine example of the Ty13 variant on PPC. Est.\$12.  
 132 KAKE, 1958, VG Type 8 on phil. cvr. Est. \$4.00  
 133 KATALLA, 1938, VG Ty4 on FFC. Est. \$12.00  
 134 KENAI, 1946, VG Ty8 on cml. cvr w/merchant's cc. Est. \$5.00  
 135 KIANA, 1958, VG Type 5 on phil. cvr. Est. \$4.00  
 136 KIMSHAN COVE, 1946, VG Ty2 & CHATHAM Ty4 (green) on FFC. Est. \$8.00  
 137 KLAWOCK, 1946, VG Type 6 on cml. cvr. Est. \$8.00  
 138 KLAWOCK, 1954, VG Ty7 on cml. cvr. Est. \$4.00  
 139 LAWING, 1935 VG Ty2 as rec'd on front of FFC pm KASILOF, Ty2. Est. \$15.00  
 140 LORING, 1897, G+ Type 2 (earliest) on cover. Est. \$400.00  
 141 METLAKATLA, 1946, VG Type 4 on cml. cvr. Est. \$8.00  
 142 NAKNEK, 1946, G+ Ty5 on Reg. cml. cvr. Est. \$10.00  
 143 NAPAMUTE, 1950, VG Type 3(early) on FFC. Est. \$5.00  
 144 NONDALTON, 1952, VG Ty2 on FFC. Est. \$5.00  
 145 NOORVIK, 1951, VG Ty1 on FFC. Est. \$5.00  
 146 NULATO, 1947, VG Type 7 on cml. cvr. Est. \$4.00  
 147 OUZINKIE, 1947, VG Type 2 on cml. cvr. Est. \$4.00  
 148 PELUCAN, 1954, VG Ty2 on cml. cvr. Est. \$5.00  
 149 PETERSBURG, 1938, VG Ty6 on cvr w/chain letter enclosed. Est.\$10.00  
 150 PORT GRAHAM, 1947, VG Type 1 on cml. cvr. Est. \$8.00  
 151 RUBY, 1931, VG Type2 on FFC. Est. \$6.00  
 152 RUBY, 1958, VG Type 5 on cml. cvr. Est. \$4.00  
 153 SAVOONGA, 1935, Fine Type 1 on unaddressed 3-ct entire Est.\$4.00  
 154 SEWARD, 1912, VG Type 5 on PPC. Est. \$15.00  
 155 SEWARD, 1913, Fine Type 8 on PPC. Est. \$10.00  
 156 SITKA, 1909, G+ Ty18 on PPC(int. Greek church) Est. \$8.00  
 157 SLEETMUTE, 1931, VG Type 2 on phil. cvr. Est. \$8.00  
 158 TAKOTNA, 1947, G Type 3 on cml. cvr. Est. \$4.00  
 159 TANANA, 1945, G+ Ty7 on cachet 'dog team' cvr. Est. \$8.00  
 160 TATILEK, 1947, G+ Type 1 on cml. cvr. Est. \$5.00  
 161 TENAKEE SPRINGS, 1946, VG Type 1 on cml. cvr. Est. \$8.00  
 162 TIGARA, 1940, VG Type 1 on FFC. Est. \$8.00  
 163 TREADWELL, 1918, G+ Type 2 on PPC (rp view of Treadwell) Est. \$12.00  
 164 UGASHIK, 1949, VG Ty2 on FFC. Est. \$4.00  
 165 UNALAKLEET, 1950, VG Ty4 on FFC. Est. \$4.00  
 166 UNALASKA, 1918, G+ Ty4 on cvr from correspondence of sailor on USS BEAR (lot includes photocopy of another cvr from same corres. w/ret.adr.) E\$25  
 167 UNALASKA, 1948, Fine Type 13 on cml. cvr. Est. \$5.00  
 168 UNGA, 1946, VG Type 6 on cml. cvr. est. \$4.00  
 169 WARDS COVE, 1954, VG Ty1 on POD Penalty cvr. (1951-54) Est. \$8.00  
 170 WINDHAM, 1944, VG Ty3 on FFC. Est. \$8.00  
 171 WISEMAN, 1941, G+ Ty2 on FFC also VG CHANDALAR Ty1 as rec'd. Est. \$8.00  
 172 WRANGELL, 1908, G+ Ty2 on PPC. Est. \$10.00  
 173 ARBUCKLE COFFEE CARD 'ALASKA' multicolor illus w/polar bears, Eskimo, birds, etc. Est. \$20.00  
 174 APO 726 (Attu), 1943, G+ 4-bar (ty1) on CENSORED cvr. Est.\$6.00  
 175 APO 838 (Ladd), 1942, VG 4-bar w/mss CENSOR. Est. \$8.00  
 176 APO 942(FT.RICHARDSON),1942, VG machine on cvr w/TyA '27' CENSOR. E\$6.00  
 177 APO 943 (Yakutat), VG 4-bar on cvr w/TyA '50 in box' CENSOR.Est. \$10.  
 178 APO 980 (Adak Island), 1943, VG 4-bar on CENSORED cvr. Est.\$4.00

179 APO 980 (Adak), 1942, VG 4-bar w/mss CENSOR. Est. \$8.00

**ARIZONA** (Type numbers refer to ARIZONA TERR. PM CATALOG, 4th ED)

- 180 COTTONIA, 04/12/1911, VG Ty1 on PPC. Est. \$60.00  
 181 GRAND CANYON, 1/30/1905, VG Ty2 (the rec'd mark) use as pm on PPC. E\$15  
 182 LIGHT, 1917, G+ 4-bar on cvr opened into stamp.Encl.(10-27) Est. \$15.00  
 183 MARICOPA, 4/2/1909, G Ty 8 on PPC. Est. \$10.00

### ARKANSAS

184 GARLAND, 1907, VG DOANE on PPC. Est. \$3.00

### CALIFORNIA

- 185 ATHLONE, 1837, VG DOANE on phil. LDC. (Late Use!) (Mer. 06-37) E\$6.00  
 186 ATOLIA, 1935, G+ 4-bar on phil.cvr (S.Bdo 06-44) Est. \$5.00  
 187 BALANCE ROCK, 1938, VG 4-bar on phil.cvr. (Tul.35-50) Est.\$6.00  
 188 BENBOW, 1938, VG 4-bar on phil.cvr. (Humb. 29-53) Est. \$6.00  
 189 BIG TREES, 1914, VG 4-bar on PPC(r.p.big trees) (Cal.65-43)E\$6.  
 190 BLOU, 1908, VG DOANE on PPC (El Dor.88-87) Est. \$5.00  
 191 CAMP ELLIOTT, 1941, 2 VG Reg. dcds on rev of Reg.cvr. (1941-44) E.\$6.00  
 192 CANTARA, 1911, VG 4-bar on PPC. (Slak. 1802-18) Est. \$8.00  
 193 CENTERVILLE, 1884, Fine dcds ties #210 on cvr. (Ala. 93-56) E.\$10.  
 194 CORDELLA, 1917, VG 4-bar on cvr. (Sol.54/43) Est. \$8.00  
 195 DEHESA, 1894, VG cds on cvr w/co.clerk cc. (S.Diego 88-17) E\$15.00  
 196 DEL PASO HEIGHTS, 1915, VG 4-bar on PPC. (Sac.11-62) Et. \$4.00  
 197 DOLGEVILLE, 1910, G+ DOANE on PPC. (LA 1904-09) Est. \$8.00  
 198 ELSINORE, 1883, VG cds on 2-ct green ent. (Riv.83-72) E\$8.00  
 199 FALLEN LEAF, 1908, PROVISIONAL MANUSCRIPT ties #300 on PPC. E\$20.  
 200 FOREST CITY, c. 1857, readable balloon dcds on 10-ct Nesbitt w/printed LANGTON'S PIONEER EXPRESS frank to New York. Est.\$150.00  
 201 FORT JONES, 1899-1912, lot of 6 cvrs & 1 PPC w/mostly diff. pms & rec'd markings (2 sending;5 rec'd) cond.varies, but some unusual markings. E\$15  
 202 GLEN FRAZER, 1908, VG 4-bar on PPC. (C.Costa 06-19) Est.\$10.00  
 203 GREENVILLE, 1907, Fine purple DOANE on PPC. Est. \$4.00  
 204 HARPER, 1912, G 4-bar on PPC (Orange 08-20) Est. \$10.00  
 205 HAYWARDS, 1890, G+ cds & STAR-IN-CIRCLE ties 2-red on cvr. Old spell. E\$10  
 206 HOBART MILLS, 1911, VG 4-bar on cover (Nevada 1900-38) E.\$8.00  
 207 HYNES, 1909, lot of 2 4-bars (1 black; 1 magenta) on PPCs. E\$8.00  
 208 JAMESTOWN, 1879, G+ magenta dcds on cover. Est. \$8.00  
 209 KINGSTON, 1888, Fine cds on cvr (Fresno 59/90) also purple b/s of KINGSBURG, CAL/RECEIVED. Closed tear at upper left.E.\$25.00  
 210 LITTLE BEAR LAKE, 1922, G 4-bar on PPC (S.Bdo 1917-22) Est.\$20.00  
 211 LOS ANGELES, 1935, G blue 4-bar on CAMEL EXPRESS revival cachet cvr.E\$10  
 212 MONUMENTAL, 1911, lite, readable DOANE on PPC. (Del N.04-11) Est. \$6.00  
 213 OAKDALE, 1882, G+ cds on cvr w/3-ct green. Est. \$8.00  
 214 PARK, 1914, VG 4-bar on PPC (ElDor. 91-19) Est. \$10.00  
 215 PINOGRANDE, 1908, G cds on PPC. (El Dor. 02-08pd) Est. \$10.00  
 216 PRATTVILLE, 1907, G+ DOANE on PPC. (Plumas 74-14) Est. \$12.00  
 217 QUINETTE, 1910, VG Ty1 DOANE on PPC. (EL Dor.03-12) E\$15.  
 218 REDWOOD CITY, c.1880, G+ blue cds on cvr w/magenta oval cc of merchant & 'Agt's, W.F. & Co's. Ex.' Attractive. Est. \$12.00  
 219 REDWOOD PARK, 1927, G 4-bar on PPC. (S.Cruz 07-28) est. \$5.00  
 220 ROSEDALE, 1909, VG 4-bar on PPC. (Kern 81-13) Est. \$15.00  
 221 SAN LEANDRO, 1891, G+ dcds on cvr. est. \$8.00  
 222 SANTA ANA, 1891, VG dplx on cvr (#U71 + #219 & 220) to GERMANY.E\$5  
 223 SHASTA SPRINGS, 1908, VG 4-bar on PPC. (Slak.92-35) E\$6  
 224 SHINGLE, 1937, VG 4-bar on cml. cvr. (El Dor.95-55) Est.\$4.00  
 225 TERMINAL, 1908, VG DOANE on PPC. (LA 98-24) Est. \$5.00  
 226 TERMINOUS, 1911, G+ DOANE (DATE SLUGS SIDEWAYS) on PPC (San Joa. 1895-1918) Est. \$12.00  
 227 WRIGHTS, 1909, G 4-bar on PPC (S.Clar 79-38) Est. \$5.00

