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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

MARCH 1989

TWENTY YEARS OF POSTAL HISTORY PUBLISHING



Says here that them folks had a mighty fine time at that Postal History Seminar in Tucson.

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: The folks around the old post office really had something to talk about in the days following the ARIPEX Postal History Seminar. A grand time was had by all who attended thanks to the careful planning of the Western Postal History Museum staff. [Illustration courtesy of Anson Reinhart]

AWARDS:

Gold Medal, COLOPEX 1987
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PUBLISHER'S PAGE

There will be some changes made...

Those of you who normally look at the back of *LA POSTA* first, that is the Subscribers' Auction pages, have already discovered a big change.

The Subscribers' Auction is missing! Before you reach for the telephone to register a complain, let me assure you that Subscribers' Auction Number 26 will be arriving in your mailbox about 10 days to two weeks after you read this. The Subscribers' Auction will be mailed as a free-standing pamphlet of 8-12 pages as an experiment for this issue. Hopefully, this will allow us to illustrate some of the lots, use bigger type, or both, but the main reason for trying this approach is to relieve me of some of the end of the month pressure that always crops up when 1) an ongoing Subscribers' Auction closes, 2) a new Subscribers' Auction has to be lotted and setup for *LA POSTA*, and 3) copy for the next issue of *LA POSTA* must be organized and rushed to Rich, my trusty pressman.



The closing date of the Subscribers' Auction will be moved forward accordingly to April 15th, 1989, in order to give everyone time to respond. At this time I anticipate running Subscribers' Auction Number 27 in the same manner, but I strongly request your opinions on the matter so that I might be better able to evaluate the experiment.

Change number two involves a decision to increase the subscription rates for *LA POSTA*. I've agonized over this for several years as postal rates and paper costs have continued to rise. We've held the line at \$10 throughout the eighties, but can no longer carry the load. Beginning with Volume 21, Number 1 (March 1991) issue, a single copy price will increase to \$4.00. A regular subscription will increase to \$15 per year. A Sustaining Subscription receiving one copy per number will become \$22.00, and a Sustaining Subscription receiving two copies will increase to \$30.00.

Delaying all increases to 1991 does two things. First, it allows each of you to renew your subscription for one more year at the old rate. Second, it causes us to look for other sources of income for the current year. I've considered a bake sale, but the cookies would probably be stale by the time they reached you, so I've decided to take the suggestion that

has been made from time to time and hold a Donation Auction to help tide us through.

In place of Subscribers' Auction Number 28, which would normally appear in the July 1989 issue, we will hold a **LA POSTA DONATION AUCTION**. A few of you have already sent in material for such a sale, and I am very grateful for your kindness. Naturally, I welcome other donated lots, but please indicate clearly that such material is intended for the Donation Auction and not one of the Subscribers' Auctions.

I've got to confess that I'm not too happy about the prospect of raising subscription rates, and even less enthralled with asking you for lots to sell in a Donation Auction. My greatest concern is that by raising our price we might cause some subscribers, who are operating on modest, fixed incomes, to be unable to afford *LA POSTA*. In my eyes, that would be one of the contraproductive things we could do, for the primary purpose of our journal is "affordable" postal history. If you find yourself in just such a situation, why not drop me a note? We'll work something out, I promise.

On the brighter side, I think we have some very good content here to kick-off our 20th Anniversary volume. You will find, for example, the entire America Section devoted to reports and articles concerning the Postal History Seminar at ARIPEX. In addition, our regional editors have combined their talents to bring you a hearty plateful of varied postal history fare. We also have some temptations in the form of auctions, net price sales, and display ads, and a few others bits and pieces. Enjoy!

Richard W. Helbock

WE REGRET TO REPORT

THE RECENT DEATH OF

MILTON G. WICKER,

FORMERLY OF HOUSTON, TEXAS, AND MOST
RECENTLY OF GREENSBORO, NORTH CAROLINA

A GOOD FRIEND AND LONG-TIME *LA POSTA*
SUBSCRIBER, MILT WILL BE MISSED BY ALL WHO
HAD THE PLEASURE TO KNOW HIM. HE WAS, IN
THE PUREST SENSE, A GENTLEMAN.



Searsburg, Vermont P.O. and Postmaster Needham D. Bartlett.

LETTERS TO LA POSTA

Tracy Thurber's post card illustrating the Searsburg, Vermont, post office (Vol. 19, No. 6, p. 50) certainly brought a good bit of response from readers. Thomas Stander of Hamilton, Ohio, wrote us to let us know that he had found a reference to the office in Bennington County in 1885. Another gentleman informed me at the Seminar that he had information about the Searsburg office, but in my typical confused state, I forgot to write down his name. Finally, Donald B. Johnstone of Colchester, Vermont, provided the following information and another post card view (above):

"I note with interest the illustration showing the post card view of the Searsburg, Vermont post office. This post card is well known to Vermont postal history students. Searsburg is located in Bennington County, and the post office was established in 1833. It was discontinued 100 years later on January 6, 1933, following the death of the old postmaster, Needham D. Bartlett, who is shown on the post card. All mail was subsequently handled by the Wilmington P.O. The enclosed view shows the same office, but with a few building changes. Both cards are thought to date from 1913 to 1920."

POSTMARK COLLECTORS CLUB CONDUCTS POSTMARK SERVICE

Paul T. Schroeder, Director of the Post Mark Collectors Club, writes in response to Earl Schnoor's letter in the January issue:

"I read with interest the letter from Earl N. Schnoor, Jr. in the January LA POSTA issue asking to trade postmarks of operating post offices and to be able to do so with little or no cost.

The POST MARK COLLECTORS CLUB, founded in 1941, has been providing that service to collectors. Currently an organization of some 900 members, it specializes in the exchange of low to moderately priced material, much of it from operating post offices. Thru its monthly publication, the PMCC BULLETIN, it offers a "postmark service" feature where collectors can also get current postmarks for the price of their 15-cent postal card plus a 4-cent fee.

Membership includes a ROSTER which lists members and their collecting preferences. Adlets in its publication often offer large quantities of material from \$5 to \$10 per

shipment. Free material is made available from members who have access to business mail rooms.

First year dues is only \$9.00. Full information can be had from Club Secretary, Mrs. Wilma Hinrichs, 4200 S.E. Indianola Road, Des Moines, Iowa 50320."



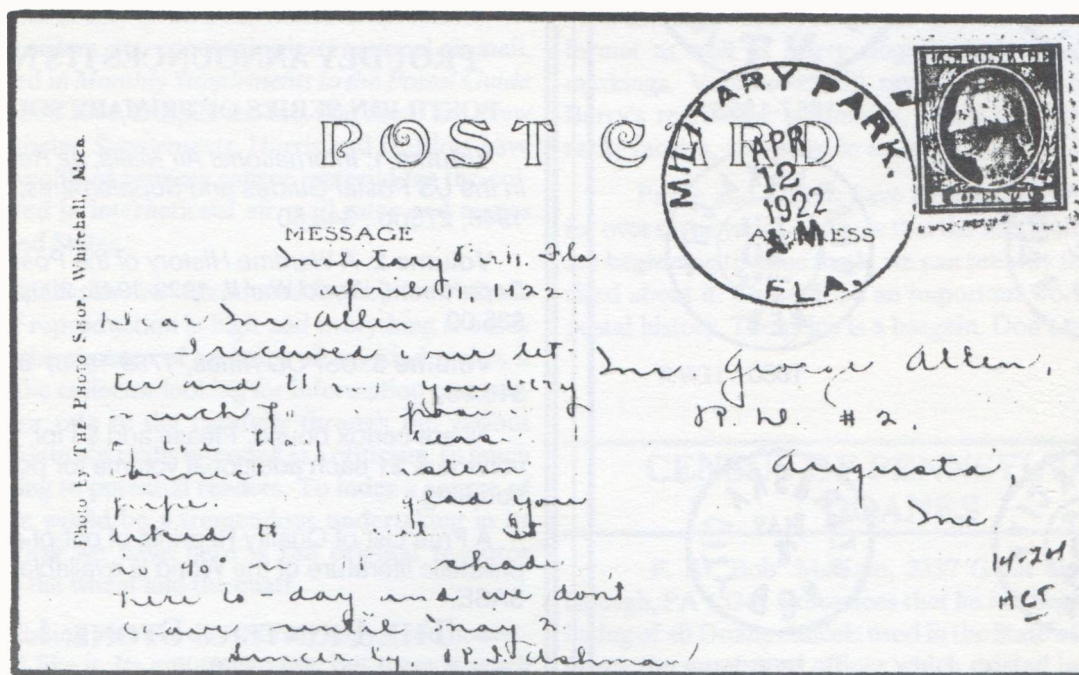
WHAT'S A "HACKNEY"?

Tom Reiersgord, 4945 Halifax Avenue South, Minneapolis, MN 55424, sends along the photocopy of a cover bearing a BEARDS. & SHAWNEETOWN/R.P.O. postmark of 1904. The illustration clearly shows the 2-cent embossed stamp cancelled with the word "HACKNEY". Tom's question, what does the word mean and is this an unusual item? Please write Tom direct, and Tom, if you learn the answer, please let us all know.

MILITARY PARK, FLORIDA

Michael Wiedemann of Titusville, Florida, writes:

"I recently read the article on the Kentucky Military Institute in your November 1986 issue. In discussing the history of the school, I feel that an interesting aspect of the Institute's history was omitted. The author noted the fact that the school traveled to Venice, Florida for the winter. Actually the move to Venice came late. In 1907 the Institute purchased a resort area named Sarno near what is now Melbourne, Florida. Improvements were made by one G. C. Redstone under the direction of Col. C. W. Fowler of the Institute. On January 27, 1914, a post office was opened under the name of Military Park with Charles W. Fowler (probably the same man) as Postmaster. The Institute spent the winter months there for a number of years until a fire burned the place to the ground around 1924. (I've been unable to determine just when). The post office was discontinued on May 15, 1924. A card illustrating the Military Park postmark is illustrated below. I have seen another example dated during the first month of operation on a post card with a view of the school."

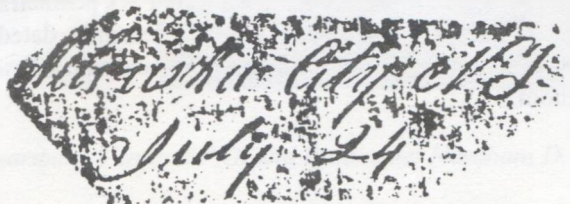


NEBRASKA TERRITORIAL COVER SURVEY

Charles Winter, P.O. Box 21697, San Jose, CA 95151-1697, writes:

"During the past year several of us that are interested in Nebraska have met to discuss means of promoting interest and broadening the knowledge of postal history of Nebraska, particularly the Territorial period.

While there may be quite a number of collectors interested in covers of Nebraska, there is very little data on the total number of covers from the various Territorial towns presently in their collections.



1854-1856



1857



1857-1858



1859



1860



1864



1866

Nebraska City Territorial Postmarks.

We believe that a survey of the number of covers of Territorial Nebraska would, once published, help create interest and attract new collectors of Nebraska material.

To get the ball rolling, we ask your co-operation in sending photocopies of your Territorial covers to me at the address above. Once the list has been compiled, it has been suggested that copies be given to the Nebraska State Historical Society as a permanent record that would be available for viewing by anyone interested in Nebraska.

Obviously, towns such as Omaha City and Nebraska City will be represented by fairly large numbers of covers. The seven postmarks illustrated here are all different types of Nebraska City territorials. One of the objectives of our survey will be to determine relative scarcities of the various Nebraska territorial postmarks.

We are hopefully that all those with an interest in Nebraska postal history will decide to get involved. Should we find sufficient interest in this, we might take on other projects and it is possible that a Nebraska Study Group could emerge to examine both Territorial and Statehood postal history." [Editor's comment: Charlie Winter is sincere and accomplished collector and exhibitor of Nebraska postal history. I am pleased to recommend this effort wholeheartedly, and for those of us who don't know, a postmark from Nebraska dated before March 1, 1867, is a Territorial.]



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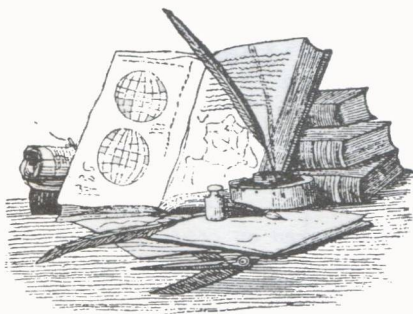
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BOOKS REVIEWED

INTERNATIONAL AIR MAILS, As Reflected in the US Postal Guides and Supplements, 1921-1946. Compiled by Robert Dalton Harris. Volume 1, Postilion Series of Primary Sources, 1989. Published by The Printer's Stone, Box 30, Fishkill, NY 12524. 275pp., 8.5x11-inch format, plastic spiral bound in stiff covers. Available from the publisher at \$48.50 plus \$3.00 shipping.

LA POSTA applauds Art Groton of The Printer's Stone for his newly launched effort to reprint obscure and difficult to obtain primary source material. There is a real need for greater access to primary postal history sources, and, since many students and collectors do not have access to the great libraries of the nation, a reprint series such as this can go far toward increasing our access.

The first volume in the series is a compilation, arranged in chronological order, of all Post Office Department announcements, orders, etc. concerning international air mail, which appeared in *Monthly Supplements to the Postal Guide* between 1921 and 1946. Despite the fact that there are a few gaps due to missing *Supplements*, Harris and DeBlois have assembled a wealth of primary source material for the collector interested in international air mail rates and routes from the United States.

Announcements are reproduced in their "raw" form. The quality of reproduction is high and everything is easily readable, but the absence of an index of any kind makes it necessary for the collector looking for information on a particular route or rate to dig carefully through the various documents. This is not really intended as a criticism, so much as it is a warning to potential readers. To index a source of this magnitude would be a tremendous undertaking in its own right. What we have here is the original resource material; both the wheat and the chaff.

After spending part of a day with my copy, I can honestly report that I like it. Its not easy to use, but there is much to be learned from its pages. The price at first seemed a bit high, but upon reflection I concluded that, even if I had access to a library with all of the originals, my photocopying

costs -- not to mention the time involved -- made fifty bucks seem like a pretty good deal.

I can not recommend this book to everyone because of its narrow focus, but if you are interested in international air mails or twentieth century postal rates, this is a book which can provide you with much specialized information.

RWH

THE BARRY STORY, Reg Morris and Robert J. Payne, Volume 1, *The Life, Times, Machines & Postal Markings of William Barry*. Published by the Authors, 1989. 165 pp., 8.5x11-inch format, bound in soft leatherette material. Available from Bob Payne, 363 Bethany Street, Thousand Oaks, CA 91360. Price \$15.00 plus \$1.00 shipping & handling.

This is the first of what will eventually become a three-volume set covering the Barry machine postmark. It is a most impressive production, and if the other two volumes match it in terms of ease of use, clarity of organization, and attractiveness of presentation, we will be blessed with an outstanding reference work on an interesting group of machine cancels.

Volume 1 provides the historic background necessary to appreciate Barry and his various canceling machines. It includes patent drawings, photographs of the machines, and a discussion of the experiments devices constructed by the manufacturer. On its own Volume 1 represents an interesting and valuable introduction to the subject, but when combined with Volumes 2 and 3, we will have the kind of work which will stand as a model to be emulated by others of its class. Volume 2 -- which should be released in 30-60 days -- is a catalog of Barry machines in the oval and circular dial format as well as Barry slogans, expositions and service markings. Volume 3, still several months off, will detail Barry's rectilinear postmarks, recap all known types with rarity factors, and provide an index.

Payne and Morris have been engaged in this project for over seven years, and now that the first fruits of their labor are beginning to issue forth, we can see why they were so excited about it. This will be an important work in American postal history. The price is a bargain. Don't miss this one.

RWH

CENSUS OF PENNSYLVANIA DOANES

F. R. "Bob" McKain, 2337 Giant Oaks Drive, Pitsburgh, PA 15241 announces that he has begun compiling a listing of all Doane cancels used in the State of Pennsylvania. Given the number of offices which existed in the Keystone State --4,377 on June 30, 1905 -- this could be quite a project. If you have information on Pennsylvania Doanes, please drop Bob a note to let him know you'd like to help.

Empire Companies
P.O. Box 264
St. Petersburg, Fl. 33731

POSTAL HISTORY MAIL BID SALE
CLOSING MARCH 31, 1989
PHONE 813-526-5203

1. Free Mail, M.S. Latham, M.C. free frank of California Congressman on cover to Ohio, "Washington D.C. Free" pmk, edge soiled. Fine. Est. \$75
2. San Francisco Cal Jan 31 cds and boxed "40" rate hs on part of miners letter to New York. Fine. Letter says they are "digging gold". Est. \$100
3. Litchfield Conn two line pmk with ms "May 7" date and "6" rate on 1828 FL to Harwinton. Light Foxing, Fine Strike. Est. \$75
4. New-Haven Ct. Jun 1 red cds, hull outline "Ship" hs and ms "8" rate (6+2) on 1819 FL from Petersburg, VA to Middletown, Conn. Small stain at foot. VF strike. Est. \$150
5. New Orleans La Feb 11 red cds and "40" in circle rate hs on 1850 FL from St. Louis to California, scotch tape repair and stain along fold. Fine. Est. \$150
6. Balt. June 26 SL pmk (type 10) and ms "6" (dwt) rate on 1789 FL to Philadelphia, ms "2/8" local currency equivalent. Letter written in French. File Fold. Fine. Est. \$150
7. Bal' July 24 SL pmk (type 12) and ms "2.16" (dwt, gr) rate on 1791 FL to New York. File Fold. Fine Strike. Est. \$150
8. Boston 6 cts Sep 4 red cds and "Paid" hs on cover to San Francisco, Minor edge soiling. Fine usage. Est. \$50
9. Chillicothe Ohio Sep 1 oval pmk and ms "paid 15" war surcharge rate on 1815 FL to Somerset, Ohio. File Fold and soiled. Est. \$75
10. Harrisburg Penn fancy cds, "Paid" hs "Nov 10" date and "12½" rate on 1813 FL to Philadelphia, letter mentions "Two thousand men to march to the western part of the state & to march to Buffalo". File Fold. Fine. Est. \$100
11. Steam-Boat Blue hs and ms "paid" on FL from Huron Ohio May 13, 1848 to Buffalo. File Fold. Fine Usage. Est. \$65
12. Steam-Boat red hs and ms "25" on FL from Cleveland Ohio June 20 1835 which mentions steamer in distress, to Rome NY. File Fold. Fine Usage. Est. \$65
13. WARRINGTON/Fla. Part of Blk cds, Blk "PAID" & Blk "5" in circle. Piece torn out of top center most of pmk missing. Personal to Ben Barret. Dateline "Warrington Navy Yard Dec 9 1861". Good +. Est. \$100
14. "Logansville G" ms pmk. Pen cancel on 4 mrg 5¢ blue #4, env. creases, Flts. Confederate. G-VG. Est. \$175
15. WAR TRACE DEPOT/TEN G+ blk cds ties pair of 2 mrg. 5¢ blue #7 Confederate. Env. stains, aging. Abt. VG. Est. \$100
16. GOLDSBOROUGH/NC blk cds VG turned cover each side with 10¢ blue #11 Confederate tied. Env dark toning and repairs. Good+. Est. \$100
17. RICHMOND/VA poor blk cds ties 4 mrg. 10¢ blue #12 Confederate. Toning G+. Est. \$50
18. Steamer Prairie State blue SL hs on 3¢ Pink entire to Mobile, "Mobile Ala Dec 7" cds. Reduced at left, piece missing and Flts. Est. \$75
19. LAUDERDALE STATION/Miss Fine Blk cds "May 20" 1861 CSA use. Uncancelled #26 w/stains at right. Addressed to Ben Barret. Fine. Est. \$100
20. New York Red Carrier. #63 tied by VF cds "NEW YORK CITY JAN 20 PAID 1 CT." Very Fine and FRESH. Est. \$100
21. Chicago & Alton R.R. McLean Feb 6 1883 blue ticket dater hs on front and back of cover, strip of three 1¢ Gray Blue #206 tied by negative "N" cancels and "CHI & St. Louis, R.P.O., Day" cds original letter dated at McLean telegraph office top left corner torn. Est. \$55
22. #RS251, Vogeler, Tied with 3¢ Rose #65 by Boston cds and Cork Cancel on cover to Vermont, Geo. C. Goodwin and Co. Patent Medicine Advertising Cormor Card. Fresh. Very Fine, SCARCE AND UNUSUAL. Est. \$750
23. Cuba # 161(2), 168 tied to env to Germany. Cuba via NYPO to Halberstadt, Germany. BKST "Foreign N.Y. Transit Sep 5, 98" two line "PAQUEBOT (N.Y.-2D DIV)". F Est. \$200
24. #65, 3¢ Rose tied to 1868 cover to blue "D" in circle cancel, matching "Memphis Tenn Feb 1" cds red hotel cc and aoo over reverse ad for "Memphis and Charleston R.R." Very Fine. Est. \$75
25. Manny's Reaper and Mower, blue embossed, Ill cover with 3¢ Dull Red #11 tied by partially clear "Hoosick Falls NY" cds. Edge crease. Fine. Est. \$100

"Note: Estimates are not to be considered reserves.



ARIPEX POSTAL HISTORY SEMINAR IMPRESSIONS

By Richard W. Helbock

Tucson's Postal History Seminar, held January 12th in conjunction with ARIPEX, was a resounding success. Over 175 people, from states as widely dispersed as Alaska, Vermont and Florida, showed up in a conference room of the Holiday Inn at 8:30 AM to hear **Doug Kelsey** deliver his introductory remarks. Very few of them moved far from their seats for the next eight hours.

It was not so much that the invited panelists were spell-binding orators -- although **Mike Laurence** of *Linn's* came close. Neither was it the fact that the panelists were presenting dramatic new ideas -- although there were several new facts, concepts, and perspectives unveiled. The reason that people stayed near their seats for the full 8-hour seminar was enthusiasm. For 15 years I was a college professor. I attended and participated in numerous seminars, conferences and workshops. I have never before witnessed the level of enthusiasm and interest shown in a subject by the people who took part in the Postal History Seminar. With that kind of enthusiasm, it was impossible for the Seminar to fail.

Technically, the Seminar did not always run like a well-oiled machine. The program was behind schedule (see Table 1) almost from the start. Some panelists summarized their remarks in order to conserve time for audience participation while others delivered carefully prepared speeches complete with slides. There were also some problems with slide presentations. But none of these things really mattered. Enthusiasm and interest remained high throughout the day, and it was hard to find anyone with

negative comments to make in the days following the event.

The precise text delivered by most participants in the Postal History Seminar has probably not been saved. I am unaware of anyone recording the proceedings, although that may have happened. Most panelists spoke from notes, rather than a prepared text, although some -- such as the comments of **Charles Towle** on "Popularizing American Postal History" which follow -- were available in printed form. In general, however, what most Semi-

nar participants are left with is a series of impressions of the event.

The day began with an attempt to define postal history. Frankly, it is my impression that this was not a particularly successful exercise. Most speakers argued for defining postal history in the broadest possible way as simply the "history of the post", and, in fact, a show of hands vote was conducted of the audience which overwhelmingly demonstrated that most people preferred a "broad" versus a "narrow" definition of our hobby. The

POSTAL HISTORY SEMINAR

PROGRAM AND SCHEDULE

8:30	Introduction
8:45 - 9:30	Defining and Popularizing Postal History Defining: Cohn, Kelsey, Helbock, Laurence, Graham Popularizing: Towle, Bruns, Helbock
9:30 - 10:15	Exhibiting and Judging Postal History Cohn, Kelsey
10:15 - 10:45	Mail Transport and Postal History Bruns, Crowe, Spelman, Towle, Alexander
10:45 - 11:30	Classic vs. Modern Postal History Laurence, Helbock, Harris, Cohn
11:30 - 12:00	Elements of Stampless Postal History Mandel, Phillips, Kelsey
12:00 - 12:45	LUNCH
12:45 - 1:30	Research Methods in Postal History Graham, Alexander, Jarrett, Mandel, McDonald
1:30 - 2:15	Postal History Sources and Resources Harris, John, Laurence, Phillips
2:15 - 3:15	Expertising Postal History Crowe, Mandel, Graham, Frajola, Jarrett
3:15 - 3:45	Postal History at Auction Frajola, Spelman, Phillips, Mandel, Jarrett
3:45	Closing Comments

TABLE 1

problem, of course, comes about when the definition must be translated into rules and regulations for judging exhibits. No one can seriously argue that an individual collector should be inhibited from including anything he or she desires in a postal history collection. The difficulties arise only when the collector chooses to exhibit in competition with other postal history exhibits. What can be included and what must be excluded are the points of contention, and the Seminar did little to resolve current disagreements.

This definitional problem obviously carried over into the next topic, "Exhibiting and Judging Postal History." Some speakers argued that the traditional rules governing postal history exhibits are beginning to relax, and that the way to revise them still more was to work through the American Philatelic Society. Other speakers argued for a more radical approach, which might include a separate American Postal History Society with its own rules for exhibiting. Still others said that collectors ought to exhibit for themselves and let the judging "chips" fall their own way. In other words, if one exhibits with the purpose of collecting hardware, then conform to the rules or work to change them. But there make be more satisfying reasons for exhibiting, and, if you can find one with meaning for yourself, don't worry about how your exhibit will be judged.

James Bruns, the Smithsonian's Curator of Postal History and Philately, presented an encyclopedic listing of the various modes of mail transport in the Seminar topic "Mail Transport and Postal History." Discussion of this topic was also greatly augmented by a 27-page handout prepared by **Charles Towle** entitled "Transit Postal History Notes." The document contains a bibliography of state and national railway mail literature, suggested collecting areas, and an alphabetical listing of RPO routes from which no postmarks have been recorded.

"Classic versus Modern Postal History" was a topic introduced and

chaired by **Ken Laurence**, who urged participants to extend their broad definition of postal history to include the truly modern, or "waste basket" material of today. Laurence explained that today's junk mail held all the potential elements necessary to become tomorrow's desirable postal history, and he punctuated his argument by entering an 8-frame exhibit in ARIPEX competition entitled "Transportation Coils - The First Five Years."

Robert Dalton Harris presented a thesis that the American postal system was, in fact, revolutionized by a series of changes which occurred during World War I. Among these were such business mail innovations as bulk, permit and metered mails. Hopefully, we can look forward to a more detailed exposition of Rob's thesis in a future issue of *P.S.* **Ernst Cohn** contributed some thoughts on the definition of modern postal history, and described briefly some of the difficulties encountered in entering modern postal history in traditional philatelic exhibits. I offered a sketch of some perceived collecting trends in modern postal history, and a brief appraisal of the necessary research and literature to support them. An expanded version of my remarks are published elsewhere in this issue of *LA POSTA*.

In "Elements of Stampless Postal History", the final topic of the morning session, **Frank Mandel** presented a slide show which illustrated the kinds of postal markings he finds interesting on stampless covers. Frank made the point that stampless covers, and the markings they bear, are still a fascinating field for postal history research. Despite their long history and the considerable volume of literature detailing some of their characteristics, there are still many questions to be answered.

