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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

JULY 1988



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: This month's cover properly conveys the spirit of the season, but be not alarmed gentle readers, for, although our normal regional lineup may have "gone fishin'", we will be back stronger than ever in the September issue.

AWARDS:

Gold Medal, COLOPEX 1987
Silver Medal, CAPEX 1987
Large Silver Medal, AMERIPEX 1986
Silver Medal, PHILA KOREA, 1984
Silver-bronze, AUSIPEX, 1984

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PUBLISHER'S PAGE

CLARKE & ROBINSON BECOME NEW EASTERN EDITORS

We are pleased to announce that beginning in our August- September issue *LA POSTA* will be augmented by the addition of two new regional editors. Tom Clarke, a native Pennsylvanian now resident in Florida, will assume editorial responsibilities for a new section, tentatively called the Northeast, which will encompass the states of the Atlantic seaboard from Maryland to Maine. David Bruce Robinson of Richmond, Virginia, will at the same time begin his editorial duties in charge of another new section; this tentatively called the Southeast and consisting of the states from Maryland to Florida along the Atlantic Coast and perhaps west along the Gulf to Louisiana. Aside from the obvious advantage of bringing to *LA POSTA* twice as much talent and ideas, the addition of two new regional editors with separate sections should go far toward insuring greater balance in our geographic coverage of the nation's most populous states.

Tom Clarke teaches history at the secondary school level in Davie, Florida. A graduate of Penn State and Temple, Tom acquired his interest in postal history during the late 1960's when he began collecting and researching early European letter communications. For the past four years Tom has developed a keen interest in the postal history of Philadelphia, and is currently compiling a catalog of all Philadelphia postal markings which will span the 300 years from 1690 to 1990. Tom's Northeastern Section will feature articles dealing with the various aspects of postal history from the Middle Atlantic and New England states. If you can help Tom get this section up and running, now or sometime soon, please drop him a note at P.O. Box 290145, Davie, FL 33329.

David Bruce Robinson is a Senior Accountant with a "Big- 8" public accounting firm, and specializes in the postal history of Richmond, Virginia. David has published articles in *WAY MARKINGS*, journal of the Virginia Postal History Society, and the *AMERICAN*

PHILATELIST. He is knowledgeable of the postal history of Virginia, North Carolina, Maryland, and West Virginia, and has earned a reputation as a "trouble shooter" for postal history questions in those areas among many dealers and collectors. David's Southeastern Section will feature the postal history of states



stretching along the Atlantic and Gulf coasts from Maryland south. If you can offer any assistance to David in his new challenge, please drop him a line at P.O. Box 35926, Richmond, VA 23235, or give him a call between 8:30 AM & 5:30 PM (Monday-Friday) at (804) 649-0555.

This is from the heart! We are very lucky to have busy, involved people of the caliber of Tom and David who are willing to take on the responsibility of editing new geographic sections in our journal. I urge you, please, if you can show them some support in the form of a short article, a news release, a research question, or even a simple "ataboy", please do so. With your support they can do wonders.

This is our summer issue, and, although that may not be an adequate excuse, it is apt to look a bit different in terms of content from our norm. Bob Munshower told me he wanted a break from being "just the Second Section editor" and wanted to do something with some non-standard postmarks he has been studying, so I told him that that was fine with me. I said, "You go ahead and work up the America Section, and I'll do something for the Second Section." So that caused one departure from the norm, and you'll find Munshower in "America" and Helbock in "The Second Section" in this issue. [By the way, Bob is recover-

ing from some recent back surgery. It will be a long recovery I am told, and he could probably use an "attaboy" about now Box 13911, Boulder, CO 80308]

The next thing that happened to throw our normal layout off kilter was the response of some of you to my request for information on the use of Type 1 Doanes. It was impressive, and the resulting information filled several pages -- even in very small print. Well, the Doane information is nationwide; it doesn't fit into one of our normal regional sections, and so the "America" section became even larger.

At WESTPEX in San Francisco last month, I was presented by Jim Myerson with a nice little introduction to the specialty of collecting naval postmarks. I have wanted to run such a piece in LA POSTA for a long time -- I would like to publish similar articles on other postal history specialties -- and was delighted that Jim had done the job. But where was it to go in terms of our normal organization? Yes, obviously, the "America" Section.

So by this time the America Section is beginning to look like the tail that wagged the dog, and I'm looking at some fine articles in hand by Lynn Langdon, Les Whall, Henry Dierck, and Bob Summerell; all of which are destined for the Western Section. In addition, Tom Todsén, Wade Shipley, William Emery, and Elwyn Doubleday sent in some highly interesting new information on the "Frontera, Texas/New Mexico" post office, which I dearly want to share with you. In short, our summer issue was beginning to get entirely out of hand.

The result was an editorial decision, which, if it does not please you, be consoled that it is only an expedient for this issue and we will be back to our normal organization in the August-September issue. Personally, I think its kind of fun to shake things up every once in awhile, and you'll have to admit one thing about the contents of this issue -- they are diverse.

Briefly, on other matters, the LA POSTA MONOGRAPH SERIES is "go" for another two volumes. Support from those who subscribed to

the first two volumes (Louisville & Prexie Postal History) for a second set of two to be published in the coming year has been sufficient to set the project on track. We have about 125 people signed up as of this writing. The opportunity to subscribe to Monographs 3 and 4 (subjects as yet unknown) for \$12.00 for the set is open only until **July 31, 1988**. After that time subscriptions will be closed, but anyone who wishes will have a chance to purchase the monographs at retail once they are published.

I guess that's it for the time being from here. Have a wonderful summer enjoying the things you like best, and, remember, if you're in the Portland area give us a call. We would love to meet you.

Richard W. "Bill" Helbock



Fred Robichaud

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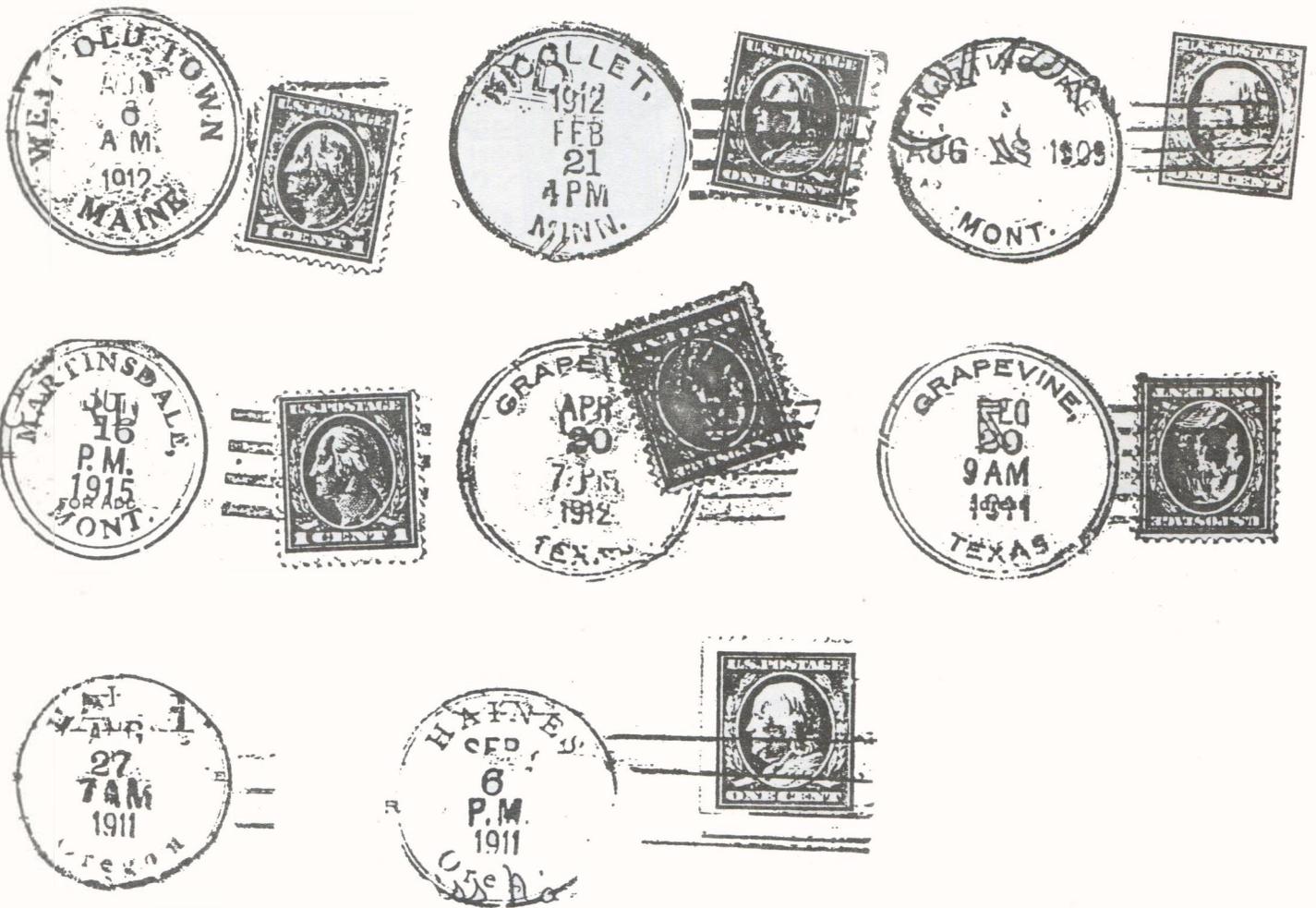
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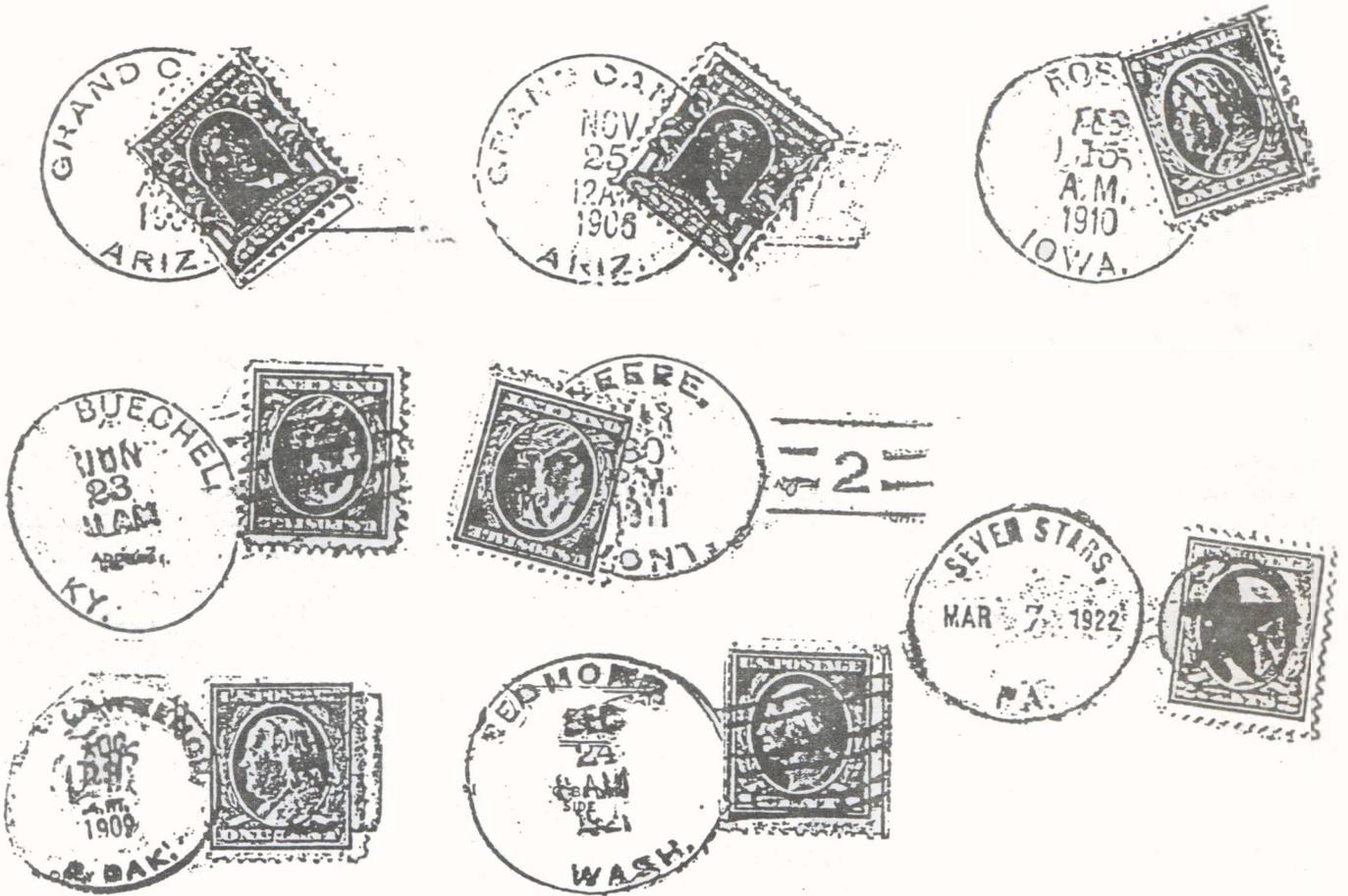
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| 1. Byers, CO 8-1-15 31mm | 7. Macdona, TX 6-1-22 29mm |
| 2. Soldier, ID 1-17-12 30mm | 8. Big Lake, WA 8-2-11 31mm |
| 3. Veo, IA 6-1-11 30mm | 9. Reardan, WA 11-2-08 29mm |
| 4. Crocus, ND 8-18-09 29mm | 10. Sumner, WA 12-26-11 30mm |
| 5. Sutherlin, OR 12-11-12 30mm | 11. Potter, WI 12-23-10 29mm |
| 6. Seven Stars, PA 3-7-22 30mm | 12. Potter, WI 12-23-09 29mm |



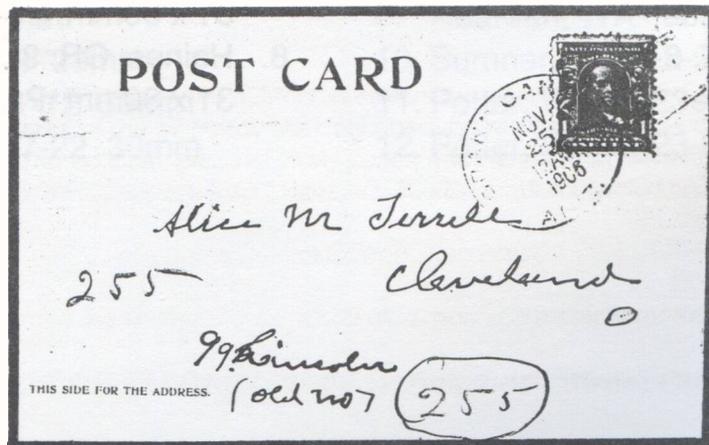
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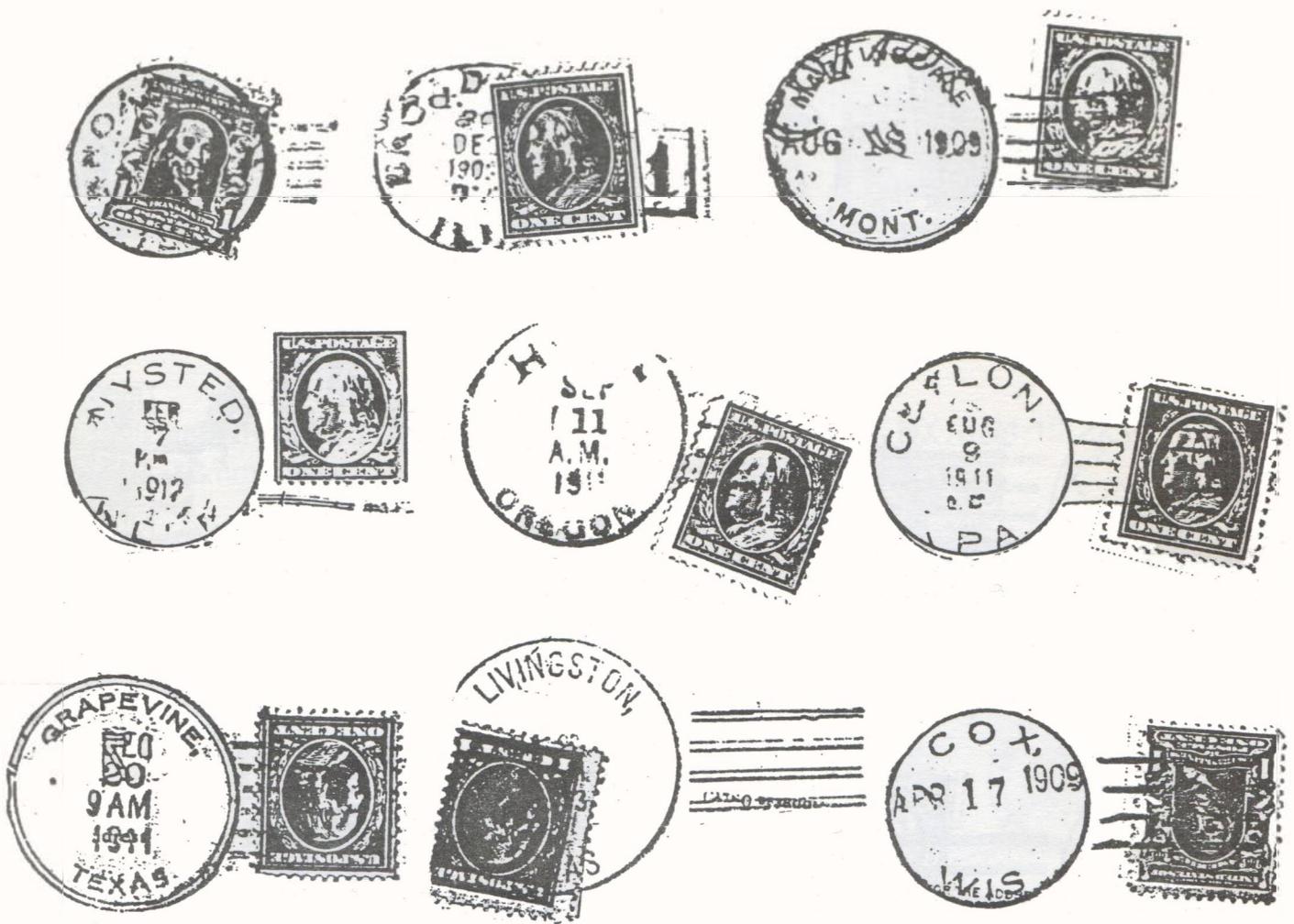
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|--|---|
| 1. West Old Town, ME 8-8-12 34 x 33MM | 5. Grapevine, TX 4-20-12 34 x 33mm |
| 2. Nicollet, MN 2-21-12 33 x 32mm | 6. Grapevine, TX 12-20-11 34 x 33mm |
| 3. Martinsdale, MT 8-18-09 31.5 x 31mm Blue | 7. Haines, OR 8-27-11 31 x 30mm Purple |
| 4. Martinsdale, MT 6-16-15 31 x 30mm Blue | 8. Haines, OR 9-6-11 31 x 30mm Purple |



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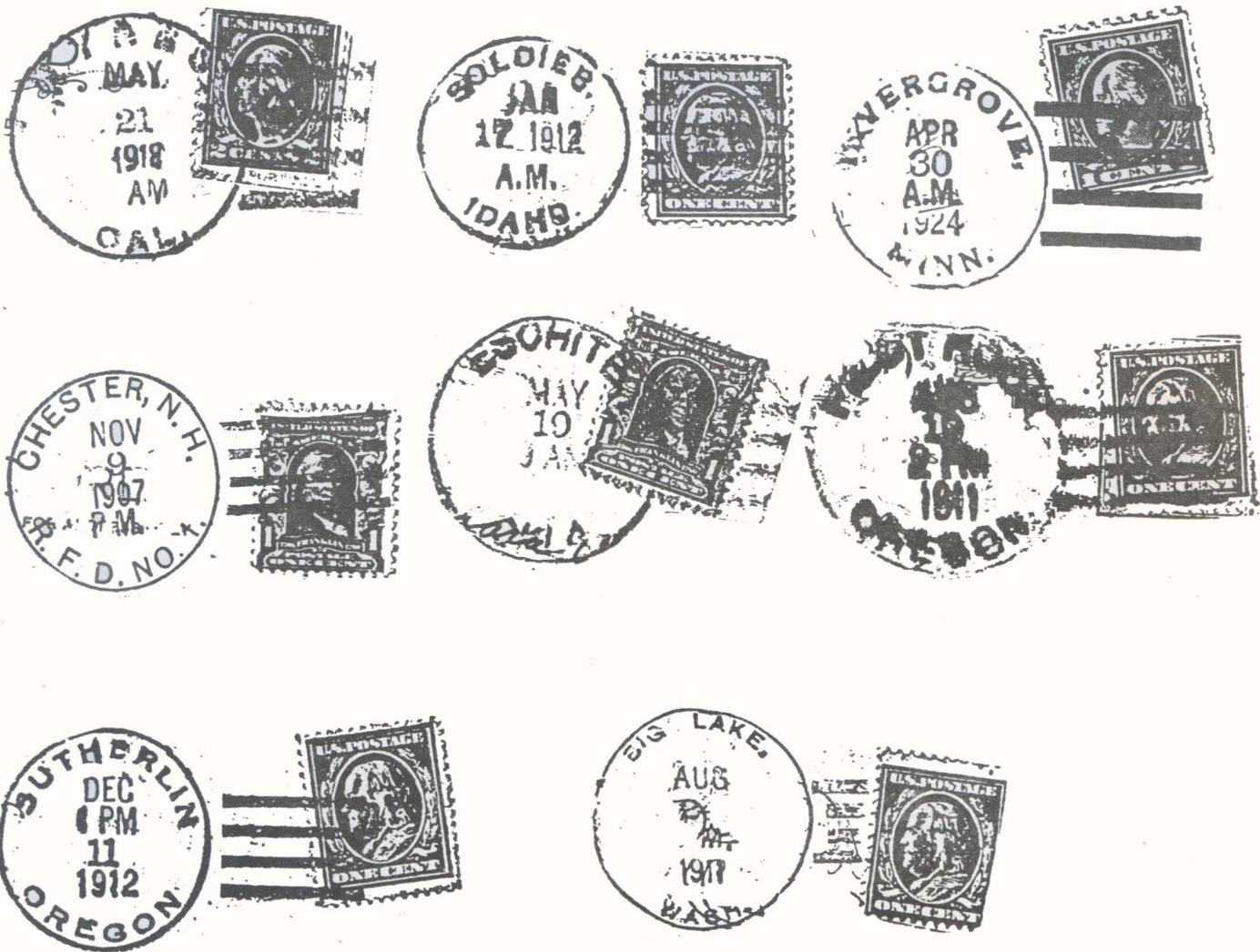
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|---|---|
| <p>1. Grand Canyon, AZ 8-16-06 30 x 32.5mm Doane</p> <p>2. Grand Canyon, AZ 11-25-06 30 x 32.5mm Doane</p> <p>3. Robins, IA 2-15-10 29 x 32mm Magenta Doane</p> <p>4. Buechel, KY 6-23-10 32.5 x 28.5mm</p> | <p>5. Beebe, MT 3-30-11 Blue 29 x 32mm Doane</p> <p>6. Seven Stars, PA 3-7-22 30 x 27mm CDS Star Killer</p> <p>7. Lawrence, SD 8-23-09 25 x 29mm Bar Killer</p> <p>8. Redmond, WA 12-24-21 31.5 x 34mm Six Bar Killer</p> |
|---|---|





DOANE MIMICS

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Broadland, IL 5-3-08 28mm Serif Letters 2. Broadland, IL 12-09 28mm Serif Letters, Magenta 3. Martindale, MT 8-18-09 31.5mm Double Circle Blue 4. Nysted, NE 2-7-12 28mm Single Bar | <ol style="list-style-type: none"> 5. Helix, OR 9-11-11 30mm Purple 6. Ceylon, PA 8-9-11 27mm No number in bars 7. Grapevine, TX 12-29-11 33mm 8. Livingston, TX 1913 35mm 9. Cox, WI 4-17-09 27.5mm |
|---|---|



FOUR BAR MIMICS

- | | |
|-----------------------------------|--------------------------------|
| 1. Nyasco (?), CA 5-21-18 35mm | 5. Eschite, OK 5-19-08 33mm |
| 2. Soldier, ID 1-17-12 30mm | 6. Pilot Rock, OR 8-19-11 37mm |
| 3. Invergrove, MN 4-30-24 33mm | 7. Sutherlin, OR 12-11-12 30mm |
| 4. Chester, NH 11-9-07 30mm (RFD) | 8. Big Lake, WA 8-2-11 30mm |

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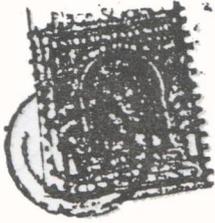
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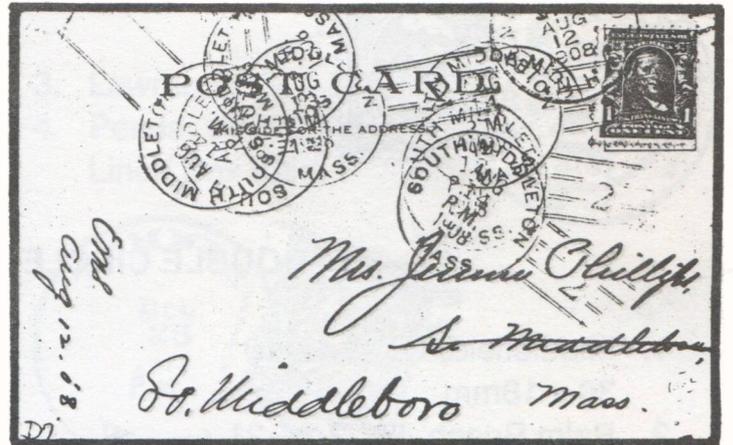
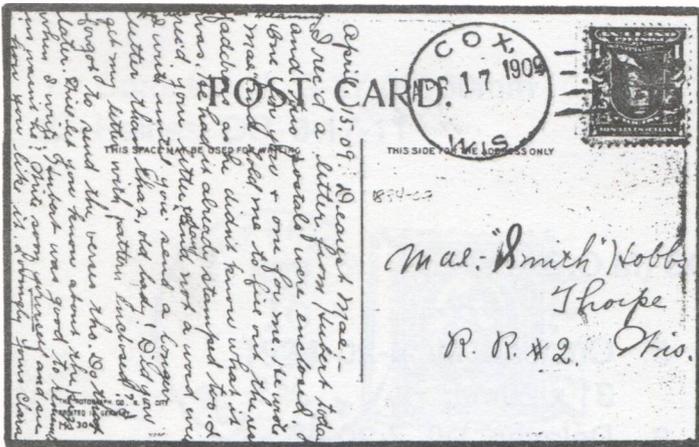
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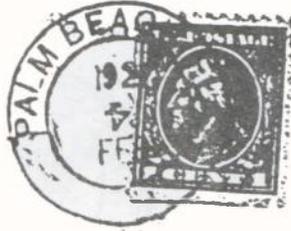
2. Pine Camp, NY 8-24-10
29x27x17mm



HAND DRAWN CANCELS

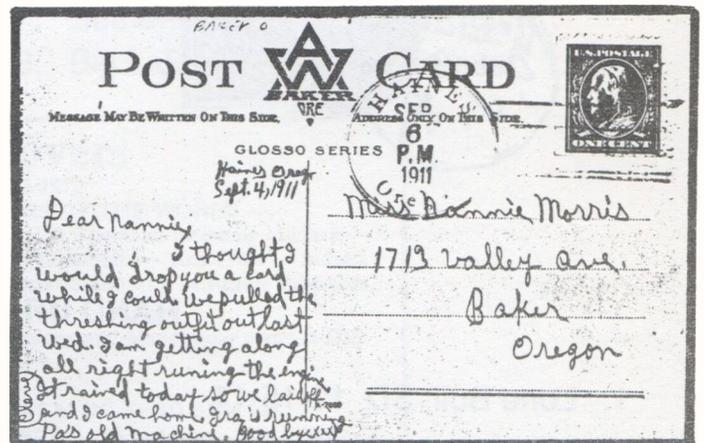
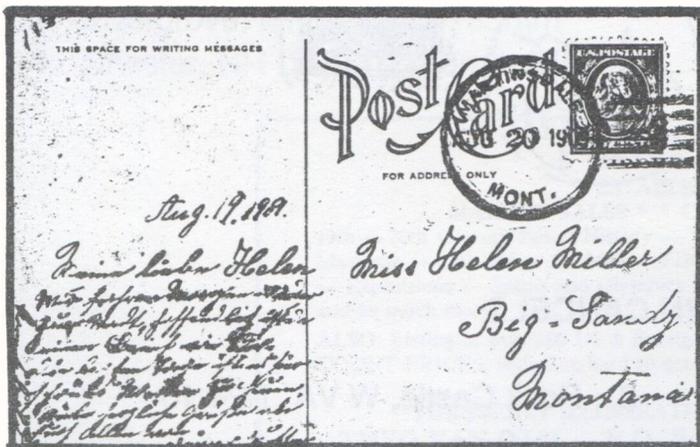
1. Lone Bull, SD 12-15-11

2. Rock Castle, W VA 1-24-10



DOUBLE CIRCLE CDS (M.O.B. TYPE)

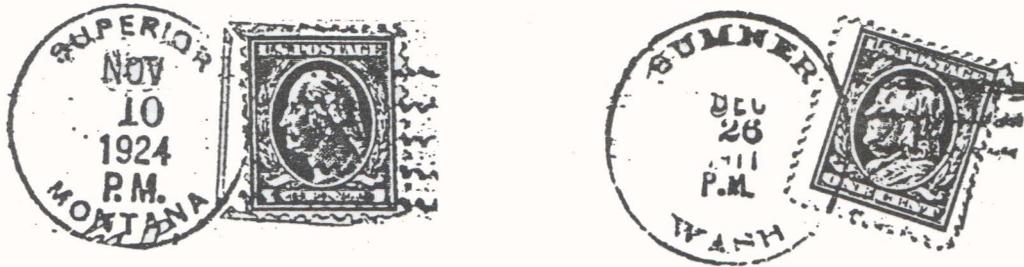
- | | |
|--|---|
| 1. Middlefield, CT 3-17-10 30 x 18mm | 5. Onstead, MI 4-20-11 31 x 20mm |
| 2. Palm Beach, FL 2-24-21 29 x 19mm | 6. Delavan, WI 7-20-07 29 x 18mm Magenta rec. mark |
| 3. South Carver, ME 8-13-08 31.5 x 22mm | 7. Junction, WI 8-13-12 31 x 21mm |
| 4. Cordaville, MA 9-19-07 29 x 19mm | |





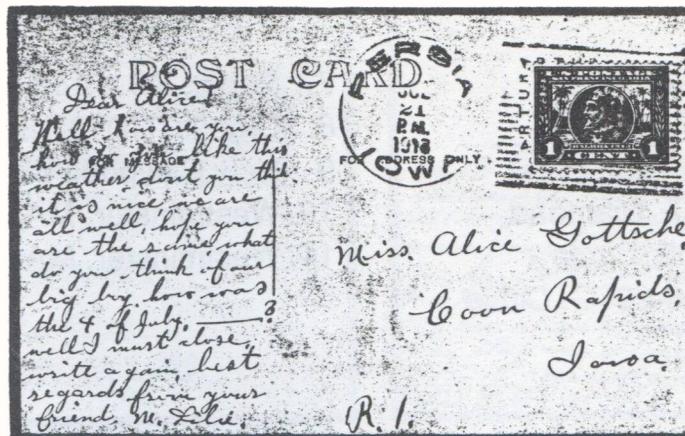
BAR OR BOX KILLERS

- 1. Compton, IL 9-27-09 30mm
- 2. Haines, OR 6-17-11
- 3. Lawrence, SD 8-23-09
- 4. Persia, IA 7-21-13
Lined Box Killer



WAVY BAR KILLERS

- 1. Superior, MT 11-10-24 30mm
- 2. Sumner, WA 11-26-11 32mm





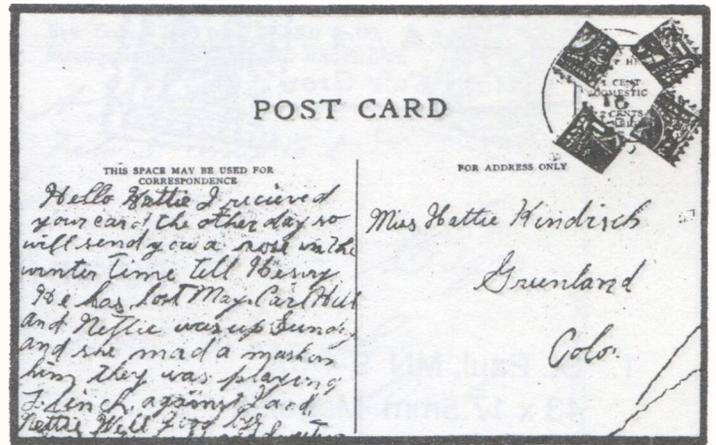
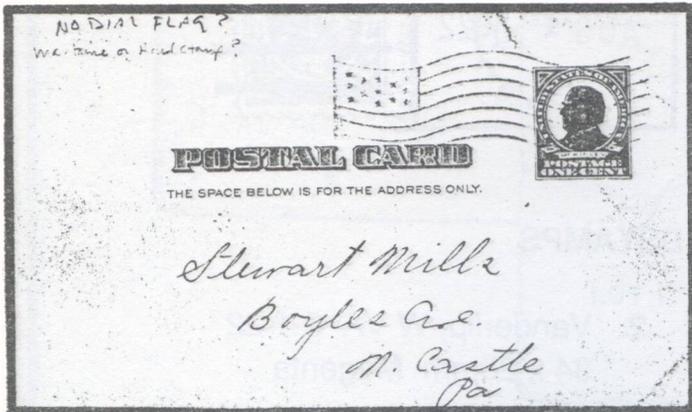
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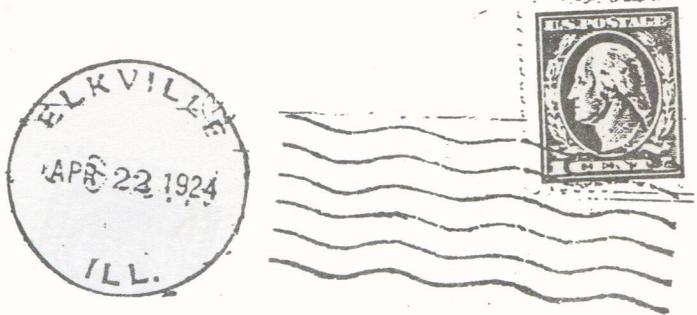
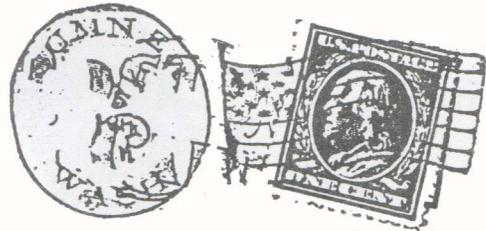
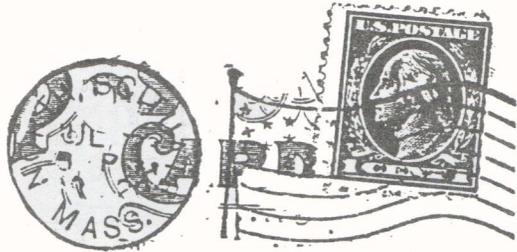
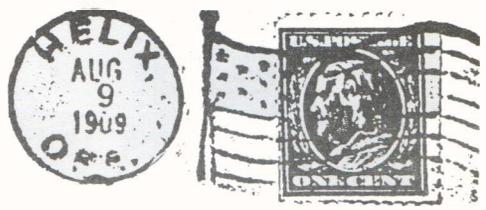
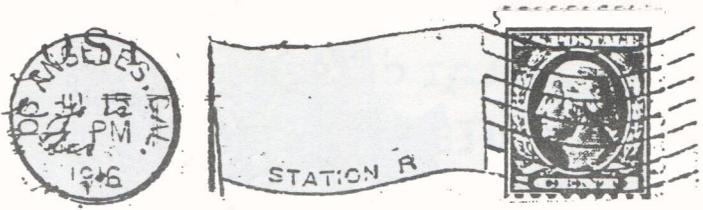
1. Martinsville, IL 6-10-04 Star
2. Seven Stars, PA 3-7-22 Star
3. Potter, WI 12-23-10 Star
4. Manatee, FL 2-19-07 Diamond
5. _____, NY 10-10-05 Circle
6. Deduxan, W VA 5-16-09 C. Circle
7. Potter, WI 12-23-09 Scarab
8. Crocus, ND 8-18-09 Scarab
9. New Claypool, IN 1910 "S"
10. Westminster, MA 3-31-15 Cork
11. Westminster, MA 3-23-16 Cork



STRAIGHTLINE HANDSTAMPS

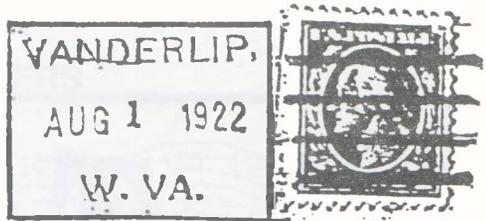
- | | |
|---|---|
| <ol style="list-style-type: none"> 1. St. Anne, IL 3-33-10 Magenta 40mm distorted RFD device 2. Baker, NE J. Erlanger 1907 (RFD carrier) Magenta 33mm 3. Mount Clare, NE 2-17-18 36mm c. circle killer 4. Hornell, NY 1907 45mm | <ol style="list-style-type: none"> 5. Haines, OR 6-17-11 21mm bar killer 6. Belington, W VA 1910 Magenta 38mm 7. Ephrata, WA 6-26-07 Magenta 40mm 8. Richmond, (WA?) 27mm nyd |
|---|---|





FLAG / PSEUDO MACHINE CANCELS

- | | |
|-------------------------------|------------------------|
| 1. Los Angeles, CA 7-15-16 | 4. Superior, MT 9-9-30 |
| 2. Helix, OR 8-9-09 | 5. Sumner, WA 1911 |
| 3. North Scituate, MA 7-23-20 | 6. Elkhart, IL 4-22-24 |



BOXED HANDSTAMPS

- | | |
|---|--|
| 1. St. Paul, MN 9-4-07 43 x 17.5mm Magenta | 2. Vanderlip, W VA 8-1-22 34 x 25mm Magenta |
|---|--|

TERRITORIAL COVERS

MAIL BID #3

JAMES GAMETT
707 South First Street, Las Vegas, NV 89101

ARIZONA

1. TUBAC, A.T., Feb 3rd 1868, mss. pmk w/#65 on printed hotel cover, reduced at left, original letter date lined "Tubac, A.T." mentions the military. VF cover, Kriege rarity 9. [PHOTO] Est. \$1,500

CALIFORNIA

2. SWEETLAND, CAL. Jan 18, nice four color combo w/#24, (2) #26, pr. #35 on 3cent Nesbit paying the triple transcontinental rate. Mss. "Via Panama" reduced at left, tape stains. Rare 1855 issue combo. [PHOTO] E\$500
3. STRAWBERRY VALLEY, CAL., red cds w/mss date "Mar 2" w/#32, mss. cancel. Fine & scarce stamp (Cats. \$225 on cvr). E\$150

COLORADO

4. DENVER CITY, C.T., 1863, partial cds on cross border cover to

West Canada on 3c entire w/#63 (2), #65 and scarce 5c #75 (Cats. over \$475 On cvr) Rare Territorial use of scarce stamp. [PHOTO] E\$200

MONTANA

5. Spalding, Mont. 8/15/1884 mss. pmk. Rare three-year P.O. (1883-1886) E\$200

NEVADA

6. AUSTIN, NEV. Territorial cover w/#65 with photocopy & note explaining early territorial use of pmk. E\$100

UTAH

7. HEBER, UTAH, Oct. 12, 1893 VF cds w/2c Columbian #231, fine Terr. use of Columbian issue. E\$75
8. SOUTH COTTONWOOD, UTAH (1870-1883), VG magenta cds on cover, jumbo margin 3c BN, mss cancel. E\$150

WYOMING

9. FORT LARAMIE, N.T. (Nebraska Territory period) F-VF cds w/#65 on cover. Early Overland Trail P.O. into Dakota Terr. in 1863 & Wyoming Terr. in 1868. [PHOTO] E\$400

● Minimum Bid 1/2 Estimate. Bids Close 31 July 1988



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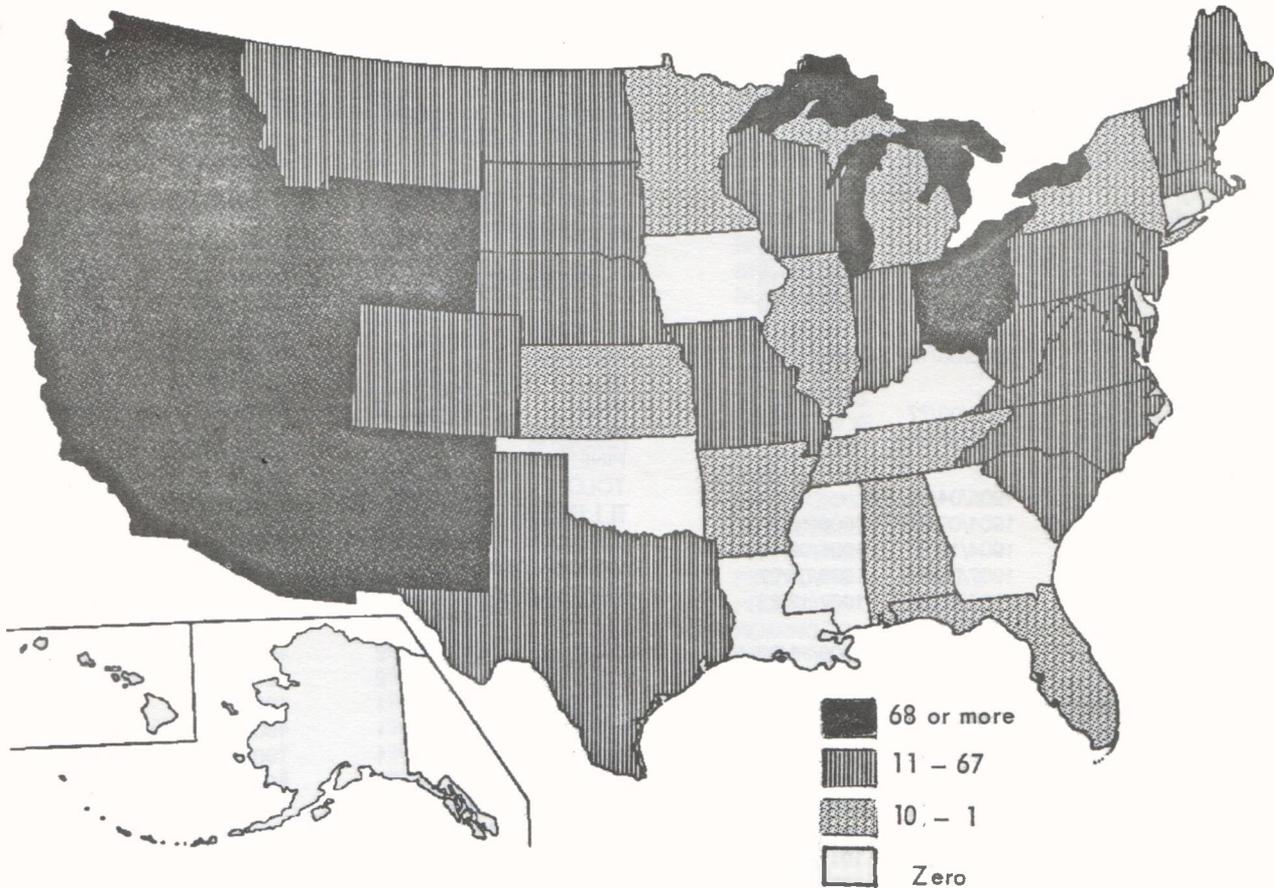


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ESTIMATED PERCENTAGE COMPLETION OF TYPE 1 DOANE REPORTS.

THE SEARCH FOR TYPE 1 DOANES

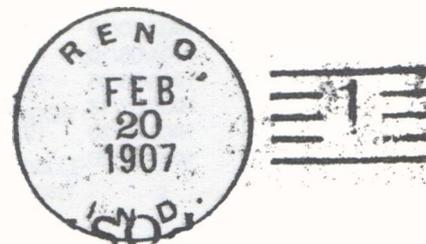
The hunt is on! Thus far LA POSTA readers have helped identify the use of 398 different Type 1 Doanes, and, since our estimate of the total number of Type 1 devices issued is 1,600, we should be at about 25% of the total.

The map above illustrates estimated percentages of completion for each state, and, as the patterns clearly show, we are doing very well in some states but not well at all in others. Heavy completion rates in the West reflect a longer period of investigation, but substantial gains have been made recently in Ohio, North Carolina, Virginia, Missouri, Indiana, Wisconsin, North Dakota, Maryland, Pennsylvania, Texas and South Carolina.

The results show thus far are due to the efforts of Chris Gallagher, Robert Warfield, John Kay, Ken Schoolmeester, Milt Wicker, Jim Felton, Jack Smith, Ronald Simpson, Barton Kamp, Chuck James, Ronald Ward, Thomas Luellen, Robert Crossley, Bart Billings, Don Harkins, Doug De Roest, Walt Shivik, James Smith, Arthur Hadley and Hal Smith. I hope I haven't left anyone out.

We have made an impressive start, but we've got a long way to go. Please take a moment to look at the map and examine the list. If you have a Type 1 Doane that doesn't ap-

pear in the listing, drop a line to LA POSTA and let us know about it. Remember though, we are only looking for the Type 1 Doanes -- those with five killer bars.



TYPE 1 DOANE CANCELS RECORDED BY POST OFFICE

| POST OFFICE | NO* | EARLIEST DATE | LATEST DATE |
|---------------------------|-----|---------------|-------------|
| ALABAMA (1/55) | | | |
| LOWER PEACH TREE | 3 | 1904/07/04 | |
| ALASKA (0/2) | | | |
| ARIZONA (5/6) | | | |
| BLANCHARD | 1 | 1906/07/20 | 1907/02/28 |
| CLINE | 1 | 1904/04/13 | 1909/01/13 |
| McCABE | 3 | 1903/12/23 | 1906/12/09 |
| PROVIDENCE | 3 | 1903/05/11 | 1904/10/18 |
| VALVERDE | 3 | 1903/06/19 | 1906/02/21 |
| ARKANSAS (2/52) | | | |
| DIXIE | 2 | 1908/03/?? | |
| ULM | 3 | 1907/07/09 | |
| CALIFORNIA (37/36) | | | |
| ALLIANCE | 1 | 1905/04/28 | |
| ALTA | 3 | 1904/09/09 | 1906/10/31 |
| ARMADA | 1 | 1904/10/30 | 1908/08/15 |
| ARNO | 2 | 1907/05/21 | 1909/04/07 |
| BALLS FERRY | 2 | 1905/05/29 | 1907/12/23 |
| BLAKE | 7 | 1905/01/02 | |
| BONNY DOON | 1 | 1907/10/12 | 1909/11/02 |
| BROWNELL | 3 | 1907/03/10 | |
| CHINA FLAT | 2 | 1904/10/17 | 1910/12/30 |
| CLARKSBURG | 3 | 1907/02/01 | 1908/10/14 |
| ENCINITAS | 3 | 1906/12/12 | 1908/01/28 |
| ERLE | 1 | 1907/07/18 | 1909/07/06 |
| ESMERALDA | 1 | 1904/04/16 | 1912/07/13 |
| FOREST RANCH | 1 | 1907/12/23 | |
| FRANKLIN | 2 | 1908/12/23 | 1911/11/17 |
| GOLD | 1 | 1904/02/20 | 1906/09/06 |
| GORDA | 2 | 1908/01/10 | 1909/04/16 |
| HACKAMORE | 1 | 1904/02/12 | |
| HAMBURG | 2 | 1904/09/13 | 1908/12/25 |
| HEMLOCK | 1 | 1906/09/28 | 1912/08/22 |
| LIDELL | 1 | 1904/05/17 | 1907/09/02 |
| LOVELOCK | 1 | 1903/12/13 | |
| McKINLEYVILLE | 2 | 1904/04/04 | 1907/09/16 |
| MERCED FALLS | 4 | 1905/02/19 | 1905/11/12 |
| NORTH FORK | 2 | 1904/12/27 | |
| OLIVE | 2 | 1904/06/09 | 1910/07/10 |
| PANOCHÉ | 2 | 1903/10/10 | 1911/08/16 |
| PLATEAU | 2 | 1903/10/26 | 1903/11/16 |
| PLEASANT GROVE | 3 | 1907/03/22 | 1907/12/12 |
| PLEASANT VALLEY | 2 | 1904/10/21 | 1907/12/17 |
| QUINTETTE | 1 | 1906/09/11 | 1911/06/27 |
| SAN BRUNO | 1 | 1906/06/14 | |
| SESPE | 7 | 1906/03/06 | |
| STIRLING CITY | 1 | 1905/06/30 | |
| STONYFORD | 2 | 1907/06/20 | 1911/11/20 |
| VALLEY FORD | 3 | 1904/04/11 | 1908/12/21 |
| VINEBURG | 2 | 1904/05/16 | 1909/07/13 |
| COLORADO (10/18) | | | |
| COPE | 2 | 1904/11/15 | 1923/11/26 |
| FRANKTOWN | 1 | 1908/08/29 | 1909/11/16 |
| GRANDLAKE | 3 | 1905/08/10 | 1907/08/27 |
| GREENWOOD | 1 | 1905/01/21 | 1911/12/20 |
| GULNARE | 3 | 1907/10/19 | 1908/11/13 |
| HOME | 2 | 1904/06/10, | |
| MESA | 3 | 1908/08/08 | 1909/02/10 |
| NORRIE | 2 | 1904/02/13, | |
| PIEDRA | 7 | 1908/03/20 | 1910/12/24 |
| ROSITA | 2 | 1905/01/20, | |
| CONNECTICUT (0/8) | | | |
| DELAWARE (0/2) | | | |

| POST OFFICE | NO* | EARLIEST DATE | LATEST DATE |
|--------------------------------|-----|---------------|-------------|
| FLORIDA (1/27) | | | |
| GEORGIANA | ? | 1906/04/16, | |
| GEORGIA (0/50) | | | |
| IDAHO (10/11) | | | |
| ARCO | 1 | 1907/10/02, | |
| CHESTERFIELD | 2 | 1908/04/08 | 1910/06/14 |
| DUDLEY | 2 | 1909/04/26 | 1909/07/06 |
| KIPPEN | 1 | 1905/03/21 | 1908/11/09 |
| MORAVIA | 1 | 1904/10/30, | |
| OLA | ? | 1904/10/05 | 1911/01/11 |
| PECK | 3 | 1904/10/05 | 1908/09/19 |
| PIERSON | 1 | 1911/11/28, | |
| PINEHURST | 1 | 1906/08/10 | 1907/02/26 |
| TOLO | 1 | 1903/11/03 | 1906/12/23 |
| ILLINOIS (2/49) | | | |
| BATES | 1 | 1909/12/06, | |
| LAKE ZURICH | 3 | 1905/08/19, | |
| INDIANA (16/37) | | | |
| CATLIN | 2 | 1907/01/09 | |
| CHILI | 2 | 1908/08/18 | 1908/11/24, |
| CLIFFORD | 2 | 1908/12/27 | 1912/11/19 |
| FREEMAN | 1 | 1906/05/29, | |
| HANFIELD | 1 | 1908/08/08 | 1911/01/11 |
| HURLBURT | 1 | 1907/04/01 | 1911/07/20 |
| KURTZ | 3 | 1906/12/22 | 1910/04/28, |
| LAWRENCE | 1 | 1910/09/20, | 1910/09/22 |
| LOCKSPRING | 1 | 1911/01/18 | |
| MADRID | 1 | 1907/??/2? | |
| RENO | 1 | 1907/02/20 | |
| SPRINGPORT | 3 | 1903/10/12, | |
| UNDERWOOD | 3 | 1905/07/01 | 1907/03/12, |
| WELLSBORO | 2 | 1905/02/06 | 1907/07/13 |
| WHITESVILLE | 2 | 1904/02/15 | 1908/08/16, |
| YEOMAN | 1 | 1908/11/16 | 1910/07/19 |
| INDIAN TERRITORY (0/16) | | | |
| IOWA (0/31) | | | |
| KANSAS (1/28) | | | |
| BENTLEY | 3 | 1909/11/21, | |
| KENTUCKY (0/75) | | | |
| LOUISIANA (0/30) | | | |
| MAINE (6/21) | | | |
| BURKETTVILLE | 2 | 1906/08/29 | 1912/12/30 |
| DRYDEN | 3 | 1907/07/30 | 1911/12/07 |
| KEENS MILLS | 3 | 1906/04/10 | |
| MONARDA | 1 | 1910/01/04 | |
| NEW PORTLAND | 3 | 1907/09/25 | |
| SOUTHPORT | 1 | 1907/07/17, | |
| MARYLAND (9/21) | | | |
| BADEN | 2 | 1910/08/05, | |
| BIGPOOL | 2 | 1906/04/26 | 1906/04/30 |
| CHESTER | 3 | 1907/07/08 | 1908/09/02 |
| CHILDS | 3 | 1906/08/25 | 1907/03/29 |
| FOWBLESBURG | 2 | 1907/01/24, | |
| MAYNARD | 2 | 1907/04/22, | |
| SABILLASVILLE | 2 | 1907/04/17 | 1911/05/11 |
| SCOTLAND | 1 | 1906/07/18, | |
| WEST FRIENDSHIP | 1 | 1909/08/17 | 1911/03/07 |
| MASSACHUSETTS (9/14) | | | |
| BOXFORD | ? | 1906/09/15, | |
| CLIFFORD | 1 | 1906/02/12 | 1907/04/08 |
| COOLEYVILLE | 2 | 1906/04/24, | |
| DELL | 1 | 1911/10/13, | |
| LINE | 1 | 1906/10/17, | |
| NEW SALEM | 3 | 1906/07/27, | |
| NORTH HANOVER | 3 | 1905/11/22, | |
| SMITHS | 3 | 1906/04/21, | |

