

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: This month's cover features a lovely lady in evening dress playing a violin, and is intended to call attention to Henry Dierck's article on De Moss Springs, Oregon. We sometimes forget that the settlement of West involved more than the popularized accounts of gun-fights, mining booms and cattle drives. There were also musicians among the sagebrush.

AWARDS:

Gold Medal, COLOPEX 1987
Silver Medal, CAPEX 1987
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PUBLISHER'S PAGE

Once in A Lifetime?

On January 12, 1989, a remarkable event is scheduled to take place in Tucson, Arizona. Billed as a "Postal History Seminar", the conference is sponsored by the Western Postal History Museum and will take place the day before ARIPEX '89 (See Announcement & Details on Page 11). Although exactly what will happen at this event is still very much a matter of conjecture, the fact that the Seminar is being organized is a matter of potentially great importance to the hobby. Whether or not the event manages to realize its potential is, at this time, unimportant. What is important is that its being held at all.



The Western Postal History Museum has invited a group of people, whose names are more or less known in the hobby, to take part in a series of discussions focused on topics of concern in postal history. Each discussion will feature a panel of invitees and will be open to public participation. It is my understanding that the invitees are there merely to contribute their information and opinions and to organize the discussions. This is not to be a lecture series, although the exact format of each discussion is being left open by the Museum.

The framework for the Seminar appears ideal for generating some ideas of lasting importance to the hobby. It has a structure which will bring together people of similar interests, and yet is flexible enough to encourage new and unexpected views and information. This framework, on its own, is likely to insure that both invited and public discussion participants will have a good time and learn something new, but in order for the discussions to be truly productive, i.e., to have a broad and lasting impact on the hobby, there must be two key ingredients added to the discussions.

First and foremost, there must be participation by people whose names do not appear on the program listing. The fact that the Seminar is scheduled for the day before ARIPEX should help to encourage broader participation, for there will be no conflict between activities at the show and the scheduled discussions. But I am concerned that some might view the whole affair as an attempt by "insiders" to massage their egos. As a likely participant in some of the discussions, I can give my complete assurance that this is not the intent of the event as I see it.

Postal history is a fascinating and vital hobby. Its vitality flows directly from the variety of ideas generated by those who participate in it. There is no way that anyone can com-

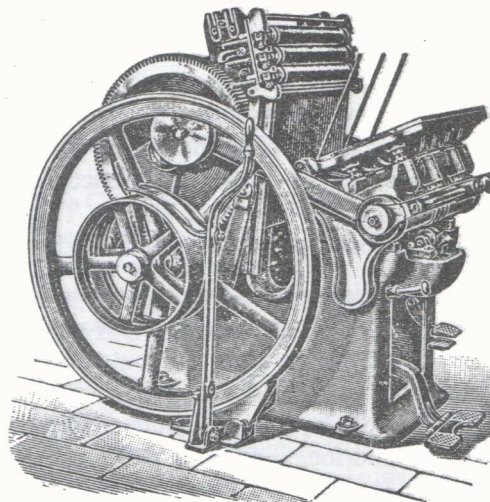
pose a list of 20 or 30 names and claim that these people have a corner on the important ideas in the hobby. So it is with the invited participant list. Without participation by new and different voices, the discussions are apt not to realize their broader possibilities.

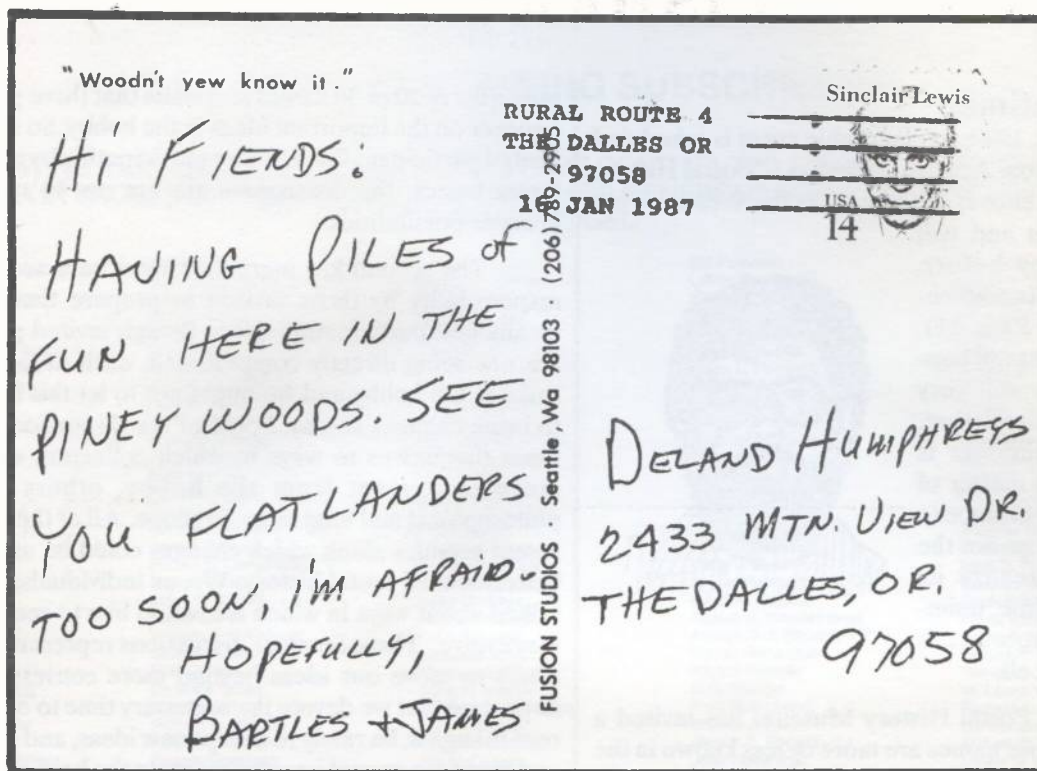
The second key ingredient must be a acceptance of responsibility by those invited to prepare themselves for meaningful participation. Even though invited participants are not being directly compensated, each of us has a real stake in the hobby and we ought not to let this opportunity to bring changes slip by. Some of the discussion topics address themselves to ways in which collectors can acquire more enjoyment from the hobby, others are more philosophical and long range in scope. All of the topics represent avenues along which changes could be made for the betterment of postal history. We, as individuals, have often talked about ways in which we would like to see postal history evolve. These Seminar discussions represent an opportunity to move our ideas beyond mere conversation. It is important that we devote the necessary time to organize our own thoughts, be ready to accept new ideas, and devise ways and means to propel improvements in the hobby beyond the Seminar.

A hearty thanks to the men and women of the Western Postal History Museum! Your planned Seminar has provided the hobby a forum through which we might, just might, be able to bring about some meaningful improvements in our hobby. If nothing else, we should all have a good time and get to know each other a little better.

I urge all of you to consider the possibility of a trip to Tucson in January. The weather is usually nice, there will be lots of interesting displays and events associated with ARIPEX, and the Postal History Seminar could possibly be a once in a lifetime event.

Richard W. Hellend





A modern Rural Free Delivery cancel.

LETTERS TO LA POSTA

William Nix of Underwood, WA, sends along the card illustrated above and the following information about modern day Rural Carrier cancellations.

"In reference to our telephone conversation about Rural Carrier cancellation of mail picked up on the route for delivery further on the route; I've enclosed one card as an example. This type of delivery is not often encountered by the carrier, except in the case of a business at the beginning of the route sending out bills to customer further down the route.

I've been told that the carriers usually bring the mail back to the office for processing rather than sorting in the route car and (making a) cancel application to the stamps. Apparently, this a matter of carrier preference, or more rightly, carrier dedication to customer service. Taking the mail to the office will result in a one day delay in delivery.

The USPS provides for this type of situation in their *Rural Carrier Manual* (M-37) (stating that) any mail picked up on the route for delivery on down the route may be canceled by the carrier and delivered. A carrier is instructed to cancel by "writing" the office, date, and route on the postage. Of course, this is a laborious method of canceling mail, so the carriers don't do it.

Now, according to the dictionary, "write" or "writing" is the application of symbols to a surface via a tool, not necessarily the act of using a ball point on paper stamps. The example I'm sending was canceled by a carrier on the route utilizing a hand held device similar to the mimeo printer, data was typed onto the screen each day, and the cancel was disposed of each day. For future reference, the carrier is no longer on this route, so requests for cancels by collectors cannot be honored. Also, to be in strict compliance with the M-37, the carrier may only cancel mail for delivery further on down the route that was picked up earlier on the route."

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BOOKS IN REVIEW

IDAHO PLACE NAMES: A GEOGRAPHICAL DICTIONARY By Lalia Boone. Published in 1988 by the University of Idaho Press, Moscow, ID 83843. Available at \$19.67 postpaid (\$17.95 plus \$1.72 shipping) from Pacific Northwest Books, P.O. Box 314, Medford, OR 97501.

While not actually a postal history reference, this new volume should appeal to anyone interested in Idaho postal history. The book offers a wealth of location data and historical information on past and present Idaho towns and obscure post offices.

The author has based her investigation of Idaho place names on numerous previous, more localized studies. The previous studies have been neatly combined and supplemented by new research to yield over 3000 listings encompassing the entire state.

For a particular town or other feature, the location is given by present-day county as well as township, range, and section. Adjacent rivers and railroads are also specified. An explanation of the origin of the name under consideration is then provided along with a concise historical description of the place. Unfortunately, whereas the location data is reliable, the historical information is occasionally questionable. In cases where the only known derivation of a place name might be regarded as fanciful or dubious due to the absence of original documentation, the suspicious derivation is sometimes given without any disclaimer (e.g., Salubria and Winchester). On the other hand, in cases where alternative explanations of place names are recognized, the alternatives are usually treated objectively (e.g., Bruneau and Weiser).

From a postal history standpoint, the most irksome problem with the treatise is its tendency to blame place names on arbitrary dictates by the Post Office Department. Supposed disapprovals of one name in favor of another name when post offices were established are typically illogical and inconsistent with postal records (e.g., Beecherville is noted as having been rejected as a Post Office name because it was "too long," yet postal records show a Beecherville Post

Office as existing 1880-81). Apparently, postal records were not checked thoroughly. The dates of operation for post offices that are given in the book are frequently wrong.

Inaccuracies relating to postal records notwithstanding, strengths far outweigh weaknesses in this first authoritative study of Idaho place names. The book is an important contribution to the body of literature on Idaho history.

Mark Metkin

LATER 20TH CENTURY "FALSE REPRESENTATION" HANDSTAMPS by James H. Patterson, 1988. Published by, and available from, the author at \$8.50 postpaid: Box 3456, Phoenix, AZ 85030. Southbound, 8.5x11, 48pages.

Definitely one of the more specialized studies of postal markings I have come across, Patterson explains, classifies and illustrates these interesting auxiliary markings in a forthright, easy to follow fashion. Markings in this study date from 1975 to the present, and, since the monograph is labeled "Fraud-Nonmailable Monograph Series No.6", there are presumably other numbers dealing with markings of this type from an earlier era.

Patterson, a lawyer with over 12 years experience with Fraudulent markings, illustrates each of the markings, along with the post office from which it was used and the range of dates it was used. Appendices reprint the text of rules and regulations governing the handling of lottery mail and false representation, under which these markings are used.

This is an interesting, well-organized, and ambitious monograph providing in-depth coverage of a sidelight of postal history with which most of us are completely unfamiliar.

RWH

MANITOBA POST OFFICES. Edited by William G. Robinson, 1988. Published by William Topping, 7430 Angus Drive, Vancouver, BC V6P 5K2 CANADA. Available from the publisher for \$8.00 + \$1.54 Canadian funds). Softcover, 6x9 inches, 48 pages.

The latest in a series of post office listings edited by Robinson and Topping continues the same format they have used for British Columbia, Alberta, and Saskatchewan. Post offices are listed alphabetically, and information for each office includes dates of operation, types of cancels known to have been used, location of the office, and a rarity factor applied to postmarks from that office.

The booklet is a no-frills approach to post office listings, which allows the editors to maintain a low price and thus makes the information available to the greatest number of people. This reviewer heartily applauds Robinson and Topping for taking this approach, and strongly recommends

the purchase of this, as well as the other volumes in their series, by anyone with an interest the post offices of western Canada.

RWH

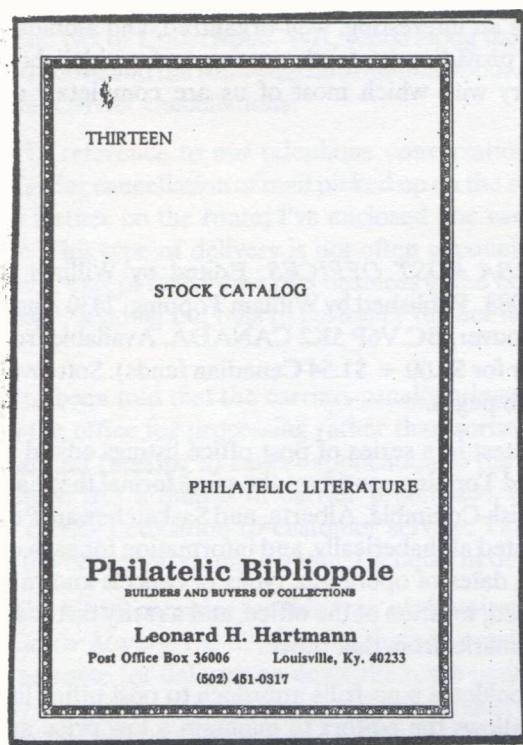
LEONARD HARTMANN'S THIRTEENTH STOCK CATALOG OF PHILATELIC LITERATURE. Compiled by Leonard Hartmann, 1988. Available from Hartmann for \$2.00 postpaid: P.O. Box 36006, Louisville, KY 40233. Soft cover, 8.5x5.5 inches, 96 pages.

La Posta has carried reviews of earlier editions of Hartmann's Stock Catalogs, and we are pleased to recommend this latest edition. This listing contains the most complete offering of postal history literature available in the United States, and Leonard Hartmann has earned the reputation of being an honest, well-organized businessman, who fills his orders promptly.

The Hartmann catalog lists literature according to the following headings: Classic US, CSA, GB, Forgery and Maritime. Listings of available "State Postal Histories" cover nine and one-half pages!

It would be easy for me to rave on and on about the merits of Hartmann's catalog, but I will simply say that, in my opinion, the \$2 spent for a copy of the catalog is the second best investment you can make in postal history --ranking just behind a \$10 subscription to *LA POSTA*.

RWH



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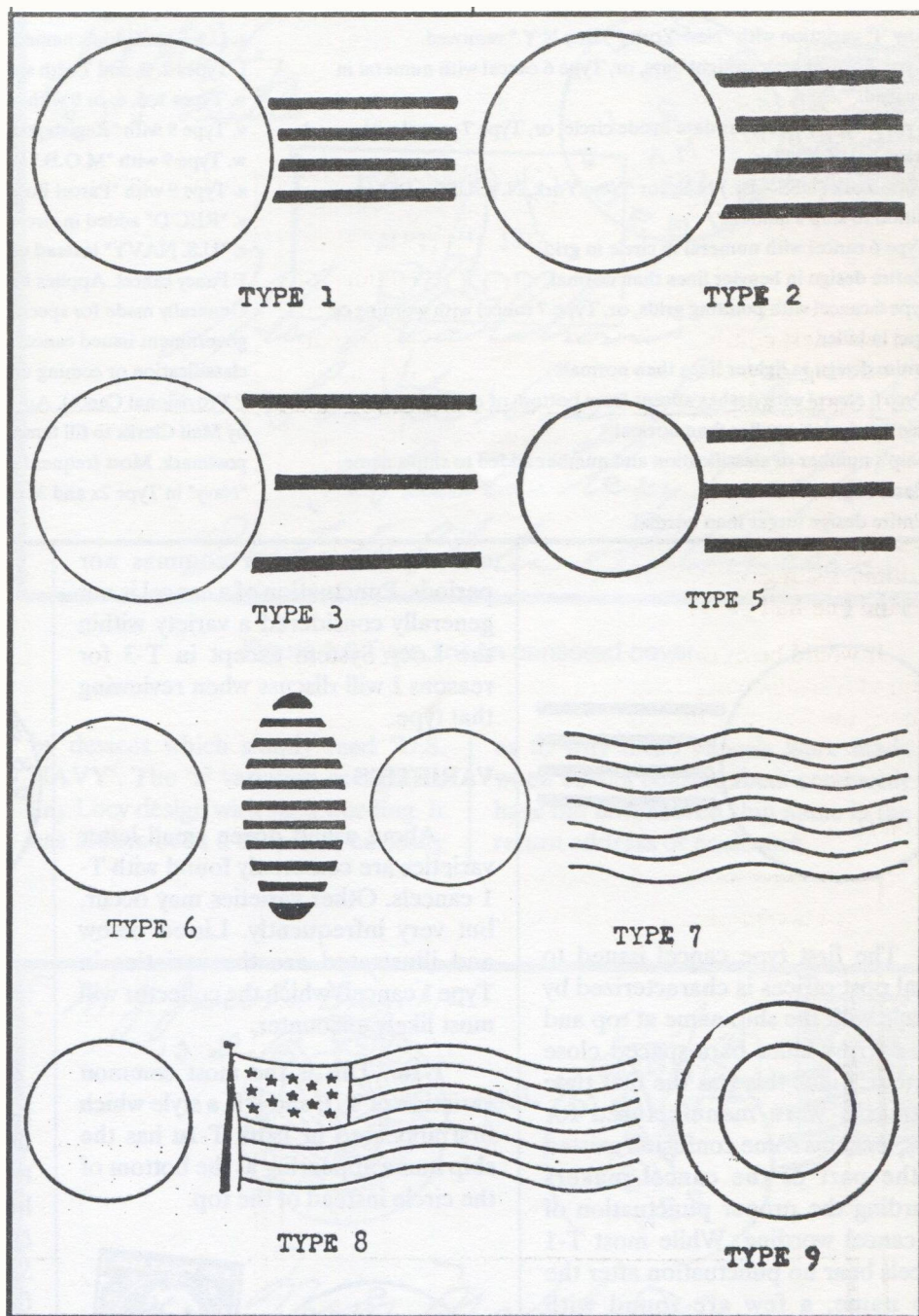
THE LOCY SYSTEM - PART I

By Jim Myerson, USCS
Naval Historian

Some 20 years after the establishment of shipboard post offices in 1908, Lt. Commander Francis Locy (MC), U.S.N., devised a system to classify the types of postmarking devices which had been used by United States naval vessels. Known as the Locy System, this classification is still used today by naval collectors in virtually the identical form written by Commander Locy. The few changes which have been incorporated into the original have generally reflected new cancel types which were issued after Locy's death.

The Locy System classifies postmarks by device design. The circle containing the ship name and date slug, and the number, size, and spacing of the killer bars are the primary elements which identify the different Locy System types. Today, the system encompasses nine numbered cancel types. They are numbered 1 through 3 and 5 through 10, and are expressed as "Type 1", "Type 2, and so on, and are abbreviated T-1, T-2, etc. Type 4, which was part of the original system, has since been deleted and incorporated as a variety. There are two further types, and these are known as Type F and Type P. Type F (Fancy) is used to designate cancels not regularly issued by the government. Type P (Provisional) recognizes government cancels altered by mail clerks to affect repairs (such as replacing worn out killer bars with target killers), or inserting ship names into cancelling devices which were issued reading "U.S. Navy" for censorship purposes during wartime.

Variations in each basic Locy type cancel are designated by small letters. Some variations occur in only one type



Nine numbered cancel types of the Locy System.

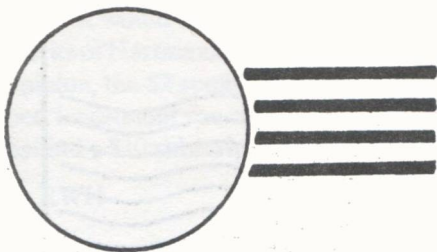
cancel. Others can occur in more than one type. When this happens, the same small letter is used with the different basic types. For example, the small letter "a" signifies that all killer bars of a cancel have been removed or are missing. Whether a T-1, T-2, or T-3 basic type cancel, the small "a" after the

number would mean that the killer bars are missing. Varieties of the basic cancel are abbreviated T-1a, T-3b, etc.

KEY LETTERS TO VARIATIONS

- a. All bars missing or removed.
 - b. One or more, but not all, bars missing or removed.
 - c. Any "f" variation with "New York (Br.) N.Y." removed.
 - d. Type 7 cancel with straight bars, or, Type 6 cancel with numeral in open grid.
 - e. Type 6 cancel with year date inside circle, or, Type 7 cancel with vertical bars for killer.
 - f. "New York (USS---Br.) N.Y." or "New York, N.Y. USS---Br." in addition to ship's name.
 - g. Type 6 cancel with numeral in circle in grid.
 - h. Entire design in heavier lines than normal.
 - i. Type 6 cancel with pointing grids, or, Type 7 cancel with wording or slogan in killer.
 - j. Entire design in lighter lines than normal.
 - k. Type 5 cancel with dashes absent from bottom of circle.
 - m. Entire design smaller than normal.
 - n. Ship's number or classification and number added to ship's name.
 - o. Bars longer than normal.
 - p. Entire design larger than normal.
 - q. Type 7 cancel with 6 wavy lines instead of 7.
 - r. Wider spacing than normal of letters in ship's name.
 - s. U.S.S. and ship's name in serif letters.
 - t. Types 2, 3, and 7 with ship's name at top of circle.
 - u. Types 1, 5, 6, or 9 with ship's name at bottom of circle.
 - v. Type 9 with "Registered" added in circle.
 - w. Type 9 with "M.O.B." added in circle. (Money Order Business)
 - x. Type 9 with "Parcel Post" added in circle.
 - y. "REC'D" added in circle.
 - z. "U.S. NAVY" instead of ship's name in circle.
- F Fancy cancel. Applies to all cancels not government issued. Generally made for special purposes or events. Also includes government issued cancels not classifiable under existing system of classification or coming under Type P Provisional.
- P Provisional Cancel. Applies to government issued cancels fixed up by Mail Clerks to fill temporary needs until arrival of new or suitable postmark. Most frequent example is substitution of ship's name for "Navy" in Type 2z and 3z cancels.

TYPE 1



The first type cancel issued to Naval post offices is characterized by a circle with the ship name at top and four narrow killer bars spaced close together. Since this was the first time postmarks were manufactured for ships, it seems some confusion existed on the part of the cancel makers regarding the proper punctuation of the cancel wording. While most T-1 cancels bear no punctuation after the ship name, a few are found with periods after the name, and some with commas. It is thought that production workers who made the cancel dies, used to properly punctuating town postmarks with "TOWN, STATE", inserted commas after some ship names from habit. Perhaps, realizing that this was incorrect, some T-1 postmarks appear with periods after the ship name, i.e., the ship name being the end of a statement. The majority of T-1

cancels bear neither commas nor periods. Punctuation of a cancel is not generally considered a variety within the Locy System except in T-3 for reasons I will discuss when reviewing that type.

VARIETIES

About a half dozen small letter varieties are commonly found with T-1 cancels. Other varieties may occur, but very infrequently. Listed below and illustrated are the varieties in Type 1 cancels which the collector will most likely encounter.

T-1u This is the most common variation of T-1, and it is a style which first appeared in 1910. T-1u has the ship name appearing at the bottom of the circle instead of the top.



Figure 1.1 Type 1u.



Figure 1.2 Type 1s.

T-1s The "s" variety refers to any postmark in which a serif typeface is used. In T-1, a small point serif typeface was selected for ships with long names (*PENNSYLVANIA, INDEPENDENCE, NEW HAMPSHIRE*, etc.) to permit these names to fit within the T-1 circle. All save one of the T-1s cancels recorded are in small typeface represented by the example illustrated from *INDEPENDENCE* (Fig. 1.2). The exception is the *WEST VIRGINIA*. In addition to having a standard T-1s cancel, she also had one with a much larger typeface (Fig. 1.3).



Figure 1.3 Type 1s (large typeface).

T-1p The entire design of the circle and lettering is larger than normal (Figure 1.4).

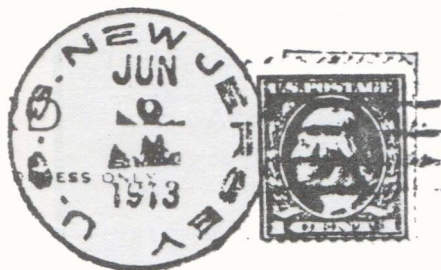


Figure 1.4 Type 1p.

T-1m The entire design of the circle and lettering is smaller than normal (Figure 1.5).

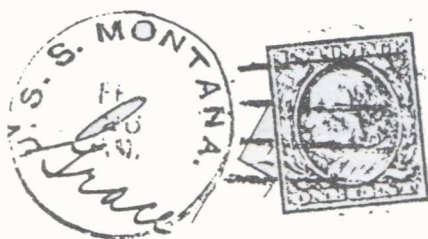


Figure 1.5 Type 1m.

T-1ru The "r" variation denotes wide spacing between the letters of the ship name. This variation has been noted in Type 1 cancels in conjunction with a "u" variation (see above) as in the illustrated example from PUEBLO (Fig. 1.6).

T-1z Censorship was enforced during both WWI and WWII. By the end of each conflict, postmarks with the names of ships had been replaced

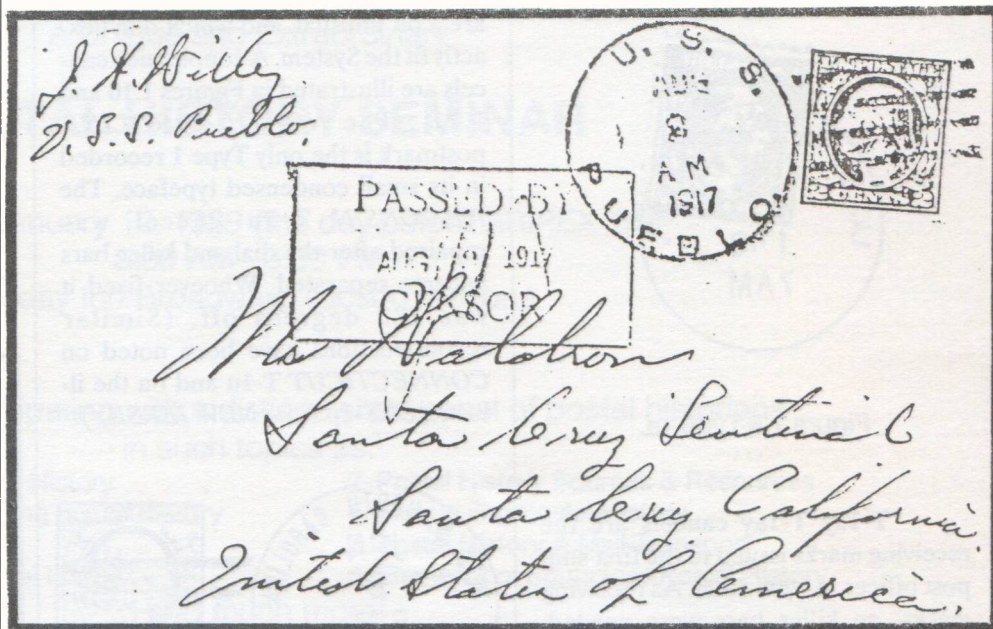


Figure 1.6 Type 1ru on censored cover.

by devices which simply read "U.S. NAVY". The "z" variation recognizes any Locy design with such wording. It has always been a source of curiosity

as to why these cancels were made when covers bearing them commonly have the uncensored ship name in the return address or enclosure.

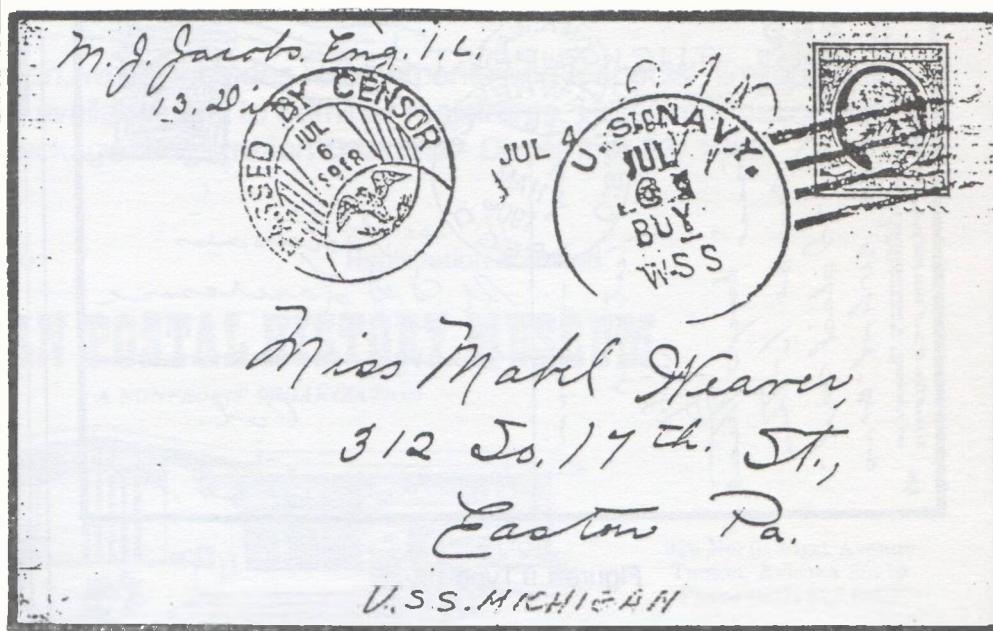


Figure 1.7 Type 1z-note slogan "BUY/WSS" war savings stamps.

T-1a The "a" variation denotes the absence of killer bars (Fig. 1.8 *AL-BBANY*).



Figure 1.8 Type 1a.

T-1ay T-1ay cancels are the receiving marks issued to the first ship post offices in 1908-1909. As receiving marks, no killer bars were needed. The cancels, therefore, bear an "a" designation, and the "y" indicates the wording "REC'D" in the bottom of the circle. Type 1ay cancels are seldom noted after 1909, and only a handful have been seen as late as 1911.

ODDS AND ENDS

There will always be cancels that are a bit unusual, and which don't exactly fit the System. A couple such cancels are illustrated in Figures 1.10 and 1.11. The *NORTH CAROLINA* postmark is the only Type 1 recorded in its small condensed typeface. The *WISCONSIN* T-1u cancel was repaired after the dial and killer bars became separated. Whoever fixed it was 180 degrees off. (Similar reconstructions have been noted on *CONNECTICUT* T-1u and on the illustrated T-1p from *NEW JERSEY*).



Figure 1.10 Type 1 (small typeface).



Figure 1.11 Type 1u after repair.

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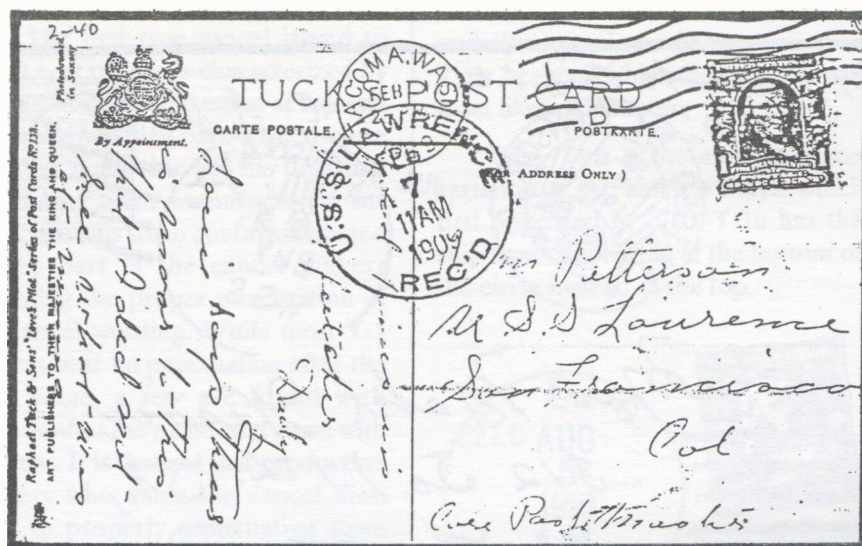


Figure 1.9 Type 1ay.

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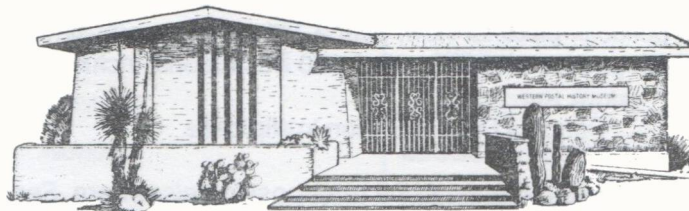
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DOANE 1 SEARCH UPDATE

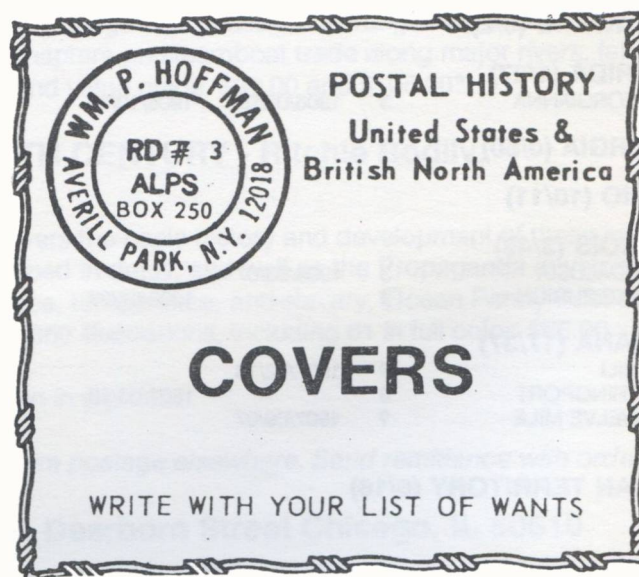
The request for additional information on those elusive Type 1 Doane cancels brought an encouraging response over the past two months. Thanks to the dilligence of our readers, we are able to add over 100 new towns and dates of use, including a few from some previously unlisted states. The updates are reported below on a state by state basis. Numbers following the name of each state indicate the number of towns known to have used Doanes over the number of towns statistically expected to have used Doanes. LA POSTA wishes to thank the following cooperative spirits for sharing their information: Thomas Reiersgord; William C. Coles, Jr.; Walt Shivik; Bob Hedges; Bruce Hazelton; Ross Willey; Jim Mehrer; Randy Kimes; George Morris; James Hayes; Gordon Twedt; Ted Woodward; Alyce Evans; Robert Warfield; Douglas Penwell; Tom Mulvaney; Jack Smith; Michael Wiedemann; Andrew Buckland; Charles Boubelik; G.A. Estus; and a gentleman who reported two New York state towns and a Pennsylvania town, but who name became separated from his report. To all of you, our thanks. Please keep the reports of your new discoveries coming in. we've still got a long way to go, and some states are badly under-reported. Send your reports to me, Bill Helbock, here at LA POSTA.

POST OFFICE	NO*	EARLIEST DATE	LATEST DATE
ALABAMA (2/55)			
CLOVERDALE	1	1911/05/13	
ARIZONA (5/6)			
CLINE	1		1909/04/27
ARKANSAS (3/52)			
DIXIE	2	1906/03/04	
DOTSON	1	1910/07/02	
CALIFORNIA (37/36)			
BLAKE	2	1903/04/28	
PLEASANT GROVE	3		1908/06/09
COLORADO (10/18)			
CONNECTICUT (1/8)			
WINDSORVILLE	2	1905/12/30	
DELAWARE (0/2)			
FLORIDA (1/27)			
GEORGIANNA	3	1906/02/02	1906/10/12
GEORGIA (0/50)			
IDAHO (10/11)			
ILLINOIS (3/49)			
ANDALUSIA	3	1908/03/07	
LAKE ZURICH	3		1908/07/27
INDIANA (17/37)			
CHILI	2	1907/02/13	
SPRINGPORT	3		1907/03/16
TWELVE MILE	?	1907/09/07	
INDIAN TERRITORY (0/16)			

POST OFFICE	NO*	EARLIEST DATE	LATEST DATE
IOWA (6/31)			
DEWAR	?	1909/05/01	
GREEN ISLAND	2	1905/10/05	
ONEIDA	3	1907/12/30	
ROSSVILLE	3	1908/01/03	
TROY MILLS	3	1907/08/08	
VEO	3	1903/05/27	
KANSAS (6/28)			
ALEXANDER	2	1909/01/26	
BUCYRUS	3	1903/06/17	1903/12/08
NEKOMA	?	1909/06/03	
POINTVIEW	1	1907/09/02	1911/11/14
SMOLAN	3	1908/03/30	
KENTUCKY (0/75)			
LOUISIANA (1/30)			
AFTON	2	1905/12/21	
MAINE (19/21)			
BIRCH HARBOR	2	1908/12/08	
CLARKS MILL	2	1904/04/12	1908/11/24
DRYDEN	3	1905/01/26	1912/05/08
EAST WINN	1	1908/02/25	
EGYPT	1	1907/08/05	
EUSTIS	1	1905/09/01	
KEENS MILLS	3	1904/12/05	1910/09/27
MEDFORD CENTER	2	1909/11/29	
NEW PORTLAND	3	1903/10/02	
NORTH MONMOUTH	3	1903/12/25	
NORTH PALERMO	1	1903/12/09	
NORTH SEARSMONT	2	1907/09/07	
PATTAGUMPUS	?	1906/11/06	
ST. AGATHA	1	1909/10/09	
WEST MILLS	2	1906/04/04	1910/04/04
WINSLOWS MILLS	3	1906/07/28	1909/08/19
MARYLAND (9/21)			
MASSACHUSETTS (10/14)			
CLIFFORD	1		1908/05/29
CUSHING	3	1905/07/17	
DELL	1	1907/07/15	
NORTH HANOVER	3		1906/07/14
MICHIGAN (6/38)			
CEDAR RUN	3	1909/11/10	
HUMBOLDT	2	1908/08/25	
JEDDO	3	1905/01/12	
LANGSTON	1	1906/11/20	
WALTZ	?	1909/07/31	
MINNESOTA (7/38)			
CULVER	3	1909/09/29	1910/12/22
GRONINGER	1	1906/02/12	1907/03/18
LANEROW	1	1904/04/09	
LONDON	1	1910/10/12	
LONGFELLOW	1	1907/12/25	
MOUND	2	1905/08/28	
MISSISSIPPI (0/46)			
MISSOURI (25/62)			
MONTANA (6/15)			
CANYON FERRY	2		1907/03/29
FERGUSON	2	1905/06/06	

POST OFFICE	NO*	EARLIEST DATE	LATEST DATE
NEBRASKA (3/18)			
BRULE	1		1912/12/24
NEVADA (3/3)			
LEE	?		1909/10/13
NEW HAMPSHIRE (3/10)			
EAST GRAFTON	2	1906/12/01	
NEW JERSEY (6/18)			
COLLIERS MILLS	1	1910/??/??	
DRAKESTOWN	1		1907/11/20
FAIRMOUNT	2	1906/01/19	1907/10/08
MONROE	2		1907/09/27
NORTH PATERSON	5	1906/02/22	
TENNENT	2	1906/10/18	
NEW MEXICO (10/8)			
NEW YORK (10/63)			
CATATONK	1	1908/01/01	
FARMER'S MILLS	1	1910/06/16	
HALCOTTVILLE	3	1906/08/08	
HARRITTSTOWN	?	1908/08/24	
NORTH BOSTON	2	1906/12/31	
POUGHQUAG	?	1905/09/11	
RUSSIA	2	1904/03/25	
NORTH CAROLINA (27/65)			
NORTH DAKOTA (10/22)			
ARNOLD	1	1910/07/16	
BUTZVILLE	2	1910/12/12	
SIDNEY	1	1905/11/25	
UNDERWOOD	1	1905/05/01	1909/08/07
OHIO (50/55)			
VENIDE	2	1907/12/25	
OKLAHOMA (0/26)			
OREGON (29/20)			
PENNSYLVANIA (20/94)			
BLACK GAP	1	1908/12/22	
CEYLON	1	1908/01/21	
EMBREEVILLE	1	1903/05/01	
FRANKLINVILLE	3		1907/07/02
KAUFFMAN	2	1908/07/02	1909/09/27
OREGON	2		1907/08/21
SUNDERLINVILLE	2	1906/04/26	
WARMINSTER	1	1907/09/12	
WHITE HAVEN	1	1907/05/24	
RHODE ISLAND (0/2)			
SOUTH CAROLINA (8/29)			
JOHNS ISLAND	3		1905/12/23
SOUTH DAKOTA (7/13)			
BATES	1	1910/06/14	
IONA	3	1907/08/31	
OWATOMA	?	1908/10/09	
SENECA	3	1906/10/04	
TISLO	1	1908/03/09	1908/11/19
TENNESSEE (3/52)			
WHORLEY	1	1905/02/16	
TEXAS (14/82)			
DAVENPORT	1	1906/01/18	
DEARBORN	2	1906/01/18	
MACDONA	2	1908/03/09	
PAMPA	1	1904/05/13	

POST OFFICE	NO*	EARLIEST DATE	LATEST DATE
TEXAS (cont.)			
Delete FINLEY from previous listing.			
UTAH (8/9)			
VERMONT (12/10)			
BARNARD	3	1903/??/??	1905/??/??
CADY'S FALLS	1	1904/??/??	
CORINTH	3	1906/??/??	1907/06/27
EAST COVENTRY	1	1904/??/??	
EAST MIDDLEBURY	3	1904/??/??	1909/??/??
HANKSVILLE	1	1904/??/??	1909/??/??
LOWER CABOT	2	1904/??/??	1907/??/??
NORTH SHERBURNE	1	1904/??/??	1911/??/??
SOUTH WALINGFORD	3	1904/??/??	1910/??/??
VERNON	3	1904/??/??	1908/??/??
WEST BARNET	3	1904/??/??	1909/??/??
WINDHAM	2	1904/03/31	1908/??/??
VIRGINIA (32/82)			
MILL GAP	3		1910/03/21
ORANDA	2		1908/01/28
SANDY	2	1909/04/29	
WASHINGTON (18/21)			
WEST VIRGINIA (14/50)			
AVON	2	1907/08/08	
CRICKMER	?	1907/04/29	
GRAYDON	1	1910/06/06	1912/02/23
HETTIE	1	1909/04/19	
HIGGINSVILLE	1	1909/05/08	1910/08/04
LAWFORD	1	1907/09/28	
LEADING CREEK	1	1907/10/31	
OMPS	1	1904/02/19	
ORICKMER	1	1907/04/29	
PISGAH	1	1906/02/14	
SKULL RUN	1	1909/12/25	
WISCONSIN (12/33)			
BENOIT	2		1910/06/01
POPLAR	1	1904/05/17	
ROLLING PRAIRIE	2		1909/09/01
WYOMING (8/6)			
BONDURANT	1	1911/09/25	



Northeastern Section

Tom Clark, Editor
Box 290-145
Davie, FL 33329

So who's an expert?

Joe Karpenski of Norway, Michigan was one of those kind La Posta readers to greet me to the Northeast Section position. He also expressed amazement at the ability to decipher cover markings into a meaningful story. It's an acquired skill: those who have been around longer simply have more of it.

A bit of practical assistance will be addressed in the following pages. Hopefully it may help peel away fears that prevent others from making interesting contributions to our journal.

A comment to Mr Karpenski was that he must buy or borrow handbooks and read, read. Few of these were available 20 years ago. Postal research has come a long way since! Unfortunately philatelic books come in small printings usually and are difficult to locate, which is where various society lending libraries become indispensable.

(In future, reference lists will follow each article to provide the reader with a bibliography of sources with which to further his or her abilities.)

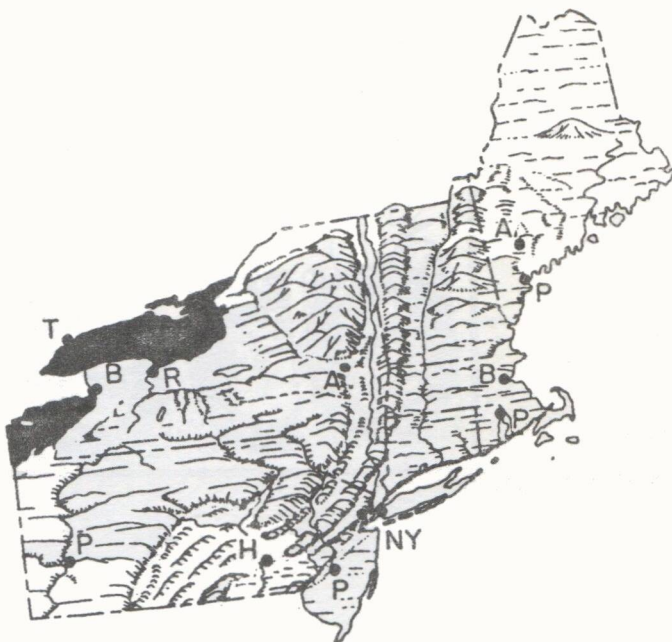
Philadelphia local and postal historian Al McCloskey and Bob Stets, former La Posta staffer, offered me a few slices of humble pie by suggesting a contrary opinion or two about Cover One ("Slow But Steady in Philadelphia") in the July 1988 issue.

Al has studied the Olney locale for 40 years. He relates that the "NS" after the street name stands for North Side, inasmuch as the area then was without street numbers--one of the outback regions of the city/county of Ph-. He went so far as to interview one of the last dwellers of what is left of Fishers Lane! That's research! Thanks.

Bob pointed out that the computer (of course!) had confused information about the last return trip: from Logan Station at 430PM on the 29th to Philadelphia, which received it and immediately transited it back north by 6PM, finally reaching its destination the next day by 730AM. Even more mysterious.

For this issue Doug Penwell, currently of Nevada, writes of his home town region in upstate New York and his adventures in decoding manuscripts. The "backwaters" of postal history have limitless interesting stories to tell. We all become near expert in many phases of our hobby. Why not shed some light with us on your favorite cover/town?

Those readers who are willing to write articles, please don't hesitate! Those too shy to become fully an author, scratch some ideas down, send them along and together with my computer style-grammar program, we'll be glad to help flesh them out.

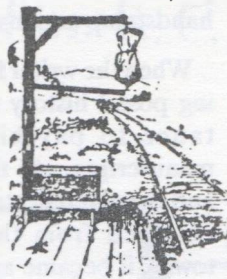


Put your ideas on a cassette tape for that matter and send it. La Posta readers will no doubt be pleased with your insights as well.

Everytime we visit a show we hear great stories and comments about our hobby. These and your own views need to be written for us all to enjoy!

Let's have a favorite cover from the Northeast for each issue. Just describe it (with a clear, contrasty xerox) and tell why it has caught your imagination. Why NOT include covers from Vermont, Rhode Island, New Jersey, etc ???

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Cover #1.

MANUSCRIPT MARKINGS: SOME OBSERVATIONS AND PROBLEMS

By Douglas Penwell

Many postal historians are much less excited about manuscript townmarks than they are about handstamps. Unfortunately, many smaller post offices never saw fit to obtain regular cancelling devices. Considering the small amount of compensation that many postmasters received, it is not difficult to see that they chose to avoid every non-essential expense.

Then there were many occasions when manuscript markings were applied because the postmaster could not locate his favorite canceller prior to the mail dispatch, or because a newly ordered handstamp had not yet arrived from the manufacturer.

Douglas Penwell has been on active duty with the USAF for 12 years. Born in Rochester, NY, he collects covers from New York's Livingston, Monroe, and Ontario counties. Stampless cover contents greatly appeal to him.

Consider also that the rate was most often applied by pen in the stampless era. First issues are often seen cancelled with several strokes of a pen. Would it not be just as easy to do the entire job in manuscript?

And then there are the instances where an office during the same period is known to have applied both handstamp and manuscript markings.

When the writer first started collecting postal history there was a reluctance to pay higher prices for manuscripts. As the collection grew and circular datestamp markings were obtained from the more common towns, it became apparent that keeping manuscript markings at bay would be impossible if a representative grouping were to be assembled. This article discusses common problems associated with them.

For the purposes of this discussion, several examples of markings from three Monroe County, NY post offices will be used. Cover 1 shows what appears to be a manuscript townmark from Webster, NY franked with three one-cent Scott #63s. After obtaining

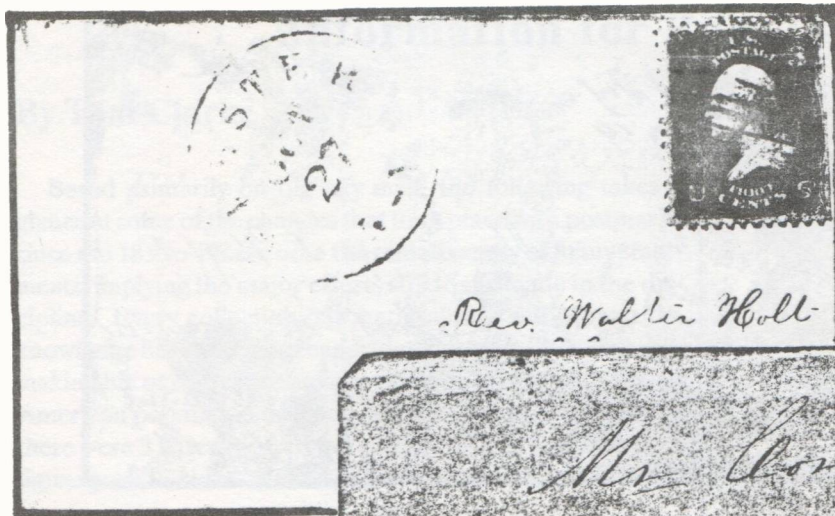
this item, research revealed that Webster had been using handstamp townmarks previously in the early 1850s.

Hoping for further information, the writer contacted Henry Chlanda, the knowledgeable New York State approval dealer, to obtain examples of Webster postmarks used on the three-cent Scott #65. One of these is illustrated as Cover 2.

Comparing this with stampless Cover 3 (1850s), one can readily see they are similar. The hand canceller at Webster had been in use for some time.

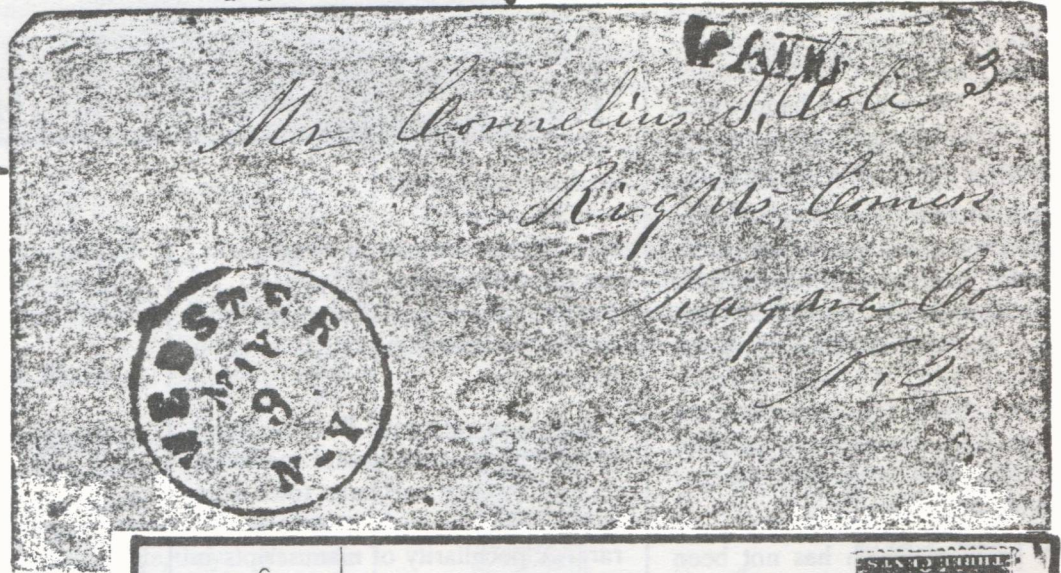
Feeling something wasn't right, the writer put Cover 1 aside. In February of this year additional covers (4 and 5) from the same correspondence were sent from the same dealer in Florida. Cover 4 was posted from West Webster. It was posted 10 weeks earlier use than cover 1 and bears a single three-cent Scott #26, as does cover 5.

The letter accompanying cover 1 is headed West Webster. Finally the writer became suspicious enough to

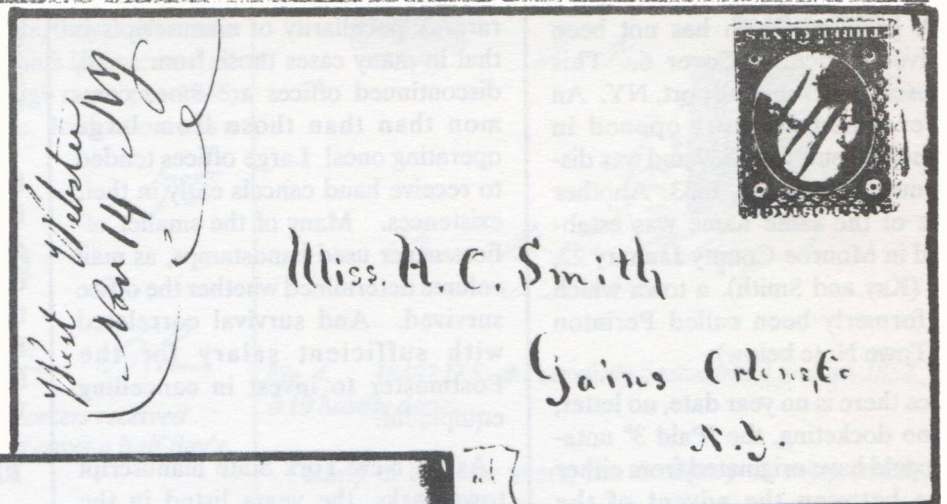


Cover No. 2

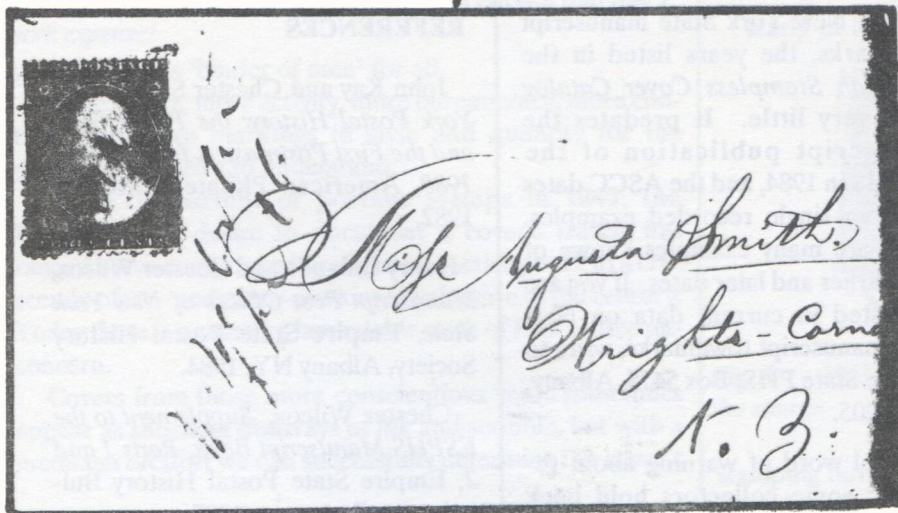
Cover No. 3



Cover No. 4



Cover No. 5



check the envelope very carefully. The cover with the letter removed was held to the light. This revealed a hidden "W"--for West--under the first stamp! Cover 1's mystery was solved, thanks to two handstamped covers, research, and last minute inspiration. This experience should convince more people to examine their covers more carefully!