### COLORADO

- 228 APISHAPA, 1910, PROVISIONAL MANUSCRIPT 7 pen cancel ties 2-ct red on cover roughly opened at right. Good letter.(1910-1911pd). Est. \$40.  
 229 CLYDE, 1907, VG cds on PPC (99/09) Est. \$40.00  
 230 COLUMBINE, 1948, VG 4-bar on PPC. (98-87) Est. \$3.00  
 231 CUCHARAS, 1907, VG 4-bar on PPC (72/21) Est. \$15.00  
 232 LAS ANIMAS (FORT LYON RUISTA.), 1918, VG 4-bar on PPC.(1917-20) E\$30.00  
 233 LYTLE, 1909, G lite cds on PPC (85-20) Est. \$15.00  
 234 MANITOU, 1900, G+ dplx on early COLORADO PPC. (92-36) E.\$5.00  
 235 SALINA, 1913, VG 4-bar on PPC. (74-25) Est. \$10.00  
 236 TACOMA, 1910, VG 4-bar on PPC to sailor on USS NEW ORLEANS. E\$8  
 237 TIGIWON, 1939, VG 4-bar on 'Souvenir' cvr. (1928-42) Est.\$8.00  
 238 WESTPLAIN, 1917, VG magenta 4-bar on PPC. (10-49) Est. \$12.00

### CONNECTICUT

- 239 NEW HAVEN, 1878, VG cds on GPC w/FANCY GEOMETRIC CORK killer. Est.\$5.00

### DELAWARE

- 240 FARNHURST, 1940, VG 4-bar as b/s on CENSORED air cover from GERMANY. One corner stamp partially torn off. DPO. Est.\$5.00  
 241 OMAR, 1909, G lite DOANE on PPC. (92-17) Est. \$8.00  
 242 REHOBOTH, 1908, VG DOANE on Horn's Pavilion PPC. Est. \$3.00

### DISTRICT OF COLUMBIA

- 243 STATION B, WASH/D.C., 1888, G+ dplx on cvr. (91-19) E.\$5.00  
 244 WASHINGTON, c.1882, G+ dcds & 'Due 3' on cvr w/mss 'Soldier's Letter'E\$10  
 245 WASH'N.D.C./CONGRESS, 1878, VG cds & blue U.S.SENATE/P.O. in dcds on clean cvr. w/3-ct green banknote. Est. \$15.00

### FLORIDA

- 246 COLUMBIA, 1910, VG DOANE on PPC. (86-27) Est. \$8.00  
 247 EDMONT, 1910, VG DOANE on PPC. (1900-10) Est. \$12.00  
 248 SOUTH JACKSONVILLE, 1910, VG dplx on PPC. Est. \$4.00  
 249 STONEWALL, G cds as rec'd on early PPC from Austria w/edge wear. E\$5  
 250 WELCOME, c.1908, G+ 4-bar on PPC w/minor wear. (07-11pd) E\$20.00

### HAWAII

- 251 HAWAII NATIONAL PARK, 1935, G+ dplx on cvr. Est. \$5.00  
 252 KOHALA, 19909, G dplx on PPC. DPO. Est. \$8.00

### ILLINOIS

- 253 CHICAGO/STK.YD.STA., 1878, G+ blue cds on cvr w/encl. on ltrhd. of CHICAGO & NORTH-WESTERN RAILWAY. Est. \$6.00  
 254 DUNLEITH, 1858, VG balloon cds ties #28 on cvr w/no top back flap. E\$5.  
 255 Lot of 4 diff CHICAGO stations (S.D., Cottage Grove, G.C & S.O.), c.1881, G-VG strikes on UX5 & UX7. Est. \$10.00

256 Lot of 4 diff small towns: HYDE PARK, LAKE FORREST, MORGAN PARK & QUINCY, 1880-81, G-VG strikes on UX5 & UX7. Est. \$10.00

## INDIANA

257 LAUGHERY, 1906, G DOANE on PPC. Est. \$4.00  
258 MADISON (CANAN RUR.STA.), 1911, G + 4-bar on PPC. Est. \$6.00  
259 NICKLEPLATE, 1906, VG DOANE on PPC. Est. \$4.00

## IOWA

260 CLARINDA, 1894, VG cds on 2-ct green ent. w/NEGATIVE 'H' Killer. Est. \$6.  
261 EVELAND GROVE, 1879, mss. on UX5 (1880-1883) Est. \$25.00  
262 GARRVILLE, 1920, VG 4-bar on PPC. (92-23) Est. \$5.00  
263 LETTS, 1886, G + magenta dcda & STAR-IN-CIRCLE ties #210 on cvr. E\$6.00  
264 MANHATTAN, 1907, VG DOANE on PPC. (04/22) Est. \$8.00  
265 MCGREGOR, 1863, Fine dcda on cvr w/#85. Enclosure. Est. \$5.00  
266 QUORN, 1881, VG magenta st.line & STAR-IN-CIRCLE as b/s on cvr.  
Very scarce PO (1880-83) Est. \$40.00

267 ST. ANSGAR, c. 1865, mss. on cvr to Neb. Terr. Est. \$6.00

## KANSAS

268 ELBING, 1909, VG DOANE on PPC. Est. \$3.00  
269 LAWRENCE, 1873, VG blue cds w/FANCY CORK GEOMETRIC killer on UX3. E\$8.  
270 WETMORE, 1883, G (off at T) cds on MOURNING cvr to SWEDEN. Est.\$12.00

## KENTUCKY

271 LOUISVILLE, 1878, G + cds & COGWHEEL KILLER on UX5. Est. \$5.00

## MAINE

272 ORRS ISLAND, 1908, VG DOANE on PPC. Est. \$3.00

## MARYLAND

273 BREATHEDSVILLE, 1908, VG 4-bar on PPC (68-55) Est. \$4.00  
274 CREAGERSTOWN RURAL STA./THURMONT, 1907, VG 4-bar on PPC. E.\$15.00  
275 GARRISON, 1908, Fine DOANE on PPC. Est. \$3.00

## MASSACHUSETTS

276 BOSTON, c. 1880, VG cds & BOLD NEGATIVE '4' killer ties 3-ct green. E\$5  
277 LINE, 1910, VG 4-bar on PPC. DPO. Est. \$12.00  
278 MIDDLEBOROUGH, 1879, G magenta vds ties 5-ct Taylor to TURKEY.E\$15.00  
279 NORTH MIDDLEBOROUGH, 1886, G + cds on Reg.cvr w/#209 & 213. Est.\$8.00

## MICHIGAN

280 ADRIAN/Mic.T., 1836, about G cds & mss '18 3/4' on SFL. Est.\$30.00  
281 AGNEW, 1908, G + DOANE on PPC (75/11) Est. \$10.00  
282 ALPINE, 1911, G + DOANE on PPC (62/37) Est. \$6.00  
283 DETROIT/MARINE P.O., 1907, VG dplx on PPC. Est. \$5.00

## MINNESOTA

284 BEAVER FALLS, 1891, G + cds on cover (1867-1904) Est. \$10.00  
285 FAIRBAULT/M.T., c.1857, G + balloon cds ties #28 on cvr. Est.\$75.00  
286 LEIPOLD, 1913, G + 4-bar on PPC. (1909-25) Est. \$6.00  
287 LOST, 1910, G + DOANE on PPC. (97-10) Est. \$8.00  
288 OTTISVILLE, 1908, G + DOANE on PPC (86-14) Est. \$8.00  
289 RICE RIVER, 1908, VG 4-bar on PPC. (1908-11) Est. \$20.00  
290 TECKLA, 1910, G DOANE on PPC w/cnr. crease (97-10) E. \$6.00  
291 TONKA, 1911, VG cds on cvr. (1898-1920) Est. \$8.00  
292 WASECA, 1898, G + purple cds & FANCY 'W'-in-RINGS killer on GPC. Est. \$8.00  
293 WOOLNOUGH, 1908, VG DOANE on PPC (1905-17) Est. \$8.00

## MISSISSIPPI

294 OAKLAND COLLEGE, c.1857, readable cds on 3-ct Nesbitt. Est.\$8.00  
295 SHIPMAN, 1909, G + 4-bar on PPC. DPO. Est. \$5.00

## MISSOURI

296 SAINT LOUIS, c.1880, G + cds & CIRCLE-OF-WEDGES killer ties #184. Est. \$4

## MONTANA

297 DENNIS, 1918, Fine magenta 4-bar on PPC w/vert.crease (10-16) E\$10.00  
298 FISHTRAP, 1912, G 4-bar on PPC (01-40) & GIBBONS (07-35) 4-bar  
as rec'd. Est. \$8.00

299 GRACEVILLE, 1918, G 4-bar on PPC. (1911-23) Est. \$12.00  
300 GRANT, 1905, VG DOANE on cvr w/MINING CC. (minor closed tears).DPO. E\$8  
301 MARTINDALE, 1904, VG Ty 1 DOANE on PPC. Est. \$4.00  
302 SAINT PETER, 1895, VG cds on cover (85-38) Est. \$12.00  
303 SAPPINGTON, 1909, VG 4-bar on PPC. (92/57) Est. \$5.00  
304 UBET, 1894, G + cds on GPC & BILLINGS/TRANSIT (81/08) Est.\$35.00  
305 Lot of 4 diff., 1909-35 (Glendive, Nelhart, Reedpoint & Garrison), G-VG strikes  
- 3 on PPC; 1 cvr. Est. \$6.00

## NEBRASKA

306 ARMADA, c.1885, VG cds on 2-ct brown ent w/torn back flap.(75-90)E\$15  
307 DECATUR, (1883), G + cds on cvr w/encl.letter. Nice Territorial. Est. \$25.  
308 FORT OMAHA, 1892, G + cds on cvr w/closed tear thru strike. E.\$8.00  
309 FREMONT, c.1888, about G cds on cvr w/#65. Est. \$10.00  
310 KEARNEY, 1890. VG cds cvr w/cc of KEARNEY LAND OFFICE. Encl. letter on same  
lthrd. which claims "UNION PACIFIC LAND & TOWN LOT AGENCY". Est. \$5  
311 MEEK, 1911, G + 4-bar as rec'd on PPC (99-34) Est. \$4.00  
312 OMAHA CITY, 1885, VG dcda on cvr w/book seller cc. Terr. Est. \$20.00  
313 ORLANDO, 1910, G + 4-bar on PPC. (81-30) Est. \$6.00  
314 OSBURN, 1900. G + cds on cvr opened into 2-ct red. (79-13) E.\$8.00  
315 WEEPING WATER, 1886, G + trip. cds ties #210 on cvr. Est.\$6.00

## NEVADA

316 AURORA, 1913, Fine purple 4-bar on PPC (1908-19pd) Est. \$15.00  
317 BRISTOL SILVER, 1929, G + 4-bar on GPC (29-32pd). E. \$20.  
318 COLUMBIA, 1907, G (o'strk) 4-bar on PPC. (1904-19) Est. \$8.00  
319 EL DORADO, 1883, mss. on cvr w/3-ct green (79-07) E\$25  
320 FAIRVIEW, 1913, G + 4-bar on PPC (06-19) Est. \$20.00  
321 LOVELOCKS, 1907, VG dplx on PPC. Est. \$6.00  
322 MEAD LAKE, 1942, Fine 4-bar on phil PPC(LDC) (39-42) E.\$12.00  
323 OLINGHOUSE, 1905, G + DOANE on cvr w/encl. (03-23) E.\$20.00  
324 SAINT CLAIR, 1907, VG DOANE on PPC. (77/07) Est. \$40.00  
325 STINE, 1908, VG DOANE on PPC. (1904-09) Est. \$40.00  
326 TECOMA, 1910, VG dplx on PPC. (71/21) Est. \$15.00