| POST OFFICE | NO* | EARLIEST DATE | LATEST DATE |
|-----------------------------|-----|---------------|-------------|
| MICHIGAN (1/38) | | | |
| NESTORIA | 1 | 1910/02/16, | |
| MINNESOTA (1/38) | | | |
| BROOKS | 1 | 1909/07/14 | 1913/07/13 |
| MISSISSIPPI (0/46) | | | |
| MISSOURI (25/62) | | | |
| BAILEY | 1 | 1908/08/24 | 1911/07/27 |
| BARNUMTON | 1 | 1907/07/02, | |
| BEBRA | 1 | 1909/02/26, | |
| BENBOW | 1 | 1903/11/20, | |
| BERRYMAN | 2 | 1908/08/13, | |
| BROADWAY | 1 | 1912/01/08, | |
| BURNHAM | 2 | 1907/04/03, | |
| CARTMILL | 1 | 1912/03/29, | |
| COOPER HILL | 2 | 1908/04/30 | 1912/05/01 |
| EDWARDS | 2 | 1912/03/09, | |
| FRUITLAND | 2 | 1905/04/13, | |
| HARPER | 1 | 1909/09/02, | |
| HARRISTON | 1 | 1907/04/23 | 1907/06/28 |
| IRWIN | 2 | 1905/03/05 | 1911/03/24 |
| ISADORA | ? | 1908/04/16, | |
| LOVE LAKE | 1 | 1912/06/23, | |
| MOODY | 2 | 1908/12/30 | 1911/06/03 |
| OSAGE IRON WORKS | 1 | 1907/04/24 | 1907/06/07 |
| RED TOP | 1 | 1910/04/05 | 1910/11/16 |
| RICHWOODS | 3 | 1906/12/14 | 1911/03/02 |
| SIMCOE | ? | 1906/??/?? | 1911/10/08 |
| STET | 3 | 1907/12/23, | |
| TYRONE | 1 | 1908/08/03, | |
| VIEMAN | 1 | 1911/01/02, | |
| YANCY MILLS | 5 | 1910/02/12, | |
| MONTANA (5/15) | | | |
| CANYON FERRY | 2 | 1903/11/21, | |
| DECKER | 1 | 1903/10/17, | |
| MARTINSDALE | 3 | 1903/07/20 | 1908/07/11 |
| PORTAGE | 1 | 1906/10/17, | |
| UNITY | 1 | 1906/07/25 | 1908/08/12 |
| NEBRASKA (3/18) | | | |
| BRULE | 1 | 1910/01/10, | |
| INLAND | 3 | 1903/06/02, | |
| MILLDALE | 2 | 1906/08/15 | |
| NEVADA (3/3) | | | |
| FALLON | 2 | 1905/01/03 | 1905/02/23 |
| LEE | ? | 1904/04/22 | 1904/10/13 |
| SHERIDAN | 2 | 1904/08/09 | 1909/06/08 |
| NEW HAMPSHIRE (3/10) | | | |
| EAST GRAFTON | 2 | 1906/08/15, | |
| NORTH GROTON | 2 | 1908/08/17 | 1908/11/30, |
| PRATTS | 1 | 1910/09/16, | |
| NEW JERSEY (2/18) | | | |
| DRAKESTOWN | ? | 1906/08/02, | |
| MONROE | 2 | 1906/02/16, | |
| NEW MEXICO (10/8) | | | |
| BEENHAM | 2 | 1904/04/28 | 1910/11/09 |
| CEDARHILL | ? | 1905/06/21 | 1909/10/13 |
| CHIMAYO | 1 | 1904/02/11 | 1906/04/03 |
| DULCE | 2 | 1904/10/29 | 1910/04/22 |
| ESTANCIA | 1 | 1904/10/10 | 1905/02/27 |
| FULTON | 1 | 1905/01/05 | 1909/04/02 |
| MONTICELLO | 1 | 1904/03/16 | 1906/03/21 |
| RAMAH | 1 | 1904/02/17, | |
| REVUELTO | 1 | 1908/01/24, | |
| RIBERA | 1 | 1904/06/09 | 1906/06/01 |

| POST OFFICE | NO* | EARLIEST DATE | LATEST DATE |
|-------------------------------|-----|---------------|-------------|
| NEW YORK (5/63) | | | |
| CATATONK | 1 | 1908/05/08 | 1908/07/08 |
| CORINTH | ? | 1907/05/28, | |
| KNAPP CREEK | 3 | 1906/02/14, | |
| NORTH BOSTON | ? | 1908/12/25, | |
| VINTONTON | 1 | 1907/06/12 | 1908/08/17 |
| NORTH CAROLINA (27/65) | | | |
| AIRLIE | 1 | 1903/07/23 | 1906/05/28 |
| BALM | 1 | 1909/04/06 | 1910/02/21 |
| BRIGGSVILLE | ? | 1905/09/04, | |
| BUCKNER | 1 | 1935/08/27, | |
| COMET | ? | 1907/11/29, | |
| CRONLY | 3 | 1903/12/16, | |
| FONTA FLORA | 1 | 1909/03/29, | |
| GLEN INGLIS | 1 | 1905/08/22 | 1907/08/2 |
| HORSESHOE | 1 | 1904/08/21 | 1907/09/10 |
| HOWELLSVILLE | 1 | 1907/06/06, | |
| JOE | ? | 1910/09/26, | |
| LAKE TOXAWAY | 1 | 1904/09/20, | |
| MAPLEVILLE | 1 | 1904/02/29 | 1908/03/09 |
| PFACHTOWN | 1 | 1904/01/12 | 1908/06/05 |
| PINETOWN | 2 | 1907/06/12, | |
| PROCTOR | ? | 1910/06/25, | |
| ROMINGER | 1 | 1909/06/29 | 1910/02/24 |
| SNOW HILL | 1 | 1915/02/21 | 1921/06/21 |
| STOKES | 1 | 1903/07/01 | 1912/07/11 |
| SWANNANOA | 3 | 1904/12/01 | 1907/11/12 |
| VALLE CRUCES | 1 | 1904/05/12 | 1904/07/25 |
| VERONA | 2 | 1910/03/26, | |
| VILAS | 1 | 1907/06/11, | |
| WAKEFIELD | 2 | 1905/11/07, | |
| WHITE PLAINS | 1 | 1906/06/16 | 1907/04/03 |
| WILLARD | 1 | 1904/07/13, | |
| WILLIAMSBORO | 1 | 1906/12/29 | 1907/08/09 |
| NORTH DAKOTA (7/22) | | | |
| FRIED | 1 | 1908/06/09 | 1910/10/21 |
| GERBER | 1 | 1909/11/08, | |
| GUELPH | 1 | 1910/03/07 | 1911/08/28 |
| MERCER | 1 | 1908/04/12, | |
| NORTH CHAUTAUQUA | 2 | 1906/07/02, | |
| UNDERWOOD | 1 | 1905/05/10 | 1906/06/13 |
| WARSAW | 2 | 1910/12/27 | 1911/12/22 |
| OHIO (49/55) | | | |
| ANGEL | 1 | 1909/04/13, | |
| ARMSTRONGS MILL | 3 | 1904/04/?? | 1904/08/10 |
| BLACHLEYVILLE | 1 | 1905/01/?? | |
| BOSTON | 2 | 1908/10/24 | 1911/01/?? |
| BYINGTON | 1 | 1908/03/26, | |
| CONSTITUTION | 2 | 1904/??/?? | 1910/11/?? |
| COZADDALE | 2 | 1907/07/22, | |
| DeCLIFF | 1 | 1907/07/?? | 1908/04/?? |
| DIAMOND | 6 | 1904/06/00 | 1906/10/24 |
| DORSET | 3 | 1907/12/30 | 1908/08/17 |
| EAST FAIRFIELD | 2 | 1903/04/??, | |
| ELGIN | 3 | 1910/02/28 | 1913/01/17 |
| ENGLEWOOD | ? | 1907/03/29, | |
| FLINT | 2 | 1909/??/??, | |
| FOSTER | 3 | 1908/07/01, | |
| FRUITDALE | 2 | 1903/11/12 | 1909/12/20 |
| GASVILLE | 1 | 1907/04/18 | 1908/02/20 |
| GHENT | 3 | 1910/01/08 | 1911/07/?? |
| GILMORE | 3 | 1907/12/?? | 1908/08/?? |
| GINTHER | 1 | 1907/07/06 | 1908/01/13 |
| GREASY RIDGE | ? | 1909/12/24, | |
| HAGA | 1 | 1903/08/15, | |
| HARRISONVILLE | 2 | 1907/01/?? | 1911/08/18 |
| HOCKINGPORT | 2 | 1904/??/?? | 1918/09/06 |
| HOLLAND | 2 | 1904/02/?? | 1906/11/03 |
| HOLT | ? | 1906/11/??, | |

| POST OFFICE | NO* | EARLIEST DATE | LATEST DATE |
|-----------------------------|-----|---------------|-------------|
| OHIO (49/55) | | | |
| HOSKINSVILLE | ? | 1908/02/20, | |
| KEENE | 2 | 1906/04/19, | |
| KEMPTON | ? | 1907/06/06, | |
| KINGS CREEK | 2 | 1905/08/?? | 1906/11/?? |
| MOHAWK VILLAGE | 2 | 1909/03/?? | 1911/06/08 |
| MOOREFIELD | 2 | 1907/01/??, | |
| MORNING SUN | 2 | 1909/06/??, | |
| NEW DOVER | 2 | 1906/11/?? | 1908/03/10 |
| NEW LYME | 2 | 1905/02/??, | |
| OAK | 1 | 1905/??/??, | |
| PETTISVILLE | 3 | 1904/04/??, | |
| RINGGOLD | 2 | 1908/??/?? | 1910/??/?? |
| ROCKHOUSE | 1 | 1907/05/??, | |
| SOUTH THOMPSON | 1 | 1904/04/??, | |
| SWAZEY | 1 | 1904/07/??, | |
| SWIFTS | 2 | 1905/??/?? | 1913/01/?? |
| TAPPAN | 3 | 1907/12/04 | 1911/03/?? |
| TEEGARDEN | 1 | 1907/07/06 | 1910/12/?? |
| TORCH | 2 | 1904/??/?? | 1907/09/10 |
| WILLS CREEK | 2 | 1903/04/?? | 1904/03/05 |
| WOODINGTON | 2 | 1908/07/30 | 1909/04/?? |
| WREN | 3 | 1909/01/08 | 1911/12/21 |
| WYANDOTTE | 2 | 1903/12/??, | |
| OKLAHOMA (0/26) | | | |
| OREGON (29/20) | | | |
| BEECH CREEK | 1 | 1906/12/26, | |
| CAMP CREEK | 1 | 1909/04/29 | 1911/11/20 |
| CHASE | 1 | 1904/09/30, | |
| CHITWOOD | 2 | 1908/08/18 | 1911/07/22 |
| COMSTOCK | 3 | 1904/03/31 | 1905/07/09 |
| CORBETT | 1 | 1906/09/19 | 1908/08/03 |
| CORD | ? | 1913/04/10, | |
| CURRINSVILLE | 2 | 1903/12/11 | 1906/01/23 |
| DEER ISLAND | 2 | 1906/01/16 | 1910/08/23 |
| DILLARD | 1 | 1904/11/28 | 1910/05/06 |
| DRYDEN | 1 | 1904/05/25 | 1910/07/15 |
| EUREKA | 1 | 1906/01/23, | |
| GOLD BEACH | 2 | 1907/04/18 | 1909/08/30 |
| GURDANE | 1 | 1903/12/30 | 1910/11/05 |
| HOBSONVILLE | 1 | 1904/10/31 | 1908/12/10 |
| KYSER | ? | 1909/12/27, | |
| LENDS | 2 | 1904/10/31 | 1907/01/01 |
| MINERAL | 1 | 1907/01/24, | |
| NEW PINECREEK | 1 | 1904/12/26 | 1908/12/15 |
| RUFUS | 3 | 1904/01/31 | 1908/01/31 |
| SAMS VALLEY | 2 | 1904/05/14, | |
| SHELBURN | 2 | 1903/12/21 | 1907/11/11 |
| SODA SPRINGS | 1 | 1905/06/08 | 1908/09/03 |
| SULPHUR SPRINGS | 1 | 1906/01/20 | 1909/10/20 |
| VICTOR | 2 | 1903/11/30 | 1911/06/26 |
| WARREN | 2 | 1903/04/18 | 1909/10/20 |
| WATKINS | 1 | 1907/01/31 | 1908/10/28 |
| YANKTON | 1 | 1903/11/30 | 1907/10/15 |
| ZION | 1 | 1906/01/16 | 1908/01/01 |
| PENNSYLVANIA (13/94) | | | |
| ANDOVER | 1 | 1911/06/26, | |
| DALLAS CITY | 2 | 1908/11/16, | |
| FRANKLINMILLE | ? | 1908/04/06, | |
| JUBILEE | 2 | 1908/02/03, | |
| LENOVER | ? | 1908/01/14, | |
| NORTH FORK | 1 | 1909/08/16, | |
| OREGON | 2 | 1905/05/04 | 1907/08/21 |
| PEACH BOTTOM | ? | 1906/10/03, | |
| RITTENHOUSE | ? | 1905/03/27, | |
| RUFF CREEK | 1 | 1903/10/15, | |
| SHAWNESE | ? | 1905/04/18, | |
| STORMSTOWN | 3 | 1908/06/01 | 1911/12/25 |
| SUNNYBURN | ? | 1904/12/24, | |

| POST OFFICE | NO* | EARLIEST DATE | LATEST DATE |
|------------------------------|-----|---------------|-------------|
| RHODE ISLAND (0/2) | | | |
| SOUTH CAROLINA (8/29) | | | |
| CHICORA | 1 | 1905/03/18 | 1908/10/22 |
| GOUGH | 2 | 1904/05/07, | |
| ISLANDTON | 1 | 1904/09/01, | |
| JOHNS ISLAND | 3 | 1905/12/29, | |
| KINGVILLE | 2 | 1906/03/08, | |
| TODDVILLE | 1 | 1907/08/22, | |
| TUCAPAU | 3 | 1903/12/18, | |
| WAVERLY MILLS | 3 | 1905/06/13, | |
| SOUTH DAKOTA (2/13) | | | |
| BERESFORD | ? | 1904/04/13, | |
| WIST | 2 | 1905/03/02, | |
| TENNESSEE (2/52) | | | |
| BELLTOWN | 1 | 1910/03/10 | |
| FINLEY | 2 | 1905/09/15 | |
| TEXAS (12/82) | | | |
| BARKSDALE | 3 | 1907/01/28, | |
| DOYLE | 1 | 1911/05/19, | |
| FINLEY | ? | 1906/04/07 | |
| JESSIE | 1 | 1904/04/04, | |
| KELTYS | 3 | 1905/02/13 | 1905/11/10 |
| LENORA | 1 | 1908/03/07 | 1908/08/01 |
| PAMPA | 1 | 1905/04/08, | |
| SAYERS | 1 | 1907/11/04, | |
| SCRAP | 1 | 1911/03/20 | 1911/03/31 |
| SLAYDEN | 2 | 1905/09/01, | |
| SPRING BRANCH | 2 | 1904/10/29 | 1908/05/29 |
| WEESATCHE | 3 | 1904/06/20 | 1907/11/30 |
| UTAH (8/9) | | | |
| CLARKSTON | ? | 1905/04/25 | 1908/11/23 |
| EMERY | ? | 1904/03/06 | 1906/04/11 |
| LA VERKIN | 1 | 1903/11/24 | 1904/02/25 |
| MENDON | ? | 1905/11/27 | 1909/02/18 |
| NORTH OGDEN | 2 | 1907/02/04, | |
| PLYMOUTH | 2 | 1905/01/30 | 1906/05/19 |
| SYRACUSE | 2 | 1904/10/24, | |
| YOST | 2 | 1906/09/17, | |
| VERMONT (2/10) | | | |
| LOWER CABOT | 2 | 1906/06/20, | |
| WEST BARNET | 3 | 1909/09/09 | 1909/02/20 |
| VIRGINIA (31/82) | | | |
| AYLETT | 3 | 1903/??/??, | |
| BASKERVILLE | 2 | 1905/??/??, | |
| BRIDGETOWN | ? | 1911/??/??, | |
| BUSHY | 1 | 1908/??/?? | |
| DAVIS MILLS | 1 | 1903/??/?? | 1909/??/?? |
| DILLONS MILLS | 1 | 1910/04/14, | |
| ELBERON | 1 | 1908/??/??, | |
| FIGSBORO | 1 | 1909/??/?? | |
| FOREST DEPOT | 3 | 1905/??/?? | |
| GAINESBORO | ? | 1907/10/08 | 1909/??/?? |
| GORE | 1 | 1908/??/?? | |
| HOPEFUL | 2 | 1909/??/??, | |
| JEROME | 1 | 1906/??/??, | |
| KENTS STORE | 3 | 1906/??/??, | |
| KING & QUEEN C.H. | 2 | 1904/??/??, | |
| KOINERS STORE | 2 | 1903/??/?? | |
| MEADOW MILLS | 1 | 1906/??/??, | |
| MILFORD | 3 | 1909/??/??, | |
| MILL GAP | 3 | 1905/??/??, | |
| OLLIE | 1 | 1907/??/?? | |
| OPIE | 2 | 1907/??/??, | |
| ORANDA | 2 | 1906/??/??, | |
| REDHILL | 3 | 1908/??/??, | |
| RICHARDSVILLE | 2 | 1908/??/??, | |
| RILEYVILLE | 1 | 1907/??/??, | |
| RIVERSIDE PARK | 3 | 1904/??/??, | |

MAIL BID SALE - R. TRANDEM
1210 South Cedar, Owatonna, MN 55060
(507) 451-2076

MILITARY

1. Blue Provisional censor wheel (Helbock Ty4); Fort Richardson, Alaska, cds 2-8-42 to Indiana on air mail cvr VF & Scarce. Est. \$25.00
2. Mill. 50 Censor APO 943 (Yakutat), 11-27-42, no APO # in cds on Air entire, VF neat early use. Est. \$20.00
3. APO 997 (Prince Rupert), 1-2-43 to Wis. unusual straight line backstamped censor, VF. Est. \$15.00
4. Lot of 15 APO covers, 949 mostly air, mixed cancels 49-52, G-F +; Nice lot. Est. \$40.00
5. USS ALABAMA, 12-19-1913, 3-bar Navy Yard Phila., PA., cds out of round, F & Scarce on PPC. Est. \$25.00
6. First Mar. First Mar. Div. 3-27-1944, 3-bar on Airmail entire, red censor stamp. No APO. Est. \$10.00
7. APO 34 (Omagh, N.Ireland) Jul 15, 1942, 4-bar Free + APO 34 return address. PPC Irish mts. Nice. Est. \$30.00
8. Civil War, 78 pcs., Quartermaster Reports 15th Wis. Vol. requisitions, work sheets, roll calls, death, missing, infield reports, return clothing, etc. Clear script, mixed dating early '60s. Nice lot. Est. \$250.00
9. Larado, Texas Mill. cds on entire w/1c & 2c to another soldier, 15 US Infantry Co., American legation, Tientsen, China, opened by censor tape, 3-page letter, interesting & Fine. Est. \$35.00
10. YMCA "Well Done America Greet's You" P.P.C., ms USS Mexico Co.3 Pioneer to Minn. F. Est. \$10.00
11. Confederate - 2 nice covers. Poor Washington, GA. ties 3-marg. #12 to Greensboro, GA & unreadable cds ties close even marg #11 to Charleston VA. Est. \$80.00

TOWNS

12. Rice Lake, Mn., F 1885 CDS on GPC. Est. \$15.00
13. Graceville, Mt., 1917 VG 4-bar on PPC (11-23) Est. \$12.00
14. Orville, Mt., 1914, F (rim barely off card) 4-bar on PPC (10-15) Rec CDS CHIN, Alb. Est. \$25.00
15. Aden, NM 1910 F 4-bar on PPC Est. \$25.00
16. Colombia, NV, F 1907, 4-bar on PPC. Est. \$30.00
17. Deep River, ND, F 1909 4-bar on PPC (01-09) Est. \$20.00
18. Langbert, ND VG 1913 4-bar on PPC (12-19) Est. \$12.00
19. Stillwater, ND F 1911 4-bar on PPC (04-17) Est. \$15.00
20. Viking, ND Bold CDS 1911 4-bar on PPC (11-13) Est. \$25.00
21. Flora, SD, F 1908 5-bar on PPC (02-08) (Wall) Est. \$15.00
22. Wokama, SD, F 1907 8-bar on PPC (Aug 9-07 to Nov 11 -08) Est. \$40.00

FAIR & EXPOS

23. Calif. Industries Expo. slogan 10-3-22 Bold VF San Francisco MAC Ties 1c to PPC. Est. \$8.00
24. International Silk Expo Grand Central Palace N.Y. Adv. Mac. 12-21-22 ties 1c to PPC. G. Est. \$8.00
25. Lewis & Clark, Bold Expo Stat. Mac. ties #300 to Official Forestry Bldg. PPC. V.L. crease small scuffs on P side, overall Fine. Est. \$35.00
26. Louisiana Purchase, F Expo. Sta. Mac. 7-16-04 ties #323 on hold to light official souv. card (Grand Lagoon) Govt Bldg, lite uniform toning, Handsome Est \$70.00
27. Columbian Exposition Album, Rand McNally 1893. Every exhibit covered, Large 9x11 3/4 B & W photos, cloth, handsome appearance. Est. \$40.00
28. 263p Official Catalog, Art Exhibits, 1904 Universal Expo. St. Louis. Many greats of the day, Remington, Russell, etc. L.stains, F. Est. \$20.00
29. Pilgrim Plymouth. The official souvenir book auth. by Plymouth Tercentenary Committee, L stain, 26 brown-tone artwork, Fine looking. Est. \$25.00

FANCY CANCELS

30. Brush Creek, Iowa (56-85) F mag. dcds dplx w/neg. star within star with neg. 'spear' points 10-2-89 on VF UX9. Est. \$30.00
31. Caledonia Iowa (58-08) VG dcds with star in circle with neg. star 3-20-86, Ringold Co. A. Foster PM on VF UX9. Est. \$30.00
32. Homesworth Ohio 1-22-80, Bold cds with star in circle ties 3c banknote on cover. Neat! Est. \$15.00
33. Bridgeport Conn, 3-8 CDS on cover, Large 29mm flower ties #85, cc Adams Express Co. (embossed) open cleanly at left a bit short, F. Est. \$35.00
34. Marcus Iowa, F 5-13-81 DCDS w/ Neg. star in solid circle as rec. pm on UX5. Est. \$15.00
35. New York G 9-18-8PM w/F 23mm flower tying #114 to cover CC James H. Winchester Ship Merchant. Encl. ltr to Capt. Oalcord, interesting. Est. \$45.00
36. Detroit Mich G CDS w/Seg square cork in rimless circle ties 3c banknote on cover to Wis. Est. \$8.00
37. New York VG CDS 4-28-84 w/4-ldte' cork ties #85 on FL to Cin. O.B.S. Brown Bros. & Co. Est. \$25.00

STOCK CERTS. AND XMAS UNUSUAL ETC.

38. Medicine 1887 Hostetter & Co. Alumnanac small staple stains OW like new. Est. \$10.00
39. Barb Wire 1887 seventh annual pocket compendium by Glidden, Illus. cover w/age toning & scuffs. G appearance unused. Est. \$10.00
40. Sparta Wisc small oval & flag ties 1c crude device looks like possibly R.F.D. cancel. Est. ?
41. Honolulu H 1908 flag. Straight line purple packet Boat on Oceanic Steamship Co. PPC sea scene w/co flag. Two mounting scuffs not into markings OW/F. Est. \$12.00
42. (TE)XARK & MARSHALL TR50 4-13-11 ties 1c on PPC. Unlisted until last year. G. Est. \$35.00
43. Stock Certif. The States Mining Co. Colorado, 1891, transfer \$31,250, \$1.00 ea. illus. bearded person. Mag. cancelled, VF. Est. \$15.00
44. Unused "Black Rock Mining Co" Butte, Montana, stock cert. Illus miners working & mountain scene. Nice! \$15.00
45. Cin. O Sta. D flag, F ties WX13 to 1c on GPC 12-19-13 Handsome overall. Est. \$15.00
46. Holman Wis, F Doane ties Wisc private Christmas seal WATA 1909 to 1c on Tuck CPC. Est. \$25.00
47. Washburn Woodford Co. Ill, F w/straightline Nov 1-1887 C Hasse P.M. w/target on GPC. Est. \$20.00

PHOTO COPIES FOR SASE - SUBSCRIBERS' AUCTION RULES APPLY
 BIDS CLOSE: JULY 31, 1988

| POST OFFICE | NO* | EARLIEST DATE | LATEST DATE |
|-----------------------------|-----|---------------|-------------|
| VIRGINIA (31/82) | | | |
| ROXBURY | ? | 1904/06/09, | |
| SKEGGS | ? | 1907/??/?? | |
| TURBEVILLE | 1 | 1904/??/?? | |
| WOLF GLADE | 1 | 1904/??/??, | |
| ZOLLMAN | 1 | 1908/??/??, | |
| WASHINGTON (18/21) | | | |
| BELFAST | 3 | 1903/12/07, | |
| BISSELL | 1 | 1908/04/17, | |
| EATONVILLE | 1 | 1905/02/11 | 1908/04/21 |
| FALLON | 2 | 1908/06/28 | 1908/08/21 |
| GATE | 3 | 1905/03/27 | 1906/08/31 |
| HOLLY | 1 | 1906/03/03 | 1908/06/30 |
| KUHN | 1 | 1907/09/27 | 1907/12/14 |
| LISABEULA | 1 | 1907/03/03 | 1909/09/09 |
| MANILA | 2 | 1906/02/02, | |
| PAGE | 1 | 1905/08/01, | |
| PALMER | 1 | 1906/05/30 | 1907/08/01 |
| PIALSCHIE | 2 | 1905/03/15, | |
| PORT WILLIAMS | 2 | 1904/06/09, | 909/08/01 |
| SEABOLD | 1 | 1906/10/22 | 1910/01/10 |
| SKYE | 1 | 1907/09/05 | 1909/07/15 |
| SWOFFORD | 1 | 1904/02/14, | |
| TOLT | 1 | 1903/06/05 | 1911/09/12 |
| TRACYTON | 2 | 1907/02/01 | 1908/08/01 |
| WEST VIRGINIA (5/50) | | | |
| EARNSHAW | 2 | 1909/04/06, | |
| HUDSON | 1 | 1907/06/15, | |
| OMPS | 1 | 1907/09/27, | |
| PISGAH | 1 | 1907/06/15, | |
| ROHR | 1 | 1907/03/22, | |
| WISCONSIN (11/33) | | | |
| AFTON | 3 | 1906/04/25 | |
| BENOIT | 2 | 1907/11/07 | 1910/04/25 |
| BROOKFIELD | 3 | 1905/05/15 | |
| BRUSSELS | 1 | 1906/02/16 | 1908/07/18 |
| DEVILS LAKE | 2 | 1906/08/04 | 1909/08/09 |
| EMERALD | 3 | 1908/01/07 | 1908/02/28 |
| HOCHHEIM | 1 | 1906/12/28 | |
| KARLSBORG | 1 | 1909/10/03 | |
| ROLLING PRAIRIE | 2 | 1906/11/05 | 1908/08/03 |
| SEXTONVILLE | 2 | 1906/01/08 | 1907/11/22 |
| SUAMICO | 1 | 1907/06/21 | 1909/01/01 |
| WYOMING (7/6) | | | |
| BURNTFORK | ? | 1907/07/08 | 1908/01/13 |
| DALLAS | 2 | 1904/02/29 | 1908/09/13 |
| FORT RUSSELL | 3 | 1904/07/03 | 1905/06/10 |
| GOLDSMITH | 2 | 1908/02/13 | 1909/11/06 |
| LYONS | 1 | 1904/05/07, | |
| ROBERTSON | 1 | 1907/10/29, | |
| WIDDOWFIELD | ? | 1903/11/02, | |

*DOANE NUMBER, i.e., number within killer bars.

P

Philatelic Bibliopole
 Authoritative
 Philatelic Literature

Charles J. Starnes
 U. S. Postal Rates
 To Foreign Destinations
 1847 to GPU-UPU
 \$27.50 post paid

Leonard H. Hartmann
 PO Box 36006 Louisville, Ky 40233

NET PRICED SALE -

ARIZONA

Arizona

Adamana 1909 magenta 4-bar Ty. 2 1896-1969 PC f 25.00
 Arlington 1909 4-bar Ty. 2 (earlier) PC f 150.00
 Arlington 1910 4-bar Ty. 2 (later) PC f 150.00
 Ashfork 1910 duplex Ty. 4 PC g 4.00
 Big Bug 1891 cds Ty. 2 1887-95 Reg. rec. f 12.50
 Bigbug 1897 cds Ty. 1 1895-1910 Reg. rec. f 7.50
 Bisbee 1903 numeral duplex Ty. 16 PC to Canada f 5.00
 Bisbee 1905 flag Ty. 19 PC f 4.00
 Cavcreek 1907 doane 3/1 1896-1962 PC f 125.00
 Chaparal 1897 cds Ty. 2 1894-1917 Reg. rec. f 25.00
 Congress 1938 4-bar f 3.00
 Cordes 1890 serifed double rim cds Ty. 1 1886-1912
 Reg. rec. f 12.50
 Cordes 1891 serifed double rim cds Ty.1 1886-1912
 Reg. rec. g 10.00
 Cordes 1892 target Ty. 2 1883-1912 Reg. rec. f 12.50
 Cordes 1901 cds Ty. 4 1886-1912 Reg. rec. f 12.50
 Curtiss 1894 cds Ty. 2 1891-5 Reg. rec. f 7.50
 Douglas 1907 numeral duplex Ty. 4 PC f 4.00
 Duncan 1936 machine PC vf 3.00
 Flagstaff 1893 small grid Ty. 11 6C f 40.00
 Flagstaff 1910 duplex Ty. 17 PC f 4.00
 Glendale 1907 4-bar Ty. 3 PC f 10.00
 Glendale 1908 4-bar Ty. 3 PC g 7.50
 Globe 1906 duplex Ty. 20 f 5.00
 Globe 1907 duplex Ty. 20 PS g 4.00
 Grand Canyon 1904 target Ty. 1 PC vf 7.50
 Grand Canyon, Ariz. Rec'd 1904 cds Ty. 2 PC f 15.00
 Grand Canyon 1908 doane 3/11 Ty. 4 PC g 3.00
 Grand Canyon 1907 doane 3/11 Ty. 4 PC f 4.00
 Grand Canyon 1908 duplex Ty. 5 PC f 4.00
 Grand Canyon M.O.B. 1935 double ring cds f 5.00
 Harrington 1908 doane 2/1 Ty. 1 1904-12 PC f 30.00
 Holbrook 1899 duplex Ty. 10 f 15.00
 Hot Springs 1925 4-bar 1891-1936 illus cc *Hot Springs*
Hotel reduced at left f 10.00
 Humbolt 1907 4-bar Ty.1 PC f 25.00
 Internment Camp Br. Coolidge 1942 double ring cds 1942-
 19478 PC f 40.00
 Ironsprings 1936 4-bar 1900-50 PC vf 5.00
 Jerome 1904 duplex Ty. 19 PC g 5.00
 Jerome 1908 duplex Ty. 23 PC f 10.00
 Junction 1905 duplex Ty. 3 1899-1910 PC g 20.00
 Kenilworth 1889 double rim cds, target 1891-5 6C f 25.00
 Kingman 1907 duplex Ty. 15 6C f 4.00
 Kingman 1907 duplex Ty. 15 PC g 3.00
 Lehi 1900 target Ty. 3 1894-1904 Bit ragged at left f 75.00
 Lovell 1907 doane 2/1 Ty. 2 receiver 1904-7 PC f 20.00
 Luhrs Sta. Phoenix 1930 numeral duplex 1924-47 AM f 5.00
 Lupton 1934 4-bar 1917-66 PC f 5.00
 Maricopa 1925 4-bar PC g 3.00
 Mayer 1892 cds Ty. 3 Reg. rec. f 7.50
 Mayer 1909 4-bar Ty. 7 PS vf 15.00
 Mesa 1899 duplex Ty. 10 f 20.00
 Mesa 1906 duplex Ty. 12 PC f 7.50
 Mesa 1911 duplex Ty. 13 PC g 5.00
 Mesa 1911 duplex Ty. 13 PC f 7.50
 Miami 1924 flag PC vf 5.00
 Nogales 1907 duplex Ty. 19 PC g 3.00
 Nogales 1916 flag PC f 3.00
 Phoenix 1888 grid duplex Ty. 12 Reg. rec. g 4.00
 Registered Phoenix, A.T. 1889 magenta boxed sl Ty. 15
 Reg. rec. f 7.50
 Registered Phoenix, A.T. 1891 violet boxed sl Ty. 15
 Reg. rec. f 7.50
 Phoenix c1893 tall vertical grid Ty. 16 #231 f 10.00

Registered, Phoenix, A.T. 1900 violet boxed arced sl
 Ty. 23 Reg. rec. f 7.50
 Phoenix 1900 numeral duplex Ty. 27 PS Ragged at right vf 3.00
 Phoenix 1901 numeral duplex Ty. 26 PS Ragged at right vf 3.00
 Phoenix 1902 Doremus machine Ty. 29 Reg. rec. f 4.00
 Phoenix 1904 Doremus machine Ty. 29 f 7.50
 Phoenix 1906 flag Ty. 34 PC f 4.00
 Phoenix 1907 flag Ty. 35 PC vf 4.00
 Phoenix 1908 flag Ty. 38 PC vf 4.00
 Phoenix 1909 flag Ty. 39 f 5.00
 Phoenix 1910 flag Ty. 40 PC vf 4.00
 Phoenix 1911 Time-Cummins machine Ty. 45 PC vf 5.00
 Prescott 1886 cds Ty. 16 Reg. rec. f 3.00
 Prescott 1889 cds Ty. 18 Reg. rec. f 3.00
 Prescott 1890 cds Ty. 21 Reg. rec. f 3.00
 Prescott 1891 cds Ty. 22 Reg. rec. f 3.00
 Prescott 1894 cds Ty. 23 Reg. rec. f 4.00
 Prescott 1896 cds Ty. 24 Reg. rec. f 3.00
 Prescott 1897 large oval target Ty. 25 Reg. rec. f 4.00
 Prescott 1898 numeral duplex Ty. 26 Reg. rec. f 4.00
 Prescott 1899 numeral duplex Ty. 27 Reg. rec. f 4.00
 Prescott, Ariz. Rec'd. 1902 cds Ty. 28 origin Reg. rec. f 4.00
 Prescott 1900 numeral duplex Ty. 29 Reg. rec. f 3.00
 Prescott 1906 numeral duplex Ty. 29 PC g 3.00
 Prescott 1906 numeral duplex Ty. 29 PC f 4.00
 Prescott 1902 Doremus machine Ty. 30 Reg. rec. f 5.00
 Prescott 1909 flag Ty. 38 PC f 4.00
 Prescott 1906 flag Ty. 39 PS f 5.00
 Prescott 1909 flag Ty. 39 PC f 4.00
 Richibar 1897 cds Ty.1 1896-1907 Reg. rec. g 20.00
 Roosevelt 1906 doane 3/1 Ty. 1 PC vf 25.00
 Roosevelt 1929 4-bar PC f 3.00
 Safford 1909 duplex Ty. 13 PC double struck f 10.00
 Safford 1909 duplex Ty. 13 PC f 15.00
 Salome 1944 4-bar PC f 3.00
 Seligman 1911 4-bar Ty. 10 f 20.00
 Stoddard 1891 purple double ring cds Ty. 2 1880-1927
 Reg. rec. g 20.00
 Stoddard 1896 cds Ty. 4 1880-1927 Reg. rec. f 7.50
 Stoddard 1902 cds Ty. 5 1880-1927 Reg. rec. f 12.50
 Tempe 1893 cds Ty. 10 Reg. rec. f 7.50
 Tempe 1910 duplex Ty. 17 PC vf 5.00
 Teviston 1909 4-bar Ty. 8 1881-1911 PC f 25.00
 Teviston 1910 4-bar Ty. 8 1881-1911 PC g 15.00
 Tip Top 1890 cds Ty. 4 1880-95 Reg. rec. f 25.00
 Tombstone 1909 duplex Ty. 27 PC g 3.00
 Tuscon 1887 duplex Ty. 15 6C f 5.00
 Tuscon 1897 numeral duplex Ty. 25 Reg. rec. f 3.00
 Tuscon 1899 numeral duplex Ty. 29 Reg. rec. f 3.00
 Tuscon 1901 numeral duplex Ty. 29 g 4.00
 Tuscon 190(7) Doremus machine Ty. 34 vf 10.00
 Tuscon 1911 flag Ty. 37 PC f 4.00
 Tuscon 1911 flag Ty. 38 PC f 4.00
 Tuscon 1911 violet sl *Returned For Postage* PC f 10.00
 Tuscon 1924 machine illus cc *Santa Rita Hotel* #614 f 5.00
 Wickenburg 1935 numeral duplex 6C f 2.00
 Wilcox 1908 duplex Ty. 7 PC f 5.00
 Williams 1903 duplex Ty. 9 PC overstruck f 4.00
 Williams 1904 duplex Ty. 11 PC f 4.00
 Winslow 1900 cds Ty. 14 f 25.00
 Winslow 1909 duplex Ty. 16 PC f 5.00
 Youngs 1933 4-bar f 3.00
 Yuma 1907 duplex Ty. 23 PS f 10.00
 Yuma 1928 machine PC vf 2.00

Starter Collection

Excellent group of 17 different cancels on registry receipt cards including several better such as Bigbug, Cordes and Stoddard for just \$50.00

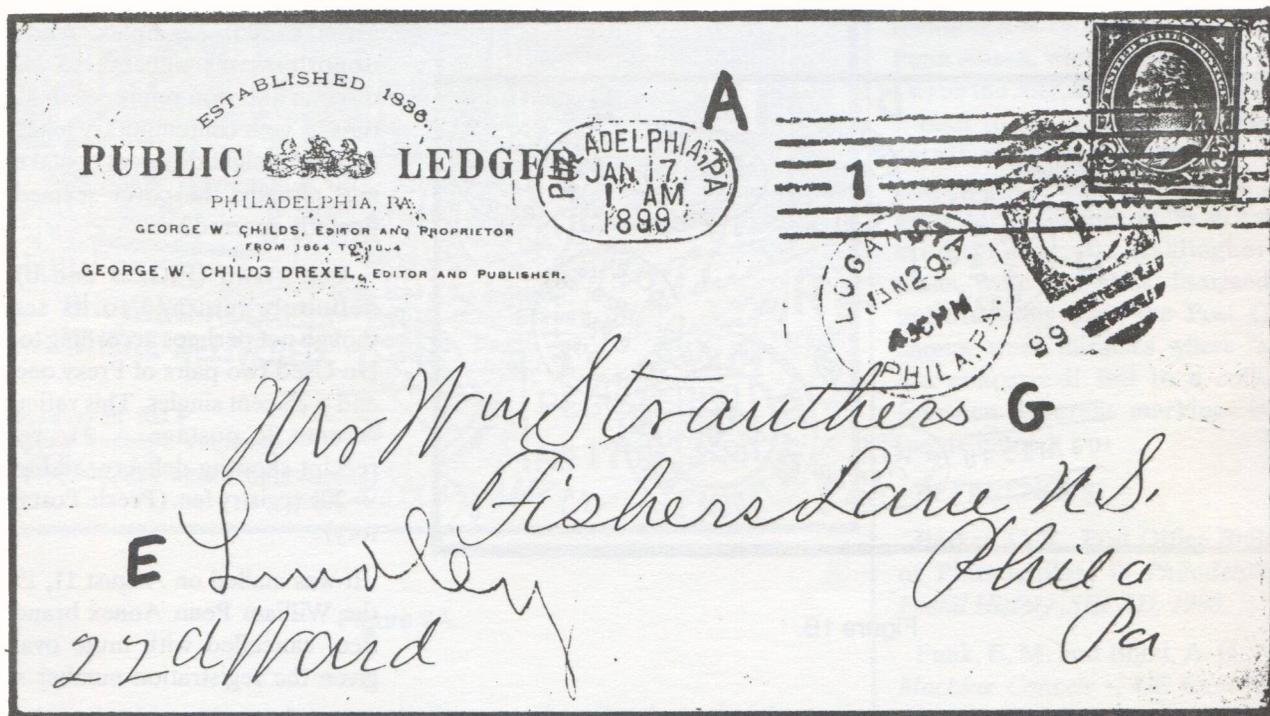


Figure 1A.

Slow But Steady in Philadelphia

By Tom Clarke

In the two and a half years the writer has been engaged in collecting and attempting to reduce to some order 5,000 covers and three centuries of postal markings of a city the size of Philadelphia, he has run across many "neat" covers like the ones presented here. No less than twenty-two local postal markings grace these two envelopes! These examples abound with "types" and they also show the relentless pursuit of our ancestral postal worker friends to find their (wo)man-relentlessness for which many of us today mock the modern USPS for neglecting to accomplish such a laudable task.

Consider the first cover (FIG 1a and b), with which the - *Public Ledger* - newspaper in 1899 tried to send a note to Mrs. William Strauthers of Fishers Lane, Ward 22, Philadelphia.

Some thirty years earlier large city Post Offices had begun requesting fully complete addresses, including street numbers, but the - *Ledger* - made do with "Fishers Lane". It is not readily apparent what the "NS." after the street address means--but then neither did it apparently mean much to the postal workers of 89 years ago. The origin marking (A), which obliterates the #279B type III, came from the Main Office at Ninth and Market Streets where the recently installed Barry machines cancellation (O-5) was applied in the early hours of the morning of January 17th. The G.P.O. was the initial point of all the trolley mail service lines--note the un-

even trip number for outbound mail--and thus too for the Philadelphia and Germantown line. The RPO handstamp on the back (B) indicates this intermediary, and so the letter began its trek toward the Germantown region, on the 11th trip (why not the first?) about 9:45AM (Stets, 1978). Did the letter make a reasonable bee line for the lady? No, and perhaps a knowledgeable mobile mailman noted the vague address and took it upon himself to reroute it back home. Or was it merely mishandled and thus carried back to center city? Or shipped back by a querrelous carrier? Whatever the reason the letter made a roundtrip to the G.P.O. and was acknowledged (C) that evening as having been received at 6:30PM, by using another Barry (O-X1).

This hapless letter seems to have been sent out once again (why?), but

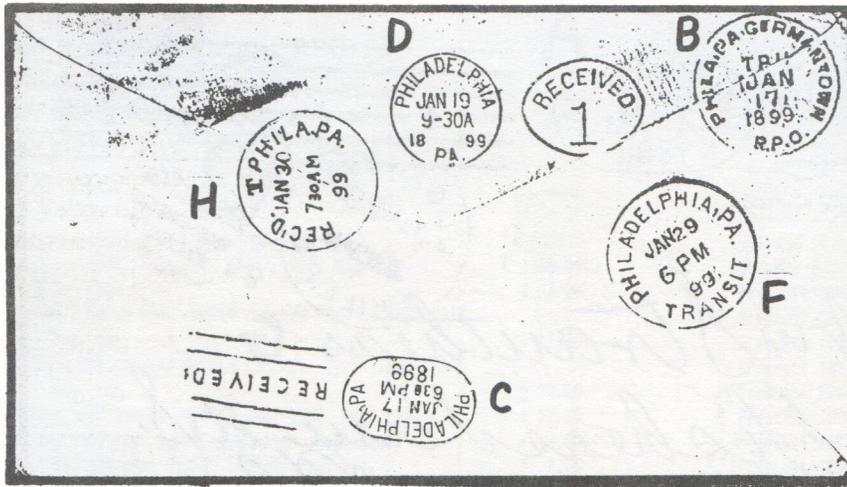


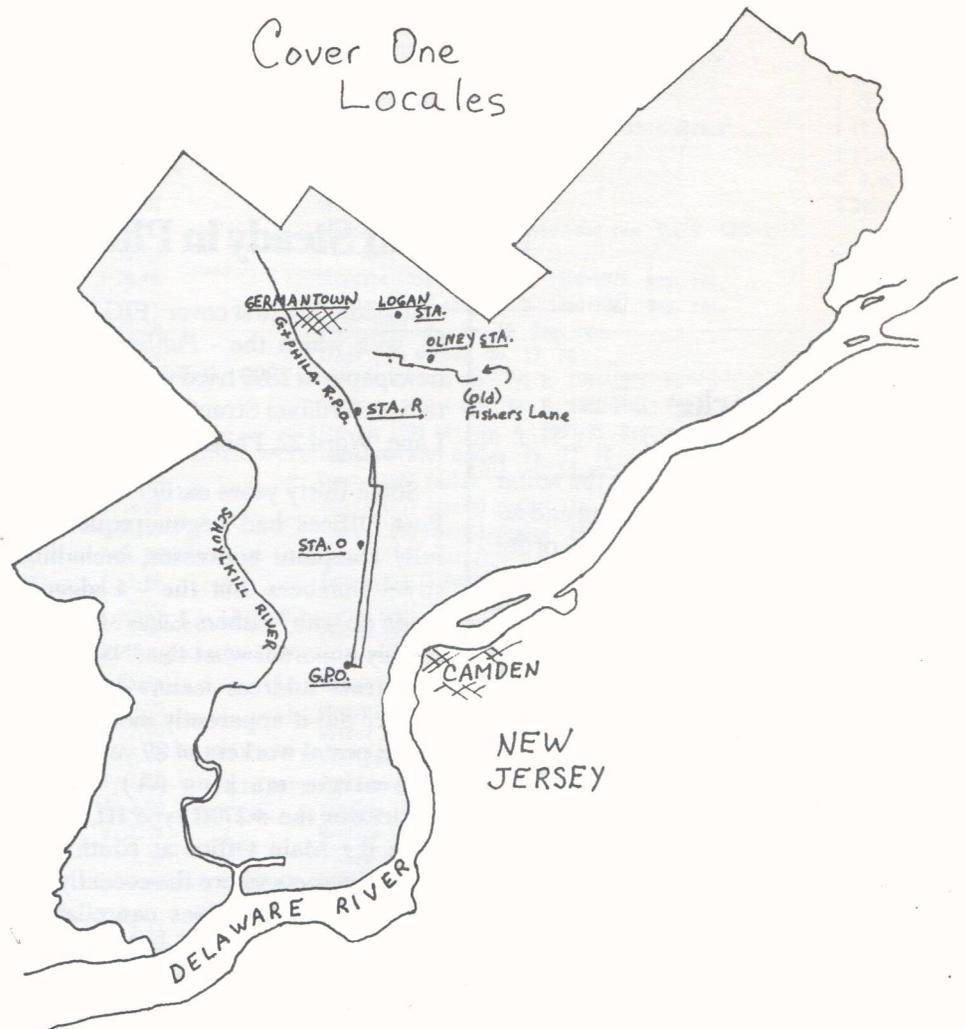
Figure 1B.

directory assistance is exorbitant, given similar examples. And as it doubtless was necessary, why no directory section reference in all that time as with contemporary mail? Perhaps with eight different postal markings already, the cover seemed sufficiently covered?

Letter two (FIG 2a and b) was definitely returned to its sender, though not perhaps according to plan. He Used two pairs of Prexy one cent and o 25 cent singles. This rating represents 3c postage + 31c return-receipt-showing-delivery- address fee + 20c registry fee. (Prexie Postal History).

It was mailed on August 11, 1947 at the William Penn Annex branch office, cancelled with mute ovals (I) given the registration number stamp

without an updated cancellation. Again it made its way back to the G.P.O. two days later and was marked as received on the 19th (D), this time with an American machine cancel X1-(1). No attempted delivery or return instructions are inscribed to assist with this puzzle. Now the Main Office Directory Section apparently took matters into its hands to try to sort out its true destination. Yet the letter stayed at the main office for TEN days. Pre-sumably there was no shortage of effort made to identify this lady's abode. Eventually the surmise of Lindley Street as the proper address was made and the (E) front notation in manuscript pencil was added. (Lindley Street is another name for one leg of the meandering Fishers Lane.) The main office then transited it out at 6PM on the 29th (F) toward the northwest suburbs. On January 29th the letter was received at 4:30PM at Logan Station (again via RPO service?) where it was hand cancelled defiantly across the two cent red (G). It was sent to Station T (Olney) where it was duly backstamped as received (H) the next day at 7:30 AM and soon placed in the lady's care. Why the much belated and roundabout treatment of the letter prior to the 19th? Ten days at the Main Office only for



MAP OF PHILADELPHIA SHOWING "COVER ONE" LOCALES.



Figure 2A.

(J), and a pair of security backstamps (K). It was then sent to the Main Office nearby where a clerk placed its obligatorily backstamp(L) required of closely supervised mail.

A cryptic sender, Mr. T.J.G., who worked for an A. L. Katz, was adamant that Mrs. L. Baker of 512 Chew Street, sign for the mail and that the proper address be indicated by return as the three line purple instruction (M) on the front attests. This service cost an extra 27c, or five and a half 1947-era Hershey bars--no small price! A reasonable bet is that he hoped the Post Office could perform the detective search in the flesh which he couldn't. Can we determine why? The letter was then forwarded to the northwestern Mount Airy Station (N and O) the next day on the 12th. (One of the stamps appears to have been a converted Money Order Branch device.) Unable to deliver it, the Station clerk, "NZ?", made a note of the fact (P) the following day, and then officially sealed and initialed the label (Scott OX18) where a gash had been inadvertently made in the upper left (cause indeterminate). Our clerk also seems to have crossed out (Q) a control (?) number "505." Is this number Mt Airy's individual registration number as had been added station to sta-

tion on such mail at the turn of the century but no longer required? Mr. Lee, postal employee number 2024, the carrier, had determined (R) that Mrs. Baker was on the move. And now another hiatus of ten-plus days occurred as with the former cover, but this time because this was a security mailing with special ten days grace privilege. After the unsuccessful period hoping she might appear the letter was marked with the pointing finger "RETURN/TO/SENDER" (S) and datestamped August 25 upon the front (T) Philadelphia's Main Office also received it back on the 25th,

backstamped it for security (U), and forwarded it onward to the William Penn Annex, which in turn stamped it (V) on the 26th, and ultimately handed it back to the sender. What was this small drama all about? The manuscript note on the front (W) suggests "Mr. Gallagher, cr" as an unlucky creditor. Mr. T.J.G.(allagher?)'s, plans, were doubtless disarmed, for unfortunately even the Post Office cannot work miracles where "skips" are concerned! But to a collector, fourteen different markings is fortunate indeed!

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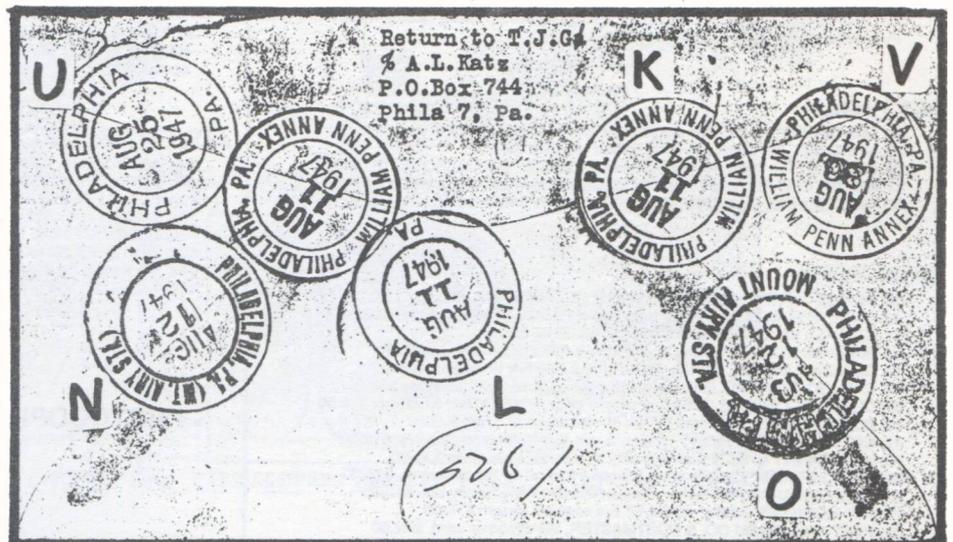


Figure 2B.