The postmaster may have penned both the address and town name, applying the stamps over the "W" for lack of space. The ink and handwriting used in the address and the postmark do appear to be by the same person.

Notice too that Cover 4 (November 14) indicates a late use of the three-cent 1857. These stamps were to have been redeemed in September 1861. Cover 1 shows the transition to the one-cent 1861 10 weeks later (February, 1862). One wonders if the new one-cent stamps were supplied before the new three-cent stamps? Still more questions.

A problem which has not been resolved concerns Cover 6. This manuscript is from Fairport, NY. An office named Fairport opened in Chemung County in 1839 and was discontinued January 15, 1853. Another office of the same name was established in Monroe County January 22, 1853 (Kay and Smith), a town which had formerly been called Perinton (see Town Note below).

Since there is no year date, no letter, and no docketing, the "Paid 3" notation could have originated from either office between the advent of the three-cent rate on July 1, 1851 and 1855, when the use of stamps to prepay postage became compulsory. There have been manuscript markings reported from the Monroe County Fairport as early as late 1853.

(The cover has since been sent back East to see if anyone from the Empire State Postal History Society can distinguish which office by handwriting or some other method.)

So, one mystery solved, another is still a problem. Such is the saga of



Cover No. 6

identifying manuscript townmarks. Anyone who has struggled to decypher these postal markings will know how interesting but frustrating they can be.

A note about rarity: Because there are no manuscript postal markings reported from a particular town does NOT mean that such townmarks are rare. A peculiarity of manuscripts is that in many cases those from small, discontinued offices are more common than those from large operating ones! Large offices tended to receive hand cancels early in their existences. Many of the smaller offices never used handstamps, as mail volume determined whether the office survived. And survival correlated with sufficient salary for the Postmaster to invest in cancelling equipment.

As for New York State manuscript townmarks, the years listed in the *American Stampless Cover Catalog* mean very little. It predates the manuscript publication of the EMPHS in 1984, and the ASCC dates are from single recorded examples. There are many examples known of both earlier and later dates. If you are interested in current data on New York manuscript townmarks, write to Empire State PHS, Box 5475, Albany, NY 12205.

A final word of warning about research: some collectors hold back

information on covers in their possession for the purpose of representing certain items later as "rare".

A NOTE ABOUT THE TOWNS

Webster was known as North Penfield until about 1840 when the residents attended a speech by Daniel Webster in Rochester. They were so impressed they renamed the town after him. West Penfield changed its name to West Webster in 1844.

Fairport, Monroe County, was known as Perinton until 1853. The office is still open today in the township of Perinton. This office shared the common "port" suffix with many towns that were situated on the Erie Canal. Brockport and Spencerport can be found farther down the canal in Western Monroe County.

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Information for Budding Detectives

By Tom Clarke

Based primarily on big city mail, the following takes a glance at some of the changes that took place with postmarks since the 1850s. Please note the tentativeness of many statements, implying the major efforts still to me made in the discipline. Every collection has material that will expand the knowledge horizon. The reader/detective ought to consider making his or her contribution. Between 1830 and 1850 the American population doubled, letters by five times. In 1850 there were 3 letters posted per capita. Within four years the figure grew to seven. (Fuller)

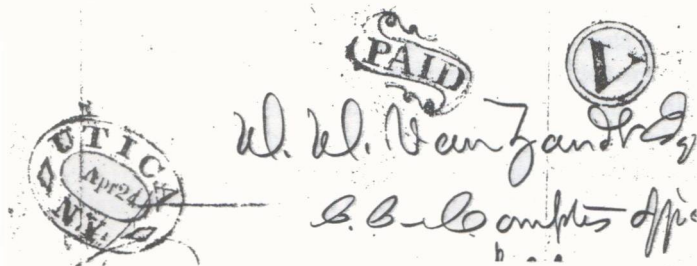


Fig. 1. Reduced rate from UTICA/NY; PAID 5-cents, 4/24/1846.

Prior to that time postal markings were in their infancy, and while many are now rare and desirable, they don't exude the personal quality of later markings, which have served all elements of society, many times over. High rates, pre-1845, meant postage was a privilege of the elite. Reduction was a

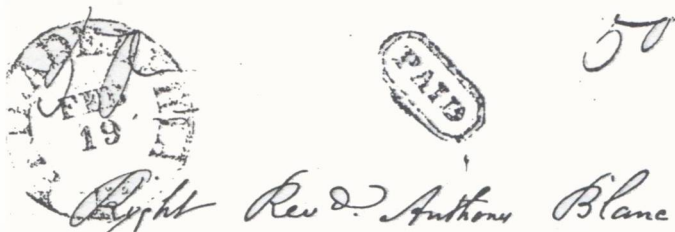


Fig. 2. Pre-paid 50 cents. Penna. male workers received \$6/week (females \$4, kids \$2) makings this cover a half day's work expense!

godsend, and a "binder of men" for all.

More letters, more activity, more bureaucracy, more control, thus more markings in style and quantity for the philatelic detective to understand.

Since the advent of postage stamps in 1847, the USPO/USPS's desire to document a cover's travels has ranged between rigor and negligence. Activity built to a crescendo of use- and place-markings by the turn of the century. Today there is a seeming lamentable state of Post Office un-concern.

Covers from those more conscientious years sometimes appear as shocking disarrays of ink and scribble, but with a modicum of effort we can successfully determine the cover's



Fig. 3. Ft. Yates, Dakota, forwarded, dead. Good complexity of markings.

routing. Simplicity and common sense are the keys. The table at the end shows a logical thought process that will help.

Between 1845 and the Civil War post office rules concerning postmarks changed little except to try to insist that separate heavily inked obliterator kill the stamp. Properly applied, the postmark appeared opposite the stamp. This format was made mandatory in 1860. (Simpson)

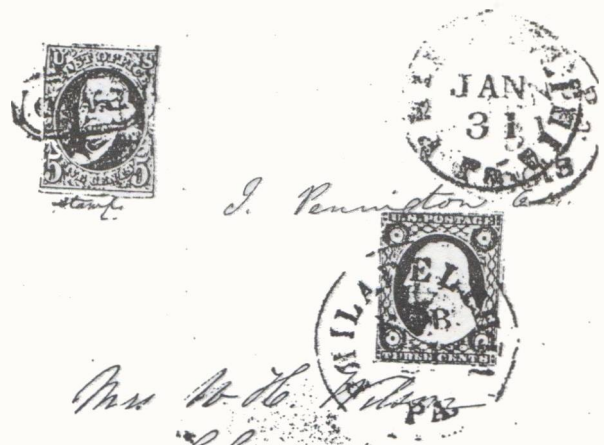


Fig. 4. 1848? U.S. #1 carefully postmarked and an 1852 #10 hastily done.

Early in the war years, the drudgery of using multiple



Fig. 5. 1863 experimental duplex killer which failed to cut the stamp.

stamping devices gave way to duplex cancels consisting of a dial with attached killer.

Collectors give thanks to the need for heightened Post Office internal controls stemming from the post-war economic boom, the mass movement west, the reopening of the south, and the attendant PO problems. City delivery (1863) then became widespread (1873) and for instance multiplied the need for carrier handstamps.



Fig. 6. Carrier pickup (way) letters were distinguished briefly thus - ca. 1869.

Backstamps became mandatory for first class and registered mail and later, special delivery and air mail. These innovations boost cover decoding to a detective's art.



Fig. 7. A pale, rare, ornate registry b/s "Philad'a DEC 28 77"

Larger cities began to use (if not the name itself) code letters and numbers within the origin mark's accompanying killers to distinguish local area stations.

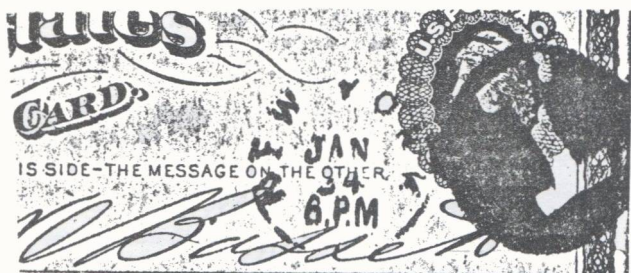


Fig. 8. A New York Station "T" killer, Jan. 24, 1876. (See Skinner)

Also, Post office sections/divisions, in dividing their workload, might give killers particular abbreviations or numbers. The Postmaster had to be able to track down problem areas with the rapid end-of-century increase in mail volume. The true meaning of many of these alpha/numeric indicators is still open to speculation. New York City as with most cities

in the 1870s used duplex-killer codes to indicate specific work stations. (Bond) The same applies to machine cancels soon to follow.

The duplexes used varying number series, for instance 1-23 in one series of handstamps in Philadelphia and up to the



Fig. 9. New York handstamp #46, May 25, 1889.

50s for New York. Louisville, KY didn't bother to reissue the same replacement numerals as generally happened, but oddly issued increasingly higher numbers, into the hundreds, far higher than the previously mentioned big cities. (Cohen) Just a different type of inventory control?

Machine cancels beginning in the mid-1890s had station



Fig. 10. From the Cohen monograph: high numbers from the 30's and 40's.

names at times included within the killer lines or in "wavy boxes" or in flags. These easily indicate part of the letter's routing.

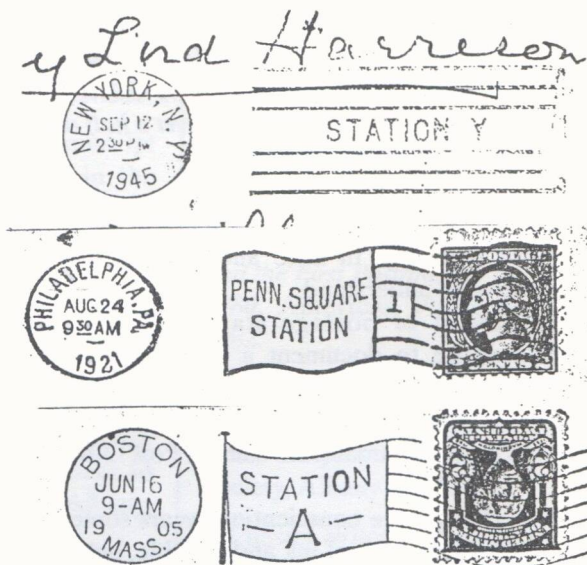


Fig. 11. Former First Lady Harrison's frank on NYC Sta. Y cover; "wavy box" of Penn Square Station, Machine 1; Station A flag of Boston.

Growing populations in the suburbs created with the easy-access automobile and trolley caused mail volume to spiral ever upward. As tasks increased both the main office and local stations added more machines, reflected in the individual machine numbers

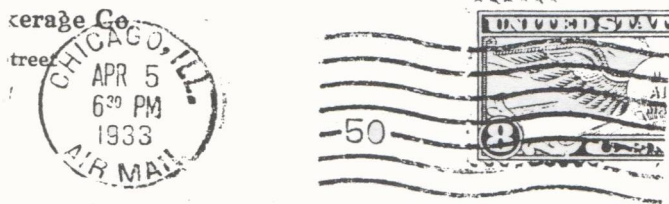


Fig. 12. Very high #50 machine number used in Chicago - only on air mail?

Variations of these machine cancels with tiny separate T, D, C, or R's imbedded were to indicate how the letter came to that office: in Transit, by Drop, Collection box, or Receipt



Fig. 13. Properly canceled Pittsburgh drop, NYC Station D collection box, and a Chicago received machines.

from another office. It is readily seen, though, that clerks didn't bother to be so minutely fastidious. Each code letter can be found doing all the others' jobs, and at times they are disregarded and blanked entirely.

By the mid 20s and 30s, beginning with Pittsburgh, postal zones came into use. With the crush of mail how were the authorities to maintain the need to provide information as to origin, route, etc? Taxpayers do expect a lot. And the P.O. had a disciplinary need to know too. In Philadelphia, at least, machinery had been doing most of the cancellation chores for almost two generations. Now, following the dial town name was what some writers call a machine number, but what others--mostly correctly--call a station (zone) indicator. This number provides a direct way to backtrack mailings. For instance, Olney (Philadelphia), Pa, zone 20,

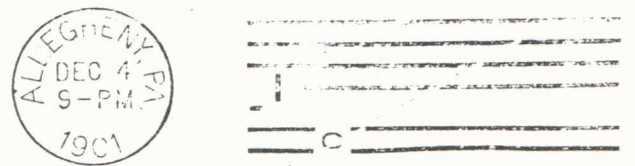


Fig. 14. Improper Allegheny, Pa. "collection box" received; Cleveland, Ohio, "received" origin mark; and Philadelphia "transit" origin.

now 19120, would be the site for the cancellation of the "20" dial.

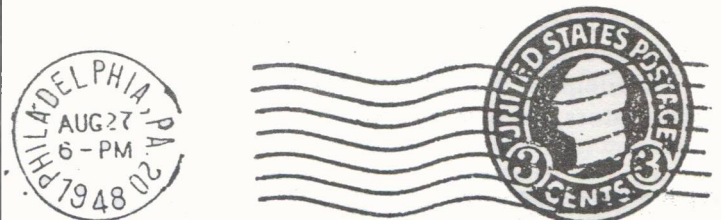


Fig. 15. If Olney, Phila., Pa. did not use the 20 dial, were only handstamps used-- if so, where are they?

Duplex counter cancelers manytimes continued to include local station names along with a code number used predominantly for specific task operations or to identify specific clerks or desks. The large main office's handstamps would have had to code the killer for similar reasons.

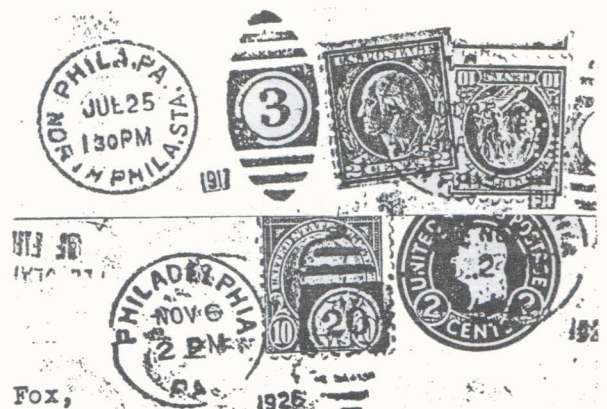


Fig. 16. Main office and station number killers; both covers are special delivery-- do the numbers imply this?

Contrary to killer numbers use merely for "inventory control," some say that, at small stations, a handstamp's killer "1" indicates first class mail, a killer "2" second class, etc. (Has anyone ever seen a regulation requiring this?) Meanwhile, at the main Philadelphia office, in the 40s and 50s at least, the "14" saw use it appears exclusively on air mailings. Each collector soon becomes sensitive to the local prevailing preferences.



Fig. 17. Meadowbrook, Pa. "1" for first class? and the Philadelphia "14" air mail.

Second class (newspaper/periodical), Third (impersonal printed matter), and fourth class (parcel post) items can be infuriating to a philatelic detective. These classes could not use dated dials--what postmaster could stand the steady abuse from tardy deliveries? And, sadly, these pieces are only rarely accompanied by useful, dated contents. But the common double oval killers used do contain a wealth of letters and codes, some still little understood.

Philadelphia like other cities began with lone cork obliterations, then in the late 1870s with single ovals

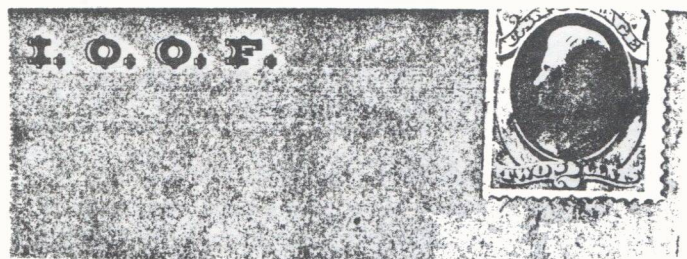


Fig. 18. Pre-oval use of a non-descript cork to kill non-First Class mail.

containing numbers (or straightlines as for Boston, etc). By 1880 the familiar double oval had appeared with central



Fig. 19. St. Louis, clerk?/station? "2" sent this air mail 9/25/1935.

numbers eventually reaching the high hundreds. These numerals frequently indicate specific "number stations".



Fig. 20. 60th Street and Haverford Ave. is where the US Postal Guide places numbered station 57.

Stations at times developed more obvious alpha-numeric equivalents such as J3 or S2, etc. They all need profound investigation.

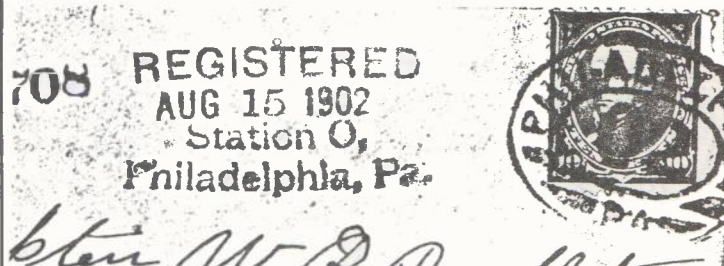


Fig. 21. Station O, clerk/window 2 handled this registered item.

Double ovals are found on package pieces and oversized envelopes, and are often are plain messy looking. Some collectors shy away from non-standard, unaesthetic item despite the wealth of postal history thus ignored.

Similar obliterations, with codes specific to the task required, joined the letter/number oval type at the turn of the onrushing 20th century. We see ovals with PP-parcel post, REG-registry, FD-foreign division, RD-registry division in use at main P.O.'s and at a variety of individual stations.



Fig. 22. The Registry Division of the Main Office forgot to double circle backstamp this piece, caught the front instead.

In the 20s and 30s period came quite unambiguous ab-



Fig. 23. Philadelphia's Commercial, North Philadelphia (Canceler #5), and Second Street used these devices.

abbreviations for (at least Philadelphia) stations: COM-Commercial Station, PT BR-Point Breeze, etc.

Frustrating to any postmark detective are the mute ovals appearing at the time of the Depression. Do they categorically imply Main Office usage in parallel with the similar sta-



Fig. 24. Chicago, Wilson Ave Station mutes of 2/14/1947 on local mail.

tion types in the previous paragraph? Or was it postmaster prerogative?

Security is the reason that registration backstamps won't let the philatelic sleuth down. Hand obliterations--double ovals-- were used with city and state only, dates did appear on accompanying markings. By the turn of the century magenta three, four, or five-line straightline front or back-

REGISTERED
MAY 29 1895
Sub-Station No. 20
PHILADELPHIA, PA.



Fig. 25. Backstamped straight 4 line and the regularly seen double circles.

stamps were used, soon followed by the familiar double circles.

Such were the halcyon days of postal progressiveness. First class backstamping died before official permission to do so came in 1913. Busy workers had stamped letters and packages in mad abandon yielding a wonderful quantity of data, of cancel types, dates, and times.

But, after this time, what some call "postal character" has evaporated. Many collectors conclude their searches if not with the 1870s then about 1910. Sadly, many machine collectors profess ignorance of post-1920 items.

However, postal history continues up to yesterday's delivery. Machinery, as with life overall, adds impersonality, but for cover collectors there still remains tremendous

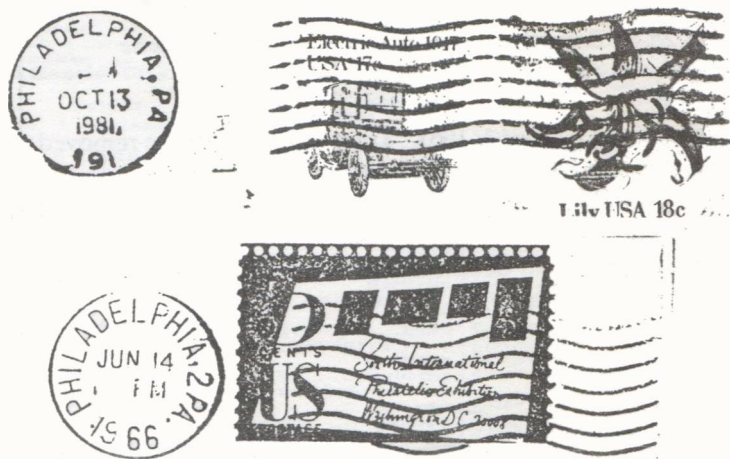


Fig. 26. Uncommon modern machine cancels may indicate experiments, failed contracts, or personal ingenuity. The zone before the PA and the 3-digit ZIP are eye catchers.

latitude for typing, cancel investigation, and all-around cover sleuthing...

Including precancels, an under-investigated field. A modern rapid service postal service allowed for them with increasing frequency after 1923. They have been permitted on all classes of mail. But they unfortunately give little useful information to the sleuth. Imprint style and stamp

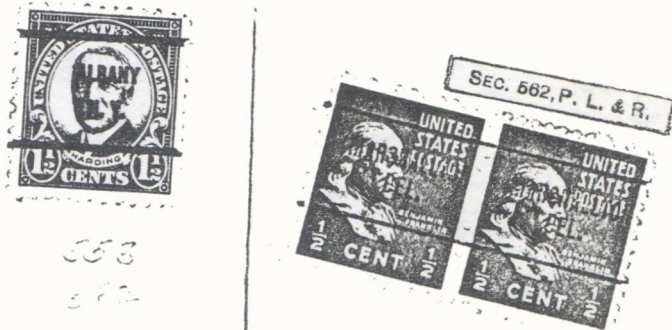


Fig. 27. Precancels are postal history's step-children. Albany, N.Y. (n.d) and Marshalltown, DE (4/8/1939) are nonetheless postal history fare.

variety, unless with contents, are the only clues which the cover detective can use.

In even more recent years, though, cancels have begun to reflect population glut and our wretched dependence on modern technology. A nasty decision of the new USPS was



Fig. 28. Sometime between 9/20 and 11/1/1961 time stopped in Philly.

felt about October 1, 1961. Time slugs were to be removed from postmarks (varies with city).

To be able to see the elapsed time between mail handling is fascinating and helps the postal historian (and postal investigator) make decisions if several alternatives were offered. But no more.

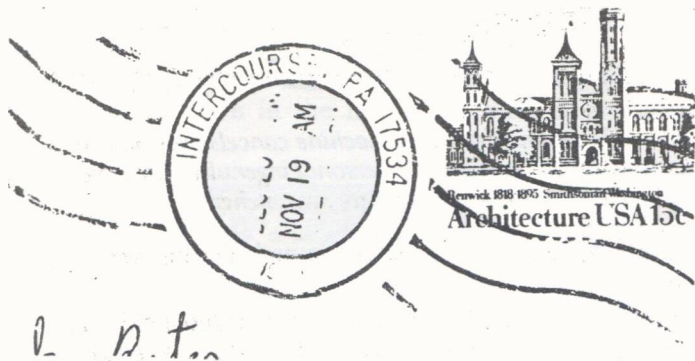


Fig. 29. Pennsylvania "Dutch" farmers named this town because they cared about trade; do they care about time?

We see machines and four-bar, roller cancels, and double-circle counter "daters" with no hour

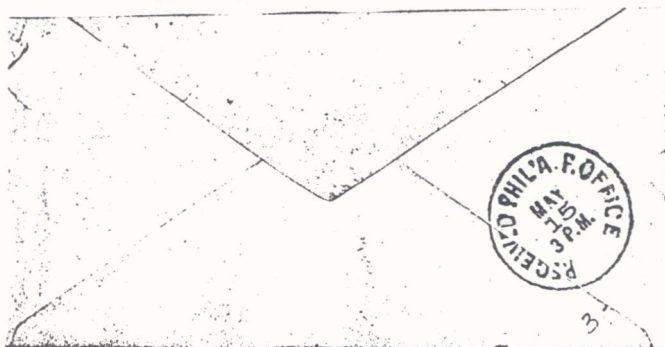


Fig. 30. One of the earlier Philadelphia receiving marks, 5/15/1868— with time indication.

indication. The public and the P.O. cared for about 95 years (hour indications first appear in Philadelphia about 1868, some other towns earlier) but care or not, time has disappeared. Sleuthing current postal history can now only have a generalization as a result.

Recently too the dial's big city name became sanitized into a deceptive Sectional Center Facility plus zip code combination, which only a zip code directory could love. However many patrons have complained at demise of



Casimir Pulaski, Savannah, 1779

Fig. 31. "Southeastern, PA" is homebrew of the ruder sort. Both sender and receiver are ZIP 190xx; their mail detoured through 194xx.

hometown names and to some degree the USPS has relented in their favor.

Worse still for the modern cover Holmes is the disappearance of station names, because in general, local stations don't cancel mail anymore.

Philadelphia mail, like mail from all other major urban sites, is bagged uncanceled, shipped to the Main Office at 30th and Market Streets (zip 19104) and canceled

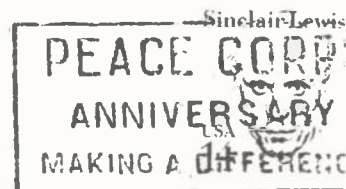


Fig. 32. Does the Frankfort Station (19124) still have machines? This card was canceled miles from the collection office.

PHILADELPHIA, PA 191, showing no regard for the actual mailing point.

That includes non-city mail far into the suburbs, even from non-191xx zips. Sectional Center Facility--it sounds so pure and wholesome--and impossible if you need to determine where your correspondent lives!

With a background in the range of markings under a cover detective's belt, piecing bits of data together should not be a major hurdle. Deciphering begins with arranging the chronology of a cover. Only then can we develop a useful postally historical analysis. Even "simple" covers may whisper unconsidered secrets. A hodge-podge of ink can be

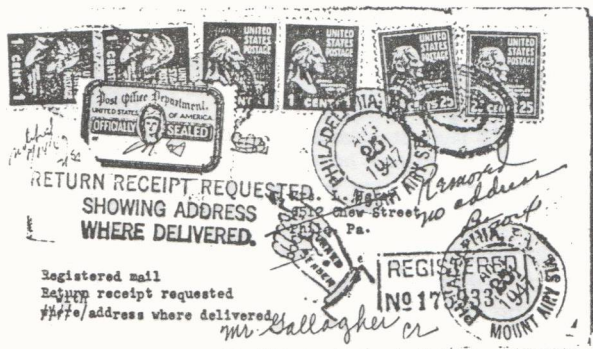


Fig. 33. Local Philadelphia cover that went everywhere but where it was intended-- see the July, 1988 issue.

intimidating, but if their data is briefly charted, errors can be prevented. Hasty notes alone will only add to the confusion. A decoding chart as shown forces the investigator to keep markings orderly and to see relationships between them. Maps old and new have to be at hand, on a large and small scale, showing roads, and homes if possible, as with Geodetic Survey maps. After noting the markings and determining the letter's route comes an important part. Aside from the cold facts concerning a cover's travels (not to mention the regulations behind the usage, etc.), are the personal qualities of mail.

Going back in time to uncover the contemporary mood and surroundings in which the correspondents lived gives a dimension not of postal history but of human. For many that is an underlying cause for becoming involved with covers in the first place.

To aid with this area of research several very useful sources can be put to excellent use. Churches, schools, museums, and libraries, which besides any written information or maps they may hold, can refer you to others who will have the particular information you need to complete your study.

Local historians harbor a wealth of knowledge about former street and station locations and the personalities, plus the very desirable "atmosphere" of the locale you are sleuthing. Did the trolleys conform to the printed routes; were there carriers in that area; which business was on which street; was the post office open on Sunday as advertised; what was old Mrs. Jones like anyway?

Then there are the rules and regulations. In the narrow sense, this is the postal history. Proper analysis of the markings requires that the sleuth know if the markings were properly used, how much was paid for the service, and what are the legal statements behind these. Knowledge of the

Post Offices by States--New Jersey.

Ash Brook..... Union	*Bernardsville	Cape May Point....
Ashland..... Camden	Bevans..... Somerset	(Carlstadt, Ind. Sta.
Atco 1..... Camden	*Beverly 1. Burlington	Rutherford.)
Athens..... Passaic	Birmingham.....	Carlton Hill, Bergen
*Atlantic City..... Atlantic	Burlington.....	Carmel ..Cumberland
Stations.	Bivalve ..Cumberland	Carpenterville .. Warren
No. 1 Boardwalk and	Blackwells Mills .. Somerset	*Carteret ..Middlesex
Virginia Ave.	Blackwood 1. Camden	Cassville .. Ocean
No. 2, Virginia and Atlantic	Dialr ..Sussex	†Cavlar ..Cumberland
Avenues.	*Blairstown 1.....	Cedar Brook.....
No. 3, Massachusetts	Warren	Camden
and Madison Avenues.	Blawenburg .. Somerset	Cedargrove .. Essex
No. 4, Pacific and Delaware	*Bloomfield .. Essex	Cedar Run..... Ocean
Avenues.	Bloomington.....	Cedarville ..
No. 5, 2325 Atlantic	Passaic	Cumberland
Avenue.	*Bloomsbury 1.....	Centerton ..Salem
No. 6, 525 N. Indiana	Hunterdon	Centerville .. Hunterdon
Avenue.	Blue Anchor 1.....	†Chadwick .. Ocean
No. 7, 1408 Atlantic Ave.	Camden	Changewater ..
No. 8, Atlantic and Ohio	*Boonton 2..... Morris	Warren
Aves.	*Bordentown ..	Chapelhill .. Monmouth
No. 9, 2919 Atlantic	Burlington	Charlotteburg .. Passaic
Avenue.	Borough .. Burlington	*Chatham 2..... Morris
*Atlantic High-	*Boundbrook 2.....	Chatsworth ..
lands .. Monmouth	Somerset	Burlington
Atsion .. Burlington	Bradevelt .. Monmouth	Cherry Hill... Bergen
	*Bradley Beach.....	Cherryville .. Hunterdon
		Chesilhurst .. Camden

Fig. 34. This page from the 1907 Guide gives the addresses for Atlantic City's Stations.

available literature and of those postal history works which have made use the original sources, if you cannot find them, is mandatory.

Postal Guides/Mail Manuals provide quantities of information and state the current class requirements, give brief rules for the various mailings, and list of post offices (for the 1907 and previous editions with station addresses). They refer you to the more highly detailed Public Laws and

Item I.D., etc.	Date of Marking	Dial/Marking Legend (applied where?)	Tp? O, T, R?	Comments, tentative analysis, catalog refs, etc	order
3722	1-17-899	PH--A, PA (arc) JAN 17/1 AM/1899	O	Barry mach 0-5	1/4
"	1-29-899	LOGAN STA. / JAN 29/ 430 PM / PHILA. PA.	T	with 99, 1 in H681-1	6
"	? 1-29?	"Lindley" new incl.	?	by directory section?	5?
"	1-19-899	PH--A / JAN 19/9-30A/ 15 99 / PA.	R	Awer. mach B-22-1	4

A Decoding Chart may help sort out markings and routes.

Contents Overview

Chapter 1 Domestic Mail Services	Chapter 5 [Reserved]
110 General Information	Chapter 6 Third-Class Mail
120 Preparation for Mailing	610 Rates and Fees
130 Mail Classification	620 Classification
140 Postage	630 Service Objectives
150 Collection and Delivery	640 Authorizations and Permits
160 Philately	650 Physical Limitations
170 Special Cancellations	660 Preparation Requirements
Chapter 2 Express Mail	670 Mailing
210 Rates and Fees	680 Payment of Postage
220 Classification	690 Ancillary Services
230 Service Guarantees	Chapter 7 Fourth-Class Mail
240 Authorizations and Permits	710 Rates and Fees
250 Physical Limitations	720 Classification
260 Preparation Requirements	730 Service Objectives
270 Mailing	740 Authorizations and Permits
280 Payment of Postage	750 Physical Limitations
290 Ancillary Services	760 Preparation Requirements
Chapter 3 First-Class Mail	770 Mailing
310 Rates and Fees	780 Payment of Postage
	790 Ancillary Services

Fig. 35. Successor to the Guide; the Domestic Mail Manual's partial Table of Contents

Regulations handbooks. Both were published somewhat regularly beginning in the early 19th century.

Some society libraries have smatterings of dates of these publications. Others have reprinted selected volumes for collectors. This writer has had many issues microfiched to save space. Having consulted these, you have verified the (in-)correctness and breakdown of charges, perhaps discovered the name of the postmaster who inscribed the manuscript markings, and with luck you have also uncovered an unpublished anecdote or nuance about postal workings. You are a detective of note. Now, write an article describing your adventures.

Philatelic Detective Work is the middle name of Postal History.

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TERMS: All lots must be paid for in advance (VISA/MASTER-CHARGE Avail.) Lots sold on a first come basis and lots may be reserved by phone (7:30 AM-6: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.

ALASKA

1. CANDLE, 1930, clear CL Type 3 on clean cover. \$18.00
2. DIAMOND, 1939, Fine on hand painted chat cover \$20.00
3. KILLISNOO, 1905, Fine Type 2 on PPC of Muir Gl. \$80.00
4. PETERSBURG, 1908, Fine Type 2 on PPC \$75.00
5. POINT AGASSIZ, 1942, Censored multicolor pat. cover \$40.00

ARIZONA

6. CONGRESS, 1890, VG cover red sl left Type 1 with fancy cl. \$37.50
7. CONGRESS, 1896, Fine cover Type 2 Congress Gold Co. crn card \$30.00
8. CONGRESS JUNCTION, Type 2 on PPC Fine/VF strike. \$60.00
9. CONGRESS JUNCTION, Type 2 VF PPC \$75.00
10. CORNVILLE, 1909, Type 3, FVF on PPC. \$50.00
11. COTTONWOOD, 1909 PPC, Type 3 Fine strike \$50.00
12. DUNCAN, 1910, Type 9 PPC Fine strike \$27.50
13. FORT DEFIANCE, 1903, cover good. \$27.00
14. GRANDVIEW, 1906, Type 1 PPC Fine/VF strike \$37.50
15. KELVIN, 1907, PPC Type 2 w/BOX MAG FORWARDED \$30.00
16. KINGMAN, 1894, Type 8 on cover with VG/Fine strike. \$25.00
17. McDOWELL, 1907, Type 6 on GPC Fine strike \$20.00
18. MARICOPA, 1890's on 2 COLUMBIAN STAT. Fine/VG Rare. \$90.00
19. MAYER, 1909, PPC Type 7 VF strike. \$20.00
20. ORACLE, 1894 cover Fine strike Fancy CL \$50.00
21. PAYSON, 1893 cover Type 4 VG/Fine strike \$30.00
22. PEARCE, 1907 PPC Type 5 Fine strike \$22.50
23. REDROCK, 1909, PPC to BERK, CA. Type 4 FVF strike \$40.00
24. SAFFORD, 1905 cover Type 10 VG/F (Name F/VF) \$10.00
25. SENTINEL, 1893 cover to Pico Hgts., CA opened left litte rough \$60.00
26. SENTINEL, 1908, PPC Type 6 magenta cl F/VF \$55.00
27. SENTINEL, 1910, Type 6 cover w/corn advert. F/VF sl red. \$60.00
28. SPRINGERVILLE, 1910, Type 8 PPC Fine strike card a little rough \$20.00
29. SUPERIOR, 1911, PPC Ttype 2 F/VF nice strike. \$100.00
30. TUCSON, 1881 cover W/FVF strike and nice fancy cl. \$20.00
31. TUCSON, 1881 cover w/Fine strike Fancy cl opened top. \$20.00
32. YOUNG, 1898 cover Fine/VF strike sl.reduced rt. \$45.00

CALIFORNIA

33. BERKELEY, 1900, VG cds to Nova Scotia w/3-color PAN-AM LABEL. \$75.00
34. DOWNIEVILLE, WELLS FARGO BLUE OVAL to Galway, NY. Fancy cl (P) \$75.00
35. SACRAMENTO, to San Francisco WELLS FARGO; 2 blue ovals \$50.00
36. SAN FRAN WELLS FARGO & CO.'s EXPRESS, VF dcds (P) \$85.00
37. SAN FRAN., 1860, WELLS FARGO & CO.'s. Express, Fine DCDS \$75.00
38. SAN FRAN., 1861, US #35 VF cds w/part. imprint yellow cover; crease in cover doesn't effect stamp. \$65.00
39. SAN FRAN., 1860 WELLS FARGO EXPRESS cover, VG/F strike. \$45.00
40. SAN FRAN., 1894, US #237 VF sm dial 7-bar mach. to SWISS. UL cnr town. \$10.00
41. SAN FRAN., 1897, #268, U311 Fine BARRY mach. edge fit. \$15.00
42. SANTA BARBARA, 1870, WELLS FARGO blue oval (P) \$150.00
43. SANTA CRUZ, 1870, WELLS FARGO blue oval Fine w/BLUM & CO. forw. marking in blue on back. Nice clean cover (P) \$150.00
44. WEAVERVILLE, on GREENHOOD & NEWBAUER NORTHEPN EXP. cover, fine. \$125.00

MAINE

45. FAIRFIELD, 1878, red cds with target killer. VF \$15.00
46. FARMINGTON & PORTLAND RPO, 1893, U348, US#230. min def. \$15.00
47. GARLAND, 1886 cover with fine OCTAGON cl. \$15.00
48. WESTFIELD, manuscript cl to Lowell, Maine; VF script \$10.00
49. WEST SCARBOROUGH, 1885, cover FVF cds w/target killer \$15.00
50. WINDHAM CENTRE, fancy 1887 magenta w/target VF \$15.00
51. #147 with indistinct Maine cds to SAN FRAN via STEAMER CONTINENTAL w/handstamp cc of GRANITE CO. from BLUEGILL. Oval marking "Have Your Mail Addressed Street & #" opened rough SL red rt. \$40.00

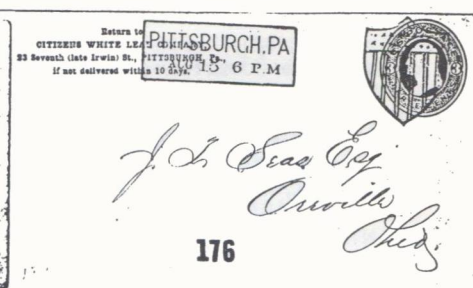
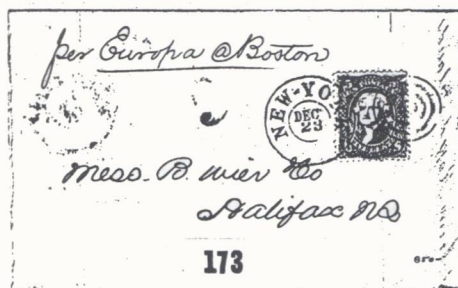
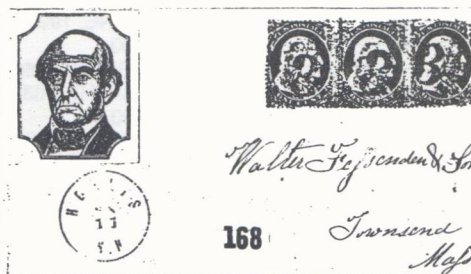
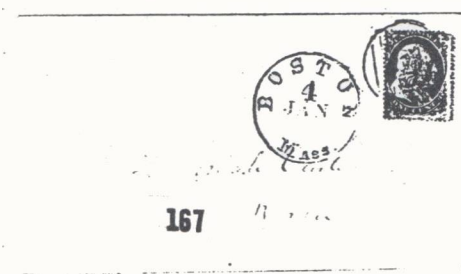
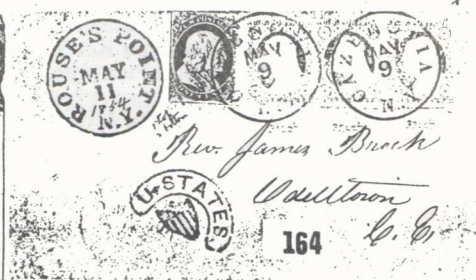
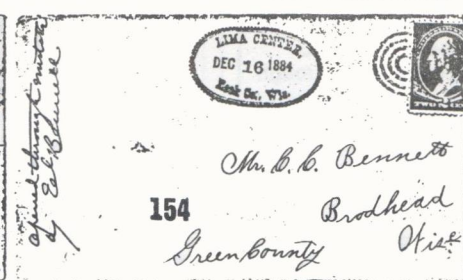
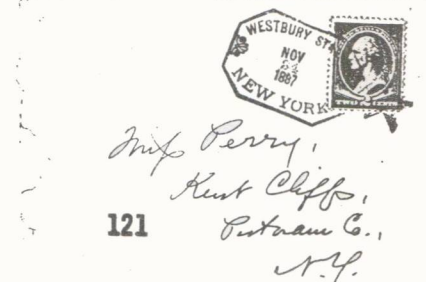
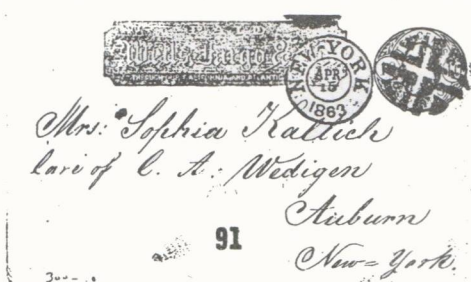
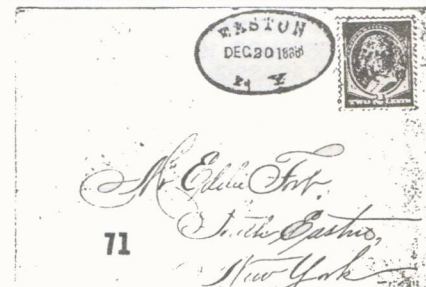
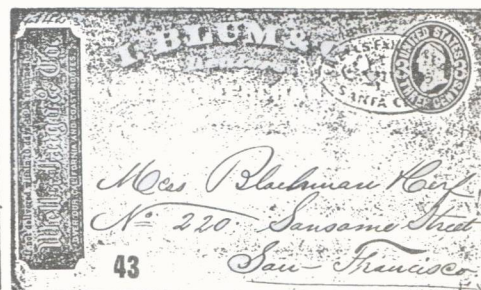
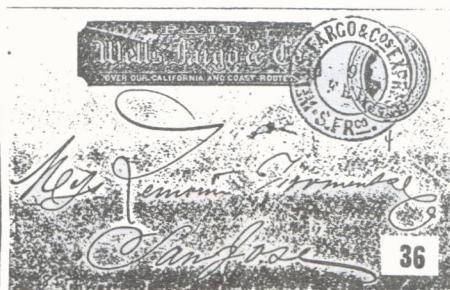
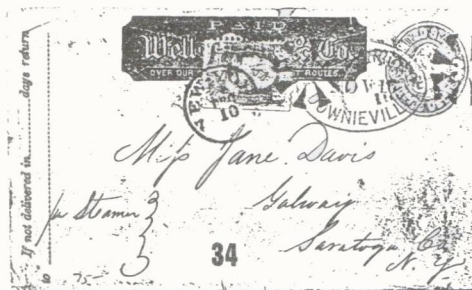
MICHIGAN

52. AMBER, 1879, manuscript cancel. fine script \$17.50
53. ANN ARBOR, 1887, U.of Mich. enclosure, FVF strike w/FANCY STAR. \$20.00
54. CORUNNA, 1869, w/letter; Fancy crn card; opened rt. Fine st. \$25.00
55. HANCOCK, 1860's, Fancy Neg. STAR ccl. \$30.00
56. HUNTERS CORNERS, manuscript on CIVIL WAR PATRIOTIC; open rough on right. \$65.00
57. LAKEVIEW, 1892, dcds with COUNTY CCL; Fine strike. \$20.00
58. LANSING, RFD on 1904 PPC with DOANE killer. \$17.50
59. ST. JOHNS, RFD and DOANE killer on 1901 cover; stamp damaged doesn't effect cover which has VF strike & enclosure. \$15.00
60. SENEY, 1894 cover with dcds; FVF strike & crn card. \$12.50
61. SOUTH ROGERS, 1899 Registered cover; FVF strike \$35.00
62. WEST CAMPBELL, 1901 Registered cover FVF strike \$25.00

NEW YORK

63. ALFRED CENTER, #11 on forwarded cover originating in SCIO/NY; PAID 3 in circle VF (P) \$75.00
64. AMPERSAND, 1890, (Fra. 1889/1908) VF magenta st/cover vf. \$40.00
65. ANDRUSVILLE, 1866, cover with VG/Fine strike (Fra.1852/72) \$27.50
66. BROOKLYN, 1860's, US #73 on tiny embossed Ladies cover. tr. \$30.00
67. BROOKTON, 1885, VF OCTAGON ccl. \$25.00
68. BUTTERNUT GROVE, 1897 cover VG/strike crn card. \$10.00
69. CLERMONT, #11 ST.L. + MS. tied on small cover; Fine. \$110.00
70. DUANE, 1923, US #528 tied with four-bar in magenta; VF \$10.00
71. EASTON, 1888, magenta OVAL VF \$25.00
72. ELMONT, 1884 (Queens, later Nassau) VF strike w/FANCY \$50.00
73. EVANS MILLS, blue VF cds with Fancy killer opened lft. \$10.00
74. FAIRFIELD, 1886, VF Fancy mag. OVAL w/killer (P) \$45.00
75. FRENCH MOUNTAIN, 1895 Reg. cover rec BOSTON oval on back VG/Fine strikes. \$25.00
76. FRUITLAND, 1885, w J16 DUE 2 to NORTHPORT (Fancy cl) VG/F \$45.00
77. GANG MILLS, 1871 manuscript VG on small neat cover \$40.00
78. GRANT, 1888, magenta OCTAGON VF strike opened lft. \$20.00
79. HAVERSTRAW, 1860's; US 65 w/Fancy cl; FVF \$20.00
80. HILLSDALE, 1880 with Fancy magenta STAR-IN-CIRCLE; VF \$12.50
81. HOLMESVILLE, 1890, magenta dcds w/STAR-IN-CIRCLE, FVF \$10.00
82. HOLMESVILLE, 1894, double OVAL w/crn card, FVF strike \$17.50
83. HOMER, 1888, unusual cds w/STAR-IN-CIRCLE. \$20.00
84. HUDSON, green cds on stampless with green PAID. \$25.00
85. KEENEY SETTLEMENT, VF manuscript cl strip of 3 #156. \$25.00
86. LUDLOWVILLE, 1846 stampless; VF manuscript. \$20.00
87. MCGRAWVILLE, 1883, dcds w/POSTMASTER cl. \$25.00

AMBERMAN TOCHER MAIL SALES - NET PRICE LIST #2



NEW YORK (Continued)

88. McGRAWVILLE, 1886, cds w/POSTMASTER & STAR-IN-CIRCLE killer; VF strike. \$25.00
89. MIDDLESEX, US #65 large dcds tied to neat cover. \$75.00
90. MOOSES KILL, neat little cover; fine strike. \$12.50
91. NEW YORK, 1863, WELLS FARGO cover on rare use of U40 (p) \$300.00
92. NEW YORK, WELLS FARGO EXPRESS dcds blue; fine; opened top. \$40.00
93. NEW YORK, US #73; NY WORLD illustrated cc; rough opened. \$35.00
94. NEW YORK, #157, neat cover w/NEG #11. \$60.00
95. NORTHPORT, 1877, blue cl on neat cover. \$45.00
96. NORTH SALEM, 1880's to PARIS, FRANCE; fine strike \$25.00
97. OBI, 1896, registered cover, Fine \$22.00
98. ONTARIO, rimless cds; VF strike with US #65. \$15.00
99. PIERREPONT MANOR, 1890, VF strike in magenta w/NEG STAR. \$25.00
100. PHELPS, 1848, stampless FVF strike w/PAID 5. \$20.00
101. PHILMONT, 1888, FVF strike; cds with STAR-IN-CIRCLE killer. \$17.50
102. POLARRIDGE, US #11 tied to buff cover to HOPKINTON/RI; gum stains around edges. \$200.00
103. PORT JERVIS, 1880's; misspelled "JARVIS". \$20.00
104. PORT ONTARIO, 1866, rimless cds VG/F. \$12.50
105. REXFORD FLATS, 1885, somewhat smuggled, still FVF cds w/Fancy STAR with hollow insides. \$15.00
106. ROOT, US #65 manuscript cancel on tiny cover. \$20.00
107. SAG HARBOR, #65 VF stamp, target ccl. \$10.00
108. SARATOGA SPRINGS, US #26; VF cds. \$20.00
109. SARDINIA, #65 tied by oversized cds; VF. \$10.00
110. SCRIBA, #65 SE with target, fine strike. \$10.00
111. SENECA FALLS, nice FORWARDED in BOX oval, fine stk.; reduced left. \$12.50
112. SO. LIVONIA, (Liv. 1832/1937), VF cds. \$17.50
113. TABERG, 1885, magenta OCTAGON; VG/Fine w/target killer. \$10.00
114. TROY-RUSHVILLE, FWD, DUE 3; 1860 cover with #26. \$12.00
115. UTICA, with #65 fancy rosette cancel. \$17.50
116. UTICA, #73 fancy rosette; sm. piece missing; sl. soiling. \$30.00
117. UTICA, #115, cds, sl. toning, faded address, fine stamp. \$80.00
118. VAN VECHTEN, (See 1866/73), Fine strike, rare town. \$50.00
119. WADHAM MILLS, neat target 7, addressed to ...STEWART, The Millionaire of New York City. \$35.00
120. WATERTOWN, 1824, stampless cover with fancy NEG N.Y. VF \$35.00
121. WESTBURY STATION, 1887, fancy magenta OCTAGON cl. (P) \$50.00
122. WESTKENDALL, 1861, FVF manuscript cl. VF #65. \$15.00
123. WINDSOR, 1880, VF dcds with fancy MALTESE CROSS; both mag. \$12.00
124. WOLCOTT, fine strike with VF #114, sl.cvr flt not affecting the marking or stamp. \$16.00
125. US #24 dcds CARRIER, S.O.N., addressed to John Jacob Astor, New York, NY; VF and lovely. \$125.00

OREGON

126. ACME, 1914, PPC, Fine strike. \$20.00
127. ARLETA, 1909, GPC with DOANE cancel; FVF strike. \$20.00
128. DERBY, 1913, PPC with inverted year, PPC sl. flt. \$20.00
129. EUGENE CITY, O.T., (FRONT), US #35 1861, VF strike with dcds PENSION OFFICE (P) \$75.00
130. GALICE, 1916, FVF strike crn card, clean cover. \$15.00
131. NORTH CANYONVILLE, 1872, VG/Fine strike. \$17.50
132. PLEASANT HOME, 1914, VF strike with 4-bar killer. \$15.00
133. TANGENT, 1898, FVF strike, ll crn sl. piece missing. \$15.00
134. WARRENTON, 1900 cover with fine/VF strike. \$27.50

VERMONT

135. BRATTLEBORO, US #65 with Fancy cork BRAT, dcds. \$20.00
136. BROWNINGTON, 1863, VF manuscript cl. \$30.00
137. BURLINGTON, US #68 XF cds w/Fancy on orange cover to CANADA EAST; legal cc, sl. reduced left. \$85.00
138. CHIPMANS POINT, 1863, VF manuscript cl. \$30.00
139. CLARENDON, #114, brilliant red target & cds, VF. \$85.00

140. CLARENDON SPRINGS, 1866, Fine cover w/#65; fine strike. \$35.00
141. DOVER, fine manuscript cl. \$60.00
142. EAST CABOT, 1869, VF manuscript cl, neat cover. \$50.00
143. EAST MONTPELIER, 1864, fine; back faults. \$25.00
144. GAYSVILLE, 1867, FVF strike, Fancy STAR Hollow Center. \$20.00
145. HUNTINGTON, VF strike, sl cover flts. \$25.00
146. MANCHESTER, VF strike with #65, PAID killer. \$12.50
147. NORTHFIELD, FVF with PAID killer. \$15.00
148. SHERBURNE, FVF manuscript cl, US #68 to CANADA EAST. \$27.50
149. UNION VILLAGE, VF blue cds with Fancy PAID 3 in circle. \$15.00
150. WEST WINDSOR, #73 tied to neat Adj. General, fancy cl, VF. \$75.00

WISCONSIN

151. ALMA, 1884, dcds with Target killer and crn. card, VF. \$20.00
152. BIRCH, 1886, VF manuscript cancel to OTTAWA, CANADA. \$20.00
153. CAMBRIA, RFD, 1904, VF strike with DOANE cl. Tiny piece missing UL corner, still nice. \$9.00
154. LIMA CENTRE, VF magenta OVAL w/COUNTY CL, red. lft. (P) \$20.00
155. MILWAUKEE, 1848, stampless w/fancy 5 in DOTTED CIRCLE, VF. \$25.00
156. MILWAUKEE, 1865, #11 nice, FVF cds. \$15.00
157. MILWAUKEE, fine strike with #114 w/fancy cl. \$15.00
158. MINERAL POINT, fine manuscript cl. \$12.50
159. NICHOLSON, 1886, Fine cds with CO. cl, clean cover. \$32.50
160. PERLEY, 1884, blue dcds with nice blue grid killer. \$25.00
161. SEYMOUR, 1903 cover with red cl. & DOANE killer, FVF. \$9.00
162. SPRAGUE, 1885, dcds, fine with Fancy killer. \$20.00

CLASSIC COVERS

163. #9, 11x3 strip on cvr-tied by G-VG ALBANY-BUFFALO RR cds with overall Stanwix Hotel on reverse, to CANADA WEST via Buffalo-Rochester Suspension Bridge. \$325.00
164. #9, 11x3 strip on cover tied by VF CAZENOVIA, NY cds with ROUSE'S POINT cds to CANADA EAST with XF U STATES in Arc & shield. A beauty! (P) \$400.00
165. #7 plate III pos 94R3, 26x3 sgls tied on cvr to CANADA WEST. #7 close margs. A rare & unusual usage. \$300.00
166. #11 avg. pr. on FL tied by VG SAN FRAN cds, 1854 to Boston. Large DUE 10 in black. \$160.00
167. #22 pos 60R4 on cvr with partial imprint tied by large PAID grid w/FVF red BOSTON cds. Extremely rare (P). \$500.00
168. #24x3 strip on cvr w/HOLLIS, NH cds bold "3" cancels with POLITICAL LABEL. Attractive. \$190.00
169. #9 XF, 11 tied by grids to prepaid way ms., red N.ORLEANS. \$250.00
170. #26 on POLITICAL (figure w/flag; strike...strike...strike...) cvr, tied by XF 7-bars in a box w/COLUMBUS, O. cds. sl.red. \$110.00
171. #26 on PATRIOTIC (flag) cvr w/Fine MIDDLESEX, NY, cds. Flap tears, cvr creased away from design. \$80.00
172. #65 VF tied by target on Ladies Patriotic (Liberty/flag/shield/Union) w/FVF NY cds (P). \$175.00
173. #67 XF (brilliant & beautiful) on folded letter tied by XF NY cds, 1861 and target from KINGSTON, JAMAICA via NY and BOSTON. An absolute gem except for file crease through stamp. (P) \$800.00
174. #73 F tied by indistinct PHIL Oct to Great Central Fair for the Sanitary Commission, sl. toning & minor stains around the stamp, overall Fine and rare. \$550.00
175. #73 pair, XF (one perf missing) tied by CUMBERLAND VALLEY RR, 7/6 dcds w/addl XF strike on CDS in upper center of neat orange cover. Small flap & top damage away from stamps & cds. Ex Emerson & Haas; A true gem! (P) \$2,500.00
176. U82 w/XF strike of PITTSBURGH machine SHIELD & XF BOXED PITTSBURGH, PA. Flap torn; invoice encl. A GEM! \$325.00
177. #26 tied by LANESBOROUGH, PA. cds on orange cover w/handstamp ADVERTISING mark of STEAM ENGINE. \$75.00
178. #73 indistinct cds ties to neat yellow overall listing of Albany, NY, publisher's publication. \$60.00

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4	\$17.25	\$39.75	\$72.60
5	\$23.00	\$52.90	\$96.60
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POSTMARKS ON POSTCARDS

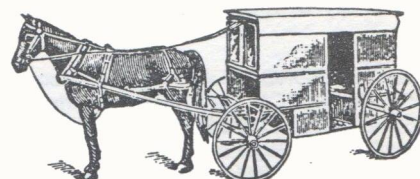
By Richard W. Helbock

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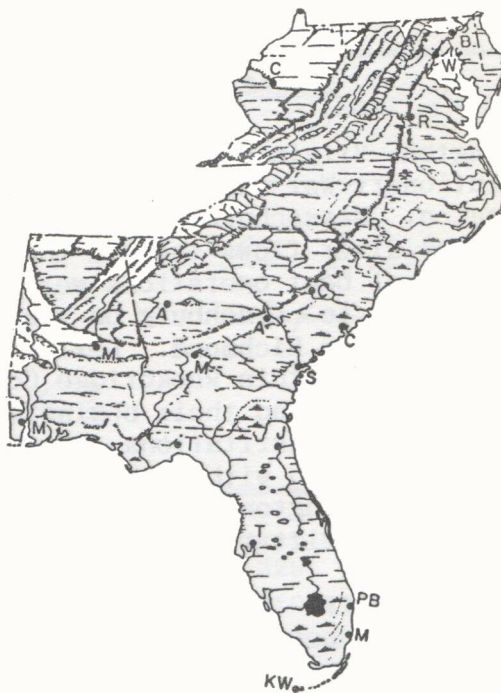
As I assume the helm of the Southeastern section, I must first give a well-deserved "hats off" to Bob Stets under whose leadership this region was handled for several years. As I "stop preaching and start meddling," I want to thank those persons who have made the effort to forward their congratulations to me. These remarks have been very welcome, especially those made by Alan Patera, Ken Schoolmeester, Tom Clarke, Chuck James, and Alan Blair.