## NEW HAMPSHIRE

327 ATKINSON DEPOT, 1909, VG DOANE on PPC (1854-1956) Est. \$4.00  
328 BLODGETT LANDING, 1921, G + 4-bar on PPC. (93-76) E. \$4.00  
329 CANAAN CENTER, 1920, G + 4-bar on PPC. (93-63) Est. \$3.00  
330 CLAREMONT, 1841, G lite, red cds on SFC. Est. \$3.00  
331 CONCORD, 1879, VG blue cds on cvr w/wheel mfg cc. Est. \$3.00  
332 ENFIELD, 1884, VG cds on UX7. Est. \$3.00  
333 FISHERS VILLE, c.1845, VG blue cds & 5-in-circle on SFC.(1843-83) E\$15

334 FITZWILLIAM, c.1880, VG cds & 'FORWARDED' on 3-ct green ent. Est.\$3.00  
335 FRANKLIN, 1879, G magenta cds & SOLID STAR ties 3-ct green. Est. \$5.00  
336 KEENE, 1858, VG blue balloon cds on #U8. Est. \$4.00  
337 LACONIA, c.1865, VG balloon cds on #U58. Est. \$5.00  
338 LACONIA, 1878, G + blue cds on UX3. Est. \$5.00  
339 LEBANON, c.1880, VG blue cds on cvr w/attorney cc. Est. \$3.00  
340 LYME, 1856, G + blue cds ties #11 on cvr. Est. \$6.00  
341 MOUNT WASHINGTON, 1912, G + 4-bar on PPC(Inclined m.). (74-67pd) E.\$3.00  
342 NASHUA, c.1845, lite, readable orange cds & 'PAID' on SFL.E\$3.00  
343 NORTH WOLFBORO, 1906, VG DOANE on PPC (92-15) Est. \$5.00  
344 NORTHWOOD, 1909, Vg 4-bar on PPC (85-63) Est. \$3.00  
345 PIERCE BRIDGE, 1913, G + 4-bar on PPC (1905-43) Est. \$4.00  
346 WARREN SUMMIT, 1894, readable cds on UX9 (70-12) Est. \$4.00

## NEW JERSEY

347 DANVILLE, 1877, mss on GPC (1829-1905) Est. \$10.00  
348 TOWACO, 1908, G + magenta DOANE on PPC. E.\$3.00  
**NEW MEXICO** (Type numbers refer to NM TERR PM CAT., 9th ED)  
349 CEDARHILL, 1900, VG Type 1 as b/s on cover. Est. \$5.00  
350 DES MOINES, 1908, Fine Ty1 [DOANE] on PPC. Est. \$15.00  
351 EDDY, 1896, G + Type 4 on cover. Est. \$5.00  
352 ELIZABETHTOWN, c.1881, G Ty3 on GPC. Est. \$15.00  
353 FORT STANTON, 1911, Fine Ty 17 [DOANE] on PPC. Est. \$8.00  
354 MIERA, 1890, lite, readable Type 1 on 2-ct entline. Est. \$20.00  
355 MILLS, 1910, VG Type 1 on PPC. Est. \$30.00  
356 SILVER CITY, c.1885, about G Ty2 on cvr w/attorney cc. E\$8.00  
357 TULAROSA, 1901, G Type 6 on cover. Est. \$10.00  
358 Lot of 7 diff TERR pms on PPC, 1907-11, all VG (LAS VEGAS, ESTANCIA, ROSWELL,  
SANTA FE, ALAMOGORDO, BELEM, & WAGON MOUND) Est. \$25.00  
359 Lot of 4 covers w/letters from Gen. Edw. Hatch @ Santa Fe, 1878-81, all to NJ  
regarding property there. Covers torn & tattered. Also 3 add'l covers from same  
corres. w/no letters. Est. \$15.00

## NEW YORK

360 AURORA/Cayuga Co., 1884, G cds ties #210 on red o'all ad cvr. E\$8.00  
361 BROCKPORT, 1883, G trip.cds & SOLID STAR on UX7. Est. \$4.00  
362 BUFFALO, 1859, G + cds ties #26 on cvr w/handstamp cc of PROVISION dir.E\$8  
363 EASTVIEW, 1906, VG DOANE on PPC. DPO. Est. \$5.00  
364 ELLENVILLE/Utter Co., 1882, VG dcda & 'E'-in-circle killer on UX7. E\$12  
365 FISHKILL ON THE HUDSON, 1892, about G cds on 2-ct green entline. E\$6.00  
366 LUZERNE, 1867, VG cds ties #65 on cvr. Est. \$5.00  
367 NEW-YORK & 'SHIP' in VG red markings on 1828 SFC. Est. \$15.00  
368 NEW-YORK, 1883, bold dcda & CORK CIRCLE-OF-WEDGES ties #65. E\$5  
369 NUNDA, 1850, lite cds & 'V-IN-Circle' on SFL. Est. \$5.00  
370 PANAMA, 1910, Fine DOANE ties 2-ct red on cvr w/closed tear at right & 'Received  
in bad condition/Fall River, Mass., P.O.' marking. E\$8.00  
371 SPENCERTOWN, c.1883, VG cds & CORK GRID SQUARES tie #210 on cvr.Est. \$8.  
372 SYRACUSE, 1887, lite cds on cvr w/bold 'CROSS ROADS' cut cork tying #65.  
Also blue oval h/s of P. PIERCE & Co. Encl. Est. \$8.00  
373 TROY, 1846, VG blue cds & V-in-circle on SFL. Est. \$6.00  
374 WALWORTH, 1849, mss. & mss. '10' on SFL to Ill.(inside rip)Est. \$8.00  
375 WEST POINT/ORANGE CO., 1886, G magenta dcda & cork ties #210 on cvr. E\$8.  
376 WHITE HALL, (1854) VG blue balloon cds ties #26 on SFC. Est. \$6.00  
377 Lot of 29 PPC's, 1908-08, w/small town pms. Most Good-Good + strikes, DOANES,  
duplexes, 4-bars, etc.(some as rec'd marks) Est. \$15.00

## NORTH DAKOTA

378 DEEPRIVER, 1909, G DOANE on PPC. (1901-09) Est. \$12.00  
379 ELLISON, 1909, G (o'strk) 4-bar on PPC (99-12) Est. \$8.00  
380 KEMPTON, 1909, G + DOANE on PPC (87-83) Est. \$4.00  
381 NORTON, 1909, G + DOANE on PPC (92-32) Est. \$6.00  
382 STILLWATER, 1909, G + DOANE on PPC. (1904-17) Est. \$10.00  
383 VIKING, 1912, G + 4-bar on PPC (stamp replaced) (1911-13) Est.\$12.00

## OHIO

384 FOLK, 1910, G + DOANE on PPC. Est. \$3.00

## OKLAHOMA

385 DILL, 1909, VG STRAIGHT LINE ties 1-ct green on PPC. Est.\$15.00  
386 ELM, 1913, Fine 4-bar on PPC (93-20) Est. \$10.00  
387 KIEL, 1910, G + duplex on PPC (94-18) Est. \$6.00  
388 NARCISSE, 1912, G 4-bar on PPC (02-16) Est. \$8.00  
389 OKESA, 1911, G + 4-bar on PPC (1906-40) Est. \$6.00  
390 SPARKS, 1906, G + dplx on GPC. TERRITORIAL. Est. \$10.00  
391 WELCH/IND.T., 1907, VG duplex on PPC(rp 'Baptist Church, Welch') E\$10.00  
392 YELDELL, 1901, G cds on GPC. Scarce Terr. (1892-1904) Est.\$20.00  
393 YELTON, 1909, VG 4-bar on PPC (02-19) Est. \$10.00  
394 Lot of 2 VG 1907 duplexes on PPC (PAWNEE & WALTER) Both TERR. E\$10.  
395 Lot of 10 diff 1910-era 4-bars, all VG strikes; incl. AGRFA, CANTON, ISABELLA,  
DACOMA, MEEKER, SHARON, SOUTHDARD, etc. Est.\$15.00

## OREGON

396 ANTELOPE, 1913, G + 4-bar on PPC. Est. \$4.00  
397 ASTORIA, 1896, G Type 6 on cover. Est. \$5.00  
398 BEECH CREEK, 1955, VG 4-bar on LDC (Grant 1900-55) Est. \$4.00  
399 BERLIN, 1914, G + 4-bar on PPC. (Linn 99-37) Est. \$5.00  
400 BEULAH, 1911, G red 4-bar on PPC w/lt. crease. (Malh.84-47) Est.\$8.00  
401 BLACK ROCK, 1910, G 4-bar on cover (Polk 1906-43) Est. \$6.00  
402 BOSWELL, 1903, VG cds on cover (Douglas 95-09) Est. \$50.00  
403 BUENA VISTA, 1907, VG DOANE on PPC (Polk 96-35) Est. \$5.00  
404 CANBY, 1888, G + cds [Ty 3] as b/s on cvr. Est. \$6.00  
405 CARSON, 1912, G + 4-bar on PPC (Baker 93-52) Est. \$8.00  
406 CLINE FALLS, 1911, G + 4-bar on PPC (Desc. 04-19) Est. \$25.00  
407 DALLAS, c.1882, G + Type 5 on cover. Est. \$20.00  
408 DAYVILLE, 1888, mss on cvr w/#210. Est. \$5.00  
409 DEERHORN, 1908, G ('RH' off @ T) 4-bar on PPC (Lane 1907-13) Est. \$8.00  
410 DELL, 1907, G DOANE on PPC (Malheur 81-11) Est. \$15.00  
411 DIXONVILLE, 1914, VG 4-bar on cover. (Doug. 1901-38) E. \$8.00  
412 DOTHAN, 1910, G + blue 4-bar on PPC. (Doug. 96-42) Est. \$4.00  
413 FAIRGROUNDS, 1912, VG blue DOANE on PPC. (Marion 92-14) Est.\$5.00  
414 GARDEN HOME, c.1950, G 4-bar on cml. cvr. (Mult. 12-54pd) E\$4.00  
415 HELIX, 1907, G + (HELIX lite) HANDSTAMP FLAG on PPC. Est.\$15.00  
416 HOLLEY, 1915, VG 4-bar on PPC. (Linn 90-57) Est. \$4.00  
417 KELLOGG, 1911, G + 4-bar on PPC (Doug. 79-21) Est. \$10.00  
418 KIRK, 1943, G + 4-bar on cml. cvr. (Kla. 25-48) Est. \$6.00  
419 KLAMATH AGENCY, 1914, G 4-bar on PPC. (Klam. 78-65) Est.\$5.00  
420 LACOMB, 1911, G + 4-bar on PPC. (Linn 89-66) Est. \$4.00