AMBERMAN TOCHER MAIL SALES - NET PRICE LIST #1

NOT AN AUCTION

P.O. Box 975, Middleburgh, N.Y. 12122 Phone: (518) 827-4501

TERMS: All lots must be paid for in advance (VISA/MASTERCHARGE AVAIL.) Lots sold on a first come first served basis and may be reserved by phone (7:30 AM - 6:00 PM EAST/DST). Postage & Insurance \$1.00 on sales under \$200. N.Y.S. Residents must add appropriate sales tax. A 10% discount is available on orders over \$250.00. (P) indicates photocopy on facing page

ALASKA

1. CHENEGA, 1947, clear magenta CCL on PC. \$10.00
2. CORDOVA, 1942, Fine strike on censored cover. \$12.00
3. FAIRBANKS, 1938 First Flight w/JUNEAU b/s cacheted cover. \$7.50
4. HAINES, 1943, Fine strike on cacheted cover. \$7.00
5. JUNEAU, 1938, VF strike on cacheted First Flight b/s FAIRBANKS. \$10.00
6. KETCHIKAN, Fine str large cacheted label. \$10.00
7. WRANGELL, 1942, VF strike on censored cover. \$15.00

CALIFORNIA

8. LOS ANGELES, WELLS FARGO/Fine strike (P) \$50.00
9. MARYSVILLE, VF WELLS FARGO OVAL in blue - A Beauty! (P) \$85.00
10. MOKELUMNE HILL, cds (Calaveras Co.) Fine strike (P) \$100.00
11. PETALUMA, WELLS FARGO Oval, VG \$65.00
12. SACRAMENTO CITY, black cds US #35 VF strike (P) \$75.00
13. SAN ANDREA, WELL FARGO Oval, VG \$50.00
14. SAN FRANCISCO, 1863, Civil War PATRIOTIC, cog wheel CCL (P) \$135.00
15. SAN FRANCISCO, US #35 tied cds Early EMBOSSED AD (P) \$85.00

FLORIDA

16. EASTLAKE, 1907, VF strike w/b/s cm. card w/enclosure. \$15.00
17. HAINES CITY (Polit), Apr 1886/VF magenta w/b/s (P) \$35.00
18. HIBERNIA, Bl cds and killer w/b/s. \$20.00
19. KISSIMEE, 1887, cds VF to Montreal w/b/s. \$17.50
20. PALATKA, VF blue cds \$10.00
21. STARKE, 1912 VF cds on photo PPC of Lake Kingsley. \$7.50
22. SYLVAN LAKE, VF oval 1885, w/Maltese Cross; reduced @ right (P) \$75.00
23. WHITFIELD, 1903, w/Taxidermist Advert with b/s. \$20.00

MAINE

24. BELFAST, PAID 3 cds on a Nesbitt, VF \$15.00
25. DEXTER, Fine cds w/US 158 & 181 State of Maine cm cd. \$25.00
26. FOXCRAFT/F.ARNOLD, P.M., cds VG/B/S cover repaired \$17.00
27. NEW SHARON, dcds in blue 1881 w/FANCY STAR IN CIRCLE. \$15.00
28. SKOWHEGAN, dcds/1883 with FANCY STAR on #65 (P) \$45.00
29. SOUTH POLAND/ AD for POLAND MINERAL SPRING WATER. \$85.00

MASSACHUSETTS

30. Lot of 7 Barnstable Co. towns on PPC, incl.: W.YARMOUTH, BOURNEDEALE, BASS R.S. SANDWICH, TEA TICKET, WIANNO, MEGANSETT. \$45.00
31. E. HOLLISTON, 1886, Numerous back stamps, VF strike. \$7.00
32. N. WRENTHAM, Fine cds - flap damaged. \$25.00
33. Lot of 20 with Worcester Co. DPO's (Range R3-R6 on Rarity Scale), most on PPC & Fine strikes. Nice lot! \$140.00

MICHIGAN

34. COLDWATER, 1863, blue cds & killer tying US #65. \$10.00
35. MARSHALL, VF black cds tying gridded US #88. \$20.00
36. MARQUETTE, 1898, VF cds com/crd STEAMER "CITY MARQUETTE" \$10.00
37. MOUNT CLEMENS MACOMB CO., magenta serrated oval on GPC. \$12.50
38. SAINT JOHNS, dcds 1885, Clinton Co. Clerk's Office cm.cd., Fine. \$15.00

NEW YORK

39. ADAMS CENTRE, 1882 purple cds VF OCTAGON B/S. \$20.00
40. BATH, STEUBEN CO., 1886, blue cds w/FANCY STAR b/s. Fine. \$12.50
41. BOVINEA VALLEY, dcds to CANADA b/s Fine. \$25.00
42. BROWNS STATION (Ulster Co. 71-83) b/s BROOKLYN, Fine. \$15.00
43. BUSKIRKS BRIDGE (1888), cm cd sl reduced b/s VF w/grid. \$35.00
44. CALLICOON DEPOT, Balloon cl US #28 opened top Fine strike \$35.00
45. CLUNTON CORNERS, 1884 fine purple dcds w/NEGATIVE STAR b/s \$12.50
46. ELLICOTTVILLE, 1881 oval VF b/s sl. reduction at rt. (P) \$20.00
47. EAST PALMYRA, 1883, VF magenta cds & matching targets b/s. \$12.50
48. EAST SANDY CREEK (Oswego 85,70), scarce, Fine strike \$35.00
49. FIVE CORNERS (Cattaraugus) VG US #65 tied by fancy cancel. \$15.00
50. FLEISCHMANN'S, 1894, Very Fine w/SOLID STAR; Fancy b/s. \$12.50
51. FLY MOUNTAIN (Ulster 49/10) VF b/s opened rough. \$10.00
52. FORT ANN, WASH CO. & POSTMASTER, VG w/corner card. \$22.50
53. FREEHOLD, 1837, stampless manuscript cl Very Fine; "FREE" \$25.00
54. GARDEN CITY/QUEENS CO., dcds multiple b/s, Scarce. \$25.00

NEW YORK (Cont.)

55. GOUVENEUR, VF cds; nice color on stamp U.S.#156. \$10.00
56. HOOSICK FALLS, 1881, VF with a HOLLOW SIX-POINT STAR. \$20.00
57. JAMAICA, 1838, Fine strike on stampless w/37 1/2-rate. \$35.00
58. JOY (Wayne Co. 1849,02) Fine cds US #65 manuscript with b/s. \$20.00
59. KILL BUCK, manuscript cancel on Nesbit, strike is VF. \$10.00
60. LAKE RIDGE (Tompkins, 39,95) US #28 cover repaired VF \$10.00
61. LITTLE GENOSEE, cds ties #11; VF strike w/enclosure \$10.00
62. LOCKE/J.L.WHITE,P.M., 1884 oval w/STAR KILLER, Fine. \$15.00
63. MARATHON, VF cds ties US #26. \$7.50
64. MIDDLESEX/YATES CO., 1888, magenta cds with b/s. Fine. \$17.50
65. MOUNT-MORRIS on folded stampless w/SOLID "5"; VF \$15.00
66. MOSCOW, 1879, VF OCTAGON w/DIAMOND killer (P) \$20.00
67. MUNNSVILLE, 1883, dcds w/STAR IN CIRCLE killer b/s. \$15.00
68. NILE, 1878, VF red cds w/STAR KILLER. \$20.00
69. NORTH CLARKSON (Monroe 1851,74) VF Manuscript US #11. \$45.00
70. ORR'S MILLS, 1890, VF magenta w/TARGET; corner card. \$20.00
71. OWEGO, 1890, VF cds on MUTUAL RELIEF SOCIETY AD/Circular. \$12.50
72. SAND BANK, 1880, VF blue cds. \$15.00
73. SPRINGFIELD CENTRE, cds on cvr w/grilled US #88 tied by target. \$20.00
74. STARK, 1890, Fine octagon date stamp with Target; b/s. \$15.00
75. STOCKHOLM DEPOT, VF cds ties 3-margin #11. \$12.50
76. TUCKAHOE, 1878, dcds w/STAR-IN-CIRCLE killer; b/s. \$15.00
77. WEST HOOSICK, 1885, Fine Fancy blue cds (P) \$15.00
78. WEST STOCKHOLM/St.Lawrence Co., VFine double oval w/b/s (P) \$25.00
79. WHITEHALL, 1833, straight-line on stampless cover, VF \$65.00

OHIO

80. ANDOVER, 1882, VF black cds w/Target killer. \$6.50
81. ASHLEY, cds on cvr w/#11; contents. \$17.00
82. BARNESVILLE, black cds w/7-bar killer. \$7.50
83. BELDEN, 1885, magenta dcds w/FANCY STAR IN CIRCLE; b/s. \$22.50
84. BROOKLYN, Fine black cds w/#84 grill. \$12.50
85. COLLEGE HILL, Fine cds on cvr w/#65 tied by 7-bar killer. \$12.50
86. DELAWARE, 1883, VF dcds. \$12.50
87. EAST CLEVELAND, cds on cvr w/#65 tied by fancy dot grid. \$15.00
88. GAMBIER, Fine cds. \$6.00
89. GREEN SPOT, cds on cvr w/enclosure; VF \$12.50
90. MAYFIELD, blue oval w/POSTMASTER & fancy MALTESE CROSS; b/s \$27.50
91. MILAN, cds ties a 3-margin #11; Fine. \$15.00
92. NEW LEXINGTON, cds ties US #26; Fine strike. \$17.50
93. NORWALK, fine black oval ties US #212. \$10.00
94. OTTAWA, VF cds w/a pair of FANCY KILLER cds. \$12.50
95. SALEM, 1882, VF dcds on cvr w/fancy Silver & Deming Mfg. cm.cd. \$12.50
96. SPRINGFIELD, w/2 US 1889 (#113)s killers; opened ruff @ rt. \$15.00

PENNSYLVANIA

97. Lot of 8 covers - most DPOs; Incl. MILES GROVE, BRADYS BEND, MILL RUN, HARRISON CITY, SEAGERSTOWN, NEW BRIGHTON; most Fine strikes on clean covers. \$40.00

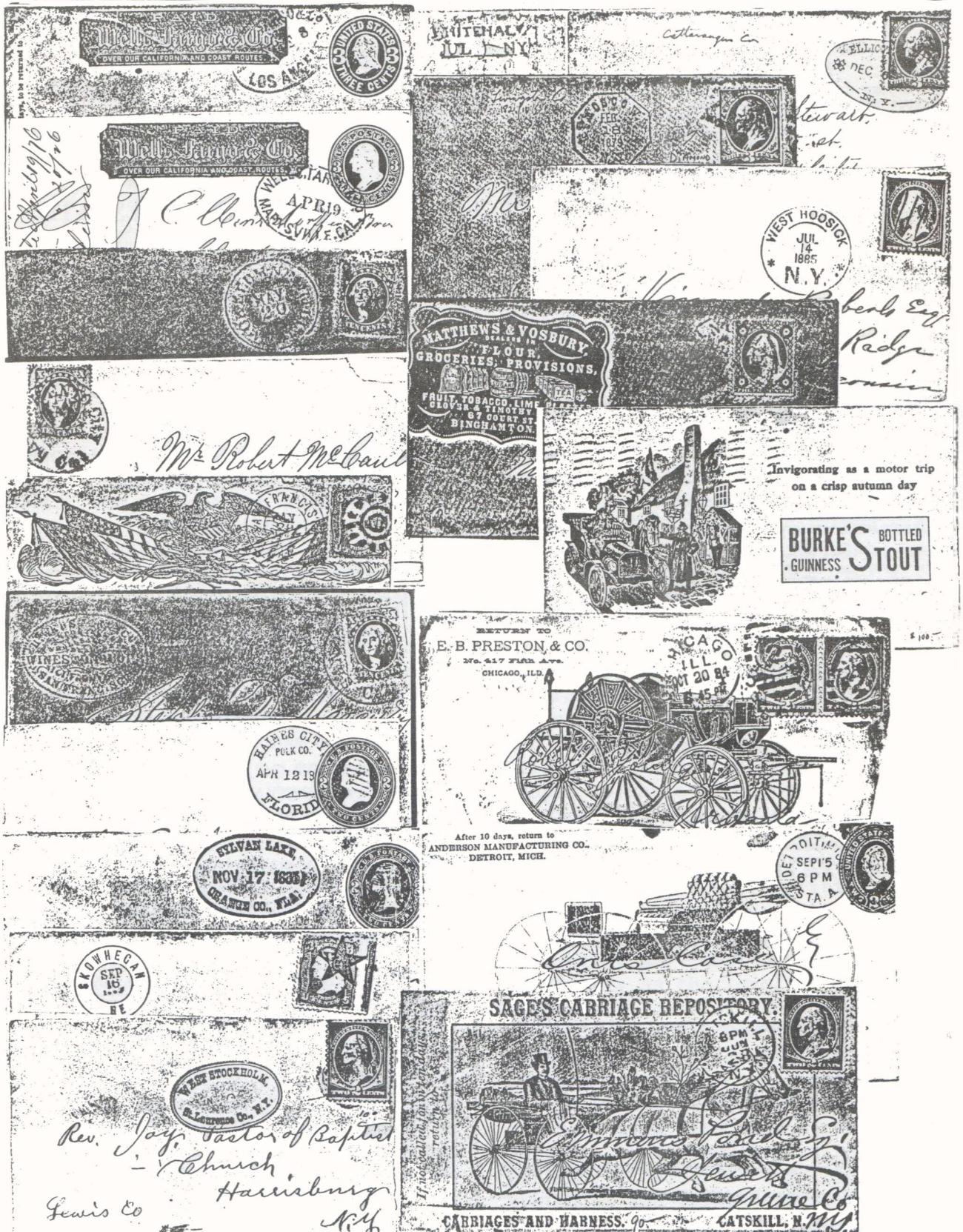
ADVERTISING COVERS

98. MATTHEWS & VOSBURG - Early advert cds ties #28 Fine (P) \$40.00
99. BURKE'S GUINNESS STOUT - Multicolor on GPC 1908. Beauty! (P) \$100.00
100. EARLY FIRE EQUIPMENT - Green Front; Black Full back (reduced) (P) \$60.00
101. EARLY CARRIAGE - Nice brown design; slightly reduced @ rt. (P) \$35.00
102. SAGE CARRIAGE DEPOSITORY - Marvellous design in pink; sl.fits (P) \$90.00
103. WHITE HOUSE COFFEE & TEA - 1925 B & W w/enclosure. \$25.00
104. WILLIAM STAHL SPRAYING OUTFITTERS - full front in blur; sl. fits. \$25.00
105. RAILROAD MAP - Full back; features OWEGO, NY. \$25.00

THE END

- PHOTOCOPIES OF ALL LOTS AVAILABLE FOR
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707 South First Street, Las Vegas, NV 89101

Minimum Bid is 1/2 Estimate. Bids Close 31 July 1988

ALASKA

1. DOYHOF, 1936, F 4-bar LD cover. DPO. E.\$20
2. HOONAH, 1953, G util. cds on airmail cvr. E\$5
3. MOUNTAIN VILLAGE, 1937, VF 4-bar on flight cover w/ba HOOPER BAY. E\$20
4. WASILLA, 1936, F 4-bar on flight cover w/ba MCKINLEY PARK. E\$20

ARIZONA

5. FORT VERDE, 1968, VF 4-bar commercial use of one-day cancel for Camp Verde P.O. w/encl. E\$2

FLORIDA

8. ORANGE BEND, 1887, F fwd mark, cvr stains. DPO. E\$10

NEVADA

7. AUSTIN, VF territorial cvr w/#65 and note authenticating territorial status. E\$100
8. BLACK HORSE, 1906, VF 4-bar on 1g reg. env. DPO. E\$70
9. HALLECK, 1900, VG cvr from 1st period of office. E\$10
10. PROSPECT, 1911, VF 4-bar on reg. card DPO. E\$40
11. No lot
12. STINE, 1908, F 4-bar receiving on PPC. DPO. E\$40
13. No lot

NEW YORK

14. ADAMS CORNER, 1884, VG cvr w/2c BN. DPO. E\$5
15. CROTON-ON-HUDSON, 1897, VG cvr w/encl. DPO. E\$5
16. FARMER'S MILLS, 1879, VG cvr w/SL PATTERSON, NY. Fine Mourning cover. DPO. E\$5
17. KENT CLIFFS, 1870's, VG cvr w/1c BN local DPO. E\$5
18. KENT CLIFF, 1898, F cvr. DPO. E\$5
19. LOCUST VALLEY, 1884 F DPO rare U271 (Cat. \$120) E\$20.
20. SAINT JOHNLAND, 1885, VF cds on UX5. DPO. E\$5
21. WAPPINGERS FALLS, 1880's G-VG cvr w/#65. DPO. E\$5

OHIO

22. ODELL, 1896, VG green cds on GPC. DPO. E\$5

OREGON

23. THE DALLES, OR, VG cds w/3c grilled BN (Cats.\$15) cvr tears. E\$5

UTAH

24. AMERICAN FORK, 1883, F cds on UX5. E\$20
25. FILMORE, 1899, F misspelled cds on am. reg. env. E\$20
26. FILLMORE, 1906, VF cvr/uncommon cds in magenta E\$10
27. MEADOW, 1908, F 4-bar on PPC w/SHOSHONE, NEV. E\$15
28. PANGUITCH, 1890, G-VG 2 strikes on cvr. E\$20

VERMONT

29. RYEGATE, 1885, F cds w/STAR killer on illus. ad. cvr w/fg. monument for Ryegate Granite Works, tear @ left, opened ruff @ rt. E\$10

MAINE

30. Lot of 8 covers, 1806-1915, 4-bars & Doanes unsorted for DPOs, original find. E\$10

MASSACHUSETTS

31. Lot of 30 covers, 1913-17, 4-bars as above. E\$30

OTHERS

32. WESTERN STATES (mostly), 17 covers & cards from 1908-1933 (AZ, CA, NM, OR, UT, SD, KS, IA, NV) E\$25
33. 19TH CENTURY, Lot of 7 covers, 2c & 3c BN, S.F illus. ad.cvr, mss. pmks, all clean, nice lot. E\$20
34. PORT. & SAN FRAN. RPO, SO. DIV, 1893, F cvr. E\$5
35. RENO & VIRGINIA CITY R.P.O., 1908, VG PPC. E\$5
36. \$2.00 PREXY, tied to piece of insured parcel w/pr 12c Prexies & 2 pr. 1c Prexy coils. E\$25

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THE MIDWESTERN EDITOR

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

These are usually first-time contributors, submitting their articles somewhat meekly in fear of a rejection notice. (The reason they are usually "first-timers" is that anyone who submits anything automatically moves up to the second category; occasionally we get a pleasant surprise from someone who has authored for us before.)

For those of you that may fit this category but haven't submitted anything, let me assure you that I am unaware of a La Posta editor rejecting any article relating to any phase of the collecting of postal history. If the article is lacking in content, we will work with you to find and include additional information; if it is poorly written we will tactfully help reconstruct it; if there are no illustrations, we will endeavor to locate some.

ON BEING AN EDITOR

Let me add my congratulations to our two new editors, David Robinson and Tom Clarke, and also to extend my thanks to Bob Stets, who did such an able job as La Posta's first eastern editor. With a change of editors there will likely be a shift of focus, as each editor brings to the job his own contacts upon whom he will elicit articles for our journal.

The material you read in La Posta originates in one of three ways. First, the editor may write an article himself. I think no one would take on a job as editor if he (or she) did not have something to say, and I will be surprised if both of our new editors don't write on subjects in which they are interested. After a while the novelty of writing all your own articles dissipates, and except for an occasional article written "for fun", your editor will write mainly because there is a lack of material written by others.

This prompts method number two, the solicited article. You ask your friends if they might write an article. You ask them if their friends might write an article. You inquire, you beg, you plead. You twist arms, stopping just short of direct threats. If you have a lot of friends it is usually possible to maintain a satisfactory flow of articles while appearing diplomatic.

Thirdly, there is the unsolicited manuscript, sent in by subscribers.

It is very difficult to maintain a mix of articles representing different geographic areas and different facets of postal history collecting. The editor and the active writers at any given time will write about subjects within their scope, so there may tend to be a concentration of articles on a given state. Even if a state is not a generally popular collecting area, the interest of one or two individuals writing on it will keep it on the pages of La Posta. Conversely, areas that are popular for collecting may not appear in print as frequently as the level of interest would suggest if none of the collectors take the time to write about it. The only way we can further diversify is to find new authors to write about new areas.

So beyond just congratulating our new editors, let's give them a helping hand by keeping them supplied with a steady stream of material for the eastern states. And while you're at it, your Central and Western editors appreciate contributions for their sections as well.

THE DEPOT

is proud to announce the publication of

CRIPPLE CREEK GOLD A Centennial History

by Brian Levine

The history of "The World's Greatest Gold Camp" is told through glimpses into the lives of the colorful individuals who made - and sometimes lost - their fortunes in the Cripple Creek District. The book is illustrated with old photos, picture postcards, stock certificates, postal material, and other paper memorabilia sought after by today's collectors.

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POST OFFICE CENTENNIALS

The operating post offices on the list that follows were established in July and August of 1888 and thus will celebrate their centennials this year. Most of them are small communities today; the most populous town on the list is Indio, California, located north of the Salton Sea astride the main route east from Los Angeles. Thermopolis, Wyoming was established as Torrey at the site of the nation's largest hot springs, and is now the county seat of Hot Springs County. Post offices denoted with an asterisk (*) were established with a different name.

| | | | | | |
|------|----|-----------------------------|--------|----|--|
| JULY | 2 | Arion* IA | AUGUST | 4 | Peoria AZ |
| | 3 | Indio CA | | 6 | Fullerton ND, Conconully WA |
| | 6 | Morehouse MO | | 9 | Newman CA |
| | 7 | Plain Dealing LA | | 15 | Hamburg LA |
| | 9 | Scotia CA | | 16 | Levant KS, Medora ND |
| | 10 | Reform MS, Bretton Woods NH | | 17 | Loleta* CA, Alcolu SC, Dahlgren* VA |
| | 17 | Husser LA | | 18 | Rexford KS |
| | 23 | Lockwood CA, Timken KS | | 23 | Egypt AR, Manila AR |
| | 24 | Thermopolis* WY | | 24 | Woden IA, Steen MN, Reedville VA |
| | 25 | Toponis CO | | 29 | Kent MN |
| | 27 | Marrero* LA, Tekoa WA | | 30 | Faulkner MD |
| | 28 | Cripple Creek VA | | | |

THE POST OFFICES OF BECKHAM COUNTY, KENTUCKY

(A County that Never Was)

by Robert M. Rennick



In 1900 Kentucky had 119 counties. Additional efforts in the nineteenth and twentieth centuries to establish other counties failed. One almost succeeded. On February 9, 1904 the legislative act authorizing the formation of Beckham, the state's 120th county, was approved by Governor J.C.W. Beckham. Comprising sections of Carter, Lewis and Elliott counties in northeastern Kentucky, it lasted only 80 days when it became the only county in Kentucky ever abolished by court action.¹

Beckham's creation was the outcome of a long-term political rivalry between Carter County's two principal towns — Grayson, the county seat, and Olive Hill, the commercial center of the western part of the county, an area generally known as "West Carter." By the mid-1890s, Olive Hill area residents and businessmen had concluded that only a separate county with their town as its seat would enable them to realize economic and political equality with Grayson, as well as the more convenient delivery of governmental services. West Carter Countians had long felt that because of their remoteness from Grayson (11 miles to the east), with the ensuing long, tedious, and expensive trips, their interests had never been adequately represented, and services to which they were entitled were not fairly, equitably, or consistently provided.

Partisan considerations were also involved. The county was essentially Republican, and Democratic Party stalwarts in West Carter felt that by joining their political comrades from sections of adjacent counties in a new county they could muster enough votes to add another Democratic county to the state's political alignment.

Thus, in 1902, the Kentucky General Assembly (the state's legislative body)

received a petition to create a new county from contiguous sections of Carter, Rowan, and Elliott counties whose residents seemingly had more in common economically and historically with one another than with the rest of their respective fellow countians. The proposed county would probably have been called Olive, with its seat at Olive Hill. But for some reason the bill failed to be enacted into law.

A second bill was introduced at the next legislative session to establish, from sections of Carter, Elliott, and Lewis counties, a county to be named for Kentucky's recently assassinated Governor William Goebel. But when the bill was formally approved on February 9, 1904 it bore, instead, the name of Goebel's successor, J.C.W. Beckham, who had actively supported it. This new county also had its seat at Olive Hill.

On March 4, 1904, a suit challenging Beckham County's legality was filed in the Carter County Circuit Court. The plaintiff, C.V. Zimmerman, had been ordered in one of the Beckham Court's first actions to pay a \$70 judgment. He refused to do so, contending that the court — specifically County Judge C.C. Brooks — had no constitutional authority to issue judgments, or even to hold office. He claimed that the new county had been created in violation of state statutes enjoining the establishment of any county that would leave its progenitor counties with fewer than 400

¹ In 1912 Kentucky did get its 120th county when McCreary was established in the southeastern section of the state.

POST OFFICES OF BECKHAM COUNTY KENTUCKY



Map prepared by Alan H. Patera

Beckham County Post Offices

square miles or less than 12,000 residents, or would itself encompass a territory of fewer than 400 square miles or 12,000 residents and/or whose boundaries would fall within ten miles of existing county seats.²

Specifically, according to Zimmerman (and Carter County, which entered into the suit on its own behalf), the section of Beckham County taken from Carter County reduced the latter to only 250 square miles, and the line between Carter and Beckham passed within six miles of Grayson. Lewis County was similarly reduced from 454 to only 300 square miles, while the Beckham County line ran within seven miles of Vanceburg, the Lewis county seat. Elliott County, with only 274 square miles to begin with, could obviously afford to lose none of its territory to any new county. Beckham County, as a whole, contained only 286 square miles and a population of fewer than 12,000; and the remaining sections of Carter and Elliott counties were also reduced to fewer than 12,000 persons. Carter County was also concerned with the loss of a significant tax base which it felt would undermine its effectiveness in providing services to its remaining citizens.

Zimmerman's (and Carter County's) requests that the act creating the new county be voided, and that Brooks be restrained from serving as County Judge, were rejected by the Circuit Court. However, on investigation their claims were substantiated and on April 29, 1904 the Kentucky Court of Appeals reversed the lower court's decision, in effect dissolving Beckham County.

All photographs with this article were taken in 1978 by Alan H. Patera.

² It should be pointed out that the Constitutional requirements for new counties were of comparatively recent origin (c.1891) and earlier established counties had been exempt.

Here follows a sketch of the existing post offices that, according to the Register of Postmaster Appointments for Kentucky, were transferred to Beckham County in 1904. The discussion is limited to those offices in existence at the time Beckham County was almost created. Excluded are the several offices in the same territory that had been in operation and were discontinued before the establishment of Beckham County, as well as any offices established after the dissolution of the county.

The post offices are approximately located in the accompanying map taken from a map prepared by Carter County historian George Wolfford which, he admits, is vague and oversimplified. Since Beckham County's boundaries were not accurately delineated in the bill of enactment, Wolfford could only guess at them using the post offices as guide points.

An accurate map of Beckham County has never been made, and in all probability cannot be made. Even if the boundaries had been accurately given in the bill, it is likely a good map could not have been plotted. In Beckham's, as in most of Kentucky's nineteenth century surveys, the points of reference were usually impermanent features, or those of purely local significance (for example, a large elm tree in John Smith's front yard) and thus are now meaningless indicators.

Of the 29 post offices transferred to Beckham County, 22 had been in Carter County, five in Lewis County, and two in Elliott County.

The oldest community in the Beckham area and one of the earliest settled in northeastern Kentucky was its seat, Olive Hill. A fourth class (incorporated) city, with an estimated present population of 2,800 and still the trade center of West Carter, it extends for about two miles along US 60 and Tygarts Creek, a major stream that joins the Ohio opposite Portsmouth, Ohio. The community was originally located on the side of Blueberry Ridge, overlooking the present city, a site that had been settled

*The post office at Olive Hill
would have served
the county seat
of Beckham County.*



shortly after 1800 by the Henderson brothers. A post office was established here on April 3, 1838 by Capt. Elias P. Davis, who is said to have named it and the community for his friend, Thomas Oliver. Neither this nor the rival contention that it was named for a Mr. Oliver Hill has ever been confirmed. Even less likely was it named for local olive trees, as there are none. The name's origin remains a mystery.

In any case, with the arrival of the Elizabethtown, Lexington and Big Sandy (later C & O) Railroad in 1881, the town was moved to the tracks from the hillside, now a residential neighborhood called "Old Olive Hill." It was incorporated in 1884 and soon came to rival Grayson for economic and political dominance of the county.

On the very day the Olive Hill post office was established, John Thompson opened an office at an unknown site on Tygarts Creek, several miles above (i.e. West of) Olive Hill. Aptly called Upper Tygart, it and the creek honor Kentucky pioneer Michael Tygart (or Tigart) who, in the 1770s, claimed the valley by tomahawk improvements near its mouth and is said to have drowned in the creek in 1785. After an inexplicable seven-year

sojourn (1885-1892) at a site just over the Lewis County line the post office was permanently established at its present location on US 60, 5.5 miles west of Olive Hill. The post office still serves one of West Carter's four elementary schools.

The third Beckham County post office was established on September 27, 1857 at Daniel H. Underwood's store, 7.5 miles northeast of Olive Hill, a place until then called Swingle's Branch, probably for pioneer John Swingle. The office was named Caves for its proximity to what has since become a major tourist attraction, Carter Caves. More specifically, the store and post office served a large saltpeter cave and its mining operation within the present Carter Caves State Resort Park.

In 1861 William Cartee, Underwood's successor as postmaster, had the office moved several miles west and renamed Estell (or Estill) Flat, for a local family. After an intermittent existence the post office was again relocated, in April 1882, to a site on the present Ky. 2, at the mouth of Jordan Fork of Buffalo Creek, 8.5 miles north of Olive Hill. It was renamed Wesleyville for Wesley Fults, the local storekeeper. For a while it

may also have been nicknamed Jim's Town for Jim Fults, an Estell Flat postmaster in the 1870s and the owner of an area mill. Sometime prior to its closure in 1951 the post office was relocated 3/4 mile up Buffalo Creek, closer to the Estell Flat site.

A second Caves post office served the caves area from 1898 to 1905. Its precise location is not known, but was somewhere southeast of Wesleyville and between Tygarts Creek and the post office of Resort.



The Smoky Valley post office (locally also spelled Smokey) was established on November 12, 1877 with Ella P. Faul as first postmaster. It was named for its location at the head of the valley of Smoky Creek, 1.5 miles east of the Lewis County line and 5 miles NNW of Olive Hill. It closed in 1951. The origin of the creek's name is not known.

Other southwest Carter County communities which owed their development to the coming of the railroad in 1880-81 were Soldier, Lawton, and Limestone. The first two, villages that still have post offices, became principal rail shipping points for area timber and fire clay products.

Soldier is less than a mile from the Rowan County line and 8.5 miles southwest of Olive Hill. When it was learned that Triplett, the name given to the local railroad station, was already in use for a Rowan County post office, John W. Richards chose Soldier for the new office which he established on May 17, 1880. The tradition that it was the name of a railroad worker's dog that had been killed at the location a short time before has never been confirmed. Its location on Soldier Creek may suggest a derivation from the creek name, but whether the post office was named for the creek or the other way around is not known. Later the station was renamed Soldier.

The Lawton post office, east of Soldier, was established on August 23, 1881 and named for its first postmaster, Warren L. Lawton — of whom nothing else is known. He is said to have arrived there a short time before, probably with the railroad, and to have left shortly thereafter. Located here are one of the county's few existent consolidated schools, and Raybourn's Store, one of the



The first post office to serve the developing fire clay and silica sand industry of southwest Carter County was established on July 23, 1873 and named Enterprise. It closed after two years, but with the arrival of the Elizabeth-town, Lexington and Big Sandy Railroad to a site 6 miles southwest of Olive Hill, it was re-established early the following year as Wilcox (perhaps for F.M. Wilcox). However, its postmaster, William Jamison, succeeded in having the office renamed for himself the next year. Though the community it served was incorporated as Enterprise in 1884, it was nearly 4 years before the post office was again given this name. It closed for good in January 1958.

Though a community at the junction of US 60 and Ky. 182, just south of I-64 and three miles ENE of Olive Hill, is unexplainably identified on nearly all current maps as Counts Crossroads, it has long been known locally as Pleasant Valley, the commendatory name by which it was incorporated in 1890. The community centered at a store operated from the 1850s by Philip Counts and his 5 sons, and their name was borne by the post office from its inception on September 24, 1873 until it closed in April 1935.

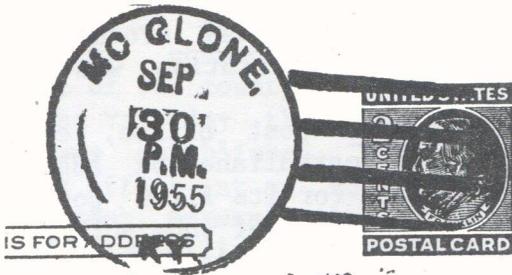
largest rural emporiums in west Carter.

A mile east of Lawton is what remains of the settlement of Limestone, the site of Dwight Leffingwell's keg factory and a limestone quarry for which Leffingwell named the post office he established there on February 28, 1883. The post office closed in 1936 and the quarry has since been used to raise commercial mushrooms.

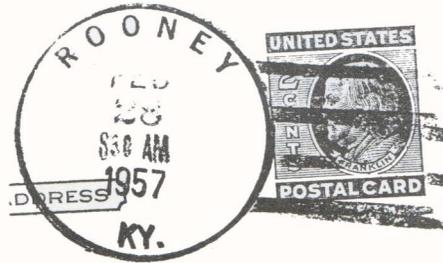
A post office all but forgotten by county residents and called Bet for reasons unknown, was established near the Elliott County line on February 15, 1882 with Elijah G. Cox as the first postmaster. In January 1901 the office was moved a short distance into Elliott County, but in August 1902 it was back in Carter, where it remained until it closed in 1935. State highway maps still show its location on Ky. 986 at the head of Clifty Creek, half a mile from the Elliott County line and 10 miles southeast of Olive Hill.

Imprecisely located somewhere SSE of Carter City, north of the second Caves post office, and about 10 miles northeast of Olive Hill was the post office of Resort, in operation from 1882 to 1918. Its name suggests that it may have served the nearby Carter Caves resort area that, in the early 1880s, was being developed as a tourist attraction.

On December 13, 1882 William W. McGlone established a post office 4.5 miles east of Olive Hill at the railroad station of Corey (now spelled Cory) and named it McGlone for himself or his family. Since the closing of the office in 1955 the locality has been known mostly as Cory.



The name of another McGlone, Owen McGlone, the Irish-born progenitor of this Carter County family, has long been applied to a creek, another branch of



Buffalo Creek, 10 miles north of Olive Hill, and to the community some 2 miles above its mouth. Here, on May 6, 1892, G.W.E. Wolfford established the post office he named Rooney ostensibly for the heroine of a popular song of his day, "Little Annie Rooney." The office closed in 1957.

In 1893 the Kinniconick and Free-stone (later C & O) Railroad was completed from Garrison on the Ohio River to the confluence of Smith and Buffalo creeks (the later a west bank tributary of Tygarts) to haul area farm, forest, and livestock products. Here local landowner M.K. Ratliff laid out a town he called Carter, a name that passengers on the first train runs had already given to the station.

The Goble post office had been established two miles east in 1882. In 1895 it was moved to the tracks by its postmaster, James M. Zornes. Though the town was incorporated in 1906 as Carter, and the post office has always borne this name, the community has locally been known as both Carter and Carter City. In addition to its role as a prosperous shipping and trade center, it was early noted for its rock quarries and crushers. The post office is 13 miles north of Olive Hill and serves a large area of northwest Carter County.

The post office serving the northwest Carter County hamlet of Smith Creek, less than a mile from the Lewis County line and four miles above Carter, was established on July 7, 1887 by Dr. Hugh H. Williams. He named it for its location at the head of the creek which had earlier been named for a pioneer family. The office recently lost its post office status and is now but a delivery address for the Olive Hill post office. 10.5 miles south. No reason has been given for the terminal "s" in the

The last location of the
Head of Grassy post office
was in this rural home on the
headwaters of Grassy Creek.

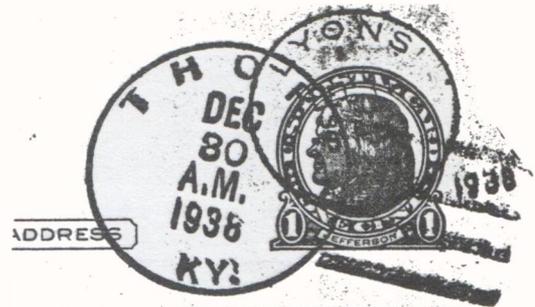


For some unknown reason the post office of Globe was omitted from the official list of Carter post offices included in the new Beckham County. It was established on May 7, 1902 with William W. Perry as postmaster. This viable stringtown community on US 60, 3.5 miles west of Olive Hill, is home to the Porter Tire factory, a leading West Carter business. The origin of the name is also not known; my own pet theory that it was inexplicably corrupted from the Carter family names of Gobel or Goble is not taken seriously by county historians. To some it might suggest a reference to early light bulbs, which around the turn of the century were sometimes called "globes."

Five post offices were in Lewis County. The Head of Grassy post office was established on November 19, 1878 at the head of Grassy Creek, a branch of the Laurel Fork of Kinniconick Creek, with William A. Large as postmaster. Sometime before 1889 postmaster George Stamper moved the office downstream to his new farm at the mouth of Old Trace Creek, some nine miles NW of Olive Hill but retaining the name. The post office was discontinued in 1984.

Emerson, a current post office, is 1.6 miles from the Carter County line and

six miles NNW of Olive Hill. It was established on January 15, 1894 as Bellvue in Carter County, with Albert Wilson as postmaster. On June 6 of that year it was renamed Emerson, presumably for the famed writer and philosopher, Ralph Waldo Emerson. In 1900 the office was moved to its present Lewis County site on Ky. 59, near the head of Grassy Creek close to the site of the original Head of Grassy post office.



A post office established on July 28, 1897 less than a half mile east of Scott Branch of Laurel Fork, two miles above Camp Dix, and about ten miles west of Carter City, was named Thor by Judge W.T. Stone and its first postmaster, William T. Cooper. The suggestion once made by Lewis County journalist, John Mavity, of a Biblical origin seems a bit far-fetched; the only "Thor" likely to have been known by the namers was the old

Norse god of war, thunder, and agriculture, but whether this was actually the source of the name is not known. It closed in 1938.

Almost nothing remains of the community of Harris on the Tar Fork Road, half a mile west of Laurel Fork (four miles north of the Carter County line and 15.5 miles northwest of Olive Hill). The post office, established on December 12, 1898, was named by and for its first postmaster, storekeeper Joseph Harris. It closed in 1955.

The Libbie post office was on Laurel Fork, some four miles northeast of Harris. It was established on September 29, 1900 and named for the daughter of its only postmaster, D.B. Morgan. Its papers were transferred to Harris when it closed in 1913.

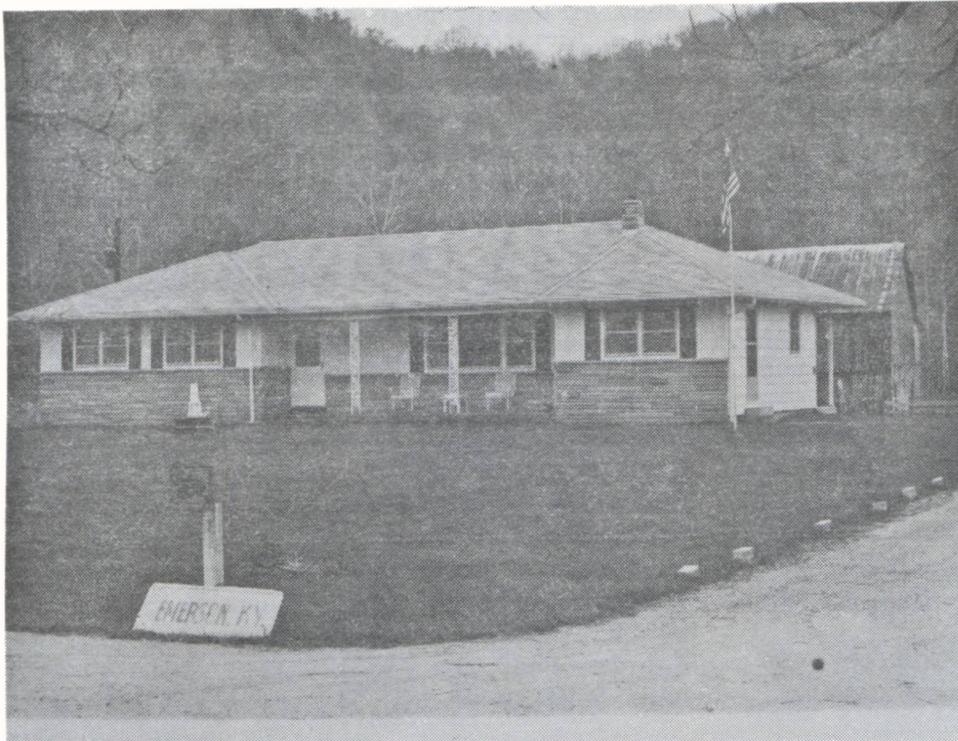
The post offices in Elliott County complete the Beckham County lists.

The hamlet and post office of Gimlet, some 7.5 miles SSE of Olive Hill, were named for their location at the head of Big Gimlet Creek, which joins the Little Sandy River at the Carter County line. Though the community, centering at Oscar Cox's store, was settled before the Civil War by the family of Peter Mauk (for whom the nearby Mauk Ridge was named), the post office was not established until August 10, 1880, and then it was a mile

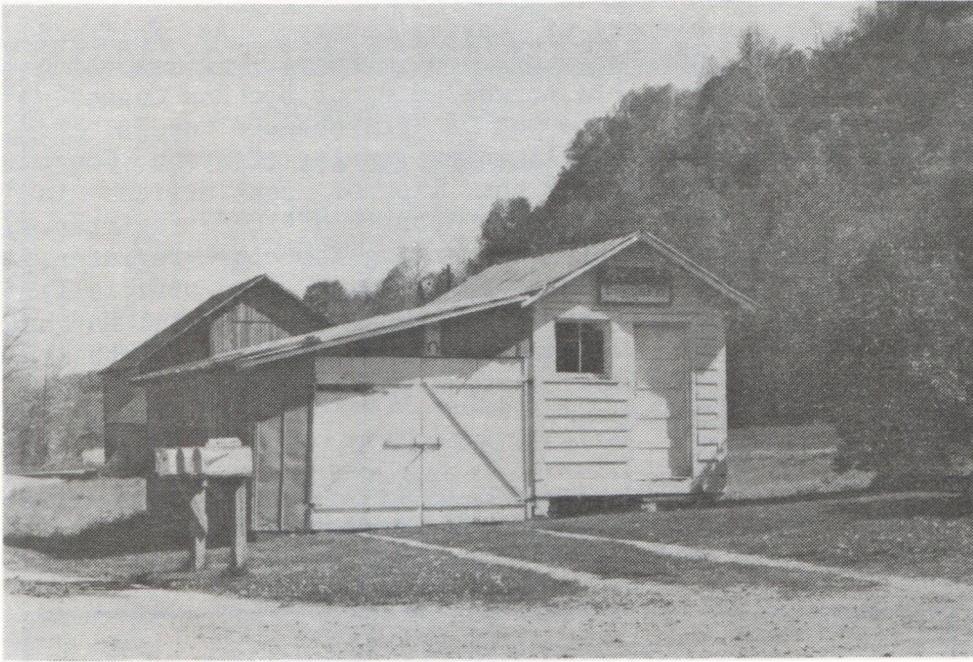
west. John W. Sparks became the first postmaster. The creek, and nearby Little Gimlet Creek, are narrow and wind around in a way suggestive of the tool for which they are believed to be named. The Gimblet spelling on some old deeds is regarded by area historians as an error. Since the post office closed in 1961, residents have been getting their mail from Olive Hill, eight miles NNW.

Winkler was a post office in operation from 1902 to 1913 somewhere in northwestern Elliott County. Its precise location and the origin of its name are unknown. When it closed its papers were sent to Jacobs, two miles within Carter county, which suggests it was northwest of Ault and north of Sideway, two extinct Elliott county offices that were established to serve that area after Beckham's dissolution.

Of Beckham County's 29 post offices, eleven were named for local persons or families. One honored a famous American. Five referred to local geographic features, while one still bears the name of a progenitor county. Three identified economic activities or potentialities. One may have been named for a local dog. Another called to mind a



*The Emerson post office
is still in operation.*



*This photo of
the Smiths Creek post office
was taken about a year after
the office was discontinued.*

post office name. In contrast to the usual Kentucky practice, local residents have generally referred to the community, the post office, and the stream without it.

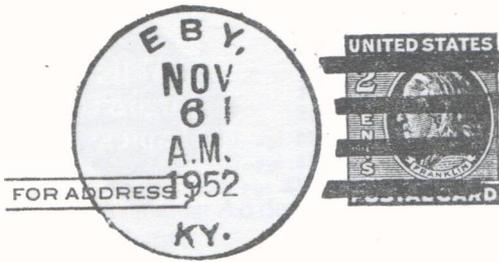
At the mouth of the Greenbrier Branch of Jacobs Fork (a tributary of Soldier Creek), 7.5 miles southwest of Olive Hill, is the current post office of Jacobs. It was established on June 2, 1888 by Lorenzo O'Roark, the local storekeeper and first postmaster, who named it for the respected pioneer family of Ira Jacobs.

Prater, the name of another prominent Carter County family, was given on August 30, 1900 to the post office set up at the junction of the Smoky Ridge and Prater roads, one mile north of I-64 and 4 miles north of Olive Hill. Nothing remains at the site. The post office closed in 1938, and few Carter Countians recall it or its location.

Olive Hill was the hamlet and post office of Eby (pronounced "Eh-bee"), which served the area around the Deep Cut in the ridge, through which passed the old Kinniconick and Freestone Railroad. The office, established on May 4, 1901 with Sylvester Cooper as the first postmaster, was discontinued in 1954 and the area's postal needs are now served by nearby Lewis County offices. The origin of the name is unknown.

A post office called Reeder, in operation from April 29, 1902 to 1919, was located west of Olive Hill, somewhere north of Globe and US 60, and southwest of Armstrong. It was named for one or more Reeder families, perhaps for George W. Reeder who was (from 1896 to 1911) the postmaster of Upper Tygart. Reeder's first postmaster was Frank Rivers, who had also been postmaster of Upper Tygart in 1892-93. A community of some kind seems to have preceded the post office, for a Reeder is shown in that general area on a railroad map from the 1890s.

At the foot of Armstrong Hill by the Ky. 2 interchange on I-64, 2.5 miles NNE of Olive Hill, was the post office of Armstrong, established on June 23, 1902 and probably named by and for its first postmaster, James H. Armstrong. It closed in 1933.



Only a quarter of a mile from the Lewis County line and 16 miles north of

popular song of the 1890s. The derivations of six names are unknown.

Only seven of the offices - Olive Hill, Carter, Soldier, Lawton, Jacobs, Upper Tygart, and Emerson - survive; two other closed within the past few years. Only Olive Hill, Soldier, Lawton and Carter serve villages or towns of any consequence. No physical evidence remains of the communities once served by nine of the post offices.

Beckham County itself has been all but forgotten, even in the area it once included, save for occasional references in commemorative newspaper articles or George Wolfford's recently published

history of Carter County. As Wolfford has pointed out, there is nothing tangible to remind us of Beckham County's existence but a few obscure deeds and marriage licenses in the Grayson Court House, and the list of post offices in the Kentucky post office register. Curiously, according to the register, these post offices were not officially transferred to Beckham County until March 11, 1904 and were not returned to their original counties until October 26 of that year.

Note: unless otherwise indicated, the distances given for post offices are road miles from Olive Hill's city limits.

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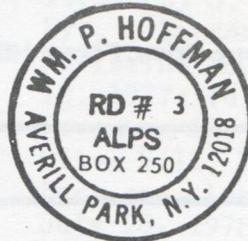
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| AZ-046 | Prescott, Miller Valley Rur. Sta., 1964, clear black CDS w/4 bar | 8.50 |
| AZ-047 | Puntenney, 1905, clear black Doane cancel on GPC | 42.00 |
| AZ-048 | Red Rock, 1950, (2) clear black CDSs w/4 bars on FD/LDC, GPC | 2.50 |
| AZ-049 | Rock Springs, clear black dbl struck CDS w/4 bar on GPC | 3.00 |
| AZ-050 | Safford, 1910, clear black CDS ties 1¢ green on PPC | 15.00 |
| AZ-051 | Seligman, 1909, clear black CDS ties 1¢ green on PPC | 4.00 |
| AZ-052 | Sentinel, 1894, clear black CDS, target killer 2¢ Col entire | 75.00 |
| AZ-053 | Sentinel, 1905, clear magenta CDS w/4 bar ties 1¢ green on PPC | 30.00 |
| AZ-054 | Sombrero Butte 1940, clear black CDS w/4 bar on cacheted cover | 7.50 |
| AZ-055 | Shungopavy, 1942, clear black CDS w/4 bar on GPC. LDC | 3.00 |
| AZ-056 | Stanley, 1910, weak leg. black CDS on PPC | 125.00 |
| AZ-057 | Tolchaco, weak legible black CDS on PPC | 45.00 |
| AZ-058 | Tubac, 1942, clear black CDS w/4 bar on GPC. LDC | 5.00 |
| AZ-059 | Tucson, 1882, clear black CDS, fancy cancel on GPC | 27.50 |
| AZ-060 | Walker, 1907, clear black CDS ties 2¢ red on PPC | 37.50 |
| AZ-061 | Walker, 1940, clear black CDS w/4 bar on GPC. LDC | 4.00 |
| AZ-062 | Willcox, 1893, clear black CDS, split cork killer 2¢ Col. entire | 40.00 |
| AZ-063 | Wittman, 1943, clear black CDS w/4 bar killer on PPC | 2.50 |
| AZ-064 | Yuma, 1905, clear black CDS ties 2¢ Columbian entire on cover | 10.00 |

ARKANSAS

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|--------|---|-------|
| AR-001 | Amy, 1939, clear black CDS w/4bar GPC | 3.50 |
| AR-002 | Argenta, 1899, weak legible black CDS, cork killer 2¢ red. ADV c/c | 10.00 |
| AR-003 | Beck, 1933, clear black CDS w/4 bar ties 3¢ entire on LDC | 12.50 |
| AR-004 | Begley, 1933, " " " " " " " " " " | 12.50 |
| AR-005 | Brownstown, 1887, clear black CDS, target killer GPC | 12.50 |
| AR-006 | Brummit, 1933, clear black CDS w/4bar ties 3¢ entire on LDC | 7.50 |
| AR-007 | Butlerville, 1933, " " " " " " " " " " | 7.50 |
| AR-008 | Cappstown, 1941, clear black CDS w/4 bar on GPC, LDC | 12.50 |
| AR-009 | Crooked Creek, 1856, MS postmark, MS cancel 3¢ entire | 25.00 |
| AR-010 | Dry Run, 1892, clear black CDS, cork killer 2¢ red Toned | 12.50 |
| AR-011 | Eagle Creek, 1864, MS postmark, MS cancel 3¢ entire on Ladies cover | 40.00 |
| AR-012 | Eli, 1894, clear black CDS, cork killer 2¢ entire | 25.00 |
| AR-013 | Evadale, 1933, clear black CDS w/4 bar on 3¢ entire, LDC | 7.50 |

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| AR-014 | Fourche, 1906, clear black CDS ties 1¢ green on PPC | 7.50 |
| AR-015 | Hand, 1932, clear purple CDS w/4 bar on cacheted cover | 4.00 |
| AR-016 | Ione, 1956, clear black CDS on GPC | 2.50 |
| AR-017 | Jumbo, 1956, clear magenta CDS w/4bar tied on GPC | 2.50 |
| AR-018 | Linwood, 1875, MS postmark, MS cancel on GPC | 10.00 |
| AR-019 | Levy, 1908, clear black CDS w/5 bar on PPC | 4.50 |
| AR-020 | Little Rock, 1907, clear black CDS machine cancel on PPC | 7.50 |
| AR-021 | Maumelle, 1926, clear black CDS w/4 bar killer | 5.00 |
| AR-022 | Mount Sherman, 1934, clear black CDS w/4 bar killer on toned FDC | 3.50 |
| AR-023 | Nettleton, 1958, clear black CDS machine cancel on GPC | 2.50 |
| AR-024 | Overcup, 1932, clear black CDS w/4bar & 3¢ entire on LDC | 15.00 |
| AR-025 | Palmyra, 1930, clear magenta CDS ties on PC | 3.50 |
| AR-026 | Peace, 1931, clear green CDS w/4bar on cover. Pretty | 6.50 |
| AR-027 | Point Cedar, 1959, clear black CDS w/4 bar on GPC | 2.50 |
| AR-028 | Potter, 1957, clear black CDS w/4 bar on PC | 2.50 |
| AR-029 | Prairie View, clear black CDS (except yr date) on GPC | 2.50 |
| AR-030 | Ratio, 1957, bold black CDS w/4 bar killer on PC | 2.50 |
| AR-031 | Snow Hill, 1932, clear black CDS w/4 bar killer, 3¢ entire LDC | 12.50 |
| AR-032 | Tuttle, 1912, clear black CDS w/4 bar killer on PPC | 15.00 |
| AR-033 | Wheatley, 1903, clear black CDS on PPC | 5.00 |
| AR-034 | Woodland, 1928, smudgy legible brown ink CDS w/3 bar killer on cover | 7.50 |

CALIFORNIA

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|--------|--|--------|
| CA-087 | Cranmore, 1906, clear black CDS on P PC | 10.00 |
| CA-088 | Daunt, 1910, clear black CDS w/4 bar on PPC | 10.00 |
| CA-089 | Davisville, 1906, clear black CDS ties 1¢ green on PPC | 5.00 |
| CA-090 | Day, 1909, clear black CDS w/4 bar on PPC | 7.50 |
| CA-091 | Defender, 1910, clear black Doane cancel on PPC | 8.50 |
| CA-092 | Delrosa, 1908, clear black Doane cancel on PPC | 6.00 |
| CA-093 | Denverton, 1873, MS postmark, MS cancel 3¢ BN on canary cover | 60.00 |
| CA-094 | Denverton, 1907, clear black Doane cancel on PPC | 7.50 |
| CA-095 | Desert Springs, 1949, clear black CDS w/4 bar on cover | 6.50 |
| CA-096 | Dolgeville, 1907, clear black CDS on leather post card w/ sm calendar | 30.00 |
| CA-097 | Dolgeville, 1909, clear black CDS w/4 bar ties 1¢ green on PPC | 17.50 |
| CA-098 | Donner, 1906, clear black machine cancel on PPC | 8.00 |
| CA-099 | Donner, 1910, clear black CDS w/4 bar on cover | 6.50 |
| CA-100 | Dos Palos, 1903, clear black R.F.D. on GPC | 15.00 |
| CA-101 | Duffey, 1909, clear black Doane cancel on PPC | 27.50 |
| CA-102 | Duffey, 1911, clear black CDS w/4 bar on PPC | 20.00 |
| CA-103 | Duncan's Mills, 1929, clear black conc. CDS, 2¢ entire on cover | 15.00 |
| CA-104 | Eastland, 1901, clear black CDS, target killer 1¢ green on PPC | 17.50 |
| CA-105 | East Pasadena, 1891, clear black CDS ties #213 on cover w/ill Hotel ad | 10.00 |
| CA-106 | Electra, 1918, clear black CDS w/4 bar ties 1¢ green on PPC | 12.50 |
| CA-107 | Elizabeth Lake, 1909, clear black Doane cancel on PPC | 8.50 |
| CA-108 | Emeryville, 1908, clear black CDS, ties 1¢ green on PPC | 5.00 |
| CA-109 | Empire Ranch, clear black CDS, MS cancel on #35. Pretty | 150.00 |
| CA-110 | Eubanks, 1914, clear black CDS w/4 bar on PPC | 15.00 |
| CA-111 | Fairplay, 1907, clear black CDS on PPC | 8.50 |
| CA-112 | Fernando, 1904, clear black CDS, 2¢ red on blue cover | 17.50 |
| CA-113 | Fetters Springs, 1938, (4) clear black CDSs w/4 bars on cover | 4.00 |
| CA-114 | Fitchburg, 1909, clear black CDS ties 1¢ green on PPC | 20.00 |
| CA-115 | Florence, 1907, clear black CDS w/4 bar on PPC | 7.50 |
| CA-116 | Floyd, 1907 clear black CDS w/4 bar on PPC | 20.00 |
| CA-117 | Folsom City, 1892, clear black CDS, cork killer 2¢ red | 7.50 |
| CA-118 | Forbestown, NYD, clear red CDS, MS 15 rate on cover to Canada | 330.00 |