I want to let the authors of many fine articles that were published under Bob Stets' direction know that even though they may not know me personally, I still value their continued support. If I haven't already contacted you personally, this is not intentional.

I also want to thank Bill Helbock for all of his kind words that appeared on the July, 1988 LA POSTA Publisher's Page. I hope that you feel that I am worth all of the "hype."

As Bill mentioned, I have particular interest in the Southeast from several perspectives that include collector/accumulator, part-time dealer, and exhibitor. I am an active collector of Virginia postal history and exhibit my collection of "Richmond Stampless Covers, 1789 to 1854." I have some other collecting interests that I'll keep you in suspense about. I also have some general collecting/dealing interests in North Carolina, Maryland, Georgia, Alabama, Mississippi, and several other southern states. With this background, I hope to bring some diverse postal history articles to you. If you have an article that falls within the Southeastern geographic region, please feel free to drop me a line. I'd love to help you have it published in LA POSTA.

For my debut issue, I take great pride in presenting a fine article on Lexington,



Virginia postal history written by one of my oldest friends, Jim Snead, a well-known expert on Virginia postal history. Jim has written articles and exhibited for many years. He has written for the CONFEDERATE PHILATELIST and WAY MARKINGS, the journal of the Virginia Postal History Society.

Jim's article deals only with the pre-war (War Between the States that is) postal history of Lexington. Jim has assured me that he will publish a second article that deals with the wartime markings. Lexington, Virginia is well-known for its wonderful VIRGINIA MILITARY INSTITUTE advertising covers and its handstamp paid and provisional markings.

Lexington, Virginia is an old Virginia town, home of the VIRGINIA MILITARY INSTITUTE and WASHINGTON AND LEE UNIVERSITY. Located in Rockbridge County (Formed in 1788 and named for the celebrated Natural Bridge), Lexington was named shortly after the Revolutionary War battle that bore the same name. North of Roanoke, Virginia and south of Staunton, the town is typical of several in the Shenandoah Valley.

Let me say in closing that I'm happy to be here. I encourage you to provide me with your comments about what you'd like to see (or not see).

LEXINGTON, VIRGINIA POSTAL HISTORY

by

JAMES E. SNEAD, III, VMI '72

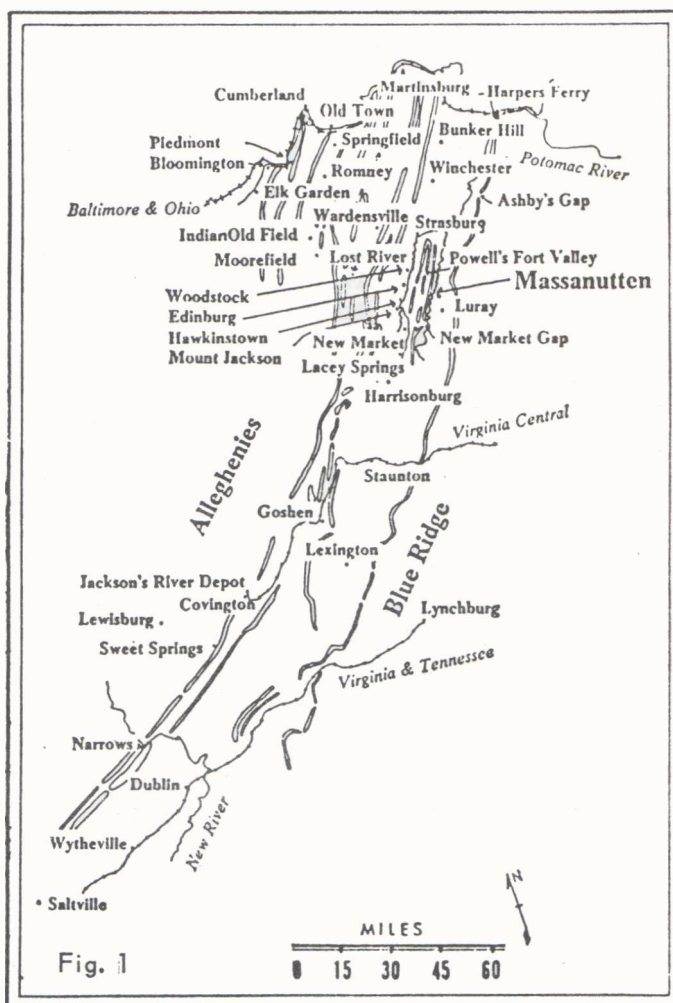
Lexington, Virginia was named early in the Revolutionary War just after the battle of Lexington, Massachusetts in 1775. The Maury (North) River flows through the town, and early canal boat operations were begun from Lexington to Lynchburg on the James River and thence to Richmond. Lexington is the major town within Rockbridge County. Many schools have had their beginnings in Lexington. Two institutions of higher learning are located within the boundaries of the town--Washington and Lee University and The Virginia Military Institute.

Geographically, Lexington is located in the area between the Blue Ridge mountains and the Alleghenies, the area commonly known as the Shenandoah Valley. Figure 1 illustrates a pre-war map of the valley, and illustrates the relationship of Lexington to other key cities.

Washington and Lee University was founded as Liberty Hall (1776-1782), Liberty Hall Academy (1782-1798), Washington Academy (1798-1813) in honor of George Washington, a benefactor, Washington college (1813-1871), and upon the death of its then-current President in 1870--Washington and Lee (1871-present).

The Virginia Military Institute was founded as the first state supported military college on the site of the old Lexington Arsenal on November 11, 1839. VMI furnished more professional military officers than West Point or the Military College of South Carolina (The Citadel) for the Confederacy. Thomas Jonathan (Stonewall) Jackson was a professor at VMI. The entire corps of Cadets fought as a body at the Battle of New Market, Virginia on May 15, 1864.

The earliest known item of dated postal history from Lexington is a folded letter sheet with a manuscript "Lex Va. Dec 1-." This lettersheet, illustrated in Figure 2, is dated 1802. A manuscript "17" indicated the 150 to 300 mile distance rate under postal rates of 1799 for the letter's



journey to Baltimore, Maryland. The absence of a "paid" marking indicated that the addressee was to pay the postage.

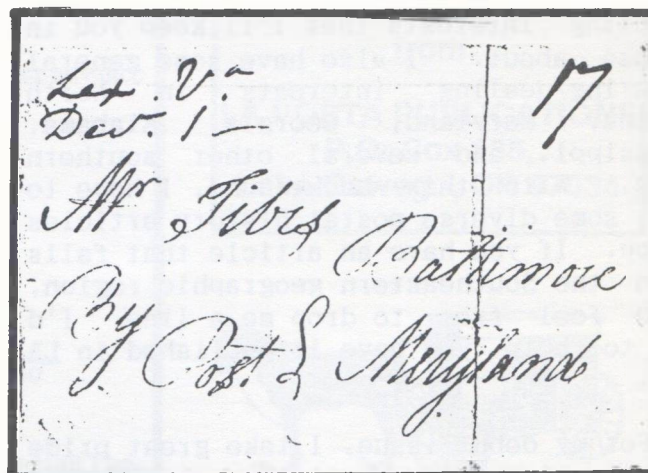


Fig. 2

It appears that Lexington obtained its first cancelling device in 1803. Following the vogue of the period, the postmaster bought an oval (31x23mm) cancellation device. Figure 3 illustrates the oval datestamp and has the "Lex, Va. Jul 6" oval cancel in black. The "17" cent red ink rate allowed the letter to travel from Lexington to Greenbrier County. Under the 1799 postal rate structure, the 17 cent rate was assessed for a 150 to 300 mile journey as previously discussed. The postmaster appears to have over-rated the letter as Greenbrier County is not 150 miles from Lexington. It may be of interest to note that the addressee, Colonel M. Stuart, appears to be well-known, as no town is indicated. This folded letter (figure 3) is only one of two Lexington ovals known and is the earliest, the other being July 13, 1803.

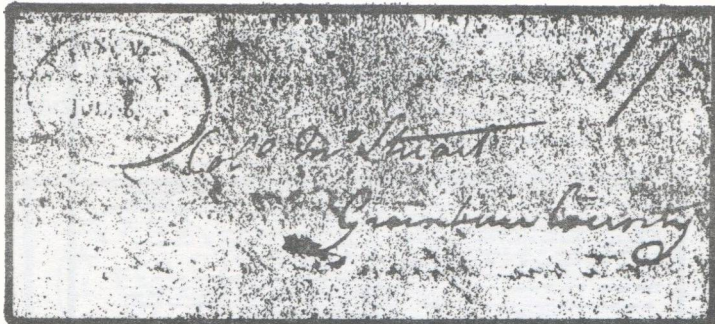


Fig. 3

Until the establishment of the Virginia Military Institute, stampless covers from Lexington are quite rare. Lexington did utilize a triple circle cancellation device during the period of 1833 to 1838. This device is illustrated in Figure 4. The inner circle appears to indicate removable date slugs, as it is broken.



Fig. 4

On or before September 13, 1838, the Lexington cancellation device must have become broken, been lost, or have been stolen or given up. Figure 5 illustrates a manuscript "Lexington, Va. 17 Sep" stampless folded letter datelined September 13, 1838. The "Paid 18 3/4" indicated that

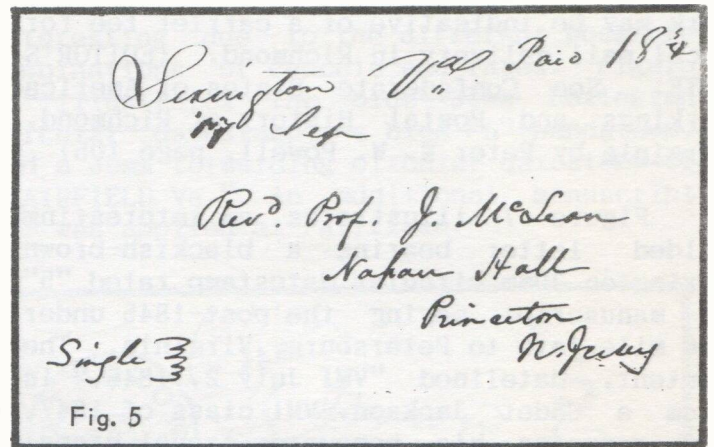


Fig. 5

the 150 to 400 mile distance rate under postal rates of 1825 was prepaid by the sender, George Armstrong. Armstrong was a Presbyterian clergyman and was the author of the controversial "Christian Doctrine of Slavery."

In the 1840's, Lexington utilized a standard 30mm cancellation device similar to those employed by other post offices during this period. The Lexington postmaster used a variety of colored inks including red, blue, black, and brown. Auxiliary markings such as "FREE" and "PAID" are known. Markings such as "MISSENT," "FORWARDED," and "ADVERTISED" are presumed to exist.

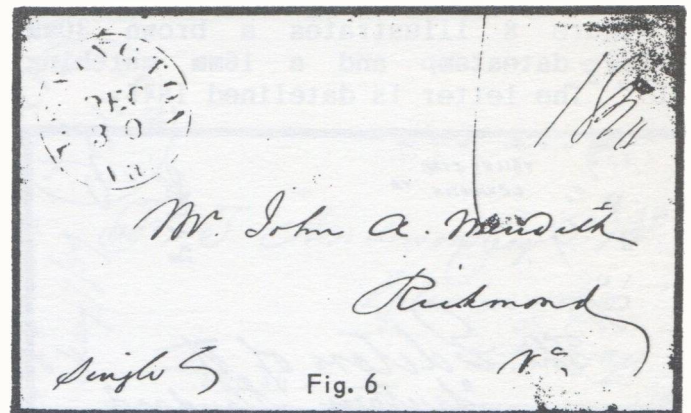


Fig. 6

Figure 6 illustrates a folded letter utilizing the 30mm circular datestamp and an "18 3/4" cent rate for a single to Richmond. By contemporary post roads, Richmond was just over the 150 mile rate category distance. An unusual feature of this cover is also a blue "1" or "/" across the face. Many collectors of Richmond postal history have contended that this

mark may be indicative of a carrier fee for local mail delivery in Richmond. {EDITOR'S NOTE: See Confederate States of America Markings and Postal History of Richmond, Virginia by Peter W. W. Powell, page 105}

Figure 7 illustrates an interesting folded letter bearing a blackish-brown Lexington 30mm circular datestamp rated "5" in manuscript paying the post-1845 under 300 mile rate to Petersburg, Virginia. The content, datelined "VMI July 2, 1846," is from a Cadet Jackson, VMI class of 1847, and concerns his homeward travel plans. Jackson planned to travel with his roommate, William Mahone. Mahone was later a Confederate Major General and Governor of Virginia.

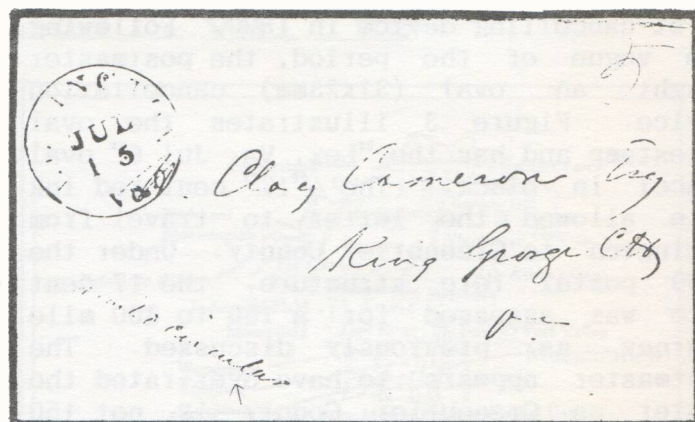


Fig. 9

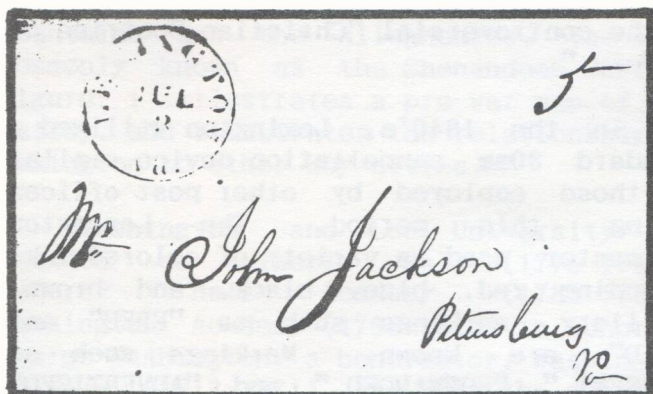


Fig. 7

Figure 8 illustrates a brown 30mm circular datestamp and a 16mm matching "PAID." The letter is datelined 1846.

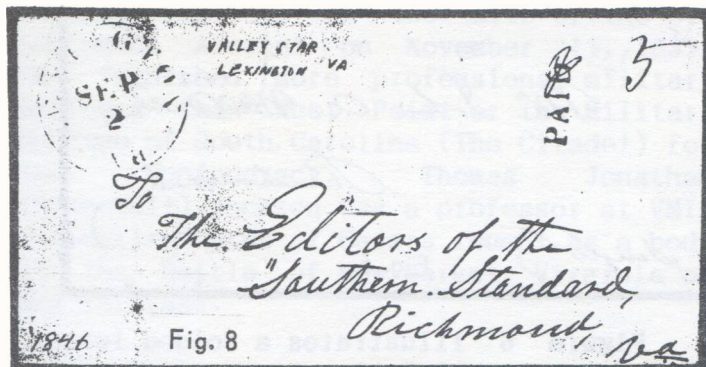


Fig. 8

Figures 9 and 10 are fantastic examples of Lexington postal history. A blue, 30mm circular datestamp has been applied to a printed circular that advertises Colonel Smith's (VMI's Superintendent) mathematical series.

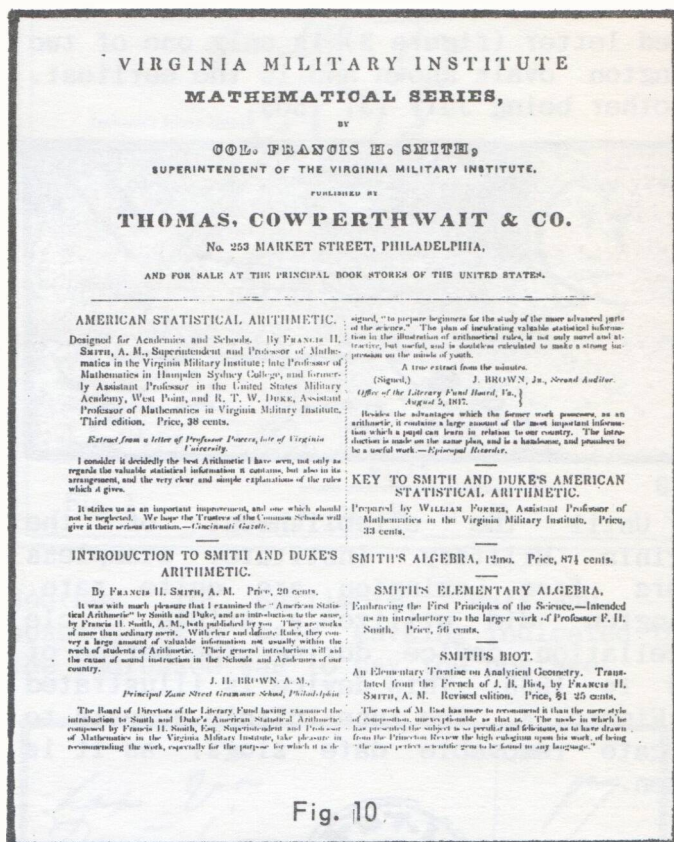


Fig. 10

An 1849 folded letter is illustrated in Figure 11 that has a blue circular datestamp. It is actually a letter from Colonel Smith to General Roger Jones, the Adjutant General of the United States Army, and requests a supply of army regulations for the VMI cadets. The manuscript "5" was obliterated after its application, no doubt because the official use was noted after its application.

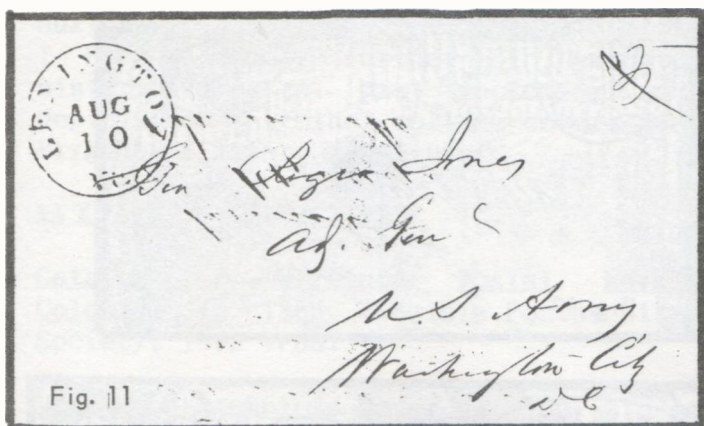


Fig. 11

Forwarded covers have always proved interesting due to the different possible combinations of cancels and rates. Figure 14 illustrates the blue 33mm Lexington circular datestamp, a blue "5" handstamp, and a 30mm forwarding circular datestamp of "FAIRFIELD Va." An additional manuscript "5" was applied at Fairfield.



Fig. 14

Figure 15 illustrates a third auxiliary marking device used in addition to a numeral rate or "PAID" is the "FREE" handstamp. This cover with a 33mm Lexington circular datestamp and matching blue "FREE" was sent to Francis T. Anderson, postmaster of Glenwood, Virginia. Postal rates provided that mail sent to postmasters travelled "FREE."

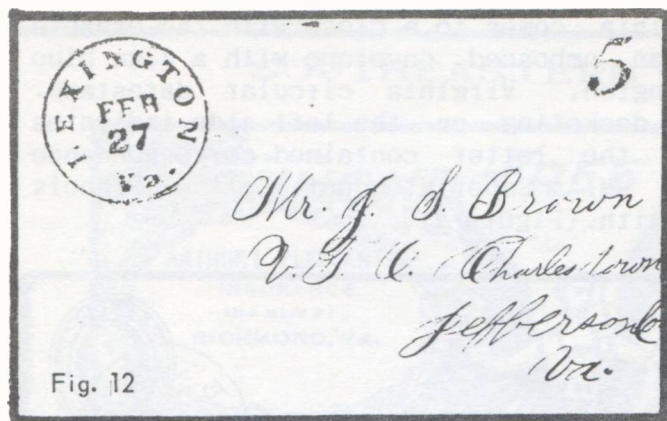


Fig. 12



Fig. 13

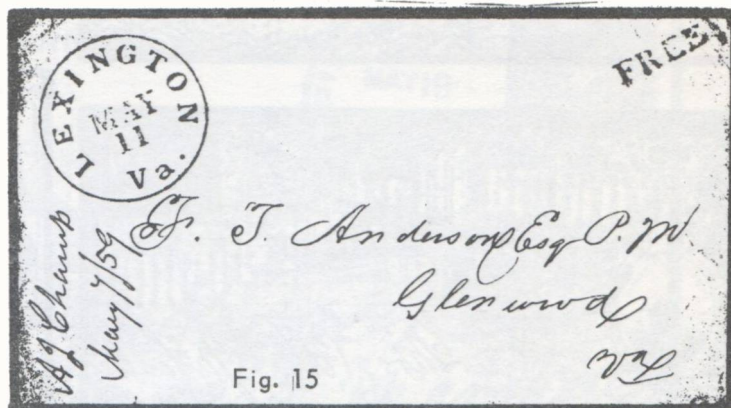


Fig. 15

When adhesive stamps became available in 1847, the Lexington post office used two primary methods of cancelling the new convenience. The envelope illustrated in Figure 16 shows a 3¢ 1851 Washington with the blue 33mm Lexington circular datestamp. The second method of cancelling adhesive

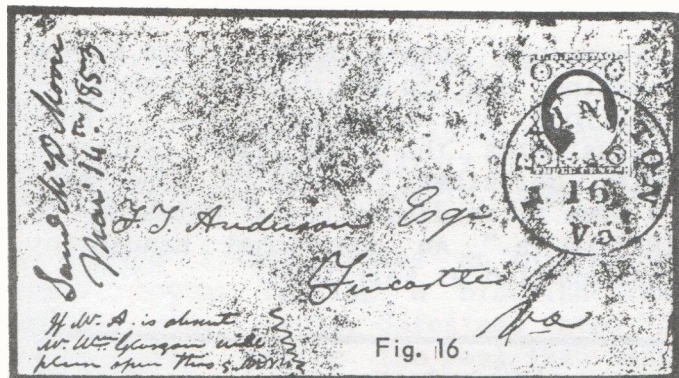


Fig. 16



Fig. 19

stamps was the use of a grid cancel used in conjunction with a circular datestamp marking. This is shown by the example of an 1857 3¢ Washington tied to an overall orange Virginia Military Institute college cover by the blue grid cancel with the 33mm Lexington datestamp at left (Figure 17). Figure 18 illustrates a 3¢ 1857 tied by both the circular datestamp and the grid on an overall brown VMI college cover.

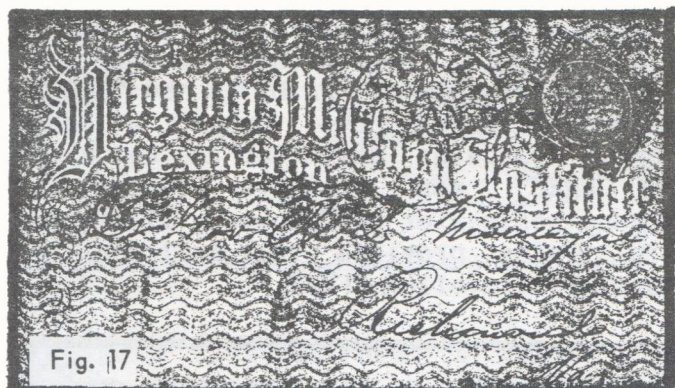


Fig. 17

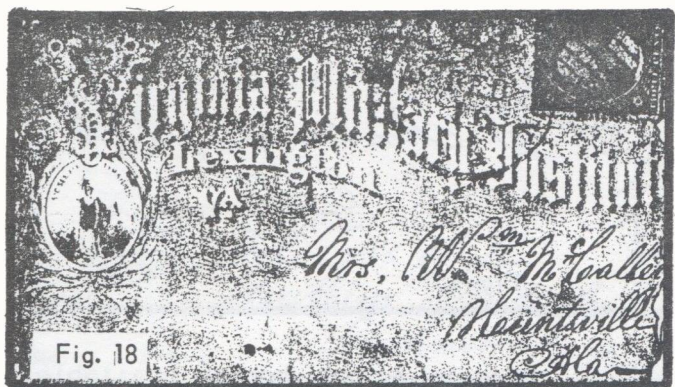


Fig. 18

Two interesting Lexington pre-war usages are illustrated in Figures 19 and 20. A 3¢ 1857 is illustrated in Figure 19, a pre-war history of 85 years. Postal History comprehends at least 58 of these years. I have illustrated the evolution of a crude manuscript cancel into sophisticated circular markings with

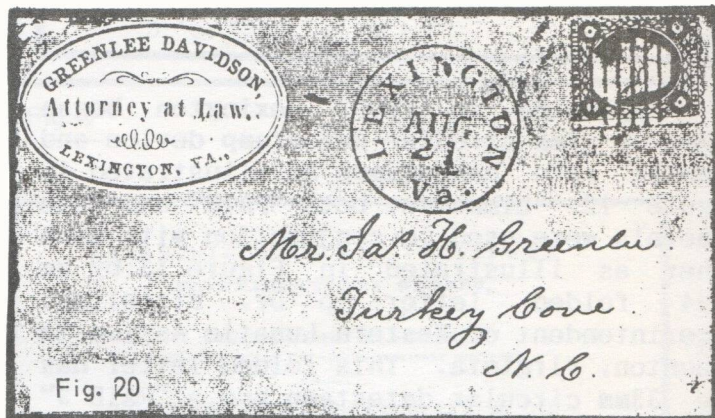


Fig. 20

Our study of pre-war Lexington, Virginia comes to a close with the example of an embossed envelope with a 33mm blue Lexington, Virginia circular datestamp. The docketing on the left side indicates that the letter contained correspondence from VMI's Superintendent, Colonel Francis H. Smith. (Figure 21)

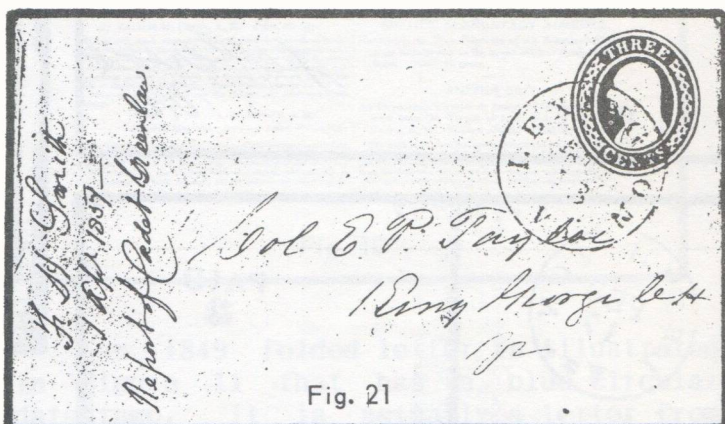


Fig. 21

In conclusion, Lexington, Virginia has a pre-war history of 85 years. Postal History comprehends at least 58 of these years. I have illustrated the evolution of a crude manuscript cancel into sophisticated circular markings with


auxiliary handstamps. In future articles, I hope to delve further into Lexington's historical postal past including an in-depth look at the college covers of the Virginia Military Institute.

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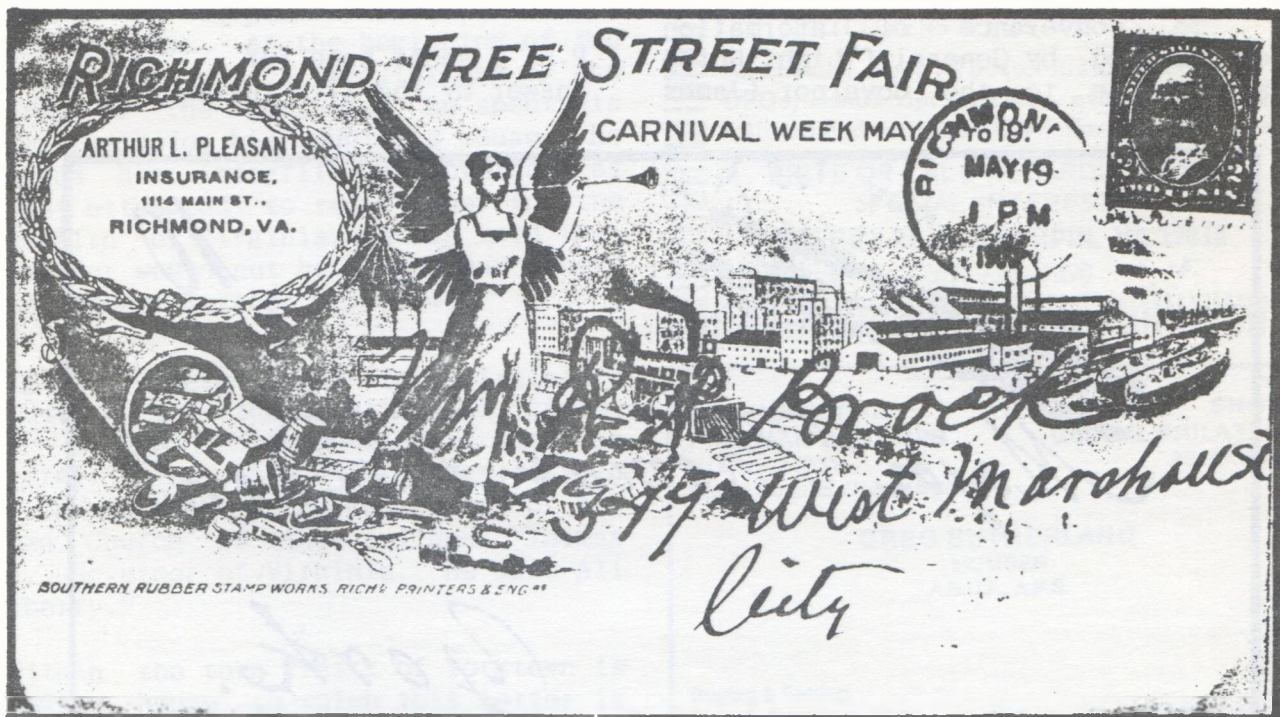
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- SESCAL, Los Angeles - Oct 14-16
- ADSA, New York - Oct. 20-23
- CHICAGOPEX, Chicago - Nov. 4-6
- ASDA, Honolulu, HA - Nov. 11-13
- ASDA, San Francisco - Nov. 18-20

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FROM THE EDITOR'S COLLECTION, A MARVELOUS RICHMOND, VIRGINIA ADVERTING COVER.

THOMAS NELSON, VIRGINIA SIGNER OF
THE DECLARATION OF INDEPENDENCE

BY

DAVID ROBINSON AND BRUCE ROBINSON

The accompanying illustrated folded letter bears a "RICHMOND. JUNE 4 1798" black straight line handstamp. The "10" rate was assessed under postage rates of 1799 for a 41 to 90 mile journey.

In 1790, Augustine Davis was appointed Postmaster. He was also editor and publisher of the bi-weekly "Richmond Gazette." It is generally accepted by Richmond postal historians that Davis utilized spare or extra printing type to make straight line postmarks. Richmond has a large variety of straight line markings that are the result of Davis' use of lead type. The postmark on the illustrated cover demonstrates Davis' use of ornate printing type.

The text of the folded letter is as follows:

Petersburg, June 2d 1798

Dear Sir,

In conveyance of information communicated by General ("Light-Horse Harry") Lee to the Governor (James

Wood from Frederick County), of the delinquency of his Brigadier's in neglecting to forward their respective returns, I have been ordered by the latter to report to him at the expiration of a fortnight from this time the Brigadiers who shall then be delinquent. Of this circumstance, I take the liberty to request you to inform Generals Mathews & Young; and if either or both of them should forward their returns to you within the limited time, I have further to request, by direction of General Lee, that you will transmit the same to me, that in my report to the Governor the punctuality or delinquency of each Brigadier may be correctly ascertained and determined.

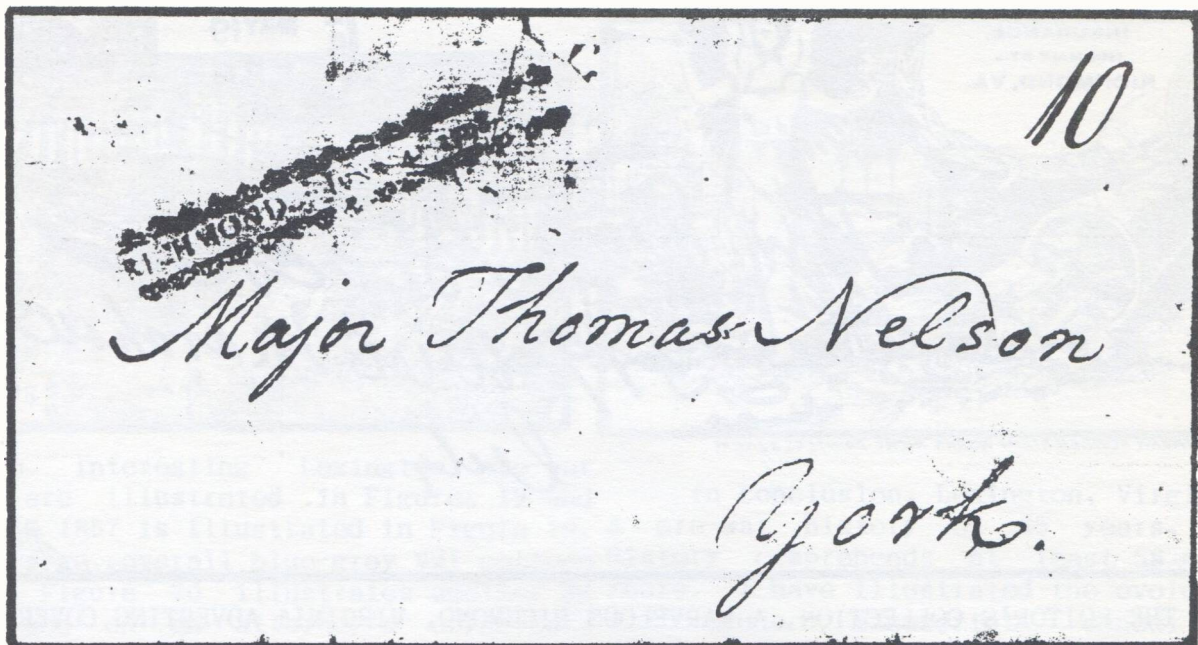
With very great esteem & respect,

I am, Dear Sir,

Your most obedient servant,

Major G. T. Taylor.

P.S. I shall hope for
answer by the 17th instant.



As well-versed students of Virginia history are quick to recognize, the folded letter's addressee is Thomas Nelson, Jr., a Virginia Signer of the Declaration of Independence. Virginia's other signers were Carter Braxton, Benjamin Harrison, Thomas Jefferson, Francis Lightfoot Lee, Richard Henry Lee, and George Wythe.

Nelson was a Virginia representative to the Continental Congress from 1775 to 1777 and in 1779. Nelson was Commander of the Virginia Militia at Yorktown during the American Revolution.

During the siege of Yorktown, the Nelson house, perhaps the most prominent military objective in the town, was untouched by American fire. Nelson inquired why his house was being spared from cannon fire and asked that it not be spared from destruction as the British staff was using it as their headquarters. Nelson ordered that two cannon be pointed against it and fired. The British officers in the house were killed by the first shots and the next shots forced the remaining British soldiers to abandon the house.

Thomas Nelson, Jr. was Governor of the Commonwealth of Virginia from June 12 to November 22, 1781. At the beginning of the Revolution, he was a wealthy man by the standards of the day, but he spent his fortune freely for his country's cause. He maintained his integrity as Governor, as when he attempted to raise money for the Commonwealth of Virginia, he was told that the Governor would not be loaned any money, but that Thomas Nelson, Jr. would.

Against these loans for Virginia's contribution to the Continental cause, Nelson pledged his entire fortune as collateral. In the end, he was left to pay. On his tomb in the churchyard of the Yorktown Church is this epitaph: "Thomas Nelson, Governor of Virginia. He Gave All For Liberty."

Within the town limits of Yorktown is the Nelson house to which this letter is addressed. The house takes its name from its builder, William Nelson. The mansion

has spacious rooms with deep window-seats and handsome wainscoting. The Nelson horses and hounds were famous in the Tidewater area of Virginia, and fox-hunts often started from the Nelson House across the low-lands. The house, built between 1725 and 1740 is now owned and operated by the National Park Service.

Virginia has also honored this important son by naming 471 square miles in 1807 "Nelson County." In August, 1967, construction began on Thomas Nelson Community College in Hampton, Virginia. The college serves the area that includes Nelson's Yorktown Estate.

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7. "Fred(erick)'s Hall Va Apr 27th" M/S mark on Superb Condition 1857 Folded Letter sent to Cedar Grove Mills. \$35.00
8. "Madison C.H. Va. Augst 23 Paid 3" M/S mark on TURNED wrapper with "Luray Va. Sept 3" second endorsement. Rare. \$65.00
9. "MECHUMS RIVER VA." Rimless blue CDS and Grid with #65 on post-war cover. Unusual. I had never seen this before. \$17.5
10. "NORFOLK. VA." Small brown CDS on 1804 Wrapper with "ON PUBLIC SERVICE J. STILLE CAPT." endorsement sent to Military Arsenal Philadelphia. Nice. \$45.00
11. "NORFOLK Va." Red CDS on 1837 Folded Letter \$20.00
12. "PATTONSBURGH Va." Blue CDS partially off-struck and matching "FREE" sent to Postmaster F. T. Anderson at Glenwood, Va \$50.00
13. "PATTONSBURGH Va." 5¢ 1847 (US #1) with Pen Cancel and small corner missing on brown envelope with black CDS. Ever Seen a #1 FROM any VIRGINIA TOWN with a population of a couple of hundred. Edge flts. \$250.00
14. "POWHATAN C.H. VA." Brown CDS on thin papered TRANSATLANTIC envelope sent to London. Black "NY BRT PKT." CDS and London Recv. marks. \$75.00
15. "RICHMOND Va." RED CDS on double rated cover "37 1/2" sent to Philadelphia. 1845 Date. Horizontal Crease. \$15.00
16. "RICHMOND Va." Red CDS with "hanging" "10" on 1850 F/L to Boston. \$12.50
17. "Tye River Warehouse June 4th" M/S cancel on 1845 folded letter datelined "Soldier's Joy." "12 1/2" rate to Richmond. RARE \$50.00

CONFEDERATE STATES

18. "EUTAW ALA" Double Circle Cancel tied on flap of Captured Union Patriotic. Interesting notations state given to sender by wounded Union Soldier. Stamp Split in 2 upon opening. Very Unusual. \$150.00
19. "PETERSBURG Va." Red CDS ties #12 on FLAP of Small adversity envelope made from a "consolidated morning report." GREAT!! \$175.00
20. "RALEIGH N. C." Pair of #7's on small envelope tied by double strike of Blue CDS. Sent to Goldsboro. \$65.00
21. "HICKSFORD Va." Blue CDS on orange envelope w/ pen cancelled #1 with a pre-use tear. Horizontal Crease. \$75.00

Central Section

Alan Patera, Editor
P.O. Box 2093
Lake Grove, OR 97035

When All Else Fails...

Normally, this is the spot in LA POSTA where you can expect to find the personal messages of Alan Patera, our trusty Midwestern editor. This time the words are not of wisdom, but explanation, and this time they come not from Alan, but Bill Helbock. Alan has been silenced -- temporarily, we hope. About a week ago, as LA POSTA was nearing its crucial publication deadline, I got a call from Alan who sounded more than a little down in the dumps. "Guess what?", he said in a morose Paterian voice, "I turned on my computer a little while ago, and a cloud of blue smoke came out of it." "My God!", said I, "What happened?" Alan went on to explain that some sort of faulty internal connection had fried a chip, and that the whole machine was dead in the water. He had ordered the necessary part for repair, but it would be several days before it could be shipped in to Portland. In the meantime, everything was at a standstill.

Fortunately, much of the Central Section had already been prepared, and, as a result, you will find two outstanding articles by James Hale and Oscar Becker in the pages which follow. What remained to be done was the little details which complete the section, such as an editorial. Hence, we have no editorial from Alan this issue, but he wishes to assure everyone that he will be back in the next issue once his electronic difficulties have been overcome.

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CENTENNIALS

September-October-November 1988

It has been pointed out that mail service occasionally delays La Posta so that the earlier dates have already passed by the time the magazine is received. To remedy this, in this issue we have information for three months in advance. None of the towns celebrating their centennials during this period have grown into large towns, although several have important local marketing functions.

September 11 Meridian ID, Parkman* WY

12 Edson KS
20 Farlin IA
22 Carnarvon IA
28 Miley SC

October 3 Saint Anthony ID, Dresden KS

9 Saint Stephens WY
11 Rake IA
12 Wheeler KS
13 Lester Prairie MN
17 Seibert CO
18 Strandburg SD
29 Rosie AR
31 Reedley CA

November 6 Bisbee ND

11 Vandiver AL
14 Kismet KS, Shell WY
21 Kearsarge NH
23 Edgemoor SC

POST OFFICE PLACE NAMES

by James B. Hale

A pleasure often overlooked by postal history collectors is searching out the derivation of post office names. Many collectors specialize in a certain geographic area, but seem to be interested only in acquiring covers that are older than the collector. Much more can be done with a county collection, such as adding pertinent railway post offices, meters, permits, precancels, and first day covers of the USPS 1971 and 1973 (Scott #1396, 1489-1498); but many collectors seem to give these interesting aspects scant attention.

The study of place names may seem dull at first glance, but there is much of importance for postal historians in interpreting the past through post office names. Place names mirror the history of a region and the background of its people. Gard and Sorden (1968) wrote "The names of places lie upon the land and tell us where we are or where we have been or where we want to go... All around us on every side, the appeal of Wisconsin echoes and re-echoes in its names: girls' names, early settler names, classic names, president's names, Bible names, names that were supposed to be something else, forgotten names, nostalgic names supplied by homesick immigrants, geographic names, names from wars, from other cities and places, from feats of strength, from heroes, from friendships, lovers, dreams, from railroads, poetry and humor. The place names of hamlets, crossroads, villages, townships, cities, counties, lakes, streams, -- all are monuments to someone's imagination, courage, strength, will power, kindness or devotion.... But present or forgotten, the place names of Wisconsin are always with us. They are in our present and their roots are in our past."

With these thoughts in mind, let's look at some specific examples of post office namings from Rusk County, Wisconsin. The study of this county's post office names is complicated by the fact that several of its post offices changed their county of location twice within a 5-year period.



Flambeau, established in 1873 and named for its location on the banks of the Flambeau ("flaming torch") River, was the first post office in what is now Rusk County. At the time of its establishment the entire area was included in Chippewa County. Gates County was set off from Chippewa County by the State Legislature on May 29, 1901. It was named for James L. Gates, who owned great tracts of land

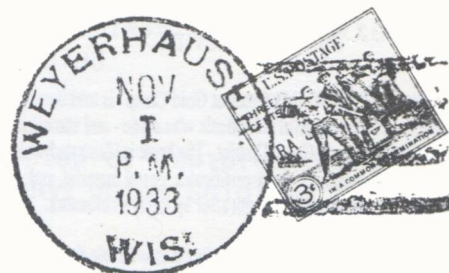
in northern Wisconsin, but on July 26, 1905 it was renamed Rusk County in memory of Jeremiah M. Rusk, a former governor of Wisconsin.

Rusk County has had 28 post offices, of which 8 are still active. Six of the latter opened while the area was in Chippewa County, before Gates County was established. Five of the offices that have operated changed their name at least once in their lifetime.



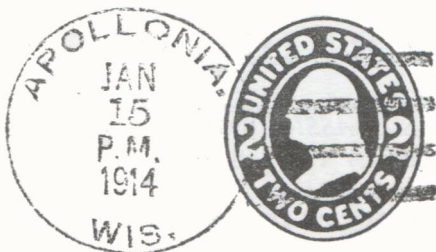
The Rusk County seat is Ladysmith. About 1880 the first community at its location began to develop, named Flambeau Falls from its location. In 1885 settlement was stimulated by the completion of the Soo Line Railroad from Sault Ste. Marie, Michigan, through Rusk County to Minneapolis, Minnesota. Soon after the railroad was completed, Robert Corbett of Cumberland, Wisconsin arrived in the community. He built a large sawmill, a hotel, and a boardinghouse. In 1887 he obtained a post office with the name Corbett and became the first postmaster. When the railroad built its depot they called the station Warner after a railroad official. The post office changed its name to Warner in 1890.

In 1900 the name of the village was changed again to Ladysmith, which name it has retained. The name was in honor of the bride of Charles R. Smith, president of the Menasha Wooden Ware Company, a big local employer. The U.S. Post Office Department accepted the new name on July 1, and the Soo Line changed its station name shortly thereafter. However, according to Hill (1951), the Smiths were never residents of the town, and Mrs. Smith never did set foot in the town named in her honor.



Another village and post office on the Soo Line in western Rusk County was called Weyerhaeuser. It was established in 1884 and named after the famous lumberman Frederick Weyerhaeuser, who also had large land holdings

in the area. You'll note that the post office name incorrectly spelled the name of the man for which it was named; the mis-spelling of his name remained until 1976, when USPS corrected it to Weyerhaeuser.



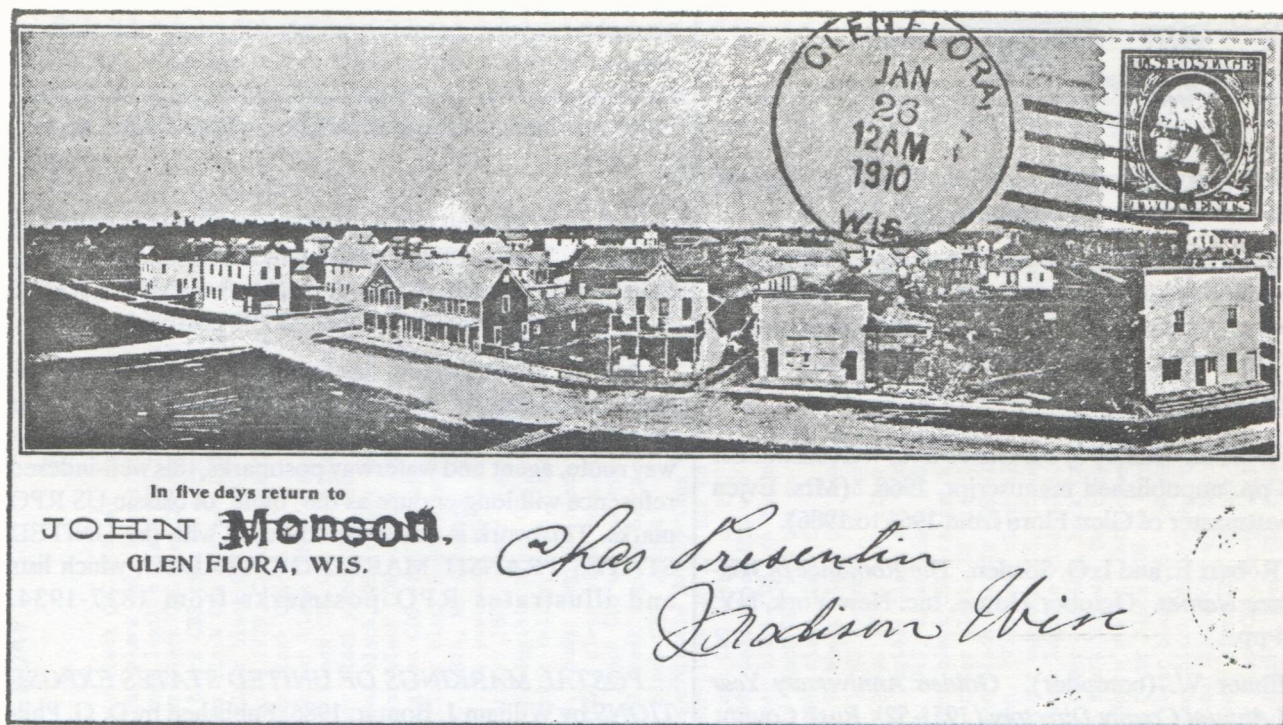
Another Weyerhaeuser family member was honored with a post office name when Apollonia, located seven miles east of Weyerhaeuser on the Soo Line, was in service from 1894 to 1933. Apollonia was Frederick's daughter.

A short-lived post office in the northeast part of the county was Czeszohowa. It existed for less than a year, from July 1, 1915 to May 15, 1916. It was located in a rural community of Polish settlers and named for the city of Czeszohowa, Poland, home of the Roman Catholic cathedral with the famous "Black Madonna" portrait.

name of Miller having built a mill at that location.... As the name Millers Siding sounded more like a spur track than a growing, enterprising village, a meeting was held to agree on a name more appropriate. Two of the pioneer settlers were Mr. and Mrs. O.K. Otis, both of whom were good Christian people, respected by the others in the locality.... Mrs. Otis was a great admirer of the wild flowers which carpeted the ground under the virgin forests which at that time covered most of the territory adjacent to the village. She suggested that the village be called 'Flowery Glen'. After some discussion the name Glen Flora was agreed upon, which means the same."

A second version of the naming was proposed by Evjen (1968): "This place in the forest was commonly known as Millers Siding, named for Mr. Miller, a big logger. The Millers had a boy named Glen, and a girl named Flora. The name agreed for the Post Office was Glen Flora."

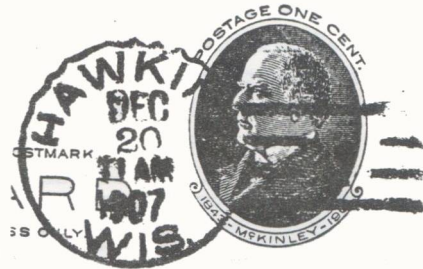
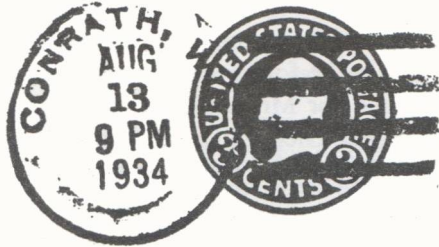
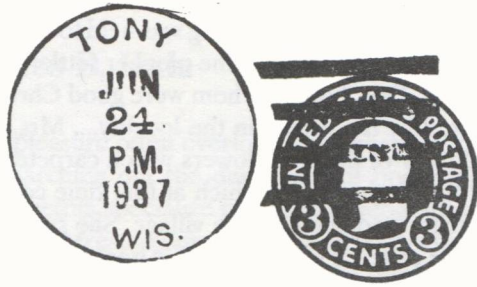
Just west of Glen Flora on the Soo Line is a village named Tony, which has had a post office since 1897. It was named for the first postmaster, Anton Hein, who was also manager of the Hein Lumber Company. Tony is typical of many 19th century post offices that owe their name to the name of the first postmaster, an event that frequently hap-



Sometimes historians have several plausible stories about a name's origin from which to choose. The stories about the naming of Glen Flora illustrate this dilemma. The Glen Flora post office was established in 1887 and is still in service. One story of its naming is given by Hill (1951): "Glen Flora was originally called Millers Siding, a party by the

pened in situations where the post office was located in a previously unsettled area.

Rusk County, like many others in Wisconsin and elsewhere, had many post office named for prominent local residents - politicians, lumbermen, merchants, and land owners.



The Rusk County offices of Conrath, Hawkins, Ingram, Strickland, and Walrath are in this category.

Knowing the story of the naming of a post office puts life into a collection of postal material and gives insight into the history of an area that merely looking at a map or a postmark on a cover cannot provide.

REFERENCES

Evjen, Doroth. *History of the Glen Flora, Wisconsin Post Office*. 3 pp. unpublished manuscript, 1968. (Mrs. Evjen was the postmaster of Glen Flora from 1966 to 1986).