Lunch was disappointing -- semi-stale cheese and salami sandwiches chased down by soft-drinks or juice -- all sold at exorbitant prices, but no one seemed to mind much. The Seminar

participants automatically rearranged themselves into little clusters of people involved of animated discussions of this or that point which had seized their imagination. **Mike Senta** and I were recipients of an impromptu lecture by **Gary Weiss** on his radical, but fascinating and informed, notions about exhibiting postal history. In a very real sense, it was the little informal discussions among avid postal historians, which occurred during breaks at the seminar and afterward throughout ARIPEX, which I found the greatest benefit of the event. The opportunity to match faces and personalities with names and reputations was unsurpassed.

Richard Graham presented a postal history detective story in "Research Methods and Postal History", the first topic to be considered after lunch. Graham and a group of colleagues have been conducting a professional investigation of a famous cover bearing a 10-cent green Knoxville, Tennessee, Confederate postmaster provisional. The purpose of the investigation, which is still in progress, is to evaluate the authenticity of the cover. Unlike the typical investigation of authenticity which concerns itself with the physical properties of the cover, Graham's group is probing far beyond into such arcane areas as a literature search of 19th century philatelic publications to trace possible early owners, the social and economic conditions in Knoxville at the time the cover would have been mailed, the routes and conveyances by which the cover might have travelled to its destination, and the identity of both the sender and addressee. Unfortunately, we were not able to view the slides that Richard had prepared, but he compensated well in his discussion.

Other afternoon topics included "Postal History Sources and Resources", "Expertising Postal History", and "Postal History at Auction". In one of the more fascinating bits of trivia offered all day, **Ken Laurence** explained the debt owed by postal history literature to *Playboy* magazine (you'll have

to write Ken for details). **Dave Jarrett** presented a most interesting slide show illustrating some faked manuscript covers, and explained how they had been determined to be fakes through an ink blot test. Auctioneers **Richard Frajola, Henry Spelman** and **David Phillips** were called upon to explain some of the details of how they handled mail bids for their auctions and determined the prices at which lots sold in the absence of floor bidding. This topic was, as one might expect, a source of keen interest to the assembled participants, and their were numerous questions from the floor.

At about 4:30 **Doug Kelsey** resumed the microphone and thanked everyone for coming. There was applause and congratulations to the Postal History Museum for a job well

done from both the panelists and the audience. The Postal History Seminar was adjourned.

The Seminar was successful because everyone who attended -- both panelists and participants -- wanted it to work. I have never been associated with an activity where the level of enthusiasm and comradery was higher. Despite the fact that the size of the group was continually increasing from "30 or 40" as planned last summer to the 175+ who actually showed up, that the panelists were given free reign to format and discuss whatever they wished within broad topic outlines, and the monumental difficulties in coordination among all involved, the Seminar was a huge success.

My only regret, and hopefully it is only a temporary regret, is that there was no formal discussion of a Second

Postal History Seminar. I know there was a lot of informal talk along the lines of "When can we do this again?", but to my knowledge it's just talk so far. What we need now is an individual or group to step forward, and volunteer to sponsor a Second Postal History Seminar for sometime in 1990. Personally, I would like to see such an event held in conjunction with a major show somewhere in the East or Midwest so that other collectors have an opportunity to take part. This is a lot to ask, for **Doug Kelsey** and the Western Postal History Museum folks did a huge amount of work to make the Seminar a success, but the benefit to our hobby would be immense. Let's not let the Tucson experience end there.

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POPULARIZING AMERICAN POSTAL HISTORY

By Charles L. Towle

[Remarks delivered at the Postal History Seminar, Tucson, Arizona, January 12, 1989]

In the 1982 *Congress Book*, Raymond Ruthrauf, Sr. presented a very interesting comment: "*Perhaps the fastest growing field of philately is Postal History. With the growth of this field, great controversy has developed concerning the exact definition of Postal History. I would suppose that we can put it in the same category as jazz. When the great Louis Armstrong was asked to define jazz, he stated in essence that 'If you have to define it, you will never understand it.' However, Postal History in with us, so sooner or later greater understanding will bring a broader latitude in thinking and a true definition of all phases of Postal History will be forthcoming.*"

In the 49 years since I first noted a discussion of U. S. Postal History by the great collector Seymour Dunbar in *Stamp Specialists* Nos. 3 & 4, it is noteworthy that the same irregularities noted in 1940 in thinking, exhibiting and judging still exist today -- with perhaps a great deal more contention. **This is not progress!**

It is apparent that many of the problems with the terminology and exhibiting stem from the great growth in the number of collectors, dealers and exhibitors that believe they are engaged in the pursuit of Postal History. In preparing this topic I listed possible fields of the collecting of Postal History and stopped at 77 -- some small and some huge, but there are probably many more. Verbiage means little -- **EXCEPT, (and this is vital)**, when such adopted rules are used by organizations, judges, exhibitors or other collectors to denigrate the research, writings, collections and ex-

hibits of other collectors. Equality should be the keystone of all Postal History effort and we will fiercely defend the right of any collector to collect, write and exhibit whatever he chooses to deem as Postal History. Advice, if well-intentioned, is fine, but destructive criticism and elitism due to a set of rules put together by some self-anointed organization of philatelic politicians is utterly unfair -- and should be policed carefully by all philatelic organizations on this continent.

This may sound like a lot of words, but in essence it is the first rule of popularizing postal history collecting, to establish a level playing field for all collectors.

I am afraid that I must report that no existing philatelic organization engages in the popularization of postal history on this continent. As pointed out by Philip Halward in *Stamp Collector* recently: "*There is only a finite amount of Postal History material available that will qualify for exhibition under FIP, or FIP derived, rules.*" This is collected almost exclusively by the well-to-do postal historians and the existing postal history organizations and their journals are unfortunately in the main governed by, and written for, the well-to-do collector. Of all National publications only *LA POSTA*, and to a degree *The Heliograph* and *Western Express*, write for the postal historian of average or low-scale financial ability. Thus it becomes apparent that an American Postal History Society is a real need -- as previously mentioned in the pages of *LA POSTA*. There are many problems in establishing, funding and operating such an organization, but these will be discussed in a little while by Jim Bruns.

Other needs to promote postal history collecting are to provide collecting guidance and to help develop research or literary talent. Of the 22 state postal history groups I have

listed, only 12 can be called in any sense healthy and financially sound. As far as I can tell, 23 states have no postal history groups at all, and a healthy national organization could lead the way in setting up such clubs. I am sure all of the panelists in this group would welcome collector input to this major problem.

A third requirement for popularizing Postal History collecting is the subsidization of much more postal history literary introductory material by leading stamp societies and organizations. Publication of fancy type-set, gold-edged page books with price tags over \$35 should be discarded in favor of cheaper paper-bound postal history books, prepared by desktop publishing. A major need is to fill the outstanding void of ANY WORTHWHILE VOLUME AT ALL on the introduction to postal history collecting of all types. Many of the collecting fields require major research and publication, such as has been done by Mobile Post Office Society in the last decade in the field of transit markings and history. As an example, we know nothing about the ordering, manufacturing and distribution of all types of postmarking devices -- especially those ordered by the POD. Many other areas of research and publication needs exist such as rate structures, wreck covers, state post office catalogs (only 2 of the States and Possessions are adequately cataloged, with three more underway, including an Arizona Statehood postmark catalog by Bob Bechtel I have just checked which should be ready for printing during 1989 by WPHM.)

Reprints of outstanding Postal History conventional works (such as have been provided by BIA and USPCS) should be greatly expanded by responsible societies to encourage the beginning and inexperienced postal historians. Again, a fancy "ego-trip"

book is definitely not needed. Special seminars at Stamp Shows -- possibly employing modern VCR or multislides video projection -- should be greatly expanded for the education and enjoyment of the public and the average collectors, and would seem to be a necessity, even to the point of drastically reducing exhibition frame space, the cost-benefit and educational effectiveness of which is a point to seriously ponder on the part of National Show groups.

Show promoters and national stamp organizations should set up far more liberal graduated systems for exhibiting postal history to avoid the stigma of elitism and favorable rating of high-priced material that now definitely exists. Judges should be reoriented to encourage original research exhibits, even if the FIP rules have to be dropped at the National Show level. The public and beginning collectors do not have the available resources and knowledge to obtain their postal history education from monographs, or high-priced hand-

books recently the norm in some collecting areas. It used to be that local shows could provide training fields for the beginner, but in these days of high expense, local shows just do not exist in many areas of the continent.

The local stamp clubs can play a part in popularizing postal history collecting by scheduling more special slide talks on phases of postal research. These talks might open up new fields of interest for the newer club members, or those that have reached a spending limit on a certain stamp collection. Many interesting speakers can be found by contacting national stamp organizations, philatelic libraries or museums or philatelic publications.

Dealers can play a part by patiently introducing new philatelic clients to fields appropriate to their income level and working out rational financial arrangements to secure material in postal history fields that will offer interest, research and possible reward of a future outstanding collection. Although rarely experienced these days,

I personally will never forget the encouragement and assistance rendered to me in the beginning days of my collection by such instructive and dedicated dealers as Eugene Klein, Arthur Lane, Harry Konwiser, and above all, the great Nort Sampson.

Above all, as Seymour Dunbar said in his 1940 *Blue Book* article: *"These letters reveal in a way both interesting and conclusive, the remarkable and intimate manner in which our National Postal History ties up, from the first, with affairs and ideas and purposes and enterprises of the people and the government. No other of our surviving relics, approach in that respect, our old letters and correspondence."*

In this day of the computer and FAX transmission, the interesting historical art of letter writing is fast vanishing, and before we realize it correspondence history will also vanish in the face of a moving, merging, takeover civilization (if such is the word), unless we all resolve as postal historians to carefully collect, preserve and write-up our heritage.

DO IT YOURSELF EXPERTISATION

By Richard C. Frajola

[Remarks delivered to the Postal History Seminar, Tucson, Arizona, Jan. 12, 1989]

It has been my experience that the majority of fake covers are readily exposed by a simple means. If you ask yourself the right questions regarding a cover or folded letter, the answers often lead to conclusions that expose fakery, or support authenticity. The questions which follow are basic and simple. I hope they prove helpful.

1. What is the actual date of the cover, or what is the probable period of the item?

a) If no precise date is available from contents or docket, what is the period of usage of the stamps, rates or markings which appear on the cover?

b) Are all aspects of the cover internally consistent with the date or period established? The paper, ink, whether it is a cover or folded letter, the markings, and the stamps (if any) should all be consistent with a probable period of usage. Narrow this period as much as possible.

2. Where did the item originate from and where is it addressed to?

a) During the period established, what kinds of mail service between those two points was available? What was the usual method of mail handling?

b) If origin point is unknown, as is frequently the case on steam, route agent, and other classes of mail, what is the most likely area of origin? If outside the United States, does the address include "United States" as part of the address?

c) Was it delivered to the addressee at original address, forwarded, returned, or undelivered?

d) Is it from a known correspondence? If so, what stamps and markings do the other covers bear?

3) Did it enter the Government mails, and if so, where and how?

a) Did it originate at a point other than where it entered the mails (such as ship, steam, steamship usages)? If so, what other kind of service was involved? Was it an independent mail

carrier, friend, ship captain, unknown?

b) Does the item have any non-government rates or pencil notations which might indicate an additional form of handling such as an express, or carrier delivery?

4) For the period of usage, and terminal points of the cover, and the method of handling, what should the postal rate have been?

a) Was prepayment, or partial prepayment necessary, usual, or exceptional? If prepaid, was it by stamp or in cash?

b) Was it directed to someone with the privilege to receive free mail? If so, what class and weights of mail did the privilege apply to?

c) Although there were some postal clerk errors, the vast majority of covers are correctly rated. Overpayments occur frequently in mail to foreign countries. Is the item correctly rated?

5) Were adhesives required or optional during the period and for the type of mail service involved?

a) If adhesives were optional during the period, and the item has a stamp, what markings would appear on the cover if it was posted without a stamp? If those markings appear on your cover can they be explained?

b) If stamps were required during the period, and the subject doesn't have stamps, or enough postage, is there any evidence of stamp removal? Was it used from a place that was likely to be without stamps? Much of the mail from Territorial offices, after stamps were required, is prepaid in cash rather than with stamps.

6) Does it bear markings consistent with usage?

a) Can all rate handstamps be accounted for?

b) Can a logical progression from origin to destination be accounted for, and are the dates of the markings logical for such?

7) Do the markings match other known genuine examples?

a) Is the ink correct?

b) Could it have been carried out of the mails and the markings added?

c) Have any of the markings been manipulated or altered?

8) Has any alteration to the letter sheet, or cover, occurred that might hide or mask a manipulation?

a) If a dateline has been removed, can the markings be explained by a different origin point than the apparent one?

b) If the cover has been sealed shut, has it been done to hide a repair?

9) Are all the markings applied on the cover, that were applied at the same office, consistent with other known genuine examples of the period? For example, some offices routinely used one color for the postmark and another for the cancel.

a) If postmark and cancel in same color, do the inks match?

b) If stamp is tied, has the tie been enhanced, or added?

10) Has a consistent and logical explanation for all the markings on the cover been developed?

a) If any inconsistencies exist, can they be explained by starting over with a different assumption? Assume, for example, that a different stamp was on the cover, or that it was stampless, does that eliminate the incongruities?

b) If there are multiple, logical explanations, have you exhausted the rates and regulations for information? Are there additional known examples that would tend to favor one explanation?

If you've gone through the above questions on several subject covers, I think you'll find that you've spent a lot of time reading and studying postal laws and regulations. Proper reference materials will make your task easier.

C.L. "CHUCK" JAMES

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THE SHAPE OF THINGS TO COME: TRENDS IN MODERN POSTAL HISTORY

By Richard W. Helbock

[An Amplification of Remarks Delivered at the Postal History Seminar, Tucson, Arizona, January 12, 1989]

First of all, let me say that I'm using the term "modern postal history" to include anything not covered by the interests of the United States Classic Society. Essentially, my remarks will be aimed at twentieth century postal history, although, when it comes to discussing trends in collecting and research, the boundary between "classic" and "modern" postal history is unimportant for some subjects. For instance, in a geographically-based collection, few of today's collectors will limit their interests to just postmarks dated prior to, or after, 1900. Some may observe a time limit -- say 1930, or 1960, or the ZIP code era -- as a cutoff for their collecting interests, but most geographical collections include both "classic" and "modern" postal history items. In the main, however, I will be talking about postal history originating in this century, for, as we enter the final decade of the twentieth century, it this "modern" material which is becoming more and more the focus of interest among today's collectors.

My remarks are organized into five broad categories of postal history collecting: 1) Geographic Collecting; 2) Postal Issue Collecting; 3) Postmark & Postal Marking Collecting; 4) Mail Transport & Service Collecting; and, 5) Thematic Collecting. Within each of these, I will attempt to identify some of the collecting and research trends on-going or potentials that I foresee. All of these remarks, obviously, are limited by my own experience and knowledge, and are

therefore merely one man's opinion on the shape of things to come.

GEOGRAPHIC COLLECTING

Long a popular form of postal history collecting, the geographically-based collection will no doubt continue to fascinate postal historians in the decade to come. Sometimes referred to as "townmark" collections, geographically based collections tend to focus on the postmarks used by offices in a particular state or territory, county or group of counties, or a particular city. Some collectors, particularly those who have identified a large geographic interest area, are satisfied with a single postmark example from each town. Others seek examples of each postmark type used by offices within their collecting area.

The research literature necessary to support geographical collections has grown tremendously during the last two decades. Statewide listings of post offices with dates of operation have been published for most of the 50 states, and, in a few cases, work has been started on the next logical step -- a catalog of postmark types used in each town. We will, no doubt, continue to see more statewide post office checklists and postmark catalogs published in the nineties, as well as the revision and updating of some of those published earlier.

The current status of geographically based collecting finds a wide disparity in the levels of interest, and hence market values, for comparably scarce townmarks from different parts of the country. Some states, particularly certain Western states, are collected by sufficient numbers of people to drive prices for scarce

townmarks into the \$100 plus range. On the other hand, there are states for which it is difficult to find interested postmark collectors. While I do not foresee anything like geographic parity developing in the relative demand for scarce townmarks, it does seem likely that the lightly collected states of today will attract more adherents in the years to come.

Arkansas is a good case in point. Here we have a state in which collectors have exhibited only minimal postal history interest over the years. Oh, it was always possible to find someone interested in a good example of one of the Little Rock "tombstones" or a nice ARKANSAS POST marking, but the degree of collector interest in typical 19th and 20th century DPO townmarks has been, and continues to be, pretty low.



The Little Rock tombstone postmark has never wanted for buyers, but many of the state's other townmarks have found it hard to find collector homes.

In 1983 Patera and Gallagher published their "Checklist of Arkansas Post Offices." For the first time there was an available listing of all Arkansas post offices with their dates of operation. Some collectors and dealers began looking out for scarce Arkansas DPO markings, and, undoubtedly, some new collectors began forming townmark collections of Arkansas or at least a group of Arkansas counties. Five years later there is still no strong market for Arkansas townmarks, but at least when a good DPO townmark comes up for sale at auction it usually

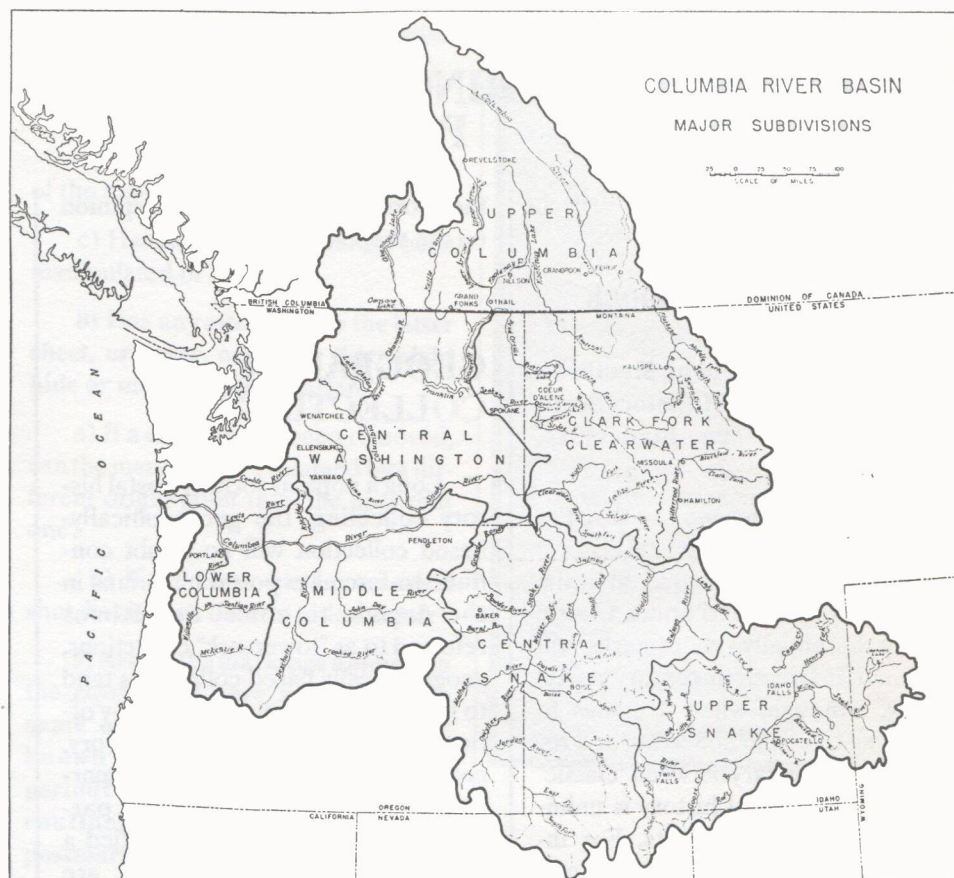
attracts bids. An interest is beginning to take hold, and with a few more collectors the market could become competitive.

Soon we should begin to see a few articles concerning aspects of Arkansas postal history appear in the literature. The state has a fascinating past, and it's inconceivable that at least someone won't step forward to begin telling stories from a postal history viewpoint. The articles will fire the imagination of others, and still more people might be tempted to enter the shallow waters of Arkansas townmark collecting. Underlying all of this, of course, are the demographics. Today one out of six Americans are over 65. Early in the next century, the proportion will be one out of four. Arkansas is one of the states beginning to attract more and more retirees from other parts of the country, and some retirees manage to transfer their postal history enthusiasm to their new locale. Just ask Bob Stets.

There will be an increased interest in the postal history of Arkansas, but the same can be said for numerous other states for similar reasons. Published research does not by itself create collector interest, but it is an important part of the cycle, and, if other factors support the growth of interest in an area, it is not hard to foresee increased demand.

In addition to increased collector interest in states and regions which are not currently popular, I foresee growth in a form of geographic collecting which is just now beginning to catch on with a few people. This is the collection based on non-political geographic boundaries.

Jim Raley, a good friend in Vancouver, Washington, collects townmarks from places associated with the Columbia River. The Columbia heads in British Columbia, flows south through Washington, and forms the boundary between western Oregon and Washington before joining the Pacific. Jim collects townmarks from British Columbia, Washington, and Oregon so long as the towns are,



A geographically-based townmark collection need not be limited by political boundaries. A river, or a river basin, makes a very logical collecting area.

or were, situated on the river. The river is the unifying theme, and from a geographic sense it is a perfect collecting boundary. A town is either on the river or it is not. The boundary also makes a lot of sense from a socio-economic standpoint.

I personally collect townmarks from Ecotopia. Ecotopia was a 'sixties term used to define an area of the West Coast encompassing western Washington, western Oregon, and northern California. My own definition is a bit more restrictive in that I consider only coastal Oregon, Washington and northern California, but I do include British Columbia and Alaska. In my mind, the region is united by topography, vegetation, climate, history and a way of life with far exceeds the political accident of whether the people are residents of California or Washington, or, for that matter, whether they sing the "Star Spangled Banner" or "Oh Canada." I also collect townmarks, including

branches, stations, and rurals, from an area I define as "Greater Portland." This collection boundary is a bit trickier to define, since the city keeps spreading, but I'll keep working on it.

I am aware of collectors who seek townmarks from Indian reservations, National Parks, and certain railroad right-of-ways. I can imagine townmark collections based upon geologic features -- the high lava plateau, the fall-line, the Ozarks, the Great Lakes, U.S. coastal islands, etc. Climatic regions might prove more challenging, but Palliser's Triangle in the Canadian prairies, or Tornado Alley might serve as examples. Vegetation regions, or biomes, could serve as the basis of geographically based collections to include such subjects as the Everglades, the Sonoran Desert, or the California Redwoods.

Collecting regions defined in terms of human activities yield an almost endless source of new ways to

bound townmark studies. Logging camps of the New England woods, settlements of the Pennsylvania Dutch country, lost towns of the Tennessee Valley, post offices of the dry farming frontier, and mining camps of the Rockies are but a few examples of the kinds of subjects which might form the basis of non-traditional geographically based collections. Townmark collecting will certainly continue as one of the most popular postal history specialties in the nineties, but the ways in which townmarks are collected may change.

POSTAL ISSUE COLLECTING

We have recently witnessed a phenomenal increase in collector interest focused on postal history items bearing the various denominations of the 1938 Presidential Series. Ten years ago I was aware of only one person who actively sought examples of Prexies on cover, and to expect major postal history dealers to carry a stock of Prexie covers would have been laughable. Today, Prexie exhibits have won major awards at national-level stamp shows, and many big time dealers maintain a stock of Prexie

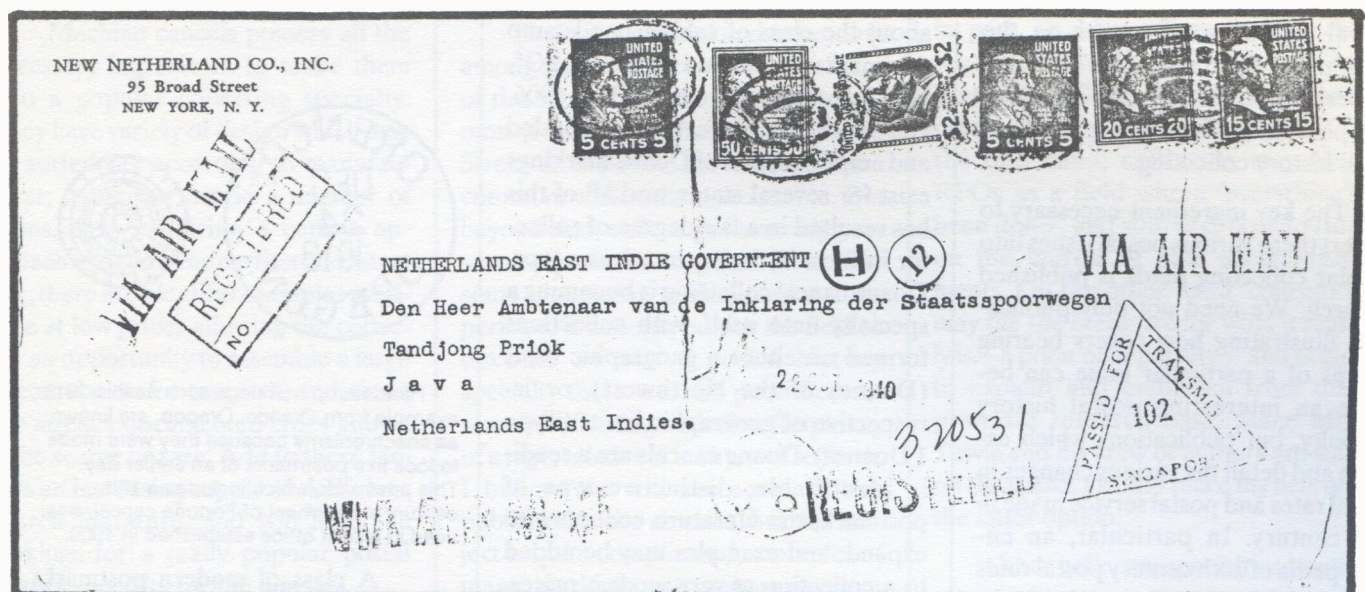
postal history with a few covers changing hands at prices in excess of \$100. How did this happen? What does it suggest for postal history collecting trends?

Prexies postal history has gained popularity among collectors for several reasons. Not the least of these has been the continuing effort of Robert Dalton Harris to demonstrate the wide collecting possibilities of the issue. Harris, through a series of research articles published in *P.S.*, managed to convince several collectors that the Presidential series was an excellent vehicle through which many of the nuances of modern postal history could be explored. Other collectors began accumulating examples of Prexie postal history. Some exhibited, and their exhibits attracted still other collectors. In the past two or three years, Prexies have become one of the hottest areas of postal history.

In addition to the published research and success of early exhibitors, the issue itself has quite a lot going for it. The designs are simply, but eloquently executed. The denominations follow a precise, logical order picturing presidents in order of their succession. The colors are vivid and quite attractive, often combining to produce a beautiful cover when used in combina-

tion. Several of the denominations were sparingly used on normal first class mail, and present a real challenge to the collectors. And, best of all, the stamps were in use for many years resulting in a plentitude of covers through which to search. Add to all this the fact that the Prexies saw duty during some of the most dramatic years of the century, that postage and special service rates underwent some interesting variations between 1938 and 1954, and that many of those attracted to the subject as today's collectors were youngsters during the reign of the Prexies, and you have the ingredients for one popular collecting area.