CALIFORNIA

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| CA-119 | Forest, 1905, clear black CDS, 2¢ red on cover | 10.00 |
| CA-120 | Forest City, 1889, clear purple CDS ties #213 on toned cover | 15.00 |
| CA-121 | Forest City, 1892, clear magenta dbl rim CDS, 2¢ red on cover | 37.50 |
| CA-122 | Forest Home, 1921, clear black CDS on PPC | 6.00 |
| CA-123 | Fort Ross, 1911, clear black CDS w/4 bar on PPC | 12.50 |
| CA-124 | Fortuna, Fernbridge Rur. Sta., 1960, clear magenta concentric CDS on GPC | 4.00 |
| CA-125 | Fosters Bar, 1853, MS postmark, MS 10 rate on cover | 75.00 |
| CA-126 | Fouts Springs, 1908, clear black Doane cancel ties 1¢ green on PPC | 6.00 |
| CA-127 | Freeport, 1904, clear black CDS, target 2¢ red | 15.00 |
| CA-128 | French Corral, 1907, clear black CDS ties 1¢ green on PPC | 3.50 |
| CA-129 | Fresno, 1887, weak black CDS ties #210. Adv c/c | 7.50 |
| CA-130 | Fresno City, 1880, clear blue CDS, target killer 3¢ BN | 12.00 |
| CA-131 | Fruitvale, 1906, clear black CDS ties 2¢ red on cover to England | 12.50 |
| CA-132 | Genesee, 1910, clear black CES on Registered Package Receipt | 7.50 |
| CA-133 | Germantown, 1908, clear black CDS ties 1¢ green on PPC | 10.00 |
| CA-134 | Germantown, 1882, clear blue CDS ties 3¢ entire on cover | 15.00 |
| CA-135 | Germantown, 1896, clear black CDS, target killer 2¢ red | 12.50 |
| CA-136 | Giant Forest, 1916, clear black CDS w/4 bar ties 1¢ green on PPC | 12.00 |
| CA-137 | Glen Alpine, 1913, clear black CDS w/4 bar ties 1¢ green on PPC | 15.00 |
| CA-138 | Glenwood, 1927, clear black CDS w/4 bar & 2¢ red on cover | 5.00 |
| CA-139 | Globe, 1897, clear black CDS ties 2¢ entire on blue cover | 20.00 |
| CA-140 | Goshen, 1889, weak legible black CDS, cork killer 2¢ entire | 6.00 |
| CA-141 | Grafton, 1909, clear black CDS w/4 bar on PPC | 7.50 |
| CA-142 | Grafton, 1879, clear purple CDS, purple target 3¢ BN on Ladies Cov | 12.50 |
| CA-143 | Graham Station, 1912, clear black Cds w/4 bar on PPC | 17.50 |
| CA-144 | Grand View, 1884, weak legible black dbl rim Cds, target killer GPC | 20.00 |
| CA-145 | Grangeville, 1909, clear black Doane cancel on PPC | 7.50 |
| CA-146 | Green Valley, 1909, weak legible black CDS, target killer on PPC | 10.00 |
| CA-147 | Hartsook, Dec 25, 1930, clear black CDS w/4 bar on cover | 5.50 |
| CA-148 | Hansonville, 1873, MS postmark, Ms 10 & 3¢ entire, trimmed thru | 25.00 |
| CA-149 | Hazelcreek, 1909, clear black Doane cancel on PPC | 7.50 |
| CA-150 | Henderson, 1909, clear black CDS w/4 bar ties 1¢ green on PPC | 10.00 |
| CA-151 | Hermon, 1906, clear black Doane cancel ties 1¢ green on PPC | 10.00 |
| CA-152 | Highland, clear black R.F.D., 2¢ red | 17.50 |
| CA-152 | Hetch Hetchy, 1937, clear black CDS w/4 bar ties 3¢ entire on cover | 25.00 |
| CA-153 | Hoaglin/Lake Countain, 1936, both clear black w/4 bar on FD/LDC | 12.50 |
| CA-154 | Haywards, 1894 clear black CDS, cork killer 2¢ red. Adv c/c | 10.00 |
| CA-155 | Hobart Mills, 1911, clear black Cds ties 1¢ green on PPC | 10.00 |
| CA-156 | Hot Springs, 1914, clear black CDS w/4 bar on PPC | 8.50 |
| CA-157 | Huasna, 1910, clear black CDS w/4 bar on PPC | 25.00 |
| CA-158 | Hunters, 1909, clear black CDS ties 1¢ green on PPC | 7.50 |
| CA-159 | Indian Diggins, 1930s, clear green baloon CDS, purple targets on cover | 5.00 |
| CA-160 | Indian Diggins, 1905, clear black CDS on PPC | 7.50 |
| CA-161 | Ingomar, 1913, clear black CDS w/4 bar on dbl PC "Oath of Office School | 8.50 |
| CA-162 | Ioamosa, 1909, clear black CDS ties 1¢ green on PPC | 8.50 |
| CA-163 | Irwin, 1911, clear black CDS ties 1¢ green on PPC | 5.00 |
| CA-164 | Jackson, 1860s, clear black CDS, target killer #65 | 5.00 |
| CA-165 | Jacksonville, 1905, clear black Doane cancel ties to GPC | 20.00 |
| CA-166 | Jenny Lind, 1930, smudge legible black CDS w/4 bar on GPC | 5.00 |
| CA-167 | Kawah, 1903, clear black CDS, target killer 2¢ red | 5.50 |
| CA-168 | Kernville, NYD, weak legible black CDS, target 3¢ entire | 20.00 |
| CA-169 | Kern Br., Bakersfield, 1913, clear black CDS ties 1¢ green | 7.50 |
| CA-170 | Keswick, 1907, clear black CDS ties 1¢ green on PPC | 12.50 |
| CA-171 | Keystone, 1905, sharp black Doane cancel ties 1¢ green on PPC | 20.00 |
| CA-172 | Kit Carson, 1951, clear black CDS w/4 bar on GPC | 4.00 |
| CA-173 | Klink, 1912, clear black CDS w/4 bar ties 2¢ entire | 15.00 |
| CA-174 | Knowles, 1908, clear black CDS on PPC | 4.50 |
| CA-175 | Lanchaplana, 1908, clear black CDS w/4 bar on PPC | 6.50 |
| CA-176 | Lankershim, 1909, clear black CDS w/4 bar on PPC | 10.00 |
| CA-177 | La Sierra Rur. Sta., Arlington, 1939, clear blk CDS w/4 bar Collegæ/c | 4.00 |
| CA-178 | Latrobe, 1896, clear black CDS, target killer 2¢ red | 6.00 |

MONTANA

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| MT 001 | Abe, 1930, (2) clear purple CDSs w/4 bar on cover | 15.00 |
| MT 002 | Badersburg, 1912, clear black CDS w/4 bar tied on PPC | 3.50 |
| MT 003 | Blackleaf, 1934, clear black CDS w/4 bar. Rev Bynum, clear black | 15.00 |
| MT 004 | Bowler, 1910, clear black CDS tied to 1¢ green on PPC | 6.50 |
| MT 005 | Broadview, 1908, clear black CDS w/4 bar on PPC photo RR Tunnel | 5.00 |
| MT 006 | Coldspring, 1913, clear black CDS tied to 1¢ green on PPC | 17.50 |
| MT 007 | Como, 1935, clear black CDS w/4 bar, 3¢ entire on cover | 10.00 |
| MT 008 | Evano, 1953, bold black CDS w/4 bar on cacheted LDC | 3.50 |
| MT 009 | Farmington, 1951, clear black CDS w/4 bar on GPC. LDC | 4.00 |
| MT 010 | Finch, 1932, clear blue CDs w/4 bar tied on cacheted "Arbor Day" cvr | 8.00 |
| MT 011 | Fulton, 1907, clear black Doane cancel on PPC | 25.00 |
| MT 012 | Gateway, 1950, clear black CDS w/4 bar tied to GPC. LDC | 4.00 |
| MT 013 | Lothrop, 1910, clear black CDS w/4 bar on PPC | 15.00 |
| MT 014 | Marias, 1940, clear black CDS w/4 bar on cacheted LDC | 5.00 |
| MT 015 | Mitchell, 1915, clear black CDS, target killer on PPC | 17.50 |
| MT 016 | Mizpah, 1909, clear black CDS w/4 bar on PPC | 7.50 |
| MT 017 | Moiese, 1943, clear black CDS w/4 bar tied to 3¢ entire | 3.50 |
| MT 018 | Oka, 1914, clear black CDS w/4 bar on PPC | 15.00 |
| MT 019 | Philbrook, 1909, clear black CDS w/4 bar on PPC | 20.00 |
| MT 020 | Pinecreek, 1910, clear black Doane cancel on PPC | 30.00 |
| MT 021 | Piper, 1937, clear purple CDS w/4 bar tied to GPC. ODC | 7.50 |
| MT 022 | Powderville, 1924, clear magenta CDS w/4 bar tied on PPC | 5.00 |
| MT 023 | Saint Peter, 1911, clear black CDS w/4 bar on PPC | 8.00 |
| MT 024 | Salesville, 1910, clear black CDS w/4 bar on PPC | 17.50 |
| MT 025 | Sandcliffs, 1908, sharp black CDS w/4 bar on PPC | 25.00 |
| MT 026 | Shambo, 1955, clear black CDS w/4 bar on cacheted LDC | 3.50 |
| MT 027 | Stacey, 1959, clear black CDS w/4 bar on cacheted LDC | 3.50 |
| MT 028 | Stearns, 1910, clear black CDS w/4 bar on PPC | 17.50 |
| MT 029 | Superior, 1923, clear black CDS w/fancy 5 barkiller on PPC | 8.00 |
| MT 030 | Union, 1944, clear black CDS w/4 bar on cacheted LDC | 5.00 |
| MT 031 | Vananda, 1959, clear black CDS w/4 bar tied on cacheted LDC | 3.50 |
| MT 032 | Yellowstone, 1910, clear black baloon CDS tied to 1¢ green on PPC | 10.00 |

NEBRASKA

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|--------|--|-------|
| NE 001 | Arlington, 1934, bold black CDS, Flag cancel on cover | 3.50 |
| NE 002 | Arborville, 1932, clear black CDS w/4 bar on cover | 4.00 |
| NE 003 | Ballagh, 1910, clear black Doane cancel tied to PPC | 6.50 |
| NE 004 | Barnston, 1919, clear black CDS w/4 bar tied on PPC | 5.00 |
| NE 005 | Blue Hill, Cowles Rur. Sta., 1960, clear black CDS w/4 bar on cover | 3.00 |
| NE 006 | Blue Springs, 1909, clear black CDS on PPC | 4.00 |
| NE 007 | Campbell, 1908, clear black CDS w/4 bar on PPC | 4.50 |
| NE 009 | Carrico, ca 1910, clear black Doane cancel (except yr date) PPC | 25.00 |
| NE 010 | Carter, 1909, clear black CDS tied to 1¢ green on PPC | 25.00 |
| NE 011 | Catalpa, 1908, clear black CDS on PPC | 12.50 |
| NE 012 | Cheney, 1912, clear purple CDS tied to 1¢ green on mended (left) PPC | 6.00 |
| NE 013 | Columbus, 1929, clear black machine cancel. Illus dwd c/c | 3.50 |
| NE 014 | Crofton, 1907, clear black Doane cancel on cover. nicked cnr left | 3.50 |
| NE 015 | Cumminsville, 1913, clear brown CDS w/5 bar on PPC | 7.50 |
| NE 016 | Cumminsville, 1931, clear black CDS w/4 bar. 2¢ entire on cover | 6.50 |
| NE 017 | Cushing, 1938, clear black CDS w/4 bar tied on PPC | 10.00 |
| NE 018 | Dakota, 1908, clear black CDS w/4 bar on PPC | 5.00 |
| NE 019 | Davenport, 1888, clear black CDS w/dbl rim tied on GPC w/Star killer | 12.50 |
| NE 020 | Doughboy, 1933, clear black CDS on cover | 15.00 |

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| NE 021 | Fort Robinson, 1911, clear black CDS w/4 bar tied on PPC | 4.00 |
| NE 022 | Francis, 1910, clear black CDS w/4 bar on PPC Nicked corner | 5.00 |
| NE 023 | Garrison, 1909, clear black CDS w/4 bar on PPC | 4.00 |
| NE 024 | Grand Island, 1933, clear black CDS, machine. Hotel c/c | 7.00 |
| NE 025 | Guide Rock, 1938, clear black CDS & Flag cancel on cover | 4.00 |
| NE 026 | Joy, 1933, smudgy legible black CDS w/4 bar on cover | 7.50 |
| NE 027 | Lamont, 1908, clear black CDS w/4 bar on PPC | 10.00 |
| NE 028 | Lilac, 1934, clear black CDS w/4 bar on GPC | 7.50 |
| NE 029 | Lisle, 1911, clear black CDS w/4 bar tied on PPC | 20.00 |
| NE 030 | Marple, 1933, clear black CDS w/4 bar tied to 3¢ entire. LDC | 12.50 |
| NE 031 | Melrose, 1929, clear black baloon CDS w/4 bar tied on GPC | 7.50 |
| NE 032 | Millerton, 1907, clear black CDS tied to 1¢ green on PPC | 5.00 |
| NE 033 | Mynard, 1939, clear black CDS w/4 bar on cover | 8.50 |
| NE-034 | New Helena, 1908, smudgy legible black CDS w/4 bar on PPC | 20.00 |
| NE 035 | Ong, 1909, clear black CDS w/4 bar tied on PPC | 3.50 |
| NE 036 | Opportunity, 1942, clear black CDS w/4 bar on GPC | 6.50 |
| NE 037 | Orlando, 1911, clear black CDS w/4 bar on PPC | 7.50 |
| NE 038 | Peters, 1921, clear black CDS w/4 bar on cover | 6.50 |
| NE 039 | Rokeyby, 1914, clear black CDS w/4 bar tied to 1¢ green on PPC | 12.50 |
| NE 040 | Sioux, 1905, clear black CDS w/4 bar on PPC | 5.00 |
| NE 041 | South Bend, 1885, clear purple triple CDS, purple killer #210, Hotel c/d | 10.00 |
| NE 042 | Springranch, 1908, clear black CDS w/4 bar on PPC | 8.50 |
| NE 043 | Tate, 1912, clear black baloon CDS tied on PPC | 17.50 |
| NE 044 | Thurman, 1915, clear black CDS w/4 bar tied on PPC | 15.00 |
| NE 045 | Tobias, ca 1910, clear puple R.F.D. No. 2 w/miniatuure flag cancel | 125.00 |
| NE 046 | Swedeburg, 1910, clear black Doane cancel tied on PPC | 4.00 |
| NE 047 | West Point, 1882, smudgy legible black dbl rim oval County CDS on GPC | 15.00 |
| NE 047 | York, 1908, clear black CDS, machine cancel. Illus adv. c/c | 3.50 |

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NEVADA

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|--------|--|-------|
| NV 001 | Carson City, 1912, clear black CDS, Flag cancel on PPC | 3.00 |
| NV 002 | Cherry Creek, 1911, clear black CDS w/4 bar killer on GPC | 6.00 |
| NV 003 | Delamar, 1898, clear black CDS tied on cover. Trimmed left opening | 20.00 |
| NV 004 | Dry Lake, 1952, clear black CDS w/4 bar killer on cover | 10.00 |
| NV 005 | Eureka, ca 1875, clear black CDS, cork killer 3¢ entire | 15.00 |
| NV 006 | Gold Hill, 1866, clear black conc. CDS, faulty, #65, Illus adv c/c | 10.00 |
| NV 007 | Hamilton, 1897, weak legible black CDS tied to 2¢ red on cover | 7.50 |
| NV 008 | Imlay, 1910, clear black CDS w/4 bar on PPC. Purple "Missent." | 3.50 |
| NV 009 | Mason, 1952, clear black CDS on cover | 6.50 |
| NV 010 | Saint Thomas, 1938, sharp purple CDS w/4 bar on cacheted LDC | 6.50 |
| NV 011 | Saint Thomas, 1909, clear black CDS w/5 bar on spindled Reg. Ret. Rec. | 17.50 |
| NV 012 | Sheridan, 1911, clear black CDS tied on PPC | 12.50 |
| NV 013 | Sloan, 1952, clear black CDS w/4 bar on GPC | 7.50 |
| NV 014 | Sodaville, 1916, clear black CDS tied on GPC. Trimmed Right | 12.50 |
| NV 015 | Steamboat, 1953, clear black CDS w/4 bar tied on cacheted cover | 3.50 |
| NV 016 | Steptoe, 1940, clear black CDS w/4 bar on cacheted LDC | 7.50 |
| NV 017 | Stillwater, 1942, clear black CDS w/4 bar on cover | 6.50 |
| NV 018 | Stillwater, 1911, clear black CDS on GPC | 10.00 |
| NV 019 | Strawberry, 1920, weak legible black CDS tied on PPC | 12.50 |
| NV 020 | Sulphur, 1952, smudgy legible black CDS w/4 bar tied on cover | 5.00 |
| NV 021 | Sutcliffe, 1940, clear black CDS w/4 bar on GPC. LDC | 6.00 |
| NV 022 | Sutcliffe, 1940, clear black CDS 2/4 bar. LDC Cacheted | 8.00 |
| NV 023 | Templute, 1953, sharp black CDS w/4 bar on fine FDC | 15.00 |
| NV 024 | Tonopah, 1908, clear black CDS. Flag cancel on Reg. Ret. Receipt | 5.00 |
| NV 025 | Wabuska, 1952, clear purple conc. CDS tied on cover | 7.50 |
| NV 026 | Winnemucca, 1907, clear black CDS on PPC | 4.00 |

OKLAHOMA

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|--------|---|-------|
| OK 001 | Avery, 1915, clear black CDS w/4 bar, 1¢ green on PPC | 4.00 |
| OK 002 | Berlin, 1910, clear black CDS w/4 bar tied to 2¢ red on PPC | 4.50 |
| OK 003 | Briartown, 1910, clear black CDS w/4 bar on PPC | 5.00 |
| OK 004 | Cestos, 1909, clear black CDS w/4 bar on PPC | 4.50 |
| OK 005 | Catale, 1933, weak legible black CDS w/4 bar on fine LDC | 6.50 |
| OK 006 | Chandler, 1910, clear black CDS tied to 1¢ green. Political seal | 5.00 |
| OK 007 | Cleo, 1911, clear black CDS w/4 bar tied on PPC | 12.50 |
| OK 008 | Doxey, 1908, clear black CDS, 1¢ green on PPC. Early statehood | 13.50 |
| OK 009 | Durwood, 1932, clear black CDS tied to 3¢ entire on LDC | 6.50 |
| OK 010 | Foraker, 1931, purple dbl rim CDS w/fancy six bar killer. Pretty | 12.50 |
| OK 011 | Fort Sill, 1899, clear black CDS, split cork killer 2¢ red | 25.00 |
| OK 012 | Franks, 1909, legible CDS w/4 bar tied on PPC | 4.00 |
| OK 013 | Frisco, 1909, clear black CDS w/4 bar tied on PPC | 4.50 |
| OK 014 | Goodwell, 1904, clear black CDS, target killers on cvr to Germany | 10.00 |
| OK 015 | Guymon, 1903, clear black CDS on Reg. Package Receipt | 6.50 |
| OK 016 | Hobart, 1904, clear black CDS tied to 2¢ Jefferson on cover | 8.50 |
| OK 017 | Homestead, 1912, clear black CDS w/4 bar on PPC | 5.00 |
| OK 018 | Hooker, 1904, clear black CDS on Registered Package Receipt | 5.50 |
| OK 019 | James, 1909, clear black CDS w/4 bar on PPC | 12.50 |
| OK 020 | Keystone, 1910, clear black CDS tied to 1¢ green on PPC | 3.50 |
| OK 021 | Nashville, 1909, clear black CDS w/4 bar tied to 1¢ green PPC | 12.50 |
| OK 022 | Noble, 1897, clear black CDS, target killer 2¢ red on cover | 12.50 |
| OK 023 | Pine Valley, 1942, clear red CDS w/4 bar tied on GPC LDC | 3.50 |
| OK 024 | Pond Creek, 1902, weak legible black CDS, 2¢ red. Terr. | 8.50 |
| OK 025 | Rankin, 1910, clear black CDS w/4 bar tied to 1¢ green on PPC | 4.00 |
| OK 026 | Renfrow, 1908, clear black CDS on PPC | 5.00 |
| OK 027 | Sacred Heart, 1908, clear black CDS tied target killer on 1¢ gr | 6.00 |
| OK 028 | Skedee, 1914, clear black CDS w/4 bar tied on PPC | 4.00 |
| OK 029 | Tangier, 1941, clear black CDS w/4 bar tied on GPC. LDC | 4.00 |
| OK 030 | Uncas, 1909, clear black CDS w/4 bar tied on ppc | 4.00 |
| OK 031 | Washunga, 1909, clear black CDS w/4 bar tied on PPC | 17.50 |
| OK 032 | Wayside, 1931, clear black CDS w/4 bar on cover LDC | 7.50 |
| OK 033 | Willis, 1910, clear black CDS w/4 bar tied on PPC | 4.50 |
| OK 034 | Wybark, 1940, clear black CDS w/4 bar tied on LDC | 3.50 |
| OK 035 | Yuba, 1932, weak legible black CDS w/4 bar tied to 3¢ entire. | 5.50 |

OREGON

| | | |
|--------|---|-------|
| OR 001 | Airlie, 1911, clear black CDS w/4 bar on PPC | 6.50 |
| OR 002 | Ajax, 1909, clear black Doane cancel on stampless PPC | 12.50 |
| OR 003 | Aloha, 1918, clear black CDS w/4 bar tied on cover. Trimmed left | 6.00 |
| OR 004 | Anchor, 1940, clear black CDS w/4 bar tied on LDC | 5.50 |
| OR 005 | Antone, 1911, clear black CDS w/4 bar, 1¢ green, PPC | 8.00 |
| OR 006 | Arlata, 1909, smudgy legible black CDS w/4 bar tied to PPC | 7.50 |
| OR 007 | Beagle, 1941, clear black CDS w/4 bar on LD PC | 4.00 |
| OR 008 | Berlin, 1909, clear black CDS w/4 bar on PPC | 8.00 |
| OR 009 | Brownsboro, 1909, clear black CDS w/4 bar on PPC | 7.50 |
| OR 010 | Brownsboro, 1954, clear black CDS w/4 bar on GPC | 8.00 |
| OR 011 | Buena Vista, 1911, clear black Doane cancel on PPC | 7.50 |
| OR 012 | Buncom, 1914, clear black CDS w/4 bar on PPC | 15.00 |
| OR 013 | Blue Jay/Canary/Cardinal/Robin, 1934, all clear black w/4 bar | 6.50 |
| OR 014 | Cazadero, 1908, clear black CDS tied on PPC | 15.00 |
| OR 015 | Chemawa, 1911, clear black CDS w/5 bar tied on PPC | 4.50 |
| OR 016 | Chitwood, 1910, clear black CDS w/5 bar on PPC | 6.00 |
| OR 017 | Christmas Valley Rur. Sta., Silver Lake, 1967, clr blk with 4 bar | 3.50 |

OREGON

| | | |
|--------|---|-------|
| OR 018 | Clatsop, 1909, clear black CDS w/4 bar on PPC | 25.00 |
| OR 019 | Cleone, clear black CDS tied to 1¢ green On PPC | 12.50 |
| OR 020 | Cochran, 1943, clear black out of round CDS w/4 bar on GPC | 7.50 |
| OR 021 | Copperfield, 1911, clear purple CDS w/4 bar tied on PPC | 20.00 |
| OR 022 | Comstock, 1910, clear black CDS w/4 bar on PPC | 12.50 |
| OR 023 | Dee, 1911, clear black CDS w/4 bar tied on 1¢ green on PPC | 4.00 |
| OR 024 | Dell, 1910, clear black Doane cancel on PPC creased | 35.00 |
| OR 025 | Dellwood, 1943, clear black CDS w/4 bar tied to GPC | 8.00 |
| OR 026 | Dora, 1939, clear black CDS w/4 bar on Business Reply Card | 6.50 |
| OR 027 | Dothan, 1908, clear black CDS w/4 bar on PPC | 7.50 |
| OR 028 | East Portland, 1870's, weak legible black CDS, cork killer 3¢ BN | 15.00 |
| O 029 | Earl, 1910, clear black CDS on PPC | 15.00 |
| OR 030 | Ecola, 1912, clear black CDS w/4 bar on PPC | 15.00 |
| OR 031 | Eightmile, 1941, clear purple CDS w/4 bar on cover | 6.00 |
| OR 032 | Empire, 1909, clear black CDS on PPC | 5.00 |
| OR 033 | Fairgrounds, 1909, clear blue Doane cancel on PPC | 5.00 |
| OR 034 | Fife, 1913, clear black CDS w/4 bar tied on GPC | 15.00 |
| OR 035 | Flavel, 1917, weak legible black CDS w/4 bar on PPC | 15.00 |
| OR 036 | Fort Stevens, 1907, clear black CDS, target killer PPC.Nkd lwr rt | 9.00 |
| OR 037 | Fruita, 1917, clear black CDS w/4 bar tied on PPC | 7.50 |
| OR 038 | Greenleaf, 1936, clear black CDS w/4 bar on cacheted cover | 8.50 |
| OR 039 | Glenada, 1910, clear black Doane cancel on PPC | 6.00 |
| OR 040 | Gresham, 1930, clear black CDS. Flagcancel on cover | 5.00 |
| OR 041 | Hemlock, 1908, clear black CDS on PPC | 15.00 |
| OR 042 | Hillsdale, 1934, clear black CDS tied to 1¢ green on PPC | 5.00 |
| OR 043 | Hot Lake, 1910, clear black CDS w/4 bar on PPC | 7.50 |
| OR 044 | Illahe, 1923, clear black CDS w/4 bar on Reg. Dispatch Rcpt | 8.00 |
| OR 045 | Independence, 1933, clear black CDS, Flag cancel on cover | 5.50 |
| OR 046 | Irving, 1909, clear black Doane cancel tied on PPC | 7.50 |
| OR 047 | Jewell, 1912, clear black CDS w/4 bar tied on PPC | 4.00 |
| OR 048 | Keasey, 1936, clear black CDS w/4 bar on GPC | 5.00 |
| OR 049 | Kellogg, 1911, clear black CDS w/4 bar on PPC | 15.00 |
| OR 050 | Kingsley, 1911, clear black Doane cancel tied on PPC | 15.00 |
| OR 051 | Knappa, 1910, clear black CDS w/4 bar on PPC | 15.00 |
| OR 052 | Laidlaw, 1912, clear black CDS tied to 1¢ green on PPC | 8.50 |
| OR 053 | Latourell Falls, 1909, clear black Doane cancel tied on PPC | 4.00 |
| OR 054 | London, 1911, clear black CDS w/4 bar on PPC | 15.00 |
| OR 055 | Lutgens, 1911, clear black CDS w/4 bar on PPC | 12.00 |
| OR 056 | Macleay, 1908, clear black CDS w/4 bar on PPC | 8.00 |
| OR 057 | Manhattan Beach, 1916, clear black CDS w/4 bar on PPC | 4.00 |
| OR 058 | Marmot, 1907, clear black CDS w/4 bar tied on 1¢ green on PPC | 15.00 |
| OR 059 | Marquam, 1943, sharp black CDS w/4 bar on GPC | 4.00 |
| OR 060 | Mayville, 1907, clear black CDS tied to 1¢ green on PPC | 4.00 |
| OR 061 | McCoy, 1911, clear purple CDS w/4 bar on PPC | 6.00 |
| OR 062 | Medford, 1926, clear black CDS on cacheted First Flight cover | 45.00 |
| OR 063 | Mehama, 1908, clear black Doane cancel on PPC | 4.50 |
| OR 064 | Monkland, 1911, clear purple CDS w/4 bar on PPC | 25.00 |
| OR 065 | Mountaindale, 1907, clear black CDS w/4 bar on PPC | 7.50 |
| OR 066 | Nortons, 1909, clear black CDS w/4 bar tied on PPC | 7.50 |
| OR 067 | Parkplace 1906, clear black CDS, target killer on GPC | 3.50 |
| OR 068 | Perrydale, 1914, bright pink CDS w/4 bartied on PPC | 5.00 |
| OR 069 | Pleasanthill, 1911, clear black Doane cancel tied on PPC | 8.00 |
| OR 070 | Rockville, 1943, clear black CDS w/4 bar on GPC | 8.00 |
| OR 071 | Ruch, 1915, clear black CDS tied to 1¢ green on PPC | 7.50 |
| OR 072 | Saint Johns, clear black CDS w/4 bar on GPC | 7.00 |
| OR 073 | Salem, State Fair Sta., 1937, clear black CDS w/4 bar on cover | 4.00 |
| OR 074 | Salem, 1945, clear black CDS "VJ" killer on Victory Postalgram | 8.00 |

UTAH

| | | |
|--------|---|-------|
| UT 001 | Blue Creek, 1935, bold black CDS w/4 bar tied on GPC | 5.50 |
| UT 002 | Bridgeport, 1940, clear black CDS w/4 bar on GPC | 6.50 |
| UT 003 | Burbank, 1914, clear black CDS w/4 bar on PPC | 20.00 |
| UT 004 | Burmester, 1930, clear green CDS w/4 bar on cover | 7.50 |
| UT 005 | Castle Gate, 1930, clear black CDS (inv.yr date). Adv c/c | 3.50 |
| UT 006 | Cache Junction, 1932, clear black conc CDS w/4 bar on cover | 5.00 |
| UT 007 | Colton, 1931, clear black CDS w/4 bar tied on LDC crease | 10.00 |
| UT 008 | Etna, 1941, clear black CDS w/4 bar tied on GPC. LDC | 8.00 |
| UT 009 | Frisco, 1898, clear black CDS tied to 2¢ entire. Also purple H.S.M.Col | 18.50 |
| UT 010 | Gandy, 1949, clear black CDS w/4 bar on cacheted LDC | 4.00 |
| UT 011 | Garfield, 1908, clear black CDS w/4 bar tied on PPC | 8.50 |
| UT 012 | Grass Creek, 1931, clear purple CDS w/4 bar on cover | 12.50 |
| UT 013 | Harrisville, 1893, clear black CDS, target killer 2¢ Col entire | 20.00 |
| UT 014 | Hatton, 1940, clear black CDS w/4 bar on LDC | 4.00 |
| UT 015 | Hinkley, 1908, clear black CDS w/4 bar tied to 2¢ entire on cover | 27.50 |
| UT 016 | Hooper, 1893, clear black CDS, target killer 2¢ Col. entire | 12.50 |
| UT 017 | Hooper, 1911, clear black CDS w/4 bar on PPC | 4.00 |
| UT 018 | Hoytsville, 1937, clear black CDS w/4 bar on GPC | 6.50 |
| UT 019 | Huntsville, 1893, clear black CDS, target killer 2¢ Col. entire | 12.50 |
| UT 020 | Kearns, 1950, bold black CDS w/4 bar on Fine FDC | 7.50 |
| UT 021 | Kelton, 1940, clear black CDS w/4 bar on cover | 6.00 |
| UT 022 | Lockerby, 1937, clear black CDS w/4 bar on LDC | 7.50 |
| UT 023 | Lund, 1932, clear black CDS w/4 bar on cover | 4.50 |
| UT 024 | Mercur, 1938, clear black CDS w/4 bar on cover | 10.00 |
| UT 025 | Mudena, 1909, clear black CDS w/4 bar tied on PPC | 5.00 |
| UT 026 | Mohrland, 1938, clear black CDS w/4 bar tied on GPC. Cacheted LDC | 12.50 |
| UT 027 | Mount Pleasant, 1890, clear black CDS, target killer 2¢ entire | 8.50 |
| UT 028 | North Ogden, 1893, clear black dbl rim CDS, also Huntsville, 2¢ Co.ent. | 20.00 |
| UT 029 | Park City, 1903, clear black CDS tied to 1¢ green on cover | 7.50 |
| UT 030 | Peerless, 1931, clear purple CDS w/4 bar on LDC | 12.50 |
| UT 031 | Pine Valley, 1945, bold black CDS w/4 bar tied on GPC | 5.00 |
| UT 032 | Pinto, 1941, clear black CDS w/4 bar on GPC. LDC | 12.50 |
| UT 033 | Plain City, 1893, clear black CDS, target 2¢ Col. entire | 30.00 |
| UT 034 | Promontory, 1940, clear black CDS w/4 bar on Business Reply Mail Cd | 9.00 |
| UT 035 | Promontory, 1940, clear black CDS w/4 bar on GPC. LDC | 7.50 |
| UT 036 | Promontory, 1934, clear black CDS w/4 bar on Illus RR adv c/c | 12.50 |
| UT 037 | Promontory Point, 1930, bold black CDS w/4 bar on cover | 15.00 |
| UT 038 | Provo City, 1885, clear black CDS tied on GPC. Terr. | 20.00 |
| UT 039 | Rubysinn, 1934, clear black conc. M.O.B. CDS tied on PPC | 3.50 |
| UT 040 | Salt Lake City, 1885, clear black CDS, #210 adv.c.c | 17.50 |
| UT 041 | Scipio, 1929, clear black CDS w/4 bar tied on PPC | 3.50 |
| UT 042 | Silver City, 1951, clear black CDS w/4 bar on GPC. LDC | 3.50 |
| UT 043 | Silverlake, 1919, clear black CDS w/4 bar tied on PPC | 4.00 |
| UT 044 | Silver Reef, 1894, clear black CDS tied to 2¢ Col. entire on cover | 42.50 |
| UT 045 | Silver Reef, 1880, spotty legible back CDS, target killer 3¢ BN | 40.00 |
| UT 046 | Slaterville, 1893, clear black dbl rim CDS tied to 2¢ Col.ent. WoF | 47.50 |
| UT 047 | Spry, 1955, clear black CDS w/4 bar on cacheted LDC | 3.50 |
| UT 048 | Stateline, 1938, clear black CDS w/4 bar on cover | 15.00 |
| UT 049 | Terrace, 1880's clear black conc CDS tied on GPC | 25.00 |
| UT 050 | Topliff, 1936, clear purple CDS w/4 bar on LDC | 12.00 |
| UT 051 | Tremonton, 1934, clear black CDS, Flag cancel on cover | 6.00 |
| UT 052 | Washington, 1932, clear purple CDS w/4 bar & "Last Day 2¢ Rate" tied | 12.50 |
| UT 053 | Waskakie, 1931, clear purple CDS w/4 bar on GPC. LDC | 17.50 |
| UT 054 | Weber, 1880's, weak legible back CDS, target killer 2¢ Col. entire | 27.50 |
| UT 055 | Woods Cross, 1910, clear black CDS tied on PPC | 3.50 |
| UT 056 | Yost, 1940, clear black CDS w/4 bar & Albuq & Los Ang. E.D.R.P.O. | 5.00 |

TO BE CONTINUED

THE AMERICAN INVASION OF IRAN

By Richard W. Helbock

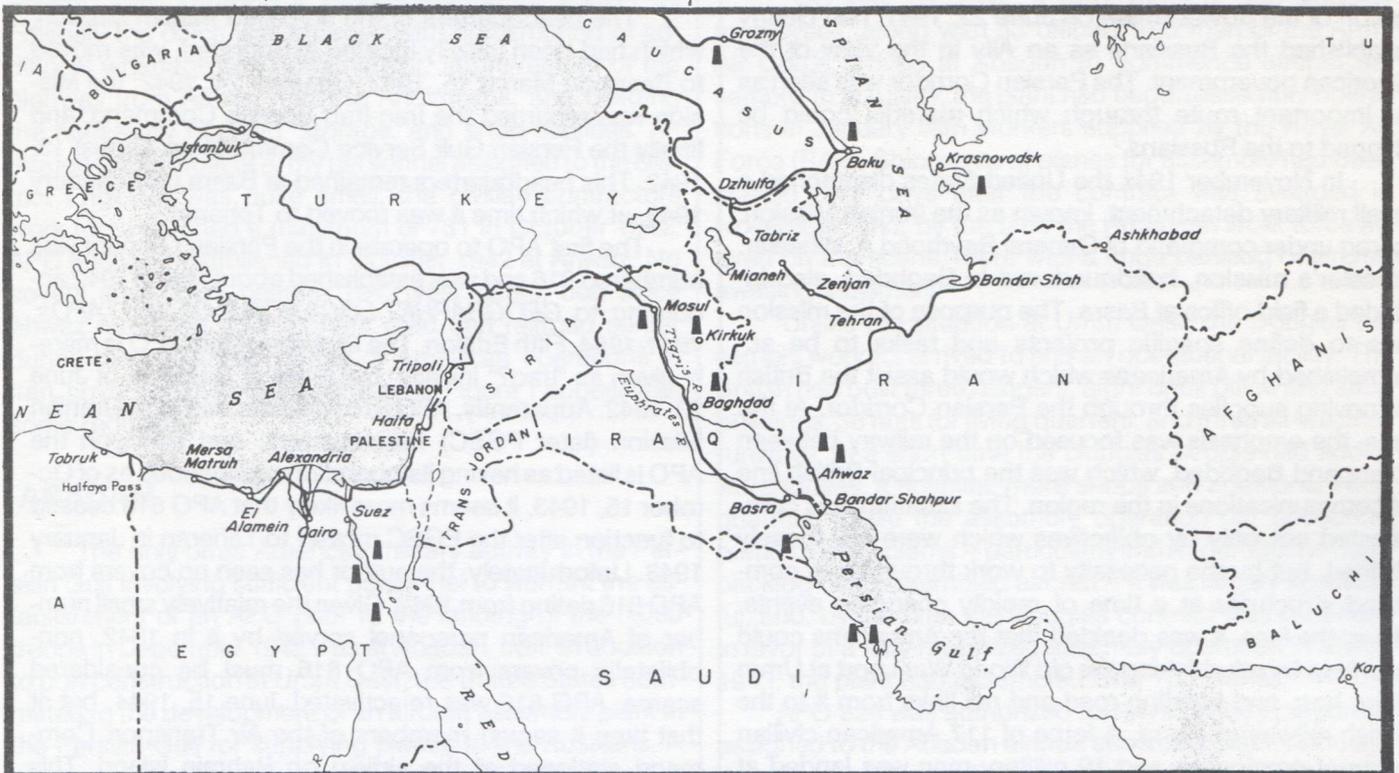
An advance force of over five thousand United States Army troops suddenly lands at the Persian Gulf port of Khorramshahr. In a matter of days the Americans have consolidated their position and completely taken over operation of the port. The Iranian government, caught by surprise, fires off a series of protesting notes to the United States, Great Britain, and the Soviet Union, but the build-up of U. S. troops in the south continues. Within a few short weeks, American forces number over 20,000, and have taken complete control of Iran's major ports, highways and railroad networks.

Protests over this unexpected American intervention continue from Teheran, but the bold action of United States forces has resulted in an almost absolute domination of lines of supply and communication throughout the country. The American occupation of Iran will continue for the next three years.

Although this sounds for all the world like a scenario from one of those jingoistic movies being churned out by Hollywood in recent years, it really happened. Granted, there were some extraordinary circumstances surrounding the dispatch of U. S. troops to Iran. The "invading forces" were specialists in construction, port operations, transportation and communications; and not combat troops. The United States presence in Iran came at the behest of Great Britain, herself an invader of Iran. The ob-

jective of the operation was to provide material assistance to the Soviet Union, also an invader of Iran but under attack herself by forces of Nazi Germany. And, finally, the Iran into which American troops were committed was a very different place than what it is today. Occupied by both the British and Soviets, the Iranian government could do little more than raise meek protests to the unexpected presence of yet a third military force operating within their borders; and, despite the economic disruptions caused by the American activities, many in Iran eventually came to look upon the United States efforts as a benefit to their country.

The American military operation in Iran, known for most of its life as the Persian Gulf Service Command (PGSC), is a fascinating, if little known, chapter in the overall history of World War II. From its very modest beginning in the late months of 1941, our effort to supply the British, and in concert with them, the Russians, through the Persian Gulf Corridor eventually brought nearly 30,000 U. S. servicemen into Iran. The diversity of projects undertaken by the PGSC caused these American troops to be scattered along a line through Iran stretching from the port at Khorramshahr to the town of Kazvin in the north -- a distance about equal to that separating New York City from Detroit. As was the case in other overseas military operations of WWII, the troops were served by a series of numbered Army Post Offices. These APOs, from which covers may still be found, were associated with the major



MAP 1. The Persian Corridor with Railroads and Oilfields.

American projects and activities in Iran. The purpose of this article is to relate the various APOs which operated in Iran to the projects undertaken by troops of the PGSC. In so doing, we will recount, briefly, the history of this most interesting military operation -- the first major experience of the United States in the Persian Gulf, and, hopefully, add to the historical significance of those covers which survive from the WWII American APOs of Iran.

AMERICANS IN AUXILIARY STATUS

The British and the Russians jointly invaded Iran on August 25, 1941. Iran was at the time neutral, but there was a strong German influence within the country, and both the British and Russians had reasons to fear a German presence in Iran. Russia occupied the country north of Teheran and the British occupied the south. Shortly after the invasion both countries signed an agreement with Iran -- the Tri-Partite Treaty -- stating basically that if Iran would remain neutral the occupying nations would not interfere in its domestic affairs and would withdraw their armies within six months after the cessation of hostilities.

American participation in the Persian Gulf was initiated as early as September 1941. The Roosevelt Administration saw the region as a possible route through which supplies could be sent to British forces operating throughout the Middle East. Under provisions of the Lend-lease Program, the United States could supply Britain while still remaining officially neutral in the War. Russia did not yet qualify for American lend-lease, but Hitler's invasion of the Soviet Union on June 22, 1941, had clearly established the Russians as an Ally in the view of the American government. The Persian Corridor was seen as an important route through which materiel could be shipped to the Russians.

In November 1941 the United States dispatched a small military detachment, known as the Iranian Mission, to Iraq under command of General Raymond A. Wheeler. Wheeler's mission, headquartered in Baghdad, also included a field office at Basra. The purpose of the mission was to define specific projects and tasks to be accomplished by Americans which would assist the British in moving supplies through the Persian Corridor. At the time, the emphasis was focused on the railway between Basra and Baghdad, which was the principal British line of communications in the region. The situation was complicated not only by objectives which were still loosely defined, but by the necessity to work through two command structures at a time of rapidly changing events. Never-the-less, it was decided that the Americans could best help by refurbishing the old World War I port at Umm Qasr, Iraq, and building road and rail links from it to the British railway at Basra. A force of 117 American civilian contract employees and 19 military men was landed at Basra on February 14, 1942, to begin work on this project. Their arrival brought the total U.S. military strength in the

region as of February 1942 to 46 officers and enlisted men. The Umm Qasr port project was an absolute disaster. The construction crew arrived at the site to find intolerable living conditions, necessary equipment and supplies were delayed by weeks in transit, and there was continuing disagreement with the British over who should be doing what for whom. In April 1942 after only minor improvements had been made at the port site, orders were received from Washington to cease all work at Umm Qasr. Within a few weeks the entire American effort was shifted from Iraq to Iran, a decision reflecting the realization at high levels that the real purpose of American participation in the Persian Corridor was to build up the supply line to the Soviet Union.



Insignia of the Persian Gulf Service Command.

The headquarters of the so-called Iranian Mission, which had been initially located in Baghdad, was moved to Basra on March 15, 1942. On June 24, 1942, the Mission was renamed the Iran-Iraq Service Command, and finally the Persian Gulf Service Command on August 13, 1942. This headquarters remained at Basra until January 1943, at which time it was moved to Teheran.

The first APO to operate in the Persian Corridor was numbered 816 and was established about March 1942 according to *GEOGRAPHIC LOCATIONS OF U.S. APOs, 1941-1984, Fifth Edition*. The location of this APO is merely given as "Iraq?" initially, but listed at Basra as of June 23, 1942. Apparently, APO 816 was attached to the Iranian Mission (later PGSC) headquarters, and although the APO is listed as having its operations suspended as of October 15, 1943, it seems more likely that APO 816 ceased to function after the PGSC moved to Teheran in January 1943. Unfortunately, the author has seen no covers from APO 816 dating from 1942. Given the relatively small number of American personnel served by it in 1942, non-philatelic covers from APO 816 must be considered scarce. APO 816 was re-activated June 15, 1944, but at that time it served members of the Air Transport Command stationed at the airfield on Bahrain Island. This period of operation will be discussed later.

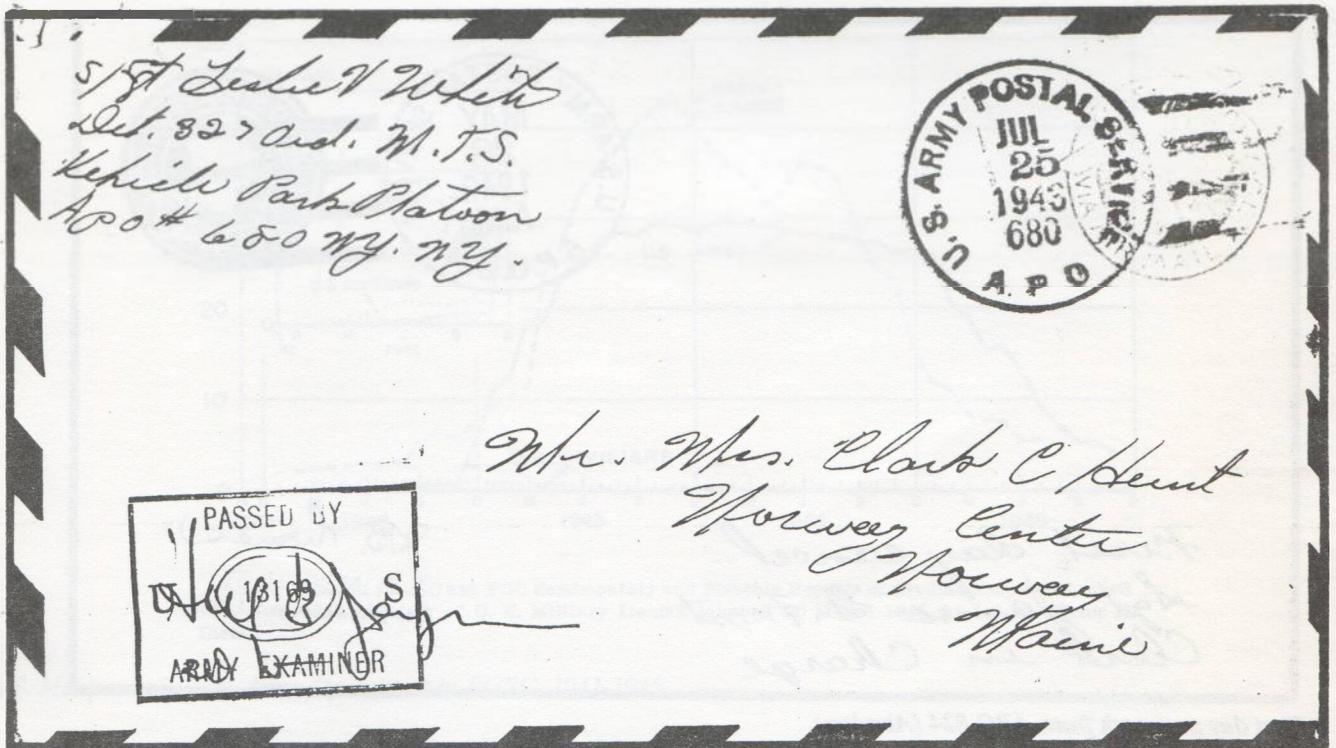


Fig. 1. Cover postmarked at APO 680 (Ahwaz) in July 1943.

On May 27, 1942, the office of the U.S. Iranian District Engineer, which operated somewhat independently from the Iranian Mission, was moved from Basra to Ahwaz, Iran. Through a civilian contractor known as Folspen, the office was charged with construction of additional wharfage at Khorramshahr, improvement of the highway from Ahwaz north to Andimeshk, and building the necessary housing, storage, and shop facilities. Although the number of Army personnel assigned to the District Engineer was quite small, the civilian contractors work force reached a maximum of 751 in October 1942. APO 680 was established in October 1942 at Ahwaz. No covers are known bearing 1942 year dates, but, since Ahwaz remained an important road and railroad center during the militarized phase of American operations in Iran, covers such as that illustrated in Figure 1 appear with some regularity.

ABADAN

The only other American military activity in the Persian Gulf involving sufficient personnel to warrant the establishment of an APO prior to the landing of the 5,000 troops in December 1942 was at Abadan, Iran. In addition to port construction at Umm Qasr, the United States committed to the development of an aircraft assembly plant in the Persian Gulf for supplying planes to the Russians. A location was selected adjacent to the airfield three miles north of the Anglo-Iranian Oil Company refinery on Abadan Island. On November 25, 1941, the Douglas

Aircraft Company was authorized to undertake the assembly project, which was to be known as Project CEDAR (Civilian Emergency Defense Aid to Russia).

On May 20, 1942, a work force of 356 Douglas employees, along with 53 officers and men of the Army Air Corps arrived at Abadan to commence aircraft assembly. In actuality, the plant had begun assembly operations in January with workers supplied by the Royal Air Force (RAF). Shipments of planes for assembly had been started only days after the contract was awarded in November, and, by the time the American work force arrived on the scene, there was a huge backlog of aircraft awaiting assembly.

Unlike the situation at Umm Qasr, the Douglas assembly workers arrived to find an operational facility. The British had built three hangars, eight brick office and shop buildings, 36 huts for living quarters, and three all-weather runways. In a short time the Douglas people had added warehouses, a hospital, more shops and additional living quarters. While the assembly operation did encounter numerous problems -- particularly with regard to the huge backlog of unassembled aircraft -- it was largely successful, and, by the time the Douglas contract was cancelled in favor of a fully militarized assembly operation in March 1943, the plant had assembled over 700 planes.

APO 824 was authorized to serve military personnel assigned to the Abadan aircraft assembly plant. Although the office is listed as being established in April 1942, the cover in Figure 2 purports to be a first day of service

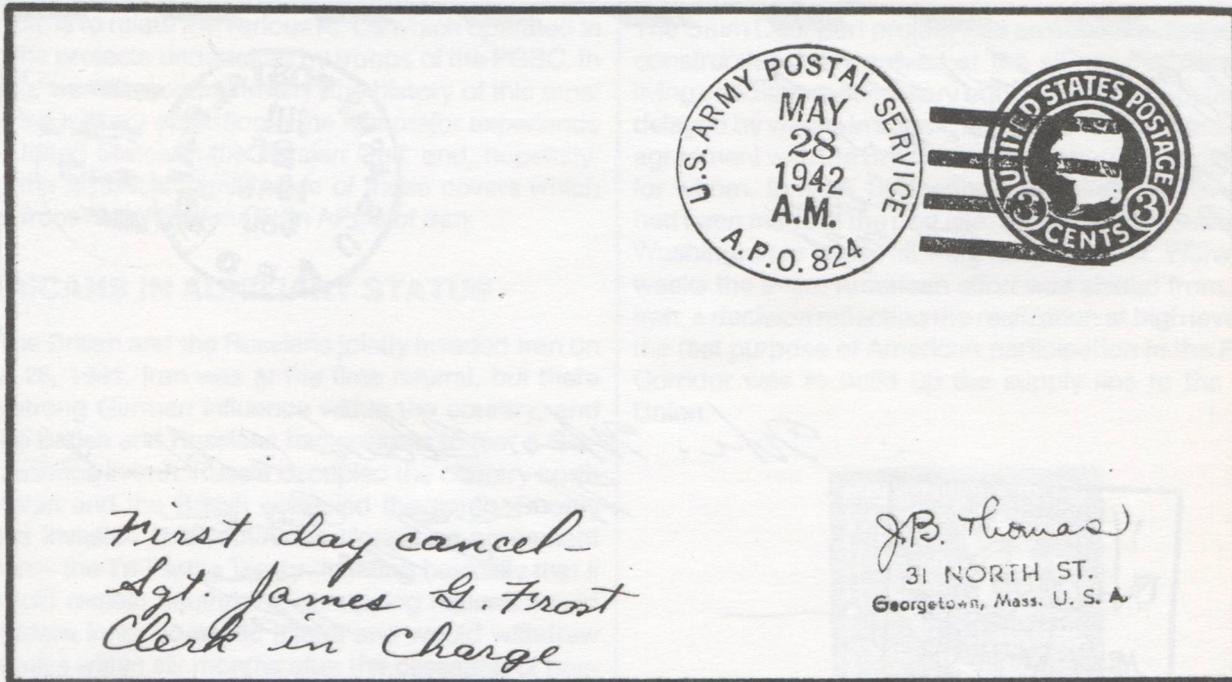


Fig. 2. First day postmark from APO 824 (Abadan).

postmark and it is dated May 28, 1942. Given the arrival of the first major contingent of civilians and airmen on May 20th, this later date appears most reasonable.

The number of civilian and military personnel assigned to Abadan remained more or less constant throughout most of 1942. By mid-August, there were 65 air corps officers and men and the number of Douglas employees remained about 200 with an additional 50-200 on loan from the Douglas aircraft plant in Gura, Eritrea. On April 1, 1943, at which time the complex was redesignated Abadan Air Base and civilians were replaced by men of the 17th Depot Repair Squadron, there were 436 Air Force officers and men on the base. Aircraft assembly continued to be the primary activity of the base until August 1944 at which time its role was shifted to air operations. By that time Abadan had become a busy airfield with its transient planes and passengers and all the elaborate installations required to serve them. Abadan Air Base had, during this later period, an aggregate strength of 26 officers and 502 enlisted men. The United States remained in occupancy of Abadan until the end of December 1945.

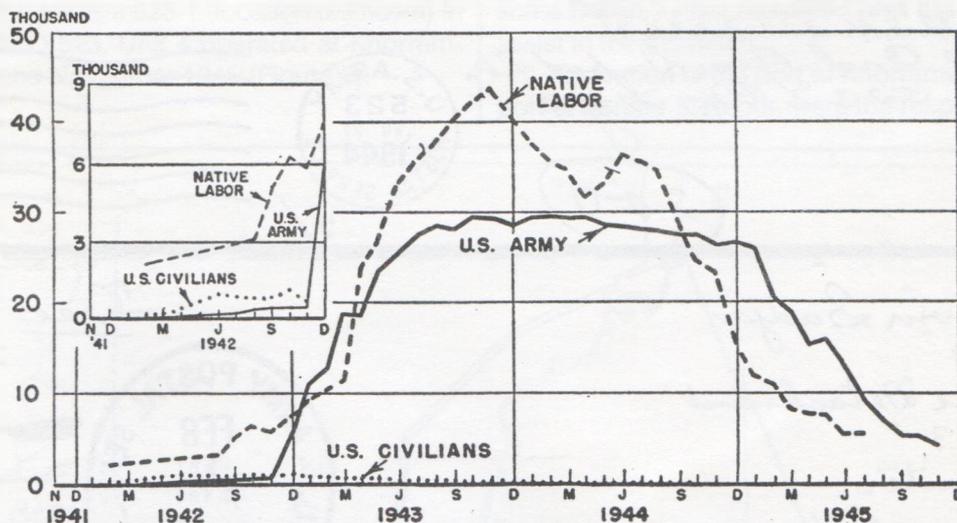
APO 824 continued to serve the American personnel of Abadan until their withdrawal in December 1945. Based upon the author's experience, non-philatelic covers from the APO are not plentiful, although, given the variation in numbers of personnel assigned to Abadan, 1943-1945 dates ought to be more common than 1942 dates.