Gard, Robert E. and L.G. Sorden. *The Romance of Wisconsin Place Names*. October House, Inc. New York, NY, 1968. 144 pp.

Hill, Elmer W. (compiler). *Golden Anniversary Year Book and Annual County Directory (1951-52), Rusk County, Wisconsin*. Published by Rusk County, Ladysmith WI, 1951. 44 pp.

POSTAL HISTORY LITERATURE COURT OF HONOR

BAKERS' U.S. CLASSICS by Hugh J. Baker and J. David Baker. Published by The U.S. Philatelic Classis Society, Inc., 1985. Clothbound, 343 pp. Available from USPCS, P.O. Box 14338, Columbus, IN 43214. \$29.50 postpaid.

A reprint of the wide-ranging columns of the Baker Brothers, which originally appeared in STAMPS magazine from 1962 to 1969. This volume, which adds new illustrations and a wonderful 3,000-entry index to the Bakers' text, is highly recommended as both an important reference on many aspects of classic US postal history and a bargain.

AMERICAN STAMPLESS COVER CATALOG, Volume 1, edited by David G. Phillips, 1985. Published by D.G. Phillips Pub. Co., Inc., P.O. Box 611388, North Miami, FL 33261-1388. Hardbound \$50; Softbound \$40 postpaid from the publisher.

Fourth edition of the standard catalog for American stampless covers containing nearly 400 pages of listings arranged by state and territory. Copiously illustrated throughout and a quality production, it belongs on the shelf of anyone interested in postal history of the United States.

U.S. ROUTE AND STATION AGENT POSTMARKS by Charles L. Towle, 1986. Published by the Mobile Post Office Society. Clothbound, 486 pp. Available from MPOS, RFD 1, Box 91, Contoocook, NH 03229. \$33.00 postpaid.

Author Towle's works have a habit of becoming out-of-print rather quickly, and this, his latest book, is likely to be no exception. With lists and illustrations of over 3,300 railway route, agent and waterway postmarks, this well-indexed reference will long endure as the "bible" of classic US RPO marks. This work is not to be confused with the UNITED STATES TRANSIT MARKING CATALOG, which lists and illustrates RPO postmarks from 1837-1934.

POSTAL MARKINGS OF UNITED STATES EXPOSITIONS by William J. Bomar, 1986. Published by D. G. Phillips Pub. Co., Inc., P.O. Box 611388, North Miami, FL 33161. Softbound \$25; Hardbound \$35, postpaid.

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

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CALIFORNIA

CA-179	Lidell, 1910, clear black CDS w/4 bar ties 1¢ green on PPC	4.50	CA-234	Oleum, 1913, clear black CDS w/4 bar tied to 2¢ entire	8.00
CA-180	Lindsay, 1896, clear black dbl rim out of round CDS 2¢ entire	10.00	CA-235	Orland, 1887, clear black dbl rim CDS on Registry Bill	5.00
CA-181	Livingston, 1896 weak legible black CDS ties 2¢ entire w/target	25.00	CA-236	Orloff, 1908, clear black Doane cancel on PPC	20.00
CA-182	Loomis, 1898, clear black CDS ties 2¢ red. Trimmed right	7.00	CA-237	Oroville, Las Plumas Rur. Sta., 1966, clear black CDS w/4 bar	7.50
CA-183	Lodi, 1897, clear black CDS ties 2¢ entire w/cork killer. Adv c/c	3.00	CA-238	Patchin, 1913, clear black CDS w/4 bar tied to 1¢ green on PPC	8.50
CA-184	Loftus, 1944, clear black Cds w/4 bar killer ties GPC	3.50	CA-239	Pedley, 1934, smudgy legible black CDS w/4 bar on cover	7.50
CA-185	Longville, 1908, clear black CDS on PPC	9.00	CA-240	Pennington, 1885, sharp blue dbl rim CDS, target killer faulty #210	15.00
CA-186	Los Angeles Air Mail, 1929, Clear Black CDS, machine cancel	3.50	CA-241	Perkins, 1928, clear black CDS w/4 bar, 2¢ red	15.00
CA-187	Lowrey, 1909, clear black CDS on PPC	7.50	CA-242	Pike, 1915, clear black CDS w/4 bar tied to 2¢ entire, Trimmed left	5.50
CA-188	Lyonsville, 1937, clear black CDS w/4 bar on cover	4.50	CA-243	Plainsburg, 1875, clear oily black CDS. 3¢ entire. Docketed reverse	20.00
CA-189	Lyoth, 1919, clear black CDS w/4 bar ties to 2¢ entire	9.00	CA-244	Playa Del Rey, 1907, clear brown Doane tied to 1¢ green on PPC	6.00
CA-190	Lytton, 1911, clear black conc. CDS ties 1¢ green on PPC	5.00	CA-245	Pleasant Grove, 1883, clear magenta CDS, black target 3¢ BN. Ladies	7.50
CA-191	Madrone, 1899, clear black CDS, target killer 2¢ entire	12.00	CA-246	Pleasant Valley, 1915, clear black CDS w/4 bar tied to 1¢ green on PPC	6.50
CA-192	Mammoth, 1909, clear black CDS w/4 bar ties 1¢ green on PPC	10.00	CA-247	Plymouth, 1894, clear black baloon CDS, 2¢ red toned	12.50
CA-193	Marysville, clear green CDS with 10 rate	35.00	CA-248	Pollasky, 1909, clear black CDS w/4 bar tied to 2¢ entire	15.00
CA-194	McKinney, 1907, clear black Doane cancel on PPC	10.00	CA-249	Pope Valley, 1880s, spotty legible black CDS, target on faulty #210	10.00
CA-195	Meadow Valley P.O., 1874, MS postmark, split corkkiller 3¢ BN	40.00	CA-250	Portersville, 1888, clear black baloon CDS ties #213 w/target killer	27.50
CA-196	Merced Falls, 1881, MS postmark, MS cancel 3¢ BN	30.00	CA-251	Port Kenyon, 1908, clear black CDS ties 1¢ green on PPC	15.00
CA-197	Merged (spelling error) 1883, clear black CDS. #213. Damaged right	20.00	CA-252	Prattville, 1888, weak legible magenta CDS, targets on 3¢ BS & 3¢ ent.	20.00
CA-198	Meridian, 1890, weak legible black CDS, target killer #213.	6.00	CA-253	Presidio, 1900, clear black CDS, two 1¢ greens on cover	12.50
CA-199	Meyers Rur. Sta. Tahoe Valley, 1958, clear black CDS w/4 bar	4.00	CA-254	Preston, 1903, clear black CDS, target on 2¢ entire on cover	15.00
CA-200	Michigan Bar, 1935, smudgy legible black CDS tied on LDC	6.50	CA-255	Princeton, 1873, clear black CDS, target killer on 3¢ entire	15.00
CA-201	Michigan Bluff, 1864, clear black conc. CDS. Ms cancel #65	27.50	CA-256	Pulga, 1935, clear black CDS w/4 bar killer on 3¢ entire	3.50
CA-202	Mills, 1908, clear black CDS w/4 bar ties 1¢ green on PPC	4.00	CA-257	Quartz, 1905, clear black CDS on GPC	15.00
CA-203	Mills College, 1889, weak legible black dbl rim Cds ties 2¢ entire	10.00	CA-258	Quick Silver, 1906, weak legible black CDS, target 2¢ red	12.50
CA-204	Milo, 1909, clear black CDS, 2¢ red	15.00	CA-259	Railroad Flat, 1903, clear purple CDS, purple killer 2¢ red	8.50
CA-205	Miracle Hot Springs/Miracle Hot Springs Rur. Sta. both clear w/bar GPC	3.50	CA-260	Redding, Matheson Rur. Sta. 1955, clear black conc CDS w/4 bar on cvr	3.50
CA-206	Mohawk, 1912, clear black CDS w/4 bar on PPC	7.50	CA-261	Redlands, 1904, clear magenta R.F.D. cancel on GPC	17.50
CA-207	Monmouth, clear black CDS w/4 bar on PPC	18.00	CA-262	Redwood City, 1922, clear black CDS. Flag cancel	5.00
CA-208	Moffett Field, 1933, bold black CDS w/4 bar on FDC	7.00	CA-263	Redwood City, Woodside Rural Sta, 1956, clear black CDS w/4 bar	3.50
CA-209	Montrio, 1916, clear black CDS w/4 bar on PPC	3.50	CA-264	Represa, 1892, clear black dbl rim CDS, 2¢ red on toned cover	5.00
CA-210	Moody, 1909, clear black CDS w/4 bar on PPC	20.00	CA-265	Resort, 1930, clear black CDS w/4 bar on cover	6.50
CA-211	Moore Station, 1886, clear black CDS on GPC, creased and repaired	25.00	CA-266	Retreat, 1909, clear black CDS w/4 bar on PPC	4.50
CA-212	Mountain Rest, 1949, sharp black CDS w/4 bar on PC	5.00	CA-267	Reward, 1911, clear black CDS w/4 bar on PPC	10.00
CA-213	Mountain View, 1873, MS postmark, MS cancel 3¢ on BN. Roughopen Ladies	8.50	CA-268	Rich, 1933, clear black CDS w/4 bar on cover	10.00
CA-214	Mount Bullion/Mariposa, 1894, both clear black dbl rim CDSs on Reg Pkg	15.00	CA-269	Ripon, 1881, clear magenta dbl rim CDS ties 3¢ BS. Trimmed left	7.50
CA-216	Murphy, 1894, weak legible black dbl rim County CDS 2¢ entire	27.50	CA-270	Riverside, 1910, clear black CDS, Arl. Sta. 2¢ red on PPC	4.00
CA-217	Napa Soda Springs, 1911, clear black CDS, target killer on PPC	4.50	CA-271	Rosedale, 1909, clear black CDS w/4 bar on PPC	18.50
CA-218	Naranjo, 1908, clear black CDS, target killer PPC	7.00	CA-272	Roseville, 1884, weak legible blue conc. CDS w/"Paid", 2¢ entire faulty	6.50
CA-219	Neighbours, 1909, clear black CDS ties 1¢ green on PPC	25.00	CA-273	Round Tent, ca 1860, MS postmark, MS cancel on faulty #33	125.00
CA-220	Nelson, 1884, clear black dbl rim CDS almost S.O.N. #210	4.00	CA-274	Sacramento, 1967, weak leg. black conc CDS, fancy can 3¢ ent. Doc. rev.	10.00
CA-221	New Almaden/Almaden, 1953, both clear black w/4 bar on FD/LDC	2.50	CA-275	Sacramento, 1885, smudgy leg. black CDS, fancy cancel faulty 2¢ entire	7.50
CA-222	New Hope, 1882, clear magenta CDS, 3¢ entire. Trimmed right opening	20.00	CA-276	Sacramento, Terminal St., 1928, clear black CDS, mach. can. Adv c/c	4.00
CA-223	Newville, 1880s, weak legible black CDS, target #213	8.50	CA-277	Sacramento City, 1850s, clear black CDS ties two #10 with MS cancels	10.00
CA-224	Nicholaus, 1860s, clear red CDS, back ink target #65. Ladies cover	15.00	CA-278	Saint Helena, 1869, weak legible blue conc CDS, 3¢ entire	30.00
CA-225	Nord, 1922, clear black CDS w/4 bar ties 2¢ red on cover	7.50	CA-279	Saint Vincents, 1908, clear black Doane cancel, 2¢ red	12.50
CA-226	North Bloomfield/Moore's Flat. Both clear black on Reg. Pkg. Rec.	10.00	CA-280	Salada Beach, 1927, clear magenta CDS w/4 bar ties plate block of 629	20.00
CA-227	Ocean Park, 1908, clear black CDS on cover to England	6.50	CA-281	Sandberg, 1923, clear purple CDS w/4 bar ties each of four 1¢ greens	3.50
CA-228	Oilfields, 1920, clear black CDS. 2¢ red	6.00	CA-282	San Buena Ventura, clear black CDS, cork killer 2¢ entire	20.00
CA-229	Oilport, 1907, clear black CDS w/4 bar tied to 1¢ green on PPC	50.00	CA-283	San Buena Ventura, 1886, clear black CDS ties #210 w/cork killer	20.00
CA-230	Oleander, 1909, clear black CDS w/4 bar on PPC	6.00	CA-284	San Francisco, 1860s, clear black conc CDS, fancy cancel #65 Nice	7.00
CA-231	Oleander, 1911, clear black CDS w/4 bar tied to 2¢ entire	10.00	CA-285	San Francisco, 1864, clear black conc CDS, cogwheel killer on (4) #65	50.00
CA-232	Oleta, 1903, clear black CDS, target killer 2¢ red	22.50	CA-286	Saugus, Agua Dulce Rur. Sta, 1957, clear black CDS w/4 bar killer	3.50
CA-233	Oleta, 1909, weak legible black CDS tied to 1¢ green on PPC	6.00	CA-287	Scales, 1912, clear black CDS w/4 bar killer on 2¢ red	4.00

CALIFORNIA

CA-288	Scotty's Castle, 1951, clear black CDS w/4 bar killer on GPC	7.50
CA-289	Seal Garden, 1909, clear black CDS w/4 bar killer on PPC	35.00
CA-290	Section Base Br., Eureka, 1942, clear black CDS w/4 bar on PC	10.00
CA-291	Sequoia, 1901, weak legible black CDS ties 2¢ red w/target killer	20.00
CA-292	Sequoia, 1888, clear purple dbl rim CDS, target #213, trimmed trough	17.50
CA-293	Shasta Springs, clear purple CDS (except year date) w/4 bar killer PPC	6.50
CA-294	Shawmut, 1907, clear black CDS w/4 bar killer on PPC	9.00
CA-295	Shaver, 1912, clear black CDS w/4 bar on PPC	10.00
CA-296	Shively, 1907, clear black CDS w/4 bar on PPC	5.00
CA-297	Shore, 1910, clear black CDS w/4 bar ties 1¢ green on PPC	12.50
CA-298	Skaggs, 1905, clear black Doane cancel on PPC	6.50
CA-299	Skyland Heights, 1910, clear black CDS ties 1¢ green on PPC	15.00
CA-300	Sky Londa Rur. Sta., Redwood City, 1954, bold black CDS w/4 bar. FDC	5.00
CA-301	Sky Valley Rur. Sta., Desert Hot Springs, 1959, Clear Black CDS w/4 bar	3.50
CA-302	Slatington, 1907, clear black CDS ties 1¢ green on PPC	16.50
CA-303	Soldiers Home, 1894, weak legible black CDS, split cork killer 2¢ red	8.50
CA-304	Stanislaus, 1916, clear black CDS w/4 bar on PPC	3.50
CA-305	Stanwood, 1910, clear black CDS w/4 bar ties 1¢ green on PPC	13.50
CA-306	Stateline, 1905, clear black CDS ties 1¢ green on PPC	4.00
CA-307	Stirling City, 1905, clear black Doane cancel on PPC	12.50
CA-308	Stockton, 1860s, clear black CDS, target #65. Content=3 letters	16.50
CA-309	Stony Point, 1870s, spotty legible black CDS ties 3¢ BN w/cork killer	20.00
CA-310	Taison, 1888, weak legible black County CDS, cork killer #210 Toned	25.00
CA-311	Tallac, 1910, clear purple, CDS w/4 bar tied to 1¢ green on PPC	10.00
CA-312	Terminal, 1906, clear black CDS, Doane cancel on PPC	4.50
CA-313	Tesla, 1909, clear black CDS w/4 bar tied to 1¢ green on PPC	12.00
CA-314	Thorn, 1951, sharp black CDS w/4 bar on Gpc	6.50
CA-315	Tierra Del Sol, 1956, clear black CDS w/4 bar on cover	5.50
CA-316	Towle, 1892, clear magenta County CDS ties 2¢ Columbian entire on cvr	27.50
CA-317	Trigo, 1942, clear black CDS w/4 bar on GPC. LDC	5.00
CA-318	Tropico, 1909, clear black CDS w/4 bar on PPC	10.00
CA-319	Tuscan, 1909, clear black CDS ties 1¢ green on PPC	12.50
CA-320	University, 1894, clear black CDS., cork killer 2¢ Col entire	10.00
CA-321	Upper Mattole, 1943, clear black CDS w/4 bar killer on GPC	4.00
CA-322	Vacation, 1928, clear black CDS w/4 bar ties 2¢ red on cover	4.50
CA-323	Valley Springs, 1898, clear black CDS, cork killer. Hotel c/c	5.00
CA-324	Valle Vista, 1908, weak legible black CDS, 1¢ green on PPC	10.00
CA-325	Vallicita, 1940, clear black CDS w/4 bar on cacheted LDC	4.00
CA-326	Verona, 1910, clear black Doane cancel on PPC	8.00
CA-327	Visalia, 1860's, clear black CDS, target #65. MS "Tah-oo-chay-pah-Pass"	25.00
CA-328	Vorden, 1936, clear black CDS w/4 bar tied on GPC. LDC	6.00
CA-329	Vultee Field, 1941, clear black CDS w/4 bar killer on 1½ entire	12.50
CA-330	Waldo, 1909, clear black CDS, 1¢ green on PPC	12.50
CA-331	Walsh Station, 1910 clear red w/6 bar. Also Montague in Clear blk tied	12.50
CA-332	Watts, 1911, clear black CDS ties 1¢ green on PPC	7.50
CA-333	Wawona, 1930, clear black CDS on PPC	5.00
CA-334	West Butte, 1905, clear black CDS on PPC	5.00
CA-335	West Butte, 1908, clear black Doane cancel, 2¢ red on cover	8.50
CA-336	West Butte, 1908, clear black Doane cancel, 1¢ green on leather PC	10.00
CA-337	Willow, 1887, clear black dbl rim CDS tied on GPC	10.00
CA-338	Winthrop, 1901, weak legible red CDS, red target on 2¢ red on cover	15.00
CA-339	Wrights, 1884, clear black triple CDS, target #210 on toned Ladies CVR	12.50
CA-340	White Oak Lodge, 1932, weak leg. green CDS tied on GPC. LDC	20.00
CA-341	Wilbur Springs, 1943, sharp black CDS w/4 bar on cover	5.00
CA-342	Woodbridge, 1882, clear black CDS ties 3¢ BN on cover	7.50
CA-343	Woodleaf, 1909, clear black Doane cancel on PPC	9.50
CA-344	Woodward, 1907, clear black CDS w/4 bar on PPC	10.00
CA-345	Yankee Hill, 1936, clear black CDS w/4 bar on cover	3.50
CA-346	Yankee Jims, 1901, spotty legible black CDS, 2¢ red on Veg-A-Tab cvr	10.00
CA-347	Yuba City, 1889, clear black CDS, 2¢ entire. Docketed	6.00
CA-348	Yuba City, clear black CDS ties #35 on cover	37.50

MINNESOTA

MN-001	Balsam, 1930, clear black CDS w/4 bar on cover	4.00
MN-002	Belgrade, 1893, clear black CDS tied to 1¢ BN. Adv c/c	8.00
MN-003	Birchlake, 1908, clear black CDS w/4 bar on PPC	6.00
MN-004	Blackberry, 1938, (2) clear black CDSs w/4 bar. Hand painted Cachet	3.50
MN-005	Blooming Prairie, 1934, clear black CDS, Flag cancel on cover	5.00
MN-006	Brager, 1909, clear black Doane cancel on GPC	5.00
MN-007	Brooten, 1933, clear black CDS, Flag cancel on cover	6.00
MN-008	Burr, 1918, clear black CDS w/4 bar on PPC	4.00
MN-009	Clearbrook, 1933, clear black CDS, Flag cancel on cover	5.00
MN-010	Clifford, 1904, clear black CDS tied on GPC	7.50
MN-011	Clinton Falls, 1907, clear magenta CDS w/4 bar on PPC	4.00
MN-012	Cove, 1911, clear black CDS w/4 bar on GPC	7.50
MN-013	Detroit, 1907, clear black CDS, 2¢ entire. Adv c/c	5.00
MN-014	Detroit City, 1889, weak legible black CDS on GPC	5.50
MN-015	Detroit, Shoreham Rural Station, in clear black CDS w/4 bar on PPC	5.00
MN-016	Doyle, 1935, clear purple CDS w/4 bar on LDC	4.50
MN-017	Duluth, Morgan Pk. Sta., 1933, in clear black CDS w/Flag cancel	6.00
MN-018	Dunbar, 1933, clear black CDS w/4 bar tied to 3¢ entire. LDC	6.00
MN-019	Espree, 1911, clear black CDS, target killer on PPC	3.50
MN-020	Falun, 1906, clear black CDS on PPC	6.00
MN-021	Feeley, 1910, clear black CDS tied on PPC	8.50
MN-022	Flaming, ca 1910, clear black CDS (except yr date) w/4 bar on PPC	7.50
MN-023	Fleming Lake, 1911, clear black CDS w/4 bar on PPC	5.00
MN-024	Frontier, 1917, clear black CDS w/4 bar tied on PPC	3.50
MN-025	Gladstone, 1914, clear black CDS w/4 bar tied on PPC	3.50
MN-026	Glen Lake, 1943, clear black CDS w/4 bar on cover	3.50
MN-027	Grey Eagle, Ward Springs Rur. Sta., 1959, in clear black CDS on GPC	3.50
MN-028	Grogan, 1932, clear black CDS w/4 bar on LDC	6.00
MN-029	Gunflint, 1950, clear black CDS w/4 bar on LDC	15.00
MN-030	Gunflint Trail, 1953, clear black CDS w/4 bar on cover	7.50
MN-031	Gunflint Trail/Gunflint, 1950, both clear black w/4 bar on GPC.FD/LDC	15.00
MN-032	Hagan, 1901, clear black CDS. target 2¢ entire	12.50
MN-033	Harlis, 1932, clear purple CDS w/4 bar on LDC	6.50
MN-034	Hutchinson, 1881, clear black triple fancy CDS. cork killer 3¢ BN	3.50
MN-035	Invergrove/Inver Grove, 1950, both clear black w/4 bar on GPC.FD/LDC	3.50
MN-036	Lake Park, 1898, clear black CDS, cork killer 2¢ red on cover	7.50
MN-037	Lanesboro, 1905, R.F.D. 2 in clear black on cover	12.50
MN-038	Linnell, 1909, clear black CDS w/4 bar on PPC	15.00
MN-039	Langdon, 1909 (inverted), clear black Doane cancel on PPC	4.00
MN-040	Lonesome, 1886, MS postmark on Registry Bill	40.00
MN-041	Mallard, 1907, clear black CDS on PPC	6.50
MN-042	McCombe, 1923, clear black CDS w/4 bar on PPC	3.50
MN-043	Minneapolis/Philatelic Exhibition Sta., 1929, bold black CDS w/4 bar	5.00
MN-044	Minneapolis, 1906, clear black machine cancel "Riverside/Station"	5.00
MN-045	New Richland, 1881, sharp black sawtooth CDS, Star killer 3¢ BN	30.00
MN-046	North Saint Paul, 1909, clear black CDS w/4 bar on PPC	3.50
MN-047	Norway Lake, 1902, clear black CDS, cork killer 2¢ red on cover	6.50
MN-048	Norwood, 1910, weak legible black CDS, cork killer. PPC	5.00
MN-049	Nymore, 1915, clear black CDS w/4 bar tied on PPC	5.00
MN-050	Opstead, 1943, smudgy ledible black CDS w/r bar on LDC	5.00
MN-051	Palo, 1933, clear black CDS w/4 bar tied on 3¢ entire. LDC	6.00
MN-052	Parker, 1890, clear black CDS, target killer on creased GPC	12.50
MN-053	Penturen, 1937, clear black CDS w/4 bar tied on GPC	3.50
MN-054	Poupore, 1932, clear black CDS w/4 bar tied to 2¢ entire on cover	4.00
MN-056	Rapidan, 1914, clear black CDS tied to 1¢ green on PPC	4.00
MN-057	Rollag, 1911, clear black CDS tied on PPC	5.00
MN-058	South Park, 1910, clear black CDS tied on PPC	5.00
MN-059	St. Paul, 1908, clear magenta boxed background cancel on PPC	12.50
MN-060	Stillwater, 1860s, clear black CDS, fancy cancel #65	12.50
MN-061	Sutton, 1898, clear purple CDS tied to 2¢ entire	8.50
MN-062	Terrebonne, 1914, clear black CDS tied to 1¢ green on PPC	5.00

MISSOURI

MO-001	Agnes, 1933, clear black CDS w/4 bar on LDC	4.00
MO-002	Barks, 1917, clear black CDS w/4 bar on PPC	6.00
MO-003	Barren, 1932, clear purple CDS w/4 bar on cover	4.00
MO-004	Carthage, 1902, R.F.D. 5 in clear purple on cover	10.00
MO-005	Clark's Fork, 1895, clear black sawtooth oval County CDS. Rare	40.00
MO-006	Doyle, 1909, clear black CDS w/4 bar tied on PPC	4.50
MO-007	Drake, 1878, MS postmark, MS cancel 3¢ BN on Ladies cover	10.00
MO-008	Dykes, 1933, clear black CDS w/4 bar on LDC	4.00
MO-009	Ebb, 1910, clear black CDS tied to 1¢ green on PPC	7.50
MO-010	Edgehill, 1932, clear black CDS w/4 bartied to 3¢ entire on LDC	4.00
MO-011	Edina, NYD, clear purple CDS tied to 3¢ entire w/neg Star killer	10.00
MO-012	Everton, 1892, clear purple dbl rim CDS, black killer 1¢ BN	8.00
MO-013	Ferguson, 1908, clear black Doane cancel on PPC	7.50
MO-014	Feuersville, 1910, clear black CDS w/4 bar on PPC	4.00
MO-015	Floyd, 1910, clear black CDS w/4 bar on PPC	6.00
MO-016	Jacksonville, 1905, R.F.D. 1 in clear black on cover	15.00
MO-017	Jefferson Barracks, 1891, clear black CDS, 2¢ entire. Toned	20.00
MO-018	Lancaster, 1931, clear black CDS & Flag cancel on cover	4.50
MO-019	Locust Hill, NYD, weak legible black CDS, "FLower" killer 3¢ entire	7.50
MO-020	Locust Hill, 1880, clear magenta triple CDS on GPC	7.50
MO-021	McCunes Station, 1912, clear black CDS w/4 bar on PPC	4.00
MO-022	Mendota, 1930, clear purple CDS w/4 bar on cover	3.50
MO-023	New Haven, 1933, clear black CDS & Flag cancel on cover	5.00
MO-024	New Haven, 1904, R.F.D. ? in clear black on cover. Adv c/c	10.00
MO-025	Pawnee, 1907, clear black Doane cancel on PPC	9.00
MO-026	Pleasant Hill, 1925, clear black CDS, Scarce Flag cancel on cover	10.00
MO-027	Potsdam, 1910, clear black CDS w/4 bar on LDC	5.00
MO-028	Pratt, 1933, clear black CDS w/4 bar on LDC	6.00
MO-029	Rockford, 1925, clear black CDS w/4 bar on cover	7.50
MO-030	St. Louis, 1904, clear black CDS, Expo cancel on souvenir PC	36.00
MO-031	Saint Louis, 1887, bold black CDS, #210. Railroad c/c	7.50
MO-032	Simcoe, 1906, clear black Doane cancel on GPC	7.50
MO-033	Skidmore, 1886, clear black octagonal M.O.B., CDS, machine cancel	7.50
MO-034	Townley, 1908, clear black CDS tied on 1¢ green on PPC	7.50
MO-035	Triumph, 1910, clear black CDS w/4 bar on PPC	7.50
MO-036	Useful, 1909, clear black CDS w/4 bar on PPC	10.00
MO-037	Wardsville, 1933, clear black CDS w/4 bar tied to 3¢ entire on LDC	4.00
MO-038	Washington, NYD, clear black CDS, Star killer 3¢ entire	6.50
MO-039	Yarrow, 1911, clear black CDS tied to 1¢ green on PPC	7.50
MO-049	Hallsville, 1887, Ms postmark, Ms cancel on UX8 GPC	6.50

OREGON

OR 075	Sams Valley, 1953, clear black CDS w/4 bar killer on GPC	8.00
OR 076	Shaw, 1911, clear black CDS w/4 bar on PPC	8.00
OR 077	Sheaville, 1943, clear black CDS w/4 bar on GPC	8.00
OR 078	South Forest Grove, 1913, clear black CDS on PPC	8.00
OR 079	Springwater, 1910, clear black CDS w/4 bar tied on PPC	15.00
OR 080	Stauffer, 1943, clear black CDS w/4 bar on GPC	7.50
OR 081	Summit, 1914, clear black CDS w/4 bar on PPC	5.00
OR 082	Tillamook, 1904, clear black CDS on Registered cover	17.50
OR 083	Toketee Falls, 1955, clear black CDS w/4 bar on GPC	8.00
OR 084	Victor, 1911, clear black Doane cancel on PPC	17.50
OR 085	Wells, 1936, clear black CDS w/4 bar on GPC. LDC	7.50
OR 086	Wilhoit, 1909, clear black CDS on PPC	6.50
OR 087	Woods, 1935, clear black CDS w/4 bar on GPC	7.50
OR 088	Woodstock, 1910, clear black CDS w/4 bar on PPC	12.50
OR 089	Wrentham, 1911, clear black CDS, cork killer PPC	15.00
OR 090	Wyeth, 1936, clear black CDS w/4 bar on GPC. LDC	8.00
OR 091	Yaquin, 1910, clear black CDS w/4 bar on PPC	3.50

TEXAS

TX 001	Abbott, 1909, clear black CDS w/4 bar on PPC	10.00
TX 002	Bandera, 1890s, clear black CDS, target killer 2¢ entire	25.00
TX 003	Colorado, 1891, clear black CDS, split cork killer 2¢ red. Bank	5.00
TX 004	Cuero, 1870s, clear green CDS, green killer on 3¢ entire	10.00
TX 005	Deweyville, 1909, clear black CDS w/4 bar on PPC	4.00
TX 006	Double Bayou, 1917, clear black CDS on toned cover, trimmed rt	5.00
TX 007	El Paso, 1904, clear black CDS tied to Spec. Del. on PPC. "Due 1¢"	20.00
TX 008	Fort Sam Houston, 1904, weak legible black CDS, 2¢ red on cover	4.00
TX 009	Foster Field/Victoria, 1942, (2) bold black conc CDSs on Air Cvr	5.00
TX 010	Galena Park, 1931, clear black CDS w/4 bar on fine FDC	10.00
TX 011	Goodfellow Field, 1943, clear black CDS tied on Cover	4.00
TX 012	Hansford, 1910, clear black CDS tied to 1¢ green on PPC	4.00
TX 013	Hobby, 1931, (2) smudgy leg. black CDSs w/4 bar (1) tied on cvr	7.50
TX 014	Iowa Colony, 1920s, clear purple CDS w/4 bar on GPC. LDC	10.00
TX 023	Manning, 1940, clear black CDS w/4 bar on GPC. LDC	3.50
TX 024	Meridian, 1934, clear black CDS, Flag cancel on cover	6.00
TX 025	Millett, 1911, clear black CDS w/4 bar tied on PPC	3.50
TX 026	Monthalia, 1910, clear black CDS w/4 bar tied on PPC	8.50
TX 027	Pasche, 1940, clear black CDS w/4 bar on cacheted LDC	4.00
TX 028	Soash, 1910, clear black CDS w/4 bar on PPC	12.00
TX 029	Valley, 1897, smudgy leg. black CDS, targetkiller 2¢ entire	20.00
TX 030	Vinton, 1940, clear blue CDS w/4 bar tied to 3¢ entire on LDC	4.00
TX 031	Wichita Falls, 1936, clear black CDS, Monroe St/Station Flag cvr	4.00

NEW MEXICO

NM 001	Akela, 1943, clear CDS w/ 4 bar tied on PPC	7.50
NM 002	Alameda, 1915, clear black CDS, target killer PPC	4.50
NM 003	Anapra, 1913, clear black CDS w/4 bar on PPC	22.50
NM 004	Anthony, 1904, clear black CDS, 2¢ red on cover	25.00
NM 005	Aztec, 1909, clear black CDS on PPC. Terr.	8.50
NM 006	Bennett, 1957, clear black CDS w/4 bar on cover	3.50
NM 007	Black Rock, 1919, clear black CDS w/4 bar on Reg. Dispatch Rec. Card	3.50
NM 008	Clovis, 1925, clear black CDS, Flag cancel on PPC Creased rt	4.00
NM 009	Clovis, Lovis Air Force Base Br., 1957, clear mag. conc CDS. LDC	17.50
NM 010	Collins Park, 1955, sharp black CDS w/4 bar on GPC. LDC	8.00
NM 011	Colmor, 1921, clear blue CDS tied to 1¢ green	10.00
NM 012	Colmor, 1911, clear black Doane cancel on Reg. Pkg. Receipt	5.00
NM 013	Conchos Dam, 1936, clear black conc M.O.B. tied on GPC. FD/LDC	17.50
NM 014	Dawson, 1916, clear black CDS tied to 2¢ red on cover	10.00
NM 015	East Vaughn, 1916, clear black CDS w/4 bar tied on PPC	4.00
NM 016	Edgewood, 1936 (FD), Barton, (LD) both clear black w/4 bar on GPC	10.00
NM 017	Elkins, 1929, weak legible black out of rd CDS w/4 bar on cover	4.00
NM 018	Fairview, 1895, clear black oval CDS on Reg. Package RECEIPT	25.00
NM 019	Faywood, 1910, weak leg. black CDS w/4 bar Reg. Package Receipt	25.00
NM 020	Grants, Milan Rur. Sta., 1958, clear black CDS w/4 bar tied on CVR	5.00
NM 021	Georgetown, 1887, weak legible black dbl rim CDS on cover	35.00
NM 022	Guadalupita, 1890, clear black CDS, target #213	25.00
NM 023	Guajolotes, 1937, clear black CDS on post card	25.00
NM 024	Haynes, 1932, clear black CDS w/4 bar on toned cover	25.00
NM 025	Holy Cross, 1938, clear black CDS on cacheted cvr	20.00
NM 026	James (LD), Jemez (FD), 1950 both bold black CDSs w/4 barson GPC	30.00
NM 027	Jamez (LD), Jamez Pueblo (FD) 1950, both clear black w/4 bar on GPC	30.00
NM 028	Koehler, 1909, clear black CDS w/5 bar on PPC	30.00
NM 029	Lake Valley, 1884, clear black CDS tied to faulty #210 on cover	25.00
NM 030	Lake Valley, 1909, clear black Doane tied to 1¢ green on PPC	15.00
NM 031	Lakewood, 1910, clear black CDS w/4 bar tied to GPC	10.00
NM 032	Logan, 1901, clear black CDS tied on PPC. Nicked upper left	22.50
NM 033	Nara Visa, 1910, clear black CDS on PPC	15.00
NM 034	Newcomb, 1944, clear black CDS w/4 bar on GPC LD	4.50
NM 035	Nolan, 1911, clear black CDS w/4 bar on PPC	10.00

NORTH DAKOTA All Clear or Better

ND 01	Agricultural College 1908 ppc	7.50	ND 58	Independence 1914 ppc	30.00
ND 02	Anselm 1909 ppc "Doane"	10.00	ND 59	Johnstown 1907 gpc	7.50
ND 03	Aplin 1909 cover	20.00	ND 60	Judson 1968 LDC	3.00
ND 04	Ardoch 1910 ppc	8.50	ND 61	Kempton 1912 ppc	4.00
ND 05	Badland 1911 ppc	20.00	ND 62	Kermit 1910 ppc	8.50
ND 06	Barlow 1921 ppc	4.00	ND 63	Kindred RFD 1 1904 cover	20.00
ND 07	Barton 1908 ppc	3.00	ND 64	Larson 1908 ppc VF	5.00
ND 08	Battleview 1907 ppc	2.50	ND 65	Leal 1911 ppc	5.00
ND 09	Blanchard 1911 ppc	4.00	ND 66	Liberty (b/s) 1909 ppc	12.50
ND 10	Brantford 1913 ppc	3.50	ND 67	Mary 1915 ppc	12.50
ND 11	Brazil 1909 ppc VF	15.00	ND 68	Medberry 1909 ppc	7.50
ND 12	Brazil 1910 ppc	8.50	ND 69	Melville, 1911, ppc	5.00
ND 13	Brinsmade 1916 ppc	3.50	ND 70	Melby 1911 ppc	20.00
ND 14	Britton 1910 ppc	8.50	ND 71	Minot 1898 reg cover	17.50
ND 15	Buffalo Springs 1932 cover	4.00	ND 72	Mose 1911 ppc (blue Doane)	15.00
ND 16	Burlington 1931 cover	2.50	ND 73	Mount Carmel 1911 ppc	4.00
ND 17	Burt 1930 cover	4.00	ND 74	Nelson 1936 LDC	10.00
ND 18	Buxton 1902 cvr	2.00	ND 75	New England 1933 Flag cancel	5.00
ND 19	Canfield 1907 ppc	15.00	ND 76	Nishu 1941 LDC	6.00
ND 20	Cashel 1912 ppc blue cancel	7.50	ND 77	Nishu 1941 LD card	4.00
ND 21	Casselton 1893 cover	6.00	ND 78	Noel 1910 ppc	18.50
ND 22	Clyde 1909 ppc	5.00	ND 79	Noel 1911 ppc	20.00
ND 23	Cook 1911 ppc	40.00	ND 80	North Chautauqua 1907 Doane	12.50
ND 24	Crocus 1909 ppc	7.50	ND 81	Numedahl 1910 ppc	12.50
ND 25	Cuba 1913 cover	7.50	ND 82	Perth 1910 ppc	4.00
ND 26	Cummings 1918 ppc	6.00	ND 83	Pettibone 1930 cover	3.50
ND 27	Cummings 1907 ppc "Doane"	12.50	ND 84	Riga 1907 ppc	15.00
ND 28	Daglum 1908 ppc	18.50	ND 85	Rockspring 1911 ppc	17.50
ND 29	Deep 1911 ppc	15.00	ND 86	Roger 1909 ppc stained - fair	10.00
ND 30	Delamere 1911 ppc	3.50	ND 87	Rolla 1933 Flag	5.00
ND 31	Easby 1910 ppc	7.50	ND 88	Roop 1894 Cover EXF	60.00
ND 32	Elbowoods 1927 ppc	4.25	ND 89	Rudser 1911 ppc	20.00
ND 33	Elliot 1908 ppc	3.25	ND 90	Rugby, Harold D Walland, unlisted FM Cancel 1932	25.00
ND 34	Elsberry 1913 ppc	15.00	ND 91	Seaborn 1908 cover	30.00
ND 35	Emerson 1909 ppc	10.00	ND 92	Silverleaf 1938 LDC gpc	7.50
ND 36	Fargo C40NAD cover 1924	36.00	ND 93	Skogmo 1932 LDC	12.50
ND 37	Fargo 1902 machine cancel cv	2.50	ND 94	Stampede 1910 ppc	20.00
ND 38	Fayette 1911 ppc VF	12.50	ND 95	Stampede 1916 ppc	25.00
ND 39	Fayette 1910 ppc VG	6.00	ND 96	Stady 1914 ppc	4.50
ND 40	Flora 1912 ppc	7.00	ND 97	Stady 1955 LDC	3.50
ND 41	Gilstrap 1908 ppc	40.00	ND 98	Stillwater 1910 ppc (Doane)	20.00
ND 42	Glencoe 1909 ppc (Doane)	12.50	ND 99	Stowers 1912 ppc	7.50
ND 43	Glover 1911 ppc	7.50	ND 100	Stowers 1909 ppc	10.00
ND 44	Graber 1910 ppc	30.00	ND 101	Sydney 1957 LDC	3.00
ND 45	Grand 1911 ppc	5.00	ND 102	Taft 1909 ppc clear/stained	15.00
ND 46	Gray 1912 ppc	17.50	ND 103	Tagus 1951 gpc	3.25
ND 47	Gray 1909 ppc VF	25.00	ND 104	Tagus 1909 ppc "Doane"	10.00
ND 48	Hansboro 1911 ppc	4.00	ND 105	Temple 1934 cover	5.00
ND 49	Hartford 1909 ppc (Doane)	10.00	ND 106	Tioga 1907 Photo ppc	6.00
ND 50	Hastings 1914 ppc	4.50	ND 107	Tunbridge 1912 ppc	3.75
ND 51	Heart 1909 ppc (Doane)	20.00	ND 108	Tunbridge 1911 ppc	7.50
ND 52	Hecker 1909 ppc (Doane)	45.00	ND 109	Tunbridge 1955 LDC	3.00
ND 53	Helena, 1910 ppc	20.00	ND 110A	University 1910 ppc	8.00
ND 54	Hesper 1955 LDC	2.50	ND 110	Vanville 1914 gpc "Doane"	22.50
ND 55	Hickson 1911 ppc	3.50	ND 111	Wirsch 1909 ppc	12.50
ND 56	Hoosier 1910 ppc	20.00	ND 112	Wogansport 1893 cover	17.50
ND 57	Hufflund 1936 LDC	10.00	ND 113	Wolfurd 1908 ppc	3.00
			ND 114	Zion 1910 ppc "Doane"	7.50

COLORADO

CO 1	Adena, 1934 cover	7.50
CO 2	Arloa 1912 cover	30.00
CO 3	Alice, 1925 cover	25.00
CO 4	Arena, 1911 ppc	17.50
CO 5	Argo, 1890 cover	50.00
CO 6	Brodhead 1939 cover LDC	7.50
CO 7	Chemung 1910 cover	75.00
CO 8	Dover 1923 ppc	20.00
CO 9	Edith 1910 ppc	30.00
CO 10	Elkhorn 1907 ppc "Doane"	40.00
CO 11	Forkscreek 1906 ppc "Doane"	15.00
CO 12	Fosston 1941 LDC	10.00
CO 13	Galatea 1906 cover "Doane"	17.50
CO 14	Cardiff, 191? Railroad Cvr	22.50
CO 15	Hastings 1901 cover	20.00
CO 16	Home 1938 ppc	10.00
CO 17	Home 1914 cover	15.00
CO 18	Leadville 1879 Transatlantic Mining Ad Cover	27.50
CO 19	Leonard 1909 cover "doane"	12.50
CO 20	Livermore cal 1878 cover	20.00
CO 21	Lola 1909 ppc	7.50
CO 22	Ludlow, 1908, ppc	7.50
CO 23	Magnolia 1903 cover	25.00
CO 24	Mirage 1910 ppc	20.00
CO 25	Newett 1908 ppc	27.50
CO 26	Norrie 1913 gpc	20.00
CO 27	North Avondale 1954 LDC	5.00
CO 28	Oak Creek 1908 ppc	5.00
CO 29	Olava 1937 ppc crease	10.00
CO 30	Pagosa Junction 1954 LDC	5.00
CO 31	Palisades 1901 gpc	12.50
CO 32	Plateau City 1942 LDC	7.50
CO 33	Pyramid 1932 LDC	17.50
CO 33	Radium 1910 ppc	10.00
CO 34	Rago 1951 LDC	7.50
CO 35	Ridge 1954 LDC	5.00
CO 36	Rio Blanco 1912 ppc	10.00
CO 37	Roswell 1908 ppc	22.50
CO 38	Ruedi 1908 ppc	15.00
CO 39	San Isabel 1938 LDC	35.00
CO 40	Sheephorn 1908 ppc Doane	10.00
CO 41	Sidney 1913 ppc	12.50
CO 42	South Platte 1907 ppc	10.00
CO 43	Thornburg 1934 cover	7.50
CO 44	Vona 1910 ppc	5.00
CO 45	Westcreek 1911 ppc	10.00
CO 46	Wigwam 1915 ppc	15.00

TO BE CONTINUED

THE MAIL GETS TO MIKKELSON

A Personal Remembrance

by Oscar Becker

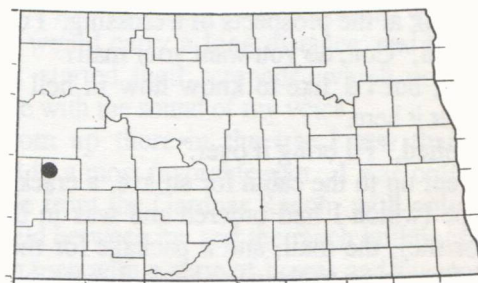
In the spring of 1920 I had been working in Montana when I decided to go home to my folks, who lived along the Little Missouri River about 42 miles north of Medora in western North Dakota. The way to get there was to go to Medora and go out with the stage that carried the mail to Mikkelson. The Mikkelson post office (discontinued in 1934) had once-a-week service on Wednesdays. The stage also carried passengers.

Medora was then just a little old cow town minus the saloons. There were two general stores, a livery stable, the county Court House, the Rough Rider Hotel (a pitcher and bowl type), a few residents, and the U.S. post office, which processed the mail for Mikkelson and other scattered ranch communities. That's about all there was to the town since the 1880s when Teddy Roosevelt frequented the town.

I arrived in Medora on Tuesday evening and planned to go to Mikkelson with the stage on Wednesday, March 30th. I had lived near the Little Missouri River since 1914 and knew from experience the river might be a little high from the spring rains. However, when I saw Schuyler - the man who drove the mail stage - he told me the river was very high. This presented problems because normally the stage crossed the river about 20 times in the 36 miles to the Mikkelson post office, which was located in the river valley near Teddy Roosevelt's Elkhorn Ranch. Under the circumstances the stage would have to travel over wagon trails through the hills to try to get to Mikkelson.

Schuyler, who was an old timer, had punched cows for Teddy Roosevelt. He knew the country and the difficulty of traveling over its trails. But if there was a way to get through to Mikkelson, he was the man that could do it.

The Little Missouri River flows through the middle of the North Dakota Bad Lands. It meanders from one side of the valley to the other. At the sides it generally flows at the base of high banks or cliffs, making it impossible to travel very far up or down the valley without crossing the river. In normal times the stage followed wagon trails over the bottom lands from one river crossing to the next. When the flow in the river was normal, there was no problem. The depth of water at the crossings then was seldom more than twelve inches, and during drought years the flow virtually ceased. When, as now, the river carried the runoff from excessive rains or melting snow, it became a turbulent, fast-flowing silt-laden river, and few ventured on



it even with a boat. The stage was a buckboard, a light four-wheeled spring wagon pulled by a two-horse team, no match for a river in flood.

The trail through the hills was also somewhat difficult to travel at this time. The creeks which carried the runoff from the areas tributary to the Little Missouri on either side were also flowing strongly. Although there was no troublesome depth of water, these smaller streams presented problems at crossings, as the banks were eroded and muddy, making it difficult for the horses on the uphill side.

Because of this situation Schuyler had another man drive the teams while he rode along on a saddle horse. When we came to a creek crossing that looked troublesome, he would tie one end of his lariat to the end of the wagon tongue and the other to the saddle horn. Then when the team started up the slippery creek bank, he could give the team a good assist by having his saddle horse pulling from good footing above the creek bank.

By evening we had travelled the equivalent of only 20 miles by the river road. We stopped at a cabin belonging to a well-known bachelor cowboy nicknamed "Six Shooter Slim". There was no one home, but the cabin was not locked and there was food in the cabin, and the barn had feed for the horses. The custom in the Bad Lands was to feed and provide lodging for travelers, so we knew we were welcome to stop there.

Then Schuyler said, "You fellows stay here tonight and tomorrow, then go to the Halfhide Place and wait there for me. I am going back to Medora and build a boat; then I'll use it to come down the river and take the mail the rest of the way."

The Halfhide Place was a homestead cabin a few miles further on our way and near the river. It was the end of the trail on the east side of the river, as far as we could go with a team and wagon toward Mikkelson without crossing the river. The next morning I said to the driver, "Why not go to the Halfhide Place today; we can wait there as well as here." He agreed, so we

carried the mail a few miles further on its way while he returned to Medora.

When we arrived at the Halfhide cabin again there was no one home. We put the horses in the barn and fed them, and then went to take a look at the river crossing. On the other side of the river was Mr. Short, also down to look at the prospects of a crossing. I called to him and said, "Con, do you want your mail?"

"Yes, but I'd like to know how in hell you are going to get it here."

I replied, "I'll bring it over."

I went up to the cabin for an axe, a cracker box, some rope (which I had ordered and was in the mail cargo for me), the mail, and a package for the Short Ranch. Returning to the river bank, I went to work. There were numerous dead trees along the river bank. I cut three logs 12 to 15 inches in diameter and eight to ten feet long. I tied these together near the ends with barbed wire, twisting the wire between the logs to make spacers between the center log and the two outside ones. Then I cut two logs about six inches in diameter and the same length as the others and wired them in the spaces. An old board made a paddle.

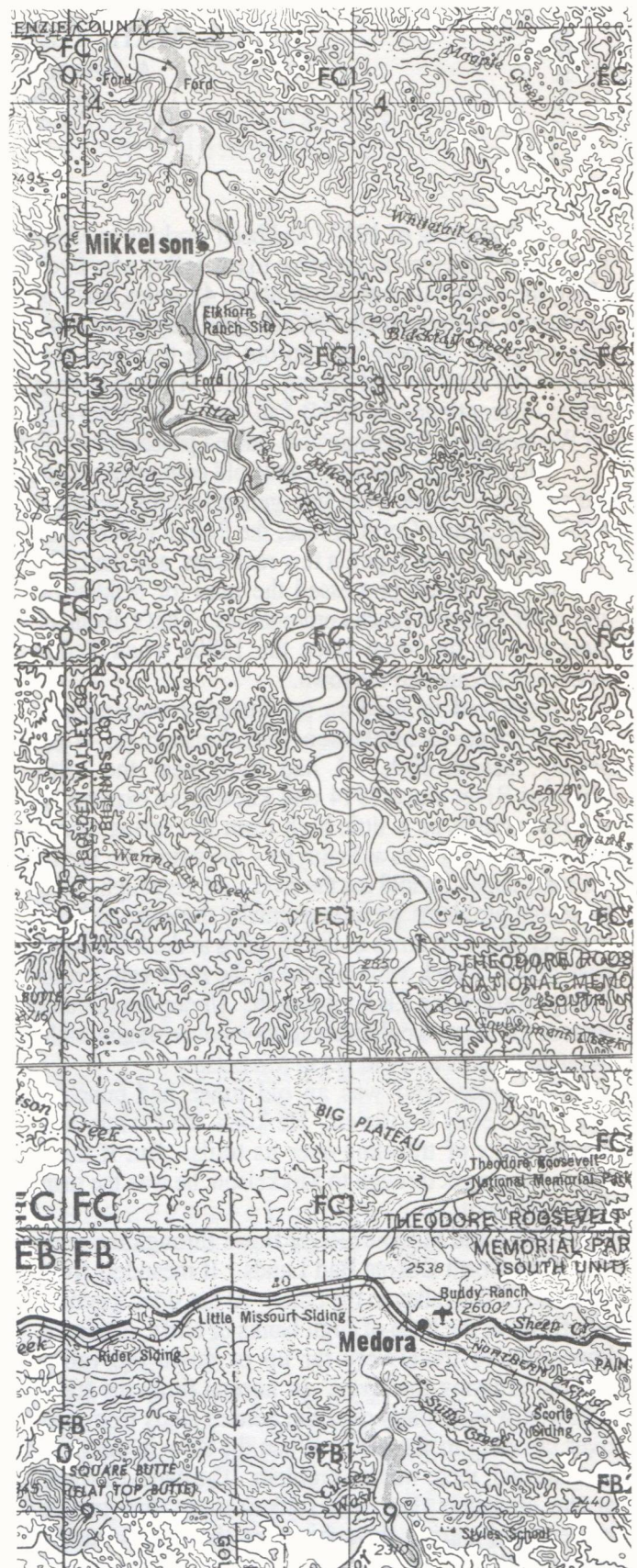
The driver helped me put the raft together and take it to the edge of the water. I then tied my rope to the wires at one end of the raft, set my box in the middle for a seat, and prepared to push out into the river current. Con Short, who was watching from the other side of the river, called, "Never mind the mail, just bring the tobacco."

I answered, "I'm bringing the mail." Then I pushed off into the river current.

Mr. Short watched my raft hit the current and pick up speed. He then saddled a horse and rode down stream, thinking it would be some distance down before I would manage to get to his side. A short distance below the Short Ranch, the river made a short left turn and if I had not reached the opposite side before getting into the bend, the swirling current would have carried me away from the left bank, which is what Mr. Short anticipated.

However, I did manage to get to the far shore just at the beginning of the bend. I tied my raft to one of the numerous cottonwood trees on the bank, and took the tobacco and mail to the Short Ranch. There, although it was past lunch time, Mrs. Short gave me an excellent lunch. It was about 2 p.m. when I once again pushed out into the river current on the raft, hoping to make it home before dark.

While it lasted it was a very pleasant ride, going down the river sitting on a cracker box and going somewhere between five and seven miles an hour without any effort on my part. In some places there were irregularities on the river bottom, causing the water to be quite rough. That part of the raft that was above water



Mikkelson is near the top of this map, with Medora on the railroad near the bottom. USGS 1:250,000

was wet and blended in with the color of the river water, so that from a distance all that one could have seen was me sitting on a box floating down the river.

While it required no effort on my part for propulsion, I did have to be on the alert, continuously watching for trees, snags, and large rocks which washed out of the river banks during high water and got stuck in the channel. When such obstructions appeared, I made use of my paddle to avoid hitting them, as the impact might break apart my little raft and dunk me in the water.

By five o'clock I had traveled between 15 and 20 miles down the river. Looking ahead I saw a big tree setting upright in the river. I paddled on one side and then on the other, trying to guide the raft to either side to avoid the tree. However, try as I might, the raft insisted on heading straight for the tree and hit it head on. The front end of the raft dipped down. I was thrust against the tree and held on. The cracker box hit my back side and broke. The raft stood on end for a moment then flipped around the tree and was gone.

There I was, out in the river in a tree which might break loose at any time and roll with the current down stream until it got stuck again. Between me and the east river bank was about 75 feet of turbulent, silt-laden water, seven or eight feet deep and with a temperature very little above freezing.