421 LEHMAN, 1909, Fine DOANE on PPC (Jmat. 99-30) Est. \$20.00  
 422 LIME, 1913, G + 4-bar on PPC (r.p. HUNTINGTON bird's eye view) Est. \$12.00  
 423 MCKINLEY, 1911, G + 4-bar on PPC. (Coos 97-54) Est. \$5.00  
 424 MINAM, 1912, G + 4-bar on PPC (1910-45pd) Est. \$8.00  
 425 MITCHELL, 1899, lite, readable Ty3 on cvr w/STEAM WOOD SAW cc. E.\$10.00  
 426 OAKLAND, 1886, G fancy trip-cds [Ty8] on cvr. bold toothed DRAIN Rec'd mark as b/s. Est. \$25.00  
 427 OCEAN VIEW, 1910, G + 4-bar on PPC. (Linc. 87/16) Est. \$12.00  
 428 PENINSULAR, 1893, G lite cds as b/s on cvr; also PORTLAND/TRANSIT. (Mult. 90-03) Est. \$15.00  
 430 PINE, 1895, VG Type 1 on GPC (Baker 92-58) Est. \$35.00  
 431 PLAINVIEW, 1897, readable Type 2 on cover (Linn 86-06) Est. \$20.00  
 432 PORTLAND/MONTAV. STA., 1909, G + dplx on PPC. Est. \$4.00  
 433 PORTLAND/SELLWOOD STA., 1914, G + dplx on PPC. Est. \$4.00  
 434 PRAIRIE CITY, 1890, G + Type 1 on GPC. Est. \$35.00  
 435 ROCCA, 1905, VG cds on cover (Polk 95-18) Est. \$15.00  
 436 RYE VALLEY, 1911, G 4-bar on PPC. (Baker 69/35) Est. \$12.00  
 437 SANDLAKE, 1910, G + 4-bar on PPC. (Tilla. 98-53) Est. \$4.00  
 438 SHELburn, 1911, VG 4-bar on cover. (Linn 90-46) Est. \$8.00  
 439 STAR, 1909, VG 4-bar on PPC (Lane 91-23) Est. \$8.00  
 440 SULPHUR SPRINGS, 1916, G 4-bar on cover. (Doug. 78-20) Est. \$10.00  
 441 SUNTEX, 1926, G + red 4-bar on cml. cvr opened into embossed stamp. E\$8.00  
 442 TALENT, 1910, VG 4-bar on cover. Est. \$3.00  
 443 TIMBERLINE LODGE, 1942, VG 4-bar on cachet 'pony exp.' cvr.DPO. Est.\$8.00  
 444 WETHERBY, 1913, G + 4-bar on PPC (Baker 79-20) Est. \$15.00  
 445 WINANT, 1908, VG cds on PPC (Linc. 1902-46) Est. \$8.00

### PENNSYLVANIA

446 ALLENS CORNER, 1874, mss. (state not ident.) on cover. DPO. Est. \$10.00  
 447 BART/LANCASTER CO., 1894, G cds on U349. Est. \$8.00  
 448 BERWICK, 1891, G cds w/MASONIC MOON & STAR KILLER on cvr. Est. \$10.00  
 449 DELTA/York Co., 1887, G + cds on Drop Rate cvr w/1-ct banknote. Est. \$8.00  
 450 PITTSBURGH/PA., c.1845, G red cds & '5' on SFL to Ohio. Est. \$8.00  
 451 PITTSBURGH, 1877, G cds & fancy carved MALTESE CROSS killer on GPC. E\$8.  
 452 WEST GROVE, c.1857, mss & mss '12mo 15' (Quaker date) on cvr w/#26. E\$8.  
 453 WILKESBARRE, 1888, G + cds & NEGATIVE 'A' killer ties #213 on cvr. E\$8.00  
 454 WOODBOURNE, 12/7/1883, VG cds w/QUAKER DATE on cvr. Est. \$8.00

### SOUTH CAROLINA

455 STONO, 1901, Fine cds on cvr w/EDISTO ISLAND school cc. DPO. E\$8.00

### SOUTH DAKOTA

456 ARNOTT, 1909, G 4-bar on PPC w/some wear. (1907-27) E\$6.00  
 457 BUJO HILLS, 1894, VG cds on cvr w/2-ct COLUMBIAN (77-57) Est. \$10.00  
 458 BLACKHAWK, 1908, G purple DOANE on PPC. Est. \$4.00  
 459 LESTERVILLE/DAK, 1887, G + cds on 2-ct brown entire w/encl. Est. \$10.00  
 460 PENNELL, 1913, VG 4-bar on PPC. (1908-19) Est. \$10.00  
 461 SPEARFISH, 1892, VG cds on cvr. Est. \$5.00  
 462 WAVERLY, 1907, VG DOANE on fairly worn PPC. DPO. Est. \$3.00

### TENNESSEE

463 ALTAMONT, 1857, mss on 3-ct Nesbitt. Est. \$5.00

### TEXAS

464 GIDDINGS, c.1880, G cds & NEGATIVE STAR ties #184 on cvr w/Sheriff cc.E\$8.  
 465 KORVILLE, 1908, VG DOANE on PPC. Est. \$5.00  
 466 PUMPKIN, 1913, Fine blue 4-bar on PPC (1899-1921pd) Est. \$5.00  
 467 ROMERO, 1912, G 4-bar on cover (1908-84) Est. \$4.00

### UTAH

468 SALT LAKE CITY, 1890, VG early duplex on cvr. TERR. Est. \$15.00  
 469 SILVERLAKE, 1908, VG cds on PPC (stamp torn) (99-43) Est. \$8.00  
 470 WOODSIDE, 1936, VG 4-bar on PPC. DPO. Est. \$5.00

### VERMONT

471 BENNINGTON, 1882, VG rimless cds (NOR) on UX7. Est. \$8.00  
 472 PLYMOUTH, 1877, G cds on UX3. Est. \$4.00  
 473 WEST RUTLAND, c.1880, VG cds & fancy cork on cvr w/grocer cc. E\$4.00

### VIRGINIA

474 KANAWHA C.H., (1860), G + cds on #UB w/minor tear at Top. E.\$6.00  
 475 KOREA, 1919, G 4-bar on cover. (1899-1951) Est. \$5.00  
 476 MONTREAL, 1884, G + cds ties #210 on cvr. DPO. Est. \$10.00  
 477 MOODY, 1907, VG DOANE on PPC. DPO. Est. \$8.00  
 478 ORANGE C.H., c.1880, G cds on #U10 w/minor tear at Top. Est. \$6.00

### WASHINGTON

479 DODD, 1908, lite, about G cds on PPC. (98-11) Est. \$10.00  
 480 GRAY, 1909, VG cds on PPC (Stevens 01-35) Est. \$8.00  
 481 KENMORE, 1909, VG 4-bar on PPC. (1903-15pd) Est. \$8.00  
 482 KESLING, 1911, G + 4-bar on PPC. (1908-20) Est. \$10.00  
 483 McCORMACK, 1914, G 4-bar on PPC. (99-29) Est. \$8.00  
 484 MILLVILLE, 1910, VG 4-bar as rec'd on PPC. (1906-12) Est. \$8.00  
 485 MOFFETT SPRINGS, 1908, VG 4-bar on PPC (1907-1908) Est. \$50.00  
 486 REDONDO, 1907, G + DOANE (lite o'strik) on PPC. (04-63) Est. \$5.00  
 487 REDROCK, 1911, G 4-bar on PPC (1907-11) Est. \$20.00  
 488 SILVERBEACH, 1908, VG DOANE on PPC. (95-08) Est. \$10.00  
 489 SPOKANE FALLS, May 1891, G duplex on 2-ct green entire. Late use. E\$6  
 490 SUMNER, 1910, VG purple non-standard 4-bar on PPC. Est. \$6.00  
 491 SUMNER, c.1911, VG purple HANDSTAMP FLAG on PPC. Est. \$12.00  
 492 SUNSET, 1908, G + DOANE on PPC (Whit. 89-55) Est. \$5.00  
 493 WHATCOM, 1891, VG cds on cover. (1874-82) Est. \$20.00

### WEST VIRGINIA

494 FRANKLIN, 1872, mss. on #U84. Est. \$8.00

495 PULLMAN, 1909, G + blue 4-bar on PPC. Est. \$3.00

### WISCONSIN

496 ALLENS GROVE, (1862), VG cds on cvr w/encl. DPO. est. \$10.00  
 497 BARABOO, 1883 legible cds & NEGATIVE 'B' ties 1-ct banknote on illus. G.A.R. cover. Est. \$6.00  
 498 FON DU LAC, 1856, G + balloon cds on 3-ct Nesbitt w/lr. Est. \$8.00  
 499 FRIENDSHIP, 1871, G cds on cvr franked w/3-cent green cancelled by STAR. Enclosed letter. Est. \$8.00  
 500 HORSEMAN, 1910, VG DOANE on PPC. DPO. Est. \$5.00  
 501 LODI, 1875, VG cds & cut cork wedges ties 3-ct green on cvr. Est. \$6.00  
 502 MILTON, (1862), VG cds on cvr w/#65. Enclosure. Est. \$10.00  
 503 WHITEWATER (1858), VG cds ties #26 on SFL. Est. \$8.00

### WYOMING

504 FONTENELLE, 1904, G cds on 2-cent red entire (79/42) Est. \$6.00

505 FORT RUSSELL, 1905, G + Ty 1 DOANE on PPC. Est. \$8.00  
 506 WOODROCK, 1908, readable (lite & o'strik) DOANE on PPC (05-13). Est. \$8.00

### U.S. POSSESSIONS

507 WAKE/WAKE ISLAND, 1953, VG 4-bar on 5x8" cover w/minor wrinkles. E\$6  
 508 Lot of 50 PUERTO RICO towns on 1946-47 cml. cvrs, Good or better strikes.  
 Roughly half of the existing POs represented. Est. \$50.  
 509 Lot of 8 diff VIRGIN ISLANDS pms (4 diff POs) on cml. cvrs., 1946-47, All strikes VG-Fine. Est. \$12.00

### CANADA

510 CRAIG/ALTA, 1910, VG split ring on PPC (05-12) Est. \$20.00  
 511 CANADIAN NATIONAL/EXHIBITION/TORONTO, 1909, lite, readable cds on PPC.E\$5  
 512 "RECEIVED/WHITEHORSE/SEP 14 1942/ALASKA HWY.DIST." In dbl. oval as b/s on cvr from SAN RAFAEL/CAL. Unusual Alaska Hwy. Item. Est. \$5.00  
 513 APO 702 (White Horse, Yukon), 1943, VG 4-bar on Gen'l Motors card. Est. \$8.  
 514 S.S.PRINCESS LOUISE, 1929, purple boxed purser mark ties 2x1-cent frankins on cvr; o'strik VANCOUVER/BC. CPRR envelope. Est. \$20.