THE AMERICAN INVASION

The decision to greatly increase the American presence in the Persian Gulf Corridor was reached in September 1942. Three major factors influenced this decision: the ominous military situation which saw Axis forces advancing from the west and north toward the critical oil fields of Iraq and Iran, the increased priority to supply the Soviet Union, and the crisis which had arisen in Persian Gulf logistics. Operating under a plan known as the SOS Plan, it was decided that the United States would commit a force of 25 to 30 thousand service troops to Iran. Their overall objective would be to facilitate the flow of supplies through the Persian Corridor to the Soviet Union, but in so doing their work would be concentrated in several critical areas. These areas were defined as: port operation, highway construction, railway improvements, and truck assembly.

In early December of 1942 the troop ship *WEST POINT* arrived at Bombay, India, with over 5,000 U.S. servicemen destined for the Persian Corridor. From Bombay the American contingent traveled aboard the *RHONA*, the *LANCASHIRE*, and the *DILWARA*, three British ships of smaller draft. The Americans landed at Khorramshahr on the 11th and 12th of December, and, much to the alarm and dismay of the Iranian government which had not been notified of their coming, began to take over port operations from the British.

The number of American troops in Iran increased rapidly during the early months of 1943 to reach a peak of about 30,000 men in late summer of that year (Figure 3). Thereafter, the number of Americans remained rough-



Source: Table 12; PGSC and PGC Semimonthly and Monthly Reports of Civilian Employees, April 1943-July 1945; History of U. S. Military Iranian Mission, 20 March 1943, by 1st Lt. Victor E. Dietze.

Fig. 3. Manpower in U.S. Army Operations in PGSC, 1941-1945

ly constant until February 1945 at which time it began to decline rapidly until all had departed by December of that year.

Postal service was provided for the American personnel in Iran through eight new Army Post Offices (in addition to APO 824 at Abadan and APO 680 at Ahwaz which continued to operate). Three new offices were established in December 1942: 795 (Khorramshahr), 797 (Andimeshk), and 523 (serving the HQ Persian Gulf Service Command which moved from Basra to Teheran on January 3, 1943). Two additional APOs were added in the spring of 1943: 796 (Bandar Shahpur) and 799 (Sultanabad). The final three APOs were established in the fall of 1943: 535 (Kazvin), 784 (Hamadan), and 783 (Khurramabad).

The distribution and establishment sequence of these APOs related directly to American activities in Iran. What follows is an attempt to relate these APOs to the various projects and activities undertaken by the U.S. Army in Iran. For simplicity of discussion, these activities are divided herein into five categories: command, ports, highways, railroads, and vehicle assembly.

COMMAND

Major General Donald H. Connolly assumed command of the Persian Gulf Service Command at Basra, Iraq, on October 20, 1942. At the time the total strength at his disposal included some 400 officers and men of the Army supply services and the Air Force, and just under 1,000 American civilians. Within eight months PGSC military strength would grow to nearly 30,000 service troops, and

only a handful of civilians would remain after the militarization of various projects.

In the first week of January 1943 the PGSC Headquarters was moved from Basra to interim quarters on Shah Reza Avenue in Teheran. On July 18, 1942, the headquarters was moved to Camp Amirabad on the outskirts of the city. Camp Amirabad, located on rising ground between Teheran and the mountains, was begun early in December 1942 with permission of the Iranian Government, which had itself planned to build a cantonment upon the site. The eventual cost of the camp exceeded two and a quarter million dollars. It featured brick barracks, a fine hospital, shops, offices, warehouses, and recreational facilities. APO 523 operated here until the GHQ was withdrawn from Teheran to Khorramshahr on September 19, 1945. The APO was later transferred -- at least on paper -- to Cairo, Egypt, in January 1946 and officially discontinued in April 1946.

APO 523 certainly had one of the highest volumes of business in the Persian Corridor. Figure 4 illustrates a cover mailed from this office in February 1943, a time when the GHQ was still operating in temporary quarters. The APO was still using a handstamp postmark. Figure 5 illustrates a 1944 cover and it may be noted that by this date the APO had begun canceling mail by machine, a strong indication of its increased volume of business. There were apparently some branches and units of APO 523 which operated at other locations in Iran. Complete details are unfortunately lacking as to dates of operation and units established, but examples of covers with return addresses indicate that: APO 523A was operating at Qum in August 1943; there was a 523B (location unknown) in

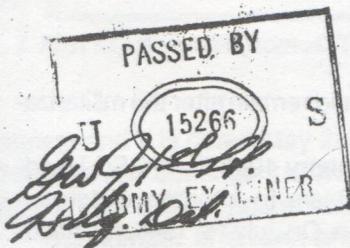
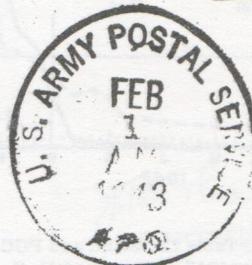
Corp. Sam C. Sotgiop
A.S.N. 31033363
327 Ord. Base Depot Co.
A.P.O. 523 7/4 P.M. N.Y.C.



(200)

Priv. Marvin Sadja
33284249
Headquarters Detachment
A.P.O. - 523
c/o Postmaster
New York, N.Y.

Free



Penna Liquor Control Board
Mr. W. M. Cauffield
Personnel Director
Northwest Bldg.
Harrisburg, Pa.

Figs. 4 & 5. Covers postmarked APO 523 (Camp Amirabad).

714 Fred G. Chmielowski #36350242
1732 Engin. Serv. Co.
A.P.O. 680 7/4 P.M.
New York, N.Y.



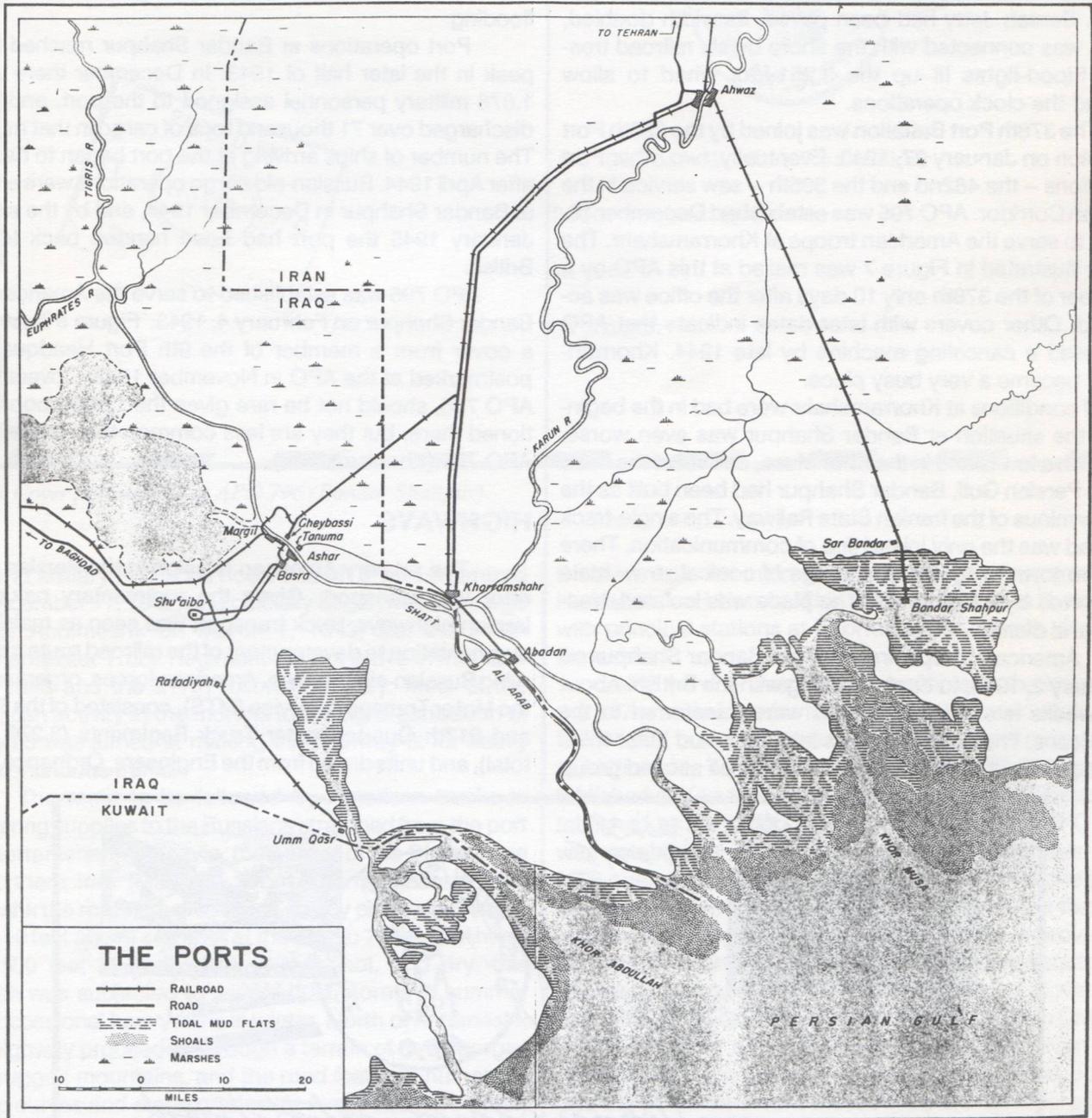
Mrs & Mrs E. Chmielowski
2326 W. Lister Ave
Chicago 14, Ill

Fig. 6. Cover postmarked Unit 4, APO 523 (Khorramshahr).

November 1945; there was a 523-1 (location unknown) in June 1943; and, APO 523, Unit 4 operated at Khorramshahr in October and November 1945 (Figure 6).

some British forces remained until the end of January to assist in the transition.

Operation of the port of Khorramshahr, and later the port of Bandar Shapur, were the responsibility of the 9th



Map 2.

PORTS

The first American troops to come ashore at Khorramshahr included the 940 officers and men of the 378th Port Battalion. On December 13, 1942, the day after their arrival, these troops were already at work under the direction of the British. The port at Khorramshahr was formally transferred to American control on January 7, 1943, but

Port of Embarkation. Khorramshahr lies 70 miles up the Shatt al Arab River, and before 1942 its facilities consisted of a single concrete berth at Sentab Jetty which was connected to the interior by a desert road fit only for camels. By the time the first Americans arrived, the British had made many improvements to the site, including a rail branch and an incomplete modern highway stretching in-

land from the docks to Ahwaz. Housing was still a problem, however, and the American troops were first quartered in tents pitched in a muddy flooded area about a mile inland from the jetty. Gradually, over the next eight months, the tent camp was replaced by mud-brick barracks. Sentab Jetty had been paved, its width doubled, and it was connected with the shore by six railroad trestles. Flood-lights lit up the 3,251-foot wharf to allow around-the-clock operations.

The 378th Port Battalion was joined by the 380th Port Battalion on January 27, 1943. Eventually, two other Port Battalions -- the 482nd and the 385th -- saw service in the Persian Corridor. APO 795 was established December 18, 1942, to serve the American troops at Khorramshahr. The cover illustrated in Figure 7 was mailed at this APO by a member of the 378th only 10 days after the office was activated. Other covers with later dates indicate that APO 795 used a canceling machine by late 1944. Khorramshahr became a very busy place.

If conditions at Khorramshahr were bad in the beginning, the situation at Bandar Shahpur was even worse. Lying on a low island in the Khor Musa, an inlet at the head of the Persian Gulf, Bandar Shahpur had been built as the sea terminus of the Iranian State Railway. The single-track railroad was the only inland line of communication. There was no town, only a native village of conical straw mats supported by rough poles. The place was isolated, treeless, and dismal.

American troops first reached Bandar Shahpur on February 2, 1943, to begin working with the British. About two weeks later the operations were transferred to the Americans. The first Americans inherited mud huts which had been used by the Royal Air Force. The second group

pitched their tents next to the native laborers' camp in an area of knee-deep mud. Living conditions received high priority among the list of initial projects. Wooden sidewalks were laid by March, barracks begun by May, and by December there were two tidal gates to control the flooding.

Port operations at Bandar Shahpur reached their peak in the later half of 1943. In December there were 1,676 military personnel assigned to the port, and they discharged over 71 thousand tons of cargo in that month. The number of ships arriving at the port began to decline after April 1944. Russian-aid cargo operations were ended at Bandar Shahpur in December 1944, and by the end of January 1945 the port had been handed back to the British.

APO 796 was established to serve the Americans at Bandar Shahpur on February 4, 1943. Figure 8 illustrates a cover from a member of the 9th Port Headquarters postmarked at the APO in November 1943. Covers from APO 796, should not be rare given the 1,500 troops stationed there, but they are less common than those from APO 795 (Khorramshahr).

HIGHWAYS

The primary American mission in the Persian Corridor was transport. Given the rudimentary nature of Iranian highways, truck transport was seen as mainly an augmentation to development of the railroad route for carrying Russian-aid tonnage. American forces, organized as the Motor Transport Service (MTS), consisted of the 516th and 517th Quartermaster Truck Regiments (3,270 men total), and units drawn from the Engineers, Ordnance, Sig-

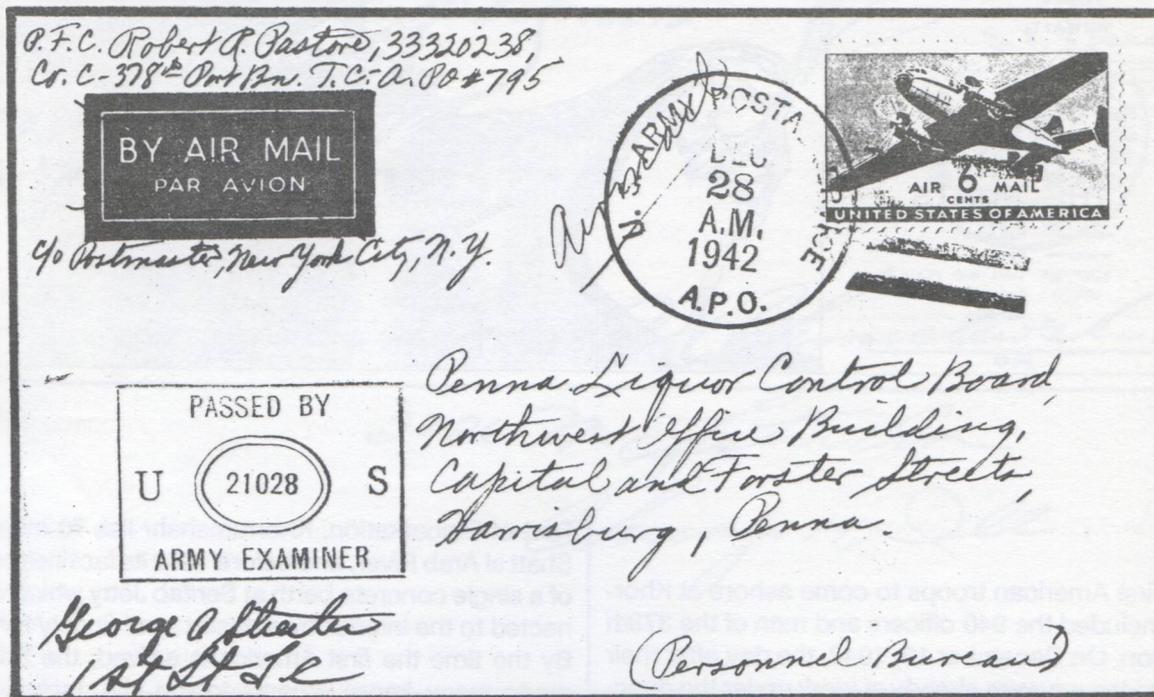


Fig. 7. Cover mailed from APO 795 (Khorramshahr) in Dec. 1942

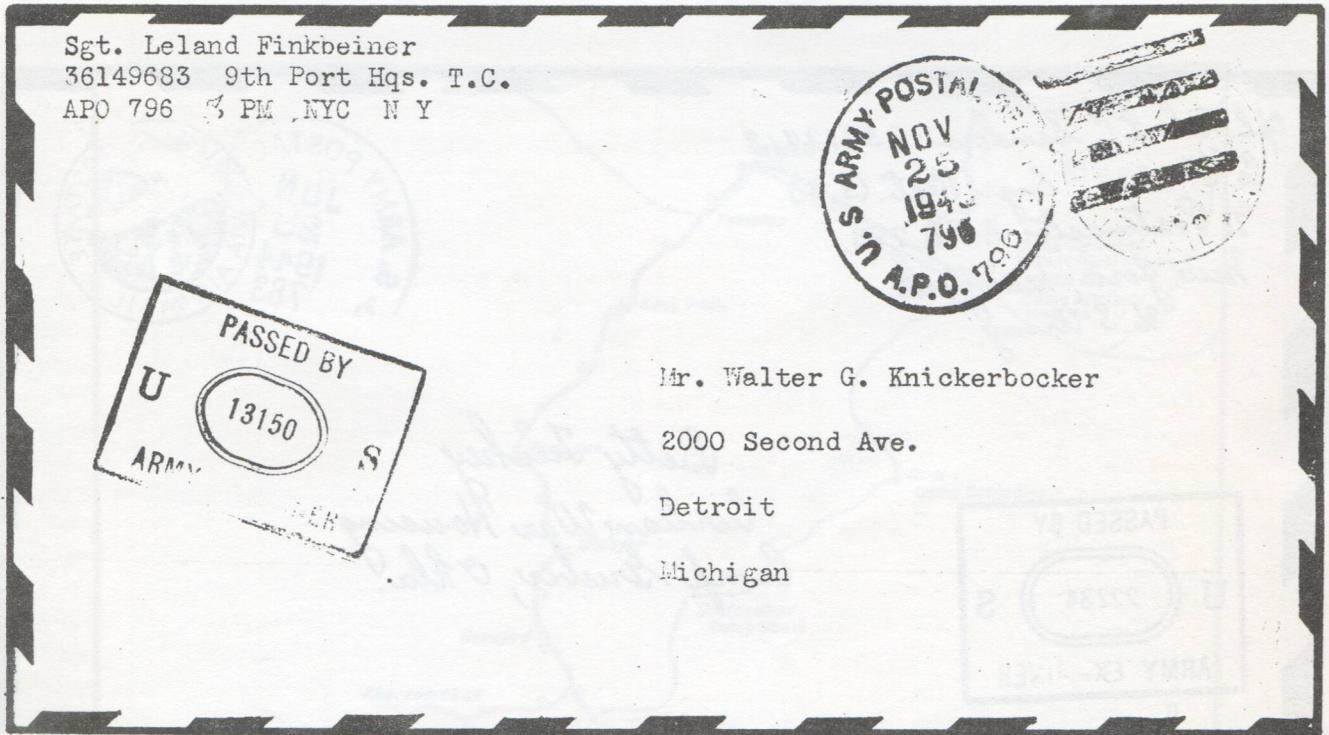


Fig. 8. Cover postmarked at APO 796 (Bandar Shahpur).

nal, and Military Police services. The MTS was organized on December 17, 1942, and officially began moving cargo out of Andimeshk on March 1, 1943, but the 516th Quartermaster Truck Regiment did not arrive in Iran until May 1943 and the 517th followed in July. Most of the American activity in the months following organization of the MTS was aimed at making the highway fit for heavy and continuous traffic.

The route to be followed by American trucks in delivering supplies to the Russians stretched from the port at Khorramshahr to Kazvin, the border of the Soviet zone in northern Iran (Map 3). From Khorramshahr to Andimeshk the route crossed a low, sandy plain, which rises from 10 feet above sea level at the port to 70 feet at Ahwaz and 500 feet at Andimeshk. Windy, hot, and dry, this stretch was subjected to severe dust storms in summer and occasional heavy rains in winter. North of Andimeshk the highway proceeded through a terrain of deep gorges and rugged mountains, and the road featured numerous sharp curves and steep grades. At Avej Pass (7,776 feet) the highway reached its highest point before descending once again to the town of Kazvin. The 5-mile stretch around Avej Pass was subject to bitter cold and heavy snowdrifts, which often forced its closure in winter.

The British had begun carrying Russian-aid over this highway in late 1941, and had established a chain of service and rest stations at Ahwaz, Andimeshk, Khurramabad, Hamadan, and Kazvin. Once all the forces of the MTS were in the field, by October 1943, the Americans organized the route into Northern and Southern Divisions. The 516th Truck Regiment operated in the Northern

Division with its main field stations at Khurramabad, Hamadan, and Kazvin. The 517th operated in the south with principal stations at Khorramshahr, Ahwaz, and Andimeshk.

APO service was already available to the troops of the 517th at their major field stations in the south by the fall of 1943, but there were no APOs along the route north of Andimeshk. To remedy this situation, APO 535 was established at Kazvin in early September, APO 784 was established at Hamadan in late September, and APO 783 was established at Khurramabad in early October. The MTS operated at full strength for just a little over one year. In November 1944 military planners determined that the Iranian State Railway had been sufficiently improved to carry all the inland cargo for the Russians, and accordingly ceased operations of the MTS truckers on November 30th. The APOs established to serve the Northern Division continued on for a few additional months, but, given their relatively light use and short period of importance, covers bearing postmarks from these APOs are considered fairly scarce. Figures 9 and 10 illustrate postmarks from APO 783 and APO 784.

THE RAILWAY

The Iranian State Railway was opened in August 1939. It had been built at a cost of some \$140 million and had taken seven years to complete. The standard-gauge, single-track main line extended 865 miles from Bandar Shahpur on the Persian Gulf to Bandar Shah on the southeastern coast of the Caspian Sea. Two branch lines were built by the Iranians in the north, and the British

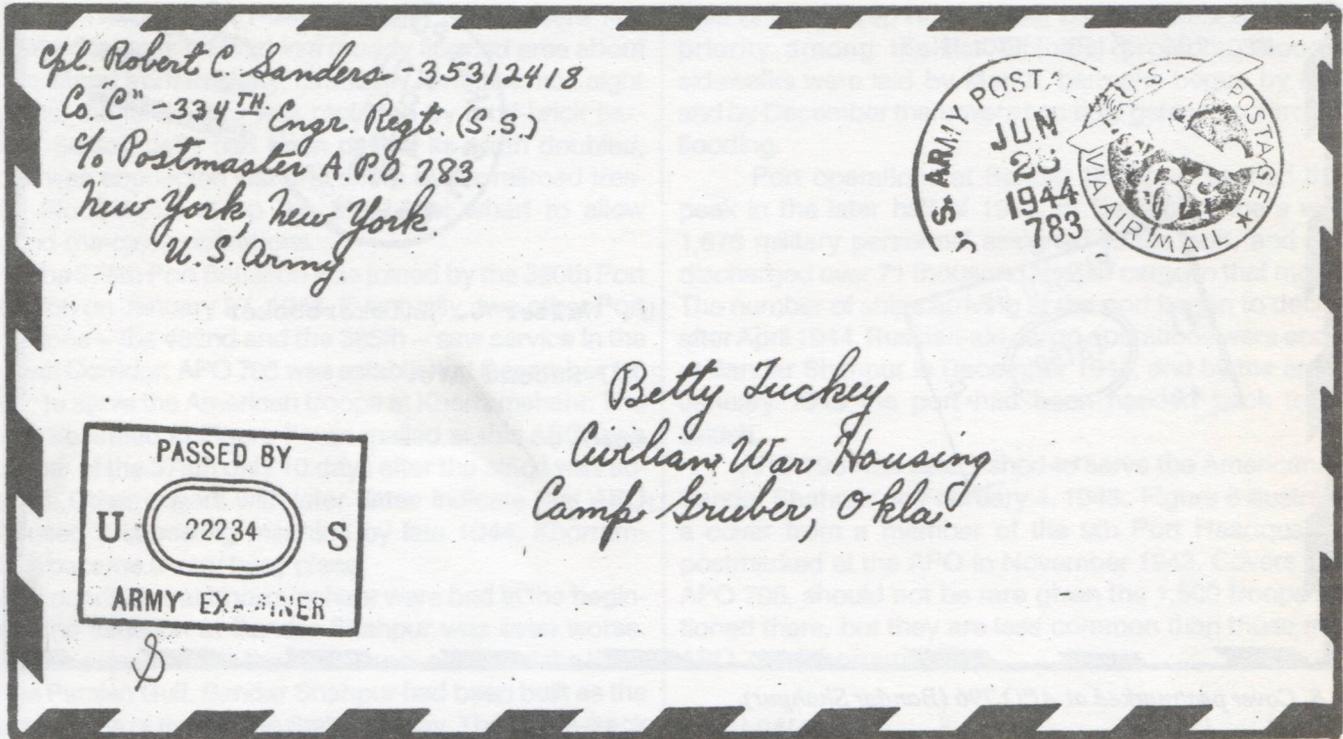


Fig. 9. Cover mailed from APO 783 (Khurramabad).

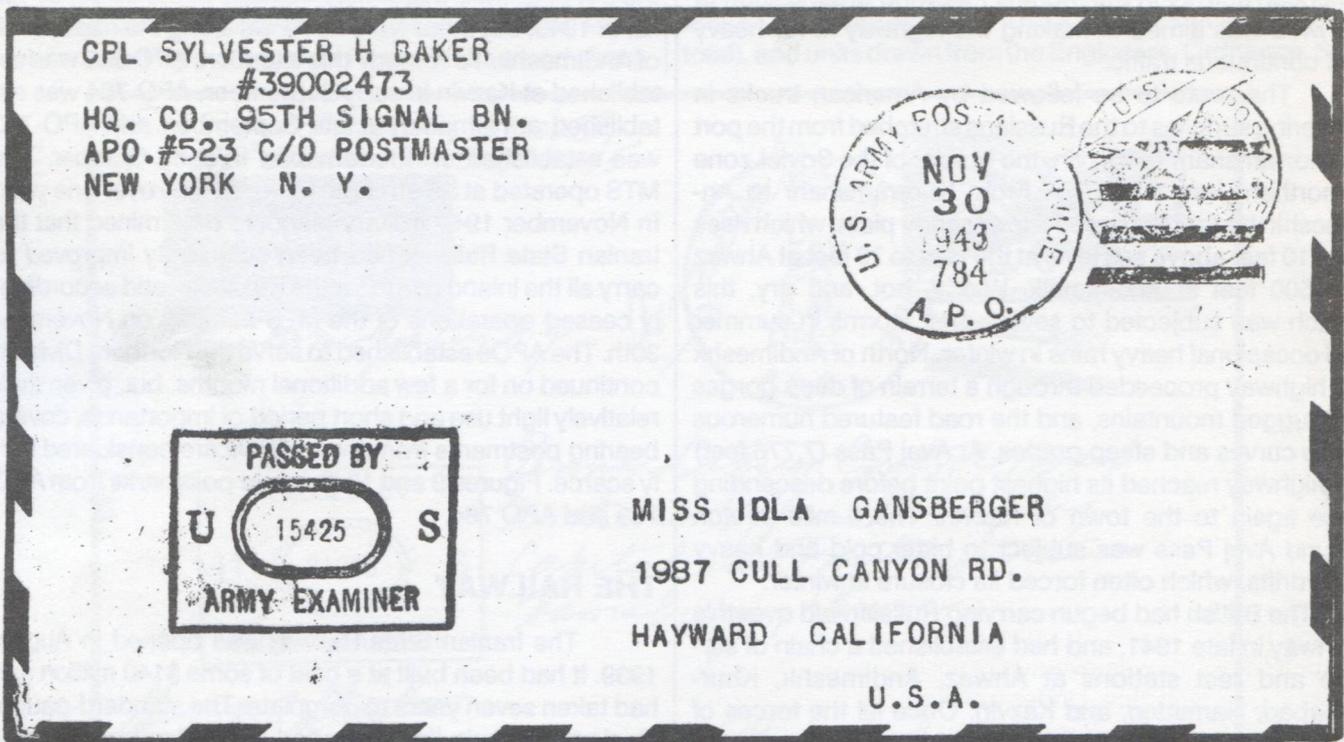
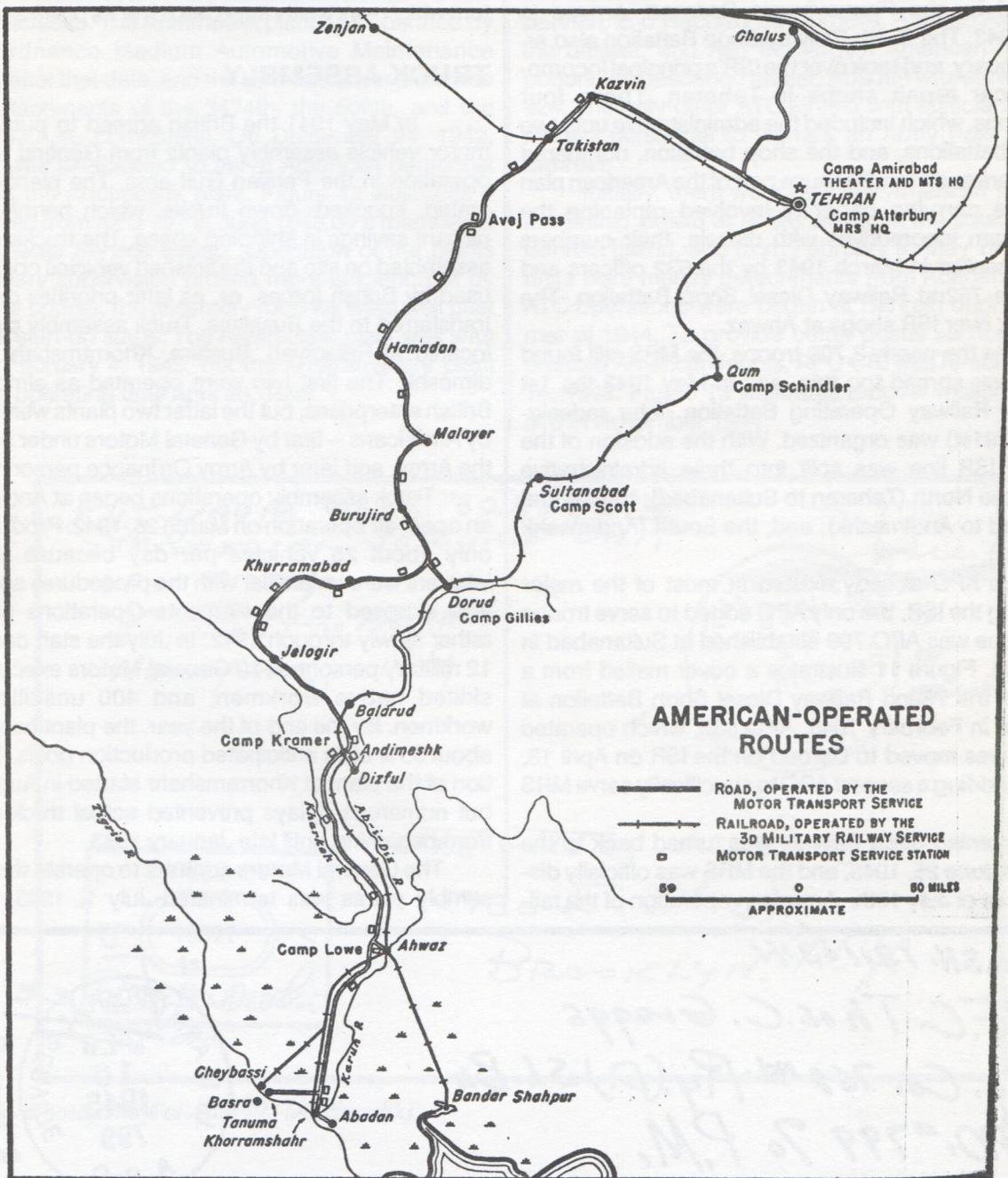


Fig. 10. Cover postmarked APO 784 (Hamadan).



Map 3.

added a third branch connecting Ahwaz with the port at Khorramshahr in 1942.

As was mentioned earlier, military planners saw the ISR as the primary means of delivering supplies to the Russians. The problem they confronted was how to make the line more efficient in terms of its carrying capacity. That this problem was eventually solved is illustrated by the following statistics. Under Iranian operation prior to the War the IRS could carry 200 tons per day. During the period of all-British operation (1941-42), the line averaged 661 long tons daily. When the line was jointly operated by

British and American troops (January-March 1943) the daily average climbed to 921 long tons. And during the period of exclusive American operation (April 1943-May 1945) the ISR averaged 3,397 long tons per day.

In December 1942 the American command created the Military Railway Service (MRS) to supervise operation of the ISR. Later that month the first troops arrived in the field in the form of the 711th Engineer Railway Operating Battalion. The 711th began work right away, and by January 1, 1943, they were operating trains on the branch from Khorramshahr to Ahwaz. Other troop units arrived

shortly thereafter. The 730th Railway Operating Battalion, sponsored by the Pennsylvania Railroad, arrived in January 1943. The 754th Railway Shop Battalion also arrived in January, and took over the ISR's principal locomotive and car repair shops in Teheran. These four organizations, which included the administrative unit, two operating battalions, and the shop battalion, numbered 3,067 officers and men. Because part of the American plan to improve carrying capacity involved replacing the Iranian steam locomotives with diesels, their numbers were augmented in March 1943 by the 632 officers and men of the 762nd Railway Diesel Shop Battalion. The 762nd took over ISR shops at Ahwaz.

Despite the nearly 3,700 troops, the MRS still found its manpower spread too thin, and in May 1943 the 1st Provisional Railway Operating Battalion (later redesignated the 791st) was organized. With the addition of the 791st, the ISR line was split into three administrative divisions: the North (Teheran to Sultanabad); the Central (Sultanabad to Andimeshk); and, the South (Andimeshk to the ports).

Since APO already existed at most of the major points along the ISR, the only APO added to serve troops along the line was APO 799 established at Sultanabad in March 1943. Figure 11 illustrates a cover mailed from a member of the 762nd Railway Diesel Shop Battalion at Sultanabad in February 1945. APO 535, which operated at Kazvin, was moved to Daroud on the ISR on April 13, 1945, thus adding a second APO to specifically serve MRS troops.

The Iranian State Railway was turned back to the Iranians on June 25, 1945, and the MRS was officially discontinued as of July 15th. American operation of the rail-

way had been highly successful, and Iran received a system which was vastly improved over its pre-war condition.

TRUCK ASSEMBLY

In May 1941 the British agreed to purchase four motor vehicle assembly plants from General Motors for operation in the Persian Gulf area. The plants received crated, knocked-down trucks, which permitted a significant savings in shipping space. The trucks were then assembled on site and the finished vehicles could then be used by British forces, or, as later priorities demanded, transferred to the Russians. Truck assembly plants were located at Rafadiyah, Bushire, Khorramshahr, and Andimeshk. The first two were operated as almost wholly British enterprises, but the latter two plants were operated by Americans -- first by General Motors under contract to the Army, and later by Army Ordnance personnel.

Truck assembly operations began at Andimeshk as an open-air operation on March 26, 1942. Production was only about 25 vehicles per day because the native laborers were unfamiliar with the procedures and all work was exposed to the elements. Operations proceeded rather slowly through 1942. In July the staff consisted of 12 military personnel, 10 General Motors executives, 150 skilled native workmen, and 400 unskilled native workmen. By the end of the year, the plant had met only about 35% of its anticipated production goals. Construction of the plant at Khorramshahr started in August 1942, but numerous delays prevented actual truck assembly from beginning until late January 1943.

The General Motors contract to operate the truck assembly plants was terminated July 1, 1943, but even

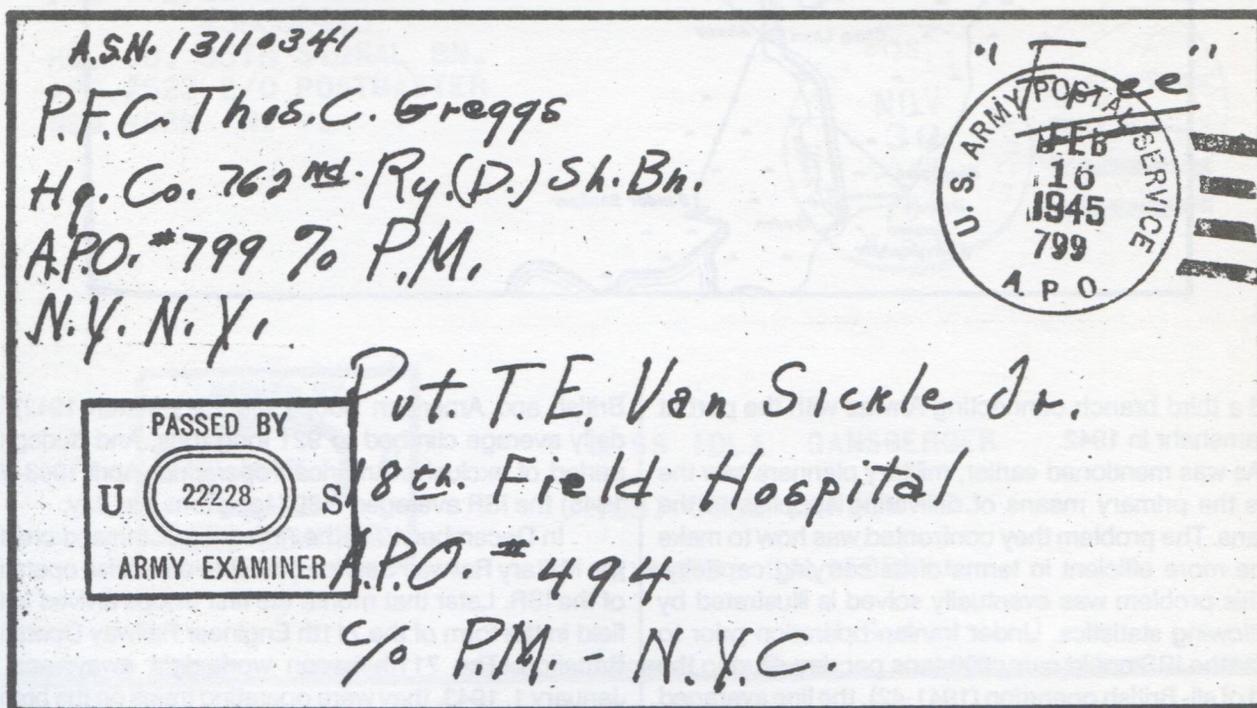


Fig. 11. Cover postmarked APO 799 (Sultanabad) on the ISR.

before that date the role of Army Ordnance personnel had begun to increase. The Andimeshk plant was operated by 3467th Ordnance Medium Automotive Maintenance Company after that date, and the Khorramshahr plant was run by detachments of the 3474th, the 506th, and the 3455th O.M.A.M. companies. On December 24, 1942, APO 797 was established to serve American personnel working at the Andimeshk plant. Figure 12 illustrates a cover mailed from APO 797 in June 1943 by a member of the 7th Special Service Group. Operation of the plants under military supervision proved more efficient, but by this time, of course, the assembly routines were well past their initial start-up stage. The Andimeshk plant was shut down on February 4, 1945, but the Khorramshahr plant continued operating until April 20, 1945.

vin. Outside Iran there were ATC units at Basra, Sharja, Bahrein, and Habbaniya. Of these, Abadan Air Base was the busiest, and had the largest American troop component. As described earlier, Abadan was served by APO 824. The only other ATC airfield with sufficient American military personnel to warrant an Army Post Office was Bahrein.

Initially, there were very few American stationed at the British airfield at Al Muharrag on the southern end of Bahrein Island, and from February to May 1944 the ATC units were merely detachments from Abadan. Extensive ATC operations were begun at Bahrein during the summer of 1944. To provide better postal service for the increased American forces, APO 816 was re-activated June 14, 1944. Figure 13 illustrates a cover mailed from APO 816 in November 1944.

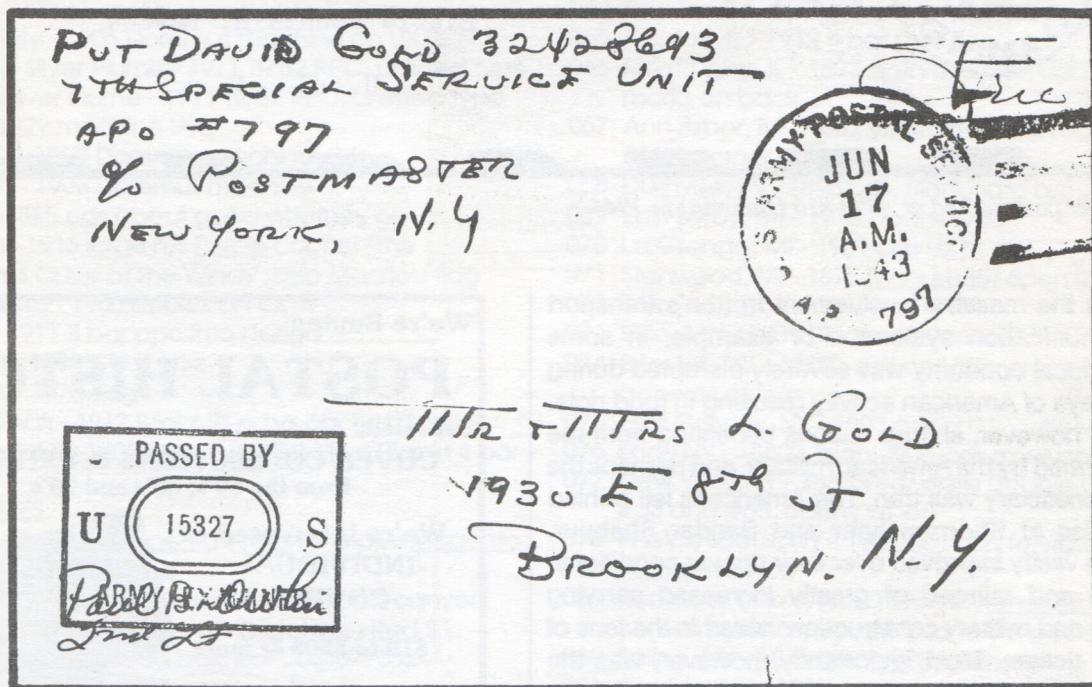


Fig. 12. Cover postmarked at APO 797 (Andimeshk).

OTHER MILITARY ACTIVITIES

The catalog of activities described above represents the bulk of projects in which the 30,000 American servicemen participated in Iran, but there were a few other tasks. Oil, of course, was and is synonymous with the Persian Gulf region, and, while no sizeable American military units were directly involved in Gulf petroleum production or refining, there were American civilians so involved and the Military Police were charged with providing security in some cases.

Of more significance in terms of military participation was the chain of airfields used by the Air Transport Command (ATC). The ATC maintained units and detachments at Iranian airfields located at Teheran, Abadan, and Kaz-

SUMMARY

The American "invasion" of Iran was terminated in 1945. Months before a final victory had been achieved in Europe, the number of Americans in the Persian Corridor began a steady decline as one by one the American projects and activities were turned over to the Iranians, the British and the Russians. The headquarters was withdrawn from Teheran to Khorramshahr in September 1945, and on December 26, 1945, the Iranian Army took over the camp at Khorramshahr leaving only a handful of military personnel to wrap up liquidation of property and other loose ends.

The American invasion of Iran had been a success on nearly all counts. Naturally there were problems which

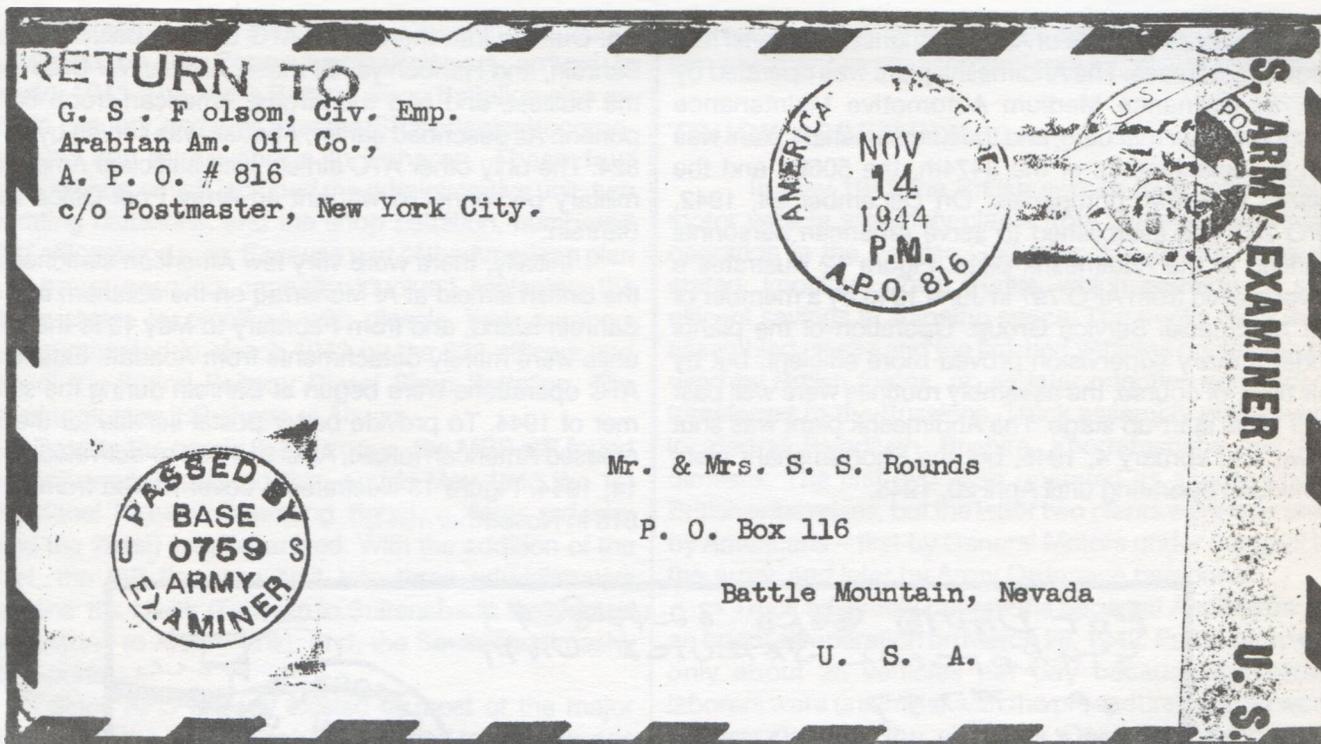


Fig. 13. Cover postmarked at APO 816 (Bahrein) in 1944.

arose from the massive involvement in Iran's transport and communication systems. For example, in some places the local economy was severely disrupted during the early days of American activity resulting in food riots. In the end, however, all four nations benefitted from the work performed by the American military, and perhaps the greatest beneficiary was Iran. The Americans left behind port facilities at Khorramshahr and Bandar Shahpur, which were vastly improved over their prewar conditions; a highway and railroad of greatly increased carrying capacities; and military construction valued in the tens of millions of dollars. Most importantly, however, was the fact that the American forces departed swiftly and completely once their job was done. This example of knowing when to leave surely enhanced the image of the United States among all the other parties involved. Unfortunately, it was an good example which was apparently forgotten by American leaders of a later day. Within three decades the number of Americans -- civilians and military -- operating under the sponsorship of the United States Government in Iran would be nearly double the highest level of WWII troop strength. And we all know where that road has led us.

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- 001 Angoon - 1943 4 bar cens. Air Mail cover
- 002 Dillingham - 1940 4 bar
- 003 Ft. Richardson - 1941 duplex 1st day ser. cach card
- 004 Ft. Richardson - 1941 duplex 1st day ser. cach cover
- 005 Golovin - 1940 4 bar lite Purple part on stamp, legal size
- 006 Gulkana - 1940 4 bar almost good
- 007 Pilot Point - 1940 4 bar Air Mail legal size cover, tear at top
- 008 Takotna - 1939 4 bar
- 009 Tenakee Springs - 1939 4 bar legal size cover
- 010 Tenakee Springs - 1939 4 bar legal size cover
- 011 Wainwright - 1943 4 bar legal size cens. Air Mail cover
- 012 Wales - 1943 4 bar legal size cens. Air Mail cover

COLORADO

- 013 Arriola - 1909 4 bar PPC
- 014 Arriola - 1909 4 bar PPC
- 015 Canon City - 1906 Doremus machine on UX18
- 016 Denver & Silver Plume - 1911 TR 52 PPC, unlisted type
- 017 Denv & Silver Plume - 1911 TR 52 PPC, unlisted type
- 018 Eagle - 1929 machine U92
- 019 Leadville - 1905 Doremus machine
- 020 Leadville - 1905 Doremus machine
- 021 Lamar - 1888 cds about good attorney cc
- 022 Manitou - 1916 large h/s Purple cachet "The wonderful Cave of the Winds", also Manitou flag
- 023 Monte Vista - 1900 duplex on UX14
- 024 Peoria - 1911 4 bar ppc into design
- 025 Portland - 1908 4 bar ppc
- 026 Red Cliff - 1920 flag
- 027 Sunrise Peak - 1912 Bright Blue h/s cachet "Sunrise Peak Aerial Ry 14032 feet", partial Silver Plume 4 bar ppc

WESTERN STATES

- 028 Globe, AZ - 1905 Magenta straightline plus Magenta advertised, unclaimed
- 029 Cajon, CA - 1908 Doane real photo ppc canyon
- 030 Ukiah, CA - 1909 reg. cover (legal size) Red S.L. "Ukiah, Cal. registered business", US307, 332
- 031 Harlem, ID - 1911 4 bar ppc
- 032 Ketchum Ind. T. - 1907 cds ppc, El Reno Purple Double Circle
- 033 Fairport, KS - 1908 Doane ppc
- 034 Forsythe, MT - 1910 real photo close up of RR bridge & depot at river, Forsythe duplex
- 035 Sun River, MT - 1908 4 bar ppc, corner nicked
- 036 Hamilton, MT - 1899 cds rough at right
- 037 Beatrice, NE - 1906 Doremus machine
- 038 Daykin, NE - 1915 4 bar ppc
- 039 Leigh, NE - 1908 4 bar ppc
- 040 Moapa, NV - 1935 11/17/35 4 bar signed by PM
- 041 Cerrillos, NM - 1911 4 bar ppc
- 042 Dawson, NM - 1913 duplex ppc
- 043 Deming, NM - about 1910 aerial view of Deming, real photo unused ppc
- 044 Watrous, NM - 1912 duplex ppc
- 045 Mott, ND - 1905 Doane, also Richardton duplex
- 046 Haskew, OK - 1918 4 bar on stamp readable, ppc
- 047 Kibby, OK - 1909 Doane, Enid, OK flag, ppc
- 048 Bryans Mill, TX - 1909 4 bar ppc

- 049 Hickory Hills, TX - 1853 or 1858 Manuscript on U9, age spots
 - 050 Emberson, TX - 1887 cds as b/s
 - 051 Provo, UT - 1908 Doremus machine
 - 052 Orchards, WA - 1912 4 bar ppc
 - 053 Sherlock, WA - 1910 4 bar ppc (Ash) lite
 - 054 Arminto, WY - 1928 4 bar
 - 055 Arvada, WY - 1918 Magenta Red Doane merc. cc
- MIDWEST
- 056 Chicago, IL - 1858 year date townmark ties 3¢ 1857
 - 057 Deer Park, IL - 1909 4 bar ppc
 - 058 Franklin, IL - 1908 4 bar ppc
 - 059 Edwards, IL - 1890 Purple cds unusual reads Edwards, IL S.S. Edwards' b/s faint Dunlap, IL on front
 - 060 Franklin Grove, IL - 1850's balloon townmark ties 3¢ 1857
 - 061 Garlock, IL - 1898 cds
 - 062 Niles, IL - 1900 cds on UX14
 - 063 Peoria, IL - 1848 Red townmark w/Red 10 in small toothed oval, SFL
 - 064 Reevesville, IL - 1893 cds good/fine repair at bottom
 - 065 Richton, IL - 1912 4 bar ppc
 - 066 Risk/Rugby, IL - 1893 both on U349, also both as rec. marks on back
 - 067 Ann Arbor, MI - 1862 year date townmark ties 1¢ 1861 (#63) corner nicked
 - 068 Dushville, MI - 1893 cds, Blanchard b/s
 - 069 East Leroy, MI - 1910 Doane ppc
 - 070 La Grange, MI - 1901 cds UX14
 - 071 Stanwood, MI - 1875 Manuscript open R. at left
 - 072 Tallmadge, MI - 1901 cds UX14
 - 073 Effie, MN - 1909 Doane lite corner dam. to ppc
 - 074 Brier Hill, NY - 1880's cds on UX5, piece of ledger adheres at left
 - 075 East Galway, NY - 1893 cds on U, lite wrinkles
 - 076 Lodi, NY - 1880's Bright Blue cds small cover
 - 077 New York, NY - 1863 year date Double Circles tie #63 and #65, open r at left
 - 078 Phelps/Sodus, NY - 1904 both on forward cover, Purple "missent"
 - 079 Rockland Lakes, NY - 1866 very unusual style homemade town mark and killers, pair #65
 - 080 Salina, NY - 1841 SFL Red townmark
 - 081 Sunside, NY - 1909 4 bar ppc
 - 082 Wolcott, NY - 1860's Blue townmark U34

LARGE LOTS

- 083 Colorado - 2 cvr. 11 ppc, 1908-44: Atwood, Beulah, Cokedale, Elliott (emb), Howard, Keota, Masonville, Ramah, Red Cliff, Russel Gulch, Superior, Wild Horse - 4 bars
- 084 Georgia - 9 cvrs, 1890-1909, most 1890's: Ball Ground, Barnett, Blue Ridge, Canon, Clarksville, Greensboro, Jackson, Newnan, Tallapoosa, Tate, Whitesburg (2)
- 085 Illinois - 7 cvrs, 1 card, 1880-1914: Bartelso, Buffalo Harf, Dwight, Glendale, Greenville, New Boston, Thomas Borough, Tunnel Hill, mostly 1890's cds
- 086 Kansas - 10 ppc's, 1907-11: Cedar Plum, Coming, Long Island, Muncie, Ogallah, Penoke, Skiddy, Smolen, Valley Center, Wabun, 4 bars, Doanes
- 087 Kentucky - 9 ppc's, 1908-12: Burkesville, Farlplay, Glensfork (2), Howardstown, Sadleville, Springlick, Valley Station, Wickliffe, 4 bars or duplex
- 088 Nebraska - 10 ppc's, 1910-16: Barnston, Brock, Brownsville, Crofton, Dwight, Herman, Hendley, Hickman, Inland, North Loup, 4 bars or Doanes

- 089 Montana - 7 cvrs: Livingston (1888), Ronan, Victor, Stevensville, Hamilton (2), Menard, all 1888 - 1929 cds, duplex, 4 bar
- 090 New Hampshire - 13 ppc's, mostly DPO's, 1905-13: Chesterfield, Hollis Depot, Lakeport, Leavitts Hill, Leighsons Cnrs, L. Boars Head, Lower Bartlett, Rye, North Beach, North Weare, The Weirs, Starking, North Wolfboro, Tuftonboro
- 091 North Dakota - 3 cvrs, 9 ppc's, 1901-22: Bentley, Bordulac, Davenport, Galesburg, Hatton, Leonard, Lidgerwood, Lisbon, New Leipzig, Rocklake, Superior, Wheatland, mostly 4 bars
- 092 South Dakota - 12 ppc's or cvrs, 1893-1923: Artesian, Athol, Carpenter, Dempster, Faulkton, Flandreau, Hamill, Hudson, Moberg, Sturgis, White, White River, dup, 4 bar, cds
- 093 Texas - 11 cvrs, 1870-1895: Bracketville, Dallas, Galveston, Gonzales, McKinney, Paris, Savoy (2), Sonora, Grandview (b/s), cond. varies
- 094 Texas - 11 cvrs or ppc's, 1897-1919: Adrain, Bonney, Brooksmith, Clarksville, Cleveland (b/s), Eagle Pass, Fate, Fort Bliss, Reagan, Troy, Wills Point, cds, dup, or 4 bars
- 095 Wyoming - 14 cvrs or ppc's, 1908-1945: Carpenter, Carter, Centennial, Clearmont, Dwyer, Elk, Fillmore, Granite Canon, Hullet (2), Jayem, Orpha, Piedmont, Torrington, mostly 4 bars

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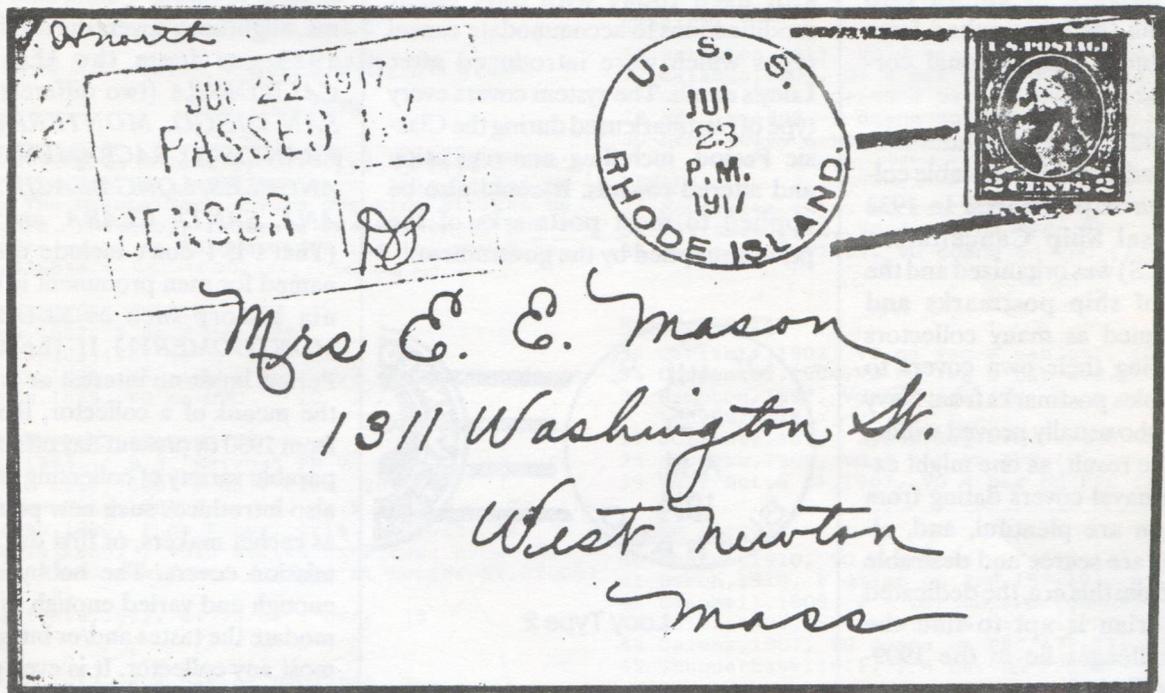
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A WWI censored cover bearing USS RHODE ISLAND Locy Type 3.