I considered my position for a minute or two. It was apparent that I would have to get out of there one way or another before dark. Even if that tree stayed put I could not survive a night in it; and the chances of it being there in the morning were rather slim. I knew I had to get help, or had to swim to the east bank. Swimming would be the last resort, because the flow in the river was very swift and would carry me some distance down stream. Furthermore, a short distance down

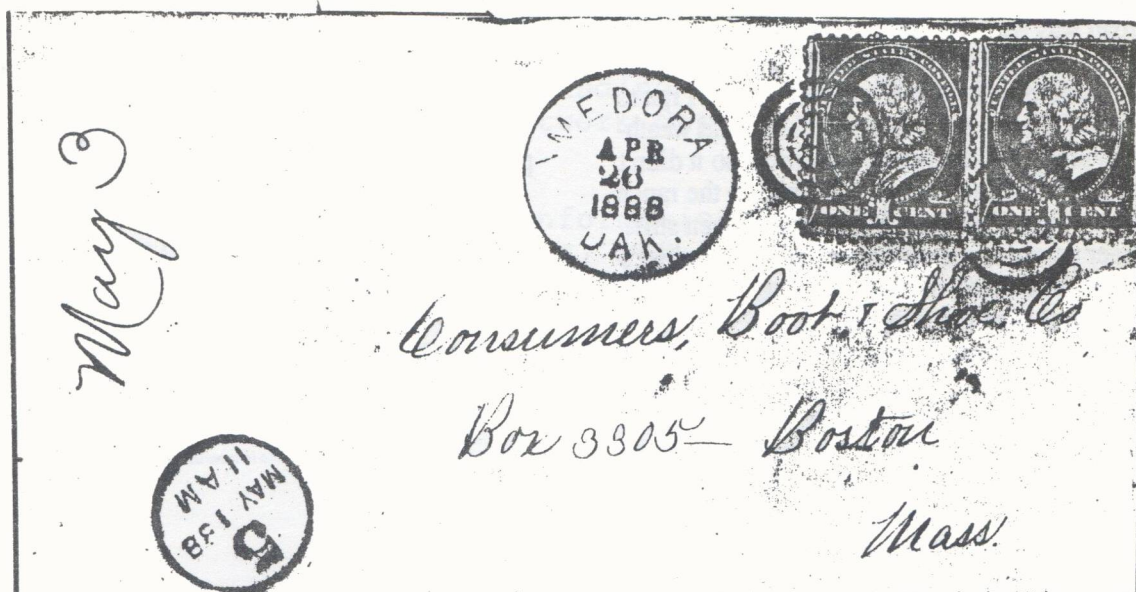
stream the river flowed at the base of a high cliff, and the current would pull me away from the near bank. I decided to see what chance there was for getting help and climbed into the top of the tree to get a look around.

The weather was in my favor. The temperature was in the low twenties, and not a breeze was stirring. A voice would carry a long distance, and the coyotes had not started their serenade, which noise would interfere with the sound of my voice.

From up there in the tree I saw that my raft wrecked in a most favorable spot. I was only about a half mile from the Gardner Ranch, with only a cultivated field between me and the ranch buildings. I also saw two men with a team of horses and a wagon just a short distance from the ranch buildings. This gave me hope that I might get some help to get out of my predicament.

The first thing to do, I thought, was to make myself as conspicuous as possible, so I broke off all the branches I could from around me. I tied my handkerchief to the largest branch that I broke off to make a flag. I watched as the team moved towards the buildings and stopped. One man went to open a gate. I called as loud as I could and waved my flag. The man stopped to listen, and I called again. The second time he was able to pinpoint the noise, and he saw me waving the flag. He closed the gate, got on the wagon and came towards me with the team on the run. When they got to the river bank and saw me out there in a tree high and dry, they could hardly believe what they saw.

I was acquainted with one of the men, George Gardner, the owner of the ranch. So far as he knew, I was someplace in Montana, and here I was in a tree out in the river. After he realized it was actually me out there and not a mirage he said, "Well! I'll be damned, I



Territorial cover from Medora. From the span of years over which it operated, there surely must be postmarks from Mikkelson in existence, but as yet none have been reported.

see you there but I'd like to know how in the hell you got there."

I explained briefly - which he found difficult to comprehend because no one had ever tried to ride a raft on that river during high water. After absorbing the situation, he said, "How am I going to get you out of there? I can't throw a rope that far." After thinking a few minutes, he said, "I'll go back to the house and put the boat on the river and come down in it."

He left and in a short time he came with the boat. He maneuvered it alongside the tree and tried to hold it so I could get in. However, the minute he stopped the boat water started to flow over the sides, so he had to release his hold to prevent the boat from being swamped. He rowed to the opposite shore, where there was a sand bar, beached the boat and tipped out the water.

Then he pulled it upstream a ways and started down again, but this time as he approached the tree he said, "Catch this rope as I pass by." So I hung by my knees from a low limb so I could use both hands to try to take the rope from him as he passed by. As he approached the tree, however, I realized that he could not take a hand off an oar without taking a chance on having the boat dashed against the tree. So instead of grabbing the rope, I grabbed the limb with my hands and dropped into the boat as it passed beneath me. I hadn't time to adjust my drop to counter the movement of the boat; as a result, when my feet hit the bottom of the boat I turned a backward somersault into the turbulent river.

It seemed many seconds before I got my head above water and saw that the boat was not far from me. As I started to swim towards it, Mr. Gardner called, "For God's sake don't upset the boat." I assured him I would be careful and swam to the rear of the boat and climbed into it. He took me to the east river bank where the other man was with his team and wagon.

As they could not leave the boat in the water and it would take some time to pull it out of the river, I ran to the ranch house to keep from freezing in the cold weather. I was in pretty good physical condition, so it didn't seem to take too long to run the half mile to the ranch house. When I got there my clothes were frozen stiff. Mrs. Gardner provided me with some of Mr. Gardner's clothes while mine dried out; and although his clothes were large for me, they felt very good.

It was now evening, the day after mail day, and everyone wondered what had happened to the mail. After getting the chill out of my system, I told the Gardners where the mail was and about Schuyler's scheme to bring the mail down the river in a boat. After my experience we had little faith in Schuyler carrying out his plan. I was also concerned about my personal belongings, which were with the mail. Mr. Gardner and myself decided to go after the mail the next day.

It was a nice morning as George Gardner and I mounted on two saddle horses a rode through the hills to the Halfhide Place leading two pack horses. We put the mail and my belongings on the pack horses and returned to the Gardner Ranch. We then took the mail across the river by boat and walked it the remaining half mile to the Mikkelson post office. Instead of the mail arriving at 4 p.m. on Wednesday as scheduled it got there about 4 p.m. on Friday.

In the three days I managed to travel the equivalent of 36 miles by the river road by a most circuitous route that covered many more miles. I was still six miles from home, and would have to travel over ten miles through the hills to get there. Mr. Gardner loaned me a saddle horse, which I later returned.

I have been in the Bad Lands quite a few times since I made this memorable trip in 1920. Time has brought change to the area. Medora has greatly increased in size and now attracts more tourists during the summer months than any other town in North Dakota. It is near the entrance to the southern unit of Theodore Roosevelt National Memorial Park. It even has an outdoor theater in the hills a short distance south of town. The Rough Rider Hotel, which Teddy Roosevelt frequented in the 1880s, has been modernized and is still doing business.

The country too has changed. There is no more mail going down the river valley to Mikkelson. It has been wiped off the map. Most of the wagon trails we traveled over by stage in 1920 are now all-weather roads. The creeks have been bridged. Much of the area towards Mikkelson is now in the park, and driving through there now you might see some buffalo, and you'd surely see some prairie dog towns. Except for the all-weather roads the area is being restored to its original wild state.

The Little Missouri River, however, is as unpredictable as it ever was. There is one difference, though; with present communication systems people can be warned about ice jams and unusual high water and be prepared for them. Years ago, there was no warning.

Oscar Becker has held many jobs, including working for the North Dakota Highway Planning Board and the state Water Conservation Board. He is now 92 years old and lives in California.

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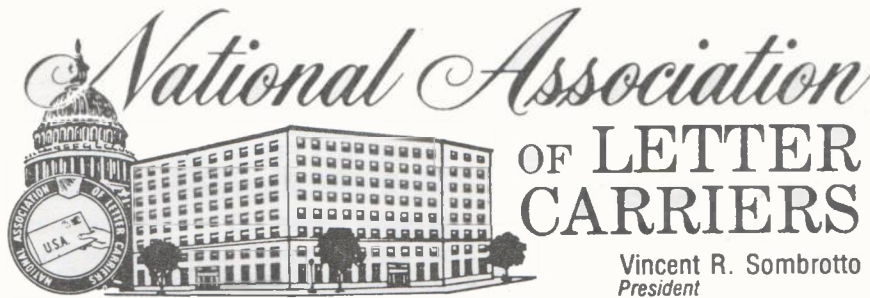
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News Release

The National Association of Letter Carriers will celebrate its centennial anniversary in its founding city of Milwaukee, Wisconsin during late August 1989. The celebration will include a major historical exhibition illustrating the history, development and special role of letter carriers in America.

The NALC is presently seeking sources of historic memorabilia and research materials related to American city delivery letter carriers as well as the National Association of Letter Carriers to include in the historical exhibition. Items of interest include artifacts (such as postal uniforms, patches, satchels or vehicles), photographs, manuscripts of all types (including diaries, scrapbooks, and memoirs), oral histories, artwork depicting postal subjects, sheet music, and so on.

Contact Candace Main Rush, Information Specialist, National Association of Letter Carriers, 100 Indiana Ave., N.W., Washington, D.C., 20001 (phone: 202-393-4695) if you are willing to lend any such items to the exhibition or if you know of any other sources of relevant materials.

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WESTERN SECTION

Richard W. Helbock, Editor
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Getting the Good Stuff

The last few months and the next few to come represent one of those infrequent times in the hobby when an abundance of very good western material comes on the market. Summer sales by Richard Frajola of the Len Persson Collection and Daniel Kelleher of the David Beals Military Fort Collection brought to the market a quantity of outstanding western covers, and sales scheduled by Frajola for September and January promise an even more impressive offering of spectacular western items from the second part of the Persson Collection and the Rohloff Territorial Collection.


Those of us who have been involved with western postal history for several years recognize that opportunities such as this come along very seldom. Oh, its almost always possible to find desirable covers from our favorite dealers or in the normal run of auctions, but the offering of an abundance of first quality western material is something that happens only rarely.

The first thought for many of us of modest means and limited postal history budgets might be, "So what? What interest is it to me that these goodies are all coming on the market if my budget won't allow me to buy them? All the good stuff will just be snapped up by some rich guy, or bought for resale by some well-heeled dealer." Ah, but that's just the point. The offerings represented in these sales are so big and so varied, that it is highly unlikely that anyone -- be he dealer or collector -- can buy all the good stuff. These are major redistribution sales, and, since even the wealthy make choices, the items offered are likely to realize lower prices (perhaps even far lower) than they would if they were to come on the market by themselves in the normal course of things. The result will be, if not outright bargains, at least prices which are ultimately fair for most of the material to be sold.

Naturally, the jewels of the material coming on the market have, and will, sell at jewel-prices. The Fort Defiance, N.M. franked with a pair of the 12-cent black (Scotts #17), and illustrated in color on the cover of Kelleher's catalog brought \$4,000 (plus 10%). But with so many jewels for sale, the lesser covers pale by comparison and sometimes sell at what would normally be bargain base-ment prices. If you don't believe me, study the prices realized in the Kelleher Sale (#578) and the Frajola Sale (#36). Compare the prices realized in those sales with similar items which have sold at auction over the past few years. The message is clear.



Quite aside from the opportunity to acquire some important covers, the sale of some much high quality material in such a short span of time also has enormous research value. Ours, as we all know, is a collecting hobby without the benefit (some might say disadvantage) of a priced catalog. Much of what we buy and sell is priced solely on the basis of informed (hopefully) opinion. The information comes from a knowledge of past price realizations, comparisons of scarcity and condition, and general experience. The offering of so much high quality material all at once will go far toward establishing market prices for western postal history over the next several years. If you do nothing else, be sure to obtain a copy of the catalog and prices realized for these sales. The modest amount you might spend to acquire them will come back to you many times over in terms of the knowledge you will acquire.

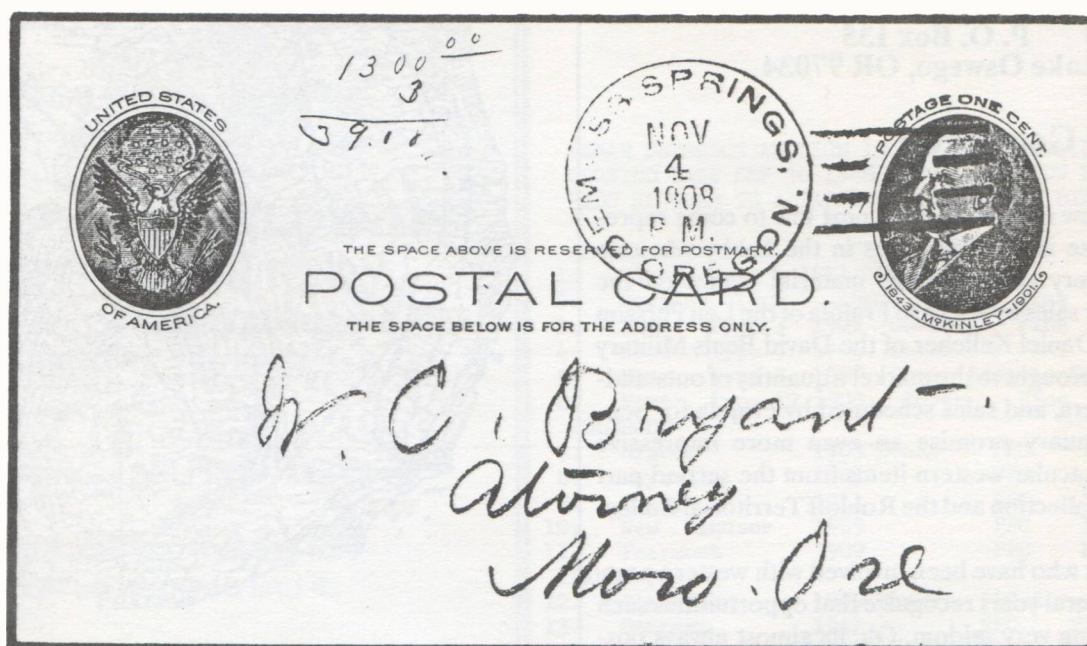
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DE MOSS SPRINGS, OREGON: MUSICIANS AMONG THE SAGEBRUSH

By Henry C. Dierck

In the late 1850's and early 1860's, many settlers were still pushing westward. Large ox-trains plodded their way across the endless prairies and over the mountain passes. Among those caught up in the movement were missionaries, following closely on the boot heels of Marcus Whitman, all trying to better the lot of their Red Brothers. Included in this group was Professor James M. DeMoss, whose ancestors were of Huguenot persuasion, a hardy, religious lot. Professor DeMoss was born in Indiana on May 15, 1837, of Peter and Elizabeth (Steward) DeMoss. After receiving a substantial and varied education which included music and civil engineering in addition to the ministry, James married Elizabeth Bonebreak on November 25, 1858.

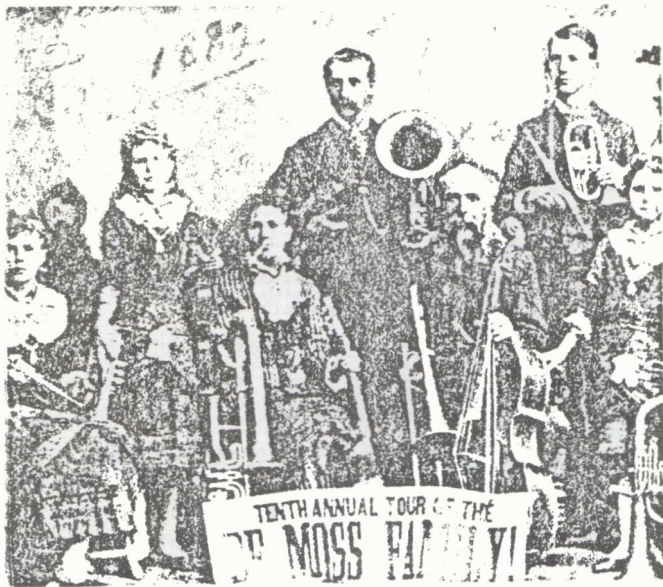
In 1862 Professor DeMoss and his young family outfitted a wagon drawn by ox-team, and attached himself to a large ox-train heading west. There were still considerable dangers in the form of raids by hostile Indians, and, in addition, the train provided safety and insurance in case of a wagon breakdown. Once the trains were past the areas of greatest dangers, most missionaries took off on their own to find fertile ground in which to work.

The DeMoss Family made its way across through the Snake River Valley of what was soon to become the Territory of Idaho, and first settled down near what is now Weiser. After some time there, the family moved about 75 miles across the border into Oregon and settled in the community of North Powder. The next move took them an additional 15 miles north to Cove, Oregon. Altogether, the DeMoss Family spend about 21 years in these three localities. In each of these places, Professor DeMoss helped es-

tablish the first community post office. He often spoke of the overland journey with the ox- train, saying that if they logged 15 miles in a day they had done well.

While living in Cove, DeMoss built the first sawmill in the community and constructed many bridges over area streams. He also preached on Sundays, and in 1872, produced his first concert. The family were all talented musically, and soon began singing and playing instruments for many different groups.

After about 10 years of concert work in the Cove area, DeMoss decided that the time had come to once again move on. They traveled by wagon northwest to Pendleton and then on to present-day Boardman, where they met the Columbia River. At communities all along their route the DeMoss Family gave concerts. When the family reached Biggs, they decided it would be interesting to head south up Biggs Canyon (also



Tenth Annual Tour of the DeMoss family — 1882. Lizzie, Mae, Mother, Henry, Father, George and Minnie.

known as Spanish Hollow), and so they proceed south along the Biggs Canyon Road to Wasco in Oregon's dryland wheat farming country. Proceeding south towards Moro, the next town of size, the family happened upon a beautiful spot in a canyon -- a real little oasis, full of green vegetation and trees, with a big spring bubbling from the ground. Mrs. DeMoss, being not of good health, wanted a place to settle down and call home, and after looking over the canyon oasis carefully, the Professor declared "this is it." In 1883 DeMoss bought the site in what was then known as the Badger District of Wasco County. The District was named for Thomas R. Badger, who operated a store at this location, and had become postmaster of the Badger post office in 1882. The Badger post office continued to serve the little community until August 5, 1887. On that date Thomas J. Cocking became postmaster, and the name of the office was changed to DeMoss Springs; a name which it retained until being closed July 14, 1923.

The DeMoss Springs place became a summer home for the DeMoss Family. It was a place to come back to after musical tours which took the family farther and farther afield. The family was not interested in ranching like their neighbors, and rented the

surrounding lands so that others could gain their productivity. In 1886 Elizabeth DeMoss and one of her daughters both died, and after this tragedy the Professor and his four remaining children went on a 10-year tour. They traveled to every state in the Union, and appeared at the 1893 Columbian Exposition in Chicago, where they were a very popular attraction. In 1895 the

family made their first European concert tour on which they studied for two

years at the Royal Academy of Music in England and performed in many countries including concerts for royalty.

Professor DeMoss remarried in 1889 to Julia Emma Shatto. Julia bore two more children to the Professor while he was in his sixties, and he continued to be active until his death at the age of 75 in January 1912. The Professor's son, George, carried on the concert program until his death in 1933.

The DeMoss Springs place had an open air concert stage, a horse-propelled merry-go-round, picnic tables and benches. The air was always filled with music. Henry DeMoss, one of the Professors gifted sons, wrote much of the music for the DeMoss concerts. People came from miles around to listen, for their was not

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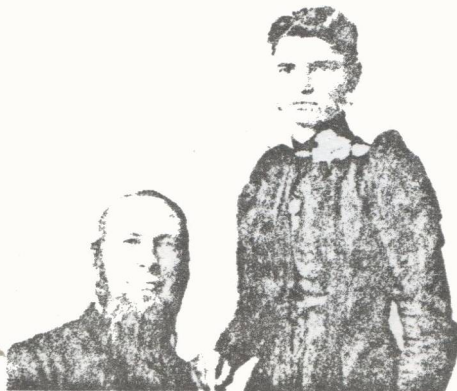
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much other entertainment in the dry, central Oregon wheat country.



James & Julia Emma (Shatto) DeMoss in 1891.

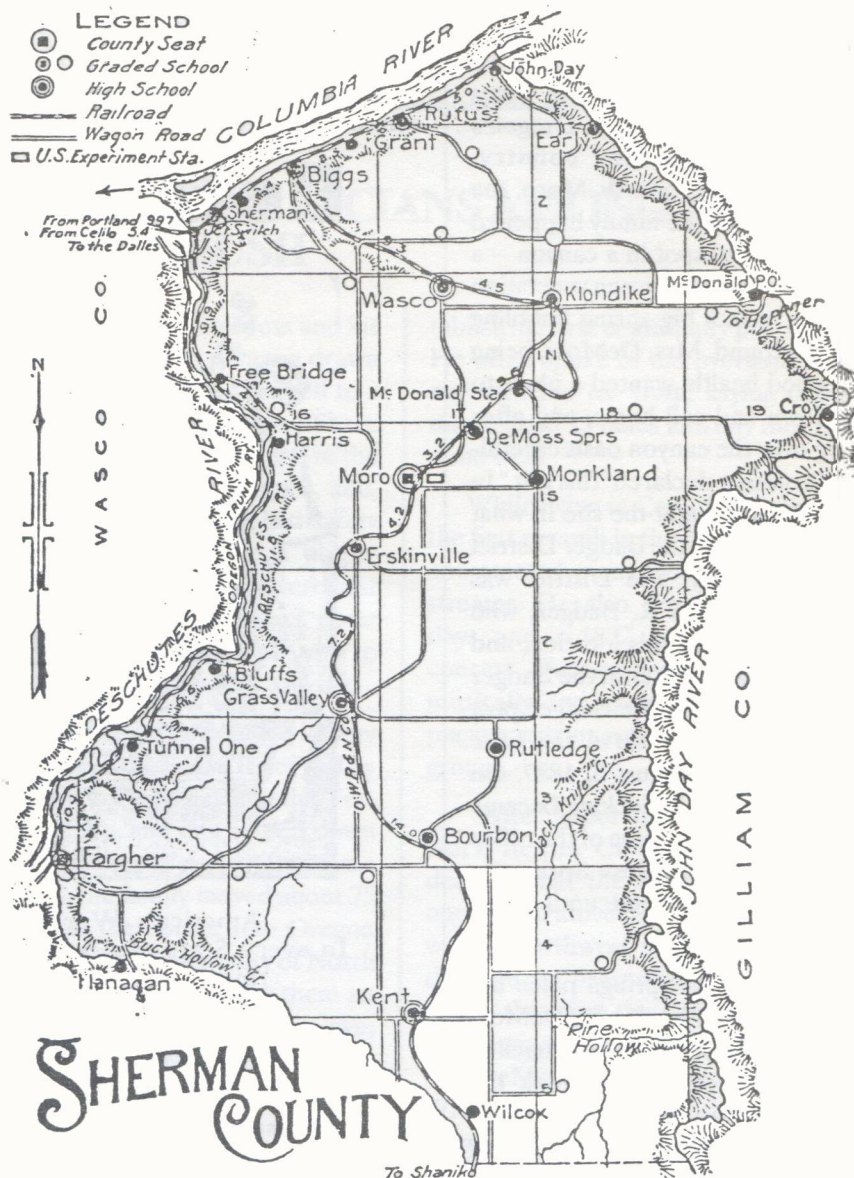
The second Mrs. DeMoss taught singing and organ lessons to the daughters of local ranchers in the town of Monkland. The children were invited to sing at some of the local concerts. Three little girls from Monkland who were taught music by Mrs. DeMoss and invited to sing on the outdoor stage are still living in the Northwest. Now in their nineties, two of the ladies live in a nursing home in The Dalles, Oregon, and the third lives in Tacoma, Washington.

Although now little more than an impressive residence and historical marker along side Highway 97 in Sherman County, one may still visit DeMoss Springs. Descendants of John DeMoss, a son of the Professor's second marriage, currently operate a wheat ranch on the property. The music of the DeMoss Family has long since faded into history, but the lonely site still boasts great natural beauty, and on a warm summer night, with the bright stars shining overhead, it might -- just might -- be possible to catch a bit on melody drifting on the wind.

SWEET OREGON.

As sung by DeMoss Family, Lyric Bards, at the World's Columbian Exposition, Chicago, U.S.A. 1893, also throughout America and in Europe.

Words and Music by HENRY S. DeMoss.



POSTAL HISTORY OR DOCUMENTARY HISTORY: THE CASE OF ROCKY BAR AND ESMERALDA, IDAHO

By Lynn Langdon

Every collector has the right to collect whatever he or she chooses. Some limit their collections to express covers, others collect covers from a particular state, some do not want postcards or limit their collecting to a particular cut-off date. Still others, taking a broader approach, collect collateral material such as pictures, express waybills, cancels on post office receipts, or maps which detail the location of post offices, routes, and so forth. Where then does "postal History" leave off and "documentary history" begin?

As a collector for over 50 years, I have answered this question to my own satisfaction by collecting from as broad a perspective as possible. I collect express covers, territorial postmarks, Doane cancels, postmarks of discontinued offices on covers and postcards. To these I add western stocks and bonds, cancelled checks, warrant books and booklets, bill and letterheads, post office guides and documents not only from my primary state of Idaho, but also from the states that border Idaho. Often, I have found that, through my broad approach to collecting, it has become possible to answer puzzling historical questions in postal history by consulting information in my collateral documentary material. Unfortunately, even the broadest collecting approach sometimes fails to solve all the puzzles.

A case in point involves the towns of Esmeralda and Rocky Bar, Idaho. Both of these towns served as county seat in Alturas County during the 1860's, and, as seats of county government, both should have been responsible for the generation of certain amounts of official documents. Oddly,

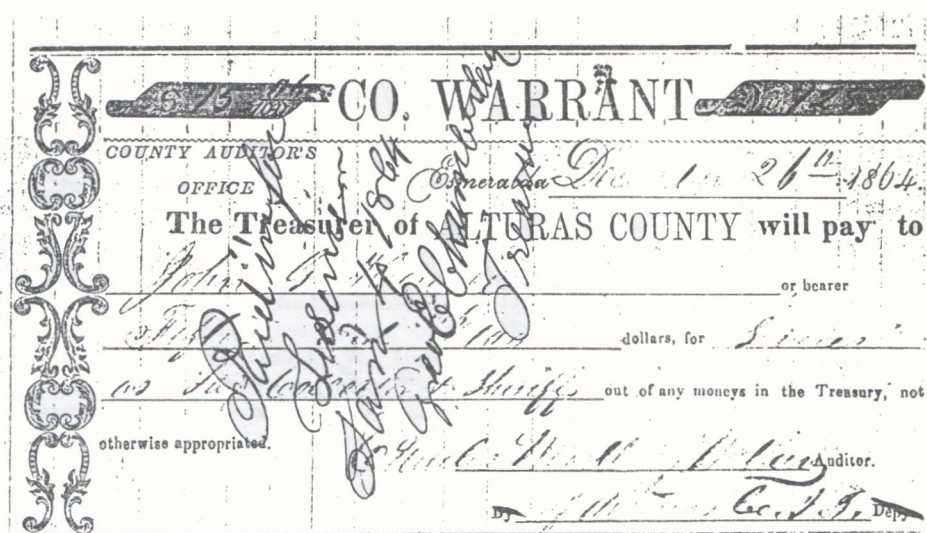
my research into the documentary history of these towns has only deepened the mystery concerning them.

The exact location of Esmeralda has never been determined. Many historians, and some post office records, state that Esmeralda was simply renamed Rocky Bar, and, hence, the two communities were really the same place. My search, however, suggests that there was more to the story than a simple renaming.

Part of the mystery surrounds the lack of existing covers from Esmeralda. To my knowledge, which includes over 40 years spent trying to locate one, no cover postmarked Esmeralda -- either manuscript or handstamp -- exists. Since Esmeralda was the county seat, and had a post office according to official records from 1864 to 1868, this in itself is quite surprising. My collection contains various notes, county warrants, court documents, and invoices which originated in Esmeralda. But no covers have yet come to light, and, if anyone reading this knows of such a cover, I would greatly appreciate receiving a photocopy, not only for my own records but those of the Idaho State Historical Society.

Lets examine what other researchers have reported about Esmeralda. Guy Reed Ramsey, in his unpublished manuscript "Postmarked Idaho", lists under Alturas County: "Esmeralda established June 23, 1864 ... Arnold Nordheimer last P.M. ... renamed Rocky Bar January 20, 1868." Also under Alturas County: "Rocky Bar established as Esmeralda June 23, 1864 ... renamed Rocky Bar Jan. 20, 1868 .. Wm. Mullaley 1st postmaster." Frank Schell, in his book *IDAHO GHOST TOWNS AND LIVE ONES*, lists "Esmeralda 1864. Name changed to Rocky Bar 1868." A question comes to mind. Why the sudden change in postmasters if the town was only renamed?

Pursuing the early directories, I find in George D. Teller's *AMERICAN SHIPPERS AND EXPRESS GUIDE, TRAVELLERS DIRECTORY AND OFFICIAL POST OFFICE AND TELEGRAPH GUIDE*, 1870 edition, that Esmeralda is listed as a post office and Rocky Bar is listed as a courthouse and post office. Since these directories were typically about two years behind the times in their compilations, both Esmeralda



Esmeralda, Alturas County Warrant dated December 26, 1864.

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Covers from Rocky Bar: Wells, Fargo & Co. oval c. 1865 (top); townmark 1878 & townmark 1880. (Author's Collection)

and Rocky Bar may have existed in 1868.

THE IDAHO ENCYCLOPEDIA, a Federal Writers Project published in 1938 by Caxton Printers, contains the following description of Esmeralda by Project Director Vardis Fisher:

Esmeralda (Elmore County). A difference of opinion exists as to the location of Esmeralda. Some think that it was situated near the present site of Featherville, on the South Fork of the Boise River. Others contend that it was on Feather River 12 m. above Pine. At the latter location have been found piles of stones which indicate fallen chimneys and fireplaces, and some beams of an old mill buried under fallen limbs, leaves, and silt. The discrepancy as to location may be accounted for by the fact that Feather River was formerly known as a part of Bear Creek and was not given its present name until late in the 1860's. Esmeralda has the unique record of having been named as the seat of old Alturas County before the town itself existed. After the county was established in 1864, Esmeralda was developed on the site of an old camp which, according to legend, was settled by California Spaniards, or possibly white men from the California gold rush of 1849. Early miners who came here in 1863 found an almost deserted camp, although there were evidences of a former population of about 300 people. Arrastras, crude rock crushers, sluice boxes, and old rifles were found. In only a year or so, Esmeralda was as deserted as the old camp had been. Quartz mines at and near Rocky Bar caused that town to spring into life, and the county seat was moved there, leaving only empty buildings where the first seat had been located.

George A. McLeod, in his *HISTORY OF BLAINE AND ALTURAS COUNTIES*, states:

The records of the first board of county commissioners of Alturas county, now in the fireproof vault of the Blaine county court house, and which are as legible today as the day they were written, namely, April 4, 1864, show that the board consisted of Samuel Stover, chairman, Robert A. Sidebottom and John Roach. Their clerk, who was also auditor and recorder, was Charles Woodbury Walker. The sheriff was John G. Howell. All these officers were appointed by William B. Daniels, acting governor of the territory of Idaho. The board, after approving the bonds of said officers, took a recess until 2 o'clock p. m. The minutes disclose that "pursuant to adjournment the court convened at 2 o'clock."

Whereupon the following order was made and entered:

"It appearing to the court that, whereas the first session of the legislature located the county seat of said county at a place known as Esmeralda in said county, and whereas it seems impossible for this court, as required by law, to provide proper offices, and procure stationery, lights and fuel for said offices at said Esmeralda, therefore, it is ordered that the county seat be, and the same is hereby transferred from the said Esmeralda to the town of Rocky Bar, on Bear creek, in said county of Alturas, Idaho territory."

Contemporary newspaper accounts seems to add to the confusion. On August 8, 1864, the Boise *IDAHO TRI-WEEKLY STATESMAN* carried the following announcement:

A NEW POST-OFFICE has been established at Rocky Bar, Alturas county, and John McLaughlin appointed P. M. What provision has been made for the transmission of the mails we have not learned, but the people of Alturas will not now be long without an U. S. mail. It is gratifying to see that the Department is at last moving to accommodate the mining regions in this Territory. They have deserved it before. Men who will prospect in and wring wealth from the mountains and gorges of Alturas, deserve only less encouragement from the Government than those fighting its enemies.

All well and good, but in November the same paper carried two letters to the editor; one datelined "Esmeralda, Nov. 6, 1864", the other datelined "Rocky Bar, Nov. 14, 1864." The Rocky Bar letter complains about mail service and mentions "a mail route from established from Boise City to Esmeralda."

LETTER FROM ALTURAS.

ESMERALDA, NOV. 6, 1864.

MR. EDITOR:—The excitement of our political contest has become very much modified, and a large number of the citizens of our place have, some time since, sought a milder clime in which to spend the stormy winter months. The good people of Esmeralda were suddenly thrown into a state of joyful excitement on Thursday last, by the announcement that Gov. Lyon, and suit, were within half an hour of town. The news spread rapidly up the creek, and all was anxiety and excitement. Soon the Governor and suit appeared, and the boom of the arrival told all of their arrival. The stars and stripes were thrown to the breeze, and thus, away up here among the mountains and Quartz ledges, which twelve months ago was void of human habitation, was welcomed the appearance of the first Governor that ever visited the place, and thus commenced the jubilee and festivities, which were kept up two days and nights. On the evening of

Rocky Bar, Nov. 14, 1864.

ED. STATESMAN: About eight inches of snow fell here this week, and the weather is now cold enough to occasion trouble in starting some of the arastas in the morning, as many of the huge frames are still unenclosed. A good number of miners will winter here; and at Yuba Creek, but the larger number have gone to Boise City, either to winter or lay in supplies. Several wagon trains have arrived this week with a next spring's stock of provisions, which must be laid in this fall or freighted over a road nearly impassable early in the spring, from Boise City to Little Camas, where the Newburg Road commences. The road recently completed by Newburg & Co. can be travelled at all seasons of the year by the heaviest teams, and it opens a channel of communication as far as it goes, but from Little Camas; its western terminus, there is the ragged, winding emigrant track, over one of the highest hills, and on which no improvement has been made. From recent surveys, it appears that by bridging the Boise, a good road several miles shorter than the emigrant road, can be built avoiding heavy grades and boggy ground in the spring. The vast amount of heavy freight required for the development of our inexhaustible ledges, demands a continuation of the Newburg Road, so that for three months in the spring, we may not be shut out from freighting from Boise City. Newburg & Co. propose to construct from the end of their road on Little Camas, a good wagon road, including a bridge across Boise to Boise City, and to charge no additional toll for the South Boise travel, providing a charter can be obtained extending the franchise over the same. It is understood that they will apply to the legislature for an extension of their charter, with the understanding that the South Boise travel pay no extra toll. Judging from the energy with which they have prosecuted the work already done, the extension could not fall into better hands.

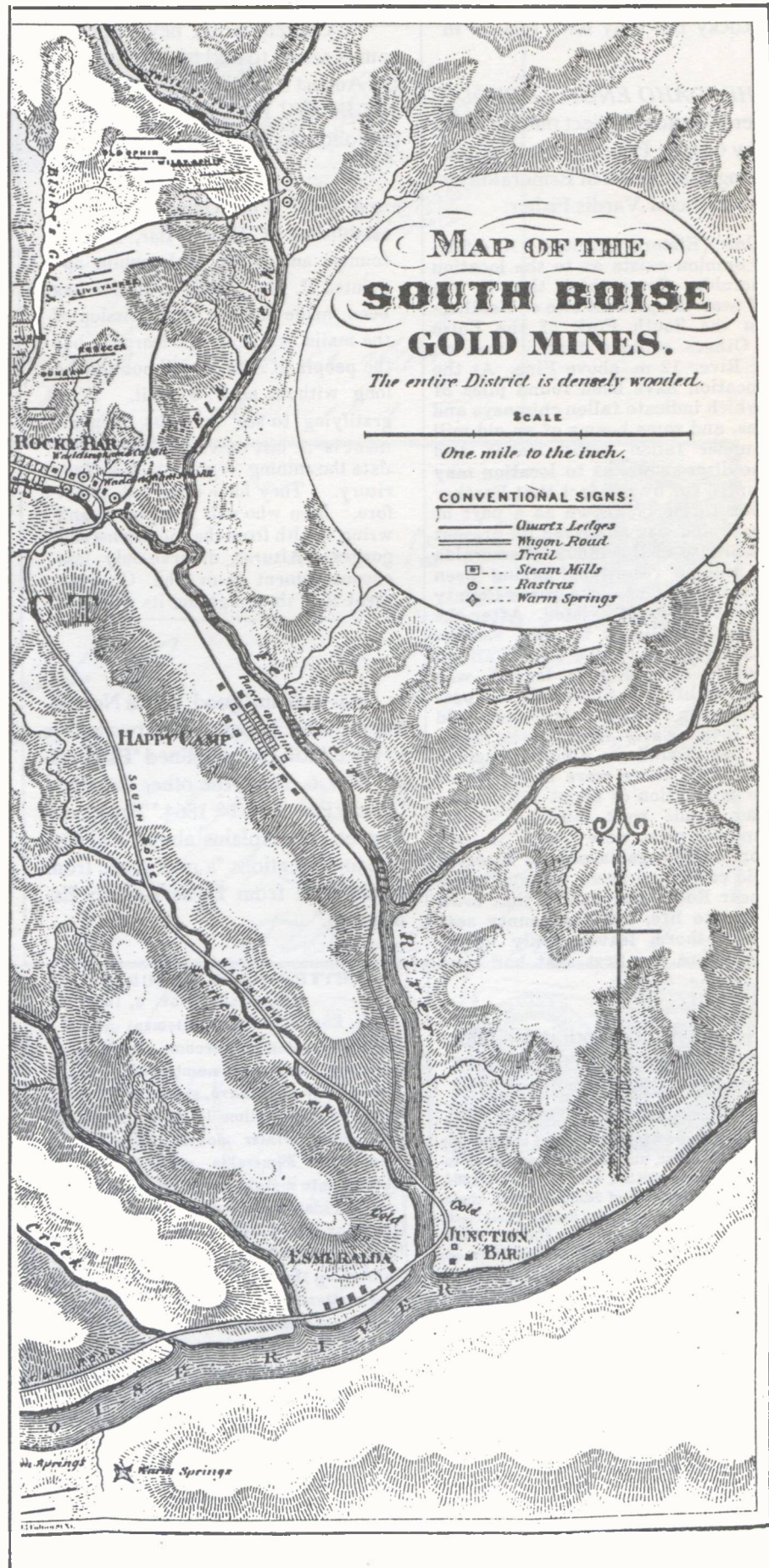
When are we to have a direct mail from here to Boise City? This is a matter of no small interest to us who are compelled to winter in these mountains of snow. It was understood that there was a mail route established "from Boise City to Esmeralda" direct. But instead of traveling that route in one day, we get all our mail and express matter via Idaho City, in from one to two day's longer time than it might come from Boise City direct. If we are to have a mail at all, it ought to be rendered as convenient to the people as possible.

JACQUES.

Additional evidence that Esmeralda and Rocky Bar were not at the same place appears on the contemporary "Map of the South Boise Gold Mines," a portion of which is reproduced herein. Note that Rocky Bar is shown on Feather River, just above the junction of Elk Creek, while Esmeralda -- indicated as a much smaller place by the number of structures -- is located about eight miles below Rocky Bar on the Feather at its junction with the South Boise River.

Rocky Bar became the county seat in 1865, and how it could have managed without a post office until 1868 is difficult to understand. We do know that Rocky Bar had a Wells, Fargo & Company express office during that time, but surviving express covers are quite scarce. I have noted only four such covers sold in auctions over the past 25 years. After 1868, Rocky Bar postmarks are fairly common. At least five different postmarks styles are known from the office during the Territorial period prior to July 3, 1890.

In conclusion, while the addition of documentary history may shed additional light on questions raised in postal history, the firm answers can still remain elusive. It would appear that Esmeralda and Rocky Bar were not quite the same place, but did each have a post office for some period of time, or was the Esmeralda post office relocated to Rocky Bar in 1868? How did Rocky Bar manage without a post office from 1865 to 1868? Why are no postmarks known from Esmeralda? These questions remain, and the author welcomes response from any reader who might shed additional light on the subject. Please contact the author in care of *LA POSTA*.



FORT BRIDGER - THE PIONEER YEARS

By Les Whall

This famous trading post on Black's Fork came into being when beaver trapping became an unprofitable enterprise. A few hundred men in just twenty to thirty years had nearly exterminated the beaver in western America, depleting their numbers until nearly all advantage for trapping them was lost. Jim Bridger was among those frontier trappers and was also affected with the demise of profitable beaver.

Bridger came to the Rocky Mountain wilderness as a young recruit of William Ashley's enterprises. He may have been the first white man to reach the Great Salt Lake, he then presumed it to be part of the Pacific Ocean. Bridger spent ten or more years with the early trappers and attended the various rendezvous associated with that trade. In that time he gained journeyman knowledge into the trials and practices of mountain trading and the supply of that commerce.

Jim Bridger spent much of the 1830's as a guide for various exploring expeditions throughout the Rocky Mountain regions; country that was completely familiar to him. In 1839 he attended a rendezvous on the Green River, probably one of the last such frontier meetings. At this time he became associated with Louis Vasquez, and both men became active guides for wagon caravans making their way into the new wilderness. It was in the year 1842 that Bridger and Vasquez took a supply train out of St. Louis and established their first trading outpost on Black's Fork. Previously, in 1841, Bridger in conjunction with Henry Fraeb had established an outpost on the Green River several miles from the ultimate Fort Bridger on Black's Fork.

The Black's Fork enterprise developed into the last major supply center before the long treks toward the Pacific Coast. Various wagon trains noted Bridger's Fort and availed themselves of the services and supplies offered. In 1841 a traveler reported that Fort Bridger was then but a single cabin surrounded by several lodges occupied by trappers and Indians. There was a good supply of animal robes, pelts, and clothing, along with Indian craftsmanship articles offered in trade for food supplies and eastern merchandise. Fort Bridger, it was said, also had a large herd of cattle, sheep, and goats.

Fort Bridger became the last principal outpost for traffic to the West Coast. From this point travelers chose courses to California or Oregon considered the fastest or safest. There was much confusion and disagreement on most routes as they were then but recently discovered and used for wagons. In this frontier commerce and expedition, Fort Bridger became a principal destination and mark of travel for nearly all westward emigration.

Any such common depot was a natural focus for communications both eastward and westward. By 1847 the first Mormon exodus passed this way and took advantage of Fort Bridger's services and the chance for returning messages to their families in the Missouri River settlements. The long Mormon wagon train also marked the beginning of the many thousands who would follow this wagon road into western America.

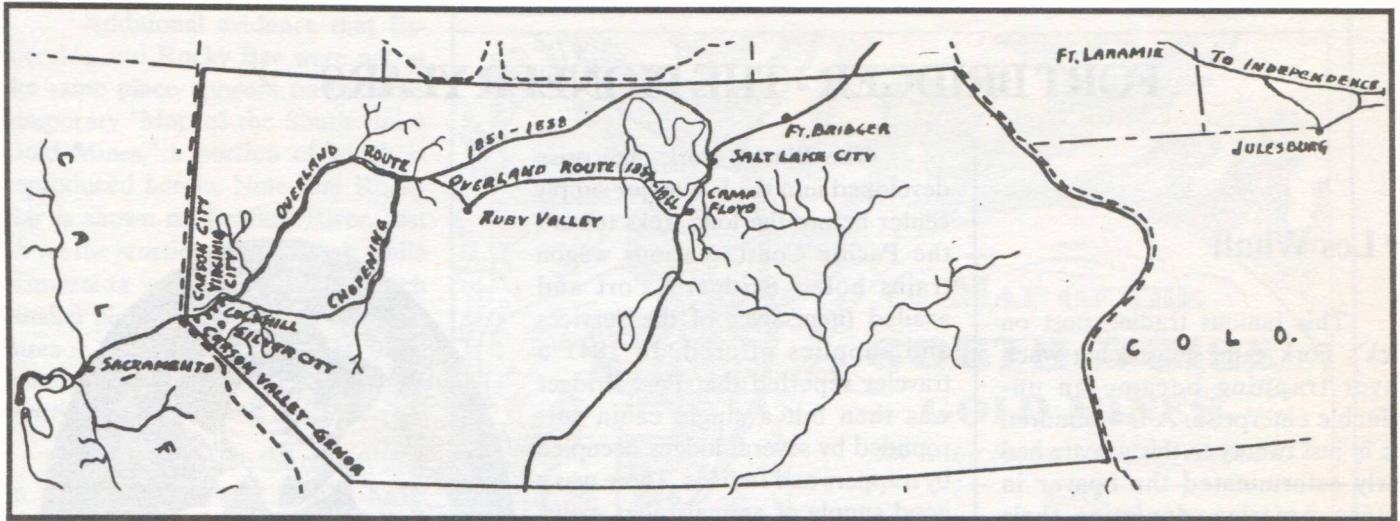
In 1847 the Mormons established their extensive settlement east of Great Salt Lake. This city quickly became the main supply refurbishing center for westward wagon traffic. With the multitude of citizens engaged in settlement and commerce west of the Rockies, there followed a demand



Jim Bridger

for federal mail service between the West Coast and the Western states and territories along the Mississippi and Missouri rivers. In that enterprise, southern and northern mail routes were developed. The northern express operated out of Missouri and followed the original wagon road west to Fort Laramie, Fort Bridger, Salt Lake City, and then on westward to the Pacific Coast.

The late 1840's also brought dramatic political change to the West as the entire western segment of America south of Oregon was wrested from Mexico. Fort Bridger became a part of Utah Territory in 1850. The Mormons and Jim Bridger did not coexist well, and in 1853 the federal judge in Salt Lake City sent his marshal to arrest Bridger for aiding and abetting the Indians in acts against Mormon settlements. Jim Bridger vacated his premises and was not ar-



Map showing Fort Bridger. (Courtesy of LaMar Peterson)

rested. After a long verbal duel, the Mormons bought Fort Bridger and made a final payment for that transaction in 1858. During the interval, both Bridger and Vasquez were represented and advised by Hiram F. Morrell, a lawyer who became the postmaster at Salt Lake City in 1858.

In 1853, Green River County was defined from the original Salt Lake County. It included ferry sites working along Green River, Fort Bridger, and the Mormon's new outpost -- Fort Supply. The Mormons rebuilt Fort Supply and enclosed the premises inside a stone wall 16 feet high and five feet thick. Adjoining the fortification was a livestock corral, again enclosed in rock walls about half as high and thick as those around the fort.

During this time the overland mail service was developed between the Missouri River settlements and the West Coast. The Rocky Mountain express section came up from the plains into Fort Laramie, across South Pass through Fort Bridger, and then through the Wasatch Mountains into Salt Lake City. Fort Bridger, because it was already established and about half way between Fort Laramie and Salt Lake City, became an important mail and freighting station. The first western overland mail express service into Salt Lake City was initiated in 1850, and the contract was awarded to Samuel Woodson and James Brown of

Independence, Missouri. It was a monthly service, or intended so, but Rocky Mountain terrain and weather soon deteriorated the service into a summertime operation. The service became a constant source of complaint from western residents and businessmen. Woodson had only what way stations then in existence to depend upon, so he had to carry the first mails by pack train and depend on the same animals for the entire route. Fort Bridger thus became very important in Woodson's operation for fresh animals, forage, and some semblance of rest facilities for the expressmen and their animals. In attempts at winter passage, Fort Bridger became an absolute survival station for any traveler.

During these formative years, Mormon expressmen carried much of the mail from Salt Lake City in all directions. They tried to gain the overland contract but never were successful until 1856. Operators of the overland mail express won that contract by being the lowest bidder. After winning the contract, they were faced with the impossible task of establishing, manning, and stocking way stations across 1,500 miles of inhospitable terrain in order to operate the service. Fort Bridger's Mormon manager complained to Brigham Young of the express company constantly being in ar-

rears for services and supplies rendered.

The mail service to Salt Lake City changed hands in 1854, but delivery remained entirely dependent on the weather. In the mountain stations, months of undeliverable mail sacks piled up to be forwarded when Spring weather finally opened the trails.

The Mormons were declared to be in rebellion against the laws of the United States in 1857. President Buchanan ordered troops to Utah to restore law and order. He also named a new governor and federal officers for Utah Territory, and these men accompanied the Army on their overland expedition westward. Among these newly appointed officers was Hiram F. Morrell (formerly mentioned as counsel for Bridger and Vasquez). He claimed that he had been appointed postmaster of Salt Lake City in 1856, but had been refused his office, so he, too, was marching with the Army into Utah.

The Mormons broadcast their intentions to defend their city with arms, and to destroy the city if necessary. Mormon militia units waged guerrilla warfare against supply trains and livestock herds supporting the Army column. They burned grasslands along the route between Fort Laramie and Fort Bridger. To deny their use by the Army, Mormon leaders ordered Fort

Bridger and Fort Supply burned to the ground.

Army forces finally reached Fort Bridger in November of 1857. By that time, they were in a terrible condition of exhaustion and near starvation. They had lost over a thousand head of livestock to the weather and Mormon raiders. Their outlook for surviving the winter was very bleak. Commanding Officer, Col. Albert Johnston, added some defenses to Fort Bridger's rock walls, and assigned it as their supply depot. Army forces, federal officials, and various Army and civilian wagon personnel made a huge camp that sprawled along Black's Fork. It became known as Camp Scott. Into this rambling tent city more than 2,000 people settled, as best they could, to survive the winter's extreme weather on short food rations. On orders from Colonel Johnston all mail expresses from the east were stopped at Camp Scott and held there. To facilitate mail delivery to persons at the camp, Hiram F. Morrell set up services in a Selby tent and provided what accommodations he could. A post office was not officially assigned to Fort Bridger until August of 1858.

In April of 1858, Elias Smith, the acting postmaster at Salt Lake City, wrote to Colonel Johnston requesting that the considerable mail held at Camp Scott be forwarded to Salt Lake City. He also included with his petition some mail for the Army that had come by way of the Pacific Coast. Colonel Johnston did not see fit to honor the request at that time.

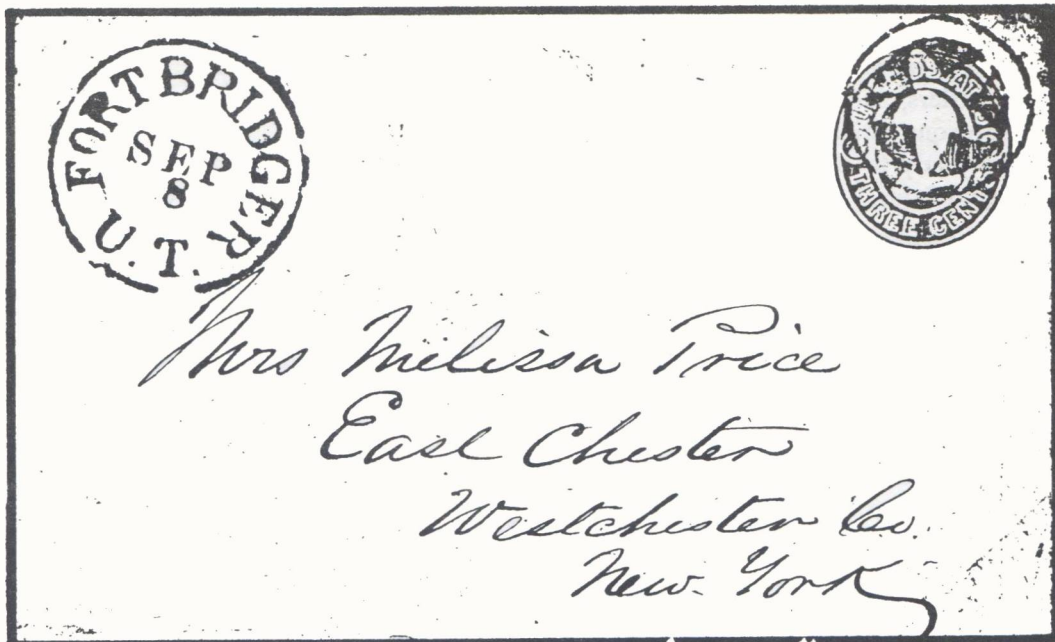
In June, after much negotiating, the Army began their march into the Salt Lake Valley. Along with the formation was carried the winter's accumulation of postal material which had piled up at Camp Scott. Most of the citizens who had accompanied the Army to Camp Scott departed with the troops, and, with their departure, Fort Bridger again returned to its earlier purpose as a primary mail and stage station on the overland expressway.

On August 6, 1858, William F. Carter was appointed the postmaster for Fort Bridger, and the facility has operated continuously since that date. Postmaster Carter's first financial reporting, posted in 1859, indicated compensations of \$125.86, and net proceeds of \$133.38.

William Carter came to Fort Bridger as the sutler for the Army. He was named Probate Judge for Green River County by Governor Cumming when the Army moved into Great Salt Lake Valley. Thereafter, he was always known as Judge Carter. He wore many hats as Fort Bridger resumed its role as a principal supply station along the Mormon Trail. Besides his many business interests, Judge Carter was appointed to county offices and federal assignments for the region. He was also very influential in maintaining peaceful relations with the Indians surrounding Fort Bridger.

Fort Bridger was declared a military reservation on September 9, 1859, and an area of 500 square miles was set aside to delimit the boundaries of the post. Major Hoffman from Fort Laramie was made commander, and troops were assigned to man the new post. Log structures were quickly erected, and in a short time, trees and ditches provided the new post with the appearance of a proper frontier military outpost.

The Pony Express operated through Fort Bridger in 1860 and 1861, and Judge Carter was the local agent for that enterprise. The



FORT BRIDGER/U.T. cds with star-in-circle cancel, c.1862.



Judge William Carter

transcontinental telegraph service was also completed in 1861, and Fort Bridger was an important supply source for that construction. Until the arrival of the railroad, Fort Bridger remained a principal way station for gigantic freighting operations that serviced and supplied the western military posts, the ever-increasing numbers of pioneer settlers, and the thousands of adventurous citizens who raced westward yearly to seek their fortunes in the gold fields.

With the onset of the Civil War, the Army closed its operations in Utah, and ordered its supplies and equipment sold at auction. The Mormons were the principal beneficiaries of this forced sale, and they reasserted their claims to the Fort Bridger property also. Once again, Jim Bridger's inability to provide a legal claim to his location prohibited the Mormons from proving their ownership to the same property. In the ensuing transactions, Judge Carter and his wife became the owners of Fort Bridger.

The Indians surrounding Fort Bridger became bolder with each depletion of military forces, and, by 1862, Judge Carter had formed a volunteer force of men from the region and also enlisted the support of Chief Washakie, the one friendly chief in the area. Through their combined efforts, peace was maintained until another military force could be installed. East of Fort Laramie and south to Denver the overland express stations were being attacked and burned along with wagons and mail pouches. Hundreds of lives were lost and thousands of animals were destroyed or driven off into Indian strongholds. The situation became so bad that mail shipments were held at bordering safe stations until they could be returned to be shipped by water to California.

Brigham Young took the initiative in 1861 and ordered a section of the territorial militia to patrol the route between Salt Lake City and South Pass. Later that same year, Colonel Connor commanded troops from California to provide a federal force in the Wasatch Mountains. A small contingent force was ordered to Fort Bridger. Nothing was done by the Army to develop or expand the fort. It

remained primarily an important way station for emigrants and freighting companies. Gold discoveries brought a great flurry of new activities beginning in 1867.

The transcontinental railroad passed Fort Bridger in 1868, and was completed to the West Coast in 1869. Construction of the railroad involved great industry at Fort Bridger, but it was short lived, and, with the railway in place, Fort Bridger's reason for existence nearly ceased. Wagons and stages still ran into the regions north of the fort, but they were a trifle in comparison with commerce of years past. On July 25, 1868, the Wyoming Territory was established, and Fort Bridger began a new history as part of that enclave. Fort Bridger certainly served a most significant and important role in the discovery and development of the western United States.