### RURAL FREE DELIVERY (Upper Case = HANDSTAMPS)

515 ALTA VISTA, 1915, VG Ty2F, Rl.2 on PPC. Est. \$8.00  
 516 AMERICUS/KANS., 1906, G (lite) Ty1 on cover. Est. \$6.00  
 517 BARDWELL'S FERRY/MASS., 1908, VG TY 1R, Rl.1 on PPC. Est. \$5.00  
 518 CHERRYVALE/KANS., 1902, G + Ty1a, Rl.5 on cover. Est. \$8.00  
 519 DOVER/PENNA., c.1907, G Ty2F on PPC. Est. \$5.00  
 520 DOVER/PENNA., 1909, VG Ty2f, Rl.2, on PPC. Est. \$5.00  
 521 DOVER/PENNA., 1909, VG Ty2f, Rl.1, on PPC. Est. \$5.00  
 522 FORESTVILLE/N.Y., 1909, VG Ty2cb, Rl.6, on PPC. Est. \$5.00  
 523 FORESTVILLE/N.Y., 1912, Rl.5, VG Ty1SA on PPC. Est. \$5.00  
 524 FORESTVILLE/N.Y., 1913, VG Ty1sa, Rl. 5, on PPC. Est. \$5.00  
 525 Francesstown/NH., 1911, Ty11 mss ('Town' & date) on lodge GPC. Est. \$6.00  
 526 Fremont/Ind., 1908, Ty 11 (complete mss.) on PPC. Est. \$4.00  
 527 GLASCO/KANSAS, 1903, VG Ty2F (unl.) on cvr opened just into emb.stmp.E\$8  
 528 Horse Shoe/NC, 1912, Ty 11 (mss w/initials, date & rle) on PPC. E\$4.00  
 529 Kindred/ND., 1913, Ty 11 (complete mss.) on PPC. Est. \$4.00  
 530 LADDORA/IOWA, 1907, VG Ty 1 on PPC. Est. \$8.00  
 531 Lyons/KS, 1910, Ty 11 (complete mss), Rl.4 on PPC. Est. \$4.00  
 532 MANHATTAN/KANS., 1900, VG Ty 1, Rl. 1, on cover. Est. \$10.00  
 533 ONAGA/KANS., 1903, VG Ty1, Rl.2 on GPC. Est. \$5.00  
 534 Oregon/MO., 1908, Ty 11 (complete mss.) on PPC. Est. \$4.00  
 535 REARDAN/WASH, 1905, G + handstamp (unl.) on PPC. E\$15.00  
 536 SABBETHA/KANSAS, 1903, G + Ty2b, Rl.3 on cover. Est. \$8.00  
 537 SEDGWICK/KANS., 1905, VG Ty1, Rl.2, on cover. Est. \$6.00  
 538 Stone Creek/Ohio, 1911, mss (date only)(unl.) on PPC. Est.\$5.00  
 539 Yale/SD, 1910, Ty11 (complete mss) on PPC. Est. \$6.00  
 540 YANTIC/CONN, 1903, VG Type 2F, Rl.2 on cover. Est. \$9.00

### RAILWAY POST OFFICES

541 ALBUERQUE, N.M.TER./R.P.O., 1915, VG dplx on PPC. Est. \$5.00  
 542 BAKERSFIELD & FELLOWS, 1911, G + (992.1-A-1) on cvr. E\$20  
 543 BELL & ANACORTES, c.1908, G (W-58-b) (boat) on PPC. Est. \$15.00  
 544 BIGGS & SHANIKO, 1913, VG (996.4-A-1) on PPC. Est. \$10.00  
 545 BILL. & SWEETGRASS, 1940, VG (991.5-C-1) on cml.cvr. Est. \$8.00  
 546 BOYKINS & LEWIS, 1909, VG (316-unl.) on GPC. Est. \$10.00  
 547 CALIENTE & BARSTOW, 1920, VG (972-B-1) on GPC. Est. \$12.00  
 548 CHEY & POCATELLO, 1908, G (932-Q-1) on PPC. Est. \$6.00  
 549 CHEYENNE & HUNT., 1898, G + (932-P-1) on GPC. Est. \$15.00  
 550 CRAFTONV. & LOS ANG., 1908, VG (937-D-1) on GPC. Est. \$10.00  
 551 DANTE & SPARTANBURG, 1916, G + unlst. dplx on cover. Est. \$10.00  
 552 DAYTON & PASCO, 1908, G (901.5-A-1) on PPC. Est. \$5.00  
 553 DENNISON, TEX/TRANS.CLK., 1907, about G dplx on PPC. Est. \$4.00  
 554 ELMIRA/NY TRAIN LATE/MAIL DELAYED, 1904, pti. o'strik by HOLYOKE/MASS FLAG on PPC. Est. \$5.00  
 555 GLOBE & TEVISTON, 1910, G + (999.1-C-1) on PPC. Est. \$20.00  
 557 GREENBUSH & CROOK, 1908, about G (878.7-A-1) on PPC. Est. \$12.00  
 558 JACK & PORT TAMPA, 1909, G (384-B-2) on PPC. Est. \$5.00  
 559 JACK.OCALA & TAMPA, 1911, VG (383-C-1) on PPC. Est. \$8.00  
 560 KLAMATH FALLS & WEED, 1911, G + (900.4-A-1) on PPC. Est. \$10.00  
 561 LINC. & BILL/W.D., 1909, G + unl. type on PPC. Est. \$6.00  
 562 MALAD CITY & S.L.CITY, 1908, about G ('MALA' just readable) (973.1-B-1) on PPC. Est. \$8.00  
 563 MARYSV. & IDA.FALLS, 1909, G + (890-Q-1) on PPC. Est. \$20.00  
 564 MILES CITY & SPOK.W.D., 1910, VG (892-L-2) on PPC. Est. \$6.00  
 565 MINOCQUA & NEW USBON, 1918, VG (848.1-D-2) on cvr. Est. \$4.00  
 566 MON. & ELSWORTH, 1908, G + (807-J-1) on PPC. Est. \$4.00  
 567 NORFOLK & HAMLET, 1908, VG (317-7) on GPC w/NORFOLK & WIL. Est.\$6.00  
 568 NORTHOME & MORRIS, 1907, G + (881.3-E-1) on cover. Est. \$20.00  
 569 OG. & SAN FRAN./FAST MAIL, 1907, G (978-O-1) on PPC. Est. \$5.00  
 570 PORTLAND & ASTORIA, 1907, G (V-7-c) on 2-ct ent. trimmed uneven @ L. E\$8  
 571 PUEBLO & SILV., 1908, G ('U' not strik) (955-D-1) on PPC. Est.\$8.00  
 572 SAN BDNO. & ORANGE, 1910, G + (993.2-B-1) on PPC. Est. \$12.00  
 573 SAN FRAN. & PAC.GROVE, 1900, VG (980-I-1) on GPC. Est. \$8.00  
 574 SEATTLE & NEAH BAY, 1910, about G ('AY' not strik) (unl.type) on PPC.E\$20  
 575 SEATTLE & SEWARD, 1934, G (X-14-1) on PPC. Est. \$6.00  
 576 SEATTLE & SKAGWAY, 1928, G + (X-19-c) on PPC (r.p.Juneau) Est.\$12.00  
 577 SPRINGFIELD, MASS/Tr.CLERK, 1907, VG cds & cork ties #300 on PPC. E\$5  
 578 STAMFORD & SPUR., 1921, VG (494-C-1) on Prg. Pk. Rct. Est.\$5.00  
 579 TACOMA & PORT/AGT., 1886, readable (895-B-1) on GPC. Est.\$15.00  
 580 THF.FALLS & KEN, 1939, VG (880.1-Q-1) on cml. cvr. Est. \$8.00  
 581 VAUGHN & ALBUQ., 1923, G (928-H-1) on PPC. Est. \$10.00  
 582 WALLA WALLA & PASCO, 1922, VG (901.5-B-1) on cvr. Est. \$10.  
 583 WALLULA & YAKIMA, 1947, G very lite, magenta (904.2-C-1) on GPC. E\$8.00  
 584 WARRAD & CROOKS, 1914, VG (878.7-B-2) on PPC. Est. \$6.00  
 585 WARRAD & DULUTH, 1939, VG (879.5-B-3) on cml. cvr. Est. \$6.00  
 586 WASH. & BLUEMONT, 1911, VG (301-C-1) on PPC. Est. \$10.00

### TROLLEYS (Streetcar R.P.O.'s)

587 BOSTON CIRCUIT, 1897, VG FLAG (BO-10-a) on cover. Est. \$6.00  
 588 BOSTON, 1906 G + BOSTON/CIRCUIT/R.P.O. FLAG on PPC. Est. \$3.00  
 589 PHILA. & DARBY, 1905, VG (PH-7D) on PPC. Est. \$10.00  
 590 PITTSBURG, PA, ST./R.P.O., 1908, G + (PI-5-b) on PPC. Est. \$10.00  
 591 ROL.PK. & ST.HEL./BALTO.MD., 1906, VG (BA-3-g-1) ties #300 on PPC. E\$4  
 592 SAINT LOUIS/CASS CIR., 1906, VG (SL-8-A) on GPC. Est.\$15.00  
 593 ST.LOUIS/EASTON CIRCUIT, 1909, VG (SL-11A) on PPC. Est. \$6.00  
 594 ST.LOUIS/EASTON CIRCUIT, c.1910, G (SL-11Ba) on PPC. Est. \$4.00  
 595 ST.LOUIS/NORTH B'WAY, 1910, VG (SL-13B) on PPC. Est. \$4.00



596 ST. LOUIS/NORTHWEST, 1910, VG (SL-12B) on PPC. Est. \$4.00  
 597 ST. LOUIS/SOUTH B'WAY, 1911, Fine (SL-15B) on PPC. Est. \$4.00  
 598 ST. LOUIS/SOUTHWEST CIR, 1908, VG (SL-14A) on PPC. Est. \$5.00  
 599 ST. LOUIS/SOUTHWEST, 1908, VG (SL-14Ba) on PPC. Est. \$4.00  
 600 ST. LOUIS/SOUTHWEST, 1910, VG (SL-14Bb) on PPC. Est. \$4.00  
 601 ST. LOUIS, MO. OLIVE, 1912, G (SL10-C) on PPC. Est. \$5.00  
 602 WASH. D.C. PA. AVE/R.P.O., Tr14, 1912, G+ (WA-1-b) on PPC. Est. \$15.00

#### SHIPS AND NAVAL RELATED

603 U.S. FRIGATE/CONSTITUTION, 1834, VG Ty3 w/ST. PETERSBURG, FLA in bars on cachet cvr. Est. \$4.00  
 604 US NAVAL BASE, 1919, G+ dplx on cvr w/mss "U.S. Naval Forces/USS Carol" for franking. Magenta ANCHOR-IN-CIRCLES CENSOR. Est. \$8.00  
 605 U.S. SHIP/3cts. In 28mm. circle, 1861-69, VG on stampless cvr to Boston. Trifle rough at left. Est. \$40.00  
 606 USS CHEYENNE, 1909, G+ Type 1 on PPC. Est. \$15.00  
 607 USS COMFORT, 1918, VG purple Ty2 on YMCA cvr w/long ltr. Est. \$20.00  
 608 USS PANTHER, 1911, G+ Type 1 on PPC. Est. \$10.00  
 609 USS TATOOSH, 1942, VG Ty3z on CENSORED cvr. (Alaskan waters?) E. \$8  
 610 USS WEST VIRGINIA, 1909, VG Ty 1s (W-19) on Reg. Pk. rct. Est. \$12.00  
 611 USS WEST VIRGINIA, 8/4/1909, VG Ty1 on A.Y.P. Expo. PPC. Est. \$25.00  
 612 USS WEST VIRGINIA, G Ty1s (W-19) on PPC. Est. \$15.00  
 613 USS WILMINGTON, 1910, Fine Ty1 on cover w/minor edge creases. E. \$15.