One cardinal rule in the hobby of postal history, which applies to any collecting hobby, is that collectors must be able to add to their collections. The vast majority of collectors - even in postal history -- are people of fairly modest means. Postal historians with a deep commitment in one area of the hobby may make sacrifices elsewhere in their lives in order to acquire rare and expensive items for their collections, but there comes a time for most of us when the desired item is simply beyond our means. If a collector reaches a point where virtually everything that comes along is beyond his financial capability, then he is apt



Covers bearing denominations of the 1938 Presidential Series have recently become a popular collecting specialty. This cover, which bears postage paying four times the 70-cent per ounce airmail rate plus a 15-cent registry fee, was mailed via China Clipper in 1940.

to loose interest in that specialty. Most collectors, in my opinion, who find themselves in that situation, do not give up collecting. The either broaden their field, or search around for an entirely new specialty. In some cases they may sell their earlier collection to get a big jump into their new field, but I believe most merely relegate their earlier collection to a back-burner with the hope that something might eventually come along which can be added to it.

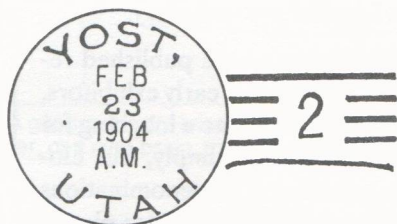
For many who have become involved with Prexies in recent years, the specialty represents a second love. I believe we will see increasing numbers of veteran postal historians, along with stamp collectors and others entirely new to the collecting fraternity become attracted collecting postal history centered on one or another of the 20th century postal issues. The Prexies may be one of the 20th century's best and brightest definitive sets, but the Washington-Franklins have long had their advocates, the Fourth Bureau issue (1922-32) has some wonderful possibilities -- particularly in the realm of international airmails, the Liberties hold many childhood memories for the Baby Boomers, and the current Transportation issue is almost certain to become a popular postal history specialty in years to come. As if these were not enough, I hasten to add that special service stamps such as the Transport airmails, the Special Deliveries, and the Officials all represent potentially fascinating areas of postal history collecting.

The key ingredient necessary to convert these various postal issues into popular collecting fields is published research. We need not only publications illustrating how covers bearing stamps of a particular issue can become an interesting postal history specialty, but publications which explore and detail the various changes in postal rates and postal service made in this century. In particular, an encyclopedia of 20th century postal rates and special service charges is an absolute must if these collecting areas are ever to realize their full potential.

I believe we will soon see such a work, and a growth in collector interest in postal history associated with modern definitives will follow shortly.

COLLECTING POSTMARKS AND POSTAL MARKINGS

Some postal historians have developed a fascination with postmarks of a particular type. Others have focused their collecting interests on auxiliary and ancillary postal markings. I believe we will see an increasing level of interest in this line of collecting during the nineties.



Known to collectors as Doane cancels, these interesting handstamp markings of the early 20th century are now becoming a collecting specialty in their own right.

Edith Doane first began writing about the class of rubber handstamp postmarks introduced by the Post Office Department from 1903 to 1906. Her work has since been expanded and amplified, lists of Doane markings exist for several states, and all of this has resulted in a fair degree of collector interest in the postmark as a type. Doane cancel collecting is becoming a specialty unto itself, with collections formed on either a geographic basis (Doanes of the Northwest), or irrespective of geographic limits (Type 1 Doanes). Doane cancels are a readily identifiable, distinctive type of postmark; the literature continues to expand; and examples may be added to a collection at very modest prices. All of these factors argue for in favor

of an increasing level of collector interest.

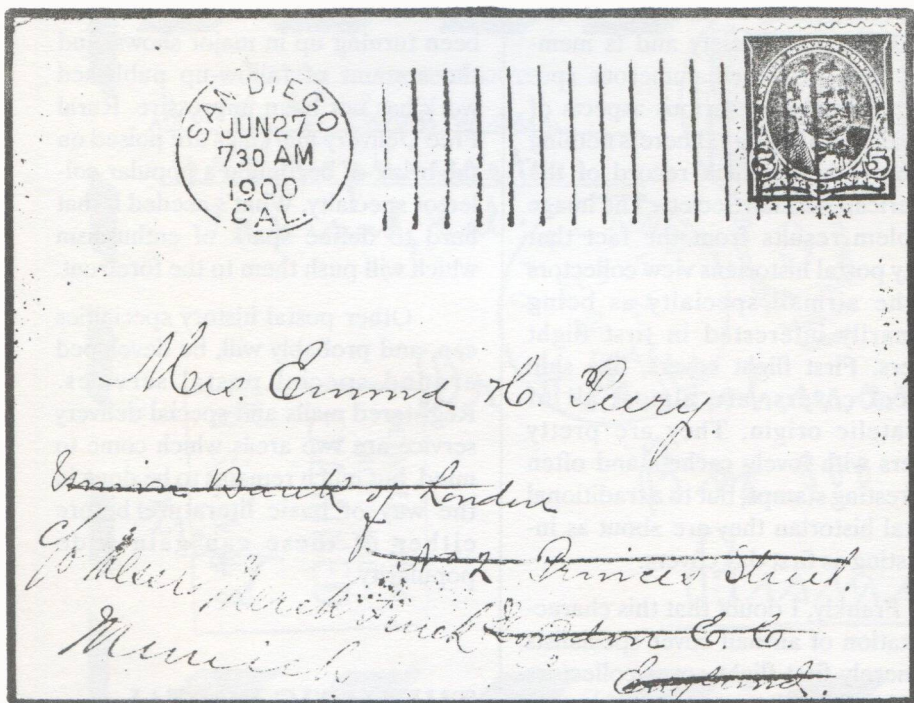
Other 20th century handstamp types are generally less interesting from a collector's viewpoint. The rubber four-bar handstamps, which began to appear in 1906, can be distinguished by type one from another, but with few exceptions they appear quite similar. Steel duplex handstamps, which were issued to larger post offices beginning in the 1880's and to second and third class offices in the early 20th century, appear to have even less collector appeal.

There is one class of 20th century handstamps which is almost certain to gain in popularity. These are the postmark/cancels of non-standard design, which have been described as "anachronisms" or "mimics" in some of the early published discussions. It appears that handstamps of this type were used at only about one per cent of the U. S. post offices operating during the early 20th century. Their use was specifically forbidden in contemporary Postal Laws & Regulations. Recorded designs vary greatly from one another. Some collectors have already begun assembling research accumulations of these markings, and, once detailed literature begins to appear, it is not hard to imagine an increased collector interest.



Handstamp markings such as this 1913 example from Orenco, Oregon, are known as anachronisms because they were made to look like postmarks of an earlier day. This postmark, which includes a 19th century style Wheel-of-Fortune cancel, was used at a post office established in 1909.

A class of modern postmarks which is already benefiting from an increasing volume of literature in the



Machine cancels are a specialty area with an active organization and individuals engaged in research publishing. They are certain to become a more popular collecting interest in the nineties. This cover bears a Barr-Fyke machine impression from San Diego.

machine markings. The recent merger of the Flag Cancel Society with the Machine Cancel Forum, along with new publications by Frederick Langford, Bob Payne and Reg Morris, is providing a spark to the interest in early machine cancels. Auction realizations for scarce machine markings are increasing, and machine cancel exhibits have begun to appear in national-level shows.

Machine cancels possess all the necessary ingredients to make them into a popular collecting specialty. They have variety of design which may be sorted out according to manufacturer; many saw use in a number of cities, thus requiring a census approach to determine earliest and latest use; there are plentiful examples available at low prices allowing the collector an opportunity to assemble a large accumulation for research; and, there are already documented types known to be scarce or rare. Add to these factors an increasing supply of skillful research literature, and you have the makings for a really popular postal history specialty for the nineties.

Published research concerning the use of auxiliary and ancillary markings is still in its infancy. "Called Out", "Unmailable", "Disinfected", or "Fraudulent" markings on a cover or card already attract sufficient collector interest to demand premium prices at auction, but the potential for collector demand in items of this type is still to be realized. Published research is the missing factor.

There is a general understanding among people interested in markings of this type that some types are common (Have Your Mail Addressed to Street & Number, for example) are common, while others are scarce. But beyond that, collectors have only personal experience to guide them. For some pioneering spirits, personal experience is enough, but for the field to become an active postal history specialty there must be published research indicating varieties, frequency of usage, relative scarcity, and so forth. I believe we will see some of this published in the nineties, but the subject is quite complicated, examples of many markings are apparently very scarce, and progress is apt to be slow.

MAIL TRANSPORT AND SERVICE COLLECTING

If ever we needed a demonstration of the way in which a specialty can be popularized through sheer force of will, we need look no further than railway post office (RPO) markings. Through an massive publication program, engineered largely by Charles Towle, the Mobile Post Office Society issued handbook after handbook during the eighties. Lead by their monumental, three volume, *U. S. Transit Marking Catalog*, the MPOS has published high-quality research on Agent markings, street car routes, and Waterborne RPOs. Any collector, who encounters a Railway Post Office marking, can now easily learn details of its background including, the dates the marking was used, the railroad which carrying that piece of mail, and the relative market value of the item. Railway postmark collecting will be forever in the debt of Charles Towle for his energies and leadership during this past decade.

Collector interest in RPO markings obviously increased during the eighties. How much it will continue to increase during the nineties depends, in part, on what others do with the legacy of literature authored by Towle, Kay, Stets, Clark, Schultz, and others. There are two possibilities. On the one hand, collectors may view RPOs as a field where "everything's been done", and simply choose to ride on the laurels of past accomplishments. On the other hand, collectors may see the literature for what it really is -- a point of departure -- and begin to expand and embellish from this powerful research base. Since Mr. Towle and his crew of authors are still on the scene, I would place my bets on the latter option.

Other collector specialties based upon various types of mail transport or service are in different stages of

development. Collectors of postal history associated with U.S. Naval vessels -- ship cancel collectors -- have long benefitted from the existence of the *Catalogue of United States Naval Postmarks*. This work, begun in 1934, was last published as Volume III nearly 20 years ago. It has been reissued in sections over the years, but is in desperate need of a major overhaul.

The Universal Ship Cancellation Society (USCS) is an active organization with a monthly publication and some very dedicated, capable members. Unfortunately, for one reason or another, ship cancel collections are not usually viewed as within the mainstream of postal history in the United States. This lack of respect probably relates to the early, widespread practice of ship cancel collectors who prepared thousands of philatelic covers for postmarking on ships. From the 1930's onward, most naval ship postmarks appear on these collector made covers, and, frankly, the specialty suffers in the eyes of other postal historians because of the volume of this material. On the other hand, many of today's USCS members are involved in building collections limited to the non-philatelic covers and post cards which have survived from the "classic" (pre-1920) era. Building a collection of the postmarks from these classic naval vessels holds all the challenges attendant in any worthwhile postal history endeavor. The possibilities for research are equally impressive, and it appears to me that ship cancel collectors are in a good position to redefine their specialty in the decade to come.

Another specialty group with somewhat similar image problems, and an even more impressive body of literature is the American Airmail Society. Please do not misunderstand me, the American Airmail Society is a time honored group, and over the years it's dedicated members have done much to educate philately about their specialty. *The American Air Mail Catalogue* is now in its Fifth Edition. It encompasses five volumes with about 2,500 pages, and is a magnificent

reference work. In addition to the Catalogue, the Society and its members have produced numerous specialized works on various aspects of airmail postal history. There is nothing wrong with the track record of the American Airmail Society. The image problem results from the fact that many postal historians view collectors of the airmail specialty as being primarily interested in first flight covers. First flight covers, like ship cancel covers, are almost all of philatelic origin. They are pretty covers with lovely cachets and often interesting stamps, but to a traditional postal historian they are about as interesting as first day covers.

Frankly, I doubt that this characterization of airmail cover specialists as merely first flight cover collectors has much validity anymore, if it ever did. My feeling, based on some knowledge of the kinds of research being published is that today's typical airmail specialist is much more interested in classic, non-philatelic flight covers, or some of the later international rate and route complexities. Airmail postal history would appear to be a very viable specialty option for the nineties, particularly if its adherents can manage to shed the philatelic cover image.

In 1983 Harold Richow authored his *Encyclopedia of R.F.D. Cancels*, and, in so doing, opened the door for a whole new postal history specialty. These interesting postmarks, applied by Rural Mail Carriers to cards and letters collected along their routes, possess all the critical elements required to generate wide collector appeal. And yet, so far there has been very little movement in this direction.

Certainly more collectors have become aware of RFD postmarks through Richow's work, and some additional research by Randy Stehle published in *LA POSTA*. Certainly more collectors now keep an eye peeled for nice RFD markings to add to their geographically-based collections. But there has been very little change in the market demand for

RFD cancels, RFD exhibits have not been turning up in major shows, and the amount of follow-up published work has not been impressive. Rural Free Delivery markings are poised on the brink of becoming a popular collector specialty. What's needed is that hard to define spark of enthusiasm which will push them to the forefront.

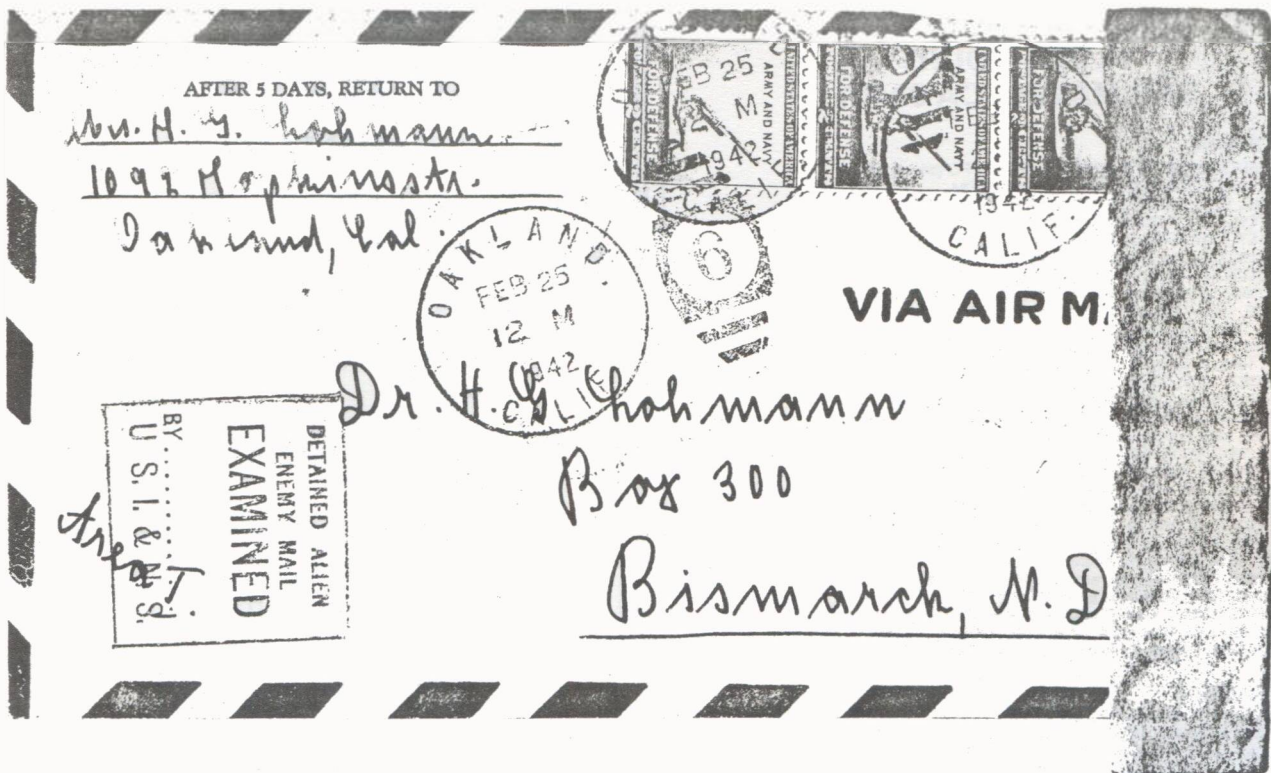
Other postal history specialties can, and probably will, be developed around special postal services. Registered mails and special delivery service are two areas which come to mind, but much remains to be done in the way of basic literature before either of these can gain wide popularity.

THEMATIC POSTAL HISTORY COLLECTING

"Gold Fever!" is an exhibit by Ken Kutz which has won top awards at major shows around the country. This magnificent exhibit has recently become the subject of a book (can we expect a movie?), and has been the subject of animated discussion whenever it was shown. Kutz's concept represents a departure from the traditional postal history exhibit by combined mining townmark covers, express covers, and other related artifacts to tell a story of postal service in the goldfields of the world.

A lesser known, but equally interesting, exhibit by Bob Metcalf is titled "A Philatelic View of the U.S. Coal Industry." In his exhibit, Metcalf combines illustrated advertising covers with townmark covers to depict the history of the coal mining industry in the United States.

These exhibits represent a new direction in postal history collecting and exhibiting where the collection is united by a social or economic theme rather than a postal or geographic theme. Given the success of these exhibits, and a few others like them, as



Postal history with a military theme, such as this censored cover mailed from Oakland, California, to a doctor held at the Bismarck, North Dakota, detention center, holds the potential for a major surge in collector interest as the 50th anniversary of World War II approaches.

teaching vehicles, I believe we are on the eve of a major revolution in postal history which will see some collectors integrating bold new concepts into their personal collections. The possibilities are limited only by one's imagination, for the social and economic history of our country abounds with fascinating themes, many of which can easily lend themselves to unifying a postal history collection.

There is, among the various organized groups of postal history today, a specialty whose collecting interests are built around a particular socio-economic theme. The theme is military postal history in its broadest sense, and the name of the specialty group is the War Cover Club.

The War Cover Club has a long history. Started in the mid-1930's, the organization has sponsored a quarterly publication, the *Bulletin*, for over 50 years. In addition to the *Bulletin*, the WCC has published several editions of *Geographic Locations of U.S. Army Post Offices*, and, in 1977, a similar listing by Robert Murphy for Navy and

Marine land-based forces. With nearly 600 members and a life-span of over half a century, one might expect a more impressive publishing history. In fact, the best book dealing with American military postal history to be published in recent years -- *The Postal History of the AEF*, edited by Theo. Van Dam -- was published in 1980 by the American Philatelic Society. In my opinion, the War Cover Club has yet to realize its potential for leadership within the military postal history specialty.

In all earnestness, I urge my friends in the War Cover Club that now is the time to seize the initiative and become more active in mainstream postal history. Write, exhibit, participate in meetings and seminars! With the 50th anniversary of World War II just around the corner, there will be huge amounts of non-philatelic publicity in newspapers, magazines and on television. The potential for

illustrating the many intriguing possibilities of forming postal history col-

lections around military themes is great, but demonstrations of these possibilities in the form of research articles and imaginative exhibits will be required in order to attract new collectors. Military postal history could become a very significant specialty in the nineties, but it will take some dedicated efforts to illustrate the possibilities.

SUMMARY

Postal history in the United States is a dynamic, evolving hobby. In these remarks I have attempted to outline some of the trends and potentials for change that I see ongoing and likely to develop for the next decade. Forecasting of any type is always an imprecise exercise, and readers are cautioned to accept my comments only for what they are: one man's view of the shape of things to come in modern postal history.

RANDY STEHLE MAIL AUCTION NO. 22
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CALIFORNIA

1. BLACK DIAMOND, 1907 F DOANE (2/5) o/s on PPC (88-11) E\$4
2. CONEJO, 1908 F DOANE (3/1) on PPC (88-20) E\$4
3. CORNWALL, 1907, VG DOANE (2/1) on PPC (90-11) E\$5
4. DENVERTON, 1907, F DOANE (2/1) on Ppc (88-11) E\$8
5. EAGLENEST, 1910, G 4-bar (Ty a) o/s on PPC (09-10) E\$5
6. EASTON, 1913, G 4-bar (Ty A) on PPC (09-16) E\$8
7. ECHO MOUNTAIN, 1909, VG DOANE (3/5) on PPC (93-10) E\$4
8. FARRALLONE, 1911 F 4-bar rec'd on PPC (08-18) stamp gone E\$5
9. FLORENCE, 1909 F DOANE (3/1) on PPC (78-18) E\$5
10. GRATON, 1914 F manuscript cancel on PPC (06-) E\$8
11. HARBISON CANYON, 1930, F 4-bar on cvr (27-38) E\$8
12. HENLEY, 1910, F duplex on PPC (56-12) E\$5
13. HERNANDEZ, 1907, G target ("H" struck lite; "CAL" not strk) on PPC (92-36) E\$4
14. HOBO HOT SPRINGS, 1936, 4-bar on philatelic GPC (32-47) E\$3
15. LAMANDA PARK, 1909, F lite duplex on GPC (05-20) E\$4
16. LOCKHART, 1957 F 4-bar on GPC (53-57) E\$5
17. MATILJA, 1907, VG DOANE (3/2) on PPC (59-18) E\$4
18. MOUNTAIN REST, 1950 F 4-bar on PC (45-53) E\$5
19. NORD, 1922, VG lite 4-bar (Ty B) on PPC (71-33) E\$4
20. PARAISO SPRINGS, 1909, F 4-bar on PPC (77-38) E\$4
21. PERRY, 1907, F DOANE (2/1) on PPC (05-18) E\$10
22. PISMO, 1910, F 4-bar (Ty A) on PPC (84-23) E\$4
23. RETREAT, 1914, F 4-bar (Ty A) on PPC (03-31) E\$4
24. SESPE, 1908, F DOANE (1/3) rec'd on PPC (84-32) E\$4
25. SPAULDING, 1909, VG duplex on PPC (08-21) E\$5
26. SUGAR PINE, 1908, F 4-bar (Ty A) rec'd on PPC (07-34) E\$4
27. SURREY, 1907, VG 4-bar (Ty A) on PPC (81-15) E\$8
28. TERALTA, 1911, F 4-bar (Ty A) on PPC (11-12) E\$10

COLORADO

29. BASHOR, 1911, F 4-bar on PPC (09-18) E\$20
30. COLORADO SPRINGS, 1876, VG quartered cork w/cds on GPC. E\$5
31. MONTCLAIR, 1911, F purple DOANE on PPC (88-12) E\$4
32. THOMASVILLE, 1907, G cds on PPC (90-18) E\$10

MARYLAND

33. BURDETTE, 1907 F target on PPC (89/22) E\$5
34. LOVE POINT, 1909, F 4-bar (Ty A) on PPC of Love Point Casino (05-42) E\$3
35. TOLCHESTER BEACH, 1912 G DOANE (3/2) on PPC of the Great "Louise" ship (79-42) E\$3

NEBRASKA

36. BETHANY, c.1908, VG 4-bar on PPC (90-26) E\$4
37. MARYSVILLE, 1894, F cds on cvr (73-05) reduced @ left. E\$10
38. MISSION CREEK, 1884 G duplex on cvr (70-00) E\$8
39. NANTASKET, 1908 F 4-bar (Ty A) on PPC (87/08) one corner of stamp gone. E\$8
40. PARK HILL, c.1880, G target on pps (74-81) E\$14

OREGON

41. BERLIN, 1908, F DOANE (3/1) rec'd on PPC (98-37) E\$4
42. LAUREL, 1908, F 4-bar (Ty A) on PPC (78-35) E\$4
43. MELROSE, 1911 F 4-bar (Ty A) on PPC (90-33) E\$4
44. POKEGAMA, 1910, G lite blue 4-bar (Ty A) on PPC (89-11) E\$8
45. YANKTON, 1920, F 4-bar (TY A) on PPC (94-31) E\$4

RHODE ISLAND

46. ANTHONY, 1909, VG 4-bar (Ty A) on toned PPC (51-25) E\$3
47. EAST PROVIDENCE CENTER, 1907, VG DOANE (3/2) on PPC (79-07) E\$4
48. PRUDENCE, 1908, G target on PPC (87-49) E\$3
49. SOUTH SCITUATE, ca.1908, G lite 4-bar on PPC (85-23) E\$3
50. SUMMITT, 1911, F 4-bar (TY A) on PPC (55-26) E\$4

SOUTH DAKOTA

51. AUGUSTA, Dec.30, 1908, lite 4-bar on PPC. One month after name was supposed to have changed (11 month office). Send SASE for photocopy. E\$20
52. LE BEAU, 1908, F 4-bar (Ty A) on PPC (87-25) E\$5
53. MERRITT, 1910, F DOANE on PPC (88-14) stamp gone. E\$4

TEXAS

54. OCHILTREE, 1907, F 4-bar (Ty A) on PPC (86-21) E\$4
55. TUNIS, 1910, VG 4-bar (Ty A) on PPC (78-10) E\$5

WASHINGTON

56. ALPOWA, 1908, VG target on PPC (74-10) E\$4
57. ARDEN, 1912, G 4-bar (Ty A) on PPC (03-14) E\$5
58. BRIGHTON, 1910, F 4-bar (TY A) on PPC. E\$5
59. GRAY, 1911 lite 4-bar (Ty A) on PPC (01-35) E\$3
60. PILCHUCK, 1911 F 4-bar (Ty A) on PPC (88-22) E\$4
61. YESLER, 1912, lite 4-bar (Ty B) on PPC (90-17) E\$4

Standard Auction rules apply. Abbreviations: o/s=overstruck; pse=postal stationery envelope. Doane types from Edith Doane's work; 4-bar types from Helbock & Meschter (LA POSTA, V.17, No.4, p.9). Minimum bid \$3.00 please. Phone bids accepted: (415) 344-3080.

AUCTION CLOSSES: MARCH 31, 1989 (10 PM)

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Northeastern Section

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This is President's month, so it's time to be honest. I've never really gotten the knack of using "post office" and "postoffice" properly. You try.

Quiz One -- Choose the correct wording:

- A) The post office at Natick, R.I. is 100 years old.
- B) New York postoffices manytimes used Doane cancels.

Quiz Two --

- A) The postoffice cancels of Philadelphia are fascinating.
- B) Post office machinery, like the Pittsburgh Hampden cancelers, was usually rented.

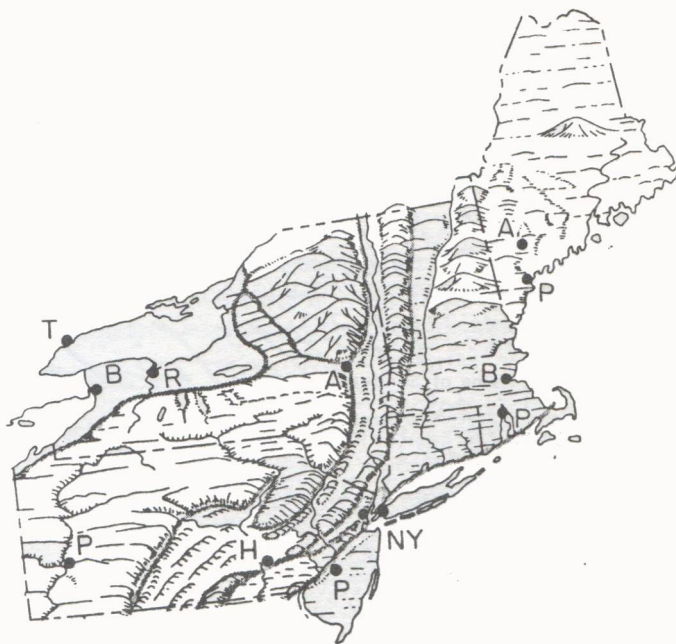
How'd you do? Both B's are wrong. Two words when it's a place, a noun, one word when it's used to describe something else. Had to get that off my chest. On with this issue.