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Arrington, Leonard. *GREAT BASIN KINGDOM*.

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Postal Covers

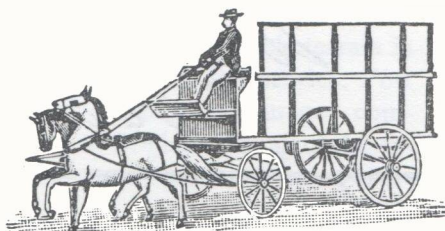
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10. Farmington, 1882, VF purple dcds on cover, E \$60
11. Harrisville, 1893, fine cds on U349, E \$30
12. Hooper, c1892, readable cds on 2c entire, E \$5
13. Hyrum City, 1886, good PROVISIONAL cds on 2c entire, "CITY" and "UTAH" added in ink, date slug taken from an older device, E \$40
14. Hyrum, 1889, good cds on cover, E \$10
15. Ibapah, 1885, manuscript postmark on 2c entire, postmark reads "Ibepah" (first spelling for this PO, 1880-81), rare town, E \$200
16. Kanab, 1879, good cds on cover reduced at left, very interesting and literate letter from a man with the U.S. Geological Survey in southern Utah and northern Arizona, E \$40
17. Kanosh, c1875, readable cds on VF cover, E \$10
18. Logan, 1889, good cds on registered cover, E \$20
19. Minersville, 1887, readable dcds postmaster cancel on 2c entire, E \$15
20. Mounds, 1911, VF 4-bar on ppc, early, E \$30
21. Mount Pleasant, 1894, fine cds on cover, E \$20
22. Ogden City, 1881, VF cds on cover, E \$20
23. Ogden, 1893, good cds on U349, E \$5
24. Panguitch, 1890, fine cds with ms year date on cover, 2nd readable strike ties #213, E \$20
25. Park City, 1889, good cds on cover, E \$15
26. Payson, 1893, fine cds on cover, E \$30
27. Plain City, 1886, VF cds on cover, E \$50
28. Pleasant Grove, 1884, fine cds with misspelling "Plesant" on 2c entire, E \$40
29. Provo City, 1881, good dcds on cover, E \$15
30. Provo City, 1883, fine purple cds on cover, E \$20
31. Provo City, 1885, good MOB cds on cover, E \$10
32. Provo City, 1893, readable cds ties #231 to cover with c/c for Silver Iron Works, E \$8
33. Randolph, 1898, readable cds on cover, E \$5
34. Rockville, 1893, good cds on U349, E \$30
35. Saint George, 1894, VF cds on 2c entire, E \$25
36. Saint George, 1894, F-VF receiving pmk used as originating pmk on 2c entire, E \$20
37. Salt Lake City, 7 covers and 1 wrapper, 1874-1896, all different stikes, 5 with c/c, E \$20
38. Slaterville, 1893, VF dcds on U349, E \$30
39. South Cottonwood (1870-83), 1873, purple ms cancel on cover, 2x3c banknotes paying 6c rate to England, red Liverpool rec mark on front, very scarce town and usage, E \$200
40. Stockton, 1889, good triple circle on cover, E \$25
41. Terrace, 1898, VF cds on UX10, E \$30
42. Uintah, 1889, VF cds on 2c entire, opened rough at left, E \$20
43. Wallsburgh, c1875, readable cds on 3c entire, early and scarce, E \$20
44. Wanship, c1885, VF cds on 2c entire, E \$30
45. Willard, c1875, good cds (I and D strengthened) on cover with five copies 3c banknote, E \$30

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THE SECOND SECTION

Robert G. Munshower, Jr.

Editor

CALIFORNIA RAILWAY POST OFFICES

MONOGRAPH PART 8

by Rod Crossley

ODDS AND ENDS

In this section we will look at Southern Pacific branch line operations in the Central Valley and East Bay. This includes the Sacramento Valley Railroad, the first California railroad, built in 1854. We will also cover electric operation in the cities of San Francisco and Hayward. There were two ship RPO routes in California; the longest traveling post office in U.S. history to Alaska and the Southern Pacific Netherlands Route on the Sacramento River.

Southern Pacific Branch Lines

(46) Sacramento Valley Railroad: The company was incorporated in 1852 to build a 5 foot gauge line, 23 miles from Sacramento to Folsom where it would connect with the California Central, which was to build north to Marysville. Construction was not started until 1854 due to right-of-way problems and was finished by 1856. The line was the first commercial railroad to be built west of the Mississippi River. The railroad was then sold to the Central Pacific in 1865 who converted it to standard gauge. The line was under CP control but operated under its own name until 1877.



The Placerville and Sacramento Railroad was incorporated in 1862 and was constructed between 1863 and 1865. The line was some 26 miles long, being built between Folsom and Shingle Springs. The company ran into financial problems and was sold at foreclosure in 1869. The railroad was then conveyed to the Central Pacific, which operated the Sacramento Valley line between 1873 and 1877.

In 1877 the Sacramento and Placerville Railroad was formed to take control of both the Sacramento Valley and the Placerville and Sacramento. The new railroad operated the combined companies until 1888, while under CP control. Operations were suspended between Folsom and Shingle Springs from 1882 to 1883 due to being in receivership. The Shingle Springs and Placerville Railroad was formed to build the 11 miles between the two towns in 1888. The entire line was operated by the SP for a short while before it became part of the Northern Railway, which in turn joined the Southern Pacific in 1898.

Mail Service

The Post Office started closed pouch service over the line in the 1860's. This was expanded to agent operation in the late 1870's. During the suspension of service the agent stopped at Folsom. When the line was reopened, the agent

PLACERVILLE & SACRAMENTO R. P. O.
Southern Pacific Co., 62.54 m's. via Homestead (n.o.); 62.68 m's. via Elvas (n.o.) (Dist 4)
Rt. 176005 Placerville to Sacramento via Homestead (n.o.); 176028 part, Brighton (n.o.) to Elvas (n.o.); 176-01 part, Elvas (n.o.) to Sacramento; 176105 Fair Oaks to Citrus (n.o.)

b521	b531	b01	Sept. 5, 1915	b520	b02	b530
2 15	7 50	Lv	Placerville, Cal.	11 15	5 06	
2 29	8 08	Ar	El Dorado, Cal. (d.s.)	10 59	4 47	
6 45	3 53	9 35	Folsom City, Cal. (n.j.)	9 35	3 12	8 30
7 00	4 18	9 48		9 10	2 53	8 15
b502	b512	b08	Citrus, Cal. (n.o.)	b503	b05	b513
7 06	4 10	9 48		9 10	2 53	8 15
7 05	4 15	9 53		9 05	2 48	8 10
b501	b511	b07	Fair Oaks, Cal. (n.j.)	b504	b04	b514
7 10	4 20	9 58		9 00	2 43	8 05
7 15	4 25	10 03		8 55	2 38	8 00
b521	b531	b01	Citrus, Cal. (n.o.)	b520	b02	b530
7 15	4 25	10 03		8 55	2 38	8 00
7 30	4 40	10 27		8 30	2 18	5 40
b521	b531	b01	Brighton, Cal. (n.o.)	b520	b02	b530
7 30	4 40	10 27		8 30	2 18	5 40
7 45	4 55	10 32	Elvas, Cal. (n.o.)	8 22	2 10	5 30
7 55	5 05	10 45	Homestead, Cal. (n.o.)	8 10	2 00	5 20
			Sacramento, Cal. lv			



was replaced by an RPO. As soon as the railroad was opened to Placerville, the route was extended over the new line. In 1939, all mail service along the branch ended when passenger service stopped.

Shingle Springs-Sacramento 1880-1888 Yes
981 A-E 46A Agent to 82
Placerville-Sacramento 1888-1939
Yes
981 BCD 46AB



SACRAMENTO, FAIR OAKS, FOLSOM, PLACERVILLE

Motor	No. 62	5520	STATIONS	Motor	No. 61	Motor
8 10	Lv	Sacramento	Ar	7 55	10 35	5 05
8 30	Lv	Brighton	Ar	7 38	10 17	4 50
8 55	Ar	Citrus	Lv	7 15	9 52	4 25
9 00	Ar	Fair Oaks	Lv	7 10	9 05	4 20
9 05	Lv	Fair Oaks	Ar	7 05		4 15
9 10	Lv	Citrus	Ar	7 00	9 52	4 10
9 20	Ar	Natomas	Lv	6 48	9 40	4 53
9 35	Ar	Folsom	Lv	6 45	9 35	4 50
10 16	Ar	Lafayette	Lv	8 56		4 08
10 44	Ar	Shingle Springs	Lv	8 30		4 43
10 59	Ar	El Dorado	Lv	8 16		4 28
11 05	Ar	Diamond Springs	Lv	8 10		4 24
11 15	Ar	Placerville	Lv	8 00		4 18

(47) California Northern Railroad: The railroad was incorporated in 1860 by local interests to build from Marysville to Oroville. Construction was slow and the 27 miles was not finished until 1864. The line went into receivership in 1877 and was reorganized as the Northern California Railroad, later changed to the Northern California Railway in 1885. The new company built 27 miles from Marysville to Knights Landing between 1889 and 1891. Some of this line followed the old CP line that was washed away in the flood of 1871. The company was leased to the SP in 1889 and became a part of it in 1898. The section between Wilson and Knights Landing was abandoned in the 1930's.

Mail Service

Closed pouch service was established over the line to Oroville soon after the route was finished. Service was later extended to Woodland when the section to Knights Landing was completed. In 1897 the Post Office established RPO services between Oroville and Sacramento. The route followed the old Cal P line from Knights Landing through Woodland and Daviesville to Sacramento. For a few short months in 1899 the line was extended to San Francisco, but soon reverted back to Sacramento. All RPO service on the branch ended in 1917 being again replaced by closed pouch service.

Oroville-Sacramento 1897-1899	Yes
982 47,5 DEF	
Oroville-San Francisco 1899	No
Oroville-Sacramento 1899-1917	Yes
982 T 47,5 DEF	

(45) Vaca Valley Railroad: The railroad was incorporated in April 1869 to build the 4 miles from Elmira on the California Pacific main line to Vacaville which it completed the same year. Due to problems, the railroad was sold at a sheriff's sale in 1870. The new owners built another 13 miles to Winters by 1875 where construction again stopped. The company assets were transferred to the Vaca Valley and Clear Lake Railroad in 1877. This company, which was to have extended the line to Clear Lake, only built the first ten miles to Madison. The railroad came under Southern Pacific control in the 1880's, which consolidated it with several other companies to form the Northern Railway in 1888. This company finished the final 24 miles to Rumsey started by the Vaca Valley and Clear Lake that same year. The section from Rumsey to Capay was abandoned in 1934 with further cutbacks to Esparto in 1941.

Mail Service

Soon after the line was extended to Madison, the Post Office established closed pouch operation between there and Elmira. When the section to Rumsey was completed, the service was upgraded to full RPO. Service was to be one round trip per day and would last some 43 years until 1932. That year the route was cut back to Guinda some five miles from Rumsey. However, this change was to last a little over 18 months before all RPO service on the branch would end.

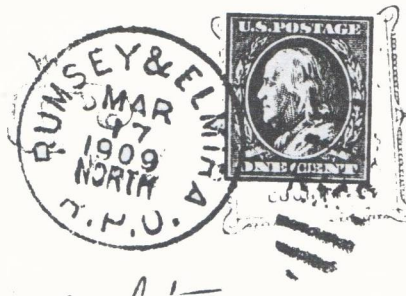
Rumsey-Elmira 1889-1932	Yes
992.8B 45 AB	
Guinda-Elmira 1932-1933	Yes
992.8A 45 A	

(52) San Ramon Valley Railroad: This railroad was incorporated in April 1888 to build from Avon near Martinez on the SP Valley main line some 35 miles south to Pleasanton. There was no construction and the paper company became part of the Southern Pacific in May of that same year. The SP then built the 20 miles from Avon to San Ramon in 1891. Some 18 years later the SP finished the 9 miles from San Ramon to Radium on the old Western Pacific line to Oakland.

Mail Service

Closed pouch operation started as soon as the line was finished to San Ramon. In 1899 this was expanded to a full RPO between San Ramon and San Francisco via the Oakland Pier. When the section to Radium was completed, the route was extended to Livermore on the WP main line to the east of Radium. The RPO was cut back to San Ramon in 1917 and to Danville in 1981. However, this new route lasted only 20 days before all RPO service on the branch was discontinued.

San Ramon-San Francisco 1899-1909	Yes
992.10A 52AB 72A 44A	
Livermore-San Francisco 1909-1917	Yes



ELMIRA, VACAVILLE, WINTERS, RUMSEY

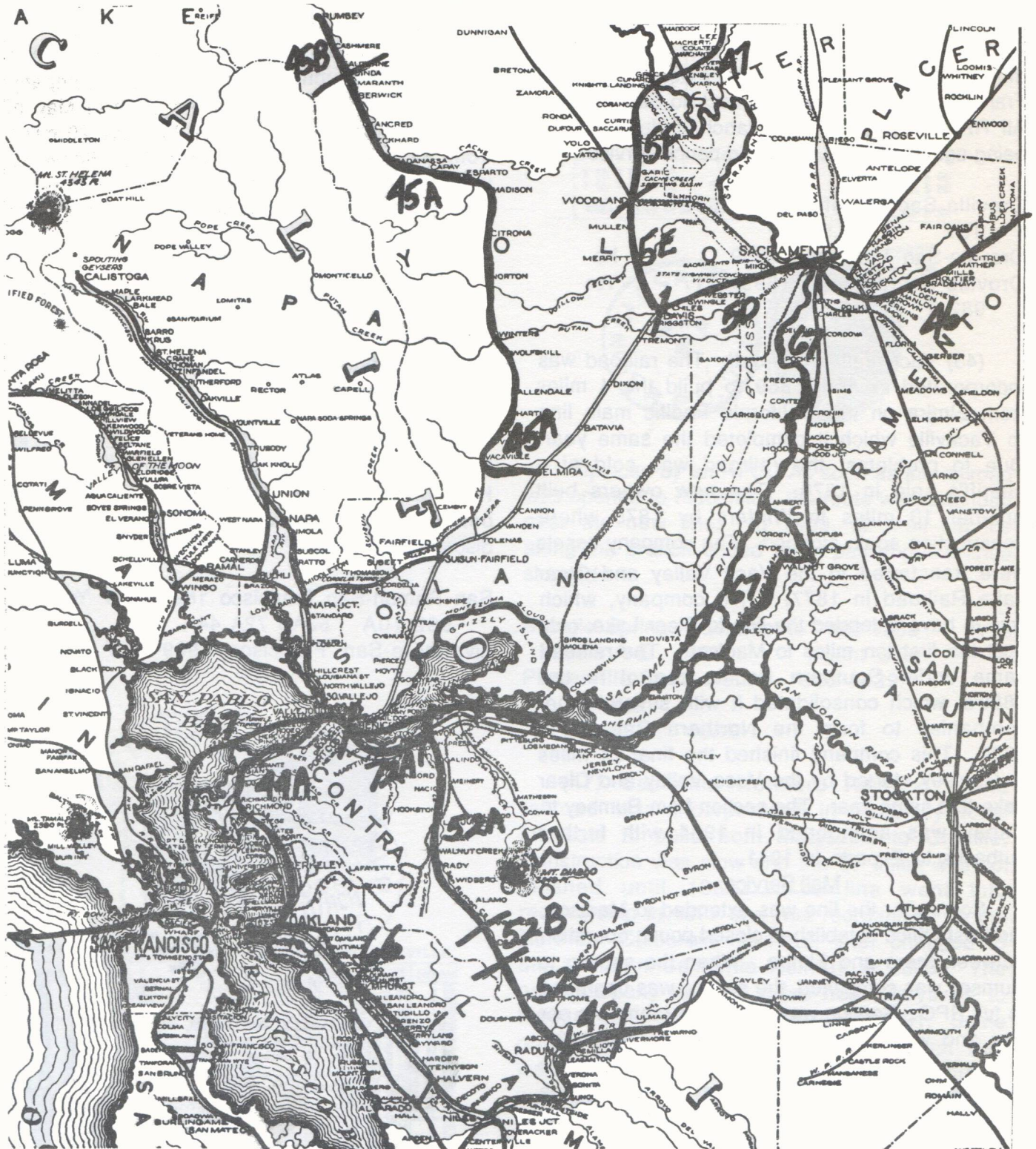
3 00	6 21	OLv.	San Francisco	Ar	11 10
3 32	6 50	6Lv.	Oakland (16th St.)	Ar	10 30
6 55	9 08	60Ar.	Elmira	Lv	8 00
6 00	9 15	OLv.	Elmira	Ar	7 55
6 10	9 30	4Ar.	Vacaville	Lv	7 45
6 35	10 05	17Ar.	Winters	Lv	7 20
	10 45	27Ar.	Madison	Lv	
	11 00	29Ar.	Esparto	Lv	
	12 05	46Ar.	Guinda	Lv	
	12 20	51Ar.	Rumsey	Lv	

SOUTHERN PACIFIC COMPANY

SEPTEMBER, 1923.

JFM

SCALE OF MILES





OROVILLE & SACRAMENTO R. P. O.
Southern Pacific Company, 87.24 m's. (R-San Fran.)
Rt. 176009 Oroville to Woodland; 176022 part, Woodland to Davis;
176001 part, Davis to Sacramento.

CLERKS:

Myers, James Burnham, Charles L.
Relief Clerk: Curti, Vergilio.

	a21	a17	Jan. 5, 1908	a18	a22	
2 12 15	4 15	lv	Oroville, Cal.	8 50	2 45	a22
1 20	5 15		Marysville, Cal.	8 50	1 35	a22
1 35			Yuba City, Cal.	8 40	1 20	a12
a11 1 43	5 23		Woodland, Cal.	7 10	11 45	10 55
3 15	7 00		Davis, Cal.	8 45	11 25	10 35
3 35	7 20					
a112 3 54	a54			a55	a53	a111
3 54	7 25			6 35	11 15	10 25
4 45	7 56	ar	Sacramento, Cal.	6 10	10 55	10 00

20' apartment car (fw).

Tr. 22 meets tr. 21 at Marysville 1 20

For other trains of this line see Ogden & San Fran., and Port & San Fran. R. P. O's.

LIVERMORE & SAN FRANCISCO R. P. O.

Southern Pacific Co., 75.58 m's. (P-San Fran.)
Rt. 176028 part, Livermore to Radum (n.o.); 176072 Radum (n.o.)
to Avon Sta. (n.o.); 176032 part, Avon Sta. (n.o.) to Port Costa;
176001 part, Port Costa to San Francisco

Clerk trs. 42 and 43: Medley, John C.

Clerk trs. 44 and 41: Wilson, William R.

Relief Clerk: Crocker, Paul I.

	a43	a41	June 11, 1911	a42	a44	
2 50	6 00	lv	Livermore, Cal.	ar	10 50	7 10
3 00	6 13		Pleasanton, Cal.		10 40	7 00
			Radum (n.o.) Cal.			
3 00	6 13		San Ramon, Cal. (n.j.)	10 38	6 58	
3 23	6 38		Avon Sta. (n.o.) Cal.	10 15	6 34	
4 10	7 25		Martinez (n.j.)	9 27	5 48	
4 10	7 25		Port Costa, Cal.	9 27	5 48	
4 20	7 32			9 20	5 40	
4 30	7 40			9 12	5 27	
4 45	7 43			9 04	5 22	
4 52	7 50		Val. Junction, Cal. (n.o.)	8 55	5 12	
5 02	8 00		Richmond Sta. (n.o.)	8 45	5 05	
5 22	8 29		Oakland, Cal. (16th St.)	8 29	4 48	
5 37	8 53		Oakland Pier, Cal. (n.o.)	8 14	4 32	
5 45	9 00		San Francisco, Cal.	8 07	4 27	
6 08	9 28	ar		7 40	4 00	

15' apartment cars (fw). Trains 41 and 44.

20' apartment cars (fw). Trains 42 and 48.

Service between Oakland Pier and San Francisco is by ferry boat.

For other trains of this line see Ogden & San Fran., Ash. & San

Fran., Sac'to & San Fran., San Fran. & Los Angeles and San Fran.

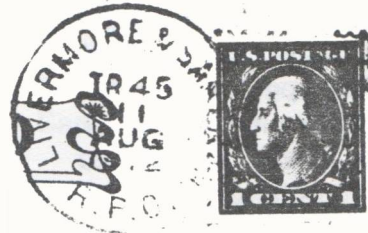
& Visalia R. P. O's

SAN FRANCISCO, MARYSVILLE and OROVILLE.
Via Woodland and Knights Landing.

18	20-22		STATIONS.		17	21-19
Daily	Daily	Dis			Daily	Daily
3 40	7 00	0	Lv.	San F's co, It Market St + y	Ar	10 48 7 28
5 10	8 33	32	Lv.	Port Costa. ♀	Ar	9 17 5 52
7 07	10 22	76	Ar.	Davis ♀	Lv	7 25 4 05
8 45	10 55	0	Lv.	Sacramento + ♀.	Ar	7 50 4 55
7 10	11 20	13	Ar.	Davis ♀	Lv	7 25 4 30
7 20	11 45	76	Lv.	Davis	Ar	7 20 4 10
7 45	12 05	85	Lv.	Woodland + ♀	Ar	6 55 3 40
f 7 55	12 18	91	Lv.	Curtis.	Ar	6 44 3 28
f 8 05	12 27	95	Lv.	Knights Landing ♀	Ar	6 35 3 18
f 8 30	12 55	106	Lv.	Chandler.	Ar	6 04 2 50
f 8 45	1 00	109	Lv.	Marcuse	Ar	5 59 2 45
f 8 48	1 00	112	Lv.	Tudor.	Ar	5 51 2 38
f 8 44	1 10	113	Lv.	Abbott.	Ar	5 49 2 34
f 8 50	1 10	117	Lv.	Oswald.	Ar	5 42 2 28
f 9 00	1 24	121	Lv.	Yuba City ♀	Ar	5 34 2 17
f 9 15	1 45	123	Lv.	Marysville + ♀	Ar	5 20 2 05
f 9 20	1 50	124	Lv.	Binney Junction.	Ar	5 15 1 50
f 9 25	1 50	132	Lv.	Ramirez	Ar	4 57 1 34
f 9 43	2 15	135	Lv.	Coombs	Ar	4 53 1 30
f 9 50	2 25	137	Lv.	Honcut.	Ar	4 48 1 25
f 9 53	2 30	138	Lv.	Vancluse	Ar	4 45 1 18
10 05	2 55	144	Lv.	Palermo.	Ar	4 30 12 55
(10 15	3 00	147	Lv.	Villa Verona.	Ar	4 23 12 40
10 25	3 30	149	Ar.	Oroville ♀	Lv	4 15 12 30

SAN FRANCISCO AND SAN RAMON VALLEY

6 00	4 00	8 00	0Lv. San Francisco (Market St.)	Ar	9 10	6 30
6 35	4 34	8 30	6Lv. Oakland (16th St.)	Ar	8 33	6 05
7 05	4 45	9 45	39Lv. Avon	Ar	7 05	4 45
7 55	5 55	9 56	44Lv. Concord	Lv	6 53	4 35
8 25	6 11	10 12	49Lv. Walnut Creek	Lv	6 36	4 18
8 37	6 23	10 30	56Lv. Danville	Lv	6 19	4 01
8 45	6 28	10 40	59Ar. San Ramon	Lv	6 13	3 56
8 55	6 50		64Ar. Dougherty	Lv	6 02	3 45
			74Ar. Livermore	Lv	5 45	3 30



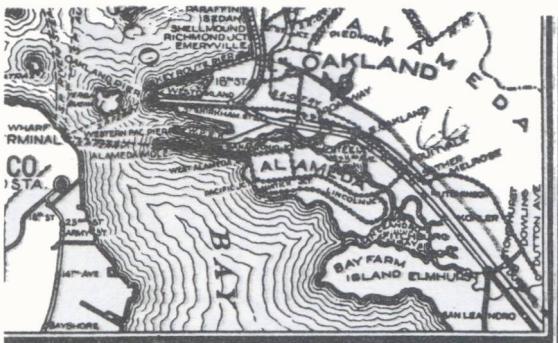
979 D 4C 52ABC 72A 44A
San Ramon-San Francisco 1917-1918 Yes
992.10A 52AB 72A 44A
Danville-San Francisco 1918 No

Oakland Traction Co. (Electric), M. 36 m's. Rt. 376000 part. Service from San Lorenzo Jct. to San Lorenzo (1.68 ms.), and from Hayward (Castroville) to S. P. Depot (.98 ms.), covered by closed pouches. CLARK: Wood, Chester F. (W-Sat-Fri)

(66) Oakland, San Leandro and Hayward Railroad: There were several large traction networks in the East Bay, but only one was an interurban. The Oakland, San Leandro and Hayward was founded in 1891 with construction starting from Hayward that same year. The 14 mile narrow gauge line was finished to 13th Street in Oakland the next year. It would be another year before the company could obtain a franchise to build into downtown Oakland. The interurban became part of the Oakland Transit Company in 1902, which would change both its gauge and its name to Oakland Traction Company in 1906. During the 1920's-30's, service was reduced on the line with the last car leaving Hayward in 1935.

When the interurban line reached downtown Oakland, the Post Office established closed pouch service on the line. This was upgraded in 1901 to a full RPO operation with 4 round trips daily. With the construction of better roads into Hayward, the need for the route declined, so service was discontinued in 1920.

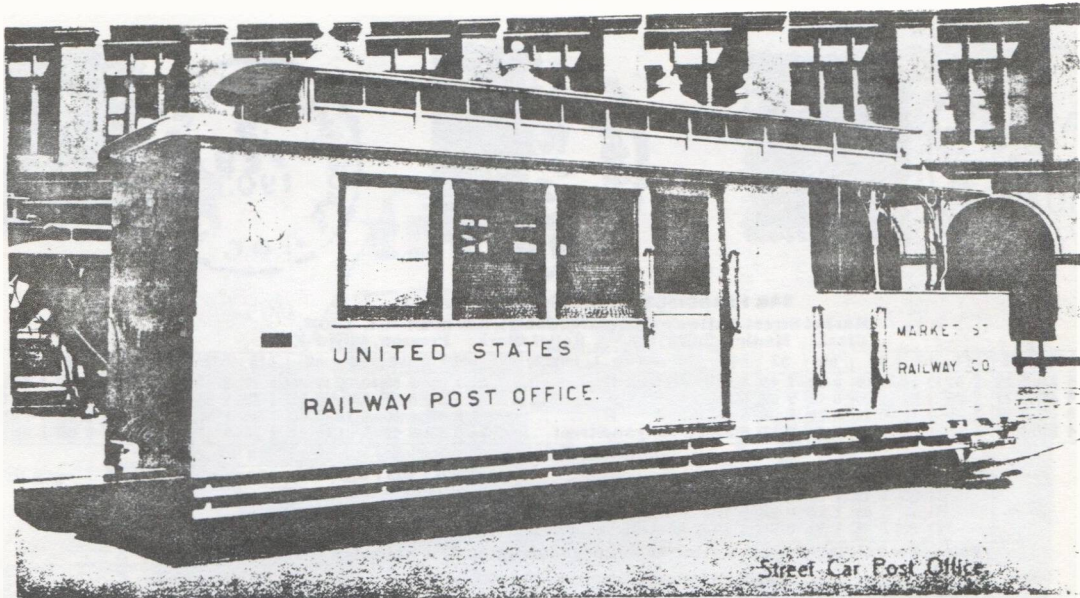
Yes



(20) San Francisco City Service: San Francisco grew from a sleepy little town that was the starting point for the Gold Rush to the financial and cultural hub of the West Coast within less than 25 years. This growth caused a need for local transportation of which the first was an omnibus line called the Yellow Line. It was built from the main Post Office along Keary, Third and Mission to Mission Delores in 1852. Next came the Market Street Railroad in 1860, the first Street Car franchise on the West Coast. The company used steam power until it was outlawed, then horses until it was sold in 1882 to Leland Stanford, who replaced the horses with that new invention, the cable car. The Ferries and Cliff House Railway built a cable car line along Powell, Washington, Jackson and Sacramento Streets in the late 1880's and early 90's.

In 1893, the Ferries and Cliff House, Omnibus Line, Market Street and North Beach and Mission were formed by interests identified with the Southern Pacific into the Market Street

Railway. The new company went on an expansion program, extending the Sacramento Street line via Lake and 6th to Golden Gate Park in time for the California Midwinter Fair in 1893. Soon after, the Mission Street line was electrified. The United Railway of San Francisco was formed in 1902 from the Market Street Railway and all other independent owned street railroads in the city by Eastern Capital.



The great earthquake occurred at 5:18 a.m., April 18, 1906, interrupting all rail service in the city. The Mission Street line was running by the following May, with the Sacramento Street line next. The Market Street cable line was converted to an electric operation that same year. In 1921, the railway changed its name back to the Market Street Railway and in 1944 was combined with the Municipal Railway Sacramento. Street Cable was removed in 1942, while the Mission Street line was converted to buses in 1949 and Market Street is now only used for the Annual Trolley Festival. Several of the Ferries and Cliff House cable car lines are still running.

Mail Service

The Market Street Railway used standard and narrow gauge cable and electric cars to provide RPO service over their lines. The first route to be established was the Mission Street line, a standard gauge cable line operating from the Ferry Building to Mission and 22nd Street in August, 1896. In September, due to the success of the Mission Street RPO, the Post Office established two more routes. The first was the Sacramento Street line, a narrow gauge cable line which ran from the foot of Market Street at the Ferry Building to Fulton and 6th. Early in 1902 the route was cut back from Fulton to Sacramento and Walnut. The last route to be started was the Market Street line, a standard gauge electric line which also started at the Ferry Building and ran along Market to Hayes, then west to Stanyan Street at the entrance to Golden Gate Park.

All RPO operations in the city were replaced by closed pouch operation on September 1, 1905 some seven months before the quake. The pouch service operated between the Ferry Building and the new Post Office at 7th and Mission Street. To handle the increase volume of bulk and pouched mail, the United Railroad of San Francisco built two special cars, both of which were in service when the quake came, thus being trapped and destroyed. A detailed history of the San Francisco RPO operation can be found in the Berdsky and Pinkerton book published by the MPOS in 1984.

San Francisco-Market Street 1896-1905	Yes
SF 1A	20A
San Francisco-Mission Street 1896-1905	Yes
SF 2A	20B
San Francisco-Sacramento Street 1896-1905	
Yes	SF 2B 20C

WATER ROUTE RPO

(72) Yukon River: The Yukon River was an unexplored part of Alaska for a great number of years following the purchase from Russia. It was not until 1889 that the first Post Office was established on the river at Mitchell. Mail service prior to this had been spotty. Overland routes were tried to Mitchell but failed due to many problems. The Postal Service established summer service by boat from San Francisco and Seattle to the river. The 1897 contract issued to North American Trading and Transportation



SAN FRANCISCO—MARKET STREET R. P. O.

(Market Street Railway Company (Cable), 3.82 m's.) Rt. 376003.
Clerk: Metley, John C. Relief Clerk: Presson, Cloyd E.

e18	b17	b16	b13	b11	b8	b7	b6	b3	b1	Aug. 1, 1900.	b2	b4	b6	b8	b10	b12	b14	b16	b18	e20	b22	
11 00	5 32	4 22	3 18	2 18	12 58	10 04	8 58	7 46	6 05	L Station E.....	A	7 09	8 50	10 02	11 08	1 54	3 14	4 20	5 28	6 38	1 21	12 18
11 16	5 48	4 38	3 32	2 28	1 08	10 20	9 14	8 02	6 21	" B.....		6 53	8 34	9 46	10 52	1 38	2 58	4 04	5 10	6 20	1 15	12 06
11 20	5 52	4 42	3 38	2 30	1 18	10 24	9 18	8 06	6 25	" H.....		6 49	8 30	9 42	10 48	1 34	2 54	4 00	5 06	6 16	1 11	12 01
11 31	6 03	4 53	3 47	2 41	1 21	10 35	9 29	8 17	6 36	A Stanyan Street.....	L	6 38	8 19	9 31	10 37	1 23	2 43	3 49	4 55	6 05	1 00	

Additional Trips.

e29	b27	b25	b23	b21		b24	b26	b28	b30	e32	
11 00	3 18	12 54	10 06	5 55	L Station D.....	A	8 47	12 02	4 17	5 33	1 43
11 16	3 34	1 10	10 22	6 11	Station B.....		8 29	11 44	3 50	5 15	1 25
11 28	3 40	1 22	10 34	6 23	A Station G.....	L	8 19	11 34	3 40	5 05	1 15

Note: On holidays cars run same as Sundays including first week day round trip.

SAN FRANCISCO—MISSION STREET R. P. O.

(Market Street Railway Company, (Electric) 3.35 miles.) Rt. 376005.
Clerk: Hallett, Charles O. Relief Clerk: Presson, Cloyd E.

e18	b17	b16	b13	b11	b8	b7	b6	b3	b1	Aug. 1, 1900.	b2	b4	b6	b8	b10	b12	b14	b16	b18	e20	
11 00	5 30	4 25	3 18	2 18	1 00	11 30	10 00	8 55	6 55	L Station D.....	A	6 56	9 56	10 52	12 22	2 01	3 18	4 28	5 28	6 21	1 37
11 06	5 36	4 31	3 25	2 21	1 06	11 36	10 06	9 01	6 01	" K.....		6 50	9 50	10 46	12 16	1 55	3 10	4 14	5 20	6 25	1 31
11 07	5 37	4 32	3 26	2 22	1 07	11 37	10 07	9 02	6 02	3rd and Mission.....		6 49	9 49	10 45	12 15	1 54	3 09	4 13	5 19	6 24	1 30
11 26	5 56	4 51	3 45	2 41	1 26	11 51	10 21	9 21	6 21	Station C.....		6 31	9 31	10 31	12 01	1 38	2 51	3 55	5 01	6 06	1 12
11 28	5 58	4 53	3 47	2 43	1 28	11 53	10 23	9 23	6 23	A 22d and Mission.....	L	6 29	9 29	10 29	11 59	1 34	2 40	3 53	4 59	6 04	1 10

Note: On holidays cars run same as Sundays including first week day round trip.

SAN FRANCISCO—SACRAMENTO STREET R. P. O.

(Market Street Railway Company (Cable), 4.86 m's.; Rt. 376004.
Clerk: Peres, Peter J. Relief Clerk: Presson, Cloyd E.

CHAS. F. FULTON, 1900.										RENEWED: FULTON, 1900.																				
e18	b17	b16	b13	b11	b8	b7	b6	b3	b1	Aug. 1, 1900.										b2	b4	b6	b8	b10	b12	b14	b16	b18	e20	b22
11 00	5 35	4 27	3 08	2 08	12 42	10 04	9 06	7 55	6 16	L Station D.....	A	7 39	8 49	10 00	11 24	2 02	2 59	4 20	5 21	6 19	1 38	12 19								
11 14	5 39	4 41	3 14	2 20	12 50	10 18	9 20	8 09	6 30	" A.....		7 25	8 35	9 46	11 10	1 48	2 45	4 06	5 07	6 05	1 25	12 07								
11 20	5 45	4 47	3 20	2 26	1 02	10 24	9 26	8 15	6 36	" F.....		7 19	8 29	9 40	11 04	1 42	2 39	4 00	5 01	6 59	1 19	12 02								
11 27	5 52	4 54	3 27	2 33	1 09	10 31	9 33	8 22	6 49	Car House.....		7 12	8 22	9 33	10 57	1 35	2 33	3 53	4 54	5 52	1 12	11 56								
11 35						1 17	10 39		6 51	Station M.....		7 04			10 49	1 27		3 45			1 04	11 47								
11 39						1 21	10 43		6 55	A 6th Ave. and Fulton.....	L	7 00			10 45	1 23		3 41			1 00									

Note: On holidays cars run same as Sundays including first week day round trip.

Company was to have been 5 times per year, but was canceled due to problems.

When the Klondike Gold Strike really started in 1898, the Postal Service reevaluated the needs of the river. Based on this, the Post Office sent a postal inspector to establish five offices along the Yukon. The inspector traveled with everything needed to start up these new offices, including stamps.

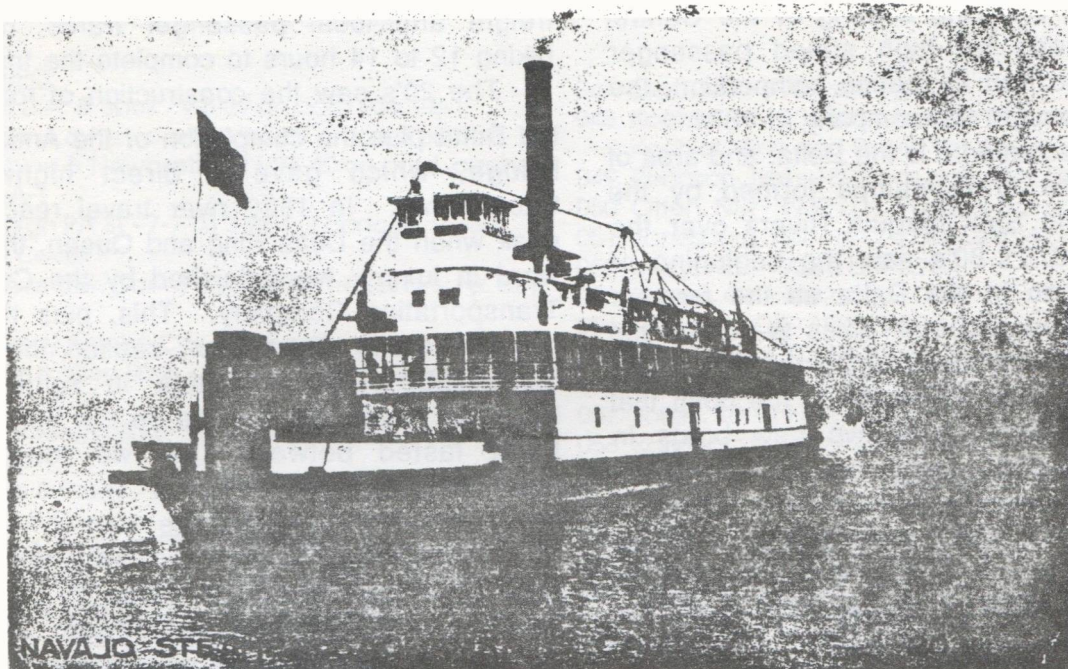
In 1899, the Post Office established the longest traveling Railway Post Office in United States history to service these offices along the Yukon. The route was some 4,395 miles long (2,850 ocean and 1,545 river) and operated three times during June and July. The Alaska Commercial Company operated the route from San Francisco to St. Michael on the coast, then up the creek to Dawson Creek, Yukon Territory. The route only lasted for 3 years. However, there are examples of the cancel being used in 1915 when the correct cancel would have been Yukon River Alaska RPO. At the same time that the San Francisco and Yukon River was started, the

Postal Service also started the Seattle and Yukon River which was to make 3 round trips on the river during June, July and August from Seattle (see La Posta, Vol. 6, No. 6 and Vol. 9, No. 3 for more details on Alaska RPO).

San Francisco-Yukon River 1898-1901 Yes
X - 1 7 2 1915 date use found

NETHERLANDS ROUTE

(67) S.P. Sacramento River Operation: The river flows from Mount Shasta to the San Francisco Bay through the Central Valley. Thus, through the years, it has been the natural highway to the coast. The California Gold Rush brought demands for fast passenger service on the river. To meet these needs, many new steam driven paddlewheeler boats were introduced on the river. Some of these set speed records, but several were lost to river snags or weak boilers. In 1854 several of the boat owners formed the California Steam Navigation Company which soon had a monopoly on the river due, in part, to its



Daily Ex. Sun.	Daily Ex. Sun.	Miles	SACRAMENTO RIVER STEAMERS Netherlands Route	Daily Ex. Sun.	Daily Ex. Sun.
12 00	8 30	0	Lv. San Francisco (Pacific St. Wharf)	Ar	7 00
	10 37	30	Lv. Benicia	Ar	
	12 00	55	Lv. Collingsville	Lv	
	12 30	63	Lv. Emmaton	Ar	
	1 10	69	Lv. Rio Vista	Lv	
	1 45	74	Lv. Isleton	Lv	
	2 33	80	Lv. Ryde	Lv	
	2 50	83	Lv. Walnut Grove	Lv	
	3 12	86	Lv. Vorden	Lv	
	3 40	92	Lv. Courtland	Lv	
	4 33	102	Lv. Clarksburg	Lv	
	7 00	125	Ar. Sacramento (K St. Wharf)	Lv	10 00

Stops at all points: arrival
indefinite account
freight conditions.

Stops at all points: arrival
indefinite account
freight conditions.

No stops en route

Steamer **NAVAJO** leaves San Francisco 8:30 a. m., daily except Sunday, stopping at all points en route.

Steamer **NAVAJO** leaves Sacramento 9:00 p. m., daily except Sunday. No stops en route.

Steamer **MODOC** or **APACHE** leaves San Francisco 12:00 noon, daily, except Sunday, leave Sacramento 10:00 a. m. daily except Sunday.

Fare between San Francisco and Sacramento \$1.50.

Meals: Breakfast and Dinner a la carte, Luncheon \$0.50.

Berths \$0.50. Staterooms \$1.00, \$1.50, \$2.00.

Special accommodations for Automobiles.

Rates for autos between San Francisco and Sacramento are as follows:

10 ft. 6 in. and under \$5 10 Over 13 ft. 6 in. \$10 10

13 ft. 6 in. and under 7 60

Regular ticket to be held by each passenger.

WILLIAM MCKENZIE, *Supt.*, Southern Pacific River Steamers,
Pacific Street Wharf, San Francisco, Cal.

F. A. FISH, *Asst. Supt.*, Southern Pacific River Steamers,
Pacific Street Wharf, San Francisco, Cal.

H. G. OTIS, *Agent*, Southern Pacific River Steamers,
Pacific Street Wharf, San Francisco, Cal.

L. RICHARDSON, *District Freight and Passenger Agent*,
Broadway and 13th Street, Oakland, Cal.

H. C. COLLINS, *D. F. A.*, 461 Market Street,
Telephone Kearny 3160, San Francisco, Cal.

G. C. WILLIAMS, *Agent*, K Street Wharf, Sacramento, Cal.

JAS. O'GARA, *District Freight and Passenger Agent*,
801 K Street, Sacramento, Cal.

Information Bureaus: Market St. Ferry Station, Palace Hotel, Third & Townsend Sts. Station, Flood Building, San Francisco.

SACRAMENTO RIVER R. P. O.
Southern Pacific Co.
Steamboat Service. 127-24 m's. Rt. 75091. (Dist 4)

TO RPO	Jan. 4, 1914	FROM RPO
10 00 Lv	Sacramento, Cal.	Ar 7 00 3 00
1 00	Courtland, Cal. (d.s.)	3 40 11 00
2 00	Vorden, Cal. (d.s.)	3 12 10 00
3 00	Walnut Grove, Cal.	2 50 9 00
3 30	Ryde, Cal. (d.s.)	2 33 8 00
5 30	Rio Vista, Cal. (d.s.)	1 10 6 30
7 00	Collingsville, Cal. (d.s.)	12 01 5 00
8 00	Benicia R. R. Sta. (n.o.)	10 37 3 00
11 00 Ar	San Francisco, Cal.	Lv 8 30 12 00

*Steamer NavaJo—mail room, —' x —'

+Steamer Modoc or Apache—mail room, 8' x 5'

§Steamer Modoc or Apache—express mails

-Steamer NavaJo meets Steamer Modoc or Apache bet. Walnut Grove and Vorden.

WESTBOUND FROM
b S. F. Term. R P O San Fran.



mail contract. With the coming of the Central Pacific, the need for high speed passenger service declined, but to reduce competition, the Central Pacific bought the company in 1871.

South of Sacramento is the Delta, and area of islands, sloughs and swamps formed by the Sacramento and San Joaquin Rivers over the years. The 1870's-80's saw the beginning of farming operation in the Delta as the farmers cleared the island and built dikes to control the water. As passenger service declined, the freight business on the river increased to the point that the Southern Pacific built two new boats in 1880. The boats regularly stopped at several towns along the river, but would also stop at a farmer's landing to take on or discharge cargo. An idea of the volume of this freight can be seen from the 1918 data. During that year, the inbound cargo was primarily agricultural supplies, while outbound the boats carried 2,193 carloads of deciduous fruits, 850 cars of celery, 250 cars of asparagus, plus additional cars of berries, nuts, beans, onion, etc.

As the tourist business developed in California after the turn of the century, the SP Passenger Department needed a name for the Sacramento River service. So to the Shasta, Overland, Coast and Sunset Routes was added the Netherlands Route, based on the resemblance of the levies and island to Holland. The business increase of passenger and freight caused the Southern Pacific to build three new boats over the next 12 years. Daily, except Sunday, service was offered over the route, with the morning boat from San Francisco stopping at several towns along the way. The night boat from Sacramento normally left around 10 p.m., arriving back at San Francisco at 7 a.m. with no stops along the way. The round trip of about 250 miles was normally handled by one boat, which between 1909 and 1917 was the Navajo. In addition, a boat left both cities daily to primarily

freight and local passenger traffic, normally taking 12 to 14 hours to complete the trip.

The 20's saw the construction of roads into the Delta plus the completion of the Antioch Toll Bridge, which gave a direct highway to Sacramento. In 1926 river travel reached its peak when the Delta King and Queen, the latest word in luxury, were finished by the California Transportation Company. This, plus the new roads and the depression, caused the SP to discontinue river operation in April, 1930. However, passenger service on the Sacramento River lasted between the two towns until November, 1941.

Mail Service

The California Steam Navigation Company had a contract with the Post Office to carry bulk pouched mail between Sacramento and San Francisco. After the CP gained control of the company, this contract was expanded into a daily except Sunday closed pouch route. This was in turn upgraded in 1903 to a full RPO operation.

The boats used to start the service were the Apache and the Modoc in which the SP built 15' x 8' mail rooms. The route's only stops were at Walnut Grove, Rio Vista and Collinsville, but mail bags were exchanged at other towns along the route during the trip. By 1909, the Navajo was assigned to the morning RPO from San Francisco, while the Modoc or Apache handled the morning down river run from Sacramento. In addition, the Postal Service added an express mail run from San Francisco, normally leaving after the Navajo. This was at first handled by the short lived boat, the Seminole, then after its sinking in 1913, by whichever boat did not do the daily Sacramento to San Francisco run. With the coming of World War I, the service was again reduced to a closed pouch operation. This route was first handled by the Southern Pacific, later by the California Transportation Company and would last until 1941.

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

ELECTRIC RPO

- 001 Coeur D'A. & Spok - 9-8-39 on card 906.1-B-1
- 002 Ft. Wayne & Newcastle - 9-5-39 on card 686.1-A-1
- 003 Ft. Wayne & Newcastle - 11-26-40 on card, cachet 686.1-A-1
- 004 Pittsburgh PA ST - 7-7-03 3 stps, 2 cancels, P1-3a Pretty Cover
- 005 Third Ave Dist. Car - 11-10-99 NY-1-C as b/s, NY City
- RAILROAD
- 006 Cranberry & John City - 1925 ppc, scarce narrow
- 007 C. Spgs & Glen Spgs - 956-C-1 1907 lile/readable, ppc
- 008 Denv & Kremmling - 962.2-C-1 1908 on design ppc crease
- 009 Frannie & Cody - 961-J-1 1911 ppc (fy lile)
- 010 Ithaca & Owego - 131-C-1 1906 ppc scarce
- 011 Ithaca & Owego - 131-C-1 1906 ppc scarce
- 012 Joliet & Pekin - 722-H-1 1908 ppc Pekin on stamp
- 013 Keokuk & Red Oak - 787.3-B-1 1915 ppc
- 014 KC & La Junta - RARE straightline 1908 "KC & La Junta TR 5 8-16-09 E.H. Rlepe" ppc
- 015 Loup City & Gr Isld - 948.2-A-1 ppc 1908 Scarce
- 016 KC & Virginia - 923.4-A-1 1908 ppc
- 017 Lyons & Denver - 961-N-1 1906 partial strike, ppc RARE
- 018 Omaha & Bonesteel - 939-F-1 1906 ppc, 25% rim lile
- 019 Toluca & Kirby - 951-R-1 1909 ppc, crease, RARE
- 020 Townsend & Centerville - 261-E-1 1916 ppc, couple letters lile
- 021 TR Clk Jersey City - 259-A-6 CRR STA 1905 ppc
- 022 Walla Walla & Pasco - 901.5-B-1 1909 ppc

WESTERN STATES

- 023 Fox, Alaska - 1927 4 bar ppc
- 024 Pirtieville, AZ - 1920 4 bar lgl cdr Chinese on FRT enc. in Chinese
- 025 Fieldbrook, CA - 1907 cds ppc
- 026 Gaviota, CA - 1911 Purple 4 bar ppc
- 027 Dover, CO - 1910 Doane ppc
- 028 Elkton, CO - 1922 Duplex ppc
- 029 Flagler, CO - 1907 Doane ppc
- 030 Gulnare, CO - 1906 Doane ppc
- 031 Henry, CO - 1912-13 2 ppc's, one good strike on design, one fair on design
- 032 Stratton, CO - 1907 Doane ppc
- 033 Vilas, CO - 1908 Doane ppc, bit off at top
- 034 Kimama, ID - 1932 4 bar Purple signed PM LDC
- 035 McCammon, ID - 1894 Purple Dbl Circle
- 036 Douglass, IA - 1903 cds
- 037 Quartz, MT - 1912 cds ppc
- 038 Lloyd, MT - 1916 Purple 4 bar ppc
- 039 Twete, MT - 1912 4 bar ppc
- 040 Harrison, NE - 1937 Handstamp Flag mimic lgl cvr
- 041 Harrison, NE - 1937 Handstamp Flag mimic lgl cvr
- 042 Asylum, NE - 1908 ppc
- 043 Jess, NE - 1909 small Doane ppc
- 044 Nysted, NE - 1912 Doane emb ppc
- 045 Orafino, NE - 1908 cds ppc
- 046 Valyrang, NE - 1932 4 bar LDC

- 047 Elida, NM - 1907 cds ppc
- 048 Koehler, NM - 1910? 4 bar part off card, picture of Koehler Mine and Power House
- 049 Penasco, NM - 1895 cds pair #246 Pretty Cover
- 050 Otten, NM - 1932 LDC Purple 4 bar signed P.M.
- 051 Janesburg, ND - 1912 4 bar Leith 4 bar as b/s
- 052 Mary, ND - 1932 4 bar LDC
- 053 Bishop, OK - 1932 4 bar LDC
- 054 Stillwater, OK - 1901 Duplex
- 055 The Dalles, OR - 1870's cds banknote cover
- 056 Howell, SD - 1911 4 bar ppc
- 057 Jolley, SD - 1914 Duplex ppc
- 058 Karinen, SD - 1927 4 bar ppc
- 059 Melham, SD - 1932 4 bar Purple LDC
- 060 Vilas, SD - 1909 4 bar into ppc design
- 061 Virgil, SD - 1915 Manuscript (RFD?) ppc
- 062 Bonney, TX - 1909 Doane ppc
- 063 Cherry Spring, TX - 1911 4 bar ppc
- 064 Kaufman, TX - 1891 Bold cds
- 065 Laguna, TX - 1911 4 bar bit dbl struck
- 066 Rex, TX - 1909 4 bar ppc stamp cnr torn
- 067 Henefer, UT - 1899 cds
- 068 Ft. Ward, WA - 1915 4 bar ppc
- 069 Red Apple, WA - 1932 4 bar LDC P.M. signed
- 070 Chugwater, WY - 1910 Blue 4 bar o/s Albia dup. ppc
- 071 Meadow, WY - 1910 cds ppc
- 072 Wind River, WY - 1934 4 bar Lewis & Clark cachet
- 073 Willow, WY - 1932 4 bar LDC
- ILLINOIS
- 074 Bayle City, IL - 1908 Unusual, odd Purple cds ppc
- 075 Bloomington, IL - 1869? cds w/3cent 1869
- 076 Ellsworth, IL - 1883 Purple Triple Circle U.S. #183
- 077 Jacob, IL - 1910 Doane no # in bars UX20
- 078 Lanark, IL - 1860's solled cvr w/3 cent 1861
- 079 Linter, IL - 1911 Doane ppc
- 080 Seehorn, IL - 1871 Manuscript U163
- SHIP CANCELS
- 081 USS Holland - 1932 Purple 4 bar Purple Double Circle signed by P.M.
- 082 Det River Sta - 1932 first trip large cachet
- 083 Det River Sta - 1935 4th July cachet "Posted S.S. Becker" signed by P.M.
- 084 Balboa CZ Paquebot - 1941 cds S.S. Monroe Voyage #1 H/S
- 085 Paquebot - 1920's Black straightline handstamp on ppc Cuba to U.S.

Bids close September 30, 1988. \$2.00 minimum bid. High bid wins by small advance over second bid. Free Xerox with SASE. Buyer pays postage.