#### FLIGHTS

614 Lot of 9 diff CANADA FFC's, 1929-31, on cachet cvrs. Most Western. E. \$10

#### EXPOSITIONS (Types refer to Bomar's POSTAL MARK OF U.S. EXPOS.)

615 LONG BEACH/CAL., 1918, VG COLUMBIA slogan (SD18-07) on cvr. Est. \$12.00  
 616 PHILADELPHIA, 1926, VG MODEP P.O. INT'L mach. (P26-10) on Sequil. cvr. E. \$10

617 SANTA MONICA, 1916, Fine PAN-CAL FLAG (Bomar SO18-06) on cvr. E. \$25.

#### MILITARY

618 APO 914 (Canton Island), 1944, VG 4-bar on cvr. Est. \$10.00  
 619 FIELD POST OFFICE/3.K., 1918, VG dcds on censored YMCA cvr. Est. \$5

#### MACHINE CANCELS

620 BOSTON, 1918, G+ 3rd LIBERTY BOND slogan FLAG on GPC. Est. \$3.00  
 621 BOSTON, 1918, G FOOD WILL WIN... slogan FLAG on GPC. Est. \$3.00  
 622 BOSTON, 1897, VG INVOLUTE FLAG 'C' ties 2-ct Wash on cvr w/closed tears at top. Est. 45.00  
 623 CHICAGO/AUBURN PARK/STATION, 1919, VG DOREMUS on PPC. Est. \$3.00  
 624 CHICAGO, 1910, VG TIME-CUMMINS w/ 'XX' in bars on PPC. E. \$5  
 625 DENVER, COLO., 1916, G+ HIGHLANDS/STATION FLAG on PPC. Est. \$5.00  
 626 FITCHBURG, 1895, Fine BARNARD ties 1-ct blue to Drop Rate cvr. E. \$10.  
 627 KANSAS CITY/STAA, 1901, VG BARR-FYKE on clean cvr. Est. \$5.00  
 628 NORTH/CRYSTAL LAKE/ILL., 1914, VG TIME-CUMMINS on PPC. Est. \$5.00  
 629 PEORIA/ILL., 1917, VG INT'L DRY FARMING COLUMBIA slogan on cvr. Est. \$5.00  
 630 RATON, N.MEX., 1908, VG DOREMUS on cover (Territorial) Est. \$5.00  
 631 WASHINGTON, D.C., 1897, VG BARR-FYKE TyX-8, on cvr with closed tear thru the cancel. US Senate cc. Est. \$12.00  
 632 YANKTON/S.DAK., 1905, VG DOREMUS on cover. Est. \$4.00

#### AUXILIARY MARKINGS

633 "Address Corrected by the JUL 6, 1907/Cincinnati, Ohio, P.O." on PPC. E. \$5  
 634 "BACK THE BOYS..." well strk slogan on cvr pm OXFORD/NY, 1917. Est. \$5.  
 635 "DAMAGED BY WATER AT/OKLA.CITY, OKLA" in 2 lines on 1985 cvr. Est. \$4.00  
 636 "Do your bit..." VG slogan on GPC pm PITTSBURGH, PA, 1917. Est. \$5.00  
 637 "FRAUDULENT" in big ltrs & pointing hand w/message on 1916 cvr from West Virginia to Minneapolis mail order brokerage firm. Est. \$10.00  
 638 "(Received at Syracuse, N.Y./Stamp Uncancelled" ties #319 on 1904 cvr. E. \$8  
 639 "SUPPOSED TO CONTAIN MATTER/PROHIBITED IMPORTATION/PART 262 P.M." on cvr from Ireland, c. 1960. Est. \$8.00  
 640 "UNLAWFUL/Mail to this address returned/by order of Postmaster General" on 1953 cover to Jordan, NY. Est. \$10.00  
 641 "WE'RE SORRY YOUR MAIL WAS DAMAGED/RECONDITIONED/AT CINCINNATI, OHIO" on 1987 Christmas card cover (5x8") Est. \$4.00  
 642 Lot of 9 diff. markings on PPCs, 1909-26, various. Est. \$10.00

#### STAMPS OF SIGNIFICANCE AND POSTAL STATIONERY

643 5-cent PREXIE franks 1947 cvr to "Russian Zone" of Germany. E. \$5.00  
 644 7-cent PREXIES x 3 as franking on Reg. Cvr cut 1/2" short @ L. E. \$6.  
 645 15-cent PREXIE on Reg. cvr w/2x#901; pm WASH. DC. Est. \$3.00  
 646 18-cent PREXIE used solo paying Reg. & postage. pm Bev. Hills, 1944. E. \$5  
 647 JQ1 2x1-ct PARCEL POST DUES tied by 4-bar on cvr to pay 1st class postage due. Also "POSTAGE DUE (2) CENTS". cvr torn ltr rt. E. \$75.  
 648 #O125 & O126 tied to legal-size #UO72 by boxed SEASIDE/OREGON reg. marks. Reverse has SEASIDE Reg. dcds of 1913. Envelope is creased. Est. \$20.00  
 649 UX1 Vg w/NEW HAVEN/CT. cds of 1873. Min Bid \$14.00  
 650 SCHERMACK Ty III on #408, pm 1914, G+ ROLPK & HIGHLANDTOWN/R.P.O.. A very unusual Trolley postmark-private perf. combination. Est. \$15.00

#### ADVERTISING COVERS

651 BUILDING W/HORSE DRAWN VEHICLES illus of FB DICKERSON CO/Detroit, Mich on cvr pm light SALISBURY/NC w/cork tied #210. Est. \$5.00  
 652 CANNED FOOD multicolor illus cvr pm KANSAS CITY dplx 1913. Encl. Est. \$10  
 653 CHICKS & EGGS illus. on hatchery ad cvr pm LA./CAL., 1929. E. \$6.00  
 654 COFFEE, illus Le ROI Brand cvr pm SPOKANE/WASH., 1923. E. \$5  
 655 FROG IN SWAMP illus. on waterproof clothing mfg. ad cvr pm ST. LOUIS BARRY machine, 1898. light surface wrinkles. Est. \$12.00  
 656 HORSE CLOTHING, o'all ad cvr (not illus) pm SPRINGFIELD/MASS c. 1880 Rough at left. Est. \$5.00  
 657 HOTEL Douglas, Roseburg, OR illus ad cvr pm PORT. & ASHLAND/RPO, 1920. E. \$6  
 658 HOTEL, illus Virginia Hotel, Chicago on cvr pm CHICAGO 1924. Est. \$3.00  
 659 HOTEL, illus. American House, Denver on cvr pm DENVER 1905. Est. \$4.00  
 660 HOTEL, illus. Beaver Block House, Butte on cvr w/BUTTE, MT FLAG, 1905. E. \$12  
 661 LAMP, illus red & black lamp on cvr pm CITY HALL STA, NY, 1925. Franked w/2-ct NORSE-AMERICAN (also red & black). Nice combination. Est. \$12.00  
 662 MAP, o'all 2-color map of NORTHERN CALIFORNIA on reverse of Hale's Good Goods cover pm S.F. 1905. Est. \$12.00  
 663 MARBLE DEALER cc. (not illus) on cvr pm RUTLAND/VT, c. 1880. Est. \$4.00  
 664 RAILROAD BOX CAR, illus on Bekins cvr pm LA./CAL. 1930. Est. \$5.00  
 665 RAILROAD lot of 3 diff RR corners, 1894 (Burlington, Santa Fe & C.M.&St.P.) all brown envelopes w/various postmarks. Est. \$5.00  
 666 STAMP DEALER adv cvr J.T. Starr, Coldwater, Mich w/2-ct COLUMBIAN tied by COLDWATER duplex. Est. \$8.00

667 STAMP PUBLICATION, illus 2-color ad cvr for "The Cyclone" on cvr pm HIKA/WIS., 1902. Est. \$20.00  
 668 TANNERY o'all 2-color illus ad for Santa Rosa-Vallejo Tanning Co. on cvr pm SANTA ROSA FLAG. Minor edge wear & edge stain. Est. \$8.00  
 669 TYPE FOUNDRY illus. colored ad cvr pm KANSAS CITY BARRY mach., 1902. E. \$5  
 670 WELLS FARGO Express adv. on cvr pm PLACERVILLE/CAL., 1905. Est. \$6.00  
 671 WHISKEY, illus ad cvr w/eagle for STONEWALL WHISKEY of St. Louis. 1-ct banknote tied by cut cork. no postmark. Est. \$10.00  
 672 Lot of 11 diff cml. cvrs from SAN FRANCISCO, 1880's-90's, all w/cml. corners & advertising. Condition rough on a couple. Est. \$12.00  
 673 Lot of 20 diff cml. cvrs, 1910-30's (most '20s) from California towns all w/cml. corner cards (most grocery related) Est. \$12.00

#### MISCELLANY

674 CIVIL WAR, multicolored "lady & flag" design on cvr pm HARTFORD/CT, 1861. Very attractive piece. Est. \$60.00

675 Cover pm. CONESTEE/S.C., 1931, mailed to TEHERAN & returned to sender. Backstamped & w/return markings. Est. \$5.00

676 Lot of 5 diff POD PENALTY CARDS, c. 1918, all warning PMs of COUNTERFEIT BILLS and GOLD COINS. Est. \$20.00

677 MINT SHEETS (5) of POD gummed labels incl. AIR MAIL/par Avion; SPECIAL DELIVERY, FIRST-CLASS MAIL, AIR MAIL/Par Avion (65) & SPECIAL DELIVERY (76). All Official labels & now discontinued. Exc. cond. Est. 7

678 SENATE FREE FRANK /s/Matt H. Carpenter on cvr pm WASHINGTON D.C./FREE w/enclosed 1867 letter from the Senator to const. in Wisconsin. E. \$25

679 WISCONSIN PRIVATE XMAS SEAL on PPC pm MILWAUKEE, 1909. Est. \$5.00

680 WX 5 tied by poor McMinnville, Oreg. dplx on COVER. Est. \$12.00

681 WX 5 tied by Ashland/OREG. FLAG on PPC. Est. \$5.00

682 WX 6 tied by partial DULUTH/MINN duplex on PPC. Est. \$5.00

683 WX 26 tied on PPC by indistinct NY state DOREMUS. Est. \$3.00

684 WX 28 tied on PPC by COFFEVILLE/KANS. machine. Est. \$4.00

685 WX 31 tied to PPC by WOODHULL/ILL. duplex. Est. \$4.00

686 WX 173 tied on PPC by CHICAGO duplex. Est. \$3.00

## END OF SALE

DEADLINE TO SUBMIT LOTS FOR SUBSCRIBERS' AUCTION 21 IS MARCH 20, 1988

## AUCTION ABBREVIATIONS

PPC-picture post card  
 GPC-government postal card  
 cds-circular date stamp  
 dcds-double circle date stamp  
 sfc-stampless folded cover; no letter  
 sfl-stampless folded letter  
 dplx-duplex postmark and cancel  
 b/s-backstamp (appearing on reverse of cover)  
 rec'd-received marking  
 LDC-last day cover  
 FDC-first day cover  
 mss-manuscript  
 bnknt-banknote  
 cml. cvr-commercial or non-philatelic cover  
 cc-corner card

## CONDITION OF POSTMARKS

VF-All letters well struck (near perfect)

F-One or more letters may be light

VG-Light letter(s), but a nice example

G-Some letters light or missing

READABLE-No doubt as to identity, but not a great example



## SUBSCRIBERS' AUCTION PARTICIPATION

Participation, either as a bidder and/or a consignor, in LA POSTA'S SUBSCRIBERS' AUCTION, is open to all subscribers of the journal. The auction is conducted as a regular service which allows readers to buy and sell postal history material through LA POSTA. The objective of the auction is to provide a market for cards and covers with values in the \$5 to \$50 range, in other words, lots of moderate value which have become uneconomic for the first-line postal history auctions. Collectors desiring to sell important postal history material of substantially higher values are advised to contact one, or more, of the major dealers or auction houses. The advertisements of several of these firms appear in our pages.