Jack Haefeli, from Albany, gives us the privilege of seeing the latest from the exhaustive team of researchers working on New York Doanes. Forget your investment dream of a classic car. Doanes are quickly becoming classic collector items in their own right. And they don't need wax.

Machine cancels have their own society and publications, but they are American postal history overall. So Pittsburgh, Pa is in the spotlight too, at the turn of the century, via its Hampden cancels. (Keep in mind that each author deserves your help if you have further information. This Section Editor will be happy to relay any messages and data you have, which they deserve for their studies.)

A day late and a dollar short? So with periodicals at times. Last month's sidetracked Philadelphia article has now found its home. Described in it is serendipity in the form of a fortunately preserved, old collection of Philly stampless covers containing some real finds.

What have others been up to? *The Vermont Philatelist* is in it 33rd year. The November issue features two town postal histories: Barnet and Passumpsic, and notes on unreported Vermont revenue cancellations. And the *Empire State PHS Bulletin* for Fall 1988 carries an interesting



analysis and insight of a rural mail carrier 1908-10 taken from a box of old papers recently reviewed. Both issues carry the usual society auction.

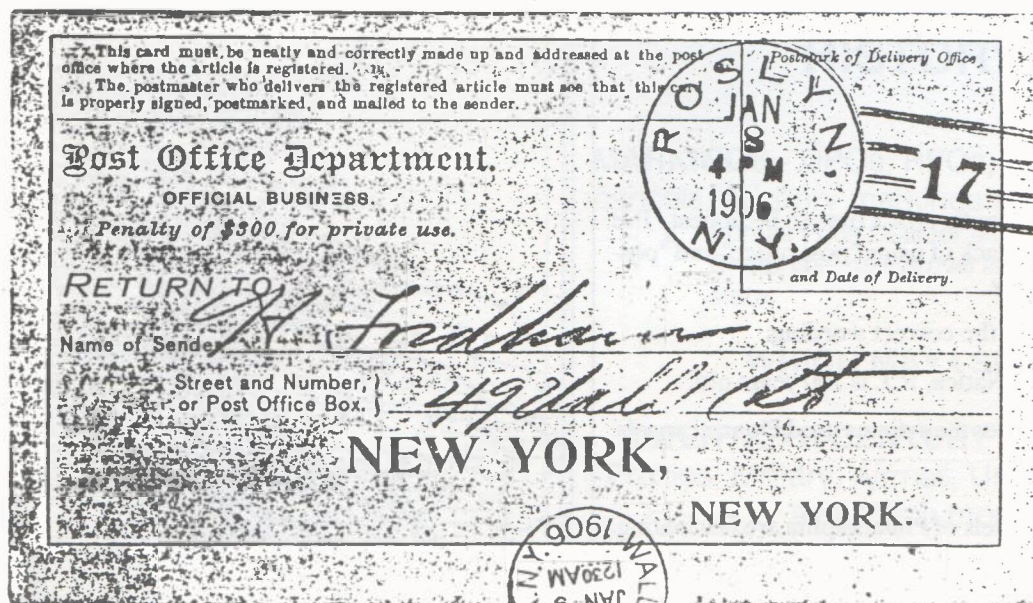
The Journal of the New Jersey PHS has the continuation of the Ledger of Charles Grey. It illustrates daily post office workings, stamp purchases, etc. A useful list of NJ rail markings is included, taken from the research research of John Kay.

The Pennsylvania PHS resumes its Pennsy auctions with the March 1 issue. Interested parties can write the Section editor, who moonlights as auctioneer.

And you? Some quickie articles are needed on your favorite covers. Xerox and describe it: any style, and date, any reason. It has also been suggested that a "wanted section" be begun for collectors interested in particular series of stampless, stamps on cover, styles of handstamps, rates, etc. Anyone in the Eastern Section area feel free to send me a post card describing your eastern area needs including your address and you'll find it within these pages. Think it'll work?

And buck up. Spring isn't far away. Write an article while you're waiting.

New York State Doanes--An Update



Roslyn, New York, used this Doane cancel with a "17" in the bars. This is the highest Doane number recorded from any post office in the nation.

By Jack Haefeli

Doane cancels are more popular than ever. These distinctive handstamps were named in honor of Elizabeth R. Doane, who did much of the early research on them. There are three types. All contain a number in the cancellation bars. The number is the indication of the postal dollar volume done by that post office in 100s of dollars. A number "1" therefore would indicate a postal volume less than \$100, a "2," less than \$200, and so forth. While this handstamp was principally used in low volume post offices, there is a number "17" known to be used from Roslyn, NY. (Illustration courtesy *Long Island Postal Historian*.)

The Type One was issued during just one month, in the fall of 1903. This type is not uncommon however. While the issue time was limited, they were used in many offices for long periods of time. The most distinctive feature is the five bars in the cancellation. The dial is usually about 27 to 29mm in diameter.

Jack Haefeli is a civil engineer engaged in his own small construction business. In addition to his interest in certain aspects of Canadian and Swiss stamps, his focus is on the postal history of the City and County of Albany, NY. He is a member and officer of various clubs and societies and is currently president of the Empire State Postal History Society.

The Type Two was issued from the fall of 1903 until the summer of 1905. This type has four pairs of thin lines in the killer portion. When these thin lines became clogged with ink, the impressions can easily be mistaken for Type Three examples. The dial is usually about 28 to 30mm in diameter.

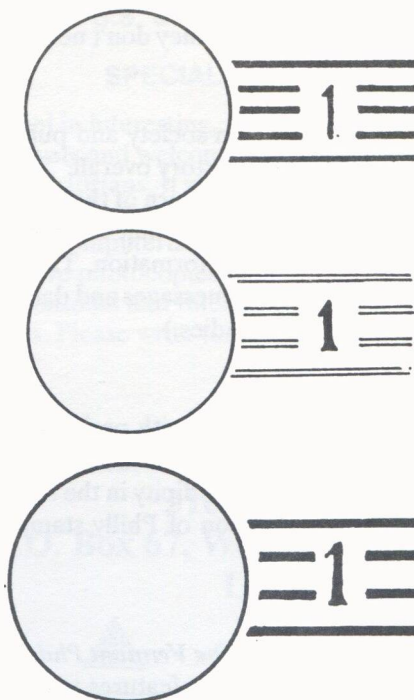


Figure 2. Doane Types 1, 2, and 3.

The Type Three was issued from the summer of 1905 until the fall of 1906, when a newly designed handstamping device was introduced. This type has four thick cancellation bars. The dial is usually about 31 to 32mm in diameter. A help in distinguishing the heavy-inked Type Two from the later Type Three is the fact that almost all Type Two's contain a lettering type of Romanesque, or tight-block, style, while Type Three's are limited to standard- or elongated-block styles. The dial is also slightly larger in the Type Three. Due to the long hard use of these handstamps, many examples show much distortion and wear.

There is much interest in Doane cancels and new literature and many new lists are now becoming available. Prices are also rising for examples. The following list of New York State Doane cancellations was formed by members of the Empire State Postal History Society. Information was taken from lists published in *Postal History USA*, *La Posta*,

and the *Long Island Postal Historian*. Members contributing additional lists include Glen Estus, Gerald Wiley, Frank Karlson, Morton Laby, Jack Haefeli, Chester Wilcox, Fred Rodriguez, and others.

Readers able to supply information on other towns, towns with different Type cancels or numbers, and earlier and/or later usage dates are encouraged to write me at the address below with their information.

It is well established that only a small fraction of the towns that used these cancellations are listed. In some states less than 10% are recorded. Much more work is needed before research comes anywhere near completion.

Contact:

Jack Haefeli, Box 8645, Albany, NY 12208

Post Office	County	Operation	TY No.	Earliest Date	Latest Date
Adirondack	Warren	1872-pr	2 2	Mar 15 1906	Aug 22 1907
Alpine	Schuyler	1852-pr	3 5	Jun 7 1909	Feb 9 1910
Alvord	Hamilton	1896-1913	2 7	Aug 25 1906	
Amboy Center	Oswego	1893-1910	3 2	May 4 1906	
Amersand	Franklin	1889-1908	2 3	Aug 12 1905	Jul 26 1907
Antlers	Hamilton	1904-1920	2 1	Aug 23 1905	Aug 14 1910
Ashford	Cattaraugus	1830-1910	2 2	Sep 16 1907	
Assembly Park	Onondaga	1897-1916	2 7	Aug 24 1905	Aug 19 1908
Atwell	Herkimer	1895-1953	1 1	Sep 3 1906	
Axton	Franklin	1908-1909	3 7	Feb 19 1909	
Ayers	Franklin	1901-1918	3 1	Jul 1 1913	
Bannerhouse	Franklin	1904-1928	2 1	Dec 31 1907	
Barnes Corners	Lewis	1850-pr	2 2	Dec 1 1906	Jul 6 1907
Barnharts	St Lawrence	1906-1912	3 1	Aug 27 1907	Jul 14 1908
Beaver Dams	Schuyler	1845-pr	2 3	Dec 28 1908	Jun 30 1909
Beaver Falls	Lewis	1866-pr	3 4	Jun 12 1906	
Beaver River	Herkimer	1905-1967	3 4	Aug 6 1908	
Beerston	Delaware	1888-1955	3 2	Nov 21 1907	
Big Moose	Herkimer	1905-1972	3 6	Jul 23 1906	Oct 29 1907
Blossvale	Oneida	1852-pr	3 3	Jan 17 1908	Apr 15 1909
Bluff Point	Yates	1905-pr	2 2	Jul 22 1908	
Bolton	Warren	1816-1933	2 3	Aug 21 1905	Jul 24 1907
Boquet	Essex	1897-1925	3 2	Jun 21 1911	
Borodino	Onondaga	1821-1940	3 5	Apr 4 1917	
Brasie Corners	St Lawrence	1879-1935	2 2	Aug 16 1909	
Brushton	Franklin	1877-pr	3 9	Oct 22 1907	Dec 21 1911
Bullville	Orange	1834-pr	2 7	Jan 7 1909	Feb 13 1909
Canada Lake	Fulton	1906-1913	3 2	Aug 7 1906	Oct 29 1907
Cascade	Essex	1904-1919	2 2	Jul 25 1905	Aug 3 1909
Catatonk	Tioga	1851-1934	1 1	Dec 24 1906	May 8 1908
Catawba	Steuben	1881-1918	3 7	Aug 4 1909	
Catskill Station	Columbia	1867-1910	3 4	Jun 29 1907	
Cayuta	Schuyler	1854-pr	1 3	Jan 6 1911	
Ceylon	Cortland	1901-1914	3 1	Aug 6 1907	Mar 31 1910
Chazy Lake	Clinton	1904-1929	2 1	Oct 7 1907	
Childwold	St Lawrence	1905-pr	2 7	Aug 18 1908	
Clare	St Lawrence	1881-1919	2 1	Apr 25 1912	
Clarksville	Albany	1833-pr	3 4	Jul 12 1906	May 27 1908
Collinsville	Lewis	1831-1913	3 1	Jun 26 1907	
Constable	Franklin	1902-pr	2 5	May 13 1907	Nov 14 1910
Coram	Suffolk	1794-pr	1 2	Sep 26 1909	Aug 5 1910
Corbettsville	Broome	1864-pr	2 7	Nov 23 1904	Mar 25 1907
Corinth	Saratoga	1819-pr	1 7	May 28 1907	
Crafts	Putnam	1894-1936	2 7	Jun 10 1908	
Craigeclare	Sullivan	1896-1914	2 3	Mar 11 1907	
Crescent	Saratoga	1852-1932	2 3	May 4 1908	
Dahlia	Sullivan	1904-1919	2 1	Dec 1 1908	Jan 5 1910
Daysville	Oswego	1868-1907	2 2	Jun 18 1906	
Denver	Delaware	1892-pr	2 1	Feb 20 1906	
Depauville 2	Jefferson	1825-pr	2 5	Aug 19 1905	Jan 10 1906
Depauville 3	Jefferson	1825-pr	3 5	Jul 9 1906	Nov 22 1911
Depeyster	St Lawrence	1827-pr	2 7	Jul 30 1910	
Eagle Bay	Herkimer	1900-1917	2 3	Aug 15 1906	
Eagle Nest	Hamilton	1905-1951	2 7	Aug 20 1907	Sep 15 1907
East Avon	Livingston	1827-1915	2 3	Mar 26 1907	

Post Office	County	Operation	TY No.	Earliest Date	Latest Date	Post Office	County	Operation	TY No.	Earliest Date	Latest Date
Larkfield	Suffolk	1896-1909	1 6	Aug 23 1907		East Berne	Albany	1830-pr	2 2	Aug 1 1906	Aug 18 1910
Lefever Falls	Ulster	1895-1908	2 1	Sep 11 1909		East Bethany	Genesee	1825-pr	2 2	Jan 2 1908	
Lincoln	Wayne	1866-1934	2 2	May 14 1907		East Meredith	Delaware	1869-pr	2 2	Jun 27 1910	
Linoletumville	Richmond	1882-1917	2 2	Dec 25 1907		East Windsor	Broome	1875-1954	3 3	Jan 24 1907	12 1910
Lock Berlin	Wayne	1854-1934	2 2	Jun 25 1906		Elmont	Nassau	1899-1909	2 2	Jun 9 1908	
Lockwood	Tioga	1881-pr	2 4	Sep 2 1903	Nov 8 1906	Elnora	Saratoga	1891-1976	2 2	Sep 21 1909	
Louisville Landing	St Lawrence	1850-1917	3 2	Dec 5 1911		Enos	Oneida	1891-1909	2 2	Oct 3 1907	Jun 13 1908
Mariposa	Chenango	1887-1940	3 1	Jul 6 1909		Erin	Chemung	1836-pr	3 3	Apr 8 1912	Dec 24 1918
McLean	Tompkins	1826-pr	3 5	Apr 6 1912		Fairground	Suffolk	1890-1912	2 4	Aug 13 1907	
Medusa	Albany	1850-pr	2 3	Oct 18 1905	Apr 30 1909	Farmers Mills	Putnam	1891-1923	1 1	Nov 25 1909	Jun 16 1910
Middlefield	Otsego	1819-1967	2 3	Jul 28 1908		Fineview	Jefferson	1902-pr	3 3	Sep 20 1906	Jul 11 1911
Minerva	Essex	1868-pr	3 3	May 4 1907	Feb 8 1912	Fishcreek	Oneida	1895-1908	2 1	Oct 16 1905	
Molra	Franklin	1808-pr	3 9	Jun 20 1911		Fort Terry	Suffolk	1899-1927	2 3	Aug 7 1905	Jul 23 1907
Mongaup Valley	Sullivan	1848-pr	2	Sep 2 1908		Franklin Depot	Delaware	1878-1951	3 2	May 29 1908	
Morehouseville	Hamilton	1834-1915	3 3	Aug 13 1906	Jul 27 1910	Fullers	Albany	1897-1918	2 2	Oct 24 1905	Dec 29 1909
Moriah	Essex	1816-pr	3 9	May 1 1909		Genoa	Cayuga	1817-pr	2 2	Oct 19 1906	
Mount Ross	Dutchess	1870-1922	3 2	Mar 4 1911		Glen Eyrie	Washington	1906-1928	3 1	Jul 24 1907	
Mountainview	Franklin	1895-1908	2 2	Aug 25 1905	Aug 24 1907	Glenmore	Oneida	1851-1926	2 2	Jun 15 1907	Apr 6 1909
Murray Isle	Jefferson	1896-1918	3 2	Aug 19 1906	Aug 27 1910	Gouverneur	St Lawrence	1818-pr	2 1	Jan 1 1910	Aug 2 1910
New Baltimore	Greene	1823-pr	1 3	Jan 9 1908		Grafton	Rensselaer	1821-pr	2 2	Sep 19 1918	
New Baltimore Sta.	Greene	1887-1924	3 1	Jan 9 1908		Great Bend	Jefferson	1905-pr	3 3	Mar 1 1907	Oct 16 1913
New Lisbon	Otsego	1810-pr	2 2	Mar 16 1909		Greenville Center	Greene	1893-1960	2 2	Dec 31 1907	Feb 15 1908
Normansville	Albany	1891-1905	3 4	Mar 6 1905		Grindstone	Jefferson	1896-1974	2 2	Nov 14 1907	
North Bay	Oneida	1843-pr	2 3	May 8 1905		Grooville	Sullivan	1906-1932	3 2	Jan 28 1907	
North Boston	Erie	1832-pr	1 2	Dec 31 1906	Dec 25 1908	Hailesboro	St Lawrence	1893-pr	2 3	Oct 14 1904	Oct 30 1909
North Hudson	Essex	1850-pr	3 2	Apr 16 1907		Halcottsville	Delaware	1851-pr	1 3	Aug 8 1906	
North Manlius	Onondaga	1851-1914	3 3	Oct 15 1906		Halfmoon	Saratoga	1820-1911	3 2	Jul 20 1909	
North Sanford	Broome	1856-1954	2 2	Aug 28 1908		Halsey Valley	Tioga	1844-1958	2 3	Dec 14 1910	Dec 19 1912
North Spencer	Tioga	1872-1935	2 3	Jun 15 1910		Harriettstown	Franklin	1890-1924	1 2	Aug 12 1908	Aug 24 1908
North Stockholm	St Lawrence	1851-1958	2 3	Oct 12 1908		Hauptpaug	Suffolk	1856-1959	2 3	Aug 2 1906	
North Western	Oneida	1843-pr	2 2	Feb 21 1907		Hector	Schuyler	1854-pr	2 4	Sep 1 1905	Apr 15 1916
Northwood	Herkimer	1883-1915	2 2	Dec 21 1911		Herring	Jefferson	1899-1912	2 2	Jun 20 1908	Sep 14 1910
Nyando	St Lawrence	1901-1933	3 2	May 3 1909		Hinmansville	Oswego	1843-1908	2 2	May 29 1906	
Oaks Corners	Ontario	1894-pr	3 3	Sep 25 1909		Hollywood	St Lawrence	1905-1932	2 1	May 4 1907	
Ohio	Herkimer	1839-1954	2 2	Apr 17 1908		Horicon	Warren	1892-1934	2 8	Mar 4 1909	
Old Westbury	Nassau	1899-1907	2 7	Apr 18 1906		Howard	Steuben	1818-1940	2 3	May 29 1908	
Onchiota	Franklin	1897-1912	3 2	Apr 18 1906	Jul 9 1909	Howes	Broome	1898-1914	2 1	Oct 15 1906	
Oquaga Lake	Broome	1884-1921	3 3	Aug 30 1906	Aug 26 1908	Hyndsville	Schoharie	1836-1965	2 3	Dec 19 1906	
Oswegatchie	St Lawrence	1885-pr	2 2	Jan 9 1907		Ironville	Essex	1876-1911	2 2	Jul 11 1908	
Otselic	Chenango	1817-pr	1 2	Jun 25 1909		Jerusalem	Albany	1870-1912	3 2	Jan 15 1907	Jan 3 1909
Otterlake	Oneida	1895-1926	3 2	Dec 23 1907	Aug 27 1909	Kalurah	St Lawrence	1904-1910	2 1	Apr 28 1904	Nov 22 1909
Ovid Center	Seneca	1893-1924	2 2	Dec 24 1907		Kenmore	Erie	1891-1918	2 2	Jul 8 1907	
Owasco	Cayuga	1814-pr	2 2	Dec 3 1906		Ketchums Corners	Saratoga	1894-1909	2 2	Dec 8 1908	
Owlshhead	Franklin	1896-1905	2 3	Jan 31 1908	May 12 1908	Keuka	Steuben	1882-1951	3 4	Jul 11 1911	
Parksville	Sullivan	1846-pr	2 5	Dec 19 1907		Kidders	Seneca	1892-1919	2 2	Sep 3 1907	Sep 29 1909
Pennellville	Oswego	1851-pr	3 2	May 12 1910		Killawog	Broome	1852-pr	2 3	Jun 23 1906	Jun 15 1912
Perch River	Jefferson	1823-1912	2 2	Dec 22 1905	Jun 29 1911	Kirkwood	Broome	1850-pr	3 2	Oct 1 1908	
Phoenix Mills	Otsego	1870-1913	2 4	Apr 18 1906	Aug 31 1907	Knapp Creek 1	Cattaraugus	1893-pr	1 3	Feb 14 1906	
Pierrepont Manor	Jefferson	1843-pr	2 5	Nov 17 1905	Oct 2 1906	Knapp Creek 2	Cattaraugus	1893-pr	2 2	Jul 3 1913	
Piffard	Livingston	1849-pr	2 3	Oct 21 1908		Lake Clear	Franklin	1902-1959	2 2	Aug 25 1907	
Pinelake	Fulton	1895-1912	2 2	Apr 19 1906	Jan 14 1908	Lake George Assembly	Warren	1890-1924	3 1	Jul 22 1906	
Pinnacle	Fulton	1884-1928	2 1	Aug 1 1906		Lake Grove	Suffolk	1905-pr	1 4	Sep 25 1906	
Point Lookout	Nassau	1906-pr	1 1	Aug 13 1906		Lake Kushaqua	Franklin	1905-1954	2 4	Jun 29 1906	Oct 9 1906
Point Vivian 2	Jefferson	1892-1918	3 2	Aug 28 1914		Lake Placid Club	Essex	1905-1958	2 4	Jun 14 1906	Jul 6 1908
Point Vivian 4	Jefferson	1892-1918	3 4	Aug 16 1906	Aug 20 1910	Lamson	Onondaga	1894-1941	2 2	Sep 23 1908	

Post Office	County	Operation	TY No.	Earliest Date	Latest Date
Pope Mills	St Lawrence	1893-1936	2 2	Sep 27 1907	Jan 12 1911
Port Dickinson	Broome	1865-1917	3 2	Nov 11 1910	
Poughquag	Dutchess	1829-pr	1 2	Sep 11 1905	
Preston	Chenango	1821-1915	3 1	Nov 13 1906	Jul 20 1910
Rainbow Lake	Franklin	1905-pr	2 2	Apr 13 1906	Jan 18 1913
Reber	Essex	1880-1918	3 2	May 7 1907	Jan 18 1909
Redfield	Oswego	1816-pr	2 3	Sep 13 1905	Aug 9 1912
Remsenburg	Suffolk	1895-pr	2 3	Sep 15 1905	
Rices	Jefferson	1894-1949	3 1	Feb 11 1909	Jul 20 1912
Richland 2	Oswego	1868-pr	2 5	Nov 15 1906	Sep 2 1909
Richland 3	Oswego	1868-pr	3 6	Mar 11 1910	
Riparius	Warren	1886-pr	2 2	Aug 27 1906	
Rockdale	Chenango	1849-1954	2 2	Apr 16 1908	
Rockwell's Mills	Chenango	1894-1934	2 3	Apr 16 1908	Nov 24 1909
Rockwood	Fulton	1852-1932	2 2	Dec 24 1907	
Roscoe	Sullivan	1881-pr	3 2	Dec 15 1905	
Rose 1	Wayne	1834-pr	1 2	May 29 1908	
Rose 3	Wayne	1834-pr	3 5	Apr 27 1910	
Roslyn 2	Nassau	1899-pr	2 17	Oct 2 1905	Jan 8 1906
Roslyn 3	Nassau	1899-pr	3 18	Nov 1 1906	
Rossie	St Lawrence	1827-1960	2 3	Oct 2 1908	Jul 1 1909
Rudeston	Hamilton	1886-1913	1 2	Jun 14 1905	
Russia	Herkimer	1809-1910	1 2	Sep 18 1903	Jun 25 1909
Sabael	Hamilton	1894-pr	2 2	Sep 1 1905	Sep 21 1907
Sacandaga Park	Fulton	1888-1913	3 3	Jul 3 1906	Aug 31 1906
Sagamore	Warren	1894-1917	3 8	Jul 2 1907	Aug 10 1907
Sagaponack	Suffolk	1890-pr	1 4	May 15 1906	
Salisbury	Herkimer	1813-1915	2 2	Apr 16 1908	
Salt Springville	Otsego	1874-1956	3 2	May 13 1907	
Sanford Corners	Jefferson	1895-1911	3 2	Sep 6 1906	Nov 7 1908
Saranac	Clinton	1831-pr	2 2	Jul 26 1911	
Schroon River	Essex	1903-1915	2 1	Sep 8 1906	Jun 4 1907
Sciota	Clinton	1848-1936	2 2	Oct 13 1908	
Scotchtown	Orange	1822-1907	3 3	Aug 11 1906	
Scott	Cortland	1821-1912	2 3	Feb 13 1906	
Scottsburg	Livingston	1894-1967	3 3	Aug 6 1909	
Severance	Essex	1892-pr	2 2	Jul 13 1910	
Shinnecock	Suffolk	1900-1923	3 2	Aug 12 1907	
Silver Lake Assembly	Wyoming	1905-1925	2 3	Aug 24 1906	
Skaneateles Falls	Onondaga	1874-pr	3 5	Feb 14 1907	
Slate Hill	Orange	1905-pr	3 3	Jul 27 1908	
Smithboro	Tioga	1892-pr	3 3	Jun 10 1910	
Smiths Basin 2	Washington	1894-1964	2 2	Aug 14 1906	
Smiths Basin 3	Washington	1894-1964	3 3	Mar 21 1912	
Smithtown	Suffolk	1849-1952	2 4	Feb 7 1907	
Smithville Flats	Chenango	1823-pr	2 5	Jul 7 1906	May 21 1909
Sodus Center	Wayne	1893-pr	2 4	Dec 22 1905	
Solon	Cortland	1813-1939	2 2	Sep 18 1909	
South Edmeston	Otsego	1840-pr	3 2	Jun 11 1910	
South Gilboa	Schoharie	1851-1958	2 2	Oct 30 1906	
South Granby	Oswego	1849-1920	2 2	Dec 22 1909	
South Hammond	St Lawrence	1884-1957	2 3	Oct 14 1907	May 6 1908
South Schroon	Essex	1868-pr	2 2	Jan 3 1907	Oct 15 1910
South Wales	Erie	1827-pr	3 3	Dec 23 1912	
Sprakers	Montgomery	1883-pr	3 5	Sep 5 1907	

Post Office	County	Operation	TY No.	Earliest Date	Latest Date
Springs	Suffolk	1849-1923	2 3	Oct 8 1906	May 20 1910
Stockbridge	Madison	1824-1923	2 3	Apr 26 1909	Sep 27 1910
Stockwell	Oneida	1880-1914	3 2	Aug 9 1909	
Streetroad	Essex	1895-1909	2 2	Feb 26 1906	Feb 25 1909
Talcville	St Lawrence	1889-1935	2 2	Mar 28 1907	May 23 1910
Thomson	Washington	1894-1976	2 2	May 3 1909	
Tioga Center	Tioga	1893-pr	2 7	Jan 1 1910	
Tiona	Broome	1897-1909	2 1	Jan 31 1907	Apr 7 1908
Town Line	Erie	1905-1964	2 3	Apr 6 1912	
Tribes Hill 2	Montgomery	1905-pr	2 2	Sep 4 1908	
Tribes Hill 3	Montgomery	1905-pr	3 8	Jul 23 1907	
Trudeau	Essex	1903-1956	3 2	Jan 12 1906	Aug 21 1906
Unadilla Forks	Otsego	1827-1967	3 4	Apr 10 1909	
Undercliff 2	Essex	1898-1913	2 2	Aug 26 1904	Mar 15 1906
Undercliff 3	Essex	1898-1913	3 2	Sep 18 19??	
Upper Lisle	Broome	1826-1954	2 7	Nov 15 1905	
Valley Stream	Nassau	1899-pr	3 5	Apr 11 1910	
Vestal Center	Broome	1893-1924	3 2	Oct 27 1908	
Vintonton	Schoharie	1886-1924	1 1	Jun 12 1907	Aug 17 1908
Wadhams	Essex	1906-pr	3 3	Jun 7 1906	Aug 29 1906
Wading River	Suffolk	1825-pr	2 4	Dec 20 1905	Jul 19 1906
Waits	Tioga	1903-1934	2 7	Jun 3 1907	Aug 30 1907
Wallace	Steuben	1853-pr	2 7	Sep 20 1907	
West Exeter	Otsego	1836-pr	2 3	Dec 10 1908	
West Kendall	Orleans	1850-1927	2 7	Sep 26 1908	
West Martinsburg	Lewis	1894-1914	2 2	Dec 11 1907	Aug 27 1909
West Park	Ulster	1905-pr	3 5	Feb 15 1908	
West Side	Warren	1905-1919	3 1	Aug 25 1909	Sep 23 1910
Westday	Saratoga	1895-1932	2 1	Jul 6 1908	
Westville Center	Franklin	1893-1920	2 3	Aug 22 1911	
Whippleville	Franklin	1897-pr	2 2	Mar 8 1906	Jan 12 1910
White Lake Corners 2	Oneida	1878-1924	2 3	Jul 19 1910	Oct 6 1913
White Lake Corners 3	Oneida	1878-1924	3 7	Apr 8 1914	
Wilmurt	Herkimer	1874-1919	2 2	May 15 1906	Oct 8 1906
Winterton	Sullivan	1871-1957	2 2	Oct 19 1904	
Woodbury	Nassau	1899-pr	2 3	Sep 7 1907	Dec 2 1907
Worth	Jefferson	1904-1916	2 2	Mar 28 1907	Apr 14 1909
Wright	Washington	1896-1942	2 7	Sep 13 1905	

CARSON TREASURES FROM THE ATTIC

By Tom Clarke

IN THE BEGINNING there were no cover collectors. Only stamps, mercilessly ripped from envelopes, were desirable. Inevitably, specialization developed. Classic stamp collectors, led by the likes of the budget-unlimited, turn of the century gods Ferrari and Green, amassed some covers too, but did not study them as postal documents.