MARYLAND STAMPLESS COVERS

Standard size unless noted

- 1) K-7 ANNAPOLIS MD F-VF black Feb 16 cds, ms purple "12½" on neat 1830 fl, slt normal edge toning (\$5-10)
- 2) K-7 ANNAPOLIS MD F-VF red Aug 5 cds, ms black "12½", underch 25/37½ on 7" folded cvr, sm tear (\$5-10)
- 3) K-8 ANNAPOLIS MD Fine black cds, black stamped "PAID", ms "10" on 1841 fl, little wear, soiling (\$5-10)
- 4) K-8 ANNAPOLIS MD Bold black cds, magenta "12½" on Fine 1842 fl, embossed Anne Arundel County seal (\$5-10)
- 5) K-10 ANNAPOLIS MD F-VF blue Oct 17 cds, blue ms "50" on tan 1844 folded cvr, little tear, wear (\$5-10)
- 6) K-11 ANNAPOLIS MD F-VF blue cds, stpd blue "PAID", "5" on VF 1850 printed prospectus for Naval Gazette (\$10)
- 7) K-28 BALTIMORE MD VG blue Apr 8 cds, magenta "12" on 1845 printed fl from state Commissioner of Stamps, giving rates for which bonds, notes etc are to be taxed, asking County Clerks to order stamps. Nice F-VF (\$10)
- 8) K-29 BALTIMORE MD F blue cds, stpd blue "PAID", "10" in oval on VG-F blue fl to Liverpool, England; rec mk on back "AMERICA/LIVERPOOL MY 30 1847", amazing cross-written contents looks like a quilt. (\$25)
- 9) K-40 BALTIMORE MD F-VF black Jan 28 cds on brown cvr to London, England, ms "pr Br. M. Steamer America from Boston, red stpd "PAID", "21", "19", boxed "PAID 12 FEB 1856"; on back black Jan 30 Boston cds. F cover (\$25)
- 10) K-41 BALTIMORE MD F blue ar 18 cds on brown cvr to London, England, ms "pr Steamer Africa", ms pencil "48", ms red "48", stpr red "PAID", "48", circled "PAID FA AP 1 1856" Fine cover (\$25)
- 11) K-1 BELAIR MD Nice black Mar 28 cds, stpd black "PAID", "5" on F-VF blue fl 1851. (\$10-20)
- 12) K-2 BEL AIR MD VG black cds on F brown 8½x3-3/4" cover, stpd black "5". Scarce pmk 1854 only. (\$25-35)
- 13) K-3 CAMBRIDGE MD VF red cds, brown ms "Paid 10" on F-VF 1829 fl to Denton. (\$20)
- 14) K-4 CAMBRIDGE MD VF red July 24 cds, ms "Paid 10" on Fine fl, graffiti on back. Scarce pmk. (\$25)
- 15) K-8 CAMBRIDGE MD Fine red cds, ms blue "20" on 1842 fl, nice VF condition. 2-year pmk. (\$15-20)
- 16) K-9 CAMBRIDGE MD F-VF red Mar 8 cds, ms "40" on Fine 1845 fl to Denton. (\$5-10)
- 17) ms Centreville Md Manuscript Dec 4, ms "6" on 1837 turned fl, CHESTERTOWN Dec 7 cds (K-10). Chestertown only G-VG but listed as pricing V = \$60-75, fewer than 25 known. The fl is decent for turned item, G-VG. (\$25)
- 18) K-1 CENTREVILLE MD F-VF blue cds, ms "5" on 1847 fl, neat and clean. (\$10-15)
- 19) K-1 CENTREVILLE MD Decent VG black 4 Feb cds on VF tan 1852 cover, stpd black "PAID", contents. (\$10)
- 20) K-12 CHESTERTOWN MD VF red cds, stpd red "PAID", ms "6" on F-VF 1842 fl to Centreville. (\$10)
- 21) K-12 CHESTERTOWN MD F green Mar 9 cds, stpd green "PAID", "5" on 1850 blue VF fl. Scarce color. (\$25)
- 22) K-13 CHESTERTOWN MD VG Dec 5 (1852 contents, earlier than cat date 1853) blue-green cds, matching stpd "FREE", ms "Free, I A Pearce" on 8½x3-3/4" rather worn cover to Centreville. (\$10)
- 23) K-13 CHESTERTOWN MD F-VF green Nov 24 cds, matching stpd "PAID", "3" on VG-F fl to Centreville. (\$20)
- 24) K-9 CUMBERLAND MD F-VF green Sep 3 cds etc inside turned fl, FREDERICK Sep 5 (1844) Fine item (\$20)
- 25) K-9 CUMBERLAND MD VF red Oct 30 cds, ms red "5" on lt blue fl, nice VF item. (\$10-15)
- 26) K-9 CUMBERLAND MD VG-F red May 10 cds, stpd black "5" in circle on VF 1851 fl; later than cat 1848. (\$10)
- 27) K-2 EASTON, MD Black Oct 9 "tin hat" usual partial strike, ms "paid 8" on neat F-VF 1805 small fl. (\$20)
- 28) K-2 EASTON, MD Black nice but usual partial September 27 "tin hat", ms "Free, Tho^s Perrin Smith, P.M. Easton, Md" on F-VF fl. Smith was Easton Postmaster 1801-1825. Nice item with his signature. (\$25)
- 29) K-7 EASTON, MD Black nice but partial September 9 "tin hat", ms "paid 6" on 1817 F fl. Fewer than 10 are known according to Kendall; 2-yr type, decent strike as good as catalog illustration. (\$30-40)
- 30) K-7 EASTON, MD Black partial January 8 cds, ms "paid 12" on 1818 VG fl; cat says only 1817. (\$20)
- 31) uncat EASTON MD Apparently uncataloged type wth S,T parallel but S much higher. Unusually nice strike for Easton, VG+ black May 21 cds on rather soiled, worn but decent 1822 fl, with ms "12½". (\$25-40)
- 32) K-10 EASTON MD Very Nice for Easton, Nrly Fine Sept 2 cds, ms "paid 6" on VG fl 1823. (\$20-25)
- 33) K-15 EASTON, MARYLAND Fairly clear oval cds, ms date, ms "paid 6" on nice F-VF 1835 fl. (\$15)
- 34) K-15 EASTON, MARYLAND Unusually clear Nrly F oval cds, ms date Oct 3, ms "6" on F-VF fl (\$20)
- 35) K-19 EASTON MD Nice blue Nrly Fine cds, ms "5" on F-VF 1847 fl to Denton. (\$10)
- 36) uncat ELK RIDGE LANDING Md Uncataloged type, ELK RIDGE in semicircle form above, LANDING semicircle below, Md above DIN of LANDING, in 30mm circle, ms date Aug 20, ms "10", on somewhat soiled but decent fl to Annapolis. Contents headed, "Ellicotts Mills Augt 18th 184(7 or 9?) Ink appears magenta; probably rare item. (\$100-200)
- 37) ms Elkton 15 June manuscript pmk, ms "paid 10", "Paid" on Fine 1811 fl, some wear but nice (\$20)
- 38) ms Elkton March 16th manuscript pmk, ms "10" on F-VF 1819 fl, little normal toning. (\$20)
- 39) K-1 ELKTON MD Pretty red F Jan 4 cds, ms "10" on F-VF 1837 fl, attractive strike. (\$10-15)
- 40) K-3 ELKTON MD Nice VG-F black Mar 3 cds, stpd black "PAID 3" in circle on F 1853 fl. Scarce color (\$20)
- 41) K-3 ELKTON MD Bold F-VF red Aug 23 cds, matching red stpd "5" on F 1853 fl, slt soiling but nice (\$10)
- 42) K-1 EMMITSBURG MD * F red triple-ring cds, ms Jan 17, ms "Paid 6" on small Fine fl, pen notations (\$10)
- 43) K-4 FREDERICK MD F-VF red Mar 17 cds, ms "10" on F-VF 1838 fl, lengthy contents, copy of legal interrogation about ownership of slaves. Nice clean, attractive item, good contents. (\$25-40)
- 44) K-4 FREDERICK MD Bold red VF Dec 23 cds, ms "12½" on 1840 turned fl originating in Cumberland VG-F (\$20)
- 45) K-14 HAGER! MD F red May 14 cds on 1829 fl, Fine, later than catalog dates of 1817-27. (\$20)
- 46) K-2 HANCOCK MD F red Oct 25 cds, ms "10" on Fine 1839 fl. (\$10)
- 47) K-1 LEONARD TOWN MD VG-F green Oct 4 cds, ms "10" on 1842 fl, Fine. Scarce pmk, rare color. (\$25)
- 48) K-1 MOUNT AIRY MD Partial red Mar 23 cds, stpd red "PAID", boxed "5", ms "Paid 5" on Fair 1847 fl (\$25)
- 49) K-1 PRINCE FRED^k TOWN MD Very decent VG-Fine black cds, ms Mar 21, ms "20" on F-VF fl, no contents (\$25)
- 50) K-1 PRINCE FRED^k TOWN MD Another nice Nrly F black cds, ms Jun 17th, ms "25, overchgd 5/20" on 3½x8½" 1833 fl, nice F-VF item. Scarce pmk cat \$75 in ASCC, \$30-45 in Kendall. (\$25)
- 51) K-1 PRINCESS-ANNE MD VG-F red Jan red cds, ms day 14, ms "Single", "25" on nice F-VF 1841 fl headed Dec 13, 1840. Scarce pmk, later than catalog range of 1834-40. Rate to Mississippi (\$35)
- 52) K-2 PRINCESS ANNE MD Nice F-VF green Feb 20 cds, ms "12½" on F-VF 1842 fl, embossed county seal (\$20-25)
- 53) K-5 ROCKVILLE MD VF red Nov 9 cds on nice F-VF 1843 fl, pen notations but attractive (\$10-15)
- 54) K-5 ROCKVILLE MD F-VF red Mar 2 cds on nice clean VF 1844 fl, ms "6". (\$10-15)

Closes September 30, 1988
KENDALL Catalog Numbers

Richard A. Long

POST OFFICE BOX 472
BANDON OR 97411

SPECIAL AUCTION OF A NATIONWIDE DPO COLLECTION
LA POSTA, P.O. BOX 135, LAKE OSWEGO, OR 97034
(503) 657-5685

The following lots are composed of one man's DPO collection formed in 1941 and early 1942. Postmarks appear to represent virtually all offices which closed during that period. Examples are all on 1-cent Government postal cards (Scott's UX 27). The postmarks are mostly very well struck, and many appear in colored ink. Bidders may submit their bids along with Subscribers' Auction bids, but please remember to include the 'D' prefix for each lot in this special sale. Complete listings of towns in the larger state lots (except the remainder lot) are available over the telephone or by mail if you send a stamped addressed envelope. Normal Subscribers' Auction rules apply, and photocopies of individual pieces are available for a \$ASE.

ALABAMA

D01. Lot of 5 different LDCs including CALDWELL, ROCK RUN, RURAL, WATSONIA & WILSON DAM. Est. \$12.00

ALASKA

D02. BARROW, BETTLES & WISEMAN, Aug 31, 1942 on CENSORED GPC. Est. \$8.00
D03. LUCKYSHOT, 1942, VG Type 1 on LDC. Est. \$15.00
D04. MATANUSKA, 1941, G+ Type 2 on LDC. Est. \$12.00

ARIZONA

D05. APACHE, 1943, G+ 4-bar on LDC (06-43) Est. \$6
D06. CALVA, 1941, Fine magenta 4-bar on LDC (1938-41) Est. \$25.00
D07. CHINLE, 1941, Fine 4-bar on FDC. Est. \$5.00

ARKANSAS

D08. Lot of 6 different LDCs including ARKANSAS POST, CAPPSTOWN, HAND, MANY ISLANDS, MILO & RICH MOUNTAIN. Est. \$12.00

CALIFORNIA

D09. EUREKA/SECTION BASE BR., 1942, Fine 4-bar on FDC. Est. \$5.00
D10. SWITZERLAND, 1941, VG 4-bar on LDC (San Bern. 1939-41) Est. \$12.00
D11. Lot of 12 different LDCs incl. BAY, BLACKBEAR, DUNMOVIN, HODGE, OLYMPIA, OWENYO, REIFF, TRIGO & VENADO. Est. \$25.00

COLORADO

D12. ACKMEN, 1941, Fine 4-bar on LDC (1917-42) Est. \$8.00
D13. FOSSTON, 1941, Fine 4-bar on LDC (1910-41) Est. \$6.00
D14. LAKEWOOD, 1942, Fine magenta 4-bar on LDC (1937-41) Est. \$8.00
D15. RUEDI, 1941, VG magenta 4-bar on LDC (1889-1941) Est. \$6.00

CONNECTICUT

D16. TYLERVILLE, 1941, VG 4-bar on LDC (1871-1941) Est. \$4.00

FLORIDA

D17. Lot of 6 different incl. DOWLING PARK, LACOTA, LAKEPORT, MARINELAND, PIRATES COVE & WINDSOR. Est. \$15.00

GEORGIA

D18. Lot of 5 different incl. CLYDE, DUE, OASIS, PADESA & WAYS STATION. Est. \$10.00

IDAHO

D19. Lot of 3 different incl. PARDEE, MELROSE & SUBLETTE. Est. \$8.00

ILLINOIS

D20. FAIRGRANGE, 1942, VG 4-bar on LDC. Est. \$4.00
D21. PARKER, 1941, VG 4-bar on LDC. Est. \$4.00

INDIANA

D22. Lot of 3 different incl. CLIFFORD, GUTHRIE & ELKINSVILLE. Est. \$6.00

IOWA

D23. BENTONSPORT, 1942, VG 4-bar on LDC (1938-1942) Est. \$4.00
D24. TICONIC, 1942, Fine 4-bar on LDC (1888-1942) Est. \$4.00

KANSAS

D25. Lot of 5 different incl. BASIL, BANCROFT, BIG BOW, BRADFORD & MUNJOR. Est. \$10.00

KENTUCKY

D26. Lot of 30 different incl. ANCHOR, BANDY, BLUFF BOOM, COLIE, HIKE, IVAN, JEAN, MINOR (Doane), OTTER POND, TABOR, TURKEY CREEK, WALTZ, etc. Est. \$50.00

LOUISIANA

D27. Lot of 8 different LDCs incl. BIG CANE, BOLIVAR, DENN'S MILLS, ENON, WILLS POINT, ZEBEEDEE, etc. Est. \$15.00

MARYLAND

D28. Lot of 8 different LDCs incl. ALTAMONT, BROWN, FORT GEORGE MEADE, MIDDLE RIVER, SHARON & VALE SUMMIT. Est. \$10.00

MASSACHUSETTS

D29. GAY HEAD, 1941, G 4-bar on LDC. Est. \$4.00
D30. HAYDEN ROW, 1941, Fine red 4-bar on LDC. Est. \$5.00

MICHIGAN

D31. Lot of 4 different LDCs. including ISABELLA, LULU, PAYMENT & WAUCEDA. Est. \$8.00

MINNESOTA

D32. OAK POINT, 1942, VG 4-bar on LDC. (1910-42) Est. \$5.00
D33. SETON, 1942, Fine magenta 4-bar on LDC (1922-42) Est. \$8.00

MISSISSIPPI

D34. Lot of 8 different LDCs incl. ABBOTT, CRAIG, GOWDEY, LOCKHART, LOMBARDY, PECAN, PENTON & PYLAND. Est. \$15.00

MISSOURI

D35. Lot of 20 different LDCs incl. BARTLETT, BLOODLAND, CHILTON, COOKVILLE, DELAWARE, FLORIDA, HICKORY, TRIBUNE, VERA, etc. Est. \$45.00

MONTANA

D36. Lot of 4 different LDCs including COMANCHE, DALEVIEW, FAIRCHILD & NICKWALL. Est. \$12.00

NEBRASKA

D37. SOMERSET, 1941, VG 4-bar on LDC. (1887-1941) Est. \$4.00

NEVADA

D38. JOHNNIE MINE, 1942, VG 4-bar on LDC (1937-42) Est. \$12.00
D39. POTTS, 1941, G+ magenta 4-bar on LDC (1898-1941) Est. \$6.00
D40. VYA, 1941, Fine 4-bar on LDC (1910-41) Est. \$8.00

NEW HAMPSHIRE

D41. MILL VILLAGE & GOSHEN, 1942, Fine 4-bars on LDC/FDC card. Est. \$5.00
D42. WATER VILLAGE, 1942, G+ 4-bar on LDC. (1840/1942) Est. \$4.00

NEW JERSEY

D43. VAIL, 1942, VG 4-bar on LDC. Est. \$5.00

NEW MEXICO

D44. CUNICO, 1942, VG 4-bar on LDC. (1927-42) Est. \$8.00
D45. TURLEY, 1941, VG 4-bar on LDC. (1908-41) Est. \$6.00

NEW YORK

D46. Lot of 3 different LDCs including BORDER CITY, VERBANK VILLAGE & STERLINGVILLE. Est. \$8.00

NORTH CAROLINA

D47. Lot of 10 different LDCs incl. BENTLEY, CARBONTON, DEHART, ETNA, GILLET, JAPAN, MARINES, etc. Est. \$25.00

NORTH DAKOTA

D48. BLACKWATER, 1941, VG magenta 4-bar on LDC (1906-41) Est. \$8.00
D49. MANITOU, 1941, VG 4-bar on LDC (1905-41) Est. \$6.00

OHIO

D50. Lot of 3 different LDCs including INGOMAR, PORTERSVILLE & WEST DOVER. Est. \$6.00

OKLAHOMA

D51. Lot of 5 different LDCs incl. BERWYN, LUTIE, PEORIA, TANGIER & ZAFRA. Est. \$12.00

OREGON

D52. Lot of 3 different LDCs including EIGHTMILE, BEAGLE & QUARTZ MOUNTAIN. Est. \$12.00

PENNSYLVANIA

D53. Lot of 19 different LDCs incl. BERTHA, BILLMEYER, BRUNNERSVILLE, HORNING, IDAMAR, ONNALINDA, QUEEN, STONE CHURCH, etc. Est. \$35.00

SOUTH CAROLINA

D54. NINE TIMES, 1941, VG 4-bar on LDC. Est. \$5.00
D55. STOKAES, 1941, VG 4-bar on LDC. Est. \$5.00

SOUTH DAKOTA

D56. BADNATION, 1942, VG 4-bar on LDC (1938-42) Est. \$12.00
D57. HEADLEE RANCH, 1942, VG 4-bar on LDC (1924-42) Est. \$10.00

TENNESSEE

D58. Lot of 4 different LDCs including CYPRESS, GILLIES MILLS, HEDGECOTH & RADER. Est. \$10.00

TEXAS

D59. Lot of 6 different LDCs incl. CLEAR LAKE, EDGAR, EMBRYFIELD, FRY, SACHSE & THRIFTY. Est. \$15.00

UTAH

D60. LEOTA, 1941, Fine magenta 4-bar on LDC. (1926-41) Est. \$10.00
D61. PINTO, 1941, VG 4-bar on LDC (1884/1941) Est. \$6.00

VIRGINIA

D62. Lot of 22 different LDCs incl. ADIAL, BUFFALO STATION, COAN, ELWAY, LLOYDS, MOORMANS RIVER, ZENOBIA, etc. Est. \$45.00

WASHINGTON

D63. DALKENA, 1942, Fine magenta 4-bar on LDC. (1903-42) Est. \$8.00
D64. Lot of 3 different LDCs including SAM, BORDEAUX & YALE. Est. \$12.00

WEST VIRGINIA

D65. Lot of 17 different LDCs incl. ACUP, CONCHO, DEAN, ENON, MUNITION, NEALS RUN, PAD, RAMP, SNOW HILL, THREE CHURCHES, etc. Est. \$35.00

WISCONSIN

D66. MARSHVILLE, 1941, VG 4-bar on LDC (1898-1941) Est. \$6.00
D67. POLLEY, 1942, Fine red 4-bar on LDC (1907-42) Est. \$6.00

WYOMING

D68. Lot of 3 different LDCs including BIGTRAILS, FONTENELLE & FOSSIL. Est. \$12.00

NATIONWIDE REMAINDER

D69. Lot of 100+ mostly different duplicates to DPOs appearing in above lots. Very little duplication within this lot & most are LDCs. Est. \$125-150.

END OF SALE - BIDS CLOSE: September 30, 1988

SUBSCRIBERS' AUCTION NUMBER 23

P.O. BOX 135, LAKE OSWEGO, OR 97034

(503) 657-5685

BIDS CLOSE: SEPTEMBER 30, 1988 (10 PM)

ALABAMA

101 PINCKNEYVILLE, 1857, mss on 3-cl Nesbitt trifle ruff @ top. DPO. Est.\$8.

ALASKA

- 102 ALASKINDIA, 1941, VG Ty1 on FFC. Est. \$15.00
103 ANDREAFSKI, 1954, Fine Ty 1 on LDC. Est. \$8.00
104 BELL ISLAND, 1941, VG magenta Ty 1 on FFC. Est. \$12.00
105 BROAD PASS, 1852, VG Type 1 on cml. cvr. Est. \$8.00
106 BUCKLAND, 1837, VG Type 1 on FFC. Est. \$15.00
107 EAGLE, 1838, VG Type 6 on PPC. Est. \$5.00
108 EUREKA, 1910, VG Type 1 on PPC Est. \$60.00
109 FAIRBANKS/NORTH POLE RUR. STA., 1954, Fine Ty 1 on FDC. Est.\$10.00
110 HAINES, 1911, VG Type 3 on PPC. Est. \$12.00
111 HOT SPRINGS, 1952, VG magenta Ty 4 on cml. cvr. Est. \$8.00
112 JUNEAU, 1908, VG Ty 14 on PPC. Est. \$8.00
113 JUNFAU, 1905, VG example of the damaged Type 8 on PPC. Est. \$15.00
114 KATALLA, 1836, VG Ty 3 on FFC. Est. \$12.00
115 KETCHIKAN/MEYERS CHURCH RUR.STA., 1965, error 4-bar on phil.cvr. E\$8.00
116 KLAUWICK, 1954, G+ Type 7 on cml. cvr. Est. \$5.00
117 KNIK, 1914, G (o'strik) Type 2 on PPC.(1904-19) Est. \$100.00
118 LATOUCHE, 1907, readable ("OUC" not strik) Ty1 [DOANE] on cvr. E\$25.
119 LIVENGOOD, 1952, VG Ty 4 on cml. cvr. Est. \$8.00
120 NIGHTMUTE, 1954, Fine Ty 1 on phil. cvr. Est. \$8.00
121 NOME/REC'D., 1908, on RUSSIAN GPC pm ST.PETERSBURG. Msg. in Russian. E\$8
122 NOME, 1918, G Type 16 [FLAG] on cover. Est. \$10.00
123 PETERSBURG, 1910, VG Type 3 on PPC Est. \$15.00
124 SAINT MICHAEL, 1910, VG Ty 7 [NON-STANDARD 4-bar] on PPC. Est. \$20.00
125 SEWARD, 1918, G+ Type 8 on PPC. Est. \$10.00
126 TENAKEE, 1908, G+ Type 2 on PPC. Est. \$75.00
127 WACKER, 1941, VG Type 2 on FFC. Est. \$12.00
128 WAINWRIGHT, 1929, VG Type 1 on cover. Est. \$10.00
129 WHITTIER, 1948, G+ Type 1 on SPECIAL DELIVERY env. w/vert. crease. E\$8
130 WISEMAN, 1951, VG Type 3 on cml. cvr. Est. \$8.00
131 Lot of 3 diff FFCs, 1839-41: SAINT MICHAEL, FORT YUKON & CIRCLE, G-VG strikes. Est. \$5.00
132 APO 978 (NORTHWAY), Fine 4-bar on CENSORED cover. Est. \$8.00
133 PROVISIONAL CENSOR, Ty 937-2, well strk on monarch cvr pm lite SEATTLE/N. AIR STA. KODIAK ALASKA BR., Apr 1942. Est. \$50.00
134 PROVISIONAL CENSOR, Ty 939-1, strk in blue on phil cd. pm SEATTLE/FT.MEARS BR. (Ty1) March 10, 1942. Est. \$40.00
135 PROVISIONAL CENSOR, Ty 939-3, well strk in blue on monarch cvr pm APO 939 Apr 1942. Est. \$50.00
136 PROVISIONAL CENSOR, Ty 942-4, strk in blue on Bus. Reply card pm ANCHORAGE April 1942. Unusual legitimate use. Est. \$50.00
137 US/NAVY, 1943, on cvr w/Marine Bks, Dutch Harbor ret.addr. CENSORED. E\$10.
138 USS SIRIUS, 1932, VG Ty 5 w/DURCHHARBOR/ALASKA in bars. Est. \$8.00
139 USS SWALLOW, 1934, VG Ty3 w/GREAT SIT/ON * ALASKA in bars. ph.cvr.E\$8.00
140 USS SWALLOW, 1934, VG Ty3 w/KANAGA IS./ALASKA in bars. ph.cvr. E\$8.00

ARIZONA

- 141 CASTLE BUTTE, 1948, Fine 4-bar on phil. card (1947-56) Est. \$5.00
142 FLAGSTAFF, c.1885, readable Type 5 on cvr w/stains. Scarce type. E\$40.00
143 FLAGSTAFF, Sep 1898, readable Ty 13 on cvr w/2-cl DUE stamp. Est. \$12.00
144 FORT BOWIE, 1863, readable ("RT BO" not strik) Type 1 on cvr. Est.\$15.00
145 HACKBERRY, 1908, about G Type 8 on PPC. Est. \$5.00
146 HEREFORD, 1908, readable Ty 1 [DOANE] on PPC. Est. \$10.00
147 JACOB LAKE, 1954, VG 4-bar on GPC (1933-55) Est. \$5.00
148 PANTANO, 1938, VG 4-bar on cml. cvr. (80/52) Est. \$5.00
149 SELIGMAN, 1910, G Type 9 on PPC. Est. \$8.00
150 SENTINEL, 1893, VG Type 2 on U349. Est. \$50.00
151 TOMBSTONE, 1902, Fine Type 23 [duplex] on cover. Est. \$10.00
152 Lot of 7 diff. DPOs on card/cvr., 1839-58. Incl: COPPER CREEK, CACTUS, FRANKLIN, PAUL SPUR, CHIN LEE. All G-VG strikes. Est. \$30.00

ARKANSAS

153 THORNBURN, 1908, VG 4-bar on PPC (1907-15) Est. \$10.00

CALIFORNIA

- 154 AETNA SPRINGS, 1937, VG 4-bar on PPC (Naps 15-45) Est. \$5.00
155 ANGIOLA, 1909, VG 4-bar on PPC (Tulare 99-27) Est. \$8.00
156 BENBOW, 1941, VG 4-bar on PPC (Pat. 4.G.8) Est. \$4.00
157 BLACK DIAMOND, 1906 VG DOANE on PPC w/COLONNY CENTER DOANE as rec'd. Both are scare DPOs. Est. \$30.00
158 CEMENT, c.1912, G+ magenta NON-STANDARD pm on PPC.(03-28) Est. \$10.00
159 DAUNT, 1904, G+ cds on VEG-A-TAB cover (Tul. 88-11) Est. \$10.00
160 DOLGEVILLE, 1910, VG DOANE on PPC (LA 1904-09) Est. \$8.00
161 GRAHAM STATION, 1914, G+ 4-bar on PPC (LA 1911-18) Est. \$10.00
162 HAMMOND, 1910, G 4-bar on GPC (Tulare 05-28) Est. \$8.00
163 JACKSON/C.M.MEEKS, P.M., 1881, G(pl. overinked) cds on GPC. E\$15.00
164 JERSEYDALE, 1912, G+ 4-bar on PPC (Marip. 90-30) Est.\$5.00
165 LLAGAS, 1910, G DOANE on PPC (S.Clara 92-11) Est. \$20.00
166 LOCKFORD, 1887, Fine purple cds on 2-cl brown ent. Est. \$8.00
167 MYFORD, 1908, G+ cds on PPC (Orange 99-14) Est. \$5.00
168 ORIENTAL, 1908, G+ DOANE on PPC (88-17) Est. \$10.00

- 169 PARAISO SPRINGS, 1908, G+ 4-bar on PPC (Mont. 77/39) Est. \$5.00
170 RUST, 1912, VG 4-bar on PPC (C.Costa 09-16) Est. \$8.00
171 SACRAMENTO CITY/Cal., 1857 G baloon cds w/"10" handstamp on SFC. E\$15.00
172 SACRAMENTO CITY/Cal., 1857, G baloon cds w/year date(indistinct) on 3-cl Nesbitt. Est. \$12.00
173 SAN FRANCISCO, c.1865, VG cds on cvr w/#65 & "Per Steamer" mss. E\$5
174 SAN JOSEWEST SAN JOSE STA., 1913, Fine dplx on PPC (1911-18) E\$10.00
175 SANTA CRUZ, 1874, VG cds on cvr w/encl. Est. \$8.00
176 SANTA RITA, 1911, G 4-bar as rec'd on PPC (S.Barb. 09-14) Est. \$12.00
177 SHORB, 1907, Fine Doane on PPC (LA 95-09) Est. \$8.00
178 STELLA, 1909, VG 4-bar on PPC (Shasta 85-06) Est. \$25.00
179 TABLEROCK, 1903, G (lile) cds on VEG-A-TAB cvr (Sierra 57-22) E\$8.00

COLORADO

- 180 CASCADE, 1889, G+ cds on cover w/2-cl green. Est. \$15.00
181 CASSELLS, 1909, VG NON-STANDARD w/5 wavy bars on PPC (99-29) Est. \$25.00
182 CLYDE, 1900, G (light) cds on cover (99/09) Est. \$25.00
183 DELTA, 1890, G dcds on GPC. Est. \$8.00
184 EASTONVILLE, 1923, about G 4-bar on PPC (83-32) Est. \$8.00
185 FRANKTOWN, 1907, VG Type 1 DOANE on PPC. Est. \$5.00
186 GRIFFITH, 1912, G+ 4-bar on PPC. (1909-24) Est. \$15.00
187 LANDSMAN, 1901, VG cds on heavily stained VEG-A-TAB cvr. (83-10) E\$12.00
188 MAJESTIC, 1904, VG cds on cover (1900-14) Est. \$25.00
189 OPHIR, 1909, VG DOANE on PPC. (78-21) Est. \$12.00
190 PINNEO, 1914, VG 4-bar on PPC (83/31) Est. \$8.00
191 RUEDI, 1909, G+ 4-bar on PPC. (89-41) Est. \$8.00
192 SIMPSON, 1911, VG 4-bar on PPC (1910-43) Est. \$8.00
193 SMUGGLER, 1908, G 4-bar on PPC (85-28) Est. \$8.00
194 TUTTLE, 1909, G 4-bar on PPC (83-18) Est. \$15.00
195 WEBSTER, 1901, G cds on stained VEG-A-TAB cvr. (77-06) Est. \$15.00
196 WHEAT RIDGE, 1915, VG 4-bar on GPC. Early for PO. Est. \$5.00
197 Lot of 4 diff. DPOs on card/cvr., 1949-55. Inc: FIRSTVIEW, GREAT DIVIDE, RIDGE & TRAIL RIDGE. All VG-Fine strikes. Est. \$15.00

CONNECTICUT

198 SOUTH MANCHESTER, 1877, VG blue cds & cut cork on GPC. (51-33) Est. \$8.00

DISTRICT OF COLUMBIA

- 199 WASHINGTON (1873) G cds & FANCY CARVED CORK (Flower?) ties 3-cl green on cvr w/attorney cc. Enclosure. Est. \$10.00
200 WASHINGTON/DC (1880) in bold oval ties 1-cl banknote on cvr w/newspaper enclosed. Est. \$10.00
201 WASHINGTON/DC, 1884, VG dplx ties #210 on HOUSE OF REP. cvr. Est. \$6.00

FLORIDA

- 202 PALM BEACH/R.P., 1908, G+ 4-bar for use at Royal Poinciana Hotel. PPC.E\$8
203 SYLVAN LAKE, 1883, VG cds on Reg. cvr. DPO. Est. \$12.00
204 WINNEMISSETT, 1885, G+ cds on cvr w/#210. DPO. Lt. stains but long, newwly letter. Est. \$15.00

GEORGIA

- 205 MERIWEATHER, 1874, mss. on UX3. DPO. Est. \$10.00
206 SCARBORO, 1874, mss. on UX3. DPO. Est. \$10.00
207 HANALEI/KALUA, 1904, VG dplx on PPC. Est. \$10.00

IDAHO

- 208 ARROWROCK, 1912, G+ 4-bar on PPC (1911-17) Est. \$15.00
209 CHATCOLET, 1912, G+ 4-bar on PPC (1909-57) Est. \$4.00
210 COVE, 1907, VG 4-bar on PPC (96-09) Est. \$15.00
211 GREER, 1908, G 4-bar on PPC (99-57) Est. \$4.00
212 HAYDEN LAKE, 1909, G+ 4-bar on PPC. Est. \$4.00
213 HAZEL, 1909, Fine DOANE on PPC (1905-14) Est. \$25.00
214 KLOCKMAN, 1918, G(IDAHO not struck) 4-bar on PPC(r.p. view of mill).E\$8.
215 LANE, 1914, VG 4-bar on PPC (91/56) Est. \$5.00
216 MOSCOW, 1908, VG rimless cds on cvr w/small nick @ top. Est. \$12.00
217 WAHA, 1914, VG 4-bar on PPC (79-41) Est. \$6.00
218 WESTLAKE, 1910, G 4-bar on PPC (93/51) Est. \$4.00

ILLINOIS

- 219 FOREST STA., c.1885, mss on cvr w/#65 (1880-1888) Est. \$25.00
220 RIGHTON, 1918, VG 4-bar on PPC. DPO. Est. \$5.00
221 Lot of 3 diff small towns on GPCs: PLEASANT PLAINS (1875), LAKE FOREST (1881) and TAYLORSVILLE (1880), all strikes VG. Est. \$10.00

INDIANA

- 222 GAR CREEK, 1912, G+ 4-bar on PPC. (73-26) Est. \$5.00
223 SELLERSBURGH, 1889, Fine purple cds & MALTESE CROSS ties 3-cl green to cover w/letter. Est. \$8.00

IOWA

224 BARNEY, 1909, VG 4-bar on PPC. (88-34) Est. \$5.00

KANSAS

- 225 BLUE RAPIDS, 1880, G+ octagon on cvr w/3-cl green. Est. \$8.00
226 CAIRO, 1917, (87/22) VG 4-bar on PPC w/BACK THE BOYS slogan. Est. \$8.00
227 HOMESTEAD, 1908, VG DOANE on PPC (1876-1913) Est. \$8.00
228 Lot of 3 diff small towns on GPCs: BENNINGTON (1884), MINNEAPOLIS (1884) & SOLOMON CITY (1884), all strikes VG. Est. \$10.00

KENTUCKY

- 229 FRANKLIN, 1885, VG trip.cds & STAR-IN-CIRCLE on GPC w/CINCINNATI/TRANSIT on face. Est. \$8.00
230 WHY NOT, 1888, mss. on cvr w/stains. Opened ruff @ rt. DPO. Est. \$8.00
231 Lot of 6 diff LDCs on phil.cards, 1960-64: BATH, BLUESTONE, DELMER, FLAT ROCK, FUSONIA & ILSLEY, all strikes VG-Fine. Est. \$15.00

MAINE

- 232 KATAHDIN IRON WORKS, 1911, G + DOANE on PPC. DPO. Est. \$6.00
233 SUMNER, 1909, G + DOANE on PPC (1811-1935) Est. \$5.00
234 TREFETHEN, 1904, VG DOANE on PPC. DPO. Est. \$6.00

MARYLAND

- 235 CENTREVILLE, (1871), G + cds on cvr w/#114 canceled by FANCY CUT CORK. E\$8

MASSACHUSETTS

- 236 BEACH BLUFF, 1887, cds & fancy STAR ties 1-ct banknote on cvr. DPO. E.\$8.

MICHIGAN

- 237 FT. GRATIOT, c.1885, G cds & cork ties #210 on cvr (26-95) Est. \$15.00
238 RANSOM, 1912, VG 4-bar on PPC (48-36) Est. \$5.00
239 UNADILLA, c.1885, VG cds on 3-ct pink ent. (1834-1906) Est. \$15.00
240 VIOLA, 1942, Fine 4-bar on LD card (89-42) Est. \$4.00
241 WABANINGO, 1910, G NON-STANDARD pm on PPC. DPO. Est. \$6.00
242 WATERLOO, 1910, G + 4-bar on PPC (1837-1925) Est. \$6.00
243 WILLIAMSTOWN, 1880, G + cds on cvr w/encl. (1842-84) Est. \$5

MINNESOTA

- 244 ANOKA/M.T., 1857, VG baloon cds ties #85 on cover. Est. \$20.00
245 COLFAX, 1888, VG cds on 2-ct brown ent. w/fancy h.s. cc.(61/04) Est. \$15.
246 WINSTEAD LAKE, (1879), VG cds on cvr w/encl. (1866-1888) Est. \$12.00

MISSOURI

- 247 FREDERICKSBURG, 1868, mss. ties 3-ct grill on folded ltr frnt to SWITZERLAND. Marked NEW YORK/TRANSIT & INSUFFICIENTLY PAID. Fragile. Est. \$10.
248 LAKE CITY, 1908, Fine DOANE on PPC (76-14) Est. \$8.00

MONTANA

- 249 ADEL, 1901, VG cds on cvr w/crease @ top edge (96-30) Est. \$6.00
250 BAY HORSE, 1830, G + 4-bar on phil. cvr. (1817-55) Est. \$5.00
251 BIGHORN/DEC 21 1914, in magenta ST.LINES on PPC. Est. \$8.00
252 BUSTEED, 1917, VG 4-bar on PPC (1903-33) Est. \$10.00
253 CLEARWATER, 1911, G + DOANE on PPC (89/26) Est. \$8.00
254 DUDERANCH, 1928, VG 4-bar on PPC (1927-37) Est. \$20.00
255 ELLOA, 1920, VG 4-bar on PPC. (1918-35) Est. \$15.00
256 FORT ASSINIBOINE, 1905, VG duplex on PPC(guard mount @ fort) Est. \$20.00
257 GLENDALE, 1884, VG cds w/st.line date on GPC; TERRITORIAL. Est. \$20.00
258 HELENA/M T, 1887, G dcdd w/mss 'Paid 3' on FRONT. Rare marking. E\$30.00
259 HUNGRY HORSE, 1948, VG 4-bar on phil. cvr. (1948-81) Est. \$5.00
260 LEE, 1909, G(light) DOANE on PPC. (88-36) Est. \$6.00
261 MILES CITY, 1884, G + blue cds on GPC. TERRITORIAL. Est. \$15.00
262 PIEGAN, 1882, VG magenta cds & star-in-circle on GPC. TERR. E\$60.00
263 QUARTZ, 1900, light, readable cds on 2-ct red ent. (82-16) E. \$8.00
264 RADERSBURG, 1883, G + octagon on GPC. TERRITORIAL. Est. \$25.00
265 SQUARE BUTTE, 1917, G + 4-bar on PPC (1914-7) Est. \$6.00
266 TOKNA, 1908, G 4-bar as rec'd on PPC (84/08) Est. \$8.00
267 WESTBUTTE, 1909, G + cds on PPC (1901-25) Est. \$10.00
268 Lot of 4 diff DPOs on cvr/card, 1908-57. Incl: DEBORGIA, COOKE, MINER & CANYON FERRY RUR. STA. Est. \$12.00
269 Lot of 4 diff DPOs, 1940-54, Incl: DANVERS, NOHLY, SIMPSON & SQUARE BUTTE. G-VG strikes on GPCs. Est. \$12.00

NEBRASKA

- 270 BENNET/WALT.N.SEELY,P.M.,1880, G + dcdd on cvr. w/3-ct green. Est. \$30.00
271 CLIFTON, 1872, complete mss. on clean cvr (Nemaha 1870-1883) Est. \$30.00
272 FREEDOM, 1911, G + 4-bar on PPC. DPO. Est. \$5.00
273 GEORGETOWN, 1909, VG DOANE on PPC (75-22) Est. \$8.00
274 MARENGO, 1912, G + 4-bar on PPC (91-34) Est. \$6.00
275 MAYFLOWER, 1918, G + 4-bar on PPC (1906-19) Est. \$10.00

NEVADA

- 276 ADAVEN, 1939, VG 4-bar on phil. GPC (1939-53) Est. \$8.00
277 AURORA, 1908, VG DOANE on cover. (86/19) Est. \$15.00
278 DELAMAR, 1833, VG 4-bar on phil. GPC. (1933-41 pd.) Est. \$15.00
279 ELDORADO CAN(ON), 1885, G cds on cvr opened into #210. E.\$20.00
280 ELDORADO CANYON, 1891, about G ('RAD' not strik) cds on 2-ct green ent. opened into stamp. Est. \$15.00
281 FLANIGAN, 1927, VG 4-bar on phil GPC. (1914-61) Est. \$10.00
282 GOLCONDA, 1907, G + duplex on PPC. Est. \$8.00
283 JOHNNIE, 1927, VG 4-bar on phil. GPC. (1919-35 pd.) Est. \$25.00
284 LAS VEGAS, 1907, G + DOANE on PPC. Est. \$5.00
285 MASON, 1927, VG MACHINE on phil. GPC. (1908-81) Est. \$8.00
286 MILLETT, 1927, VG 4-bar on phil. GPC. (1906-30) Est. \$20.00
287 NELSON, 1911, G + magenta 4-bar on PPC w/vert.crease (05-28) E\$15.00
288 NORTHAM, 1927, G + 4-bar on phil. GPC. (1908-28) Est. \$30.00
289 SCHURZ, 1917, VG 4-bar on PPC. Est. \$5.00
290 SIMPSON, 1927, VG 4-bar on phil. GPC (1913-43) Est. \$15.00
291 SUNNYSIDE, 1927, VG 4-bar on phil. GPC. (1890-1933) Est. \$30.00
292 SUTCLIFFE, 1929, VG magenta 4-bar on phil. GPC. (1929-40) E\$10.00
293 TOBAR, 1927, G 4-bar on phil. GPC. (1921-42 pd.) Est. \$30.00
294 TONOPAH/AIR BASE BR.,1944, VG machine on phil. GPC. E\$15.00
295 TYBO, 1929, VG 4-bar on phil. GPC. (1929-37) Est. \$30.00
296 Lot of 37 diff. towns, 1927-59, on phil. GPCs, most G-VG strikes. Incl. 10 DPOs. (list on request) Est. \$125.00

NEW HAMPSHIRE

- 297 CANOBIE LAKE, 1908, VG DOANE on PPC w/EAST ACWORTH DOANE. Both DPOs.E\$10.
298 CANTERBURY DEPOT, 1890, VG green dcdd on 2-ct ent. (88-16) Est. \$12.00
299 ISLES OF SHOALS/AUG.2 1914, VG PROV.ST.LINE on PPC (1914-17) Est. \$25.

- 300 MT.PLEASANT HOUSE, 1897, VG cds on cvr franked by 2 x 1-ct COLUMBIANS. Has resort cc. (1884/1902) Est. \$12.00
301 NASHUA, 1859, G + cds & DROP/1 ct in circle on SFL. Est. \$20.00
302 NELSON, 1873, VG dcdd on cvr w/minor age wrinkles. (1817-1934) E\$10.00
303 SUGARHILL, 1885, Fine cds on cvr w/#210. Est. \$5.00

NEW JERSEY

- 304 MULLILO HILL, 1857, mss. on cvr w/#26 (1802-67) Est. \$15.00

NEW MEXICO

- 305 CHAMA, 1908, VG Type 7 on PPC Est. \$10.00
306 COLUMBUS, 1918, G + dplx on PPC. Est. \$4.00
307 COOLIDGE, 1934, G + 4-bar on PPC (1928-57) Est. \$6.00
308 FORT BAYARD, 1910, G Type 13 on PPC. Est. \$8.00
309 FORT UNION, 1878, about G type 11 on GPC. Est. \$20.00
310 FORT WINGATE, 1885, G (light) Ty 4 on GPC. Est. \$10.00
311 GRANT, 1908, VG Type 7 [DOANE] on PPC Est. \$20.00
312 MIAMI, 1914, G + 4-bar on PPC(r.p. view of CLAYTON) Est. \$10.00
313 MOSQUERO, 1918, VG 4-bar on cover. Est. \$5.00
314 SAN MARCIAL, 1907, G Type 12 on PPC. Est. \$8.00
315 SUGARITE, Sep 1912, G + 4-bar on PPC (1912-44) Est. \$8.00
316 TAOS, 1888, G (N.MEX not strik) Type 2 on GPC (message confirms) E.\$15.00
317 VERMEJO PARK, 1911, partial(1/3 off @ Rt) Ty 1 on PPC. Est. \$8.00
318 YANKEE, 1915, VG 4-bar on PPC (1908-22) Est. \$12.00

NEW YORK

- 319 ALEXANDER, 1885, VG fancy triple cds ties #210 on cvr. Est. \$8.00
320 AMSTERDAM, 1828, mss. as fwd mark on cvr pm ALBANY in red cds. Est. \$8.
321 BURNSIDE, 1909, VG magenta 4-bar on PPC (79-33) Est. \$5.00
322 BYERSVILLE, 1885, VG fancy dcdd on faulty cvr w/#210. DPO. Est. \$6.00
323 CATSKILL STATION, 1908, VG DOANE on PPC. DPO. Est. \$6.00
324 CHEPACHET, 1946, VG 4-bar ties 20-ct PREXIE on reg. cvr.(82-53) E\$5.00
325 DIAMOND, 1904, VG cds on Registered cover. DPO. Est. \$8.00
326 FENNER, c.1850, mss & mss 'Paid 3' on SFC (1824-1903) Est. \$12.00
327 FORT COVINGTON, 1843, G + rec cds & 'PAID' on SFL. Est. \$8.00
328 FORT MILLER, 1908, G + DOANE on PPC. DPO. Est. \$6.00
329 FORT SCHUYLER, 1884, G dcdd ties #85 on cvr w/edge wear. DPO. Est. \$25.
330 HALSEY VALLEY, 1907, VG DOANE as rec'd on PPC. DPO. Est. \$5.00
331 LAKE GEORGE ASSEMBLY, 1905, G + cds on PPC (90-24) Est. \$5.00
332 UNIOLEUMVILLE, 1907, VG DOANE on PPC. Est. \$5.00
333 LOOMIS, 1909, VG 4-bar on PPC. DPO. Est. \$5.00
334 LYON HILL, 1842, mss w/mss 'Paid 6' on SFL w/vert. crease & some edge wear (1827-1854) Est. \$20.00
335 MARBLETOWN, 1891, VG cds on clean cvr. (1826-1915) Est. \$8.00
336 NEW HACKENSACK, 1913, G + DOANE on PPC (86-43) Est. \$6.00
337 NEW-YORK (1840) VG red cds on SFL w/mss 'SteamBoat Mail' to Boston. E\$6
338 REXFORD FLATS, 1911, G magenta dcdd on PPC. DPO. Est. \$8.00
339 RIDGEWAY, 1884, VG cds & target on GPC. DPO. Est. \$8.00
340 ROCHESTER, 1867, VG cds on cvr w/fancy CLINTON HOTEL cc. Est. \$6.00
341 ROCHESTER,1877, VG purple dcdd & STAR ties #178 on cover. Est. \$5.00
342 RODMAN, c.1885, VG cds on cvr w/school comm. cc. Est. \$5.00
343 SMITH'S MILLS, 1910, G + magenta cds on PPC. DPO. Est. \$6.00
344 SOUTH BERNE, 1922, G + 4-bar on PPC (89-35) Est. \$6.00
345 SOUTH GRANBY, 1915, VG 4-bar on PPC (49/20) Est. \$6.00
346 U.S.EXPRESS MAIL/N.YORK, (1848) partial red cds & '5' on SFL to Boston.E\$6
347 URLTON, 1907, G + 4-bar on PPC w/CHATHAM CENTER DOANE rec'd. Both DPO.E\$10
348 WATKINS, 1878, VG blue fancy dcdd w/STAR in 3-ct green ent. Est. \$6.00
349 WEST MENDON, 1837, G (light) cds on SFL. w/mss '18 3/4'. Est. \$8.00
350 WEST POINT, c.1865, VG baloon cds on cvr w/2x#65. Est. \$8.00
351 WEST TROY, 1887, VG dcdd on 3-ct pink ent. DPO. Est. \$5.00
352 WEST VALLEY, 1885, VG dcdd on UX7. Est. \$4.00
353 Lot of 2 diff. 1878 siml-fancy townmarks: LE ROY in red on clean cvr. & BALDWINVILLE w/STAR killer on GPC. Est. \$8.00

NORTH CAROLINA

- 354 MOUNT HOLLY, VG dcdd & grid ties 2 1-ct banknotes on cvr. E\$5.

NORTH DAKOTA

- 355 BROOKS, 1912, VG 4-bar on PPC (1908-15) Est. \$15.00
356 CARRINGTON, 1901, VG dplx on Reg.cvr w/o'all ad for FARM SEEDS on reverse. (illustrated corn, beets, etc) Est. \$30.00
357 CASSELTON/DAK.,1888, G cds on 2-ct brown entire. Est. \$6.00
358 DOGDEN, 1907, G + DOANE on PPC (1906-27) Est. \$8.00
359 EASBY, 1912, G DOANE on PPC (84-57) Est. \$4.00
360 FAYETTE, 1909, G + 4-bar on PPC (98-56) Est. \$4.00
361 FLOYD, 1908, VG cds on PPC (99-11) Est. \$12.00
362 GRANDIN/DAK., 1887, VG cds on cvr w/#210. Est. \$8.00
363 LYNCH, 1908, G + cds on PPC (1902-09) Est. \$15.00
364 NISBET, 1912, G + purple 4-bar on PPC (1904-14) Est. \$15.00
365 PINTO, 1908, VG 4-bar on PPC (1907-13) Est. \$20.00
366 ROOP, 1897, VG cds w/st. line date on 3-ct entire (1884-1900). Est. \$20.
367 TASKER, 1911, VG DOANE on PPC (1904-17) Est. \$8.00
368 WALCOTT, 1909, VG DOANE on PPC. Est. \$4.00

OHIO

- 369 IRA/SUMMIT CO.,1880, G(lite) magenta dcdd on cvr frik. w/5ct Garfield to Germany. (1883-1953) Est. \$10.00
370 MOUNT VERNON (1876), VG cds ties 3-ct green w/SKULL & CROSSBONES killer on small cover w/stains & edge wear. Est. \$12.00
371 SHALER'S MILLS (1876), VG cds on cover (1850-1884) Est. \$15.00

OKLAHOMA & INDIAN TERRITORY

- 372 ADA/IND.T., 1906, G + dplx on cover w/HOTEL cc & closed tear @ rt. E\$12.00
373 ARDMORE/IND.T., 1904, G + dplx on clean cover. Est. \$20.00
374 CHOTEAU/IND.T., 1887, G cds on 2-ct brown ent. opened uneven @ left. E\$20
375 CLAREMORE/IND.T., 1907, VG dplx on PPC. Est. \$8.00
376 DURANT/IND.T., 1907, VG dplx on cvr w/some aging. Est. \$15.00

OKLAHOMA & INDIAN TERRITORY (Cont.)