COLLECTING NAVAL POSTMARKS - AN INTRODUCTION

**By James P. Myerson,
Universal Ship
Cancellation Society
Naval Historian**

In May, 1908, Congress enacted legislation which provided for the establishment of post offices on board United States naval vessels. In July of that year, the first shipboard office was opened on the battleship *ILLINOIS*. Each of these new offices were defacto branches of larger post offices on shore. Atlantic Fleet vessels' mail was routed through the Postmaster at New York City. Pacific Fleet and Asiatic Fleet mail through the Postmaster at San Francisco (later Asiatic Fleet mail was handled through Seattle). By the end of the Second World War, this system had been formalized by the establishment of separate fleet post offices

in those cities which handled mail to and from our naval vessels.

Following the *ILLINOIS*, other post offices were opened during the summer and fall of 1908. The appearance of postmarks from these first offices have seldom been noted prior to December of 1908, even though most offices were opened from July to September. *ILLINOIS*, for example, was sailing with the Great White Fleet in the Far East on the day postal records indicate the opening of her office. No postmarks from her, or any other White Fleet ship (all save one established post offices before August 31) has been recorded in 1908. The reason for this is that the ships' postmarker/cancellers did not arrive until sometime after the fleet had reached Port Said, Egypt, during the transit of the Suez Canal in early January 1909. From that time until the fleet's return to the U.S. in February,

postmarks begin to appear from ships in the White Fleet

Those ships which were not on the cruise also experienced a lag between establishment of their post offices and receipt of their postmarking equipment. A best guess is that postmarks were ordered only after the post office was established, and that they arrived from 8 to 12 weeks later.

Things moved more swiftly starting in 1909. This year marks the beginning of the "Classic" period of naval postmarks -- the term cancel is typically used among naval postmark collectors to describe the entire impression made by postmarker/cancellers. The Classic period lasted until 1923, according to some collectors, but 1929 is a more commonly accepted cutoff date. The vast majority of naval covers during the 1909-1923 period are non-philatelic. Only two collectors, who actually serviced covers during that time, have been identified, and the

enormous balance of known ship markings from the era resulted from normal business and personal correspondence.

By the mid-1920's, a few additional pioneers had begun to assemble collections of naval postmarks. In 1932 the Universal Ship Cancellation Society (USCS) was organized and the collecting of ship postmarks and cachets boomed as many collectors began servicing their own covers to obtain examples postmarks from Navy mail clerks who usually proved willing to oblige. The result, as one might expect, is that naval covers dating from the 1930's on are plentiful, and, although they are scarce and desirable postmarks from this era, the dedicated postal historian is apt to find the greatest challenges lie in the 1909-1923 Classic Period.

The style of postmarks which were used during the Classic Period are generally identical to those used in cities and towns throughout the country at the time. The four-bar and three-bar rubber handstamps are known to all who collect postmarks from the 'teens. Naval ships also had machine cancels and the typical double-circle registered postmarks. Later, about 1927, flag cancels were also used aboard a small number of ships. The use of similar devices to postmark and cancel mail makes sense, as ships were getting their equipment from the same sources as the rest of the country's post offices.

In the late 1920's Dr. Francis Locy, a prominent pioneer naval cancel collector, published a type chart of all the styles of cancels used aboard ships. The so-called "Locy System" is



Locy Type 1

still used today with only slight modifications to accommodate cancel types which were introduced after Locy's death. The system covers every type of postmark used during the Classic Period, including non-regulation and altered cancels. It could also be applied to most postmarks of the period supplied by the government.

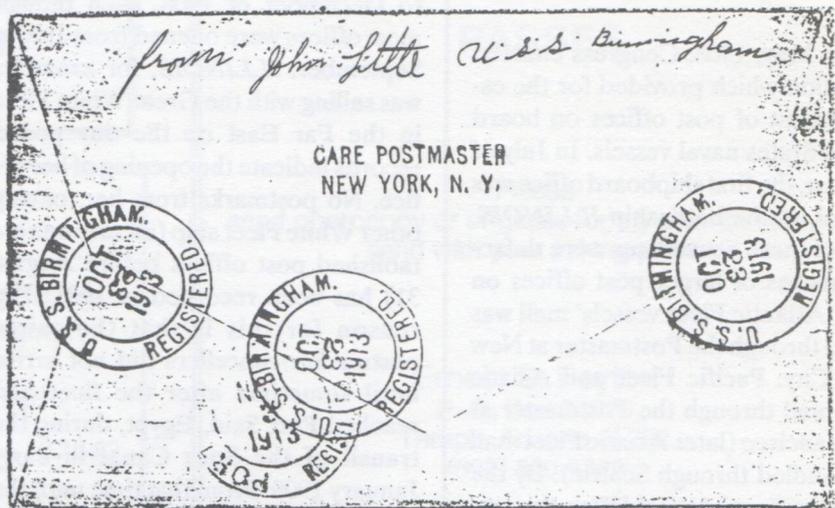


Locy Type 2

Once comfortable with a basic understanding of naval cancels, a postal historian can choose a seemingly endless number of collecting specialties. A very popular pursuit is an individual class of ship such as cruisers or destroyers. Collecting by cancel type also has a following. The Navy's presence throughout the world opens endless possibilities, e.g., covers mailed from ships while they were in Asia, the Canal Zone, or Hawaii. State collectors can also enjoy classic naval

covers. A native Californian such as me, might seek covers during the 1909-1923 era from the U.S. ships *CALIFORNIA* (two different ships), *SAN DIEGO*, *MONTEREY*, *SAN FRANCISCO*, *SACRAMENTO*, *LOS ANGELES*, *LONG BEACH*, *SANTA ANA*, *SANTA CLARA*, and others. (That's if I don't include destroyers named for men prominent in California history such as *SLOAT* and *MONTGOMERY*!) If the Classic Period holds no interest or is beyond the means of a collector, the period from 1930 to present day offers a comparable variety of collecting areas and also introduces such new possibilities as cachet makers, or first day of commission covers. The hobby is broad enough and varied enough to accommodate the tastes and/or budget of almost any collector. It is even possible to assemble a collection of naval covers by sending one's own covers to today's ships at sea.

The Universal Ship Cancellation Society was founded in 1932, and is one of the oldest specialized postal history societies operating today. Over 1,500 members from more than a dozen countries are bound by a common interest in naval and maritime postal history. For more information, drop me a SASE at 928 Towne Avenue, Los Angeles, CA 90021.



Locy Type 9v.

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DAKOTA TERRITORY (NORTH)

- 1 Edmunds,1887, F on F cvr. 25
- 2 Grand Rapids,1887 VG on VG-F cvr. 16
- 3 Wamduska,1886, MS cancel on F cvr.(82-87,04-08) 95
- 4 Washburn,1885, VG on GPC 20

DAKOTA TERRITORY (SOUTH)

- 5 Aurora,1884, " B.J. Kelsey" PM VG-F on F cvr. 25
- 6 Artesian City,1888, F on F cvr. 20
- 7 Big Stone City,1881,F serif. on F c/c cvr. 22
- 8 Flandreau,1880, F on F cvr. trim. at left 18
- 9 Minnesela,1886, F bold strike on F cvr. nice 25
- 10 Polo,1885,VG cds,F cvr. sl off at top(84-87,07-08) price: 95
- 11 Ree Heights,1887, G+-VG on F cvr. 15

IDAHO

- 12 Gifford,1917, F 4 bar on PPC, DPO 2
- 13 Lenia,1908, F 4 bar on PPC (01-23) 5
- 14 Mace,1915, F 4 bar on PPC (99-22) 5
- 15 Poplar,1908,F 4bar lt. ovrstr. on PPC(94-10) 15
- 16 Rosa,1908, F target on PPC (96-10) 16
- 17 Vollmer,1909, F 4 bar on PPC (07-19) 5
- 18 Grangeville & Lewis.,1909, VG on PPC 20
- 19 Marysville & Pocatello,1911, G on PPC 15

MICHIGAN

- 20 Aloha,1915, F 4 bar on PPC (03-42) 3
- 21 Arva,1904, F bold doane,Veg a tab cvr.(04-07) 20
- 22 Saint Elmo,1902, VG cds,Veg a tab cvr.(84-04) 10
- 23 Seewhy,1912, VG 4 bar on PPC (12-26) 9
- 24 Twecoma,1920, VG purple 4 bar,F cvr (18-26) 20
- 25 Donald,1908, VG cds on PPC (00-12) 12

NEBRASKA

- 26 Brighton,1911, VG 4 bar on PPC (10-16) 10
- 27 Calamus,1909, G+ 4 bar on PPC (08-17) 6
- 28 Gracie,1911, G+-VG 4 bar on PPC (05-34) 4
- 29 Nesbit,1908, F doane on PPC (90-22) 8
- 30 Nebr. City & Hold. RPO,1915, VG on PPC 6

NEVADA

- 31 McDermitt,1911, VG red 4 bar on PPC 2
- 32 Palisade,1912, VG 4 bar on PPC 2
- 33 Saint Clair,1907, VG doane on PPC (77/07) 40

NORTH DAKOTA

- 34 Carlisle,1902, VG on Veg a tab cvr. (78-12) 7
- 35 Carpenter,1904,VG on Veg a tab cvr. (03-38) 5
- 36 Hampton,1897, VG on Reg. cvr. 2 ct ent. w/272 (88-06) 18
- 37 Joliette,1897, F cds,Reg.cvr. w/273 6
- 38 Stowers,1909, VG 4 bar on PPC (07-20) 7
- 39 Wolf Butte #1,1907, VG 4 bar on PPC (1907) 25

SOUTH DAKOTA

- 40 Andrus,1910, VG doane on PPC (89-14) 7
- 41 Burch,1910, F doane on PPC (87-12) 8
- 42 Campbell,1908, F 4 bar on PPC (84-09) 8
- 43 Eales,1907, VG ovrstr. 4 bar on PPC (95-20) 2
- 44 Galena,1907, VG doane on PPC (77-23) 5
- 45 Thunderhawk,1911, F 4 bar on PPC 2

UTAH

- 46 Burtner,1910, VG 4 bar on PPC (07-11) 15
- 47 Golden #1,1909, F doane on PPC (01/09) 20
- 48 Golden #2,1910, F 4 bar on PPC (10-13) 30
- 49 Promontory Pt.,1909, F doane,PPC (06-30) 6
- 50 Rosette #2,1910, VG 4 bar on PPC (09-44) 6

WASHINGTON

- 51 Covello,1914, VG 4 bar on PPC (83-18) 7
- 52 Goodnoe Hills,1910, F 4 bar on PPC DPO 2
- 53 Hood,1911, F 4 bar on PPC (10-15) 18
- 54 Peola,1910, VG 4 bar on PPC (80-34) 4
- 55 Sherlock,1911, VG 4 bar on PPC (91-15) 3
- 56 Taylor,1910, VG lt. 4 bar on PPC (04-44) 2

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- 138 ALASKA: F. FAIRBANKS A-14 FLAG ON VF. PPC. (MIDNIGHT SUN) 9-1-15 C
 139 FORT LISBON, VF. 1911 4-BAR ON V.F. (THE ARMY) 1908 P.P.C. BY CROMWELL E
 140 JUNEAU, F. 1908 DUPLEX ON B/E P.P.C. B
 141 CALIFORNIA: GRAND ISLAND, F. D-3 #2 ON R. FH. W.O.F. RE: S.F. EARTHQUAKE (1854-1919) B
 142 SHERMAN, V.F. 1923 ON P.P.C. (1899-1927) B
 143 DAK. TERR. BIGMARCK DEC. 21 7AM VF. CDS W/TWO RINGS AND POINT TIES 210 VF CVR. D
 144 CONKLING, DAK. F. CDS 1890 DMGD 220 TIED BY 4RING BULL, LEGAL CVR. P.M. '89 SALARY 21.30 G
 145 COOPERSTOWN, F. 1884 B/S ON SM. CVR. CARMEL, MAINE CANCEL TIES 210 B
 146 FARGO, F/VF 1882 CDS, 184 TIED 6.5 X 36 mm. FORWARDED MARKING ON CLEAN CVR. E
 147 FARGO, VF FEB 12PM CDS W/FANCY INS. CO. C.C. LEGAL SIZE, 206 NOT TIED D
 148 FORT YATES VF 1889 CDS TIES 213 W/STAR F
 149 GLADSTONE, VG/F 188 CDS ON PSE NO B/S B
 150 GRANDIN, F/VF 1884 CDS TIES 210 TO CVR. D
 151 LISBON, VF 1888 CDS ON DIST. COURT CC W/ VALLEY CITY, DAK. B/S TORN, NOT IN CANCEL C
 152 MANDAN, F/VF 1886 CDS ON CVR W/WOF, OHIO B/S 2 PR. #206 TIED, SOUND CVR. E
 153 MILNOR, VF DEC. 29 CDS W/ 210 NOT TIED ON LEGAL SIZE FOLDER OF LDAN CO. WAHPETON B/S F
 154 PEMBINA, OCT 27, 1889 OCT. CNCL. ON LEGAL SIZE CVR. STAMP CUT OUT, ST. PAUL, YANKTON B/S A
 155 SANBORN, VF. 1885 CDS, FAIR CVR. 210 TIED B
 156 SHERBROOKE, READABLE CDS. ON REPAIRED LEGAL SIZE COVER, VF 1889 HOPE B/S D
 157 TOWNER, AET. F. CDS 1889 ON REPRD LEGAL CVR., W/ YANKTON REC'D B/S/ E
 158 WILLIAMSPORT, F. CDS. ON REPAIRED CVR. YANKTON 1889 REC'D B/S, V. CLEAN CVR. E
 159 KANSAS: AMERICA CITY 1910; DARLOW 1909; LOVEWELL 1911; F/VF ST. ON V.F. GRTG. CRDS B
 160 McALLISTER 1914; MORLAND 1914; OAK MILLS 1909 F/VF STRIKES ON GRTG CRDS. B
 161 NEW MEXICO: EAST LAS VEGAS VF 1911 TYPE T7 ON VF. CITY PLAZA PARK P.P.C. B
 162 MESILLA: F. 1906 DUPLEX ON INDIAN P.P.C. D
 163 N. DAK. F/VF D-3 #1 1910 ZION ON PPC. DPO B
 164 OKLA: YELTON 1909 4-BAR AET. F. D.P.O. B
 165 OREGON: BROOKS, VF+ 1908; OLALLA 1912 VF; MCKENZIE BRIDGE VF. 1951 ALL 4 BAR ON CARDS C
 166 MEHAMA: VF 1991 4 BAR ON C.J. ROSE CARD SQUALL-ROOM BOYS CARD VF+ CARD C
 167 TEXAS: SCOTLAND V.F. 1935 4-BAR ON V.F. COVER WITH ST. BONIFACE CHURCH C.C. A
 168 UTAH: WASKAKIE 1931 L.D.C. ON G.P.C. A
 169 PROVO CITY: 1896 CDS ON CVR TO NEW ZEALAND FRWD. MARKINGS ON REV. TONED, STAMP MSG. B
 170 WASHINGTON: PORT STANLEY, F. 1922 CVR. DPO A
 171 YOUNGSTOWN REC'D 1908 VF. ON IOWA P.C. A
 172 WYOMING: ARLINGTON VF STRIKE ON P.P.C. A
 173 VALLEY: UNUSUAL 1930 5 BAR ON GPC VF+ B
 174 MISC. 1VF 1970 OLD TUSCON, AZ.; F. SHASTA SPRINGS, CAL. 1909; VF. 1906 WARDNER, IDAHO; VF BEAUCOUP, ILL. 1910 ON PPC B
 175 COURTNEY, MD. 1930 F/VF ON G.P.C. GATES NEBR. F. 1906 ON P.P.C. A
R. F. D.
 176 ECKMAN ND. TYPE BBB VG/F D
 177 HARLAN, IOWA TYPE 11F F. A
 178 HARRINGTON, GARDINER ME. TYPE 11F F. A
 179 ELLICOTT CITY MD. TYPE 11F F. A
 180 LOWELL, OHIO TYPE 11F F. A
 181 PUNKSUTANG, BEDFORD PA. TYPE 11F VF A
 182 MARIETTA, PA. TYPE 11 VF+ B
 183 CHAMBERSBURG, PA. TYPE 11F VF A
 184 BUTLER TENN. TYPE 11C F+ B

EXPRESS

- 185 PACIFIC UNION EXPRESS ON U-38 WITH LT. BLUE CANCEL ON COVER TO SAN FRANCISCO, SHORTENED ON RIGHT E
R. P. O's
 186 ABERDEEN & MILES CITY, 1914, 871-K-1, VF B
 187 ALBUQ & LOS ANGELES, F. 1939, CHI & MINN VF 1908; F/VF PORT. & TILLAMOOK 1923, CRDS B
 188 BELLAIRE & ZANES, 1904, VF+ ON REG. PKG. REC. W/ ARMSTRONG MILLS TV. 1 DOANES B
 189 BRECK & ABERDEEN, VF. 1939 ON CVR. B
 190 LACROSSE & PRESTON VF. 1917 ON CVR. ENCL. D
 191 McLAUGHLIN & NEW ENG. VF, 1917, 887.4-A-1 B
 192 PEMBINA & STAPLES, VG, 1921 CVR. 881.4-D-1 B
 193 THE FAST MAIL, N.Y. & CHIC. VF, 1882 ON GPC C
 194 TRACY & REDFIELD F/VF, 1887 ON R.P. REC. C
 195 WINONA & TRACY F/VF 1890 ON REG PKG REC. W/NEG. "E" & ALTAMONT, DAK. CDS D
 THE FOLLOWING & LOTS OF LITERATURE MAY BE BID AS INDIVIDUAL UNITS AND 202 WILL BE ALL ITEMS AS A LOT. IF LOT EXCEEDS, LOT BID RECEIVES.
 196 THE INLAND MONTHLY, VOL. 1 #1, AUG. 1912 A
 197 BROWN'S ADVERTISER, VOL. IV NO. 72, 1912 A
 198 THE COLUMBUS PHILATELIST, BY GEORGE WARD LINN, MARCH 1907 B
 199 EVERYBODY'S PHILATELIST, JAN. 1913 B
 200 EL FILATELICO ESPANOL, BARCELONA, 1915 A
 201 THE HERALD OF PHILATELY & THE EASTERN PHILATELIST, VOL. 2 #1 JAN-FEB. 1915 B
 202 LOT 196-201 ALL IN NEAR MINT COND. E
ADVERTISING COVERS
 203 HAND WASHING MACHINE W/ENCLOSURE 1902 D
 204 HAND WASHING MACHINE W/ADVERTISED S.L. MAY 2, 1892 ALSO POINTED FINGER RETURN C
 205 FABELLA CIGARS, 3 COLOR, FANCY LETTERHEAD ENCL. ANTLER & RUGBY R.P.O. CANCEL D
 206 CROWN FLOUR MILLS, STOCKTON, CA., ON US30 D
 207 AUG. T. FLEISCHMANN'S PHARMACY W/RECEIVED IN THIS CONDITION, RS. SCRIPT B/S B
 208 MUSTARD 3 COLOR W/ALL OVER BACK 1902 C
 209 "GILPIN" SULKY PLOW PH., BUCKEYE MOWER, RICE'S ENGINE, HAWLEY DROS, ON U227 E
 210 CUTAWAY HARROW CO., ILL. FR. REAR 1907 D
 211 BUCKEYE MOWER & REAPER, ORNATE CC W/ENCL. BOLD PORTLAND 1884 CDS E
 212 GEO. G. RICHIE, REAPER CC SC. # 157 TIED C
 213 CANTON CLIPPER WALKING PLOW, BARRY CNCL C
 214 CLIPPER MOWER & REAPER ILL. CC, 158 TIED C
 215 KALAMAZOO CARRIAGE CO. FANCY FR. & BACK E
 216 SHUNK PLOW CO. BUCYRUS, OHIO. 1897 W/ALL OVER BACK AD OF FARM WAGON FANCY CNCL. E
 217 INS. AGENCY, W/RFD. CANCEL OF PRATTSBURG, NY. WIRE OPENER LETTER, WIRE IN PLACE B
FLAG CANCELS OF 1930's ON COVER
 218 GEORGIA: ADEL, ALMA, BALL GROUND, CARNESVILLE CLAXTON, ROYSTON ABOUT ALL VF. B
 219 ILLINOIS: McHENRY, MORRISONVILLE, MUNDELEIN RAVINIA, STONINGTON, WASHINGTON ALL VF. B
 220 INDIANA: COVINGTON, GOSPORT, MILAN, MILTON, NEWBURGH, ROCKPORT. F/VF B
 221 MISSOURI: BOLIVAR, ELDOFADO SPRINGS, ELSBERRY, LATHROP, MARSHFIELD VF. B
 222 NEBRASKA: BLADEN, BURWELL, CALLAWAY, CEDAR RAPIDS, CERESCO, CROFTON. ALL VF. B
 223 TEXAS: BOLING, DUMAS, FORNEY, FRANKSTON, KEMP, QUITADUE. F/VF B
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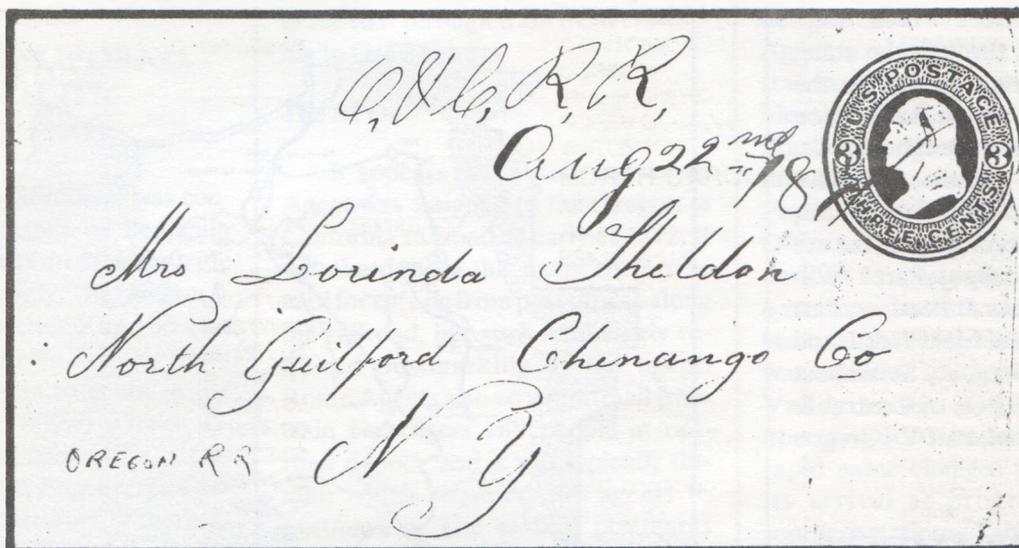


Fig. 1. Oregon & California manuscript of Aug. 22, 1874.

OREGON RAILWAY POST OFFICES

By Richard W. Helbock

[With special thanks to John Kay & Don Smith]

Oregon was one of the very first regions west of the Rocky mountains to be settled by Americans. Homesteaders from the Missouri frontier and businessmen from New England began laying out farms and villages in the Willamette Valley during the 1840's, and, by the end of that decade, there were over 13,000 residents of what had been officially organized as Oregon Territory in 1848.

Railroads became a topic of conversation in the Willamette Valley as early as 1850 when a group of men advertised in the Oregon Spectator to build a railroad from Saint Helen on the Columbia to Lafayette on the Yamhill River. Given the depressing conditions of the Valley's roads -- copious amounts of rain plus dirt equals quagmire -- it is not surprising that railroads remained high on the list of public desires. Unfortunately, given

the relative scarcity of local capital, it is equally unsurprising that railroads remained only a desire for two decades. The Territorial Legislature reflected public interest in railroads during the 1853-54 session, when it granted charters to four different railroad companies in Oregon. None of these chartered companies advanced beyond the state of holding and organizational meeting.

Eventually, the railroads did come to Oregon. During the half-century from 1870 to 1920, the state was connected to the rest of the Union by transcontinental lines, developed a complicated network of standard and narrow gauge lines to serve communities of the Willamette Valley, saw feeder lines spread west to the Pacific shore and east into the Cascades, and even realized the establishment of some rudimentary lines to serve the lightly populated lands lying east of the Cascades. Many of these railroads played important roles in the postal history of Oregon by carrying the mails to and from the state's widespread cities, towns and villages. Some, however, actually carried their own post offices to sort and cancel mail,

and it is these Railway Post Offices (RPOs) which are the subject of this report.

Postmarks applied by RPOs offer a popular collecting specialty for postal history enthusiasts, but, unlike town postmarks, RPO postmarks are complicated by considerations of where and how long the various rail lines operated, changes in RPO name designations, and the use of postmarks indicating a particular route of origin long after that route officially ceased to exist. Fortunately, a good deal of research on the idiosyncrasies of the Railway Postal Service has been published in recent years -- particularly valuable are works by Charles Towle of Arizona and John Kay of Pennsylvania -- and what follows will draw heavily upon information published in Towle's *THE UNITED STATES TRANSIT MARKING CATALOG, 1837- 1974*, and Kay's *DIRECTORY OF RAILWAY POST OFFICES*.

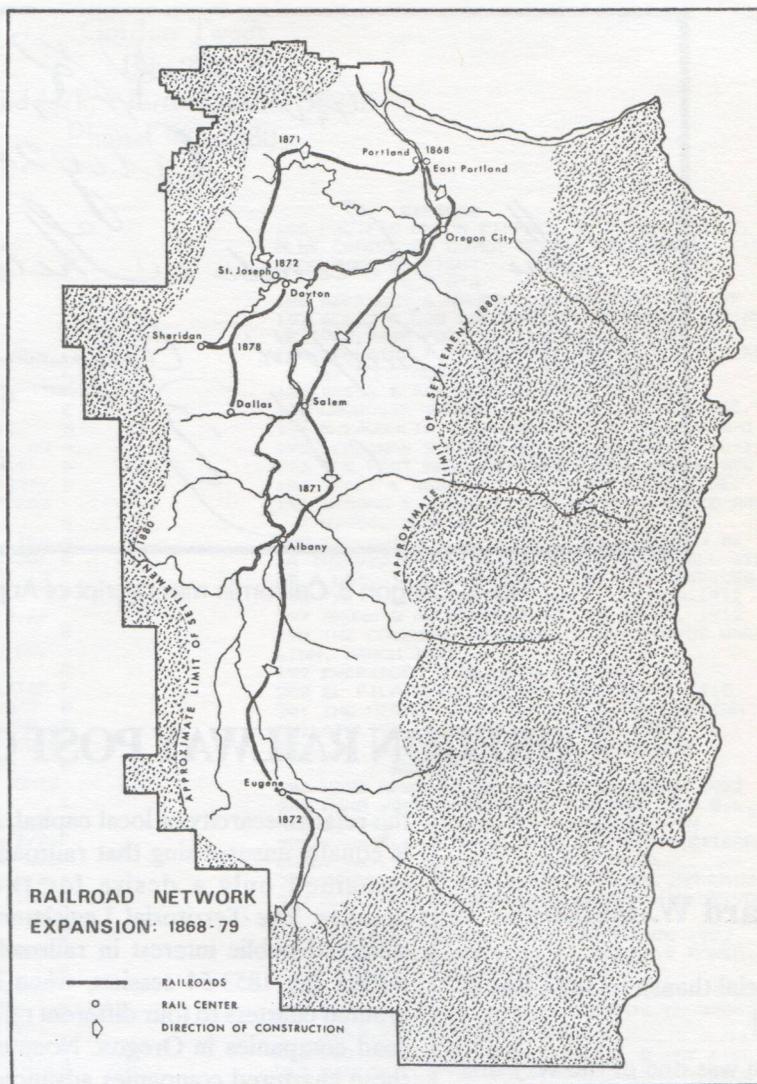
The purpose of this report is threefold: 1) to trace, briefly, the evolution of the various railroad lines which operated in Oregon; 2) to show the relationship to these lines of the

Railway Post Offices which functioned within and through the state; and, 3) to illustrate and discuss the postal markings which have been recorded from these Oregon RPOs. The publication is organized into five sections, which follow, more or less, the history of rail development, but are defined geographically as: Part I - Willamette Valley Lines & Feeders; Part II - Transcontinental Links North and East; Part III - Oregon's Steamboat RPOs; Part IV - RPOs of Central & Eastern Oregon; and, Part V - Oregon Transfer Clerks.

PART I - WILLAMETTE VALLEY LINES AND FEEDERS

The first railroad to be constructed in the Willamette Valley was a short portage line around the falls at Oregon City. In function, this railway was merely an extension of steamboat service on the river, but it featured a hoisting car which moved on iron tracks, and, when completed in 1865, it represented the Valley's first rail transport service.

Construction of railroads for other than portage purposes began in the Willamette Valley with a debilitating competition between two opposing companies, each laying rails south from Portland on opposite sides of the river. Ground breaking ceremonies were held by the Oregon Central Railroad Company on the west side of the Willamette at Portland on April 14, 1868. Two days later, the other company -- also known as the Oregon Central Railroad Company -- broke ground on the east side of the river in a much more elaborate ceremony. The oddity that both companies used the same name is explained by the fact that the land grants promised by the U.S. Congress upon completion of a 20-mile section of track were authorized only to an "Oregon Central" railroad company. Both companies, of course, sought to be that "Oregon Central" company. Common reference was made to the Eastside and Westside



companies, and that practice shall be followed herein.

Both companies were severely handicapped by a lack of sufficient financing. Within a very few months, the financial position of the Eastside line became desperate, and, in order to avoid bankruptcy, the officers of the company arranged a partnership with Benjamin Holladay. Holladay, a California businessman who had accumulated considerable wealth through consolidating transcontinental stage lines, purchased a majority interest in the Eastside line on September 12, 1868. Experience in money matters, coupled with his enthusiasm for the railroad business, made Holladay a formidable partner for the Eastside company. Through a series of political and financial maneuvers, including large-scale sales of bonds in

Europe, Holladay managed to fulfill the requirements necessary to obtain the land grant for the Eastside line, and on March 12, 1870, the name of the company was changed to the Oregon & California Railroad. Furthermore, Holladay acquired control of the floundering Westside company and obtained for it a new land grant authorization from Congress in May 1870. The name of the Westside company remained the Oregon Central Railroad. With both lines consolidated under the leadership of Holladay, one might assume that their subsequent stories could be simply told in unison, but such is not the case. From this point on, it makes more sense to tell the stories of the two lines separately, for they were to follow quite different paths.

OREGON & CALIFORNIA - SOUTHERN PACIFIC MAINLINE

Once corporate control was consolidated in the hands of Benjamin Holladay, construction of the Eastside line proceeded rapidly. The Oregon & California was extended up the east side (the Willamette River flows north, so "up" refers to south in the context of the river valley) to reach Albany in 1871 and Eugene City in October of 1871. From Eugene, the O & C followed the Coast Fork of the Willamette to Cottage Grove, then over the divide to the Umpqua River drainage. The line reached Oakland in July 1872 and Roseburg in December of that year.

Benjamin Holladay's fall from dominance of the Oregon transportation scene was even more rapid than his rise in power. Construction of the O & C stalled at Roseburg -- a victim of the Financial Panic of 1873-74 -- and, after three years of mounting tension between Holladay and his European creditors, the railroad was taken out of Holladay's control and placed under the management of Henry Villard. Villard, a German-born journalist, had gained previous railroad management experience with the Kansas Pacific Railroad.

Construction of the Oregon & California line south from Roseburg was finally resumed by Villard in June 1881. Rugged terrain divides the Umpqua and Rogue river valleys, and it took three years to extend the line to Ashland. Trains began running from Portland to Ashland, a distance of 343 miles, in May 1884, but Villard's numerous transportation projects had badly overextended his resources and in July 1887 the Oregon & California was acquired by the Southern Pacific. The Southern Pacific completed construction of the line through the Siskiyou Mountains to link up with its line building north from the Sacramento Valley, and on December 17, 1887, a ceremony was held to mark the arrival

of the first through train from California to Oregon.

The RPOs

It appears that a Railroad Route Agent was assigned to the Oregon & California railroad as early as 1872. It was the duty of this agent to receive mail for sorting from post offices along the railroad, but such mail rarely required postmarking by the agent. Route Agents also accepted mail from train passengers and people at railroad depots, and it was typically this mail which required the agents to postmark it. The earliest postmarks applied on mail from the Oregon & California are manuscript and read simply "O & C R R".

On August 25, 1874 the Oregon & California Route Agent was officially

designated the Portland & Roseburg Agent, a name which, in keeping with standard practice, more accurately identified the route terminals. The Portland & Roseburg Agent was superseded on August 1, 1882, by the Portland & Roseburg Railway Post Office as the Railway Mail Service undertook to reorganize its activities on a nationwide scale. For the next two years, as the Oregon & California line was extended south from the Umpqua Valley to the Rogue Valley, the operating RPO underwent a series of rapid name changes which mirrored its arrival at progressively more southern stations (Table 1). Finally, on May 20, 1884, about two weeks after the first train actually arrived, the name of the RPO was changed to Portland & Ashland.

TABLE 1

| OREGON & CALIFORNIA - SP MAINLINE AGENT/R.P.O. ROUTES | | |
|---|---------------|---------------|
| Name of Agent/Route | Established | Discontinued |
| Oregon & California R.R. | 1872? | Aug. 25, 1874 |
| PORTLAND & ROSEBURG AGENT | Aug. 25, 1874 | Aug. 1, 1882 |
| PORTLAND & ROSEBURG R.P.O. | Aug. 1, 1882 | Mar. 20, 1883 |
| PORTLAND & RIDDLES R.P.O. | Mar. 20, 1883 | Oct. 20, 1883 |
| PORTLAND & JULIA R.P.O. | Oct. 20, 1883 | Aug. 1883 |
| PORTLAND & GLENDALE R.P.O. | Aug. 1883 | Dec. 14, 1883 |
| PORTLAND & GRANTS PASS R.P.O. | Dec. 14, 1883 | Apr. 22, 1884 |
| PORTLAND & PHOENIX R.P.O. | Apr. 22, 1884 | May 20, 1884 |
| PORTLAND & ASHLAND R.P.O. | May 20, 1884 | Jan. 7, 1888 |
| PORTLAND & SACRAMENTO R.P.O. | Jan. 7, 1888 | Sep. 4, 1888 |
| PORTLAND & SAN FRANCISCO R.P.O. | Sep. 4, 1888 | Jun. 17, 1909 |
| PORTLAND & ASHLAND R.P.O. | Jun. 17, 1909 | Sep. 14, 1934 |
| ASHLAND & SAN FRANCISCO R.P.O. | Jun. 17, 1909 | Jun. 8, 1917 |
| ASHLAND & GERBER R.P.O. | Jun. 8, 1917 | Sep. 14, 1934 |
| GERBER & SAN FRANCISCO R.P.O. | Jun. 8, 1917 | Sep. 14, 1934 |
| PORTLAND & DUNSMUIR R.P.O. | Sep. 14, 1934 | Jan. 6, 1936 |
| DUNSMUIR & SAN FRANCISCO R.P.O. | Sep. 14, 1934 | Jan. 6, 1936 |
| PORTLAND & SAN FRANCISCO R.P.O. | Jan. 6, 1936 | Apr. 10, 1965 |

On January 7, 1888, the RPO, now operating on Southern Pacific's through service to California, was redesignated the Portland & Sacramento, but in September the southern terminal was extended all the way to San Francisco. The Portland & San Francisco R.P.O. covered a distance of 774.6 miles, and, because of its extreme length, the Railway Mail Service used intermediate division points to break the route into Northern and Southern Divisions. Ashland served as the division point for a number of years in the late 19th century, but Dunsmuir, California, was the designated division point in 1907, and in 1909 the division point was Gerber, California.

In addition to divisions, the Portland & San Francisco also had Short Runs. In 1900 the Short Run of the Northern Division operated from Portland to Albany, and in 1907 the southern terminal was Cottage Grove.

Towle (USTMC) identifies the southern terminal of the Short Run as Roseburg in 1892. It must be emphasized that throughout the entire period from 1888 to 1909, the route was officially designated "Portland & San Francisco R.P.O.". Postmarks used during this period all indicate the official name of the route, but some also identify a particular division or short run.

On June 17, 1909, the Portland & San Francisco R.P.O. was split into two separate RPO routes: Portland & Ashland in the north and Ashland & San Francisco in the south. The Portland & Ashland R.P.O. continued to operate until 1934, but the Ashland & San Francisco was further subdivided on June 8, 1917, into Ashland & Gerber and Gerber & San Francisco routes. This latter designation functioned for about ten years, but on April 14, 1927, the two southern routes

were recombined to form an Ashland & San Francisco R.P.O.

The next change occurred September 14, 1934, when the division point was once again shifted from Ashland to Dunsmuir. The northern route was renamed Portland & Dunsmuir and the southern route became Dunsmuir & San Francisco. On January 6, 1936, both of these routes were combined into a new Portland & San Francisco R.P.O., and that route continued to operate until it was finally discontinued April 10, 1965.

The Postmarks

The earliest postmarks recorded from the Oregon & California Railroad route agent are manuscripts which read "O&CRR" with a date on the second line. Dates in these manuscript postmarks range from October 25, 1872, to December 23, 1875, with most dating from 1873 and 1874.

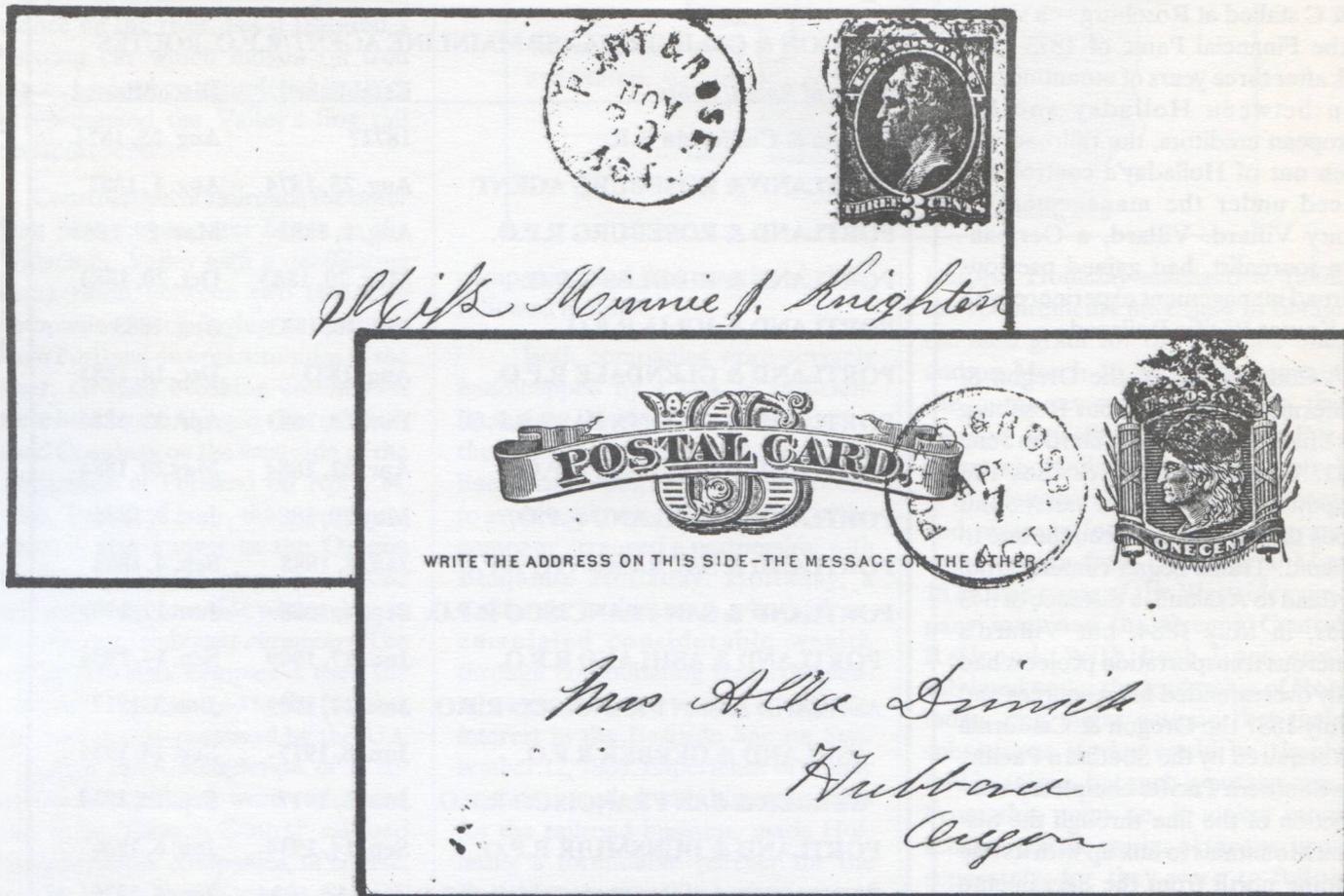


Fig. 2. Portland & Roseburg Agent postmarks.

Since most of these predate the official establishment of the Portland & Roseburg Route Agent on August 25, 1874, it must be assumed that there was some earlier authorized route agent operating on the O&C, about which details are still lacking.

The Portland & Roseburg Agent (1874-1882) is represented in postmarks by three distinct varieties. The earliest reads "PORT. & ROSE./AGT", and was used from 1876 to 1879. The "PORT. & ROSEB'G/AGT" marking was introduced in 1877, and is known to have been used as late as June 1885. The third postmark reads "PORT'D. & ROSB./AGT.", and recorded examples of it date from 1881-1882. Since none of these postmarks incorporated a year date in their design, examples must be dated by the contents of letters or docket markings, and are, in some cases, difficult to pin down as to precise date.

According to official RPO history, the Portland & Roseburg Agent was replaced on August 1, 1882, by the Portland & Roseburg R.P.O. The name of this RPO was changed six times in the 22 months as the line was pushed south from Roseburg to Ashland. No examples of postmarks have been recorded from any of the RPO routes beginning with Portland & Roseburg and ending with Portland & Phoenix. Since the Portland & Roseburg Agent markings are known with dates from this 1882-1884 period, there is considerable doubt as to whether any of these short-lived RPO routes were ever issued route specific handstamps.

Handstamps reading "PORT. & ASH./R.P.O." are known from as early as July 1885 and as late as October 1890. The route was officially changed to Portland & Sacramento in 1888, and "PORTLAND & SAC./R.P.O." postmarks are known with 1888 year dates, but they are also known with year dates as late as 1893 -- five years after the route had officially become Portland & San Francisco. The point is well made; postmarks used on the

various RPO routes along this line did not necessarily keep pace with the official name changes.

From 1888 onward the variety of postmarks used on the Portland & San Francisco RPO becomes almost staggering. This was, of course, the major RPO route between Oregon and California, and, given the complications or route divisions and short runs, the possibilities for postmark varieties become quite complex. Towle lists and illustrates seven different varieties of Portland & San Francisco postmarks in USTMC. Smith lists 16 different postmarks for the same route during the same period. Unfortunately, Smith's listing is not accompanied by illustrations, and is therefore difficult to justify with Towle's listing. Additional research is obviously called for.

The later configurations of the SP mainline RPOs are all well represented by postmarks. Beginning with the 1909 Portland & Ashland/Ashland & San Francisco configuration, and proceeding on to the final Portland & San Francisco route, the supply of known postmarks is copious.

OREGON CENTRAL - SOUTHERN PACIFIC WESTSIDE DIVISION

The Oregon Central Railroad was relegated to the role of "weak sister" in Benjamin Holladay's grand design for Oregon's rail transportation. With most of Holladay's energies and finan-

ces aimed at pushing the Oregon & California south through the Willamette Valley, the Oregon Central built only as far as Saint Joseph, a village near McMinnville, some 46 miles from Portland. Service began to that point on November 3, 1872, and, although it had been planned to extend the line south to join the O & C at Junction City, near Eugene, Saint Joseph remained the southern terminal until 1879.

On September 1, 1879, the Oregon Central -- now under the control of Henry Villard -- was renamed the Western Oregon Railroad Company. Grading began and track was laid through McMinnville and Independence, and, late in 1879, the Western Oregon reached Corvallis. The Western Oregon was merged into the Oregon & California in October 1880, and the line was redesignated the Westside Division of the O & C. In July 1887, when Southern Pacific acquired the Oregon & California, the Westside Division changed ownership for the last time.

The Southern Pacific eventually extended the line from Corvallis to Eugene, thus completing the long anticipated junction with the old Eastside line.

The RPOs

A Railroad Route Agent began operating on the Oregon Central on March 30, 1875. Known as the Portland & Saint Joseph Agent, this

TABLE 2

| OREGON CENTRAL - SP WESTSIDE DIV. AGENT/R.P.O. ROUTES | | |
|---|---------------|---------------|
| Name of Agent/Route | Established | Discontinued |
| PORTLAND & ST. JOSEPH AGENT | Mar. 30, 1875 | Mar. 10, 1880 |
| PORTLAND & CORVALLIS AGENT | Mar. 10, 1880 | Aug. 1, 1882 |
| PORTLAND & CORVALLIS R.P.O. | Aug. 1, 1882 | Feb. 19, 1915 |
| PORTLAND & EUGENE R.P.O. | Feb. 19, 1915 | Nov. 9, 1917 |
| PORTLAND & CORVALLIS R.P.O. | Nov. 9, 1917 | Nov. 18, 1932 |

service operated for about four years while the southern terminus of the line remained at Saint Joseph. On March 10, 1880, after the line was extended to Corvallis, the Agent was redesignated Portland & Corvallis. On August 1, 1882, the Portland & Corvallis Agent became the Portland & Corvallis R.P.O.

On February 19, 1915, the Portland & Corvallis RPO was changed to the Portland & Eugene RPO, but the change lasted only two and one-half years, and in late 1919 the route was redesignated Portland & Corvallis. It continued to operate under that name until being discontinued November 18, 1932.

The Postmarks

The first postmark associated with this line ought to be a manuscript or handstamp reading "PORTLAND & ST. JOSEPH AGENT". To date, no such postmark has been discovered on cover from the 1875-1880 period, but the recent discovery of a "PORT. &



Fig. 4. Tracing of the "PORT. & ST. JO/AGT" postmark.

ST. JO./AGT" handstamp in the 1884 diary of postal inspector suggests that such a device was at least issued.

The first recorded postmark from this line is the handstamp PORT. & CORVALLIS/AGT., marking. Recorded examples indicate that this postmark was used from as early as 1880 to at least late 1891, the latter being over nine years after the route had officially become the Portland & Corvallis R.P.O.

The earliest recorded RPO postmark used on this route reads



Fig. 5. "PORT. & CORVALLIS/AGT" marking used in 1891.

PORTLAND & CORVALLIS/R.P.O. It appears with a cork killer indicating that the device was not a duplex marking. The earliest example of this marking dates from August 1893, and it is known to have been used as late as November 1900. Interestingly, during the same period of use at least as late as 1897, examples of an error postmark reading "PORTLAND & CORRALIS/R.P.O." are also recorded.

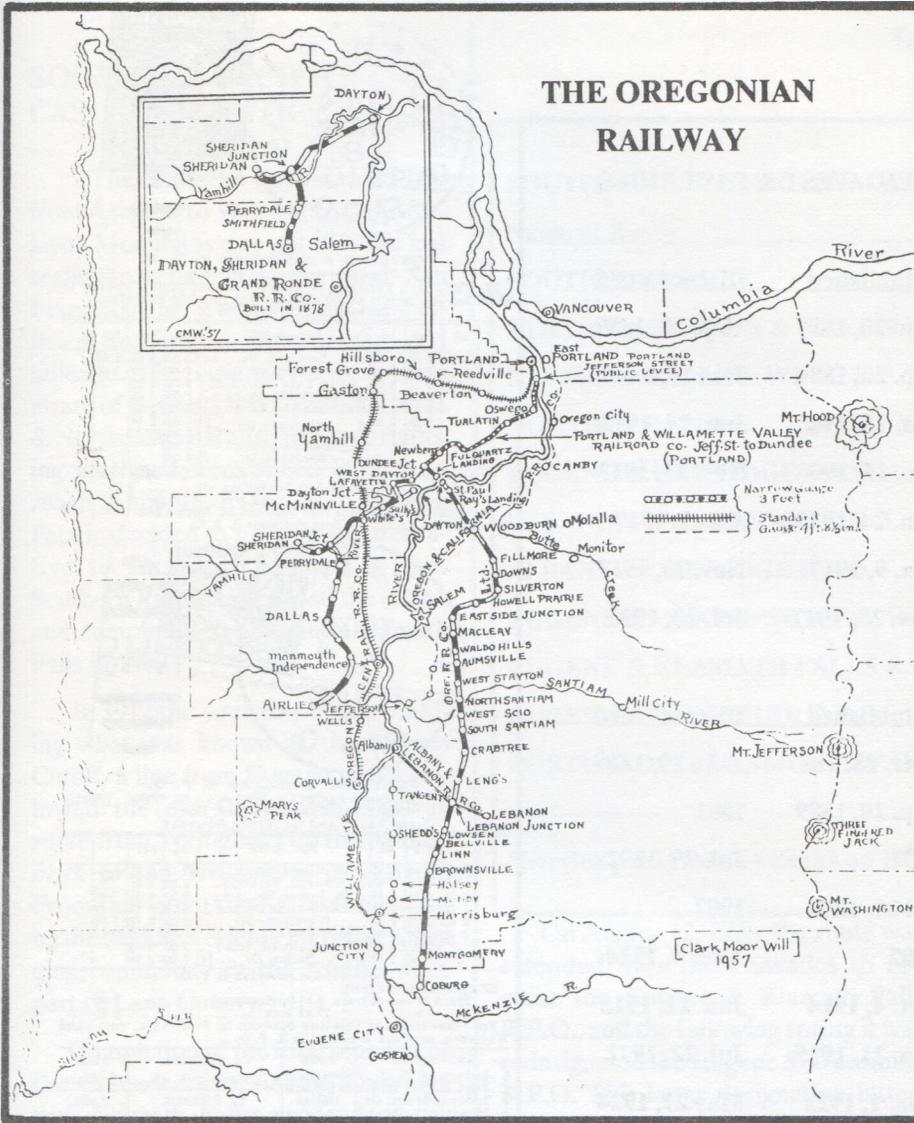
In late 1900 the RPO began using a steel duplex hammer which read "PORT. & CORVALLIS/R.P.O.", and used of this postmark/cancel appears to have continued until the name of the route was changed to Portland & Eugene in 1915. Examples of the PORTLAND & EUGENE/R.P.O. postmark are known from April 1915, and, even though the route was officially renamed Portland & Corvallis in 1917, PORTLAND & EUGENE/R.P.O. postmarks are known as late as August 1927. The latest PORT. & CORVALLIS/R.P.O. postmark dates from 1925.