The air mail craze of the teens and twenties led to the cover cornucopia of first flights and first day cancellations and cachets. In many minds, the message that a full cover could convey a more interesting story than just the stamp became intense. Still, such limited collections were, and still are, not postal history. Except for the stamps attached, these covers left out the Post Office.

In the 1930s London dealer Robson Lowe capitalized on the ever-present love affair which Britain and other Europeans display for their past, and "postal history" in a name was born. Stampless letters, followed by stamped, were accorded an appreciation heretofore ignored.

Hot on the heels of the Sesqui-centennial and the Farley Folly mania, America too was becoming "old." Our brief history was becoming relevant at last. The manifold postal markings found were now viewed with interest and soon Covers magazine appeared, plus articles in major society publications. Dealers added, or started afresh, to offer huge quantities of this material at prices that shock the current browser of old catalogs. Apfelbaums in Philadelphia had boxes full of covers in the 50c to dollar range till recently. No more.

In 1935 Delf Norona produced the *Encyclodedia of US Postmarks and Postal History*. Harry M Konweiser was engaged at this time with study and sale of postal history that would result in 1952 with the first *U.S. Stampless Cover Catalog*. In 1940 Edwin S Knapp's classic cover collection was auctioned and further legitimized the field of postal history. Perry, Chase, and others were personally devoting countless hours to investigating and writing up all those fascinating areas of postal study, the results of which continue to amaze budding and advanced collectors alike.

On a local level there were many collectors who were doing their part to add precision to what frequently (as with the 1952 SCC) was only an adolescent understanding of the true breadth of postal history knowledge. By 1950 there were two eminent collaborators of Philadelphia postal history. They were Joseph Carson and Fred Hollowbush of nearby New Jersey. They were pioneers working among cartons of uncollectable and unwanted correspondence. What field today is as untouched, where items, later to be costly, could be bought for a trifle? To study old cancels was to ex-

Samuel C. Paige
45 Bromfield St.
Boston & Mass.

United States
Stampless Covers

THE NATIONALLY KNOWN COLLECTION OF
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OF PROVIDENCE, R. I.

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FRIDAY EVENING DECEMBER 1, 1950 8:00 P. M.
SATURDAY AFTERNOON DECEMBER 2, 1950 2:00 P. M.
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press a belief in the inherent value of fun for knowledge's sake.

Today we may speak of "macro" collectors and "micro." Macro collectors are the broader historian of the two. They accept any single example of handstamp X to be adequate for their tastes or exhibit. Micro collectors seem more deliberative. They will study each particular cancel by the millimeter and letter and dot for varieties. Macro collectors recognize early and late usage dates, and may try to individually acquire them. Micro hunters chronologically divide the cancel in question into three varieties and seven sub-varieties, and attempt to show the interrelationship between them, the previous and the following type. Were they used simultaneously, in what succession, and what accounts for the differences of letter style, diameter, and color variety, etc?

We might expect that the initial collectors of an area would be macro types, not yet knowing the scope and not yet envisioning the depth of their chosen field. Surprisingly though, at such an early date, the 1940s and early 50s, Hollowbush and Carson were micro hunters. Happily a letter

from Hollowbush to Carson was included in the batch of notes which accompanied the cover board this article concerns. It will relay their style and interests:

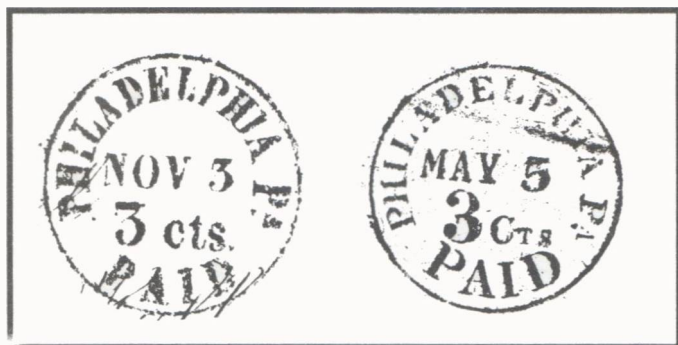
Enclosed herewith are the 18 covers you lent me....Combined with mine they make the picture much clearer, and I was able to date 4 out of 5 "mystery covers." Had I mentioned my earliest 'round top 3' is 4-16-54? Regarding the flat top 3 the main differences to me are

open "S" (top) in CTS all 1851

Same "S" like "8" thereafter

Broken "C" of CTS

Changes in "T" of CTS



Their philatelic understanding as noted and kept by both would be a credit to a collector of the 80s. The pains to which they went--albeit privately, sadly never in public print--to catalog Philadelphia cancels might have advanced Philadelphia collecting many years. While their contemporaries surely knew of the work underway, all data vanished for the next 30 years until another generation was well underway re-studying the same postmarks.

It is a grievous thought to presume the destruction of the Hollowbush files. And who knows what has become of his collection? But thirty years after the death of Carson, his wife finally chose to release his collection through Richard C Frajola, Inc, at the June 4, 1988 sale. The firm wisely preserved and two months later, unannounced, kindly sent to this buyer of the major portion of the collection a bulky package containing photos and the hand-written, illustrated notes laboriously kept by Carson over the years. The 750 pre-1860 Philadelphia covers, together with the notes, have proved a goldmine of information, confirming some questions and asking brand new ones.

The notations on the reverse of most covers show the provenance and chart the extent to which Carson went to fulfill his needs. They read like a who's who of early collectors and dealers in the east: Appleton, Barr, Battles, Benjamin, Boylston, Burd, Chambers, Colby, Cresson, Dunsmoor, Fox, Fulton, Gillarden, Habbitt, Herst, Klein, Konweiser, Lon-

gacre, Lowe, Lyon, Mack, Paige, Park, Peltz, Sampson, Snyder, Spanneeth, Wall. Very humbling.

The cover's markings have given back to us types, varieties, and dates unseen for 30 years, and unpublished till now. Several firsts and unknowns are apparent.

Fig 1) The 7th (and finest?) recorded "large octagon" experimental, MAR 25 (1836), but NOT typically sent to Collins Mfg of Hartford, Conn, or Maine. (Plus standard cancels a day before and after the experiment.)

Fig 2) A pair of unrecorded RED 30mm PHILADA./date/PA. FLs, (10/22 and 24/1836), Transitional inks used between the small red octagon and BLUE variety of this cancel. One is a sub-variety of the other. In use approx. one week.

Fig 3) A "first day?" cancel cover of the above in BLUE (10/30/1836)

Fig 4) An unrecorded PAID in octagon handstamp, red, (11/25/1816).

Fig 5) A rare (PAID) (6/17/1816) with early date PHIL./day/mo cancel.

Fig 6) An inverted octagonal 6 = 9 cent rate cover (11/4/1850?)

Fig 7) A second known "first day" of cancel of the familiar red double octagon (10/1/1834).

Fig 8) A scarce express mail letter TO New Orleans (7/1/1837). About 12 known.

Fig 9) A second day penalty unpaid "5" rate handstamp (7/2/51).

Fig 10) The same cancel five days previous--earliest, first day cancel?--as an unpaid letter rate (6/27/51).

Fig 11) An early envelope and letter sent to this envelope's very manufacturer with blue CD and letter accompanied by the following note: Met TD Perry at lunch today as guest of FA Hollowbush. He has never seen an envelope other than "Free" or official that went through the mails at the regular rate (single) prior to the 5c rate effective July 1, 1845. This one is July 20, 1845 and the enclosure refers to "envelopes," a new thing about that time in USA. Notice the envelope is not pasted together. --JCarson (see Stets, *LaPosta*, July 1986, p.53: Stets' example is May 23, 1844? and double-rated [envelope caused a penalty], same cancel as above, but in red.)

Fig 12) plus a half dozen war rate letters, drop letters with and without town cancel, a handful of forwardeds and dues, manuscript and handstamp, 30 18th century Franklin Marks handstamps, and many earliest and latest dates.



Figure 1

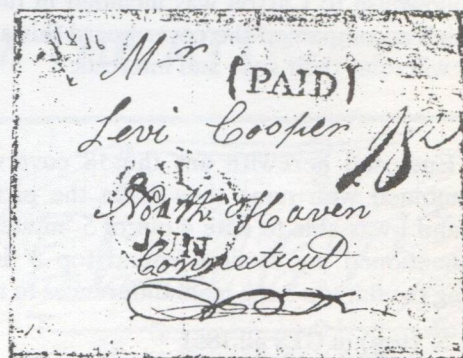


Figure 5

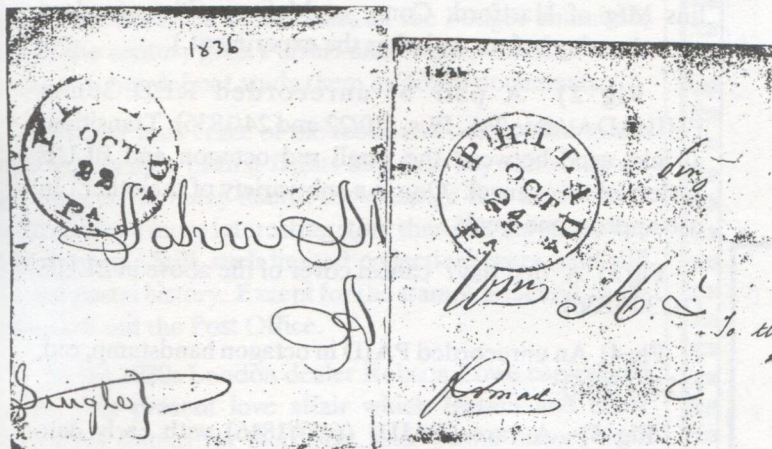


Figure 2

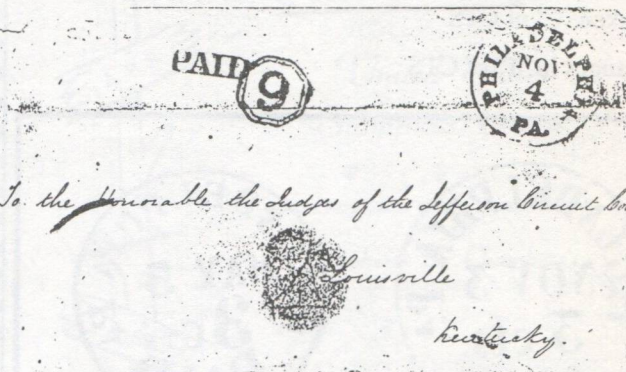


Figure 6

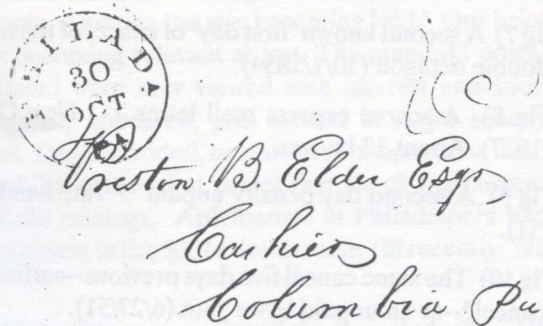


Figure 3

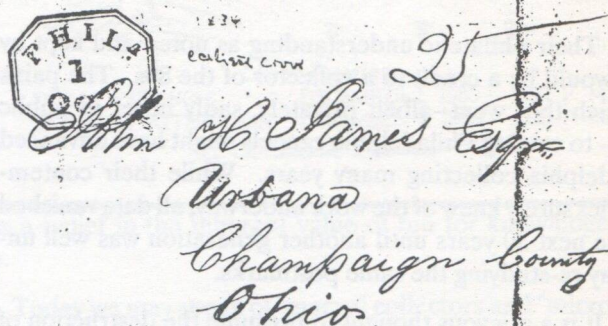


Figure 7



Figure 4



Figure 8

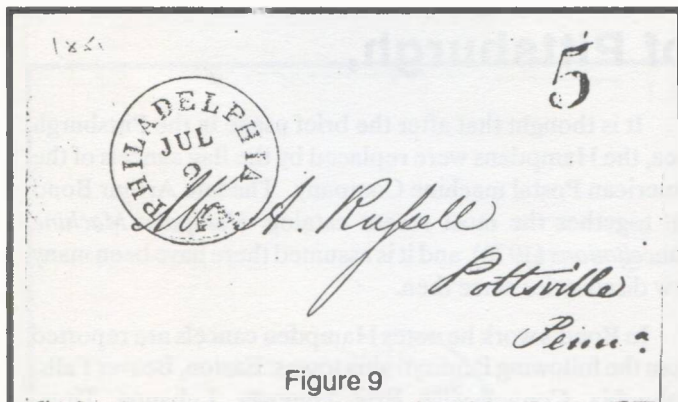


Figure 9

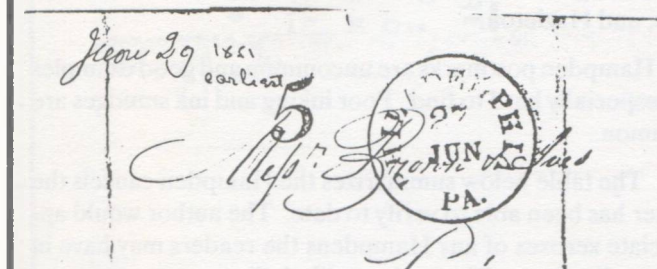


Figure 10

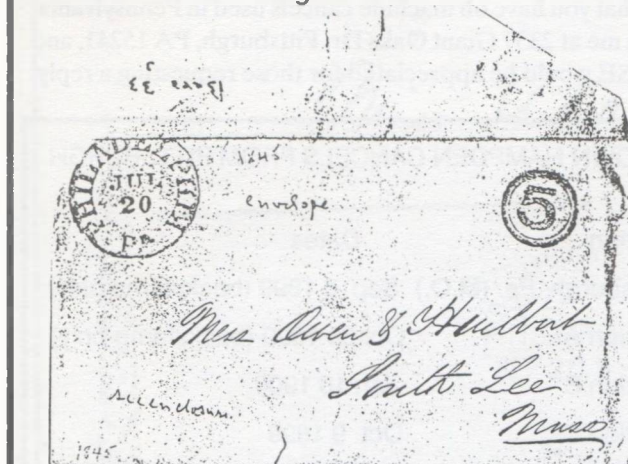


Figure 11

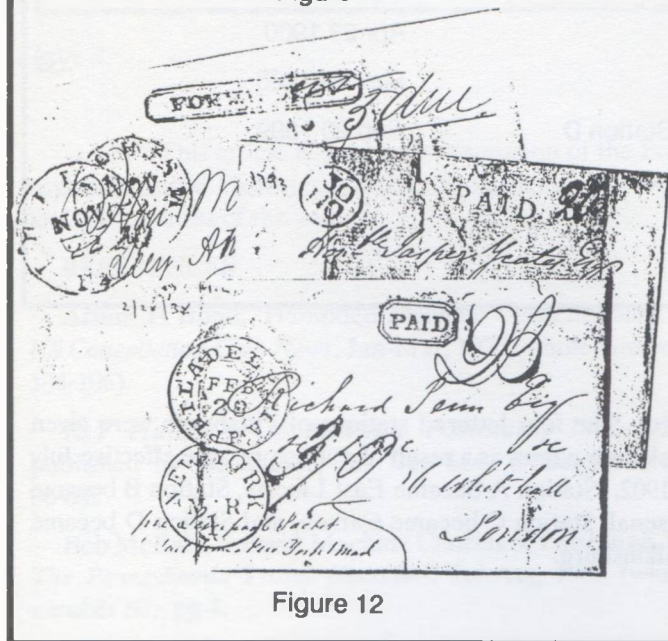


Figure 12

This collection, which on the surface is loaded with duplication, is in fact loaded with micro material perfect for this Philadelphia cataloguer to date, gauge and measure. Even down to placement of periods for sub-types! An amazingly rich "find" of pre-collected items, thirty years late.

The set of notes is not yet fully absorbed, but the early and late dates as set down give a time capsule view of the experience of a 1953 collector. In some cases the dates are still valid today. In other cases, dates are given but, for which, examples are not known in Philadelphia specialist collections: perhaps they are in the reader's?

Today, collectors such as Norm Shachat (SEVERAL golds for his "Philadelphia Domestic mail 1789-1965" at SEPAD 88), writers like Ed Harvey and Bob Stets, Steve Roth, the late Wylie Flack and John Worley, and others carry on the Philadelphia collecting tradition. By writing about their researches, they become bona fide postal historians. Joseph Carson was unfortunately not so motivated.

Fortunately, the Carson family has been affluent as well as influential, so there was no need for a hurried sale. The material was safely housed. Now it is being merged belatedly into a detailed catalog, with profoundly grateful acknowledgment and appreciation. Consider, though, all the collections, perhaps yours, which come together from auctions piecemeal, then are eventually sold or auctioned piecemeal again, never to have been written up or illustrated. The fraternity of collectors is no richer for all the work expended. Dealers merely make (small) profits. Knowledge is lost.

Recently, The American Philatelic Society announced a program to help rectify this self-generating ignorance. They will reproduce award winning exhibits and sell the resulting booklets at low profit for the benefit of postal history students and other interested collectors. What a waste that the remaining 95% of collections, repleat with a least a few Carson-like gems, will never be exposed so others might benefit?

"Postal historians" (one is not an historian until he or she permanently increases the fund of knowledge) must analyse their collections more closely, and write them up. Or at least send copies of singular "finds" to *La Posta* for all our benefit.

NOTE: The writer would love to hear from anyone with anecdotal information on either Hollowbush or Carson, or who has Philadelphia material once owned by either. Working with another's years of passion causes a very strong bond.

The Hampdens of Pittsburgh,

by Bob McKain

The Hampden machine cancels represent a first in the four Branch Offices of the Pittsburgh Post Office at the turn of the century. They were the first machines to be installed in those offices, although the main post office had already seen the likes of the Goff-Hursy, the Leavitt, the International, the Barry, and the American machine cancels.

The mail cancelling and postmarking machine patents were originally granted to a Mr. Landfear of Brooklyn, NY, in 1892, with a two-thirds interest assigned to Thomas Merrick and George Tyner of Holyoke, Hampden County, Massachusetts. Later Landfear patents in 1900 and 1901 were assigned to the Hampden Cancelling Machine Company of Holyoke. Presumably, Mr. Tyner was the guiding spirit behind the company.

By 1893, Tyner was treasurer of the Holyoke Envelope Company. He also became a director of the United States Envelope Company. In 1899 the organization absorbed the Holyoke and other envelope companies, several of which had contracts with the Post Office Department. These circumstances seem to indicate that the Hampden machines were probably produced in the shops of the U.S. Envelope Company.

The Hampden machine was described by the Department as "automatic handpower," i.e., not electrically driven, but with automatic feed. It was the first such machine adopted by the Department since the early Leavitt machines of the 1870-1880 period, which were only successful on postcards. The Hampden machines were purchased outright, instead of being rented as were the 500 or more electric and belt-driven machines that were in service in 1898. They Hampdens were located in post offices where the volume of mail would not justify the rental of faster machines or where electric power was not available.

With the exception of an experimental usage in New York in 1896, the earliest reported usage of a Hampden cancel is from Woonsocket, Rhode Island, on April 13, 1898. Terrell, Texas, appears to have used the last Hampden machine in 1906.

Although there were several types of machine markings associated with the Hampden cancels, those from Pittsburgh are basically the same. They have the town and date in two straight lines and the killer is a series of lines slanted 8 degrees diagonally (Figure 1).



Figure 1.

It is thought that after the brief usage in the Pittsburgh area, the Hampdens were replaced by the flag cancels of the American Postal machine Company. The late Arthur Bond put together the most recent catalog, *Hampden Machine Cancellations* (1970), and it is assumed there have been many new discoveries since then.

In Bond's work he notes Hampden cancels are reported from the following Pennsylvania towns: Easton, Beaver Falls, Columbia, Connellsville, Erie, Hanover, Lebanon, Titusville, and Hazleton.

Hampden postmarks are uncommon and good examples are especially hard to find. Poor inking and ink smudges are common.

The table below summarizes the Hampden cancels the writer has been able to verify to date. The author would appreciate xeroxes of any Hampdens the readers may have in their collections. The author will gladly answer any questions that you have on machine cancels used in Pennsylvania. Reach me at 2337 Giant Oaks Dr, Pittsburgh, PA 15241, and an SASE would be appreciated for those requesting a reply.

KNOWN HAMPDEN CANCELS FROM PITTSBURGH

Station	Dates
Pittsburgh, Pa. (M.O.)	Sep 6 1899 (backstamp only)
Station A	Oct 30 1899 (backstamp only)
Station B	Jan 16 1900
Station C	Oct 9 1899
	Jan 11 1900
	Apr 23 1900
	May 19 1900
Station D	Sep 20 1899

The four lettered stations of Pittsburgh were given back their names as a result of public pressure effective July 1, 1902. Station A became East Liberty, Station B became Arsenal, Station C became Carson, and Station D became Wilkinsburg.

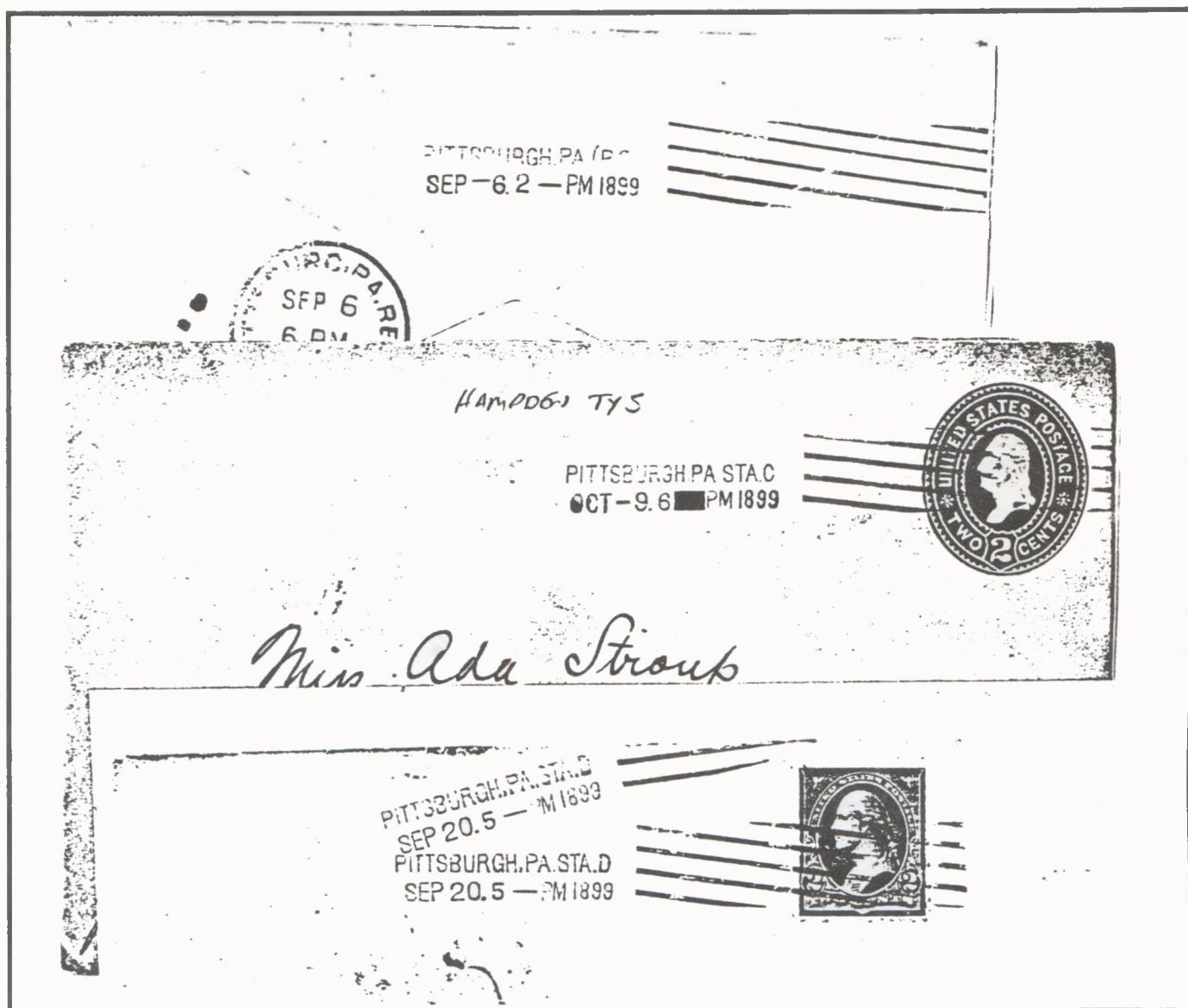


Figure 2.