- 377 HARTSHORNE/IND.T., 1900, VG dplx on cvr opened rough @ rt but carefully repaired. Est. \$20.00
 378 MUSKOGEE/IND.T., 1906, G + FLAG on cvr. Est. \$20.00
 379 OKMULGEE/IND.T., G + dplx on cvr w/confectionery cc. Est. \$10.00
 380 PAULS VALLEY, 1907, about G dplx o'strk by ARDMORE/IND.T. FLAG. Est.\$12
 381 SALLISAW/IND.T., 1901, VG dplx on cvr to Talequah,I.T. Est. \$20.00
 382 STIGLER/IND.T., 1906, VG dplx on cvr w/attorney cc. Est. \$20.00
 383 VINITA/IND.T., 1903, G + dplx on cover. Est. \$15.00
 384 Lot of 11 diff 4-bars on PPCs, 1907-14, incl.: TALUHINI, HOMESTEAD, LOOKOUT, LONGDALE, BERLIN, GRIGGS, etc. G-VG strikes. Est. \$20.00

OREGON

- 385 ALBERSON, 1914, VG magenta 4-bar on PPC. (Harney 07-23) E\$20.00
 386 ANTELOPE, 1906, VG 4-bar on PPC. Est. \$5.00
 387 BULLRUN, 1908, VG DOANE as fwd mark on PPC (95-39) Est. \$8.00
 388 CRATER LAKE, 1926, VG 4-bar on PPC (Patterson #372) Est. \$4.00
 389 DESCHUTES, 1915, VG 4-bar on cvr cut just into 2-ct emb. stamp (Desc. 11-26 pd.) Est. \$25.00
 390 FLORA, 1909, G + 4-bar on PPC (90-66) Est. \$6.00
 391 GOOSEBERRY, 1913, G 4-bar on PPC (Morrow 84-18) Est. \$8.00
 392 HAT ROCK, 1911, VG 4-bar on PPC (Crook 1910-11) Est. \$15.00
 393 HILLSBORO, 1879, VG Type 8 on cvr w/encd. Est. \$20.00
 394 MAPLEWOOD, 1917, VG 4-bar on PPC (Mult. 13-54) Est. \$8.00
 395 MARMOT, 1908, VG 4-bar on PPC (Clack. 86-30) Est. \$8.00
 396 MODOC POINT, 1844, G + 4-bar on #10 cvr refolded to #6 size (Klam. 16-65) Est. \$5.00
 397 NEW PINECREEK, 1908, G Type 1 DOANE on PPC. Est. \$6.00
 398 NORTH YAMHILL, 1907, G dplx on PPC (Yamhill 51/08) Est. \$10.00
 399 OAKLAND, 1883, G (light) magenta Ty7 w/STAR-IN-CIRCLE killer on 3-ct green entire w/enclosure. Est. \$15.00
 400 OLNEY, 1907, G + cds on PPC (Clatsop 75-50) Est. \$6.00
 401 OPAL CITY, 1914, VG 4-bar on cover (Jeff. 1911-41) Est. \$10.00
 402 PARADISE, 1910, G + DOANE on PPC. (89-42) Est. \$6.00
 403 PEDEE, 1926, VG 4-bar on cvr w/vert.creases (Polk 99/38) Est. \$10.00
 404 PLEASANT HOME, 1917, VG 4-bar on cover (Mult. 13-18 pd.) Est. \$15.00
 405 PROVOLT, 1905, G + DOANE on cover. (99-55) Est. \$8.00
 406 RILEY, 1912, 2 VG 4-bars struck on reverse of REGISTERED cvr (Harney 85-19 pd.) Est. \$12.00
 407 ROCKY POINT, 1835, VG 4-bar on GPC (Klam. 24-47) Est. \$8.00
 408 SVENSEN, 1908, G + cds on PPC (Clatsop 95-44) Est. \$5.00
 409 TIMBERLINE LODGE, 1942, Fine 4-bar on cach. cvr. (1939-42) E.\$5
 410 TRENHOLM, 1911, G + 4-bar on PPC (Columbia 11-24) Est. \$15.00
 411 TULE LAKE, 1907, G (pl.o'strk) DOANE on PPC (93/22) Est. \$15.00
 412 TUMALO, 1918, G red 4-bar on PPC. (Desch.15-24 pd) Est. \$12.00
 413 TYGH VALLEY/WAMC RUR.STA., 1879, Fine 4-bar misspelled on ph.cvr. E\$6.00
 414 VESPER, 1911, VG DOANE on PPC (Clatsop 1879-1919) Est. \$12.00
 415 WELCHES, 1906, VG DOANE on PPC w/MARMOT cds rec'd. Est. \$5.00
 416 WILLS, 19107, VG dplx on PPC (Benion 80-36) Est. \$5.00
 417 Lot of 5 diff 4-bars, 1909-11, all G-VG strikes: GASTON, MILL CITY, OAKLAND, PHILOMATH & STAYTON. PPCs. Est. \$10.00

PENNSYLVANIA

- 418 GENESSEE FORK/Potter Co.,1881, VG dcds & STAR on cvr w/1-ct banknote.E\$8
 419 LOCK No 4, 1944, VG dplx on cover. DPO. Est. \$4.00
 420 MITCHELLS MILLS, 1906, VG 4-bar on PPC. DPO. Est. \$5.00
 421 OAKLAND X ROADS, c.1895, mss. on cvr w/#65. DPO. Est. \$10.00
 422 Lot of 9 diff PHILADELPHIA handstamps, 1870-1887, on clean cvrs, G-VG strikes. Est. \$15.00

RHODE ISLAND

- 423 ALLENTON, 1895, VG cds on Reg. cvr (1850-1957) Est. \$10.00
 424 CENTREVILLE, c.1880, about G cds on cvr w/strip of 3 1-ct banknotes. (1823-94) Est. \$12.00
 425 DAVISVILLE, 1908, VG cds on cover (1851-1832) Est. \$8.00
 426 FOSTER CENTRE, c.1885, G cds on cvr w/target tied #210. (1848-1961) E\$25.
 427 HOWARD, 1898, VG cds on cover (1880-1972) Est. \$10.00
 428 MANTON, 1899, G cds on Reg. cvr (#209+212) (1849-1905) Est. \$12.00
 429 NANTICK, 1897, VG cds on Registered cover (1828-1925) Est. \$10.00
 430 NOOSENECK HILL, 1908, VG cds on cover (1853-1912) Est. \$20.00
 431 OLNEYVILLE, 1893, Fine cds ties 2ct COLUMBIAN on cvr (1850-1900) Est. \$15.
 432 PEACEDEALE, 1885, G cds as rec'd on face of 2-ct brown ent. (40-28) E\$5.
 433 PHENIX, 1888, VG cds on cvr w/2-ct green (1849-1924) Est. \$10.00
 434 SOUTH SCITUATE, c.1880, VG cds on cvr w/3-ct green (1825-1923) E\$10.00
 435 SUMMIT, 1898, Fine cds ties 2-ct Trans.Miss on cvr (55-26) Est. \$10.00
 436 VALLEY FALLS in magenta S.L. on U354 used to Pawtucket (48-08) Est.\$25.00
 437 WATCH HILL, 1887, Fine cds & target ties #210 on cvr (71-02) Est. \$10.00

SOUTH CAROLINA

- 438 NAVY YARD, 1910, G + 4-bar on PPC. DPO. Est. \$4.00
 439 SCRANTON, 1907, Fine DOANE on cvr. Est. \$4.00

SOUTH DAKOTA

- 440 CEDARFORK, 1909, VG 4-bar on PPC (1906-13) Est. \$15.00
 441 CRANDON, 1902, G + cds on stained VEG-A-TAB cvr. (81-35) E\$4.00
 442 DAVISTON, 19097, about G 4-bar on PPC (1908-17) Est. \$8.00
 443 DUMONT, 1900, VG cds on cvr (1891-1906) Est. \$25.00
 444 ESTELLINE/DAK., 1888, readable cds on GPC. Est. \$5.00
 445 GROTON, 1882, VG cds on cvr w/3-ct green tied by NEG.STAR. Est. \$10.00
 446 HANNA, 1910, VG 4-bar on PPC (1903-23) Est. \$8.00
 447 HOWELL, 1911, VG 4-bar on PPC (83-23) Est. \$10.00
 448 LAMRO, 1908, VG 4-bar on PPC (1907-11) Est. \$20.00
 449 MANILA, 1908, G + DOANE on PPC (98-28) Est. \$8.00
 450 MINNEKAHTA, 1908, G + 4-bar on PPC (91/34) Est. \$8.00
 451 MYSTIC, 1910, G + DOANE on PPC (95/54) Est. \$5.00
 452 NAHANT, 1906, VG DOANE as rec'd on PPC. (05-13) Est. \$10.00
 453 NAVAN, 1911, G (o'strk) 4-bar on PPC. (1910-12) Est. \$25.00
 454 NORDEN, 1909, VG 4-bar on PPC (1907-12) Est. \$20.00
 455 REDFIELD, 1887, G cds on GPC. TERR. Est. \$6.00

- 456 SAMPONT, 1907, G + DOANE as rec'd on PPC (05/18) Est. \$6.00
 457 SPEARS, 1907, VG DOANE as rec'd on PPC (1905-09) Est. \$25.00

TENNESSEE

- 458 BRAYTON, 1886, VG cds on 2-ct brown ent. opened ruff at rt. DPO. Est.\$6.00

TEXAS

- 459 DOUBLE BAYOU, 1908, G 4-bar on PPC. (60/19) Est. \$8.00
 460 ELENA, 1913, G 4-bar on PPC (1905-29) Est. \$5.00
 461 GALVESTON, c.1884, VG cds on cvr addr. to Gen. P. Sidney Post w/cc of HQ Bureau of R.F.&A.L., Dept. of Texas. Est. \$12.00
 462 WOOSTER, 1911, G + 4-bar on PPC (Harris 94-14) Est. \$10.00
 463 ZOAR, 1905, G + DOANE on PPC. DPO. Est. \$10.00

UTAH

- 464 EDEN, 1893, VG cds on U349. TERRITORIAL. Est. \$12.00
 465 FISHSPRINGS, 1911, G + DOANE on PPC tiny file holes (92-21) Est. \$12.00
 466 HARRISVILLE, 1893, VG cds on U349 (1871-1902) TERR. Est. \$20.00
 467 HUNTSVILLE, 1893, G + cds on U349. TERRITORIAL. Est. \$12.00
 468 KNIGHTVILLE, c.1908, about G 4-bar on PPC (1907-24) Est. \$8.00
 469 PLAIN CITY, 1893, VG cds on U349 (1864-1903) TERR. Est. \$15.00
 470 SALT LAKE CITY, 1888, G + dcds & target on cvr w/#65. Est. \$10.00
 471 SPANISH FORK, 1889, G cds on cvr w/SANTAGUIN,UTAH b/s. TERR. E\$35

VERMONT

- 472 CASTLETON/M., (1849), VG cds w/%-in-circle on SFL. Est. \$10.00
 473 CENTER RUTLAND, 1850, mss on SFC w/red '5'. 1st yr. PO. Est. \$8.00
 474 JERICHO CENTER RUR.STA./JERICHO, 1907, G + 4-bar on PPC. Est. \$5.00
 475 ORANGE, 1895, G + cds on Re. cvr. DPO. Est. \$12.00
 476 WEST BERLIN, 1912, VG 4-bar on PPC. DPO. Est. \$5.00
 477 WEYBRIDGE, 1898, VG cds on registered cvr. DPO. Est. \$15.00
 478 Lot of 4 diff towns on SFC & SFL, 1832-1850: ST.ALBANS, MONTPELIER, RUTLAND & BURLINGTON, strikes G-VG on clean cvrs. Est. \$20.00
 479 Lot of 4 diff 1898 small towns on cvrs.:SPRINGFIELD, MONTGOMERY, PITTSFORD, & PLAINFIELD. Strikes G-VG. Est. \$15.00

VIRGINIA

- 480 BARBOURS CREEK, 1913, G 4-bar on PPC (chewed @ lwr cnrs.) DPO. Est. \$4.00
 481 BLOOMFIELD, 1898, VG cds as rec'd on face op GPC. DPO. Est. \$6.00
 482 CRAIGS CREEK, 1908, VG DOANE as rec'd on PPC. DPO. Est. \$6.00
 483 HAMPDEN SIDNEY COLLEGE, 1877, VG cds on cvr w/3-ct green. Est. \$12.00
 484 LINDSAY, 1909, G DOANE on PPC DPO. Est. \$5.00

WASHINGTON

- 485 ARDEN, 1910, VG DOANE on PPC (1890-1914) Est. \$12.00
 486 BLACK RIVER, 1899, G + cds on cover (King 91-09) Est. \$12.00
 487 BURTON, 1918, VG 4-bar on cvr to Capt. in AEF w/ltr. (94-74) Est. \$5.
 488 EIDSON, 1898, VG cds on cover (1878-1983) Est. \$10.00
 489 EUFALA, 1908, G + cds on cover (95-12) Est. \$6.00
 490 FALLBRIDGE, 1911, G + 4-bar on PPC (Klick.1911-26) Est. \$10.00
 491 GARFIELD/M.O.B., 1890. VG octagon used as pm on cvr w/3-ct green tied by star-in-circle killer. Est. \$30.00
 492 GERTRUDE, 1908, G cds on PPC (1900-36) Est. \$5.00
 493 GLOBE, 1909, G DOANE on PPC (1904-29) Est. \$10.00
 494 GODFREY, 1909, VG DOANE on PPC (1905-1912) Est. \$30.00
 495 GROSS, 1912, G + 4-bar on PPC (1902/15) Est. \$12.00
 496 HAVILLAH, 1907, VG DOANE as rec'd on PPC. (05-44) Est. \$5.00
 497 KENT, 1887, VG cds on 2-ct brown ent w/minor edge tear. TERR. Est. \$30.00
 498 LOPEX ISLAND/W.T., c.1875, G cds on U82 w/flattened crease thru strike.E\$25
 499 MOLD, c.1910, G 4-bar on PPC (99-59) Est. \$4.00
 500 NEW KAMILCHE, 1909, G + 4-bar on PPC (Mason 90-31) Est. \$6.00
 501 PIEDMONT, 1917, VG 4-bar on PPC (Clall. 94-35) Est. \$5.00
 502 SPOKANE(YARDLEY RUR.STA.),1914, VG 4-bar on PPC. Est. \$20.00
 503 SPRAGUE, Jun 1899, G + cds on cvr w/some stains along bottom. TERR. E\$25.
 504 SPRING VALLEY, 1918, VG 4-bar on PPC (Spok. 07-42) Est. \$5.00
 505 THEON, 1908, G + cds on PPC. (80/09) Est. \$30.00
 506 TURNER, 1913, G + 4-bar on PPC (Columbia 1904-34) Est. \$5.00
 507 WAITSBURGH (1882) readable cds on cvr cut into 1ct emb. TERR. Est. \$10.
 508 WALLULA, 1882, G + dcds on 3-ct green ent. w/some edge wear. TERR. E\$30.00
 509 WEST SEATTLE, 1906, VG DOANE on PPC (1889-1908) Est. \$8.00
 510 Lot of 2 diff TERRITORIALS: TACOMA (1889) & WALLA WALLA (1888) VG strikes, but minor faults. Est. \$10.00

WISCONSIN

- 511 ALABAMA, 1891, VG cds on 2-ct green ent. (1870-1903) Est. \$10.00
 512 BELGIUM, 1907, VG DOANE on PPC. Est. \$4.00
 513 CASSIAN, 1911, Fine 4-bar on PPC (1902-13) Est. \$10.00
 514 CREAM, 1909, G + 4-bar on PPC (1890-1916) Est. \$8.00
 515 DEVILS LAKE, 1906, VG Type 1 DOANE on PPC (1903-28) Est. \$8.00
 516 IRON RIDGE, 1882, bold toothed dcds on cvr. Est. \$8.00
 517 JEWETT, 1914, G 4-bar on PPC (1894-1944) Est. \$5.00
 518 RUSSELL, 1888, mss on cvr opened ruff into #210. (1882/1906) Est. \$8.00
 519 SCHLEISINGERVILLE, 1910, VG 4-bar on PPC (1850-1921) Est. \$6.00
 520 SHEBOYGAN/Wis.(1857) Fine blue cds on stampless cvr w/PAID 3 in circle. Est. \$8.00
 521 SIGNOR, 1910, VG 4-bar on PPC (1905-12) Est. \$12.00
 522 WOODVILLE/St.Croix Co.,1887, VG fancy dcds in magenta w/star killer tying 2-ct green on cover. Est. \$12.00

WYOMING

- 523 BONANZA, 1910, VG cds on PPC (87-18) Est. \$15.00
 524 CHUGWATER, c.1909, about G dcds on PPC. Est. \$4.00
 525 DEPASS, 1909, G + magenta DOANE on PPC (06/25) Est. \$12.00
 526 FOSSIL, 1908, VG DOANE on PPC (88/45) Est. \$6.00
 527 SHERIDAN, 1885, VG cds on 2-ct brown ent. a bit uneven @ rt.TERR.Est.\$12.

WYOMING

- 528 SPRINGVALLEY, 1909, VG 4-bar on PPC (1900-32) Est. \$8.00
529 VIOLA, 1911, VG 4-bar on PPC (1896-1935) Est. \$8.00

U.S. POSSESSIONS

- 530 CAYEY/P.R., 1909, G+ duplex ties 2-ct red Washington on cvr. E\$6.00
531 GUAYAMA/P.R., 1926 Fine dplx ties 2-ct Sesqui. on RUM ADVERT. cvr. E\$8.

CANADA

- 532 CRAIG/ALTA., 1910, VG split ring on PPC. (1905-12) Est. \$15.00
533 ROSSLAND/BC, 1897, G+ cds ties 3-ct small queen on cvr. Est. \$5.00
534 Lot of 3 diff BC split rings on cvr., 1917-24: DEWDNEY, WHONNOCK (cl. tear) & NATAL. All VG strikes. Est. \$6.00

RURAL FREE DELIVERY (Handstamps in CAPS)

- 535 BRIDPORT/VT., 1904, G+ Type 1, Rt.1 on cover. Est. \$8.00
536 EMPORIA/KANS., 1903, VG Type 1, Rt.2 on cover. Est. \$15.00
537 FERRISBURG/VT., 1902, VG Ty2B, Rt. 1, on cover. Est. \$10.00
538 LATON/CAL., 1906, VG Ty 2FA, Rt. 1 on PPC. Est. \$8.00
539 Lyons, Kans., 1907, Ty 11 (complete mss), Rt.4 on PPC. Est. \$8.00
540 ROWLEY/MASS., 1908, Fine Type 2D, Rt.2 on PPC. Est. \$8.00
541 SAINT GEORGE/KANSAS, 1908, VG Type 2F, Rt.1 on PPC. Est. \$12.00
542 SARCOXIE/MO., 1903, VG Type 1, Rt.2 on cover. Est. \$8.00
543 WILTON/N.H., 1903, Fine Type 1, Rt.3 on cvr. Est. \$8.00
544 YANTIC/CONN., 1902, VG Type 1, Rt.2 on cover. Est. \$8.00

RAILWAY POST OFFICES (RSTM Cat. Nos.)

- 545 ATCH.& LENORA, 1918, VG (908-E-2) on cvr w/stain. Est. \$8.00
546 BALT.& BRIS.E.D./R.P.O., 1888, light, readable cds (Unl.) on GPC. E\$8
547 BEARDSTOWN & SHAW, 1916, G+ (718-unl.) on PPC. Est. \$8.00
548 BEMIDJII & SAUK CENT., 1933, G (878.1-A-2) on cvr. Est. \$6.00
549 BOYKINS & LEWIS., 1908, VG (316-unl.) as rec'd on GPC. Est. \$8.00
550 BOYKINS & LEWISTON, 1907, VG (316-A-2) as rec'd on GPC. Est. \$8.00
551 BURL & BOS., 1907, VG (41-U-1) on PPC. Est. \$6.00
552 CAMPBELL & CARUTH., 1901, VG unlisted route (Missouri) on cvr opened just into St.Louis, Kennett & So. RR. cc. Est. \$25.00
553 CENTER BARN & MANCH., 1914, VG (27-F-1) on PPC (cnr.crease) E\$8
554 CHEBOY & BAY CITY, 1924, G+ (643-E-1) on cvr. Est. \$6.00
555 CHI. & DET./R.P.O., 1875, G (light) (610-F-1) on UX3 w/bold E-IN-BOX.E\$10
556 CHI. OREGON & MINN., 1898, G+ (730-F-1) on cvr w/minor edge tears. Est.\$5.
557 DET & GR.HAV./AGT., 1877, G (lile) (611-E-1) on cvr cut into cc. E\$8.00
558 DET.& HOW.CITY/AGT., 1877, VG (622-C-1) on cvr opened into emb.stmp.E\$10.00
559 DUL.WAHP.& JAMES./E.D., 1908, VG (874-U-1) on PPC. Est. \$6.00
560 DUNKIRK & TITUSVILLE, 1812, G+ (189-D-1) on PPC. Est. \$5.00
561 FRANK & TOLEDO, 1909, VG (641-F-1) on PPC. Est. \$7.00
562 GD.STONE CY.& PT.HURON, 1911, VG (639-H-1) on cvr. Est. \$8.00
563 GREEN BAY & WINONA, 1898, VG (845-unl.) on cvr ruff @ rt. Est. \$6.00
564 HASTING & COLENE, 1911, G (837-P-1) on PPC. Est. \$6.00
565 HERON LAKE & PIPESTONE, 1916, G+ (870-G-1) on PPC. Est. \$6.00
566 HINKLE & YAKIMA, 1953, G+ (904.2-A-1) on cml. GPC. Est. \$5.00
567 HOUS.& EL PASO/E.D., 1908, VG (476-J-1) on PPC. Est. \$8.00
568 HUMESTON & SHEN., 1889, VG (785-F-1) on cvr w/E-IN-CIRCLE killer tying 2-ct green banknote. Est. \$10.00
569 IND. VAN. & ST.L./AGT., 1884, G+ (561-I-1) on GPC. Est. \$10.00
570 IND. & CHARITON, 1909, VG (787.1-A-2) on PPC. Est. \$6.00
571 INLET & OLD FORGE, 1907, G+ (F-12-a) lake boat on PPC. Est. \$6.00
572 JAMESTOWN & OAKES, 1914, VG (888.7-A-1) on PPC. Est. \$6.00
573 K.C. & WELLINGTON, 1886, VG (908-E-1) on 2-ct brown ent. Est. \$10.00
574 KINGFIELD & FARM., 1908, VG (17-C-1) on PPC (narrow gauge) Est. \$10.00
575 LANS & JONES./AGT., 1877, G (S.& J' pill. off @ T) (631-B-1) on GPC.E\$12.
576 LINTON & ROSCOE, 1909, VG (887.3-A-2) on PPC. Est. \$6.00
577 MACK & RICH., 1899, G (620-T-1) on cvr w/marble & granite cc. Est. \$8.00
578 MENDOTA & FULTON, 1902, VG (726-G-1) on cover. Est. \$8.00
579 MILES CITY & BUTTE, 1910, G+ (871-R-unl.) on PPC. Est. \$8.00
580 MINA & MOJAVE, 1938, VG (990-C-1) on cml. cvr. Est. \$30.00
581 MISSOULA & DARBV, 1920, G (881.10-A-1) on cvr. Est. \$8.00
582 NEWTON & OKLAHOMA, 1917 VG (924-H-1) on PPC. Est. \$5.00
583 OROVILLE & SPOKANE, 1920, VG (902.1-F-1) on PPC. Est. \$6.00
584 PENDELTON & YAKIMA, 1951, VG (904.2-B-1) on cvr. Est. \$5.00
585 PETOSY & GRD.RAP./AGT., 1877, readable (620-F-1) on clean cvr. Est. \$8.00
586 PHILLIPS & FARMING., 1915, Fine (17-D-1) on PPC (narrow gauge) Est. \$12.00
587 POCOTELLO & PORT., 1910, VG (898-N-1) error on PPC. Est. \$8.00
588 QUAN & FLOYDADA, 1939, VG (921.4-E-1) on GPC. Est. \$10.00
589 RED BLUFF & SACRA., 1911, G (982-M-1) on PPC Est. \$6.00
590 RENO & MINDEN, 1941, VG (978-D-1) on non-phil. cvr. Est. \$8.00
591 ROCHESTER,N.Y.CAR COLL SERVICE/B,1902, VG (RO-2-a) on GPC. Est. \$15
592 S.F.NEWARK & S.C., 1937, VG (991-C-1) on cvr w/San Jose hotel cc. E\$8.
593 SAN ANGELO & FT.STOCKTON, 1937, VG unl.variety on illus. HOTEL cvr from Bakersfield, CA. Est. \$15.00
594 SAN ANT. & COR.CHRISTI, 1912, Vg (482-L-1) on PPC w/damaged stamp. Est.\$5
595 SAN BDNO.& ORANGE, 1908, G (high) (993.2-B-1) on PPC. EST. \$10.
596 SAN FRAN. & PAC.GROVE, 1924, G (980-I-2) on PPC. Est. \$5.00
597 SEAT. & HOQUIAM, 1912, G+ (901.4-D-1) on PPC Est. \$6.00
598 SPOK.PASCO & SEAT., 1907, VG (892-O-1) on PPC. Est. \$6.00
599 SPOKANE & SEATTLE, 1907, VG (902.5-A-1) on PPC. Est. \$5.00
600 ST.P. & SPOK.R.P.O./3d DIV., 1906, VG (874-AR-1) on PPC. Est.\$8.00
601 TAY.FALLS & MPLS., 1907, VG (881.6-A-1) on PPC. Est. \$12.00
602 TRACY & PIERRE, 1908, VG (866-Y-2) on PPC. Est. \$6.00
603 TRUCKEE & LK.TAHOE, 1938, VG (997.4-B-2) on non-phil. cvr. Est.\$10.00
604 UNION STA.BALTO,MD./TRAN.CLK., 1919, G+ dplx ties pr.1-ct WASH on mourning cover. Est. \$5.00
605 VANCEBORO & BANGOR, 1897, G+ Maine Cent. unl. variety on GPC. Est.\$8.00
606 WALLACE & SPOKANE, 1908, G (896.7-A-1) on PPC. Est. \$6.00
607 WICHITA & PRATT., 1907, VG (918.10-B-1) on PPC. Est. \$10.00
608 WILLIAMS & LOS.ANG., 1906, VG (964-O-2) on PPC. Est. \$6.00
609 WILLIAMSPORT & ERIE, 1900, VG (198-O-1) on cvr w/ILLUS Hotel cc from Kane, PA. Attractive. Est. \$10.00
610 WINTON & DUL., 1949, G+ (879.1-B-1) on cml. cvr. Est. \$5.00

- 611 WISHRAM & BEND, 1936, VG (899.1-E-1) on cover. Est. \$8.00
612 YORK BEACH & PORTS., 1913, G (o'strik) (15-C-1) on PPC. Est. \$8.00

TROLLEYS (Streetcar RPOs)

- 613 PHILA.PA.GERMANTOWN, 1899, G+ (PH-4-b) as rec'd on GPC. Est. \$12.00
614 PHILA.& MANAYUNK, 1898, VG (PH-2-a) as b/s on cover. Est. \$15.00
615 ST.LOUIS/GRAND AVE.CIRCUIT, 1899, VG (SL3-B), TR10 (4) on GPC. Est. \$8.00
616 WASH.DC PA. AVE, 1912, G (WA-1-b) w/RPO missing on GPC. E\$25.00

SHIPS & NAVAL RELATED

- 617 T.S.S.'PRINCE DAVID'/POSTED ON THE HIGH SEAS/PURSER'S OFFICE on PPC pm SITKA/ALASKA 1936. Est. \$12.00
618 U.S.-GER.SEA POST/S.S.LEVIATHAN, 1934, VG dplx on cover. Est. \$8.00
619 U.S.FRIGATE/CONSTITUTION, 1933-4, 3 VG Type 3 cancels w/diff CALIF. towns in killers on cach. cvrs. (SAN DIEGO, SANTA BARBARA & STANTA CRUZ).E\$8
620 U.S.FRIGATE/CONSTITUTION, 1933, 3 VG Type 3 cancels w/diff WASHINGTON towns in killers on cach. cvrs. (ANACORTES, PORT TOWNSEND & GRAY'S HARBOR).E\$10
621 USS DETROIT, 1924, VG Type 3 (QUINCY/MASS. in bars) on cvr. E\$6.00
622 USS DUBUQUE, 1911, G Type 1 on PPC. Est. \$10.00
623 USS LOUISIANA, 1913, VG Type 3 (VERA CRUZ/MEXICOIn bars) on cvr. Est.\$10
624 USS MARYLAND, 1908, VG Type 1 on PPC. Est. \$6.00
625 USS MARYLAND, 1910, about G Type 1 on cover. Est. \$6.00
626 USS MISSOURI, 1918, VG Type 3 on cvr w/large 'Passed by Censor'. Est. \$8.
627 USS NEW HAMPSHIRE, 1908, G Type 1s on PPC. Est. \$6.00
628 USS NEW ORLEANS, 1914, G Type 1u on PPC w/msg headed 'Sahia Cruz,Mex'E\$12
629 USS PANTHER, 1911, about G Type 1 on PPC. Est. \$8.00
630 USS PENSACOLA, 1909, G+ Type 1 on PPC Est. \$10.00
631 USS RALEIGH, 1929, VG Ty 3 (HAIFA/PALESTINE in bars) on phil.cvr.E\$8.00
632 USS RHODE ISLAND, 1910, G Type 1u on PPC. Est. \$6.00
633 USS SCORPION, 1919, G+ Type 3 (CONS'LIE/TURKEY in bars) on free franked cover. Est. \$20.00
634 USS SOUTH CAROLINA, 1911, G+ green Type 1u on PPC. Est. \$8.00
635 USS SOUTH DAKOTA, 1910, G+ Type 1 on PPC. Est. \$5.00
636 USS SOUTH DAKOTA, 1911, VG Type 1 on cover. Est. \$8.00
638 USS UTAH, 1911, G+ Type 2r on PPC. Est. \$6.00
639 USS WISCONSIN, 1910, VG Ty 1u (Inv.dial) on PPC. Est. \$8.00
640 USS YORKTOWN, 1911, G+ Type 1 on PPC. Est. \$10.00

MILITARY COVERS

- 641 AIR FORCE POSTAL SERVICE/BANGKOK AMT, 1975, VG 4-bar on phil.cvr. E\$5.00
642 AIR FORCE POSTAL SERVICE/DANANG AMT, 1972, Fine 4-bar on phil.cvr. E\$6.00
643 APO 773/AUG 18 1918 in 2 clear magenta ST.LINES on YMCA cvr w/edge wear at Rt. Provisional marking. Est. \$15.00
644 ARMY & AIR FORCE POSTAL SERVICE/CAMRHAN BAY AMT, 1967, Fine 4-bar on phil. cvr. Est. \$8.00
645 CENSORED cvr 'PASSED BY CENSOR/initials/CAPTAIN U.S.M.C.' w/no postal markings but rel.addr. 'Santiago, Cuba' encl. ltr. dated Jan 1917. Est.\$12.00
646 FORT RILEY/KAN. (1868) G+ cds on cvr w/#85 to Major at Fort Wallace/Kans. w/letter from wife to husband talking of dangers of trip to join him.Cover has closed tears, but is presentable. Est. \$30.00
647 MIL.STA.NO.2 CAVITTE/PHILISL'DS,1899, G+ dplx on CENSORED cvr. E\$12.00
648 SP-AM. WAR PATRIOTIC w/2x2-inch color US flag pm CHICAGO FLAG cancel 1898. Est. \$10.00
649 SP-AM. WAR PATRIOTIC w/2x4-inch color flag pm ALHAMBRA,ILL 1898. Est. \$15.
650 SP-AM. WAR PATRIOTIC w/CUBA & US flags & eagle pm CINCINNATI STA/F FLAG cancel 1902 (late use) small closed tear at top. Est. \$8.00
651 SP-AM. WAR PATRIOTIC, o'all red, white & blue 45-star flag pm readable HEM PSTEAD/NY w/good letter from soldier headed 'Camp Black'. Est. \$25.00
652 SP-AM. WAR PATRIOTIC, o'all red, white & blue 45-star flag pm WINCHESTER, MA. 1898. Very fresh, clean cover. Est. \$35.00
653 U.S.FORCES SANTO DOMINGO/OFFICE/OF CENSOR/PASSED in large magenta circle on PPC from DRESDEN MILLS/ME., 4-bar 1919. Est. \$15.00

EXPOSITIONS (Bomar Cat. Nos.)

- 654 BUFFALO/NY, 1901, VG Pan-Am Expo BARRY machine (B-01-168) on cvr. E\$5
655 DEL MAR,CALIF./EXPOSITION STA., 1956, Fine dplx on cach.cvr. E\$5.00
656 LOS ANGELES/HOLLYWOOD STA., 1914, VG PAN-PAC FLAG (SF15-25G) PPC. E\$5.00
657 NORFOLK,VA., 1907, VG JAMESTOWN slogan (N07-08) lies 2-ct Jamestown on neat mourning cover. Est. \$12.00
658 POMONA, 1918, VG PAN-CAL FLAG (SO16-05) on PPC. Est. \$12.00
659 SAN DIEGO, 1915, VG PAN-CAL UNIVERSAL mach. (SO16-23) on PPC. Est. \$3.00
660 SAN FRANCISCO MODEL P.O., 12/4/1915, VG INT'L on PPC ties #397. E\$10.00
661 SANTA MONICA, 1918, G+ PAN-CAL FLAG on Christmas card size cvr w/top flap missing. (SO16-06) Est. \$15.00
662 SEATTLE/EXPOSITION STA., 1909, about G (lile) duplex (S09-01) on PPC. E\$75.

MACHINE CANCELS

- 663 BUFFALO, 1884, about G LEAVITT Ty B on GPC. Est. \$4.00
664 COLORADO SPRINGS/COLO., 1898, VG third class FLAG on 1-ct ent. Est. \$5.00
665 DECATUR/ILL., 1904, G+ BARR-FYKE as rec'd on picture side of PPC. E\$5
666 DETROIT/MICH., 1880, VG LEAVITT Ty B on GPC. Est. \$8.00
667 GALVESTON,TEX.,c.1900, VG PNEUMATIC on cvr w/fancy Library cc. Est. \$6.00
668 HAVERSTRAW/N.Y., 1903, VG PERFECTION on cover. Est. \$12.00
669 PORT JERVIS/N.Y., 1901, Fine HAMPDEN on cover. Est. \$8.00
670 SAN DIEGO, 1900, VG BARR-FYKE lies #281 on cvr to GERMANY. Est. \$10.00
671 SAN JUAN,PORTO RICO, 1911, VG INTERN'TL on PPC to ITALY. Est. \$5.00
672 TOLEDO/O., 1880, G+ LEAVITT Ty B on GPC. Est. \$6.00
673 Lot of 2 DAYTON/OHIO LEAVITTS; VG Type B (1885) & partial Type B w/inv. D in killer (1889). Both on GPC. Est. \$8.00
674 Lot of 2 diff BALTIMORE LEAVITTS: Type B(D) & Ty C, G-VG strikes. Both on GPC. Est. \$10.00
675 Lot of 2 diff. WASHINGTON/D.C. LEAVITTS on GPC: Type B (1881) & Ty C (1883). Both VG strikes, but 'C' card has diag. crease. Est. \$12.00
676 Lot of 3 diff CHICAGO TIME-CUMMINS Stations on UX22: STOCK YARDS, CANAL & KINZIE, all 1911, strikes G-VG. Est. \$8.00

AUXILIARY MARKINGS

- 677 "Change in address/due to official order" on PPC to FORT LISCUM/ALASKA w/FORT LISCUM Type 4 as forwarding mark. Est. \$20.00
 678 "Delayed by expiration of carrier's time" on PPC pm LYNN, MASS. Est. \$12.00
 679 "DISINFECTED" in bold red ties 1-ct Franklin on PPC pm MONT ALTO/PA., 1910. Picture side shows view of "Men's Cottages" Min. Bid \$50.00
 680 "LOTTERY MAIL/RETURN TO SENDER" in 2 red st. lines on 1978 cover from MALTA to Portland, OR. Est. \$5.00
 681 "Mail service suspended to country addressed" on cvr pm PLACERVILLE/CAL., Feb 1917 to GERMANY. Edge wear @ left. 1 + 2-ct Wash/Franks. on 2-ct ent. Est. \$15.00
 682 "Received from Mail Bag/Store House, Wash. D.C." in purple on PPC pm CHARLESTON, S.C., 1914. Est. \$8.00
 683 "RECEIVED/UNSEALED/AND/SEALED/AT/PHILA.P.O." in circle as b/s on cvr pm NEW ROCHELE, NY 1896. Also Phila. rec'd b/s. Est. \$12.00
 684 "UNMAILABLE" in magenta on "glitter" PPC pm INDIANAPOLIS 1907. Est. \$8.
 685 Pink label added to cvr explaining delayed delivery to cvr lacking postage postmarked NEW YORK w/#210 (damaged) tied. Interesting! Est. \$15.00
 686 Pointing Hand & "Not in Rochester, N.Y. Directory/Searcher No.1" on cvr pm ROCHESTER 1908. Est. \$10.00

STAMPS OF SIGNIFICANCE ON COVER

- 687 3-ct 1899 issue (lot of 2): MEDFORD/MASS on clean cvr & LOC(KP)ORT/NY on monogrammed mourning cover. Both nice covers. Est. \$8.00
 688 5ct. TRANS.MISS. tied by TACOMA/WASH dplx on cvr to England w/small closed tear at top left. Est. \$25.00
 689 5-ct NORSE AMERICAN + blk of 6 2ct Wash. on Reg. cvr pm TACOMA, 1926. Two flattened creases not effecting stamps or pms. Est. \$10.00
 690 1-ct NEBRASKA o'print on PPC pm BIG SPRING/NEBR., 1929. Good non-phil. use. Est. \$7
 691 3-ct POD OFFICIAL tied on POD envelope by WASHINGTON/DC cds & cork. Minor tear at top of cvr. Est. ?
 692 Lot of two covers franked w/#205 to GERMANY. One pm WASHINGTON/DC on Treasury Dept./Bureau of Mint pen. env. Est. \$8.00

BULK LOTS ARRANGED BY FRANKING

- The following lots were submitted by a European subscriber. Condition of both strikes & covers varies. Estimates are believed to be conservative. These lots are not returnable.
 693 STAMPLESS lot of 17 SFC & SFL, mostly New Eng/Mid. Atl., poor-good. Est. \$20.
 694 1851/1857 ISSUES: Lot of 14 cvs w/3-ct or 1-ct values, most pms G-VG & are from NE. Incl. PENSACOLA/Flor., SAN FRANCISCO & Louisiana cvr w/6 copies of #26. Interesting lot. Est. \$40.00
 695 1861, 3-CENT PINK: Lot of 47 covers from 1860's, good variety of East & Midwest town marks, but a few South & San Francisco. Some military related. Est. \$60.
 696 3-CENT GREEN BANKNOTES: Lot of 40 covers, most strikes G or better. Heavy in Eastern towns, but good variety. Est. \$40.00
 697 2-CENT BROWN (#210): Lot of 17 covers w/G-VG town marks. Most small towns of East, but note VINITA/IND.T. (faulty) & FOREST GROVE/OREG. Est. \$25.00
 698 1 & 2-CENT BANKNOTES: Lot of 24 covers w/G-VG strikes (most handstamps) on #156, 183 & 210. Est. \$30.00
 699 COLUMBIANS: Lot of 13 covers [1ct (2); 2ct (9); 5ct (2)] Some unusual uses such as 1-ct solo to Europe, 2-ct2 on Reg. cvr to Italy. Est. \$50.00
 700 REMAINDER: Lot of over 50 late 19th & early 20th century covers, some to cvr areas destinations. Also a few later philatelic items. Est. \$30.00

PREXIES ON COVER (1938 Presidential Series)

- 701 1/2ct (pair) + 2ct defense on cvr to CANADA pm ROCHESTER/NY 1943. Est. \$4.00
 702 1 1/2 cent pair tied by indistinct MAR. — US EMBASSY/PEIPING, CHINA, 1940 4-bar. Est. \$8.00
 703 7ct solo on wrapper paying parcel post insured, 1941. Est. \$5
 704 6ct (pair + 1) & 10ct (block of 4) on Reg. Cvr pm NYC 1953. Est. \$12.00
 705 9ct + 16ct on 1938 Reg. Cvr pm ATLANTIC CITY, NJ. Est. \$20.00
 706 10ct. tied by US NAVY Ty3, Dec 2, 1941 on CENSORED cvr from BERMUDA. Est. \$8.
 707 12ct. solo usage paying double air rate pm LISBON/NH 1941. Est. \$8.00
 708 14ct (pair) + 15-ct S.D. on SPECIAL DEL. cvr pm NEWPORT/PA 1949. Est. \$20.00
 709 15ct + 6ct air paying CERTIFIED MAIL/AIR rate from APO 500 (Tokyo) 1957 to Sandia Base, NM. Certified label intact. Est. \$12.00
 710 20ct (pair) on 1940 air cvr pm NYC to CHILE (vert. crease). Est. \$10.00
 711 21ct. solo usage on Reg. cvr to Stanley Gibbons pm CHICAGO 1942. Est. \$12.00
 712 22ct + 3-ct comm. on Reg. cvr pm NYC 1947. Est. \$30.00
 713 30ct + 3ct on Reg. cvr pm SUTHERLIN/OREG. 1954. Est. \$5.00
 714 50ct (3 pairs) & 4-ct (1) on reg. cvr pm HOMEWOOD/ILL 1955 (one 50ct stamp is damaged lightly) Est. \$20.00

ADVERTISING COVERS

- 715 BICYCLE illus on ad cvr pm LIVE OAK, FLA., c. 1900. Est. \$10.00
 716 BOILER, 2x3-inch sepia illus. on cvr w/mfg. cc pm CHICAGO, 1891. Est. \$15
 717 CHICKENS, illus breeder cc on cvr pm BROOKINGS/S.D. 1900, encl. Est. \$8.
 718 HOTEL, National Hotel, Abilene, KS illus cc. on cvr pm K.C. & DENVER/RPO, 1916. Est. \$5.00
 719 HOTEL, The Holland, Orange, Tex. illus cvr pm ATLANTA, GA. 1902. Est. \$5.00
 720 HOTEL, Toppenish Hotel illus ad cvr pm TOPPENISH, 1907. Est. \$5.00
 721 PLOW illus on farm supply dir cc. cover pm BALTIMORE 1892. Edge tear at far left; o'ail illus of tomato on reverse. Est. \$8.00
 722 REFRIGERATOR, illus in blue on ad cvr pm BURLINGTON/VT. ties 2-ct COLUMBIAN Cover has closed tear at top, but looks good. Est. \$12.00
 723 SOAP (WASHING-TEA) illus. ad cvr pm DETROIT BARRY oval 1900. Est. \$8.00
 724 WYOMING FRONTIER DAY 1897, illus color w/bison on cvr pm CHEYENNE dplx. 1897. Est. \$40.00

MISCELLANY

- 725 CERTIFICATE OF APPOINTMENT OF POSTMASTER at Clarksville, Michigan, 1924, Signed by President Calvin Coolidge. Appr. 14x17-inches. VG condition. Min. \$75
 726 Depreciated Currency, 1866, SLC pm RAPALLO/ITALY to "Alta California" w/NEW YORK/AUG/5/U.S. 26 NOTES on face. Est. ?
 727 FREE FRANK of C.G. Atherton on 1840 SFL to Nashua from Amos Kendall, then US Postmaster General. Est. \$20.00

- 728 SEA JUG POST, 1951, EAST OF FLORIDA in blue cds on cvr. Est. \$5.00
 729 STEAMER/VICKSBURG-in-box, light, blue marking on 3-ct pink ent. to New Orleans. Est. ?
 730 WELLS, FARGO & CO'S. MONEY ORDER REMITTER'S RECEIPT, Series N, dated Feb 23, 1899. Est. ?

END OF SALE

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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

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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

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

CONDITION OF POSTMARKS

VF-All letters well struck (near perfect)

F-One or more letters may be light

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

G-Some letters light or missing

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

PRICES REALIZED SUBSCRIBERS' AUCTION NUMBER 22

LOT	PRICE								
101	4.50	192	6.00	285	4.50	380	16.00	474	4.50
102	28.00	193	4.00	286		381	9.50	475	9.50
103		194	10.00	287	11.00	382	26.00	476	95.00
104	8.00	195	11.00	288	3.50	383	16.00	477	2.00
105	8.00	196	8.50	289		384		478	8.50
106	4.50	197	3.50	290		385	13.00	479	
107	9.00	198	5.50	291		386	11.00	480	
108	4.50	199	16.00	292	8.00	387	8.00	481	5.50
109	5.00	200	9.00	293	6.50	388	2.00	482	14.00
110	5.00	201	8.00	294	11.00	389	8.50	483	
111	12.00	202	4.00	295	11.00	390		484	
112	7.50	203	2.00	296	4.50	391		485	
113	14.00	204	3.50	297		392	5.50	486	5.00
114		205	26.00	298	5.00	393		487	8.50
115	19.00	206	11.00	299		394	2.00	488	
116	5.50	207	3.00	300	3.50	395	6.50	489	
117	11.00	208	9.50	301	5.50	396	2.00	490	8.50
118	80.00	209	7.50	302	4.00	397	3.00	491	5.50
119	50.00	210	7.50	303	4.00	398		492	5.50
120	60.00	211	16.00	304	16.00	399		493	2.50
121	50.00	212	8.50	305	5.50	400	2.50	494	3.00
122	16.00	213	2.00	306	6.00	401		495	2.00
123		214		307	4.50	402	2.00	496	7.00
124	2.00	215	3.50	308	6.50	403		497	70.00
125	32.00	216	4.50	309	3.50	404	2.00	498	8.50
126	13.00	217	2.50	310	16.00	405		499	4.50
127	13.00	218		311	9.00	406	2.00	500	12.00
128	16.00	219	7.00	312		407	3.00	501	13.00
129	8.50	220	6.00	313	7.00	408		502	
130	8.00	221	30.00	314	6.00	409		503	
131	13.00	222	7.50	315	6.50	410		504	3.50
132	2.50	223	4.50	316	16.00	411	2.00	505	
132A	11.00	224	5.00	317	7.50	412	2.00	506	16.00
133	2.50	225	7.50	318	4.00	413	2.00	507	5.50
134	5.50	226	14.00	319	24.00	414	2.00	508	2.00
135	2.50	227	2.00	320	5.00	415		509	11.00
136	5.50	228	3.50	321	9.50	416	9.50	510	6.50
137	6.00	229	2.00	322	12.00	417		511	
138	6.00	230	4.50	323	7.00	418	6.50	512	15.00
139	19.00	231	3.50	325		419	13.00	513	6.50
140	2.00	232		326		420		514	9.00
141	2.00	233	3.00	327		421	4.00	515	7.00
142		234	4.00	328		422		516	12.00
143	5.50	235	5.50	329		423	4.50	517	15.00
144		236	28.00	330		424	13.00	518	13.00
145	16.00	237	6.50	331	5.00	425	19.00	519	
146		238		332	4.50	426		520	12.00
147	2.00	239	13.00	333	19.00	427		521	4.00
148	6.50	240	15.00	334	7.50	428		522	2.00
149		241		335	13.00	429	6.50	523	
150	3.50	242	26.00	336	26.00	430		524	13.00
151		243	13.00	337	9.50	431	255.00	525	3.00
152	24.00	244	26.00	338	32.00	432		526	3.00
153	7.50	245	8.00	339	26.00	433	13.00	527	8.50
154	16.00	246	26.00	340	8.00	434	12.00	528	11.00
155	7.00	247	30.00	341	3.50	435	11.00	529	6.50
156	3.50	248	13.00	342	22.00	436		530	
157	4.00	249	4.00	343	7.50	437	15.00	531	5.50
158	9.50	250	8.00	344	42.00	438	22.00	532	5.50
159	2.50	251	4.00	345	5.50	439		533	
160		252	3.00	346	6.50	440	4.00	534	
161	2.00	253	8.50	347	7.00	441	8.50	535	7.00
162	6.80	254	13.00	348	6.50	442	8.50	536	
163	7.00	255		349	13.00	443	8.00	537	13.00
164	3.50	256		350	18.00	444	15.00	538	8.50
165	9.50	256A	24.00	351	6.50	445	4.00	539	60.00
166		257	6.50	352	3.50	446	12.00	540	5.50
167	4.00	258	6.50	353	13.00	447		541	
168		259	8.00	354	26.00	448		542	7.00
169		260	7.50	355	9.50	449	4.50	543	6.00
170	3.00	261	2.50	356	5.50	450	70.00	544	2.00
171	3.50	262	8.00	357	7.50	451	7.00	545	16.00
172	4.50	263	16.00	358	9.50	452		546	5.50
173	3.50	264	8.50	359	5.50	453	4.00	547	13.00
174	4.00	265	2.00	360	6.50	454	5.50	548	3.00
175	7.50	266	22.00	361	4.00	455		549	
176		267	16.00	362		456		550	4.50
177		268		363	6.50	457	19.00	551	4.50
178		269	11.00	364		458	7.50	552	
179		270	3.00	365	4.50	459		553	11.00
180		271	2.00	366	4.50	460	2.00	554	
181		272	11.00	367	4.00	461	5.50	555	
182	4.00	273	2.00	368	13.00	462	6.00	555A	13.00
183	55.00	274	6.50	369	6.50	463	3.00	556	
184		275	5.50	370	5.00	464	2.50	557	7.50
185	36.00	276	8.50	371	3.50	465	6.00	558	7.00
186	9.00	277	6.50	372	5.00	466		559	6.50
187	14.00	278	9.50	373	5.50	467	7.00	560	10.00
188	7.00	279	3.00	374	32.00	468	3.00	561	15.00
189		280	22.00	375		469	11.00	562	17.00
190	6.00	281	7.00	376	22.00	470	8.50	563	18.00
191		282	13.00	377	48.00	471	3.50	564	13.00
		283	11.00	378	13.00	472	4.00	565	28.00
		284	3.50	379	6.50	473	11.00		

Bidders: 130

GROSS: \$4,459.00

CLASSIFIED

Advertising Information

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ANNOUNCEMENTS	RURAL STATIONS
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AUCTIONS	TOWNS
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FANCY CANCELS	STAMPS
FLIGHT COVERS	FOREIGN COVERS
MILITARY COVERS	ACCESSORIES
NAVAL COVERS	COLLECTIONS
RAILWAY POST OFFICES	LITERATURE
RURAL FREE DELIVERY	MISCELLANEOUS

Rates

NUMBER of WORDS	Total for Consecutive Issues			
	1 Issue	2 Issues	3 Issues	6 Issues
1-25	1.25	2.18	3.12	5.94
26-30	1.50	2.62	3.75	7.14
31-35	1.75	3.04	4.35	8.28
36-40	2.00	3.48	4.98	9.48
41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
96-100	5.00	8.70	12.45	23.70
101-110	5.50	9.58	13.71	26.10
111-120	6.00	10.44	14.94	28.44
121-130	6.50	11.32	16.20	30.84
131-140	7.00	12.18	17.43	33.18
141-150	7.50	13.06	18.69	35.58

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How To Order

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

Ad expiration date indicated at end of each ad, i.e., [19-4] means ad will expire with this issue.

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]

POSTAL HISTORY FOR SALE

SHE SAYS "We should be traveling!" Therefore liquidating 90% - including USA #1 on cover; PA registered covers (1840's); Civil War Group (Indiana); misc. covers 1840-90; Territorial material from MT-AK-KS-OK-AZ-NM; DPOs from 15+

states; RPOs; turn-of-century material; plus hundreds of nice picture post cards. Free lists. Hal Smith, 2109 Briarcliff, Bethany, OK 73008. [19-6]

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, Timbuctoo, Red Dog, Greenwich, Sumner, Telegraph City, Todds Valley, West Berkeley, Mosquito Gulch, Alila, Tulare Co.; Geiserville, Old Creek, Coarse Gold, Gold Gulch, Kanawha, New Hope, North 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]

TOWNS: WANTED

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. [19-6]

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]

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]

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

MONTANA WANTED: Doane cancels, RPO and DPO cancels, picture postcards. Please send photocopies or on approval. I'll pay your postage. Tom Mulvaney, Box 814, East Helena, MT 59635. PH: (406) 227-8790 evenings. [19-6]

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 Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106. [19-4]

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, Klwane, 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 Ak-lavik, Outpost Island, Port Brabant, Reindeer Depot, Reindeer Station, Rocher River, SS *Distributor*, Strathcona Sound, Winter Harbour. Also buying all leather postcards. Lyman, 4026 Sancrest Court, Mississauga, Ontario L5L 3Y5 CANADA [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. Illustrated history showing all town dates with many illustrations and rarity ratings. Sold at \$30. Selling remainders \$15. Will not be reprinted. Peterson, Box 17463, Holiday, UT 84117. [20-3]

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. [20-4]

LITERATURE: WANTED

BACK ISSUES of La Posta. Volumes 6, 7, 8, and 9. Robert Ebner, P.O. Box 151, West Covina, CA 91793. [19-4]

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

AIRMAIL PREXIE covers mailed overseas dated 1938-1945. Especially want destinations in Asia, Africa & the Pacific. Small size envelopes only. Also want \$2 and \$5 values used on covers of any size (foreign or domestic use). Send with your price, or request my offer. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034.

POSTMARKER HANDSTAMPS

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



DR. FRANK R. SCHEER
18 EAST ROSEMONT AVENUE
ALEXANDRIA, VA 22301-2325



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, ID 83316. [20-1]

TEXAS WWI AERONAUTIC Branch covers wanted. Photocopies or descriptions to Jane Fohn, Rt.2, Box 352, Leander, TX 78641. [19-4]

NAVAL CANCELS and any US Navy related postal item 1900-1925. Frank Hoak III, P.O. Box 668, New Canaan, CT 06840. [19-4]

PIG-RELATED COVERS and postal history wanted. Photocopies or descriptions to: Jane Fohn, Rt.2, Box 352, Leander, TX 78641. [19-4]

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. [19-4]

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]

FOREIGN: FOR SALE

CASH WITH Order. On PPC unless otherwise stated. Dates English version. Satisfaction guaranteed. Railroads: Barvaria G. Retg. Munchen-Saarfeld, zug 71. 10-29-27 ties Germany #356. \$5.00; Germany F. Elipp. Aurich-Finkenburg zug 4, 10-5-06 ties #67.\$8.00; Netherlands, F. Retc.W. Ange Corners Veng-Maastrich. 11-10-14 ties #65. \$7.00; Swiss F. bridge cds Ambulant 25 + Langnau-Bern 1-29-00 ties #72. \$8.00. Water: Japan, Yokohama Oct. 24-08 commem. visit (White Fleet) pic. Battleship w/roses, nice but stamp missing. \$15.00; Malta, Hotel Oriental adv. card dcds Paquebot Malta, Fe-21-31 ties #133 to Iowa, F, \$15.00; New Zealand, F

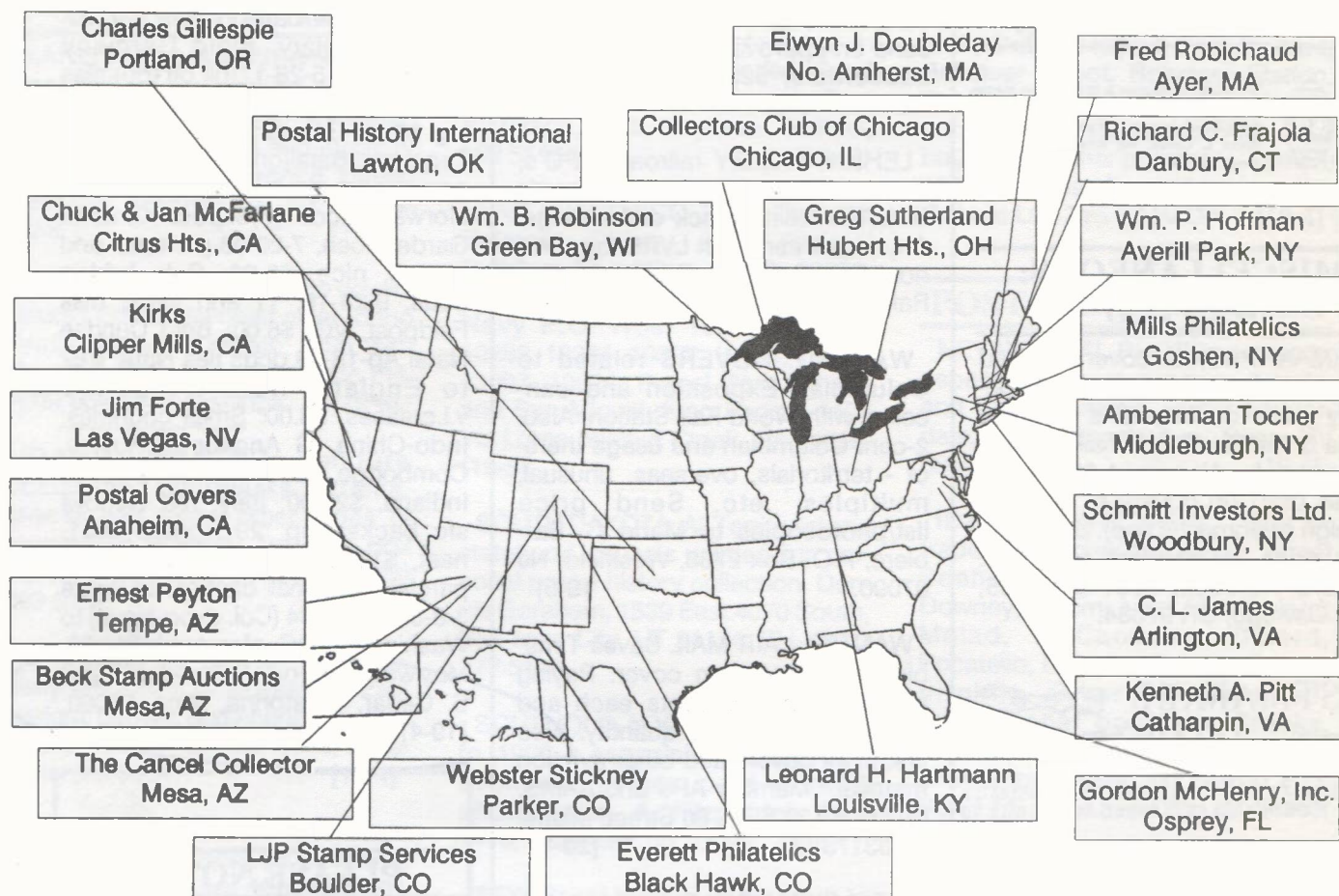
Marine Post Office RMMS Aorangi ties #131 w/balloon cds 1-7-26, \$18.00. Military: Field Germany bridge dcds 5-28-17(bit off top) mss Feld Post, cc troops in battle, l. soil-ing. \$6.00; Germany, F dcds 3 Diviisi Tagavara Bataljon, 1-NE Rood on cover, address in German, \$10.00; Norway, dcds (F)eltpost Kontoret Gardermoen, 7-20-08 pic tents and troops, nice, \$8.00; Coln bridge dcds, 9-24-16, 11 and stars, mss Feldpost, VG, \$6.00; Bold Dundee Natal Ap-18-09 dcds ties Natal #82 to England from trooper, 2 v.l.creases, \$8.00. Small countries: Indo-China, G Angkor-les-Ruines, Combodge, cds 3-7-27 ties #103 to Indiana, \$20.00; Italy, red Genova sfc backstamp "29 Agosto 1831, neat, \$10.00; St.Pierr & Miquelon, parcial cds (small dashes) St Pierre 3-8-33 ties #134 (Col. expo. issue) to Washington, DC, nice card, \$16.00. May we serve you? R.Trandem, 1210 S. Cedar, Owatonna, Minn. 55060. [19-4]

PLEASE NOTIFY

LA POSTA

WHEN YOU HAVE A CHANGE OF ADDRESS

Bulk rate mail is not normally forwarded, and your copy of LA POSTA will be wasted. We are billed 30 cents each time a subscriber changes address without telling us, and it costs an additional 90 cents to send a second copy of the journal to the new address.



LET AN AD* IN LA POSTA PUT YOUR BUSINESS ON THE MAP
THE POSTAL HISTORY DEALERS MAP

*A contract ad of three consecutive insertions will qualify you to be "On the Map".

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RICHARD C. FRAJOLA, INC.



UNITED STATES POSTAL HISTORY

PRIVATE TREATY SERVICES

PUBLIC AUCTIONS

September 10-11, 1988 - N. Leonard Persson Collection, Part II

January 13, 1989 (at ARIPEX, Tucson, AZ) - Rohloff Territorial Collection
also the Pardon Brown Correspondence

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