### CONSIGNING LOTS FOR THE AUCTION

To consign material, a subscriber may submit up to 20 lots per auction. Lots should have a realistic minimum retail value of at least \$2.00, although, due to the increasing amounts of material being submitted, lots with values higher than \$2 tend to be selected for inclusion over lots with the minimum values. Subscribers may estimate lot values themselves, or request estimates to be assigned by LA POSTA. The journal reserves the right to return any submitted material not deemed suitable for the Subscribers' Auction without providing an explanation. Consignors may submit minimum acceptable bids with their lots, but should be advised that unrealistic minimums are often a reason for not including material. There are simply too many considerations involved in selecting lots for any given sale, and not enough time to write letters.

All persons who successfully consign lots will receive a printed listing of their lots along with descriptions and estimates as they appear in the auction. This listing will include a cover letter advising consignors to submit protective bids on any lots they would not be willing to have sold at the \$2.00 auction minimum.

Approximately three weeks after the closing of an auction, consignors will receive a complete accounting of their lots to include payment for lots sold (less a 20% commission), return of any unsold lots, and a listing of prices realized for each lot. Consignors will not be charged a fee for lots which have not sold.

### BIDDING IN THE AUCTION

Subscribers may submit bids in confidence according to the following rules:

1) All lots will be sold through the mail to the highest bidder, who will pay one price increment above the second highest bid. Unless so specified by a lot's consignor, the minimum bid for each lot is \$2.00 for lots with estimates up to \$10.00, and one-third the lot estimate for lots with estimates above \$10.00.

2) Bidding Increments are as follows: up to \$10 - 50 cents; \$10 to \$20 - \$1.00; \$20 to \$50 - \$2.00; \$50 to \$100 - \$5.00; \$100 to \$300 - \$10.00; and over \$300 - \$25.00. Bids submitted which do not match these increments will

be reduced to the next lowest increment, i.e., \$7.85 becomes \$7.50.

3) Owners of lots have the right to submit minimum, or protective bids. Such bids will be confidential.

4) Telephone bids are welcome up to the hour of closing (10 PM Pacific). Callers may be provided "opening" bids during the last week of the sale. "Opening" bids are defined as one bidding increment above the second highest current bid. The limit of the current highest bid will not be disclosed.

5) In the case of tie bids, the lot will be awarded to the bid sheet with the earliest postmark.

6) Since condition is such an important factor for most postal history material, bidders are encouraged to request photocopies of lots of interest. Up to three photocopies will be sent free to anyone supplying a Stamped Addressed Envelope. Bidders desiring more photocopies of more than three lots should 10 cents for each additional 2 lots.

7) Lots deemed unsatisfactory due to improper description may be returned for credit or a refund provided such returns are made within 5 days or receipt of material.

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Summit-Thorp-Victor-Voigt-Wood-

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105	22.00	204		307		410	3.00	513	11.00	818	6.50
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108	3.00	207		310	17.00	413	8.00	516	44.00	821	
109	4.50	208	8.50	311	17.00	414	9.50	517	8.00	822	12.00
110	11.00	209		312		415		518	5.50	823	12.00
111	5.50	210	6.00	313	4.00	416		519	10.00	824	
112	8.50	211	4.50	314	3.50	417	8.50	520		825	
113	4.50	212	6.00	315		418		521		826	9.50
114	9.50	213		316		419	5.50	522		827	—
115	28.00	214	55.00	317	3.50	420	3.00	523	8.50	828	
116	11.00	215	8.50	318	11.00	421		524		829	5.50
117	2.00	216	11.00	319	11.00	422	8.50	525	9.00	830	
118	11.00	217	2.50	320	4.50	423	5.50	526		831	
119	5.50	218	3.50	321	2.00	424	5.00	527		832	
120	2.50	219	2.00	322	12.00	425	44.00	528	18.00	833	—
121	2.00	220	—	323	6.00	426	18.00	529	22.00	834	—
122	4.50	221	8.00	324	7.00	427	6.00	530		835	
123	46.00	222	12.00	325	24.00	428	3.50	531		836	6.00
124	24.00	223	13.00	326	5.50	429	6.00	532	36.00	837	
125	8.50	224		327	11.00	430	9.50	533	8.50	838	
126		225	8.50	328	9.00	431	7.00	534	3.50	839	
127	3.50	226	11.00	329	16.00	432	5.50	535	3.00	840	55.00
128	8.50	227	18.00	330		433		536	4.50	841	5.50
129	6.00	228	4.00	331		434	15.00	537	4.50	842	2.50
130	10.00	229	7.50	332		435		538	4.00	843	5.50
131	18.00	230	11.00	333	5.00	436	14.00	539	5.50	844	
132		231	2.00	334	6.50	437	55.00	540	6.00	845	—
133	9.00	232	28.00	335	3.50	438	11.00	541	4.00	846	2.50
134	11.00	233	5.00	336	5.00	439	7.50	542	13.00	847	3.50
135	6.50	234	8.50	337	13.00	440	60.00	543	6.00	848	60.00
136		235	7.50	338	15.00	441	8.50	544	7.50	849	22.00
137	2.00	236		339	6.50	442	46.00	545	8.50	850	4.00
138	10.00	237	2.00	340	34.00	443	4.50	546	6.50	851	14.00
139	7.50	238	18.00	341	36.00	444	13.00	547	5.00	852	5.50
140	9.50	239		342	2.00	445		548	7.50	853	—
141	48.00	240	22.00	343	2.00	446	16.00	549		854	—
142	36.00	241	48.00	344	9.50	447	6.00	550		855	6.50
143	2.50	242	—	345	2.00	448	12.00	551	9.50	856	5.00
144	17.00	243	26.00	346	3.50	449	11.00	552	5.50	857	5.50
145	4.50	244	8.50	347	4.50	450	7.00	553	4.50	858	8.50
146	70.00	245	18.00	348		451	24.00	554	4.50	859	22.00
147	24.00	246		349	5.00	452	5.50	555	5.00	860	7.00
148	90.00	247	70.00	350	6.50	453	7.50	557	18.00	861	9.50
149	5.50	248	12.00	351		454	16.00	558	16.00	862	
150	18.00	249	8.50	352	4.00	455	45.00	559	65.00	863	32.00
151	5.50	250		353	9.00	456	8.50	560	16.00	864	19.00
152	6.00	251	13.00	354	15.00	457	17.00	561		865	4.50
153	8.50	252	13.00	355	5.50	458	2.00	562	5.50	866	
154	3.50	253		356	6.50	459	6.00	563	16.00	867	8.50
155	18.00	254		357	5.50	460	8.50	564	3.50	868	4.50
156	48.00	255	6.50	358	5.00	461		565	18.00	869	5.50
157	10.00	256	8.50	359	5.50	462	5.00	566	6.50	870	5.50
158	5.00	257	22.00	360	11.00	463	5.50	567	17.00	871	7.50
159		258		361	6.00	464		568	6.50	872	
160	24.00	259	13.00	362	7.00	465	8.00	569	12.00	873	6.00
161	7.00	260	8.50	363	11.00	466	3.50	570	4.00	874	4.50
162	4.50	261	16.00	364	8.00	467	13.00	571	8.00	875	6.50
163	22.00	262	2.00	365	3.50	468	3.50	572		876	7.00
164	22.00	263	2.50	366	3.00	469		573	14.00	877	4.50
165	13.00	264	2.00	367	3.50	470	6.50	574	6.50	878	4.00
166		265	34.00	368	3.50	471	3.50	575	7.00	879	
167	22.00	266	28.00	369	5.00	472	3.00	576		880	
168		267	8.50	370	4.50	473	2.50	577	11.00	881	
169		268	18.00	371	8.50	474		578	13.00	882	8.00
170	13.00	269	11.00	372	4.00	475		579		883	6.00
171	26.00	270	—	373	2.50	476	9.50	580	9.50	884	
172	22.00	271	2.50	374	3.50	477	22.00	581	7.00	885	16.00
173	5.00	272	8.50	375	5.50	478	6.50	582	4.50	886	11.00
174	48.00	273	3.50	376	9.50	479	13.00	583		887	8.50
175	3.50	274	3.50	377	5.50	480	3.50	584	16.00	888	3.50
176	24.00	275		378	14.00	481	6.00	585	36.00	889	17.00
177	15.00	276	8.50	379	4.00	482		586	2.50	890	5.50
178		277	4.50	380	12.00	483	19.00	587	3.50	891	
179	9.50	278	—	381	4.00	484	13.00	588		892	6.50
180	8.50	279	2.00	382	5.00	485	8.00	589	5.00	893	8.00
181		280	9.00	383	8.00	486	2.00	590	6.50	894	7.00
182	6.50	281		384	9.00	487	17.00	591	28.00	895	
183	6.50	282		385	5.00	488	6.50	592	22.00	896	
184	11.00	283		386	7.00	489	4.50	593		897	9.00
185	5.00	284	8.50	387	4.00	490	17.00	594	6.00	898	13.00
186	13.00	285	2.00	388	9.50	491	3.50	595	5.50	899	36.00
187	8.00	286		389	9.00	492	11.00	596	11.00	900	4.50
188		287	2.00	390	4.50	493	6.00	597	9.00	901	11.00
189		288		391		494	18.00	598	18.00	902	26.00
190	5.50	289	—	392		495	17.00	599	5.50	903	11.00
191	4.50	290	4.50	393	13.00	496	5.50	600		904	3.50
192		291	16.00	394	3.50	497	7.50	601	6.50	905	4.00
193	4.00	292		395	4.50	498	5.00	602	13.00		
194	30.00	293		396	8.00	499		603	16.00		
195		294		397		500	3.50	604	13.00		
196	8.50	295	13.00	398	4.00	501	3.50	605	38.00		
197	4.50	296		399		502	6.50	606	22.00		
198	12.00	297	14.00	400	4.50	503	6.50	607	4.50		
		298	—	401		504	6.50	608	11.00		
		299	14.00	402	4.00	505	55.00	609	5.50		
		300	9.50	403		506		610			
		301	26.00	404	16.00	507	5.50	611	8.00		

TOTAL  
5466.50  
BIDDERS:  
162



## CHRIS GALLAGHER MAIL AUCTION NO. 1

The following lots are one man's collection of 2 x 4" cut squares, the majority of which date from the 1940's to mid-1960's, with quite a few earlier dates. A small percentage of these have been cut a bit smaller than 2x4, but were mounted on 2x4 cards. THERE ARE NO DUPLICATES IN ANY OF THESE LOTS. There will sometimes be more than one cancel from a town, but it will be of a different type, i.e., diff. as duplex, Doane, 4-bar, slogan, or from different machines with different numbers or letters in the dials or killers, parcel post, registered, etc., etc.

The balance of states plus some odd lots will appear in another sale at a later date. If any questions concerning the lots or the sale, please call me evenings. A 5-day return privilege is offered on all lots.

I have only used a Zip Code Directory to determine DPOs, so there could be a small error factor in my lot descriptions. The book did not include Rural Branches or Stations. As many as 30% of some states are on Government postal cards of the 1950's-60's. I estimate that 99% are good clear cancels. No lot value estimates have been assigned.