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Arthur H Bond, "Hampden Machine Cancellations," in *US Cancellation Club News*, Jan-Mar, 1970 (whole numbers 104-106).

R F Hanmer, *US Machine Postmarks 1871-1925*, published by the author, PO Box 614, Wallingford, CT 06492.

Bob McKain, "Leavitt Machine Cancels of Pittsburgh," in *The Pennsylvania Postal Historian*, Jul-Aug 1986 (whole number 80), pg 4.

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I've enjoyed making new friends through my editorship with *LaPosta* over the last few months. I've made some nice business contacts as well as personal ones. I am a little concerned that my mail has dropped off the past couple of weeks, such that I am in need of articles for the next *LaPosta* issue. I would also like to have some good clear xeroxes of unusual or better covers for the "Southeastern Cover of the Month" section.

I've had a chance to do a fair amount of cover hunting over the months of December and January. Covers can pop up anywhere. Today's postal historian needs to pay just as much attention to antique shows and shops, flea markets, newspaper ads, and other unusual places as the major auction catalogs of postal history sales. I found some nice commercial China Clipper covers at a flea Market and a 1959 Dietz Catalog at another.

This month's Southeastern Section features two fine articles by previous *LaPosta* contributors. Jim Snead returns to write of his Virginia Military Institute college covers. Some of Jim's covers are on exhibit at the VMI museum in Lexington, Virginia. The Museum also houses items relating to such famous graduates as George S. Patton and George C. Marshall.

Jane Bickel also returns with a brief history of the Chase, Maryland post office. I've enjoyed her previous articles, and I look forward to ones that she will write in the future.

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LEXINGTON, VIRGINIA POSTAL HISTORY--PART TWO

VIRGINIA MILITARY INSTITUTE COLLEGE COVERS--THE WAR BETWEEN THE STATES PERIOD

BY JAMES E. SNEAD, III VMI '72

In the September, 1988 issue of *LaPosta*, I wrote of the early postal history of Lexington, Virginia. I have also written about the printed envelopes of the Virginia Military Institute located in Lexington in several other publications. In each, I have had to revise, re-write or expand on them as new material (all of which is quite scarce) comes available or new data is collected.

The *New Dietz Catalog and Handbook*, 1986, for which I helped write the Virginia Military Institute section, is incorrect in both chronological order of types of printed envelopes and in colors listed. In spite of known examples, some colors were omitted and other covers listed are not known. I am very happy to state that new imprinted envelopes have recently come to light and are reported here in *LaPosta* for the first time.

The Virginia Military Institute was founded on November 11, 1839 as an educational institution to replace the federal arsenal at Lexington, Virginia. Colonel J. T. L. Preston named the college in the following fashion:

VIRGINIA--as a state institution, neither sectional nor denominational.

MILITARY--indicating its characteristic feature.

INSTITUTE--as something different from either college or university. The three elements thus indicated are the basis of a triangular pyramid, of which the sides will preserve their mutual relation to whatever height the structure may rise.

The first superintendent was Colonel Francis H. Smith, a West Point graduate, who would rise to the rank of Confederate Major General in the War Between the States and serve VMI for fifty ears.

The Institute claims twenty-three graduates as Confederate Generals. These are:

Major Generals:

W. Humes '41

W. Mahone '47

R. Rhodes '48

Brigadier Generals:

J. Brockenbrough '50

R. Colston '46

J. Echols '43

B. Fry '43

S. Garland '49

T. Garnett '48

A. C. Jones '50

J. R. Jones '48

J. Lane '54

J. McCausland '57

T. Munford '52

W. Payne '49

J. Slaughter '48

J. Terrill '58

W. Terry '50

R. Trigg '48

A. Vaughan '51

J. A. Walker '52

R. L. Walker '45

G. Wharton '47



Figure 1.

Virginia Military Institute College Covers fall into three main types. TYPE II is the earliest encountered. The printed envelope is a full-face lithograph with a tinted background, having a design with the logo "Virginia Military Institute" with or without "SUPERINTENDENT'S OFFICE" at the top. Colors recorded for the TYPE II's include greyish-green, grey-blue, and orange. I do not have a Confederate usage of this type from Lexington, however FIGURE 1 is a usage of a three cent 1857 from Richmond, Virginia postmarked on May 8, 1861, the second day of Virginia's admittance to the Confederacy. The envelope is the greyish-green shade. FIGURE 2 is a pre-war usage from Lexington in the orange shade.



Figure 2.

The most frequently seen VMI college cover used during the war is TYPE I which can be best described as a full-face lithograph with tinted background, having a design similar to TYPE II, but incorporating the seal of the State of Virginia into the design.

It also comes with or without the words "SUPERINTENDENT'S OFFICE." Known colors include orange, emerald green, pink and brown. FIGURE 3 illustrates the use of the Lexington, Virginia handstamp "PAID 5" within a circle on a green overall VMI college

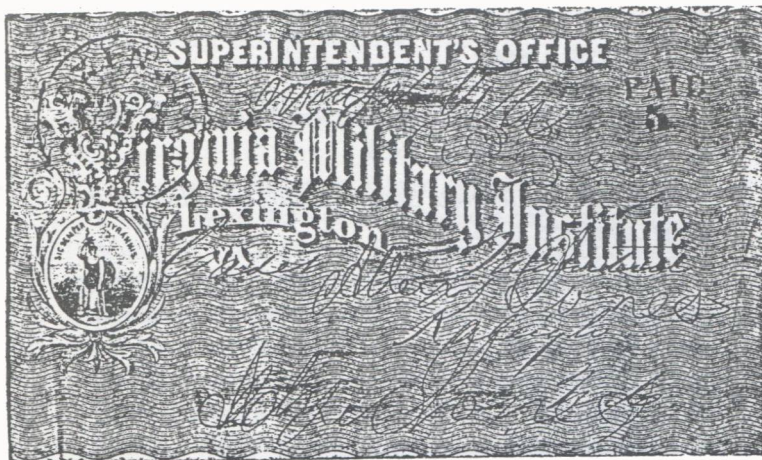


Figure 3.

cover. FIGURE 4 depicts a Confederate States five cent green used on a brown TYPE I envelope. Both figures three and four are with "SUPERINTENDENT'S OFFICE" logos. In the case of figure 4, the envelope was addressed by Major-General Francis H. Smith, the Superintendent, to Lt. Cunningham, VMI class of 1862.

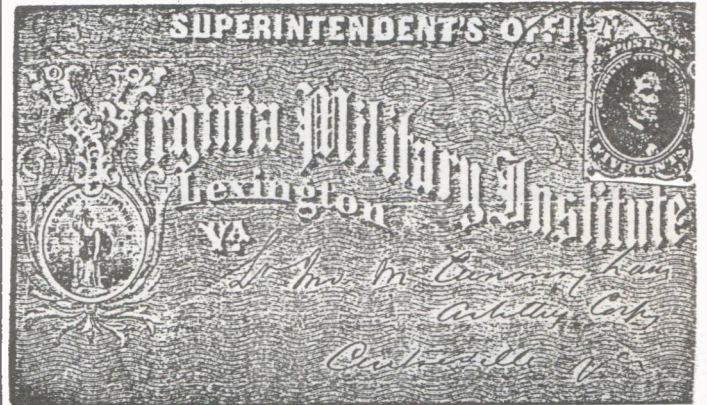


Figure 4.

FIGURE 5 is a TYPE I VMI envelope in the green shade sent by Captain Robert McCulloch, a former cadet, then stationed with the 8th Virginia Infantry at Tudor Hall, Virginia.



Figure 5.

FIGURE 6 illustrates an orange shade VMI envelope with a five cent green tied by a Lexington, Virginia circular date stamp cancel. It was sent by the Superintendent, Major-General Smith, to Professor Thomas H. Williamson, then assigned to the Army of the Shenandoah at New Market, Virginia. Almost two years after this cover was sent, the Corps of Cadets would distinguish itself in battle where it fought as a unit at this small town.



Figure 6

TYPE III VMI college envelopes were constructed from rate reading tables and embossed with the logo "SUPERINTENDENT'S/ OFFICE/ VIRGINIA MILITARY/INSTITUTE." The use of these adversity covers was due to the ravages of the war as commercially produced envelopes became more difficult to acquire as the war grew on. FIGURE 7 illustrates the TYPE III VMI envelope used with a reddish brown two cent Andrew Jackson to pay a "drop letter rate" for delivery within the city of Lexington. Use of the two cent stamp is scarce, the fact that a Lexington grid cancel is used without an accompanying circular datestamp makes the usage even rarer.



Figure 7.

FIGURE 8 illustrates an Archer & Daly type I ten cent adhesive used on a TYPE III VMI envelope. FIGURE 9 shows the same cover with the flap brought to the front to show the rate reading table construction.

This article has considered the three basic types of Virginia Military Institute college covers used during the War Between the States period. In future articles we will discuss



Figure 8.

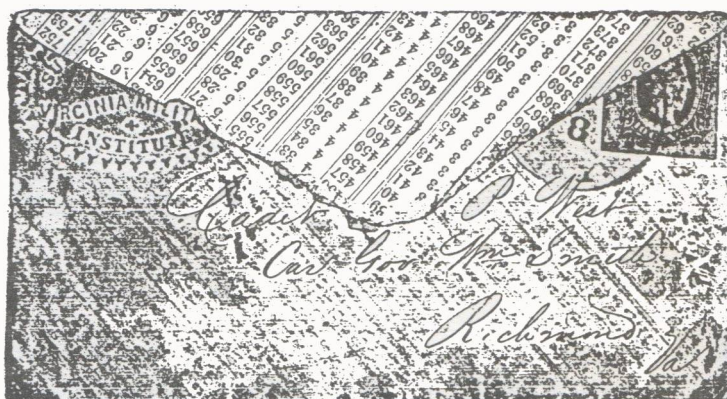


Figure 9.

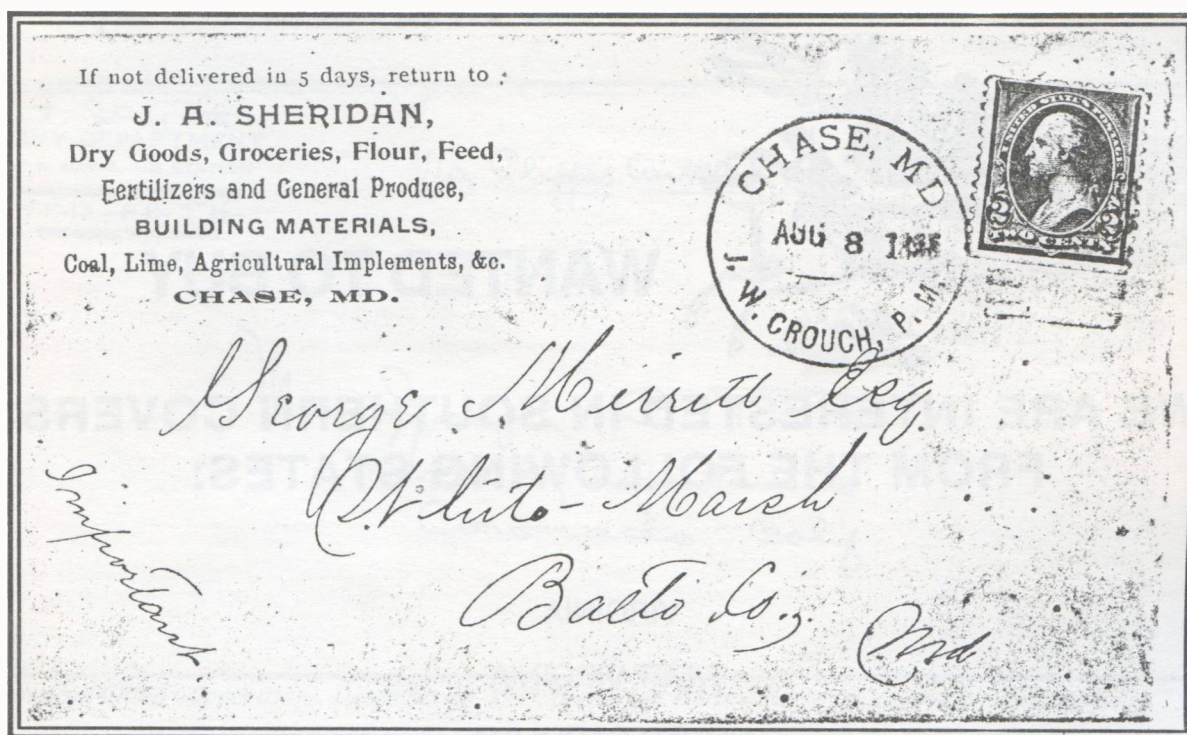
Civil War Lexington covers with emphasis on the handstamped paid, provisionals, and adhesive usages as well as covers from postwar Lexington and postwar college covers.

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A BRIEF HISTORY OF CHASE, MARYLAND

BY JANE BICKEL

Chase was named for an attorney, Charles Chase, from New England who moved south on the advice of his doctor. He decided to move to Baltimore not only for his health but because a local resident owed him a considerable amount of money. In payment for the debt, Chase received a large tract of land in the southeastern section of Baltimore County. He soon sold a right of way to the Philadelphia, Wilmington and Baltimore Railroad. The Chase station was at the Gunpowder River Bridge, fifteen miles from Baltimore. A Mr. Oliver had a beach across the tracks from Harewood Park and the railroad station. This deer park was where gentlemen could go hunting. Much of this land is now in Gunpowder State Park.

The postal history of Chase begins at Harewood Station at which there was a post office from September 20, 1839 to March 23, 1842. Robert Roach was the first postmaster; he was also probably a railroad employee. The second postmaster was Joshua Hitch who owned a fair portion of land river at the point where the railroad bridge crossed. The land around Chase's Station was sold off by the Chase heirs. Chase's was a post office from February 16, 1856 to March 27, 1860. George Hooker was the postmaster during this period and was most likely a railroad employee as he was not a property owner.

During the period of March 27, 1860 to July, 1866 the post office as located at Harewood. William Hitch was the postmaster. From July 11, 1866 to August 31, 1866 the post office was located back at Chase Station with Hitch as postmaster. Hitch moved back to Harewood from August 31, 1866 to November, 1867, at which time the Chase post office re-emerged as of November 12, 1867 with G. August Jessee as postmaster. The shifting of the post office between Chase and Harewood appears to have followed the path of the station agent. Chase was almost a private railroad stop and Harewood served the hunting park.

In September, 1871, Mrs. R. B. Price took over the Chase's Station post office. In 1902, the *Dun* book listed Chase with a population of 500. The town had a blacksmith, general store, a carpenter and builder. The post office was probably located in the general store.

In the mid-1890's Chase used a circular datestamp cancelling device with the postmaster's name in the device (see above illustration).

The Chase post office was at one time located in a Mrs. Gage's house, the side door of which was the post office door. The post office was also located in Dempsey's Store, then in Dempsey's Garage, and then in a store front in a shopping center. In present day, the post office is located closer to Baltimore on Eastern Avenue.



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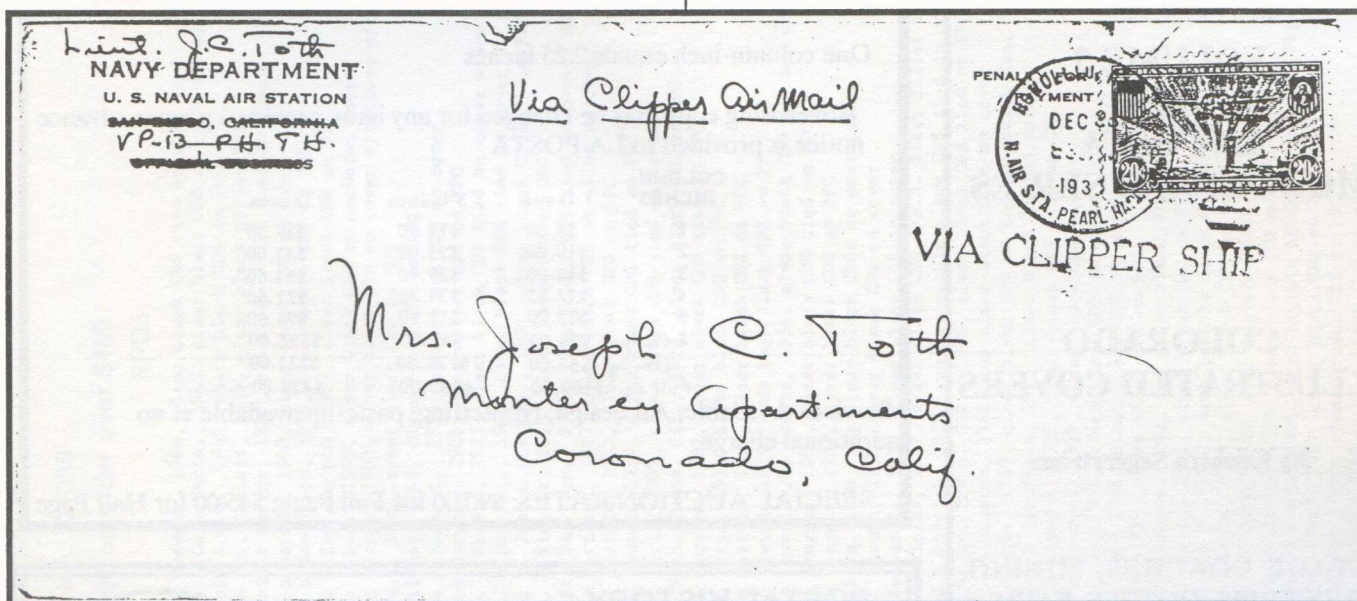
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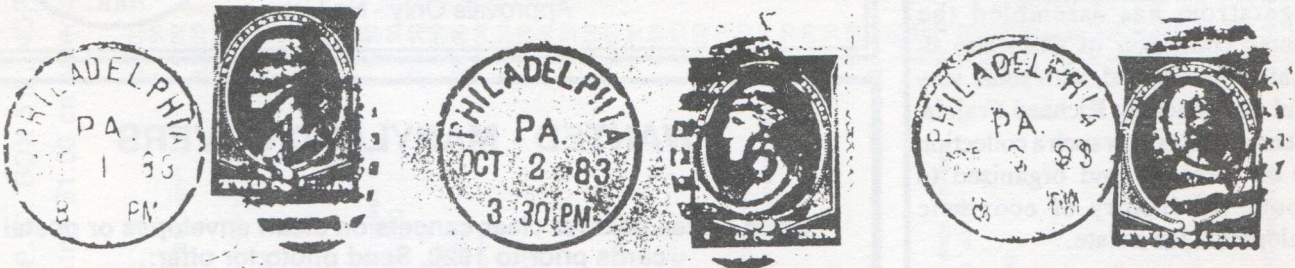
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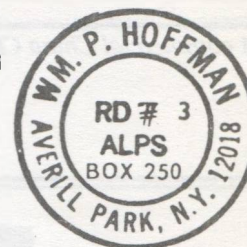
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RPO-1057	- St. Paul & Decorah, 1911, clear black CDS tied on PPC	5.00
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RPOS

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RPO-1074	- St. P. & Spok. 4th Div., 1909, clear black CDS tied on PPC	10.00
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RPO-1096	- Syracuse & Roch., 1909, clear black CDS tied on PPC	4.00
RPO-1097	- Syracuse & Rochester, 1903, clear black CDS tied on cover	3.00
RPO-1098	- Table Rock & Oxford, 1939, clear black CDS tied on cover	10.00
RPO-1099	- Tama & Hawarden, 1911, sharp black CDS on PPC	4.00
RPO-1100	- Tama & Sx City, 1909, clear black CDS on PPC	8.50
RPO-1101	- Tama & Wall Lake, 1935, clear black CDS tied on cover	4.00
RPO-1102	- Tampa & Venice, 1953, clear black CDS on cover	2.50
RPO-1103	- Taylors & Char., 1912, clear black CDS on GPC	8.00
RPO-1104	- Taylors & Charlotte, 1945, clear black CDS tied on cover	4.00
RPO-1105	- Temp & Clovis ED, 1955, clear black CDS tied on cover	6.00
RPO-1106	- Temple & Clovis E.D., 1943, clear black CDS on PPC	4.50
RPO-1107	- Temple & Clovis W.D., 1943, clear black CDS on cover	6.00
RPO-1108	- Temple & San Angelo, 1908, clear black CDS tied on cover	5.00
RPO-1109	- Texark. & Laredo, 1904, clear black CDS tied on GPC	6.00
RPO-1110	- Texark. & Whites, 1943, clear black CDS on cover	6.50
RPO-1111	- Thief R. Falls & Ken., 1910, clear black CDS on PPC	10.00
RPO-1112	- Thief R. Falls & Kenmare, 1945, clear black CDS tied on cover	9.00
RPO-1113	- Thur & Mt. Hope, 1948, clear black CDS on cover	7.50
RPO-1114	- Ti & Lake Geo., 1907, bold black CDS on PPC	10.00
RPO-1115	- Ticond. & L. George, 1910, clear black CDS on PPC	4.50
RPO-1116	- Tol. & Charles N.D., 1943, clear black CDS on cover	2.50
RPO-1117	- Tol. & Charles. S.D., 1945, clear black CDS tied on cover	3.00
RPO-1118	- Tol & Col. Agt, 1880s, clear black CDS on cover w/adv c/c	15.00
RPO-1119	- Tol. Frank. & St. L., 1911, clear black CDS on PPC	7.50
RPO-1120	- Tol. & Hunt., 1943, clear black CDS tied on cover	2.50
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RPO-1122	- Toledo & St. L., 1897, clear black CDS on cover w/hotel c/c	8.00
RPO-1123	- Toms River & Phila, 1950, bold black CDS on cover	3.00
RPO-1124	- Towson & Catonsville, ca 1910, clear black CDS on PPC	10.00
RPO-1125	- Tow. & Catons, Balto, Md., NYD, clear black CDS on PPC	10.00
RPO-1126	- Towson & Catonsville, 1916, clear black Flag cancel on PPC	6.00

RPOS

RPO-1127 - Tracy & Blunt, 1928, clear black CDS tied on PPC
 RPO-1128 - Tracy & Pierre, 1910, clear black CDS tied on PPC
 RPO-1129 - Tracy & Pierre, 1894, clear black CDS on cover w/adv c/c
 RPO-1130 - Tracy & Redfield, 1889, clear black CDS on Reg. Pkg. Receipt
 RPO-1131 - Tracy & Redfield, 1889, ditto with neg "E" killer
 RPO-1132 - Tracy & Watertown, 1909, clear black CDS tied on PPC
 RPO-1133 - Tracy & Watertown, 1900, clear black CDS on Reg. Pkg. Receipt
 RPO-1134 - Trinidad & Albuquerque, 1924, bold black CDS on PPC
 RPO-1135 - Trinidad & Albuquerque, 1926, clear black CDS on cover w/illus adv c/c
 RPO-1136 - Trinidad & Albuquerque, 1921, clear black CDS on Reg. Dispatch Receipt
 RPO-1137 - Trin. & Cin., NYD, weak legible black CDS on cover
 RPO-1138 - Truckee & Lk. Tahoe, 1933, clear black CDS tied on adv cover
 RPO-1139 - Truckee & Lk. Tahoe, 1932, clear black CDS on PPC
 RPO-1140 - Tucson & Los Angeles, 1905, clear black CDS on PPC
 RPO-1141 - Ditto, 1906, weak legible black CDS on cover
 RPO-1142 - Tucson & Nogales, 1921, clear black CDS tied on GPC
 RPO-1143 - Ditto, 1937, clear black CDS tied on cover w/adv c/c
 RPO-1144 - Tucumcari & El Paso, 1909, clear black CDS tied on PPC
 RPO-1145 - Ditto, 1911, smudgy legible black CDS tied on PPC
 RPO-1146 - Tulsa & Wynoka, 1943, clear black CDS on cover
 RPO-1147 - Tuolumne & Stock., 1909, clear black CDS on PPC
 RPO-1148 - Tuolumne & Stock. West, 1906, clear black CDS tied on cover
 RPO-1149 - Tuolumne & Stock., 1913, clear black CDS tied on GPC
 RPO-1150 - Tuolumne & Modesto, 1938, clear black CDS on cacheted post card
 RPO-1151 - Tuolumne & Oakdale, 1934, clear black CDS on cover
 RPO-1152 - Tyler & Lufkin, 1943, clear black CDS tied on cover
 RPO-1153 - Utica & Bing., 1912, clear black CDS tied on PPC
 RPO-1154 - Utica & Randalls, 1909, clear black CDS on cover
 RPO-1155 - Utica Terminal, 1907, clear black CDS on PPC
 RPO-1156 - Victor & Idaho Falls, 1933, clear black CDS tied on cover w/hotel c/c
 RPO-1157 - Vincennes, Ind./Tr. Clerk, 1905, clear black CDS tied on PPC
 RPO-1158 - Vaughn & Albuquerque, 1926, clear black CDS tied on PPC
 RPO-1159 - Vaughn & Albuquerque, 1924, clear black CDS on PPC
 RPO-1160 - Wabasha & Paribault, 1928, clear black CDS on PPC
 RPO-1161 - Wabasha & Zumbrota, 1908, clear black CDS on PPC
 RPO-1162 - Waco & Totan, 1909, clear black CDS tied on PPC. Spindled
 RPO-1163 - Waco & Stamford, 1943, fuzzy legible black CDS tied on cover
 RPO-1164 - Waco & Yakum, 1926, clear black CDS tied on cover
 RPO-1165 - Wallace & Spokane, 1915, clear black CDS on PPC
 RPO-1166 - Wanaque & N.Y., 1942, clear black CDS on cover
 RPO-1167 - War & Dul., 1954, clear black CDS on cover w/adv c/c
 RPO-1168 - Warroad & Crook, 1909, clear black CDS on PPC
 RPO-1169 - Warroad & Fargo, 1950, clear black CDS tied on cacheted cover
 RPO-1170 - Wash. & Hinton, 1907, clear black CDS on PPC
 RPO-1171 - Wash. & Hinton, 1917, clear black CDS tied on PPC
 RPO-1172 - Wash. & Layetteville, 1913, clear black CDS on PPC
 RPO-1173 - Wash D.C. Pa. Ave., 1911, weak legible black CDS on PPC
 RPO-1174 - Wash. & Bristol, 1909, clear black CDS on PPC
 RPO-1175 - Wash. & Charleston, 1915, clear black CDS tied on PPC
 RPO-1176 - Wash. & Charl., 1949, clear black CDS on cover
 RPO-1177 - Wash & Charlotte, 1918, clear black CDS on PPC
 RPO-1178 - Wash. & Chi. W.D., 1944, clear black CDS on cover
 RPO-1179 - " " E.D., 1944, clear black CDS on cover
 RPO-1180 - Wash. & Cin. E.D., 1944, clear black CDS on cover
 RPO-1181 - " " W.D., 1949, clear black CDS on cover
 RPO-1182 - Wash. & Pittsburgh, 1931, clear black CDS on GPC