THE OREGONIAN RAILWAY

The Oregon & California Railroad directly served only a few of the many small towns of the Willamette Valley. Farmers surrounding those towns on the line found themselves at a distinct advantage to those not on the line when it came to moving their products to market. In a classic self-help effort, a group of farmers from Yamhill and Polk counties met in 1877 to organize their own railroad in order to improve their competitive position. The result was the Dayton, Sheridan & Grande Ronde Railroad Company, which managed to built about 20 miles of narrow gauge track from Sheridan and Dallas to a river terminal at Dayton on the Yamhill.

Badly underfinanced from the beginning, the DS&GR was taken over in 1879 by a group of European businessmen who renamed it the Oregonian Railway Company, Ltd. The Europeans, headed by the Earl of Airlie, Scotland, established their headquarters at a site a little north of Dayton they renamed Dundee. They also moved the river terminal from

THE OREGONIAN RAILWAY



Dayton on the Yamhill to Fulquartz Landing on the Willamette, and built a second river terminal on the opposite shore of the Willamette that they named Ray's Landing.

The Oregonian Railway next extended narrow gauge lines down both sides of the Willamette from their twin river terminals. On the west side the line built southward from Dallas to Airlie, a newly founded town in southern Polk County. A much longer line was built south from Ray's Landing on the east side. Passing through Woodburn on the O&C, the eastside line extended south through Silverton, Aumsville, Crabtree, Brownsville, and on to Coburg in Lane County. The railroad reached Coburg in July 1882.

During its early years, the Oregonian Railway offered a combination steamboat and railroad service from Portland. Boats left Portland in the morning and reached Fulquartz and Ray's in the early afternoon to make connections with trains bound south for Airlie or Coburg.

In 1886 Oregonian Railway decided to eliminate the steamboat connected by chartering a new company to build a narrow gauge line from Dundee (renamed Dundee Junction in honor of its new role) north through Newberg and Oswego into Portland. Named the Portland & Willamette Valley Railway Company, construction was completed to the public levee at Jefferson Street in Portland in July

1888. Unfortunately, revenues did not manage to keep pace with the outlay of funds, and in 1890 the Southern Pacific began acquiring the Oregonian Railway, an acquisition which was completed by 1892.

Under Southern Pacific control, the two lines of the Oregonian Railway were greatly modified. Portions of some of the lines on both the east and west sides of the Willamette were abandoned, and other sections were converted to standard gauge in order to integrate them into the SP system.

The RPOs

The Oregonian Railway managed to acquire RPO routes for both its east and west side branches in 1887, and these routes, modified by changing terminals over time, continued in service until the mid-1930's.

The west side RPO was established June 20, 1887, as the Dundee Junction & Airlie. On September 20, 1889, its northern terminal was extended to Portland, where it was to remain throughout the life of the route. In January 1900, with Southern Pacific trains no longer servicing Airlie, the route was split into two separate RPOs: Portland & Dallas and Portland & Sheridan. The Portland & Dallas route was changed in 1913 to the Portland, Newberg, & Corvallis RPO, but it operated only four years under this configuration before becoming Portland & Dallas again in January 1917. On November 23, 1917, RPO service was further reduced on the west side line, and both the Portland & Dallas and Portland & Sheridan routes were converted to a shorter route between Portland & Whiteson. The Portland & Whiteson RPO operated until 1935.

Railway Post Office service on the east side route was even more complicated. Service began on March 28, 1887, as the Portland & Coburg R.P.O., but in 1889 it was shortened to Woodburn & Coburg, a reflection no doubt of the fact that the railroad bridge across the Willamette at Ray's

TABLE 3

OREGONIAN RAILWAY [SP] R.P.O. ROUTES - WEST & EAST SIDES

WESTSIDE

| Name of Route | Established | Discontinued |
|---------------------------------|---------------|---------------|
| DUNDEE JUNCTION & AIRLIE R.P.O. | Jun. 20, 1887 | Sep. 20, 1889 |
| PORTLAND & AIRLIE R.P.O. | Sep. 20, 1889 | Jan. 15, 1900 |
| PORTLAND & DALLAS R.P.O. | Jan. 15, 1900 | Jun. 24, 1913 |
| PORTLAND & SHERIDAN R.P.O. | Jan. 15, 1900 | Nov. 23, 1917 |
| PORTLAND, NEWBERG & CORVALLIS | Jun. 24, 1913 | Jan. 9, 1917 |
| PORTLAND & DALLAS R.P.O. | Jan. 9, 1917 | Nov. 23, 1917 |
| PORTLAND & WHITESON R.P.O. | Nov. 23, 1917 | Jul. 23, 1935 |

EASTSIDE

| Name of Route | Established | Discontinued |
|-------------------------------|---------------|---------------|
| PORTLAND & COBURG R.P.O. | Mar. 28, 1887 | Sep. 20, 1889 |
| WOODBURN & COBURG R.P.O. | Sep. 20, 1889 | 1891 |
| WOODBURN & SPRINGFIELD R.P.O. | 1891 | Jul. 29, 1892 |
| WOODBURN & NATRON R.P.O. | Jul 29, 1892 | 1907 |
| WOODBURN & SPRINGFIELD R.P.O. | 1907 | Oct. 4, 1914 |
| WOODBURN & BROWNSVILLE R.P.O. | Oct. 4, 1914 | Jan. 21, 1915 |
| WOODBURN & ALBANY R.P.O. | Jan. 21, 1915 | Jul. 22, 1922 |
| SALEM & ALBANY R.P.O. | Aug. 1, 1922 | May 27, 1924 |
| WOODBURN & ALBANY R.P.O. | May 27, 1924 | 1925 |

Landing to connect the two lines was never completed. Southern Pacific's extension of the line beyond Coburg caused the RPO to be renamed Woodburn & Springfield in 1891, and Woodburn & Natron in 1892, but in 1907 the southern terminal was pulled back to Springfield where it was to remain for the next seven years.

Beginning in 1914 the route began a series of rapid reductions in length. First, the southern terminal was moved north to Brownsville, and, only a few months later, to Albany. In 1922 Salem replaced Woodburn as the northern terminal, but the change lasted less than two years and the route survived its last few years as the Woodburn & Albany R.P.O.

The Postmarks

Recorded postmarks from both the west side and east side lines of the Oregonian Railway, including its later modification by the Southern Pacific, conform quite closely to the official changes in RPO routes described above. On the west side line, there are no recorded examples of a Dundee Junction & Airlie postmark, but markings from all the other routes are known. On the east side, both the Woodburn & Coburg and the early period of the Woodburn & Springfield (1891-92) routes are unknown, but all the other routes are represented.



PORTLAND & SHERIDAN R. P. O.
Southern Pacific Co., 69.39 m's. (Port.)
Rt. 173002 part, Portland to Whiteson; 173004 part, Whiteson to Sheridan Jct. (n.o.); 173009 Sheridan Jct. (n.o.) to Sheridan.
CLERK: Kidder, Andrew B.

| b8 | *a2 | b4 | June 9, 1907 | b3 | *a1 | b9 |
|-------|------|------|----------------------------|-------|------|------|
| 11 00 | 7 00 | 4 15 | lv. Portland, Or. ar | 10 20 | 8 55 | 9 50 |
| 12 20 | 8 34 | 6 40 | Forest Grove, Or. (n.j.) | 8 47 | 4 10 | 1 30 |
| | 5 11 | 8 03 | North Yam Hill (d.s.) | 8 15 | 3 28 | |
| | 9 36 | 6 28 | St. Joseph Sta. Or. (n.o.) | 7 56 | 3 06 | |
| | 9 44 | 8 38 | McMinnville, Or. (n.o.) | 7 49 | 2 53 | |
| | 9 54 | 6 45 | Whiteson, Or. | 7 40 | 2 46 | |
| | | 6 50 | Sheridan Jct., Or. (n.o.) | 7 35 | | |
| | | 7 11 | Sheridan Jct., Or. (n.o.) | 7 18 | | |
| | | 7 30 | ar. Sheridan, Or. | lv | 7 00 | |

25' apartment car (lv) Portland & Corvallis R. P. O.
Train 4 meets train 1 at Beaverton, Or. 4 53
Train 3 " " 2 at Dilley, Or. 6 40
For other trains of this line between St. Joseph Sta. (n.o.) and Sheridan Jct. (n.o.), see Port. & Dallas R. P. O.



PORTLAND & DALLAS R. P. O.
Southern Pacific Co., 64.47 m's. Rt. 173004. (Port.)
CLERK Trs. 5 AND 6: Allard, Don C.
CLERK Trs. 77 AND 76: Piper, Edward B.

| a78 | b4 | Feb. 8, 1907 | b5 | a77 | |
|-----|-------|--------------|---------------------------|-------|------|
| *14 | 7 40 | 4 15 | lv. Portland, Or. ar | 10 15 | 8 25 |
| | 8 05 | 4 40 | Orwego, Or. (n.j.) | 9 50 | 8 05 |
| | 6 28 | 9 41 | St. Joseph Sta. (n.o.) | 8 20 | 4 33 |
| | 6 35 | 9 49 | McMinnville, Or. (d.s.) | 8 12 | 4 25 |
| | 6 50 | 10 10 | Whiteson, Or. | 8 03 | 4 18 |
| | 7 10 | 10 36 | Sheridan Jct. (n.o.) | 7 35 | 3 59 |
| | | 10 35 | Perrydale, Or. (d.s.) | 7 30 | 3 45 |
| | 11 05 | 7 30 | ar. Dallas, Or. | lv | 7 00 |

* Portland & Sheridan R. P. O.
20' apartment car (lv) Portland & Corvallis R. P. O.
Train 76 meets train 5 at Springbrook 8 58
" " " " 77 at Rex 8 22
For other trains of this line between St. Joseph Sta. (n.o.) and Whiteson, see Port & Corvallis R. P. O.

| TR. 6 SOUTH. | | FROM | TR. 77 NORTH. | | FROM |
|-------------------------|--------------|------|------------------------|---------|------|
| b. Return tr. 77 .. | Sherwood | | b. Return tr. 6 | Newberg | |
| b. Port. & Sber. tr. 4. | Whiteson | | Tr. 5 NORTH. | FROM | |
| b. Independence, Or. | Dallas | | b. Return tr. 76 | Newberg | |
| b. Monmouth, Or. | " | | | | |
| TR. 76 SOUTH. | | FROM | | | |
| b. Return tr. 5 | Sherwood | | | | |
| a. Port. & Corv. tr. 2. | St. Jos Sta. | | | | |



WOODBURN & SPRINGFIELD R. P. O.
Southern Pacific Co., 88.07 m's. Rt. 173007 part. (Port.)
CLERK: Maupin, R. W. Armstrong, James W.

| b48 | b48 | June 16, 1907 | b45 | b47 |
|-------|------|---------------------------|------|------|
| 10 30 | 8 10 | lv. Woodburn, Or. ar | 9 05 | 6 10 |
| 11 25 | 8 38 | Silverton, Or. (n.j.) | 8 15 | 4 15 |
| | 7 00 | Pratum, Or. (d.s.) | 7 55 | |
| | 7 16 | Aumsville, Or. (d.s.) | 7 15 | |
| | 7 40 | Shelburn, Or. | 6 30 | |
| | 8 20 | Scio, Or. | | |
| | 8 20 | ar. Crabtree, Or. | lv | 6 00 |

| b50 | b49 |
|-------|---------------------------------|
| 8 40 | lv. Tallman, Or. ar |
| 8 40 | Brownsville, Or. (d.s.) |
| 10 35 | Coburg, Or. (n.j.) |
| 10 55 | ar. Springfield, Or. |
| | lv Springfield Jct., Or. (n.o.) |

20' apartment car (lv) FROM
b. Port. & S. F. tr. 11. Woodb'm TR. 49 NORTH. FROM
b. Albany, Or. Tallman
b. Port. & S. F. tr. 18 "

TABLE 4

SOUTHERN PACIFIC CASCADE ROUTE

The Southern Pacific main line from Ashland to Weed across the Siskiyou Mountains was not only the last section to be built in the Portland - San Francisco line, it was also the least efficient to operate in terms of grade and mileage. The company was acutely aware of this, and, when the California & Northeastern Railroad began building northeast from Weed in 1906 to reach Klamath Falls, the Southern Pacific decided to provide an alternative to their existing main line. Southern Pacific purchased the C&N, and completed the line into Klamath Falls in 1909.

In 1912 the company began building what was known as the Natron Cutoff, a line from Eugene which followed the old Oregonian Railway route from Springfield up the Middle Fork of the Willamette to Natron. From that point the SP continued on up the Middle Fork to Oakridge, a logging community in the southeastern part of Lane County.

Completion of the final segment of the Cascade Line, linking Oakridge with Klamath Falls, proceeded very slowly, but finally, on September 1, 1926, the connection was made and the Southern Pacific now had an alternate route which was 23 miles shorter and had considerably less curvature and steep grade.

The RPOs

On January 9, 1913, the Eugene & Oakridge R.P.O. began operating on the Southern Pacific line up the Middle Fork Willamette River. Conversion of the old Oregonian Railway track from narrow gauge to standard gauge and its integration into the SP system, allowed the northern terminal of this route to be moved north to Lebanon in 1914 and Albany in 1915, but the route was once again reduced to Eugene & Oakridge in 1923.

SOUTHERN PACIFIC CASCADE ROUTE R.P.O. ROUTES

| Name of Route | Established | Discontinued |
|-------------------------------|---------------|---------------|
| SOUTHERN END | | |
| HOLLAND STATION & WEED R.P.O. | Apr. 7, 1909 | Jul. 12, 1909 |
| KLAMATH FALLS & WEED R.P.O. | Jul. 12, 1909 | Feb. 26, 1917 |
| NORTHERN END | | |
| EUGENE & OAKRIDGE R.P.O. | Jan. 9, 1913 | Nov. 28, 1914 |
| LEBANON & OAKRIDGE R.P.O. | Nov. 28, 1914 | Feb. 4, 1915 |
| ALBANY & OAKRIDGE R.P.O. | Feb. 4, 1915 | Oct. 14, 1923 |
| EUGENE & OAKRIDGE R.P.O. | Oct. 14, 1923 | Aug. 12, 1926 |
| EUGENE & KLAMATH FALLS R.P.O. | Aug. 12, 1926 | Apr. 14, 1927 |
| EUGENE & DUNSMUIR R.P.O. | Apr. 14, 1927 | May 13, 1927 |
| PORTLAND & DUNSMUIR R.P.O. | May 13, 1927 | * |

*Service performed by clerks on PORTLAND & ASHLAND R.P.O.

On August 12, 1926, the route was extended over the Cascades to become the Eugene & Klamath Falls R.P.O., and the following spring it was redesignated the Eugene & Dunsmuir R.P.O. This latter designation lasted only one month before it was changed to the Portland & Dunsmuir R.P.O. on May 13, 1927.

Service on the Portland & Dunsmuir R.P.O. was performed by clerks of the Portland & Ashland R.P.O., and on September 14, 1934, the name of the Portland & Ashland route was changed to Portland & Dunsmuir R.P.O. On September 14, 1936, Portland & Dunsmuir was combined with Dunsmuir & San Francisco to form a reconstituted Portland & San Francisco R.P.O.

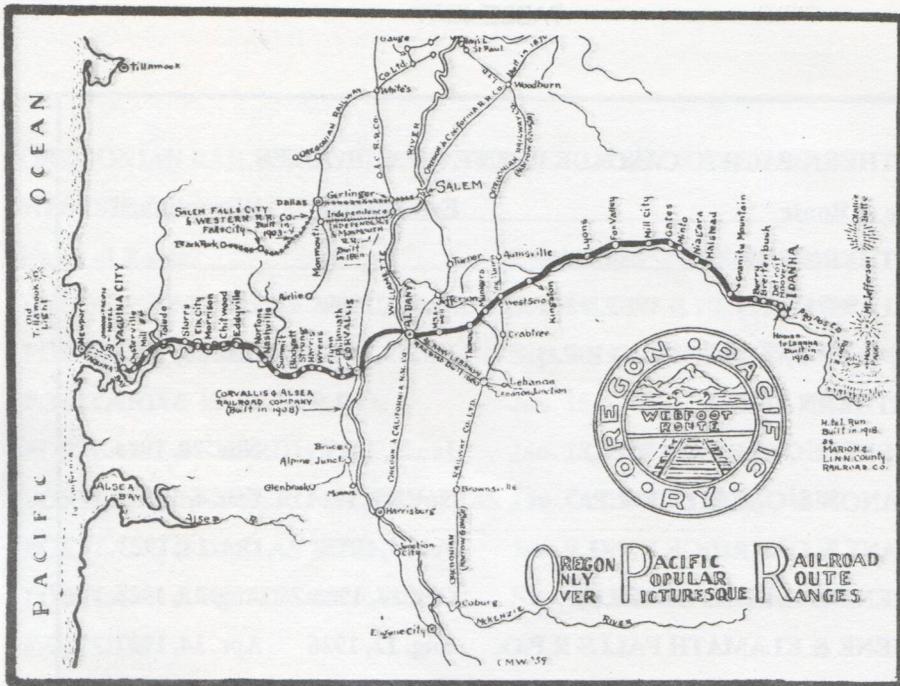
The Postmarks

Postmarks are known from all but two of the various configurations of the Cascade Line RPOs. The Lebanon & Oakridge route lasted only a bit over two months and the

Eugene & Dunsmuir was in existence for only one month. No examples of postmarks from these routes have been recorded, and, given their brevity of service, it is entirely possible that they never actually received postmarks with the proper wording.

OREGON PACIFIC RAILROAD

One of the more ambitious plans for railroad building of the late 19th century called for a line from Yaquina Bay through Corvallis and Albany, up the North Santiam Valley and over the Cascades to link up with some transcontinental line in central Oregon. The benefits of such a route to the residents of the central Willamette Valley were obvious. Not only would a major port on Yaquina Bay bring them closer to San Francisco, but a transcontinental line which bypassed Portland would increase their access to the East. If this plan had been successful, it is entirely possible that Albany or Corvallis would be



Oregon's major center of population and commerce today.

The Oregon Pacific Railroad, with headquarters in Corvallis, was the brainchild of Colonel Thomas E. Hogg. Grading began on the western section from Albany to Yaquina Bay in 1887, and train service began late in the following year. Construction on the eastern section of the line got underway during the early 1890's, and proceeded as far as Detroit, about 12 miles short of the Cascade summit, before financial problems brought an end to progress. The company fell into receivership because it was unable to meet interest payments on its outstanding loans, and was eventually sold in a sheriff's sale to lumberman Andrew Hammond. Hammond renamed the line the Corvallis & Eastern Railway, operated it for several years hauling logs and passengers, and eventually sold out to the Southern Pacific.

The RPOs

The Albany & Yaquina R.P.O. began operating on the western section of the Oregon Pacific on October 25, 1888. The name of the route remained unchanged throughout its

lifetime, which lasted until April 3, 1933.

The first RPO route established on the eastern section of the Oregon Pacific was named Green Basin & Albany. Green Basin was located on the North Santiam about two miles east of Niagara, and the town was formed as the railroad reached here in 1890. The eastern terminal was moved to Detroit in June 1893, and the Detroit & Albany R.P.O. continued to operate until 1910 when the terminal was moved an additional two miles east to

Hoover. In September 1916 the terminal was moved back to Detroit, and the Hoover post office closed the following month, but in May 1919 the Idanha post office was reestablished to serve the same community and in July the RPO was renamed Idanha & Albany. Service on the RPO was terminated August 28, 1921.

The Postmarks

Postmarks are known from all RPOs which operated on the Oregon Pacific lines except the Green Basin & Albany. Varieties exist from the Albany & Yaquina, Detroit & Albany, and Hoover & Albany routes.

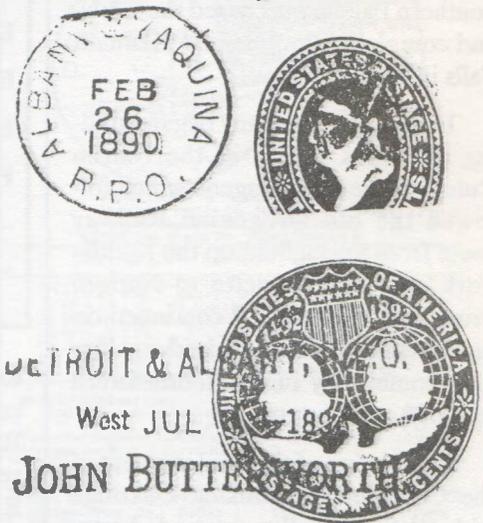
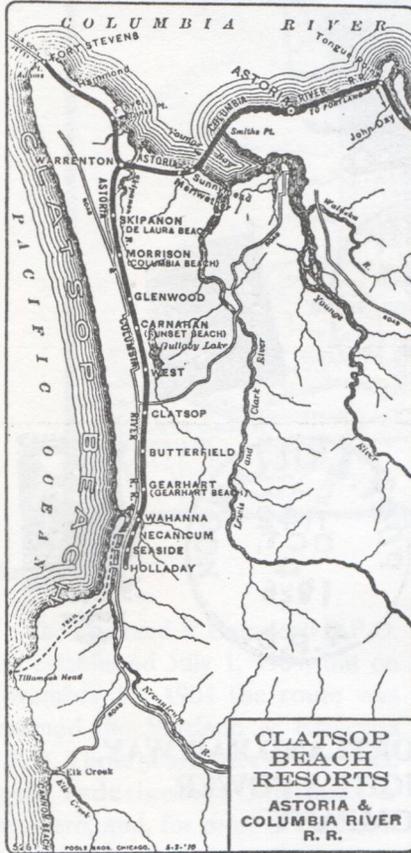


Fig. 7. Oregon Pacific RPO postmarks.

TABLE 5

| OREGON PACIFIC [SP] R.P.O. ROUTES | | |
|-----------------------------------|---------------|---------------|
| Name of Route | Established | Discontinued |
| WESTERN SECTION | | |
| ALBANY & YAQUINA R.P.O. | Oct. 25, 1888 | Apr. 3, 1933 |
| EASTERN SECTION | | |
| GREEN BASIN & ALBANY R.P.O. | Aug. 16, 1892 | Jun. 12, 1893 |
| DETROIT & ALBANY R.P.O. | Jun. 12, 1893 | Mar. 11, 1910 |
| HOOVER & ALBANY R.P.O. | Mar. 11, 1910 | Sep. 16, 1916 |
| DETROIT & ALBANY R.P.O. | Sep. 16, 1916 | Jul. 8, 1919 |
| IDANHA & ALBANY R.P.O. | Jul. 8, 1919 | Aug. 28, 1921 |

ASTORIA & COLUMBIA RIVER RAILROAD



PORTLAND & SEASIDE R. P. O.
Astoria & Columbia River R. R. Co., 126.98 m's. (Port.)
Rt. 178019 Portland to Seaside; 178021 Warrenton to Fort Stevens
Sta. (n.o.)
Clerks: Howes, J. M. Joffray, Albert

| a24 | a22 | June 29, 1907 | a21 | a23 |
|-------|-------|--------------------------|-------|-------|
| 8 00 | 8 00 | lv. Portland, Or. ar | 12 15 | 10 00 |
| 8 57 | 8 56 | ..Houlton, Or. (d.s.) | 11 18 | 9 03 |
| 7 20 | 9 20 | ..Goble, Or. | 10 55 | 8 48 |
| 7 35 | 9 35 | ..Rainier, Or. | 10 40 | 8 25 |
| 7 59 | 9 57 | ..Mayer, Or. | 10 15 | 7 59 |
| 9 40 | 11 45 | ..Astoria, Or. | 8 20 | 6 10 |
| | b34 | ..Warrenton, Or. lv | 8 05 | 5 58 |
| 8 50 | 8 50 | | 8 15 | 4 58 |
| 10 05 | 10 10 | | 7 55 | 4 35 |
| | b46 | lv. Warrenton, Or. ar | 7 54 | 3 35 |
| 12 08 | 8 11 | ar. Fort Stevens, Or. lv | 7 42 | 3 28 |
| 12 20 | 8 25 | | | |
| | | lv. Fort Stevens, Or. ar | | b44 |
| | | ar. Warrenton, Or. lv | | 3 18 |
| | | | | 3 11 |
| 10 05 | 12 05 | lv. Warrenton, Or. ar | 7 45 | 6 38 |
| 10 30 | 12 40 | ar. Seaside, Or. lv | 7 10 | 6 00 |
| | | | | 3 18 |
| | | | | 2 30 |

17' apartment car (lv)
Trains 21 and 22 meet at Quincy, Oreg. 10 05

The Astoria & Columbia River Railroad was a creation of Andrew B. Hammond. In 1897 Hammond purchased the Seashore Road Company, a line built in 1889 from Astoria to Seaside by a group of businessmen who had hoped to link Astoria with Hillsboro. He also secured rights to use a 40-mile section of track built from Portland to Goble in 1883 by the Northern Pacific Railway. In order to complete his line, Hammond laid track from Astoria to Goble along the Columbia River. Through train service from Portland to Seaside was initiated in the summer of 1898.

The RPO

The Portland & Seaside Railway Post Office was established August 30, 1898. It enjoyed a long, uninterrupted run, and was finally discontinued January 13, 1952.

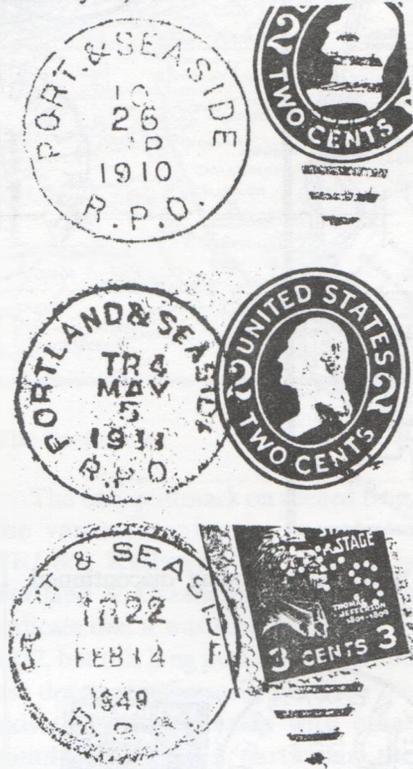


Fig. 8. Portland & Seaside postmark varieties.

The Postmarks

Despite the fact that the Portland & Seaside R.P.O. was in service for over half a century, there are relatively few postmark varieties recorded.

PACIFIC RAILWAY & NAVIGATION COMPANY

The decision to build this line, as well as its choice of right-of-way, were apparently as much an effort to preempt Oregon's north coastal area from use by other railroads as they were designed to offer rail service of maximum efficiency for all concerned. Edward Harriman was in control of the Southern Pacific during the early years of the twentieth century, and he

had heard it rumored that James J. Hill of the Great Northern was interested in purchasing the Astoria & Columbia River Railroad to extend it south from Seaside. To counter the possibility, Harriman put Elmer E. Lytle in charge of building the Pacific Railway & Navigation Company line from Hillsboro to Tillamook. Lytle was instructed to build through as much of the coastal strip as possible so as to make it difficult for the rumored Great Northern invasion. The result of these instructions was 91 miles of curves, tunnels and trestles, which wind and burrow their way through some of the most difficult country in the Coast Range before reaching the Nehalem River Valley. Tillamook lies slightly south of due west from Hillsboro, but the PR&N route actually proceeds north from Hillsboro to reach its coastal destination.

Construction was begun from both Hillsboro and Tillamook in 1906, but hard economic times in 1907 caused delays and the first PR&N trains did not reach Tillamook until October 1911. As was the case with the Astoria & Columbia River, the PR&N proved an extremely popular tourist excursion line carrying passengers from Portland to numerous new coastal resort towns.

The RPOs

The Hillsboro & Tillamook R.P.O. was established on the PR&N December 29, 1911, but it functioned only a little over two months before being redesignated the Portland & Tillamook R.P.O. The Portland & Tillamook R.P.O. continued in operation until March 1933.

The Postmarks

Postmarks are known from both the Hillsboro & Tillamook and the Portland & Tillamook R.P.O.s. Interestingly, none of the recorded Hillsboro & Tillamook postmarks date from the 2-month period it was officially in service. The earliest bears a 1913 year date.



COOS BAY & EASTERN RAILROAD

The Coos Bay, Roseburg & Eastern Railroad was built 27 miles of track from Marshfield to Myrtle Point between 1891 and 1893. The road carried, logs, coal, and passengers, but never managed to cross the Coast Range to Roseburg. In 1906 the line was acquired by Southern Pacific, and the SP extended it north along the coast to Florence before turning east to eventually link up with their main line at Eugene. A short extension was also made from Myrtle Point south along the Coquille River to Powers, a lumber mill town created at end of track. The SP line from Eugene to Marshfield (Coos Bay) opened for traffic July 24, 1916.

The RPOs

The Eugene & Powers R.P.O. was established May 3, 1916, and continued to operate until the route was reduced to Eugene & Coos Bay on February 15, 1947. The Eugene & Coos Bay R.P.O. operated for about

six years before being discontinued June 5, 1953.



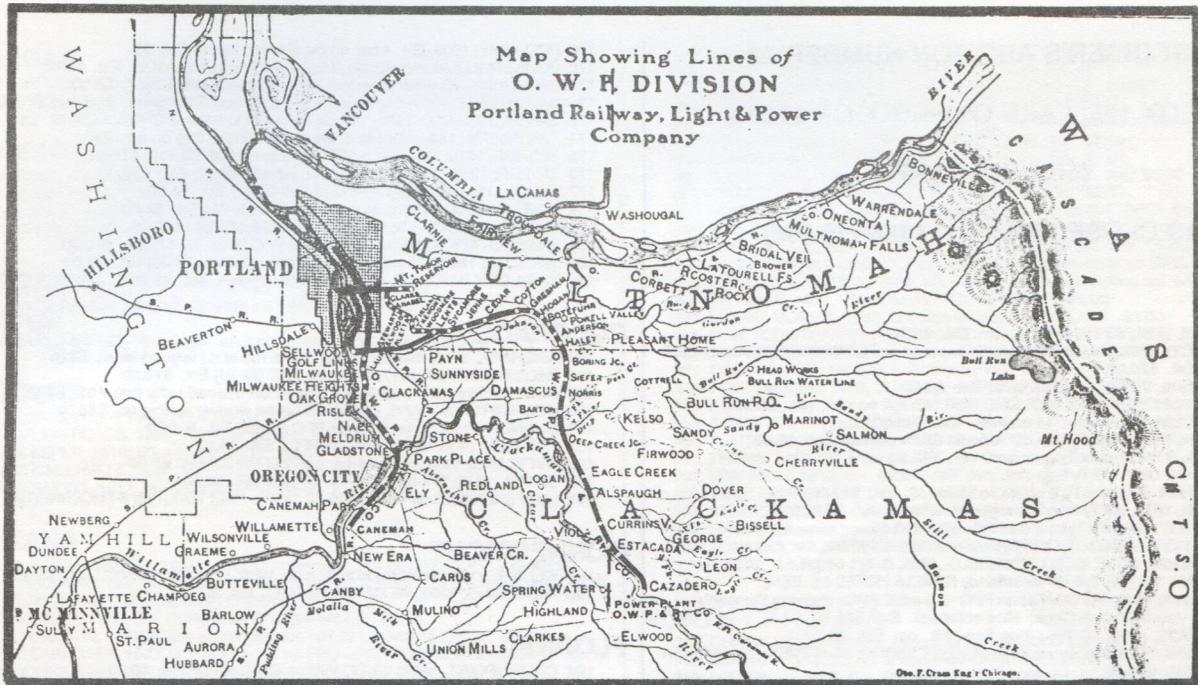
The Postmarks

Postmarks are known from both the Eugene & Powers and Eugene & Coos Bay RPOs, and varieties have been recorded from the long running Eugene & Powers route.

PORTLAND RAILWAY, LIGHT & POWER COMPANY

What began as the East Side Railway Company by building a 15-mile stretch of electrified line from Portland to Oregon City in 1893, grew into the Portland Railway, Light & Power Company in the early twentieth century. Building upon its earlier success, the PRL&P constructed a 37-mile line from Portland to Cazadero by way of Gresham in 1903. Cazadero, the site of a Company dam on the Clackamas River, was just four miles beyond Estacada.

The PRL&P eventually expanded its electrified lines to serve much of eastern Multnomah and Clackamas counties, and their passenger trolleys and freight trains were a familiar sight around the area well into the 1950's. The company eventually became known as the Portland Traction Company.



The RPOs

The Portland & Cazadero R.P.O. was established July 1, 1904, but on November 15, 1904 the route was renamed the Portland & Estacada R.P.O. Three years later it was once again redesignated Portland & Cazadero, and, for most of its life, it operated with this name. On January 15, 1921, the route was shortened to Portland & Faraday, the latter being the station for the Cazadero Power Plant located about a half mile northwest of Cazadero Station. The final change in the route occurred November 21, 1924, when it was once again reduced to Portland & Estacada. The RPO was terminated November 21, 1932.

The Postmarks

The only postmark on record from the various configurations of the PRL&P Railway Post Offices is Portland & Cazadero. Known dates indicate that it was used from 1908 to 1932, but this long period of recorded use does not necessarily preclude the existence of postmarks with other route markings. In particular, the Portland & Estacada R.P.O. from the 1904-1907 period may well have used a postmark identifying those terminals. Postmarks from this interurban route are not too plentiful despite its 28-year history, and new discoveries are anticipated.

PORTLAND & CAZADERO R. P. O.
Portland Rwy., Light & Power Co., 36 84 m's. (Port.)
Mt. 873002 part (Electric)
CLERK: Cass, Walter F.

| Aug. 12, 1906. | | | |
|----------------|------|-------|-------------------------------|
| b | a1 | a2 | b4 |
| 3 40 | 7 30 | lv | Portland, Or. 11 53 |
| 2 58 | 7 48 | | Golf Links (n.o.) 10 52 |
| 4 13 | 8 02 | | Lents Jct. (n.o.) 10 39 |
| 4 30 | 8 20 | | Gresham, Or. 10 20 |
| 4 45 | 8 35 | | Boring, Or. 10 05 |
| 4 55 | 8 45 | | Hartd., Or. 9 55 |
| 5 01 | 8 51 | | Englecreek, Or. 9 49 |
| 5 13 | 9 03 | | Estacada, Or. 9 37 |
| 5 28 | 9 10 | ar | Cazadero, Or. 9 50 |

10' apartment car (fw).

| TR. 1 SOUTH. | From | TRAIN 2 NORTH. | From |
|---------------------|------------|------------------------|----------|
| a. Arleta, Or. | Lents Jct. | a Seat & Port. tr. 2. | Portland |
| b. Lents, Or. | " | TRAIN 4 NORTH. | From |
| TR. 3 SOUTH. | From | b. Poc. & Port. tr. 6. | Portland |
| a. Arleta, Or. | Lents Jct. | | |
| b. Lents, Or. | " | | |

*Daily ex. Sundays and holidays.



TABLE 6

| PORTLAND RAILWAY, LIGHT & POWER R.P.O. ROUTES | | |
|---|---------------|---------------|
| Name of Route | Established | Discontinued |
| PORTLAND & CAZADERO R.P.O. | Jul. 1, 1904 | Nov. 15, 1904 |
| PORTLAND & ESTACADA R.P.O. | Nov. 15, 1904 | Nov. 12, 1907 |
| PORTLAND & CAZADERO R.P.O. | Nov. 12, 1907 | Jan. 15, 1921 |
| PORTLAND & FARADAY R.P.O. | Jan. 15, 1921 | Nov. 21, 1924 |
| PORTLAND & ESTACADA R.P.O. | Nov. 21, 1924 | Nov. 21, 1932 |

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BIDS CLOSE: JULY 31, 1988 (10 PM)

ALASKA

- 101 COLD BAY, 1957, VG Ty1 on cml. cvr. Est. \$5.00
102 DYEA/REC'D., 1898, as readable b/s on lined cvr pm DAWSON, NWT. CHILKOOT PASS cover. Est. \$20.00
103 EKWAK, 1948, VG Ty1 on phil. card. Est. \$4.00
104 FAIRBANKS/NORTH POLE RUR.STA., 1958, VG Ty1 on cml. cvr. E\$8.00
105 FORT LISGUM, 1910, Fine Ty4 on PPC. Est. \$15.00
106 FORT YUKON, 1947, G Ty4 on cvr w/Arctic Circle cachet. Est. \$5.00
107 FOX, 1935, G lite, purple Ty 4 on cml. cvr. E\$8.00
108 GLENALLEN, 1957, VG Ty1 on cml. cvr. Est. \$5.00
109 HAINES, 1914, G (worn) Ty 5 on cvr to FRANCE. Est. \$15.00
110 HAMILTON, 1948, VG Ty4 on 'Emergency Air' cach.cvr. E\$4.00
111 HAWK INLET, 1932, VG Type 2 on PPC. Est. \$15.00
112 KARLUK, 1901, readable Ty 1 as b/s rec'd on cvr. E\$12.00
113 KETCHIKAN/ANNETTE ISL'D L'NDG.FIELD., 1941, G Ty1 on ph.cd. E\$12
114 KETCHIKAN, 1914, G Ty8 on cvr w/fancy REVILLA HOTEL cc. E\$12
115 METLAKATLA, 1907, VG DOANE on PPC + 3 add'l PPCs showing Duncan's Church, town view & Church Choir. Nice collateral. Est. \$25.00
116 MOOSE PASS, 1949, VG Type 3 on non-phil. cvr. Est. \$5.00
117 NAS KODIAK, 1942, registered cvr w/BOXED CENSOR; 18-ct PREXIE pays fee on 6-ct AIR env. Est. \$10.00
118 NULATO, 1911, VG Type 2 on PPC w corner crease. Est. \$60.00
119 SEATTLE/FT.GREELY BR., 1942, Fine Ty 1 on ph.FD cd. E\$25.00
120 SEATTLE/FT.MEARS BR., 1942, VG Ty1 on cvr w/PROV. CENSOR (839-4) E\$50
121 SEATTLE/UMNAK ISLAND PROJ.BR., 1942, Fine dcds on ph.FD cd. E\$25.
122 SEWARD, 1912, VG Ty8 (earliest) on cover. Est. \$15.00
123 TALKEETNA, 1957, G Type 3 on cml. cvr. Est. \$5.00
124 TREADWELL, 1908, G Ty1 on PPC. Est. \$10.00
125 APO 840(Ft.Ray,Sitka), 1942, VG 4-bar on cvr w/PASSED BY/ARMY CENSOR in two st.lines (PROVISIONAL). Est. \$25.00
126 APO 840(Ft.Ray,Sitka), 1942, VG 4-bar on cvr w/PASSED/ASST.ADC.CENSOR in two st.lines. Est. \$15.00
127 APO 841(Ft.Raymond,Seward), 1942, VG 4-bar on cvr w/PASSED/(ASS)T.ADC.CENSOR in blue st.lines. Est. \$12.00
128 APO 848(Ft.Glenn,Umnak), 1942, VG 4-bar on cvr w/PASSED/ASST.ADC.CENSOR in blue. Est. \$15.00
129 APO 849(Ft.Glenn,Umnak), 1943, VG 4-bar on cvr. Est. \$5.00
130 NAVY NO.85 (Great Sillon) as ret.addr. on cvr pm US/NAVY 1944. E\$5.
131 SEATTLE & SEWARD, VG Ty21 (4-bar) ties 3x1c PREXIES on cml.cvr. E\$12.00
132 Ketchikan st. scene (Thwaites 5090) unused. Est. \$5.00
132A Ruby Main Street postcard (rp) unused; slight soiling. E\$8.
133 Valdez Winter Street Scene PPC (rp) unused. Est. \$8.00

ARIZONA

- 134 COOLIDGE DAM, 1941, VG 4-bar on PPC (1928-58) Est. \$4.00
135 GILA BEND, 1908, VG Ty8 on PPC. Est. \$10.00
136 HAYDEN JUNCTION, 1936, G 4-bar on cml. cvr. (13/58) Est. \$6.00
137 KOHLS RANCH, 1940, VG 4-bar on non-phil. cvr. (1938-67) Est. \$5.00
138 YUMA, 1909, VG Ty24 on PPC (view of Roosevelt,AZ) Est. \$5.00

ARKANSAS

- 139 LITTLE BAY, 1888, ST.LINE & mes on cvr w/lumber cc. (52-07) E\$12

CALIFORNIA

- 140 ALLEGHANY, 1901, G cds on cover. Est. \$4.00
141 ANGIOLA, 1909, VG 4-bar on cover (Tul. 99-27) Est. \$8.00
142 BAYLES, 1899, VG cds on cover (Shasta 84-48) Est. \$8.00
143 BIG BAR, 1888, G+ cds [Williams Ty16] on cover. Est. \$8.00
144 BRAY, 1910, G 4-bar on PPC (Slak. 09-67) Est. \$4.00
145 BURGESS, 1900, VG cds on cover (Shasta 91-03) Est. \$20.00
146 ETNA MILLS, 1911 & 1916, 2 diff handstamps on 1 PPC & 1 cvr. Est. \$5.00
147 FORKS OF SALMON, 1907, G+ DOANE on PPC. Est. \$4.00
148 FORT ROSS, 1916, G+ 4-bar on PPC (Sonoma 77-28) Est. \$8.00
149 FRESNO CITY, c. 1880, G cds on cvr w/3-ct green bktnote. E. \$5
150 GERMANTOWN, 1915, VG 4-bar on PPC (Glenn 77-18) Est. \$5.00
151 GLENBURN, 1913, G+ 4-bar on PPC (Shasta 92-88) E.\$4.00
152 GRAPELAND, 1901, G cds on VEG-A-TAB cvr. (S.Bdo.89-05) E\$30.
153 GWINMINE, 1897, G+ cds on cvr (Calav. 95-10) Est. \$12.00
154 HEMLOCK, 1899, G cds on cvr. (Mendo. 90-16) Est. \$10.00
155 HURLETON, 1920, G+ 4-bar on PPC (Butte 80-22) Est. \$8.00
156 IDRIA, 1923, G+ 4-bar on cvr (S.Ben. 94-34pd) Est. \$5.00
157 LA SIERRA RUR.STA., 1943, G (off @ T) 4-bar on cvr. (1937-46) Est. \$5.
158 LAUREL DELL, 1907, G+ 4-bar on PPC (Lake 1900/28) Est. \$8.00
159 LONESTAR, 1893, G+ cds on very tatty cvr. (Fresno 91/10) Est. \$5.00
160 MATILJA, 1907, VG 4-bar on PPC (Ventura 89-18) Est. \$15.00
161 MAY, 1911, VG 4-bar on PPC (Amador 81-20) Est. \$8.00
162 MERRIMAC, 1899, Fine cds on cvr (Butte 83-02pd) Est. \$15.00
163 MOKELUMNE HILL, 1871, about G cds on cvr w/2 prs 3c green BNs to CANADA WEST. Est. \$12.00
164 PACIFIC BEACH, 1908, G+ DOANE on PPC (S.Diego 88-42) E\$4
165 PALOCEDRO, 1899, VG cds on cvr (93-08) Est. \$15.00
166 PERKINS, 1908 & 1913, 2 diff 4-bars on PPCs, G+ VG (Sac 86-57) E\$5
167 PIEDMONT, 1906, VG DOANE on PPC (Alam. 01-09) Est. \$6.00
168 PLYMOUTH, 1885 & 1886, 2 diff. cds on Reg.Pk.Acts. G-VG, E\$8.00

- 169 POLLASKY, 1908, G+ 4-bar on cvr (Fresno 91-10) Est. \$6.
170 ROHNERVILLE/Humboldt Co., 1884, readable cds on GPC. Est. \$6.00
171 SAGE, 1941, VG 4-bar on cover. (Riv. 1925-42 as R.S.) Est. \$8.00
172 SAN FRANCISCO, 1883, VG dcds ties #85; also Fine circled grid cancel. E\$5
173 SAN FRANCISCO, c.1880, VG cds on cvr w/3c BN tied CROSSROADS. E\$5
174 SAN SIMEON, 1894, VG cds & targets tie #212 & 219 on cvr. E\$8
175 SESAME, 1913, VG 4-bar on PPC (Madera 1902-13) Est. \$15.00
176 TAYLOR, 1902, G+ dplx on cover. (Shasta 97-22) Est. \$10.00
177 TUDOR, 1911, G 4-bar on PPC (Sutter 93-42) Est. \$8.00
178 VORDEN, 1906, VG duplex on PPC. (Sac.02-38) Est. \$4.00
179 WALDO, 1908, VG 4-bar on PPC (Yuba 98-15) Est. \$10.00
180 WALSH STATION, 1909, VG 4-bar on PPC (Sac. 76-17) Est. \$10.00
181 WRIGHTS, 1887, VG cds on cvr w/#210. (S.Clara 79-38) Est. \$8.00
182 YUBA CITY (1880), VG cds on cvr w/3-ct green. est. \$8.00

COLORADO

- 183 APISHAPA, 1910, mss on U408 (dirty & ruff at rt.) w/good letter. E\$25.
184 BALD MOUNTAIN, 1917, G cds on PPC (69-21) Est. \$10.00
185 FORT SEDGWICK, c.1885, G+ cds on cvr opened ruffly thru #85. E\$30.
186 GEORGETOWN, (1877), partial cds on cvr w/silver mining cc. E\$8.00
187 GURNEY, 1910, G lite 4-bar on PPC (07-23) Est. \$10.00
188 HARTSEL, 1908, VG DOANE on PPC. Est. \$4.00
189 OVERLAND, 1906, G lites 4-bar on PPC (92-20) Est. \$5.00
190 SALINA, 1913, G 4-bar on PPC. (74-25) Est. \$5.00
191 Lot of 2 DOANES on PPC, 1905,13, G-VG: HALFWAY(Ty2) & LUCERNE(Ty3). E\$5

CONNECTICUT

- 192 KILLINGLY (ATTAWAUGAN RUR STA.), 1909, VG 4-bar on PPC. Est. \$5.00
193 MARLBORO, 1908, VG DOANE on PPC. Est. \$3.00

FLORIDA

- 194 CROWNPOINT, 1912, VG DOANE on GPC. DPO. Est. \$5.00
195 FRINK, 1909, VG DOANE on PPC. DPO. Est. \$5.00
196 PALM BEACH, FLA./B, 1908, G+ 4-bar on PPC. Est. \$5.00

GEORGIA

- 197 FORT SCREVEN, 1908, G+ DOANE on PPC. DPO. Est. \$5.00
198 REDLAND, 1907, G+ DOANE on PPC. DPO. Est. \$5.00

HAWAII

- 199 NAHIKU, 1911, G 4-bar as rec'd on PPC. DPO. Est. \$8.00
200 SCHOFIELD BARRACKS, 1912, G 4-bar on PPC. DPO. Est. \$8.00

IDAHO

- 201 HEATH, 1903, VG cds (00-44) on PPC (stagecoach) w/sm. tear.E\$6
202 LENIA, 1912, Fine 4-bar on PPC (1901-23) Est. \$10.00

ILLINOIS

- 203 GAZENOVIA, 1907, G DOANE (ty 1) on PPC. DPO. Est. \$5.00

INDIANA

- 204 Lot of 2 DOANES on PPC, 1911-13, G-VG: CLIFFORD(Ty1) & FULTON (Ty3). E\$5

IOWA

- 205 FORT DES MOINES, 1857, VG balloon cds on 3-ct Nesbitt w/EDDYVILLE cds & 'PAID' as fwd marks. Est. \$25.00
206 WAGNER, 1892, mss. on 2-ct green ent. (1862-95) Est. \$12.00

KANSAS

- 207 DARLOW, 1914, VG 4-bar on PPC (1900-35) E.\$4.00

KENTUCKY

- 208 CRAFTSVILLE, 1902, mss on 2-ct red ent. DPO. Est. \$8.00
209 FLOURNOY, 1889, mss. on 2-ct green ent w/wnci. freight bill. DPO. E\$10
210 LYNDON, 1876, mss. on cvr opened ruff at left. DPO. Est. \$8.00
211 ZACATA, 1905, Fine DOANE on VEG-A-TAB cover. DPO. Est. \$8.00

LOUISIANA

- 212 NEW ORLEANS, 1862, G+ dcds on cvr w/#85 fwd NEW YORK w/add'l #85 & SPARTA (WIS) dcds. Mss. 'Ford Due 6'. Est. \$8.00

MARYLAND

- 213 BRUNSWICK/REGISTERED, 1897, VG magenta cds on reg cvr w/boxed BRANCH D, NEW YORK P.O. b/s. Est. \$8.00
214 CAMBRIDGE, c.1880, G+ cds & STAR ties 3c green on cvr cut into Cambridge News cc. Est. \$5.00
215 FLINTSTONE, 1909, G+ DOANE on PPC (05-51) Est. \$4.00
216 GIRDLETREE, 1911, VG Doane on PPC. Est. \$4.00
217 HAGERSTOWN (LETTERSBURG RUR.STA.), 1908, VG 4-bar on PPC. E\$4

MASSACHUSETTS

- 218 MERRIMACPORT, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
219 SHREWSBURY, 1887, VG magenta cds w/#210 on cvr. Also WORCESTER TRANSIT backstamp to Brooklyn, NY. Est. \$8.00

MICHIGAN

- 220 MERLEBEACH, 1922, G+ 4-bar on PPC (98/22) Est. \$5.00
221 SNOWFLAKE/W.W.Johnson P.M.,1888, Fine purple dcds on GPC.E\$25

MINNESOTA

- 222 RENO, 1881, mss. in purple ink on GPC. (1880-1935) Est. \$10.00
223 STILLWATER, 1880, VG trip cds w/WHEEL OF FORTUNE tying 3c BN on cvr w/torn back. Letter. Est. \$6.00
224 WHITE RIVER FALLS,c.1880, mss on 3-ct green ent.ruff @ R (58/99) E.\$8.00

MISSISSIPPI

- 225 BUCATUNNA, 1908, VG DOANE on PPC w/HEALING SPRINGS/ALA DOANE on face. E\$8
226 SHELLMOUND, 1880, mss. on 3-ct Nesbitt. DPO. Est. \$12.00

MISSOURI

- 227 CLIFTON CITY, 1918, VG 4-bar on GPC. (73-59) Est. \$4.00
228 CROSS ROADS, 1908, VG 4-bar on PPC (08-59) Est. \$4.00
229 SLEEPER, 1910, VG 4-bar on PPC. (83-55) Est. \$4.00
230 STICKLERVILLE, 1904, VG cds on POD penalty env. (64-07) E\$8
231 VERMONT, 1912, VG 4-bar on GPC (38/25) Est. \$6.00

MONTANA

- 232 ALHAMBRA/REC'D, 1831,. VG cds as sending pm on GPC. DPO.Est. \$6.00
233 ANACONDA,1897, VG dplx on FRONT w/illus HIGH BUTTON SHOE ad. Est. \$6.00
234 BONITA, 1911, G 4-bar on PPC (86/42) Est. \$6.00
235 BOWLER, 1908, G+ DOANE on PPC (94-36) Est. \$6.00
236 CHAMPION, 1892, G cds on cvr opened ruff @ L (1889-1893) Est. \$25.00
237 CLEARWATER, 1907, G+ (o'strik) cds on PPC w/ADVERTISED/ANACONDA. E\$12.
238 COOKE, 1908, VG cds on cvr opened ruff at rl. Est. \$4.00
239 DIAMOND CITY, 1908, G 4-bar on PPC (87/09) Est. \$20.00
240 JOHNSON, 1908, G 4-bar on PPC. (1900-13) Est. \$15.00
241 MONIDA, 1908, G dplx on cover. (91/84) Est. \$5.00
242 PUTNAM, 1914, G+ 4-bar on PPC (1913-1915) Est. \$30.00
243 SUNSET, c.1910, VG 4-bar on PPC (83-14) Est. \$15.00
244 UBET, 1897, G+ cds on GPC (81/06) also BILLINGS/TRANSIT. Est. \$35.00
245 VIRGINIA CITY,1884, G+ trip cds & STAR-IN-CIRCLE on GPC. E\$15.00
246 WARD, 1910, G+ 4-bar on PPC (1910-12) Est. \$30.00

NEBRASKA

- 247 COTTONWOOD SPRINGS, 1887, readable cds on TERR cvr. Est.\$15.00
248 EASTWOOD, 1910, G 4-bar on PPC (1907-17) Est. \$8.00
249 EDHOLM, 1910, G+ 4-bar on PPC (92-33) Est. \$5.00
250 HOLMESVILLE, 1874, mss. on 3-ct ent. opened just into stamp. Encl.E\$10.