01. ALABAMA - 1930's-1960's; 70% of current operating POs are here including a good percentage of 4-bars + over 80 DPO's. Total Count: 250 +
02. ARIZONA - 1930's-1960's; 90% of current operating POs. Heavy, heavy 4-bar's w/60+ DPO's and plenty Stations. Total 330 +
03. CALIFORNIA - 1910's-60's; 50% complete on operating POs. This lot contains many forts, camps, airmail fields, etc. Many of them DPOs, and many Stations. 240+ DPOs. Total: 2150 +
04. CONNECTICUT - 1910's-60's; heavy in 1950's w/many types and Stations. Good % complete operating. 45+ DPOs. Total 490 +
05. ILLINOIS - 1900's-60's; most 30's-60's; good % 4-bars w/some AMFs & lots of Stations. 100+ DPOs. Total: 1800 +
06. IOWA - 1880's-1960's; Good # of slogans. 50+ DPOs. Total: 750 +
07. KENTUCKY - 1930's-60's; lots of 4-bars 108+ DPOs. Total: 400 +
08. LOUISIANA - 1890's-1960's; 50%+ are 4-bars. 40+ DPOs. Total: 320 +
09. MAINE - 1900's-60's; 50%+ are 4-bars; 52+ DPOs. Total: 270 +
10. MARYLAND - 1930's-60's; 50%+ 4-bars; 45+ DPOs Total: 280 +
11. MICHIGAN - 1880's-1960's; 50+ of operating POs represented w/good slogans & lots of Stations & types. 50+ DPOs. Total: 930 +
12. MISSOURI - 1900's-60's; heavy in 4-bars, some good slogans. 90+ DPOs. Total: 800 +
13. NEBRASKA - 1930's-60's; lacks only 6 of complete operating POs; lots of 4-bars. 70+ DPOs. Total: 700 +
14. NEVADA - 1920's-60's; complete in operating POs. 34+ DPOs Total: 170 +
15. NEW HAMPSHIRE - 1930's-60's; 70% of current operating POs 40+ DPOs. Total: 280 +
16. NEW JERSEY - 1930's-60's; 70% complete operating w/lots of slogans. 100+ DPOs. Total: 850 +
17. NORTH CAROLINA - 1930's-60's; lots of 4-bars. 50+ DPOs. Total: 320 +
18. OREGON - 1890's-1960's w/most 50's-60's; lacks on 4 from completion of operating POs; 40% 4-bars. 177+ DPOs. Total: 700 +
19. PENNSYLVANIA - 1860's-1960's; 60% complete operating, lots of slogans & types; also several type A10 stamps. 200+ DPOs. Total: 1820 +
20. RHODE ISLAND - 1930's-60's; short 7 from complete operating. 32+ DPOs. Total: 140 +
21. SOUTH CAROLINA - 1940's-60's; slogans, stations, etc. 15+ DPOs. Total: 170 +
22. TENNESSEE - 1930's-60's; 50% complete operating; good % of 4-bars. 50+ DPOs. Total: 360 +
23. TEXAS - 1910's-60's; 60% complete operating w/many 4-bars from 1930's. 96+ DPOs. Total: 1000 +
24. UTAH - 1920's-60's; short 4 from complete operating; mostly 4-bars. 40+ DPOs. Total: 330 +
25. VERMONT - 1880's-1960's; lots of 4-bars. 18 DPOs. Total: 170 +

26. WYOMING - 1930's-60's; short 4 from complete operating; heavy in 4-bars. 55+ DPOs. Total: 280 +

## END OF SALE

USUAL AUCTION RULES APPLY. ALL LOTS SOLD AT ONE ADVANCE OVER SECOND HIGHEST BID. BIDDERS TO PAY SHIPPING & INSURANCE.

**CLOSING DATE: MARCH 31, 1988**

CHRIS GALLAGHER, 816 N. FOOTE St., OLYMPIA, WA 98502  
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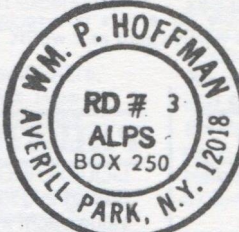
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31-35	1.75	3.04	4.35	8.28
36-40	2.00	3.48	4.98	9.48
41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
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101-110	5.50	9.58	13.71	26.10
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### PHILATELY: FOR SALE

**LIQUIDATING MY Stamp Collection.** Selling in \$10 lots postpaid. High catalog value each! Indicate two interests please: US mint - US used - US plates - US FDC's - UN - Foreign (Specify). Your satisfaction guaranteed! Will also trade for better/older Picture Postcards. Hal Smith, 2109 Briarcliffe, Bethany, OK 73008

### TOWNS: FOR SALE

**WANT LISTS** solicited for 19th and 20th century townmarks and big city handstamps and machine cancels. Strongest in eastern states, but very good

South and Midwest. Many other specialties available (Rates, Fancy CanceIs, BOB, Advertising, etc.) Try us! Gene Schrier, Gem Classics, Box 3218, Guttenberg, NJ 07093. Ph: (201) 861-2931.

**CALIFORNIA COVERS:** W.F. Santa Cruz (German script), Lonoak, Panoche, W.F. Anaheim 1870, Mulberry, San Juan 1879 & 1882, Llanada, Cook, Rock Creek, Fosters Bar, Las Cruces, Millerton, Timbuctoo, Red Dog, Greenwich, Sumner, Telegraph City, Todds Valley, West Berkeley, Mosquito Gulch, Alila, Tulare Co.; Geiserville, Old Creek, Coarse Gold, Gold Gulch, Kanawha, New Hope, North LemescaI, Buena Vista, Somersville, Maxwell's Creek, Silver Mountain. P.O. Box 246, Tres Pinos, CA 95075.

### TOWNS: WANTED

**ALASKA POSTMARKS** from small towns dated prior to 1920. Buying all towns except Ketchikan, Juneau, Sitka, Fairbanks, Nome & Anchorage. Send originals or photocopies with your price, or request my offer. Richard W. Helbock, P.O. Box 135, Lake Oswego, OR 97034

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

**HANOVER, HANOVER** Center, Etna, NH covers wanted, all eras. Especially want 1900 to date, registered, advertising and auxiliary postal markings. Terence Hines, Box 258, Thornwood, NY 10594-0258.

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

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

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

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

**MASSACHUSETTS: ALL** categories of covers from the following - Annisquam, Bay View, East Gloucester, Gloucester, Lanesville, Pigeon Cove, Riverdale, Rockport, Sandy Bay, Thatcher Island, West Gloucester, Globe Village, New England Village, Southbridge & Sturbridge. Photocopies or approvals welcome. Frank Anderson (APS), 4432 Bell Chase Dr., Montgomery, AL 36116.



## TOWNS: WANTED

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

SOUTH DAKOTA: All Territorial and statehood cancels wanted for personal postal history collection. Dennis Goreham, 1539 East 4070 South, Salt Lake City, UT 84124. PH. (801) 277-5119

YUKON & NWT: Buying these Canadian postmarks on card, cover, piece. Yukon: Black Hills, Bullion Creek, Caribou Crossing, Conrad, Dominion, Fort Cudahy, Glacier, Glenboyle, Gold Run, Kirkman Creek, Klauane, Livingstone Creek, Lower Dominion, McCabe Creek, Minto Bridge, Paris, Quill Creek, RCAF Station Whitehorse, Readford, Robinson Station, Ruby Creek, Scroggie Creek, Sulphur, Tagish Lake, Thistle Creek, Upper Liard. NWT: Alexandra Fiord, Cameron Hills, Camlaren, Canol, Cape Herschel, Eureka Sound, Fort Wrigley, Holman Island, Jamboree Post Office-Yellowknife, New Aklavik, Outpost Island, Port Brabant, Reindeer Depot, Reindeer Station, Rocher River, SS Distributor, Strathcona Sound, Winter Harbour. Also buying all leather postcards. Lyman, 4026 Sancrest Court, Mississauga, Ontario L5L 3Y5 CANADA

## POSTCARDS: WANTED



IDAHO POSTCARDS - Buy or trade. Real photos, Views, Street Scenes, Buildings, for: Arimo, Downey, Inkom, Lava Hot Springs, Malad, McCammon, Oxford, Pocatello, Preston, Swan Lake, and Virginia. Other items wanted: Promotional booklets, Stocks, Checks,

Tokens, etc. Send photocopy for offer. Jay Burrup, P.O. Box 177, Salt Lake City, UT 84110.

NEVADA REAL-PHOTO postcards, especially street scenes, depots, and mining related. Roger Lauderdale, 522 California Ave., Reno, NV 89509

URGENTLY NEEDED picture and real-photo postcards Oklahoma City before 1925; AZ-KS-OK-NM-AR before 1915. No Carlsbad Caverns or unused Grand Canyon. Postage reimbursed to 75 cents Hal Smith, 2109 Briarcliffe, Bethany, OK 73008.

## LITERATURE: FOR SALE

NEVADA POST Office Book. An illustrated history showing all town dates with many illustrations and rarity ratings. Sold at \$30. All remainders selling \$15. Will not be reprinted. Peterson, Box 17463, Holliday, UT 84117

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

## LITERATURE: WANTED

BACK ISSUES of La Posta. Volumes 6, 7, 8, and 9. Robert Ebner, P.O. Box 151, West Covina, CA 91793

## WAGONS: WANTED



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

## MISCELLANEOUS: FOR SALE

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

## MISCELLANEOUS: WANTED

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

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

CLEAR CANCELLED Doanes and RFD's. Paying 75 cents each, except for Type 11 RFD's. Those paying 50 cents. Harkins, 7030 Dogwood, Springfield, MO 65802

TEXAS WWI AEROBAUTIC Branch covers wanted. Photocopies or descriptions to

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PIG-RELATED COVERS and postal history wanted. Photocopies or descriptions to: Jane Fohn, Rt.2, Box 352, Leander, TX 78641

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

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

NEVADA POSTMARKS, including RPO's. Please send photocopies or send on approval with price. Roger Lauderdale, 522 California Ave., Reno, NV 89509

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

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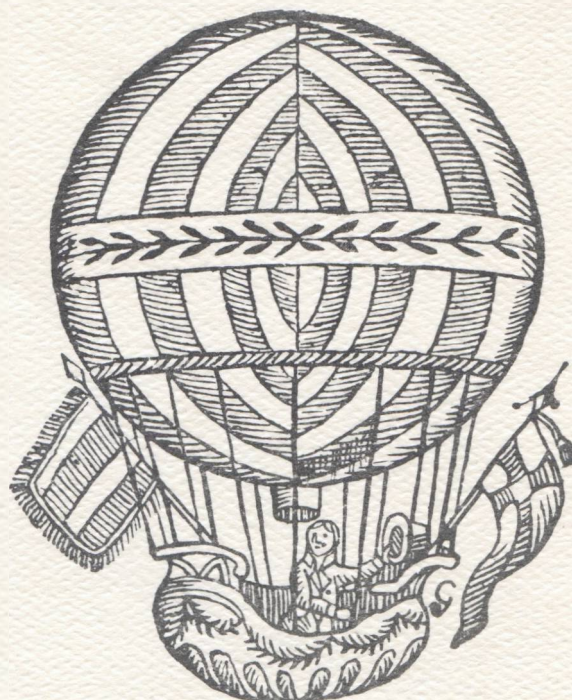
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