RPOS

10.00 RPO-1183 - Watertown & Soo Falls, 1910, clear black CDS tied on PPC
 12.50 RPO-1184 - Wat & Thebes, 1949, bold black CDS on cover
 8.50 RPO-1185 - Waterville/B.&O. R.R., 1887, clear blue dbl oval tied on GPC
 25.00 RPO-1186 - Wausau & New York, 1964, clear black CDS tied on cover
 17.50 RPO-1187 - Waycross & Albany, 1944, clear black CDS tied on cover
 10.00 RPO-1188 - Waycross & Montg., 1935, clear black CDS on cover w/hotel c/c
 15.00 RPO-1189 - Waycross & Montg., 1907, clear black CDS on PPC
 3.50 RPO-1190 - Welch & Jenk, 1934, clear magenta oval CDS on cover
 3.50 RPO-1191 - West Lib. & C. Bluffs, 1906, clear black CDS on cover
 3.00 RPO-1192 - West Lib. & C. Bluffs Day, 1902, clear black CDS tied on GPC
 7.00 RPO-1193 - W.W. & Bridg't Agt, 1880, clear black CDS on GPC
 10.00 RPO-1194 - Wheel. & Chi., 1908, clear black CDS on PPC
 10.00 RPO-1195 - Wichita & Altus., 1948, clear black CDS on cover
 22.00 RPO-1196 - Wichita & Amarillo, 1906, clear black CDS on PPC
 8.00 RPO-1197 - W. Falls & Abilene, 1944, clear black CDS on cover
 10.00 RPO-1198 - W. Falls & Abilene, 1947, clear black CDS tied on cacheted cover
 7.50 RPO-1199 - Wildwood & Miami, 1944, clear black CDS tied on cover
 15.00 RPO-1200 - Wildwood & Miami, 1931, clear black CDS on PPC
 12.50 RPO-1201 - Williamsport & Wash., 1912, clear magenta CDS tied on PPC
 2.50 RPO-1202 - Williamsport & Erie, 1901, clear black CDS on cover, rough rt opening
 18.50 RPO-1203 - Will & Glendive, 1940, clear black CDS tied on cover
 17.50 RPO-1204 - Will & Glendive, 1944, clear black CDS on cover
 18.50 RPO-1205 - Williams & Los Ang., 1906, clear black CDS on PPC
 15.00 RPO-1206 - Willits & San Fran, 1907, clear black CDS tied on PPC
 20.00 RPO-1207 - Wilmar & Huron, 1951, clear black CDS on cover
 6.00 RPO-1208 - Wilm. & Ruth., 1912, clear black CDS tied on GPC
 2.50 RPO-1209 - Wilmington & Ruth., 1945, clear black CDS on cover
 6.50 RPO-1210 - Wilmar & Sx. Cy., 1933, clear black CDS on cover w/adv c/c
 2.50 RPO-1211 - Winkelman & Phoenix, 1917, clear black CDS tied on PPC
 12.50 RPO-1212 - Wink & Phoenix, 1930, clear black CDS on cover
 7.50 RPO-1213 - Winona & Huron, 1914, clear black CDS on PPC
 10.00 RPO-1214 - Winona & Tracy, 1890, weak legible black CDS on Reg. Pkg. Receipt
 7.50 RPO-1215 - Winona & Watertown, 1890, clear black CDS on Reg. Pkg. Receipt
 5.00 RPO-1216 - Win & Storm Lake, 1914, clear black CDS tied on PPC
 18.50 RPO-1217 - Winton & Duluth, 1944, clear black CDS tied on cover
 7.50 RPO-1218 - Winton & Duluth, 1943, clear black CDS tied on PPC
 7.00 RPO-1219 - Wmsport & Mahaffey, 1909, clear black CDS tied on PPC
 10.00 RPO-1220 - Wisram & Bend., 1936, smudgy legible black CDS on toned cover
 7.00 RPO-1221 - Woodbine/B.&O. R.R., clear blue dbl oval CDS tied on UX7 GPC
 8.00 RPO-1222 - Woodsville & Montpelier, 1945, clear black CDS on cover
 4.00 RPO-1223 - Worc & Prov Agent, 1885, smudgy legible black CDS tied on cover
 10.00 RPO-1224 - Wor. & Providence, 1944, clear black dbl struck CDS on cover
 2.50 RPO-1225 - Worth & Mitchell, 1896, clear black CDS on cover
 7.50 RPO-1226 - Worth & Mitchell, 1909, clear black CDS tied on cover w/hotel c/c
 6.50 RPO-1227 - Worthington & Mitchell, 1926, clear black CDS tied on cover
 2.50 RPO-1228 - Yankton & Platte, 1938, clear black CDS on cover
 10.00 RPO-1229 - Yankton & Platte, 1911, clear black CDS on PPC
 3.50 RPO-1230 - Yankton & Platte, 1925, clear black CDS tied on dbl photo cover
 4.00 RPO-1231 - York & Baltimore, 1915, clear black CDS tied on PPC
 2.50 RPO-1232 - York Beach & Ports., 1913, clear black CDS tied on PPC
 2.50 RPO-1233 - Yps. & Bank. Agt., 1885, clear black CDS on cover, rough rt opening
 2.50 RPO-1234 - Zanes & Parkers, 1905, clear black CDS on cover
 2.50 RPO-1235 - Zanes & Parkers, 1907, weak legible black CDS on PPC

MIXED STATES

KANSAS

KS-034	Jewell Centre, 1870's, smudgy legible magenta conc CDS on GPC	15.00
KS-035	Kanona, 1909, clear black CDS on PPC	3.50
KS-036	Kenbro, 1949, clear black CDS w/4 bar on LDC	3.50
KS-037	Leavenworth, NYD, clear black CDS, cork killers (3) 1¢ BNs on cover	15.00
KS-038	Leavenworth City, 1860s, clear black CDS tied to #65 w/pinwheel killer	20.00
KS-039	Leoti, 1906, clear black CDS, illus adv c/c	6.50
KS-040	Morantown, 1888, clear black CDS, target killer on GPC	10.00
KS-041	Mingo, 1940, clear black CDS w/4 bar on GPC, LDC	4.00
KS-042	Moline, 1887, clear black box cancel tied to faulty #210. Trimmed rt	10.00
KS-043	Munjoy, 1941, clear black balloon CDS w/4 bar on GPC. LDC	4.00
KS-044	National Military Home, 1880s, smudgy legible black CDS, #210 on cover	7.50
KS-045	New Murdock, 1907, clear black Doane cancel tied on PPC	15.00
KS-046	Oatville, ca 1909, clear black CDS (except yr date) on PPC	7.50
KS-047	Oskaloosa, 1885, clear black triple CDS, Wheel of Fortune killer #210	30.00
KS-048	Petrolia, 1910, clear black CDS w/4 bar on PPC	3.50
KS-049	Plymouth, 1909, clear black CDS tied to 1¢ green on PPC	4.00
KS-050	Phillipsburgh, 1882, clear bluetriple CDS, Star in Cir Killer.Doc.GPC	15.00
KS-051	Portland, 1909, clear black CDS w/4 bar on PPC	4.00
KS-052	Reamsville, 1941, clear purple CDS w/4 bar killer on LDC	3.50
KS-053	Santa Fe, 1898, clear black CDS, target killer. Ad c/c	10.00
KS-054	Seeley, 1909, sharp black CDS w/4 bar on PPC	12.50
KS-055	Sharpe, 1909, bold black CDS w/4 bar on PPC	12.50
KS-056	Springfield, 1912, clear black CDS w/4 bar on PPC	12.00
KS-057	Stockholm, 1909, sharp black CDS w/4 bar on PPC	12.50
KS-058	Taw, 1912, clear black CDS w/4 bar on PPC	7.50
KS-059	Twin Creek, 1908, clear black Doane cancel on PPC	12.50
KS-060	Victor, 1909, clear black CDS w/4 bar tied on PPC	4.00
KS-061	White City, 1933, clear black CDS, Flag cancel	6.00
KS-062	Whittrup, 1910, clear black Doane cancel on PPC. Pink w/embossed auto	12.50
KS-063	Woodsdale, 1912, clear black CDS w/4 bar tied on PPC	9.00

LOUISIANA

LA-001	Alden Bridge, 1942, clear black CDS w/4 bar tied on GPC, LDC. Ad ve.	3.50
LA-002	Almadane, 1933, clear black CDS w/4 bar tied to 3¢ entire. LDC	6.50
LA-003	Aloha, 1909, clear black CDS w/4 bar on PPC	5.00
LA-004	Bolivar, 1927, clear black CDS w/4 bar tied on PPC	3.50
LA-005	Bayou Chicot, 1933, clear black CDS w/4 bar on LDC	3.50
LA-006	Ville Platte, Payou Chicot Rur. Sta., 1958, bold black w/4 bar on FDC	3.50
LA-007	Bruce, 1930, clear black CDS w/4 bar on LDC	7.50
LA-008	Gahagan, 1933, bold black CDS w/4 bar on Fine LDC	6.00
LA-009	Happy Jack, 1944, clear black CDS w/4 bar on Fine Air Mail cover	3.50
LA-010	Head of Island, 1941, clear black CDS w/4 bar tied on GPC	3.50
LA-011	Hutton, 1942, clear black CDS w/4 bar on R.S. cacheted LDC	3.50
LA-012	Lena, (FD), Lena Station (LD), 1950, both clear black w/4 bar. FD/LD GPC	3.50
LA-013	McCrea, 1941, clear black CDS w/4 bar tied to GPC	3.50
LA-014	New River, 1848, weak bl/gr CDS on political SFL	50.00
LA-015	Nickel, 1930, clear black CDS w/4 bar tied to 5¢ Roosevelt	4.00
LA-016	Niblett, 1933, clear red CDS w/4 bar, 3¢ entire. LDC	6.50
LA-017	Summerville, 1933, clear black CDS w/4 bar on Fine LDC	6.00
LA-018	Thibodaux, R.F.D. 1, 1901, in clear black on slightly tatty cover	40.00
LA-019	Thomastown, 1907, clear black Doane Cancel tied on PPC	3.50
LA-020	Vivian, 1912, clear black CDS w/4 bar tied on GPC. Death notice rev.	10.00

MINNESOTA

MN-063	Torgerson, 1911, clear black CDS w/4 bar on PPC	6.50
MN-064	Twainlets, 1908, clear black CDS on GPC	12.50
MN-065	Vineland, 1915, clear black CDS w/4 bar tied on GPC	5.00
MN-066	Waconia, 1932, weak legible black CDS, Flag cancel on cacheted cover	4.50
MN-067	Winnipeg Junction, 1908, weak legible black Doane cancel on PPC	4.50
MN-068	Wykoff, 1894, clear black CDS tied to 2¢ entire. Neg "W" killer	6.50
MN-069	Yola, 1916, clear black CDS w/4 bar tied on PPC	4.00
MN-070	Zippel, 1911, clear black CDS w/4 bar on PPC	4.00

NEW MEXICO

NM 036	Otowi, 1926, clear magenta CDS w/4 bar on toned cover	6.00
NM 037	Otten, 1932, clear black CDS w/4 bar on LDC	15.00
NM 038	Pecos, 1908, clear black CDS w/4 bar on Reg. Package Receipt	6.00
NM 039	Perea, 1916, clear black CDS w/4 bar on Reg. Package Receipt	10.00
NM 040	Plain, 1932, clear black CDS w/4 bar on LDC	12.50
NM 041	Pratt, 1912, clear black CDS w/4 bar on PPC	15.00
NM 042	Riley, 1931, sharp black CDS w/4 bar on small cover	30.00
NM 043	Rinconada, 1899, weak legible magenta CDS, black target. Trimmed left	15.00
NM 044	Road Forks, 1955, sharp black CDS w/4 bar on GPC. LDC	17.50
NM 045	Romeroville, 1936, clear magenta CDS w/4 bar on GPC. LDC	12.50
NM 046	Roswell, 1891, clear black CDS, target killer 2¢ entire. Bank c/c	10.00
NM 047	Victoria, 1906, clear black Doane cancel on PPC	35.00
NM 048	Sapello, 1882, MS postmark, MS cancel 3¢ entire. Trimmed right	50.00
NM 049	Skarda, 1931, clear black CDS w/4 bar on cover	8.50
NM 050	Socorro, 1899, clear black CDS, 2¢ entire	8.50
NM 051	Stanley, 1910, clear black CDS w/4 bar on GPC	17.50
NM 052	Swastika, 1940, clear black CDS w/4 bar on cacheted cover. LDC	4.00
NM 053	Telles, 1952, sharp black CDS w/4 bar on PC. LDC	10.00
NM 054	Totavi, 1949, clear black CDS w/4 bar on cover	8.50
NM 055	Zamora, 1942, clear black CDS w/4 bar tied on PPC	5.50

END OF SALE

The Midwestern Editor

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Most states have now been covered by a state postal history, some to a lesser degree of satisfaction than others, but nonetheless the information is there. Some of the books are fairly expensive, and if one could locate all the books it would be a substantial expense to purchase them all at one time.

As a participant in the publication of books covering part or all of 16 states, I feel qualified to make a few observations on the publishing of postal history literature. If you think the cost of such literature is too high, perhaps I can explain some of the factors that establish the price structure.

Many hours of labor go into the research and organization of the names and dates. The original records are sometimes hard to read, and occasionally in conflict with themselves or with information from other sources. To resolve the research problems can take a lifetime or two of devotion, and even then you can never be sure the resolution is accurate. Yet the purchaser -- you, the collecting community, wants and expects the information to be perfect and unambiguous. Yet the research time is basically a "labour of love", and the time spent by the authors of state postal history works is not a major factor in the price commanded by the book. Were a fair wage for the research hours tacked on to the price of a book you would see the retail prices doubling or tripling.

The two major expenses in producing any book is the printing and binding. Paper prices keep edging upward, and so do costs for binding materials. There is a wide range of paper quality from which to select. For a postal history book it is not necessary to have the highest quality woven papers, but from the constant use a reference book will hopefully receive the type of paper used in paperbacks would clearly not do. There are similar gradations in binding types, but to ensure a reasonable lifespan for a reference book it should be sewn, whether it is to be a hard-bound or a paperback edition.

As with other businesses, in the publishing business there are economies of scale. Postal history publishing is definitely at the bottom end of this scale. A typical printing run might be 500 books for a state postal history, maybe a few more hundred for a popular state. Set up costs for binding, for instance, are the same for 100 books or 10,000 books; this contributes to a high production-cost-per book.



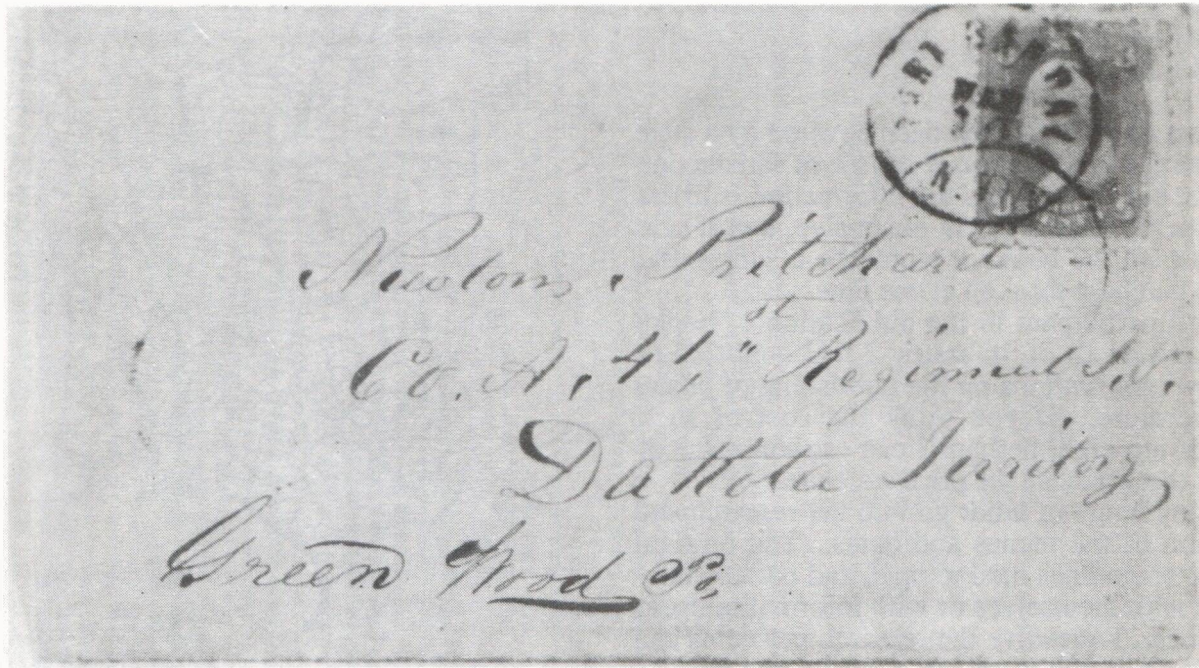
The market for any particular book is largely limited to 1) Collectors of that state; 2) Collectors and dealers that actively trade or sell covers from that state; 3) A few book dealers that cater primarily to collectors and dealers; 4) Libraries in that state; and 5) A few enlightened libraries scattered about the country that have recognized post office information as a valuable reference source.

Most of the sales of the book are made at the time of publication and shortly thereafter. The remaining books sit and wait, selling slowly over a period of years. An average book may take two years just to cover production costs, without consideration for the time spent on research, correspondence, organization, or layout; nor compensating for the capital tied up in the book, or covering storage costs for books yet to be sold.

In attending various shows and talking to dealers that stock a few books I have heard more than one dealer muse that some collectors that don't hesitate to spend \$50 on a cover they want "can't afford" to buy the \$25 book that will tell them some basic information about that cover. More reassuring is another comment heard from several dealers -- that they've never bought a book that didn't pay for itself many times over by providing information used in pricing material they buy to resell.

A good personal library is an essential tool in being able to buy wisely for your collection. How well-stocked is yours?

NEBRASKA DURING THE CIVIL WAR
by Alton J. Kraft



The contents of the letter are as follows:

Friend Pritchard-- I received your letter long enough ago but our regiment has been under marching orders for the last month therefore I could not get time enough to open my knapsack, let alone to write a letter. This is the first writing I have done for one month therefore you see the reason of your not hearing from me. I have marched now in the neighborhood of four hundred miles through mud and snow wet and dry I have heard little and felt a great deal but the worst sight I ever saw was a Bushwacker that was shot through the head. This fellow shot at a Cavalry Capt. also at a Cavalry man that was carrying dispatches and never hurted either of them. This Captain then put five of his men to watch and see if he did not go into the house they did so and along in the night he slipped in. They watched till morning then they run him out of the house till he got about one mile, when they put two balls through his head and let him lay along side of the road. When we came up there he was lying, his wife and children crying over him. Such a sight I never want to see again. His brains were all knocked out and that with his family presented an awful picture however I dont care to ever see such another. This was near a place called Eminence in Shannon Co. Mo.

I suppose you have heard of the wedding of Miss Lucy Goodisson to Mr. Jacob Beard of Indiana which took place on the 5th day of Feb. I was not at the wedding, the reason was she sent be word that she would be married in three weeks and told me to hurry. When I got her letter two weeks had run over then I was 150 miles from the Railroad therefore I could not get there in time to see the fun for which I am sadly disappointed. However she is married and is now in Indiana keeping house of her own. It will be our turn next. I read in the paper the Death of some of the Goodisson relations of Mr. Clark. Do you know any thing about him? Write soon and I will try and be more punctual direct as before.

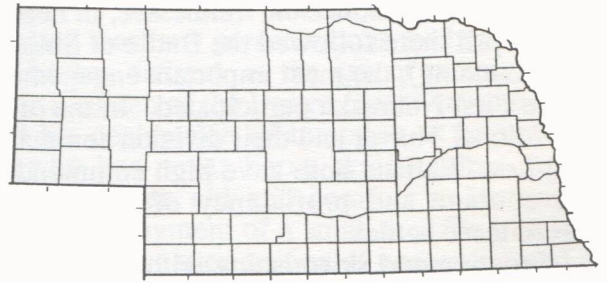
Yours truly
E.H. Goodisson

The envelope was addressed to Newton Pritchard, Co. A, 41st Regiment I.V., Dakota Territory, Green Wood Co., and cancelled March 15 at Ft. Randall, N.T. The letter was dated Feb. 25, 1863 at Pilot Knob, Missouri. It relates to Civil War activity in Missouri, and it is not clear how the letter came to be cancelled from Fort Randall, which is on the west bank of the Missouri River in what is now South Dakota, just above the Nebraska border. However, events on the Nebraska frontier during the Civil War may explain why troops were diverted from fighting the Confederacy to defend pioneer settlers against Indian depredations.

This letter brought on new meaning when I was able to visit with a history buff from Missouri, whom I met while working at the Stuhr Museum in 1986. Pilot Knob was at that time on a railroad of strategic importance to the North, which explains why this regiment was in the area. Further searching brought me to an interesting leaflet at the Edith Abbott Memorial Library, published by the Nebraska State Historical Society, Educational Leaflet No. 8, written by Myrtle D. Berry. This leaflet gives an excellent version of the Civil War as it concerned Nebraska:

"Slavery was not an explosive issue in Nebraska Territory. There were few slaveholders; the U.S. Census of 1860 listed only fifteen slaves in the entire territory, and there was none of the violent strife between Abolitionists and proslavery men that gave Kansas Territory the name 'Bleeding Kansas'."

Nationally, however, the controversy over slavery had been smoldering for decades. With the formation of the Republican Party and the election of Abraham Lincoln to the Presidency, hostility burst into flames, and secession and civil war resulted as the breach between North and South Widened. Actual warfare began with the attack on Fort Sumter on April 12, 1861. Nebraskans loyal to the Union answered Lincoln's call for troops by furnishing a total of 3,300 men, a remarkable contribution for a new territory whose population in 1860 was only about 30,000, with perhaps 9,000 males between the ages of twenty and fifty. Nebraska units were composed of men of many nationalities, including recent immigrants to the United States. One company, the German volunteers, was made up almost entirely of German nationals. Two Indian companies were also organized, called the Pawnee Scouts, under Capt. Edwin Nash. In addition to these volunteers who served in officially designated Nebraska units, many Nebraskans served in regiments from other states, especially those of nearby Iowa and Kansas. Somewhat lesser numbers of men from other states enlisted in Nebraska units.



So far as Nebraska was concerned, the immediate effect of the beginning of hostilities was to create fear of Indian attack on the frontier as regular army troops were withdrawn from the garrisons at Fort Kearny and Fort Randall. Alarm mounted and criticism was sharp. The *Nebraska City News* (April 30, 1861) commented:

"We think the government did a great wrong and injustice in removing the troops. The only way to repair the injustice is to order the forts garrisoned by our citizen soldiers."

Such a proposal was made by Maj. Gen. John M. Thayer of the Nebraska Militia, who on April 17, 1861 wrote to Simon Cameron, then Secretary of War, offering the government a sufficient number of volunteers from the territory to garrison Fort Kearny and Fort Randall. He wrote: *"The withdrawal of troops from these Posts has already caused much alarm among our people. The Absence of troops will remove all restraint.... I deem it absolutely necessary that some measures should be taken to keep the Indians in check."*

The Federal government asked Nebraska Territory to raise one regiment, and assurances were received from the War Department that a portion of this force would be used to garrison Nebraska forts and defend the frontier. But when Governor Alvin Saunders issued his proclamation calling for the formation of a regiment, no mention was made of home defense. The regiment was ordered to service in the South, and the frontier was left virtually unprotected.

This newly-formed regiment was designated as the First Nebraska Volunteer Infantry, with Omaha as the mustering point. The companies filled rapidly. John M. Thayer was commissioned colonel, company officers were elected, equipment procured, and basic drilling schedules set up. By July 30, 1861 half of the regiment, under the command of Colonel Thayer, was on board the steamer *West Wind* bound for the battlefields of the south. The balance of the regiment followed two weeks later. Their immediate destination was St. Joseph, Missouri. After several

months of scouting and skirmishing in Missouri and Arkansas, the First Nebraska fought its first major engagement at Fort Donelson, Tennessee, in February 1862. In April there followed the Battle of Shiloh (or Pittsburg Landing), the most important engagement in which the First Nebraska participated. In the official reports Colonel Thayer and their division commander, General Lew Wallace both gave high commendation for the courage and proficiency of the Nebraska soldiers in these battles.

Scouting and skirmishing with bushwhackers and small detachments of Confederates occupied the First Nebraska during the following year. Engagements were fought at Cape Girardeau, Missouri, and Chalk Bluff, Arkansas. On October 11, 1863 the regiment was mounted, and thereafter was known as the First Nebraska Cavalry. Having horses was a welcome change to the footsore soldiers, who had tramped all over Missouri and Arkansas and into Mississippi. Their service during the winter of 1863-1864 consisted of constant scouting duty and skirmishing, marked by hardship and serious shortages of rations and forage. In mid-June 1864 the First Nebraska Cavalry was granted a furlough until August 13 and was returned to Nebraska.

Meanwhile the long-feared Indian attack on the Nebraska frontier became a reality. On August 7, 1864 the Cheyenne, Sioux, and Arapaho, operating in small bands, made a concerted attack on stage coaches, freight and emigrant wagon trains, stage stations and road ranches from Julesburg east for 250 miles along the Platte and Little Blue rivers. More than fifty whites were killed, many stage stations and road ranches were burned, and a vast amount of other property was destroyed or looted. Accordingly, when the First Nebraska Cavalry rendezvoused at Omaha on August 15 the regiment was reorganized as the First Nebraska Veteran Volunteer Cavalry; on August 18 it was dispatched westward, to Fort Kearney. From this post small detachments were deployed to serve as guards at stage stations, ranches, and military subposts along the Oregon Trail. Other detachments escorted mail and passenger coaches and guarded freighting and emigrant wagon trains. There were frequent skirmishes with groups of Indians, but no major engagement, the function of the troops being to protect the lives and property of white settlers rather than to expel the Indians from the area. Thus occupied, the First Nebraska Veteran Volunteer Cavalry continued in service until July 1866, when it was returned to Omaha and mustered out.

Another Nebraska unit which fought against the Confederacy was the Curtis Horse. Four companies, recruited mostly in Omaha, were designated as the Nebraska Battalion and attached to the Fifth Iowa Cavalry, with which it served with distinction throughout the war.