NEVADA

- 251 BAUVARD, 1908, VG DOANE on PPC (04-12) Est. \$12.00
252 BLAIR, 1913, G (like) 4-bar on PPC (1908-18) Est. \$10.00
253 FORT CHURCH(HILL), 1922, about G 4-bar on Pen. card. Est. \$6.00
254 RYE PATCH, 1908, G 4-bar on PPC (72-16) Est. \$30.00
255 UNIONVILLE, 1908, G+ DOANE on PPC (62/56) Est. \$8.00
256 UNIONVILLE,1928, G dplx on cvr w/light toning. Est \$5.00
256A WASHOE, 1908, G+ 4-bar on PPC. (94/14pd) Est. \$20.00

NEW HAMPSHIRE

- 257 CHARLESTOWN,1887, VG rimless blue cds & cross roads ties 3c green BN on lite blue cover - colorful!! Est. \$6.00
258 LEIGHTONS CORNERS, 1908, VG DOANE on PPC (31-27) Est. \$7.00
259 LONG ISLAND, 1908, G+ DOANE on PPC (78-17) Est. \$7.00
260 SCOTT, 1908, VG cds on PPC (84-13) Est. \$8.00
261 SOUTH LEE, 1920. VG 4-bar on PPC (1875-1950) Est. \$4.00

NEW JERSEY

- 262 OTTENS, c.1908, G+ DOANE on PPC (1908-13) Est. \$10.00

NEW MEXICO

- 263 BLACK TOWER, 1909, G+ Type 1 on PPC. Est. \$18.00
264 BLAND, 1902, G Type 5 on cvr w/packing house cc. Est. \$12.00
265 CARLSBAD, 1910, VG Ty5 on 2-ct red ent. Est. \$5.00
266 ENDEE, 1907, G Type 5 on PPC. Est. \$35.00
267 ENDEE, 1907, G Type 7 on PPC. Est. \$35.00
268 ENGLE, 1910, G+ Type 12 on PPC. Est. \$6.00
269 FORT WINGATE, c.1918, ST. LINE ties 2x 1-c WASH on PPC. E\$25.
270 HILLSBORO, 1897, G+ Ty11 on cover. Est. \$8.00
271 LAMY, 1908, G+ Ty9 [DOANE] on PPC(Harvey). Est. \$4.00
272 MIAMI, 1913, VG 4-bar on PPC. DPO. Est. \$12.00
273 SANTA FE, 1910, VG Ty63 on cvr w/MISSANT TO/ALBUQUERQUE,N.MEX & pointing hand UNCLAIMED/CRIPPLE CREEK, COLO. Est. \$6.00
274 TEXICO, 1907, G+ Type 2 on PPC. Est. \$7.00
275 TUCUMCARI, 1909, VG Ty3 on PPC w/HELD FOR ADDRESS in red. Est. \$6.00

NEW YORK

- 276 BEERSTON, 1894, VG cds on 2c green ent. DPO. Est. \$5.00
277 BELFAST,ALLEGHANY CO.,1891, G magenta dcds on GPC. Est. \$8.00
278 BIGCREEK, 1897, VG cds on cover. DPO. Est. \$8.00
279 BROOKLYN,1976, FANCY MAP CANCEL for Battle of Brooklyn on ph.cvr. E\$3
280 BROOKTON/TOMPKINS CO.,1888, G fancy CO & PM cds on cvr w/#210. E\$20
281 BUFFALO, (1848), VG blue oval on SFL w/mss "6". Est. \$8.00
282 CANANDAIGUA, 1849, VG cds w/"X"-in-circle on SFL to Ohio. Est. \$10.00

- 283 CARYMANS HOLLOW, 1857, mss on 3-ct Nesbitt. DPO. Est. \$10.00
284 DELTA, 1899, G lite cds on cover. DPO. Est. \$4.00
285 EAST GALWAY, 1920, G+ 4-bar on PPC. DPO. Est. \$5.00
286 EPHRATA,1806?, VG cds on PPC. DPO. Est. \$5.00
287 FORT ANN, WASHINGTON CO./JOHN HALL PM,1881, G dcds on GPC. E\$10.
288 FULLERS, 1908, G+ DOANE on PPC. DPO. Est. \$5.00
289 GLEN EYRIE, 1915, VG 4-bar on PPC. DPO. Est. \$5.00
290 GREEN LAKE, 1919, VG purple 4-bar on PPC. DPO. Est. \$6.00
291 HORICON, 1907, VG DOANE on PPC. DPO. Est. \$6.00
292 HORNELLSVILLE, c.1880, VG blue cds on cvr w/3c BN. DPO. Est. \$8.00
293 IONA ISLAND, 1918 & 1937, 2 diff pms on PPC & GPC. E\$5.00
294 KINDERHOOK, 1857, VG baloon cds ties #26 on cvr. Est. \$8.00
295 LOCKE/EDWIN GUEST,Jr.,PM, 1876, VG magenta dcds on GPC. Est. \$10.00
296 MACHIAS JUNCTION, 1935, VG 4-bar on cover w/trucking co. cc. DPO. Est.\$4
297 MAYVILLE, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
298 MOUNT MORRIS, 1865, G+ cds on cover w/#85. Est. \$3.00
299 NEW YORK/TRANSIT (1876), red VG cds on GPC to PRUSSIA. Est. \$8.00
300 NORTHBUSH, 1915, G+ 4-bar on PPC. DPO. Est. \$5.00
301 ORANGELAKE, 1908, G+ 4-bar on PPC. DPO. Est. \$5.00
302 PORT DICKINS, 1908, G+ 4-bar on PPC. DPO. Est. \$5.00
303 ROSIERE, 1910, G+ 4-bar on PPC. DPO. Est. \$5.00
304 SARATOGA SPRINGS, 1859, bold balloon cds ties #26 on cover. Est. \$15.00
305 SOUTH HAMILTON, 1910, VG 4-bar on PPC. DPO. Est. \$5.00
306 TRONA, 1912, VG 4-bar on PPC. DPO. Est. \$5.00
307 VINEYARD, 1910, G+ 4-bar on PPC. DPO. Est. \$5.00
308 WEST BARRE, 1893, G+ cds on cvr. DPO. Est. \$5.00
309 WEST GRANVILLE CORNERS, 1915, G+ 4-bar on PPC. DPO. Est. \$5.00
310 Lot of 8 diff small town handstamps on cvrs, 1868-1954, all VG: AURORA, BOLTON(LDC), WILLARD, WATERVLIET, WEST TROY, MEXICO, HONNEDAGA & SAUQUOIT. E\$12.

NORTH CAROLINA

- 311 CURTIS MILLS, 1885, G lite cds on GPC. DPO. Est. \$8.00
312 JORDAN, 1910, VG 4-bar on PPC. DPO. Est. \$5.00
313 LOCKVILLE, 1907, G+ DOANE on PPC. DPO. Est. \$5.00
314 POINT CASWELL,1885, readable cds on GPC. DPO. Est. \$6.00
315 REYNOLDS,1885, readable cds on GPC. DPO. Est. \$6.00
316 TAR LANDING, 1883, G+ cds on GPC. DPO. Est. \$8.00
317 WARREN PLAINS, 1885, G blue trip cds on GPC. DPO. Est. \$10.00

NORTH DAKOTA

- 318 ECKMAN, 1910, G+ 4-bar on PPC (06-56) Est. \$5.00
319 GALL, 1910, VG 4-bar on PPC (1910-13) Est. \$20.00
320 HOWARD, 1908, G 4-bar as rec'd on PPC (1908-17) Est. \$6.00
321 MORAIN, 1911, G+ 4-bar on PPC (1904-13) Est. \$12.00

OHIO

- 322 EUCLID, 1885, Fine dcds & target ties #210 on cvr w/toothed NOTTINGHAM/Cuyahoga Co. backstamp. Est. \$10.00
323 SOUTH NEWBURY, 1884, G+ cds on GPC (88-07) Est. \$8.00
324 No lot

OKLAHOMA

- 325 CAPITOL HILL, 1910, VG 4-bar on PPC (1905-11) Est. \$10.00
326 FORT SILL, 1899, G+ cds on cvr [TERR] Est. \$20.00
327 HOOKER, Apr 1907, VG 4-bar on PPC. TERR. Est. \$12.00
328 INGERSOLL, 1907(Dec), G 4-bar on PPC (01-47) Est. \$6.00
329 KIEL, 1912, VG dplx on PPC (84-18) Est. \$10.00
330 LOVELL, 1908, VG DOANE on PPC. (1908-57) Est. \$8.00
331 THREE SANDS, 1928, VG dplx on cover (1923-42) est. \$6.00

OREGON

- 332 ANLAUF, 1913, G+ 4-bar on PPC (Douglas 01-46) Est. \$6.00
333 BOURNE, 1905, G+ duplex on cover w/no top back flap.(Baker 95/27) E.\$15.
334 BUNCOM, 1909, G lite DOANE on PPC (Jackson 98-17) Est. \$12.00
335 CARNATION, 1908, VG DOANE as rec'd on PPC. (05/33) Est. \$10.00
336 CENTREVILLE, 1884, G lite Type 1 & STAR-IN-CIR. on frayed 2-ct ent. E\$25
337 COLES VALLEY, 1912, G+ DOANE on PPC (Doug.80/14) E.\$8
338 CONNLEY, 1914, VG 4-bar on PPC (Lake 1912-20) Est. \$30.00
339 COPPERFIELD, 1909, VG 4-bar on PPC (Baker 98/27) Est. \$25.00
340 DIVIDE, 1909, VG 4-bar on PPC (Lane 1900-21) Est. \$8.00
341 EIGHTMILE, 1920, about G 4-bar on PPC (Morrow 83-41) E\$5.00
342 FLAVEL, 1915, G+ 4-bar on PPC (Clatsop 95/18) Est. \$20.00
343 HAMLET, 1909, G+ (o'strik) DOANE on PPC (Clatsop 05-53) Est. \$8.00
344 HILLMAN, 1911, G+ 4-bar on PPC (Desc. 1910-11) Est. \$50.00
345 HORSE HEAVEN, 1941, VG 4-bar on phil. cvr w/comic sticker. (38-46) E\$8.00
346 ILLAHE, 1911, G+ DOANE on PPC (Curry 95-43) Est. \$6.00
347 KNAPP, 1913, G+ 4-bar on PPC (Clatsop 72-43) Est. \$6.00
348 LUTGENS, 1912, G 4-bar on PPC (Linc. 90/17) Est. \$10.00
349 MARSHFIELD,COOS CO.,1880, readable lite magenta cds [W.Ty2] on cvr. E\$25
350 MIRTH, 1909, G+ cds on PPC (Lane 98-10) Est. \$15.00
351 PORTLAND,ORE.,1899, VG (Whit.Ty28) [BARRY] as b/s rec'd on cvr.E\$5
352 PRATUM, 1912, G+ 4-bar on PPC (Marion 98-53) Est. \$4.00
353 RIDDLES, 1897, G Type 3 on 2-ct green entire. Est. \$12.00
354 RONDOWA, 1910, G+ 4-bar on PPC (1909-15) Est. \$20.00
355 TROY, 1915, VG 4-bar on PPC (Wallowa 02-85) Est. \$8.00
356 WESTPORT, 1912, VG 4-bar on PPC (Clatsop 63-59) Est. \$4.00
357 WILLIAMETTE, 1912, VG MISPELLED 4-bar as rec'd on PPC. E\$8.
358 WILLOWDALE, 1930, G(ALE' not strik) 4-bar on cvr. (Jeff.28-37)E\$8.

PENNSYLVANIA

- 359 BUCHANAN, 1857, G baloon cds on 3-ct Nesbitt. DPO. Est. \$8.00
360 COUDERSPORT/POTTER CO.,1881,G+ trip cds & STAR ties pr 3c BN on 3c ent.E15
361 CROWL, 1908, Fine, bold DOANE on PPC. DPO. Est. \$6.00

PENNSYLVANIA (Cont)

- 362 DOVER, 1906, VG DOANE on PPC. DPO. Est. \$4.00
363 SWEDEN, 1877, mss on GPC. DPO. Est. \$8.00
364 YORK, 1857, Fine blue cds on 3-ct Nesbitt. Est. \$5.00

RHODE ISLAND

- 365 ALLENTOWN, 1906, VG DOANE on PPC (1850-1957) Est. \$4.00
366 COWESETT, 1905, VG dplx on PPC. (80-36) Est. \$5.00
367 DAVISVILLE, 1911, G + 4-bar on PPC (51-32) Est. \$5.00
368 ENFIELD, 1908, VG 4-bar on PPC (1881-1908) Est. \$12.00
369 LAKEWOOD, 1907, VG cds on PPC (89-11) Est. \$8.00
370 NIANATIC, 1908, VG dplx on PPC (73-11) Est. \$5.00
371 ROCKLAND, 1908, VG 4-bar on PPC (53-23) Est. \$6.00
372 SUMMIT, 1917, VG 4-bar on PPC (55-26) Est. \$6.00
373 WHITEROCK, 1908, VG DOANE on PPC (80-11) Est. \$6.00

SOUTH DAKOTA

- 374 ALPENA/D.T., 1884, mss. on slightly aged cvr. w/#210. E\$10.00
375 ALTOONA/DAK., 1883, G + cds & cork ties #210 on cvr. (83-88) E\$40.
376 APFONATOX/DAK, 1885, VG octagon on cvr w/#210. (1883-92) Est. \$25.00
377 CARBONATE/DAK., 1880, G + cds on GPC (84-09) Est. \$15.00
378 FLANDRAU/MOODY CO., DAK., 1884, G + cds & target ties #210 on tiny cvr. E\$20.
379 LEAD, 1904, VG dplx on cvr w/HOMESTEAK MINING CO. cc & long tr on same letterhead. Est. \$6.00
380 MANCHESTER/DAK., VG cds on cvr w/#210. (81-54) Est. \$15.00
381 MILLER/DAK., 1884, G cds on UX7. Est. \$8.00
382 NOVAK, 1908, VG 4-bar on PPC (1907-15) Est. \$15.00

TENNESSEE

- 383 MURFREESBORO (1884) w/DUE/8 in cir. & NASHVILLE (1863) on two Union Occup.covers; both G-VG. Est. \$12.00
384 TULLAHOMA, 1886, VG cds on cvr w/#210 & MALTESE CROSS (not tied) E\$5

TEXAS

- 385 COOPER, 18772, mss on 3-ct green entire. very clean. Est. \$10.00
386 GIBTOWN, 1911, G + 4-bar on PPC (83-27) Est. \$6.00
387 RHINELAND, 1908, VG cds on cvr w/gen'l.merch. cc. (95-17) Est. \$8.00
388 SAN YGNACIO, VG 4-bar on PPC (Mex women washing clothes) E\$5.
389 Lot of 3 diff 4-bars, 1908-14, G-VG: POYNER(PPC), ROSANKY & RED ROCK (cvrs). Est. \$8.00

UTAH

- 390 DEVILS SLIDE, 1937, VG dplx on HALLOWEEN cachet cvr. (07-85) E\$4
391 GRASS CREEK, 1931, G purple 4-bar ties 2-ct YORKTOWN on cvr. (04-35)E\$6
392 PANGUITCH, 1888, G + cds on cvr w/TOQUERVILLE b/s. TERR. Est. \$8.00
393 SALT LAKE CITY/REGISTERED/C.R.BARRATT PM, 1887, boxed reg cancel ties 2w#210 + 10-ct BN on legal-sized cvr cut 1/2" @ each end. Still attractive.E\$6

VERMONT

- 394 BARTON LANDING, 1877, about G cds on UX5 w/lite toning. DPO. Est.\$5
395 BENNINGTON, 1877, Fine fancy magenta cds on UX5. Est. \$8.00
396 BOLTON, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
397 BRADFORD, 1863, VG blue cds on cvr w/#85; uneven LR. Est. \$4.00
398 BREADLOAF (DPO) as b/s rec'd on illus cvr ELM TREE INN /FARMINGTON,CONN.Also NORTHAMPTON,MASS/TRANSIT b/s 1892. Est.\$8.00
399 DANBY, 1882, VG cds & STAR-IN-CIRCLE killer (lite) on UX7. E\$5
400 EAST DORSET, 1907, VG DOANE ties 2-ct JAMESTOWN on cvr w/merch.cc. E\$8
401 EAST MONTPELIER, 1908, VG 4-bar as fwd mark on UX20 pm WASHINGTON/VT.E\$7
402 ELMORE, 1908, VG DOANE on PPC. DPO. Est. \$5.00
403 JAMAICA, 1878, VG magenta cds on UX5. Est. \$5.00
404 LEWISTON, 1908, G + DOANE on PPC. DPO. Est. \$5.00
405 MONTPELIER, 1848, G red cds & PAID on sfl. Est. \$5.00
406 NORTH MANSFIELD, 1921, G + 4-bar on PPC. DPO. Est. \$4.00
407 NORWICH, 1887, VG cds ties #85 on clean cover. Est. \$8.00
408 PERKINSVILLE, 1880, VG baloon cds ties #20 on cvr w/lr. E\$10
409 PLYMOUTH UNION,c1878, VG purple cds on UX5. DPO. Est.\$10.00
410 POMPANOOSUC, 1907, VG DOANE on PPC. DPO. Est. \$5.00
411 SOUTH WOODSBURY,1884, VG trip cds ties #210 on cvr w/lite toning. E\$4
412 WAITS RIVER, 1911, G + 4-bar on PPC. DPO. Est. \$5.00
413 WEST CORINTH, 1911, VG 4-bar on PPC. DPO. Est. \$5.00
414 WEST DANVILLE, 1885, G + dcds on cvr w/pen tied #210. Est. \$4.00
415 Lot of 5 diff towns, 1870s-80s on UX5-UX9, G-G + (EAST CORINTH, W. RUTLAND, McINDOES FALLS, MANCHESTER & CHARLOTTE) Est. \$10.00

VIRGINIA

- 416 DRAKES BRANCH, 1913, VG in two blue ST.LINES on PPC. Est. \$12.00
417 LEON, c.1880, G cds & target tie 3-ct green BN on cvr. DPO. Est. \$10.
418 MAX, 1908, G + DOANE on PPC. DPO. Est. \$5.00
419 NORFOLK (18837), G cds ties #85 on illus PATRIOTIC of 112TH NEW YORK RGT. Very attractive. Est. \$25.00
420 NORFOLK (18837), two covers from same cornea. w/bold cds tying #85; one in black ink - one in blue-grey ink. Est. \$15.00
421 PICKAWAY, 1885, mss. on GPC w/flattened crease. DPO. Est. \$6.00
422 SHERWOOD, 1911, G 4-bar on PPC. DPO. Est. \$5.00
423 SPANISH OAKS, 1885, mss on GPC. DPO. Est. \$12.00
424 THEO.SEMINARY, c.1870, VG cds on cvr w/#114 target tied. E\$12.00

WASHINGTON

- 425 ARLINGTON, 1880, about G cds on 2-ct red entire w/encl. Est. \$5.00
426 BEACH, 1906, VG cds on PPC with cnr crease (82-46) E\$6
427 BORDEAUX, 1912, G + 4-bar on PPC (Thurs. 03-42) Est. \$6.00

- 428 CENTER, 1911, VG 4-bar on cover (80-14) Est. \$8.00
429 CHAUTAUGUA, 1908, G DOANE on PPC (88-12) Est. \$8.00
430 COLLINS, 1909, G + DOANE on PPC (1900-18) Est. \$6.00
431 CRAB CREEK, 1881, mss. on cvr w/lr (horse news). Opened uneven L, but a very scarce Lincoln County Territorial piece (73/04) Est. \$200.00
432 EUREKA, 1887, readable cds on cover. DPO. Est. \$5.00
433 FAIRHAVEN, 1892, VG cds on cover. (1889-1904) Est. \$20.00
434 FAIRIS, 1912, VG 4-bar on PPC (1903-13) Est. \$25.00
435 FORT FLAGLER, 1918, G + 4-bar on PPC. (1900-33) Est. \$6.00
436 HALL, 1908, VG 4-bar on PPC (Clark 08-34) Est. \$5.00
437 HILLMAN, 1908, Fine DOANE as rec'd on PPC (1904-06) Est. \$30
438 JEAN, 1909, VG 4-bar on PPC (1904-1909) Est. \$20.00
439 LAKE CUSHMAN, 1907, G + (o'strik) cds on PPC (Mason 83-22) Est. \$6.00
440 LAWRENCE, 1908, VG DOANE on PPC (What. 92-31) Est. \$8.00
441 MAUD, 1908, G + 4-bar as rec'd on PPC. (Stevens 04-14) Est. \$8.00
442 MUKILTEO, 1905, G + (o'strik) DOANE on Reg.Rct. Est. \$5.00
443 NESIKA, 1910, G lite DOANE on PPC (98-34) Est. \$6.00
444 PEACH, 1900, VG cds & target on GPC w/tiny pin holes(2) (98-39) E\$8
445 POMEROY, 1895, G cds on 2-ct green entire. Est. \$5.00
446 PORT TOWNSEND,1883, VG trip cds & KICKING MULE on very tatty cvr. E\$20.
447 PORT WILLIAMS, 1913, VG 4-bar on PPC (90-19) Est. \$8.00
448 REGISTERED/SPOKANE FALLS, 1891, VG purple oval on Re.Rct. Est. \$6.00
449 SATOP, 1907, VG DOANE on PPC. Est. \$4.00
450 SEABECK/W.T.,1887, G + dcds strk twice on 3-ct pink ent. Est. \$50.00
451 TONO, 1915, VG 4-bar on PPC (Thurs. 09-32) Est. \$6.00
452 VAN BUREN, 1912, about G 4-bar on PPC (Whate. 91-18) Est. \$6.00
453 WATTSBURG, 1895, G cds ties 2-ct COLUMBIAN on cover. Est. \$6.00
454 WEST SEATTLE, 1907, G DOANE on PPC. (89-08) Est. \$6.00
455 WINDOM, 1907, G + DOANE on PPC (Lewis 91-06) Est. \$8.00
456 Lot of 3 diff DPOs on PPC 1908-09, G-G + : WINONA, GOVAN (both rec'd) and ALPHA. Est. \$8.00
457 Lot of 14 diff 1810-era pms (13 4-bars; 1 Doane) all G-VG on PPC. E\$20

WEST VIRGINIA

- 458 DEITZ, 1886, mss. on GPC w/message signed by CD Dietz. DPO. Est. \$12.00
459 GATES, 1912, VG 4-bar on PPC. DPO. Est. \$5.00
460 PINK, 1908, VG DOANE on PPC. DPO. Est. \$5.00

WISCONSIN

- 461 CADOTT, 1881, VG cds on cvr w/3c green BN. Est. \$5.00
462 KESHENA, 1903, G + cds on INDIAN AGCY PEN. ENV. Est. \$5.00
463 MATTOON, 1898, G + cds on GPC. Est. \$4.00
464 MILLSTON, 1882, VG cds on GPC. Est. \$4.00
465 MILTON JUNCTION, 1898, G + cds on 2c red ent. (1870-1974) E\$5.
466 SUGAR GROVE, 1897, G + cds on 2c green ent. ruff @ R. (84-02) Est. \$10.

WYOMING

- 467 CAMPSTOOL, 1908, lite, readable 4-bar on PPC (08-34) E\$5.00
468 KAYCEE, 1907, G + DOANE on PPC. Est. \$4.00
469 MORRISEY, 1934, VG 4-bar on cml. cover (1923-36) Est. \$8.00
470 SHERIDAN, 1884, G + cds on cvr opened just into #210. TERR. E\$8.00

U.S. POSSESSIONS

- 471 CALAMBA/LAGUNA P.I.,1903, VG dplx on o'printed postal stat. E\$6.
472 COAMO/P.R.,1900, Fine dplx on o'printed postal stat. ent. Est. \$6.00
473 FREDERIKSTED,(DW), 1888, G + cds on post.stat. b/s CHRISTIANSTED. piece out of UL cover. Est. \$10.00
474 GUAM/GUAM, 1933, G + dplx on commercial cover. Est. \$10.00
475 PAGO PAGO/SAMOA,1945, G machine on CENSORED 3-ct ent. w/2 x 6-ct CLIPPER AIRMAILS & "Air mail from Honolulu" notation. Est. \$8.00

CANADA

- 476 BONANZA/YUKON, 1901, VG spl.ring as b/s on cvr from San Fran.; also part'l SKAGWAY/TRANSIT. Est. \$125.00
477 DAWSON,Y.T., 1903, G + cds on cover. Est. \$10.00
478 APO 482 (Edmonton), 1944, VG 4-bar ties #CE1 on cvr. Est. \$8.00
479 CANADIAN ARMED FORCES AIR LETTER - Christmas issue 1944 - POSTAGE/FREE; used RCAF overseas 12-13-44. Scarce piece. Est. \$40.00

RURAL FREE DELIVERY (Handstamps in CAPS)

- 480 APPLETON/N.Y., 1905, VG Ty1, Rt.30 on PPC. Est. \$6.00
481 DEERFIELD/MO., 1908, G Ty2F on PPC. Est. \$5.00
482 DOSTER/MICH.,1905, VG Ty2F on cover. Est. \$12.00
483 FISK/WIS., 1907, VG Ty2F on PPC. Est. \$5.00
484 FORESTVILLE, 1913, G + Ty 1SA, Rt.9 on PPC. Est. \$6.00
485 GREENVILLE/N.Y., 1907, G + Ty2F on PPC. Est. \$6.00
486 HOPKINSVILLE/KY.,1901, VG Ty1, Rt. 1, on cover. Est. \$15.00
487 NORWICH/N.Y.,1905, G Ty2F on cover. Est. \$8.00
488 PORTLAND/CONN.,1905, G Ty1 on PPC. est. \$6.00
489 ROWLEY/MASS., 1910, G + Ty2D on PPC. Est. \$6.00
490 SOUTH PARIS/ME., 1908, VG magenta Ty1 on PPC. Est. \$8.00
491 SPRING VALLEY/MINN.,1908, VG Ty2F on PPC. Est. \$8.00
492 STAMFORD/NEBR., 1910, G + magenta Ty1W on PPC. Est. \$6.00
493 WEST POINT/OWA,1909, G Ty1, Rt 1 on PPC. Est. \$5.00
494 Winside/Nebr.,1910, Ty 11(rte & date) on PPC. Est. \$5.00

RAILWAY POST OFFICES (USTMC Nos.)

- 495 BOSTON & CAPE COD, 1913, VG (55-H-uni.) on PPC. Est. \$6.00
496 BURL & QUINCY, 1916, VG (696-C-1) on PPC. Est. \$6.00
497 CALISTOGA & VAL/AGT.,1878, VG UNLISTED cds on cvr w/encl. E\$75.
498 CHEH & SOUTH BEND, 1905, about G (901.3-D-1) on PPC. E\$8.00
499 CHICAGO/RECEIVED MAIL DELAYED/C/TRAIN LATE,1892, VG dplx as b/s on cvr.E\$8
500 CL-WHARF & N.EMPORIA,1911, G (off a bit @ T) (317-A-1) on PPC. E\$8.

RAILWAY POST OFFICES (Cont)

- 501 COLLECT'N & DIST'N/WAGON NO.1, WASH'N DC., 1899, about G (WA-4-b) on cvr a trifle rough at Top. Est. \$10.00
502 DUL. BROOKPARK & ST.P., 1909, VG (878.5-C-1) on PPC. Est. \$6.00
503 ELY & DULUTH, 1909, G+ (879.1-A-1) on cover. Est. \$8.00
504 EVELETH & DULUTH, 1910, G (879.2-A-1) on PPC. Est. \$8.00
505 EXHIBIT CAR, SPG-MASS., 1923 VG (89-D-4) on cvr. Est. \$8.00
506 GLACIER & BELLINGHAM, 1908, VG (905.1-A-1) on Reg. Pk. Rct. Est. \$12.00
507 GREELEY & DENV., 1904, VG (961-uni.) on Re. Pk. Rct. Est. \$6.00
508 GREENFIELD & SPRINGFIELD, 1917, VG (48-C-1) on PPC. Est. \$6.00
509 HARTFORD, CONN./TRANSF. CLK., 1888, VG cds on cover w/#216 to GERMANY. Est. \$15
510 HAVRE & BUTTE, 1911, VG (891.8-B-1) on PPC. Est. \$8.00
511 HOUS. & EL PASO/ED, 1907, VG (476-J-1) on PPC. Est. \$6.00
512 LOS ANG. & BALBOA, 1909, VG (998-B-1) on PPC. Est. \$12.00
513 PENDLETON & YAKIMA, 1948, VG (904.2-B-1) on phil GPC. Est. \$5.00
514 PORT & DUNSMUIR, 1934, VG (894-K-1) on cover. Est. \$8.00
515 PORT & TILLAMOOK, 1927, G+ (900.3-B-1) on cvr. Est. \$8.00
516 PORTLAND & WHITESON, 1923, G (893-C-1) on cover. Est. \$8.00
517 RALEIGH & HAMLET/AGT., c.1880, VG (328-C-1) on Reg. Pk. Rct. Est. \$20.00
518 SALIDA & OURAY, 1907, G (957-M-2) on PPC (stage coach) Est. \$12.00
519 SALINA & OAKLEY, 1904, G (925-C-1) on PPC. Est. \$10.00
520 SAN BONO & ORANGE, 1906, G (993.2-B-1) on PPC. Est. \$10.00
521 SAN FRAN. & SANTA CRUZ, 1905, VG (980-L-2) on PPC. Est. \$6.00
522 ST. PAUL & MARMARTH/ED., 1923, VG (871-AD-1) on PPC w/MIL. & ST. PAUL logo & "On BOARD THE DOKEY SPECIAL" motto. Est. \$8.00
523 ST. VINCENT & FARGO, 1911, about G (889-AU-1) on PPC. Est. \$8.00
524 SYR. & EARL/AGT., c.1880, G (128-B-1) on cvr w/torn back. Est. \$15.
525 TI & LAKE GEORGE, 1914, G+ (F-4-e) BOAT on PPC. Est. \$8.00
526 TRACY WATERTN. & PIERRE, 1912, VG (896-AA-1) on PPC. Est. \$10.00
527 WALLA WALLA & PENDLETON, 1943, G (896.5-H-2) on cvr. Est. \$6.00
528 WHITEHALL & ALDER, 1906, G+ (o'strik) (891.13-A-1) on PPC. Est. \$10.
529 WINONA & HURON, 1898, G+ (866-AB-77) on GPC. Est. \$8.00
530 WINTON & DULUTH, 1918, G+ (879.1-B-uni) on cvr w/tr. Est. \$8.00
531 WMSONS. & ASH./AGT., 1882, G (AGT not strik) (303-I-1) on cvr. Est. \$10.

TROLLEYS (Streetcar R.P.O.s)

- 532 CLEVELAND CIRCUIT, 1911, TR.6, VG (CL-1-a) on PPC. Est. \$6.00
533 PITTSBURG, PA. STREET/R.P.O., 1908, VG (P-15a) on PPC. Est. \$10.00
534 ROLP.K. & HIGHLAND/BALTO., CAR 1, VG dplx on PPC. Est. \$5.00
535 SEATTLE & SEATTLE, 1912, VG duplex on PPC w/damg. stamp. Est. \$20
536 TOWSON & CATONSVILLE, 1901, CAR 2, VG (BA-5-fb) on cvr. Est. \$8

SHIPS & NAVAL RELATED

- 537 U.S. TRANS-PACIFIC SEA POSTS/F. NO. 18, 1924, VG cds on PPC. Est. \$10.
538 UNITED STATES/SEA P.O., 1906, VG dplx ties faulty 5-ct Lincoln on cvr w/U.S.M.S. "NEW YORK" illus. cc. Some wear & sm tears on back. Est. \$8.00
539 USS COMFORT, 1919, about G (USS off @ T) Ty2 on YMCA cvr w/tr. Opened rough at left w/closed edge tears. Est. \$50.00
540 USS CONSTELLATION, 1913, VG Ty3 w/NEWPORT/R.I. in bars. Est. \$12.
541 USS MINNEAPOLIS, 1937, VG Ty3 w/LAHAINA/HAWAII in bars on PPC. Est. \$5
542 USS MISSISSIPPI, 1911, VG Ty 1 on PPC. Est. \$8.00
543 USS NEW HAMPSHIRE, 1909, VG Ty1s on PPC. Est. \$6.00
544 USS NORTH CAROLINA, 1916, G (off at Top) Ty3 w/HAM (PTON)/ROAD(a) on cvr. Est. \$5
545 USS OHIO, 1917, VG Type 3 on CENSORED PPC. Est. \$10.00
546 USS OKLAHOMA, 1931, VG Ty3 w/HONOLULU in bars on PPC. Est. \$5.00
547 USS RECEIVING SHIP AT PUGET SOUND, 1918, G+ 4-bar on CENSOR cvr w/tr. Est. \$20.
548 USS WISCONSIN, 1909, readable (dbl struck) Ty 1 4-bar on PPC. Est. \$4

MILITARY COVERS

- 549 "HEADQUARTERS SECOND ARMY CORPS" cover franked w/vert pair #65 pm WASH. DC 1884. Very attractive. Est. \$50.00
550 ALEXANDRIA, VA., 1918, G MILITARY/BRANCH FLAG on PPC. Est. \$5.00
551 APO 770, 1919, VG "Bridge Type" cds on PPC. CENSORED Est. \$5.00
552 APO 813 (Belfast), 1942, G+ 4-bar on PPC. Est. \$4.00
553 CHATTANOOGA, TENN., 1917, G+ MILITARY/BRANCH FLAG on PATRIOTIC cvr w/small colored flag. Est. \$12.00
554 CHICKMAUGA/NATL PARK/GA., 1898, G+ dplx on cvr. Est. \$10.00
555 FORTRESS MONROE/VA., 1907, VG machine on PPC. Est. \$4.00
556A DEMING, N. MEX. CODY BRANCH, 1918, G+ FLAG on PATRIOTIC FLAG env. Est. \$15.
556 HEMPSTEAD/NY, 1918, G+ COLUMBIA on cvr w/tr sheet CAMP MILLS. Est. \$5
557 NEWPORT NEWS, VA/EUSTIS BR., 1918, G+ machine on PPC. Est. \$5.00
558 NEWPORT, KY/FT. THOMAS STA., 1908, G+ dplx on PPC (troops) Est. \$8.00
559 SAN FRANCISCO, 1918, about G (file) FREMONT/BRANCH FLAG on YMCA cvr. Est. \$8.
560 SP-AM PATRIOTIC colored US & CUBA flags & "Camp Thomas" return cvr pm CHICKMAUGA, 1898. Est. \$25.00
561 SP-AM WAR PATRIOTIC 2x2' colored FLAG on cvr pm SO. FRAMINGHAM/MASS FLAG 1908. YMCA of MASS & RI cc.. Est. \$15.00
562 SP-AM WAR PATRIOTIC 2x2' colored FLAG on cvr pm ST. LOUIS FLAG tying 2-ct. TRANS MISS. Some edge toning. Est. \$20.00
563 SP-AM WAR PATRIOTIC 2x4' colored FLAG on cvr pm CLEVELAND BARRY MACHINE, uneven at rt. just into stamp. O'all BICYCLE AD on reverse. Est. \$25.
564 SP-AM WAR PATRIOTIC o'all FLAG cvr pm VG CHICAMAUGA NAT PARK/GA., 1898. Est. \$25
565 VERA CRUZ, MEX/U.S.M.A.G., 1914, Fine dplx ties 5-ct WASH on cvr to SPAIN. Est. \$25.00
566 VERA CRUZ, MEX/U.S.M.A.G., 1914, G dplx struck twice tying 1, 2, & 5-ct WASH on cover to SPAIN. Est. \$25.00
567 Lot of 5 diff 1965-82 APO covers, all G-VG; APOs: 283, 271, 205, 733, 288. Est. \$10.00

EXPOSITIONS (Bomar Cat. Nos.)

- 568 BUFFALO, 1901, PAN AM STA. INT'L MACHINE (Bo. B-01-07) ties 2c PAN AM on PPC Est. \$10.00
569 PHILADELPHIA, 1926, VG MODEL PO Int'l ties Sesqui comm. on PPC. Est. \$5
570 PHILADELPHIA, 1926, VG SLOGAN 4-bar (Bomar P28-03) on phil. GPC. Est. \$15.
571 SAN FRANCISCO, 1915, VG MODEL POST OFFICE (Bo. SF15-02) ties 1-ct BALBOA on OFFICIAL EXPO PPC. Est. \$40.00
572 SAN JOSE, CAL., 1914, VG PAN-PAC FLAG (Bo. SF15-24A) on PPC. Est. \$4
573 ST. LOUIS, 1900, G+ BARRY SLOGAN w/2 (Bo. ST L04-14) on cvr. Est. \$10.00
574 US RY POSTAL CAR EXHIBIT/CHICAGO, 1933, VG (Bo. C33-05B) on PPC. Est. \$8.00

MACHINE CANCELS

- 575 CHICAGO AUBURN PARK/STATION, 1918, Fine DOREMUS on PPC. Est. \$5
576 FARGO/N.D., 1900. VG BARR-FYKE on cvr w/encl. Est. \$8.00
577 LA CROSSE/WIS., 1910, RECEIVED diag. in bars Fine AMERICAN used as sending postmark on PPC. Est. \$5.00
578 PHILADELPHIA MT. AIRY/STATION, 1905, VG DOREMUS on cvr to ITALY. Est. \$10.
579 SAN FRANCISCO, 1888, readable LEAVITT (B-SF-C) on UX9. Est. \$4.00
580 TARRYTOWN, N.Y., 1913, VG ST. LINE COLUMBIA on cvr. Est. \$3.00
581 WOONSOCKET, R.I., c.1901, G HAMPDEN on cover. Est. \$5.00

AUXILIARY MARKINGS

- 582 "NOT AT BARRACKS" on 1909 PPC from BREMERTON/WA to PORTSMOUTH/VA. Est. \$5
583 "Received in bad condition at Washington Heights Sta. Chicago" on cvr pm GREENACRES/WASH., 1910. Est. \$10.00
584 "To avoid delay in delivery, have your/mail addressed to R.F.D. No. ---" In 2 lines on PPC pm ROCK ISLAND/ILL to Owatonna, Minn., 1911. Est. \$5

STAMPS OF SIGNIFICANCE ON COVER

- 585 #210 pair + 1-ct bnk. tied by Indiat. PITTSFIELD/ILL cds to MEXICO. LAREDO/TEX and N. LAREDO/MEX. backstamps. Est. \$8.00
586 #325 (VG) + 2ct Wash (faulty) tied by 1904 LOS ANGELES/STA. B to SWITZ. Est. \$25.
587 #622 pair paying reg & postage on 1929 reg. cvr. Est. \$4.00
588 1 ct PREXIE COIL (848) + 1/2c HALE on PHILGOSSIP cvr. Est. \$4
589 1 ct. PREXIES x 8 pay air mail on legal sized cvr with COMIC CIRCUS AD w/CLOWN & DRUM, pm OKLAHOMA CITY 1948. Est. \$20.00
590 15 ct + 2x3c booklet o'pays CLIPPER RATE from Hawaii; pm USS DEWEY, 1939 on comic Aloha Hawaii cover. Attractive. Est. \$10.00
591 15(2) + 10-ct PREXIES on CENSORED cvr pay 40-cent air from PAGO PAGO to USA 1944. Est. \$30.
592 2 + 7-ct PREXIES on 6-ct AIR ent pay 15-ct AIR to WEST BERLIN 1949. Est. \$10
593 2 ct PREXIE tied by Cayey/P.R. boxed parcel post on cover. Est. \$5
594 2, 5, 30 ct PREXIES on 6-ct AIR ent pay 1954 reg. air postage & fees from AGANA, GUAM/STA. NO. 1 on cover. Est. \$10.00
595 20 + 50 cent TRANS-PACIFIC airs + #567 pay 90 ct air registered rate to Tientsin, China from NYC in 1937. "A.R." in oval & nice backstamps. Est. \$20
596 24-ct PREXIE + add'l postage pays TRANS-ATLANTIC air to GERMANY, but pm Dec 4, 1941 & marked SERVICE SUSPENDED/RETURN... Bermuda I.C. censor tape Est. \$15
597 3 ct Prexie coil (defective) on cvr to S.AFRICA w/14 postal markings, 2d POSTAGE DUE & CENSOR TAPE. Vert. crease. LINN'S "Cover of the Week" 4/4/88. Est. \$?
598 30 + 50-ct. PREXIES pay 2x40-ct Air to BUENOS AIRES on legal-sized cvr pm NEW YORK 1944. Flattened vert. crease. Est. \$30.00
599 4 ct PREXIE on 1-ct MT VERNON ent pays 5-ct surface to HONG KONG in Dec. 1941, but RETURNED TO SENDER/SERVICE SUSPENDED. Est. \$10.00
600 4-ct PREXIE on 6-ct AIR ent pays 10-ct VIRGIN ISLAND-USA rate 1943. Est. \$10
601 5 ct. PREXIES on 3 covers, 1938-51, to foreign dest. (S.AFRICA, CHINA, & GERMANY) Two w/CENSOR tapes; one w/edge corner damage. Est. \$15.00
602 5 ct. PREXIES pays surface to ANKARA, TURKEY in 1941; EGYPT CENSOR TAPE. Est. \$15
603 5 ct COLUMBIAN tied by bold 1893 NEW ORLEANS dplx to SWITZERLAND. Est. \$15
604 5, 40-ct + \$1 PROMINENT AMERICAN pay air & regist to INDIA in 1970, but PARTY/LEFT & RETURN TO/SENDER. Nice markings. Est. \$10.00

ADVERTISING COVERS

- 605 DRY GOOD dir store front illus w/st. car, horse & wagon, etc pm KNOXVILLE, TENN BARRY ST-LINE 1904. Est. \$8.00
606 HOG TROUGH, illus. ad cvr pm RED OAK/IOWA, 1894 tying 2-ct COLUMBIAN; trifle short @ L but not into illus. Est. \$8.00
607 HOTEL Stevens, illus in blue on cvr pm SEATTLE, WASH 1902. Est. \$8.00
608 HOTEL Windsor/Americus, GA. illus. on cvr pm VG ATLANTA & NEW ORLEANS/RPO, 1905. Est. \$8.00
609 OYSTER PACKERS, illus ad cvr pm ARLINGTON & SO. BALTO./R.P.O. 1901. Est. \$10
610 POLICE, fancy blue star w/CHIEF OF POLICE, SAN FRANCISCO cc on 1887 3ct. pink entate cut into stamp. VG SAN FRANCISCO cds. Est. \$8.00
611 POTATO BUG EXTERMINATOR, illus ad cvr mailed w/1c BN. Very nice. Est. \$15.
612 WILLOW WARE FACTORY, blue illus on cvr pm CINCINNATI 1856; minor edge wear; Enclosure. Est. \$20.00

MISCELLANY

- 613 MIXED FRANKING - US/BERMUDA on 1939 cvr pm HAMILTON/BERMUDA. Est. \$5
614 WX8 tied on PPC by GREEN BAY/WIS STA. FLAG. Est. \$5.00
615 WX15 tied on PPC by GROTON/CONN dplx. Est. \$5.00
616 WX28 tied on PPC by WESTMORE/MONT 4-bar. Est. \$5.00
617 WX96 (imperf pair) tied on cvr by LAWRENCE, KANS machine. Est. \$8.00
618 Much Forwarded Commercial cover - 1987 - see LA POSTA May 1988, p.4. Est. \$5
END OF SALE

● DEADLINE TO SUBMIT LOTS FOR AUCTION

NO. 22 IS JULY 20, 1988

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.

AUCTION ABBREVIATIONS

PPC-picture post card
GPC-government postal card
cds-circular date stamp
dcds-double circle date stamp
afc-stampless folded cover; no letter
sfl-stampless folded letter
dplx-dtiple 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
bnkt-banknote
cmf. 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

POSTAL HISTORY PUBLICATIONS BY THE COLLECTORS CLUB OF CHICAGO

FRANKS OF THE WESTERN EXPRESSES - M. C. Nathan

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AUCTIONS

WESTERN AMERICANA/Sales Auctions. Historical documents, letters, stocks, autographs, occasional postal history. Three illustrated catalogs \$3. American West Archives, Box 100-L, Cedar City, Utah 84720. Always buying. [19-4]

TOWNS: FOR SALE

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, Timbuc-too, 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 Lemescal, Buena Vista, Somersville, Maxwell's Creek, Silver Mountain. P.O. Box 246, Tres Pinos, CA 95075. [19-6]

CALIFORNIA POSTMARKS: I have recently acquired a collection of over 3,000 California postmarks. Mostly 4-bars on cover. Hundreds of DPOs. Send me your town or county wants. Can send on approval. Jim Bell, P.O. Box 1145, Sandpoint, ID 83864. [19-5]

MODERN POSTAL HISTORY: FOR SALE

MY SPECIALTY is 20th Century United States postal history. Want lists serviced. Approvals with references. No FDCs. Rick Lancaster, Maine-ly Modern Philatelics, P.O. Box 428, Skowhegan, ME 04976. [20-2]

TOWNS: WANTED

CALIFORNIA - BETTER towns, RFD's, Rurals, RPO's and Express. Write John Williams, 887 Litchfield Ave., Sebastopol, CA 95472. [19-4]

FLORIDA COVERS. Territorial, Confederate, unusual postmarks, franking, contents, advertising. Buy or trade. Herb McNeal, 520 Lakemont Av. South, Winter Park, FL 32792 PH: (407) 644-4012. [20-2]

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. [19-6]

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. [19-5]

IDAHO WANTED: picture postcards, postmarks, stocks, checks and many other types of memorabilia wanted. Jim Bell, Box 1145, Sandpoint, ID 83864 PH: (208) 263-9134. [20-2]

TOWNS: WANTED

ILLINOIS: PRE-1900 DPOs, especially the towns of Noyesville, East Harlem, Grover, and Altenheim. Alan Swanson, 11 Prospect Road, Lake-Zurich, IL 60047. [19-4]

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. [19-3]

MINNESOTA COLLECTOR wants Territorial and statehood covers to 1900. Rev. William Kvale, 3801 Wooddale, Minneapolis, MN 55416. [19-4]

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. [19-4]

NORTH DAKOTA: Postal history or real photo postcards, territorial or statehood, also need Kittson and Marshall Counties of Minnesota. Lists available. Collector willing to buy, sell, or trade. Gordon Twedt, Box 280, Maddock, ND 58348-0280. [20-2]

NORTH DAKOTA: Territorial and Statehood cancels wanted for my collection. Especially interested in Richland and Cass counties. Send photocopies or on approval. Gary Andersen, 698 E. Hoyt Ave., St. Paul, MN 55106. [19-3]

SAN FRANCISCO Town Cancels: Belmont; China - early; Federal Building; Fort Miley; F.P.O. 96652; Inside Inn; Laguna; Midwinter Fair; Navy P.O. Nos. 10037, 10274, 10282, 10384, 10392, 10394, 11011, 13007, 13024; Parcel Post Exhibit; and San Miguel. King Parker, 1403 Via Loma, Walnut Creek, CA 94598. [19-5]

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. [19-4]

SOUTHOLD, N.Y. - Covers wanted to 1900 - especially stampless - Premium prices paid - send photocopies. A. Fitzpatrick, Box 1178, Southold, NY 11971. [20-1]

TEXAS: ALWAYS interested in early Texas covers, all towns, from stampless to 1900. Especially want nice stampless, CSA and Bank Note Period covers. Charles Deaton, 2516 Drexel, Houston, TX 77027. [20-2]

TEXAS-ESPECIALLY before 1900. Early barbed wire and windmill advertising covers also needed - any state. Send picture/approvals. Jim Alexander (APS), 5825 Caldwell, Waco, TX 76710. [21-2]

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, Kluane, 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 pound, Winter Harbour. Also buying all leather postcards. Lyman, 4026 Sancrest Court, Mississauga, Ontario L5L 3Y5 CANADA [19-6]

POSTCARDS: WANTED

NEVADA REAL-PHOTO postcards, especially street scenes, depots, and mining related. Roger Lauderdale, 522 California Ave., Reno, NV 89509. [19-4]

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 or offer. Jay Burrup, P.O. Box 177, Salt Lake City, UT 84110. [19-5]

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, Holiday, UT 84117. [19-3]

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. [19-4]

LITERATURE: WANTED

BACK ISSUES of La Posta. Volumes 6, 7, 8, and 9. Robert Ebner, P.O. Box 151, West Covina, CA 91793. [19-3]

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.

[20-1]

MISCELLANEOUS: WANTED

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. [19-3]

POSTMARKER HANDSTAMPS

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other postal items

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, D 83316. [20-1]

TEXAS WWI AERONAUTIC Branch covers wanted. Photocopies or descriptions to Jane Fohn, Rt.2, Box 352, Leander, TX 78641. [19-3]

NAVAL CANCELS and any US Navy related postal item 1900-1925. Frank Hoak III, P.O. Box 668, New Canaan, CT 06840. [19-3]

PIG-RELATED COVERS and postal history wanted. Photocopies or descriptions to: Jane Fohn, Rt.2, Box 352, Leander, TX 78641. [19-3]

NEVADA POSTMARKS, including RPO's. Please send photocopies or send on approval with price. Roger Lauderdale, 522 California Ave., Reno, NV 89509. [19-4]

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. [19-3]

WANTED: COVERS related to Columbian Exposition and cancelled with World Fair Station. Also, 2-cent Columbian and usage thereof - territorials, overseas, unusual, multiples, etc. Send price list/photocopies to Mario C. Barbieri, P.O. Box 2788, Westfield, NJ 07090. [19-5]

WANTED: "AIR MAIL Saves Time" biplane cancels on cover. Paying minimum of five cents each and more for better, any quantity. Also first flight covers and other aviation material. Member APS and AAMS. Wells, 10120 S.W. 80 Street, Miami, FL 33173. [20-1]

WELLS FARGO Express items wanted. Also Railroad, Telegraph, Outlaw and Saloon. Paper or hardware. Any express company; any condition. Jim Bartz, 25101 Cineria, El Toro, CA 92630. PH: (714) 768-5503. [19-5]

ANNOUNCEMENT!

Douglas Penwell, P.O. Box 3638, North Las Vegas, NV 89030 informs us that he, Jim Gamett, Ted Gruber, Mel Gardner, and Dave Sudweeks are interested in forming a Nevada Postal History Society. Persons interested in learning more about such a group are urged to contact Douglas

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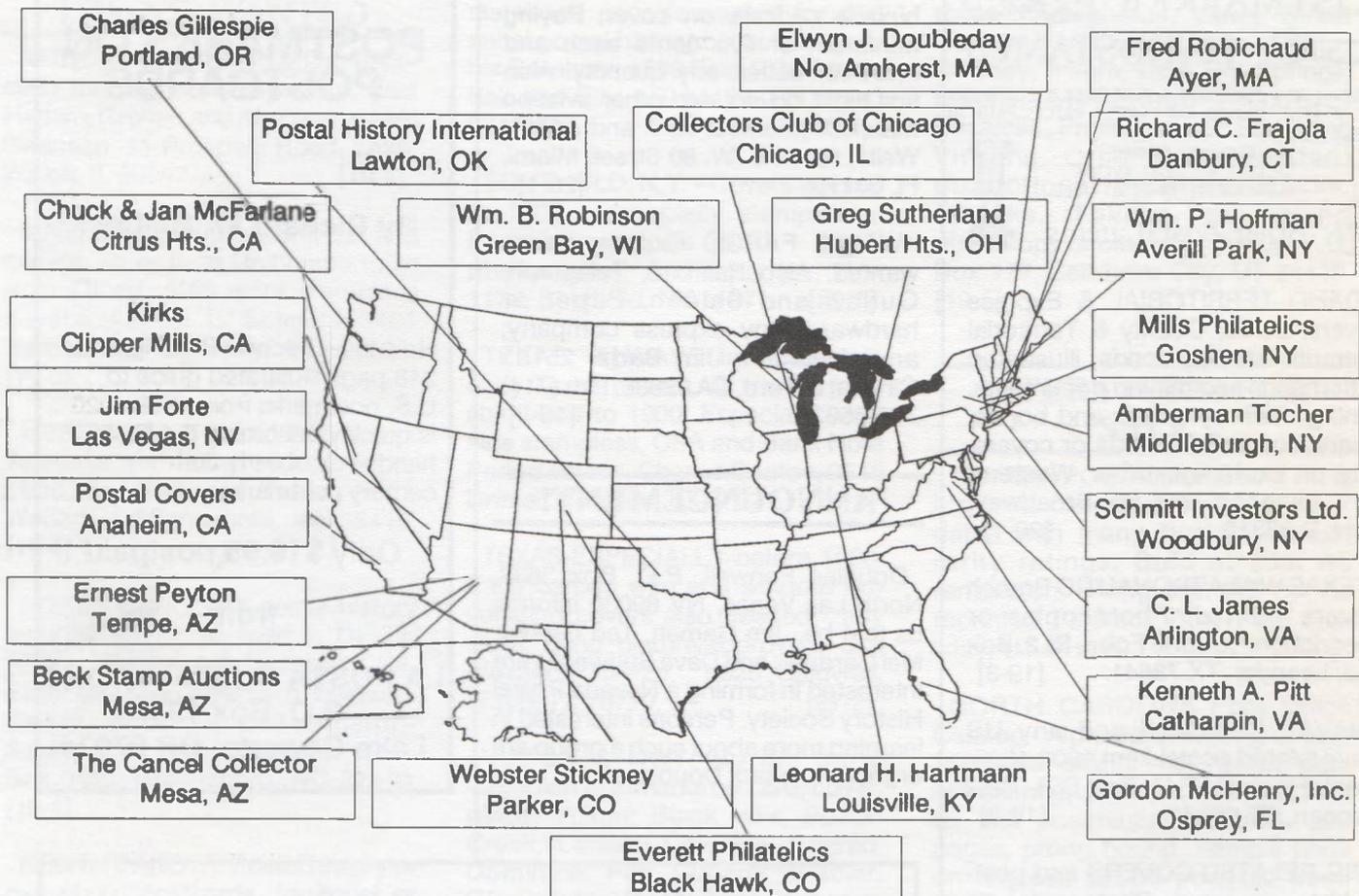
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- Lot 3. DUSTY, 1899 (Ty1) on post.stat. w/sm. tear b/s PHILOMATH and PLAINVIEW. NET \$50.00
- Lot 4. EOLA, 1873 (Type 2), Fine strike on GPC. NET \$100.00
- Lot 5. FOSSIL, 1880 (Type 4) Fine strike on post. stat. WHEEL-OF-FORTUNE killer. NET \$30.00
- Lot 6. GLENDALE, 1892, unlisted dcds w/WHEEL-OF-FORTUNE killer as backstamp on cover w/enc. letter. NET \$75.00
- Lot 7. HERMANSVILLE, 1870's (Type 1) on 2x4-inch piece w/3-c green banknote. Scarce town. NET \$60.00

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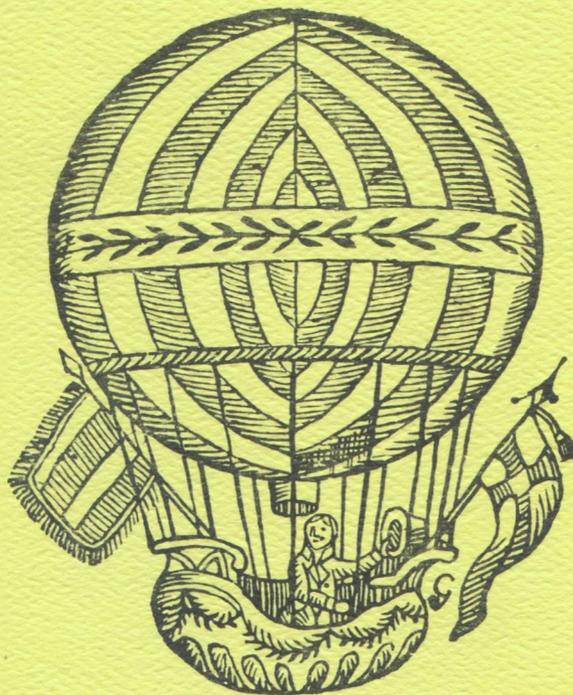
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