The Sioux Indian outbreak and massacre in Minnesota in the summer of 1862 occasioned the formation of another Nebraska regiment. Designed for nine months' service against the Indians, the regiment was known as the Second Nebraska Cavalry. During the winter of 1862-1863 the unit was recruited and organized, with Robert W. Furnas as colonel in command. In April 1863 Alfred Sully led an expedition against the Sioux in Dakota, which culminated in a decisive battle at White Stone Hills on September 3, 1863. The Indians were routed with great loss of warriors and equipment, and the Second Nebraska acquitted itself with great credit, considering the inexperience of the men and their short training period. Colonel Furnas, in his official report, praised his regiment highly, saying "both officers and men fought with the coolness and courage of veterans.... not a man flinched a particle." Shortly after the battle the Second Nebraska returned home, and on November 30, 1863, its term of enlistment having expired, the regiment was mustered out.

On the home front Nebraskans looked for news about their boys in the dispatches sent from the battlefields of the South by the newly completed telegraph. The disruption of steamboat traffic resulted in a shortage of supplies of all kinds, and the loss of manpower to the army worked a very considerable hardship. The settlers made do with whatever supplies came through, and with what they could provide by home manufacture. Sufficient crops were raised for food, but there was no market for any surplus.

Families of men in service suffered the greatest hardship. Army pay was low (basic pay was \$13 per month) and often irregular, and facilities for sending money home were not dependable. As a consequence many soldiers' families were left practically destitute. Such relief measures as were instituted were inadequate.

The Jayhawkers constituted a serious threat on the home front. These lawless bands of armed men claimed to be operating in the interest of the Union against southern sympathizers, but in reality they were nothing but bandits engaged in stealing horses, robbing stores and houses, and threatening the lives of many citizens. Union men were victims of the Jayhawkers, who operated principally in the southern part of the territory. A bill was introduced into the Territorial Council making it lawful to kill any person found committing such acts as were charged to the Jayhawkers. Although this drastic proposal was not passed, Governor Saunders did issue a proclamation ordering the Jayhawkers to disband and return to their homes, or leave the territory under threat of severe punishment for disregarding the order. In many communities citizens organized leagues as defensive measures against these marauders, and in Nemaha

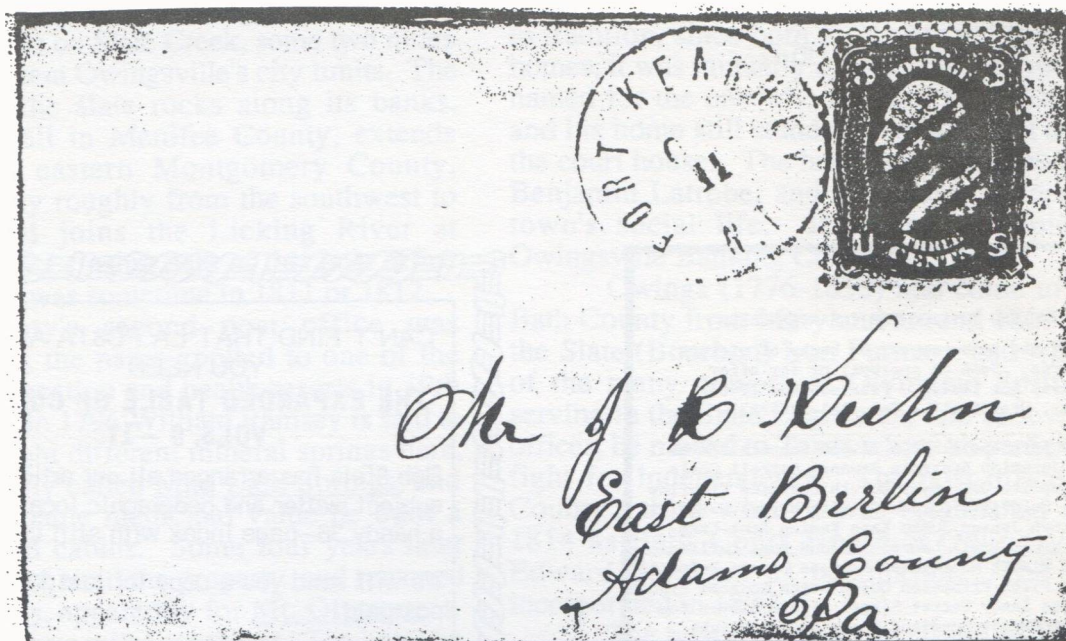
County it was reported that Several Jayhawkers were captured, two of them were killed, and their bodies thrust under the ice of the Missouri River.

Casualty records for Nebraska units in the Civil War are incomplete. Frederick H. Dyer's Compendium of the War of the Rebellion (Des Moines, 1908) lists only deaths occurring in the Civil War proper; casualties for the Indian campaigns are not included. According to Dyer, Nebraska's losses were: killed in battle and dying from wounds, 35; dying from disease, 159; dying in accidents, 23; dying from other causes, 22; total deaths, 239. Thus more than 7% of the 3,300 enlisted men from Nebraska lost their lives in the service.

The indirect effects of the Civil War on Nebraska were very important. Prior to the war, sectional controversies had stalemated the selection of a route for a transcontinental railroad. The secession of the southern states, however, enabled Congress to pass legislation chartering the railroad. In 1863 President Lincoln selected the central route through Nebraska, with Omaha as the eastern terminus; the was to be of great importance to the future development of the territory. By 1868 the Union Pacific was completed through Nebraska. Other railroads soon followed, making settlement possible in areas remote from the Missouri River.

Another piece of Civil War legislation was of major significance to Nebraska. The Homestead Act, signed by President Lincoln on May 20, 1862, provided that "any person who is the head of a family, or who has arrived at the age of twenty-one years, and is a citizen of the United States, or who shall have filed his declaration of intention to become such.... and who has never borne arms against the United States or given aid and comfort to its enemies..." could upon payment of a small fee, file a claim upon as much as a quarter-section of unappropriated public land. After having resided upon or cultivated the same for the term of five years he could receive a final patent from the government if citizenship had also been attained.

The Homestead Act was later amended to include special provisions for veterans of the Civil War, allowing them to deduct the number of years they had served in the Union Army from the five years residence on a homestead, and according this same privilege to their widows and orphans. In the years following the Civil War thousands of Union veterans settled in Nebraska and made a considerable contribution to the political and economic life of the state.



Fort Kearney, N.T.

POST OFFICE CENTENNIALS May-June 1889-1989

By May of 1889 the administration of Benjamin Harrison was in place, and the establishment of new post offices resumed at the same pace as they had under the Cleveland administration. At least seventeen of the offices established during these two months are still in operation. Most of them are still very small offices, but it is interesting to note the geographical distribution of the offices. There are several in the east -- even New England -- as well as some in the south. The western states are represented, but do not dominate the listings.

Please note that these listings are not totally comprehensive; there may be other offices that should appear in them.

MAY 13 Ashton MD, South Willington CT
22 Shipshewana IN
23 Vesta MN
24 Kendrick* ID, Tiptop VA
27 Monterey LA
28 Capitola CA

JUNE 3 Kings Creek SC
13 Roseland LA
17 Exeter CA
25 Diagonal IA
26 Santa Ysabel CA, Fairview WY
28 Hanksville UT
29 Broomes Island MD

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Galena Goldville Gordon Granite Helena Hercules
Jamestown Jessup Jumbo Karo Kawich Kent Lake-
view Lander Lewis Laurel Leeland Loma Lurline
Marmol Mizpah Moringstar Newpass Oneota Palmetto
Parran Pilot Princeton Queen Regan Rosebud Ryndon
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THE POST OFFICES OF BATH COUNTY, KENTUCKY

by Robert M. Rennick

Bath County's 277 square miles, home to roughly 10,000 people, are located where the Outer Bluegrass meets the Cumberland foothills in northeastern Kentucky. Its centrally located seat, Owingsville, is about 48 road miles east of downtown Lexington. It is drained primarily by tributaries of the Licking River which forms its eastern boundary. The 56th of Kentucky's 120 counties, this essentially rural county was created by legislative act on January 13, 1811 from a part of Montgomery County; from its original territory were taken parts of two other counties -- Morgan in 1822 and Menifee in 1869. This article will deal only with the 39 post offices located within Bath County's present boundaries.

The county is generally believed to have been named for the many medicinal springs in its south and southeastern sections and not, as some have suggested,¹ for the English City of Bath, also famed for its mineral waters.²

The first post office in what was to become Bath County was established on January 1, 1807 as Slate Creek Iron Works. This served the community that developed around the old Slate or Bourbon Furnace, built in 1791 by Jacob Myers and said to be the oldest furnace west of the Alleghenies. It was named for its location on Slate Creek, some two miles southeast of the present Owingsville's city limits. The creek, named for the slate rocks along its banks, heads near Cornwell in Menifee County, extends through much of eastern Montgomery County, crosses Bath County roughly from the southwest to the northeast, and joins the Licking River at Wyoming. The exact closing date of this post office is not known, but it was sometime in 1811 or 1812.

Bath County's second post office was Olympian Springs, the name applied to one of the most fashionable vacation and health resorts in 19th century Kentucky. In 1796 William Ramsey is said to have discovered eight different mineral springs here, which he collectively called Mud Lick Springs, and realizing their probable medicinal value he built a boarding house and cabins. Some four years later Col. Thomas Hart acquired the property and renamed it Olympian Springs, apparently for Mt. Olympus, a 1200 foot elevation two miles southeast. The hotel he built became the nucleus of a famed spa, which continued to operate until the Great Depression of the 1930s.

The Olympian Springs post office, which opened on December 13, 1811 with William Bashaw as postmaster, operated intermittently until 1882 when



its papers were transferred to nearby Olympia. Only farmsteads now mark the site. It is on Ky. 36, eight miles southeast of Owingsville, and it is again called Mud Lick, for nearby Mud Lick Creek. Curiously, on most maps the name is incorrectly spelled Olympia Springs.

The seat of Bath County is the fourth class city of Owingsville, whose 1400 residents are mostly confined to a high plateau less than one mile north of I-64, the main east-west highway through the county. Among the several families that settled here in the first decade of the 19th century were those of Richard Menefee Sr. and Thomas Deye Owings. Each donated land for the new county's seat, which was officially established and laid out in 1811. According to tradition, since both men were then building their homes, it was mutually agreed that the town would be named for the one who finished first. Owings won, and his home still stands on Main Street across from the court house.. The house was added to in 1814 by Benjamin Latrobe, and it became the center of the town's social life. It is now occupied by the Owingsville Banking Company.,

Owings (1776-1853) had come to the future Bath County from Maryland around 1800 to manage the Slate (Bourbon) Iron Furnace, and was later one of the many owners of Olympian Springs. After serving in the State Legislature and in several county offices, he moved to Texas where he participated in its fight for independence. The post office was Bath County's third when it was established on July 1, 1814 as Bath Court House or Owingsville, with Edward Stockton as postmaster. The town was incorporated in 1829.

The post office of Iles (Isles) Mills (sic) may have been established in or shortly after November 1817 with Thomas Iles as postmaster.³ The mill for which it was named was built by a Mr. Morgan on the Licking River midway between Moores Ferry and Salt Lick and about eight miles east of Owingsville. It was early acquired by Thomas (1765-1840) or William



Owingsville post office, 1977.

(1798-1846) Iles (or Isles) whose name it bore.⁴ The post office closed in 1832 and local postal service was not resumed until October 3, 1888 when George W. McDonald became postmaster of Moore's Ferry at a point on the present Ky. 211, one-half mile south of the Licking River and three-quarters of a mile north of Iles Mill. The nearby ferry had been operating across the Licking River for many years by a Mr. Moore, about whom nothing else is known. This office closed in 1913 shortly after Iles Mill shut down.

The second town of any consequence established in Bath County was Sharpsburg, now a sixth-class city on Ky. 11, in the northwest corner of the county, some 12 miles WNW of Owingsville. It was laid out in 1814 on land said to have been donated by Moses Sharp (1757-1820), a Revolutionary War veteran who had settled in the area. First called Bloomfield for the abundance of wildflowers in the area, it was renamed for Sharp when the post office was established on January 16, 1821. The town was officially created by legislative act four years later. Though a 19th century manufacturing town of considerable prominence, its potential was never realized, for the railroad passed it by in favor of nearby Mount Sterling. Nevertheless, it still provides postal, banking, and retail services to some 340 residents and their rural neighbors in parts of four counties.

Little remains of the once thriving tannery and sawmill village of Peeled Oak on the present Ky.

1331, some 8 miles SW of Owingsville. According to tradition, its first settlers happened upon a large chestnut oak tree, on the banks of a nearby stream, whose trunk and every limb had been thoroughly barked. Whether this had been done by a pioneer to mark a boundary line, or earlier by Indians for some other reason has never been determined. The Peeled Oak post office was established on April 26, 1822 and operated with many interruptions until 1874. The never-failing spring fed stream has also been called Peeled Oak, perhaps bearing this name even before the community. The tree stood till nearly the end of the 19th century when, badly decayed, it had to be cut down. With the depletion of the area's timber, the mills and tannery closed and most of the local population dispersed.

The post office of Flat Creek, in operation from 1829 to 1837, served one of Bath County's earlier settlements some six miles west of Owingsville. Here, at the home of Capt. James Young, the county's first circuit court convened in May 1811. The stream with its broad flat rocks, for which the post office was named, heads in nearby Montgomery County. It crosses Bath to join the Licking River opposite the Fleming County community of Sherburne. On the present US 60, less than one-quarter mile from the Montgomery County line (and thus north of the original post office), another office, inexplicably called Licking, was established on September 12, 1883; it was renamed

Flatcreek (sic) in January 1884, and closed in 1906.

Another early Licking River mill town with post office was Wyoming, at the mouth of Slate Creek. The town was laid out in 1820 on land originally owned by Col. Owings. The initial name for the town and post office, established sometime before 1830, was Slate or Mouth of Slate. On October 6, 1853 the office was renamed Wyoming.

The origin of this name is unknown. Still locally accepted is county historian John Richards' incredible account:

"Some years before the establishment of the town... a lone Indian wandered down Slate Creek to its mouth. The river then was at high stage and the Indian, who was friendly, sought help from the settlers to cross the turbulent river. Because of the high stage of the river the settlers refused to provide him with a boat or a canoe or to risk the chance of ferrying him across, whereupon in apparent disgust he threw up his hands and exclaimed 'Wyomee', a word which had no meaning to the settlers, but from which time they gave the name Wyoming to the town."

Future research might trace early settlers to the Wyoming Valley of Pennsylvania or reveal that the namer had some reason to refer to that historic area. The town, a thriving 19th century river port, never recovered from a devastating fire in the 1880s, and nothing remains of it.

The third Licking River mill to give its name to a Bath County town and post office was built on a site one-half mile NW of the junction of Bath, Menifee, and Rowan counties. In 1809 Samuel Criswell Gill, a South Carolinian, erected a water-powered grist mill to which he later added the sawmill that was to make this vicinity a major supplier of lumber products to the Cincinnati market. The post office of Gill's Mills was established here on September 11, 1832 with Thompson L. Parks as the first postmaster. In 1866 the office was moved across the river to Rowan County, where it remained until it closed in 1881.

In the 1880s the still heavily-timbered area on both sides of the Licking River supplied the wood for another successful lumbering operation, with the establishment of the Yale and Sterling Lumber companies close to the site of the old Gill's Mill. The company town which developed here took the name Yale. In April 1897 it became the headquarters of the Licking Valley Railroad between here and Salt Lick, 12 miles northwest. On May 3, 1897 the Yale post office was established. The town's prosperity and population failed to survive the inevitable depletion of the area's timber supply. The post office closed in 1954, and the town and much of the land around it are now under the waters of Cave Run Lake.

The prominent Rice family gave its name to the two Rice Cross Roads post offices on the Licking River, just east of the mouth of Salt Lick Creek, 10 miles ESE of Owingsville. The first was established on December 29, 1832 with Razien (or Rezin) Rice as postmaster. By February 1839 it had been transferred some 6 miles ENE to a site in the vicinity of the present village of Farmers (then in Fleming, now in Rowan County) where it operated as Licking until 1845. (Four years later the Farmers post office itself was created). Meanwhile, back in Bath County, another Rice Cross Roads was established on August 4, 1840. It closed in October 1843.

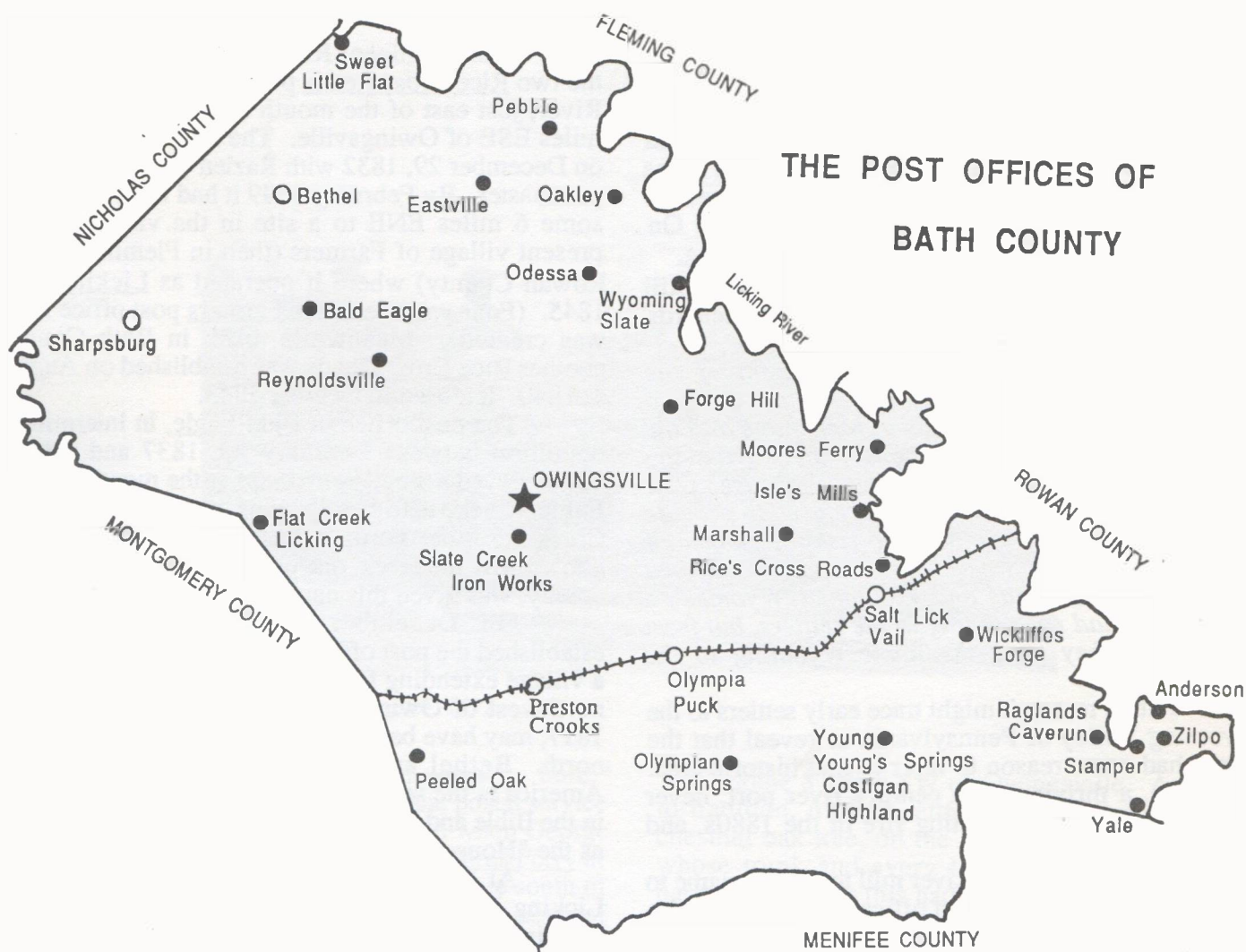
The post office of Bald Eagle, in intermittent operation between February 25, 1837 and July 6, 1874, served a small settlement at the mouth of Bald Eagle Creek, a four-mile-long stream joining Flat Creek 7.5 miles northwest of Owingsville. It is not known why the creek, one of the earliest named in the county, was given this name.

On December 2, 1843 George North established the post office of Bethel, which still serves a village extending for a mile along Ky. 11, ten miles northwest of Owingsville. The village, laid out in 1817, may have been named for an old log church just north. Bethel as a popular name for churches in America is the second (after Jerusalem) named place in the Bible and refers to the place that Jacob dedicated as the "House of God".

At the mouth of Little Flat Creek, another Licking River tributary, just above the junction of Fleming, Bath, and Nicholas counties and some 15 miles north of Owingsville, was the aptly named Little Flat post office. The office was in operation for forty years after its inception on July 24, 1844. The name still identifies the rural neighborhood north of Bethel. From April 21, 1900 through February 1905 the local post office was called Sweet for its only postmaster, Lemuel Sweet.

The site of the Wickliffe's Forge post office is not precisely known but may have been in the vicinity of the Caney (Iron) Furnace about a mile up Caney Creek from the Licking River, in the southeast part of the county. The post office operated only from February 19, 1845 through May of the following year. It is believed to have been named for Robert "Old Duke" Wickliffe of Lexington, who had acquired the Old Slate Furnace and much of the land around it in the 1830s. The Wickliffe name also appears on an 1884 map as that of the owner of much of the Caney Creek bottoms. Another post office, inexplicably named Wicliff Forge, operated at an unknown site from June 1868 to January 1870.

Polksville, on US 60, 6.5 miles east of Owingsville, was laid out as a town in 1844 by its



first settler, Robert Warren, and named for the recently elected U.S. President James K. Polk. For unknown reasons the local post office, in operation from April 28, 1847 through July 1905, was called Marshall, a name that few people today even remember.

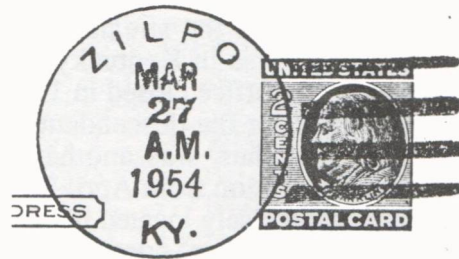
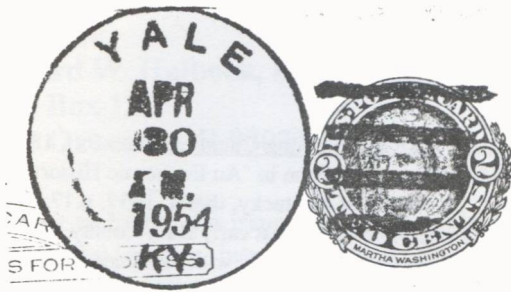
In the southeastern Bath County area loosely known as White Sulphur for the local springs, three 19th century post offices served another succession of health resorts based on local medicinal waters. The first was Highland from 1850 to 1861. The second, Costigan from 1867 to 1875, was probably named for local descendants of pioneer William Costigan, known to have dug Owingsville's first well. The third was Young's Springs, established on December 6, 1876 and named for Thomas L. Young, who owned the springs less than half a mile northeast. The center of a thriving mill town, it was renamed Young in 1896 and closed in 1914. This immediate area, some 13 miles southeast of Owingsville, is now farmland.

Some three miles up East Fork of Flat Creek (or nine miles north of Owingsville) is the site of the

East Fork Church. In this vicinity the post office of Eastville may have operated between 1851 and 1859. Its only postmaster, Ephraim Goodwin, is known to have lived here.

The county's last antebellum post office was short-lived Pittsburg, established on July 8, 1854 by Skidmore Fields, half a mile south of the extant White Oak Church and less than five miles north of Owingsville. Though the post office's name has been unexplained, the rural neighborhood it served has long been called Upper White Oak for its location on the Slate Creek tributary of White Oak Creek.

Another Licking River post office was Raglands at the mouth of Big Cave Run, about a mile north of Gill's Mills, or Yale. Established on March 6, 1867, it was named for the prominent local family of Thomas C. Ragland, which long owned much of the land in southeast Bath County. They also gave their name to the Ragland Oil Field, which flourished there for a while in the 20th century. After the post office closed in 1870, the name continued to identify the site, and was the name borne by the local station



on the Licking Valley Railroad. From 1902 to 1913 the vicinity was served by the Cave Run post office. The site is now under the waters of Cave Run Lake.

Reynoldsville, a hamlet at the junction of Ky. 36 and 1325, 4.5 miles northwest of Owingsville, was laid out in 1870 by, and named for, its first resident, Dr. Joseph Reynolds. The post office was established on February 25, 1874 with Tilford Moores as postmaster. It was discontinued in 1904.

A short-lived post office called Anderson, in operation from August 8, 1881 to July 1883, is believed to have been on or just south of the Licking River, about a mile above Raglands. It was probably named for one of several Anderson families in the county.

To ship locally milled lumber and area iron ore to Ashland and Lexington markets, the Elizabethtown, Lexington and Big Sandy (now C&O) Railroad was constructed. In 1881 they opened a station some 6 miles southeast of Owingsville (on the present Ky. 36), and a town was laid off called Olympia for the Olympian Springs resort, 2.5 miles south. For some unknown reason the post office, established on November 28, 1881, was first called Puck; the following March it was renamed Olympia. From 1915 to 1918 this site was the southern terminus of the shortest-lived railroad in Kentucky, a narrow-gauge line giving Owingsville access to the C&O. The post office and one store continue to serve area farmers.

Salt Lick, Bath County's third incorporated community, is on U.S. 60 near the mouth of Salt Lick Creek, 8.5 miles east of Owingsville. From its beginnings as a station on the Elizabethtown, Lexington and Big Sandy Railroad (EL&BS) with a post office (established on January 17, 1882) called Vail, it grew to become an important sawmill and timber products fabrication and shipping center by 1900. As a sixth-class city with some 400 residents, it is still the trade and postal center of southeast Bath County. It was laid out in 1881 and named for the creek, another Licking Valley tributary. Its many saline springs had earlier attracted deer to drink and lick the salt. The town was incorporated in February 1888, and the post office was renamed Salt Lick the following August.

Another EL&BS (C&O) railroad station established in 1881 was named Preston Station for William Preston, who had donated the right-of-way on condition that the station be named for him. The local post office created on August 21, 1882 as Crooks for a prominent area family was renamed Preston in 1913 for the station and village that had developed there. For many years it served as the rail freight distribution point for Owingsville (4.5 miles north), and as another shipping center for locally processed lumber products. The office is still in operation.

Craigs, the name informally applied to the settlement of John Craig's descendants near Forge Hill, east of Slate Creek, was also that of a post office which operated from July 21, 1887 to March 1907 at an uncertain location in that vicinity. Also serving that area, from May 1892 through February 1907, was the Forge Hill post office. The hill, some three miles south of Wyoming and five miles northeast of Owingsville, is said to have been named for the old Forge Mill at its base, and the post office was probably at or close to this site.

To serve the rural neighborhood now called Lower White Oak, with its store and grist mill on the present White Oak Rd. (Ky. 1944), 6.5 miles north of Owingsville, storekeeper John S. Anderson established a post office on April 15, 1888 which he inexplicably named Odessa. This office closed in 1907.

On the present Ky. 1602, 9.5 miles north of Owingsville, another of Bath County's short-lived post offices served, from September 11, 1888 to March 25, 1890, a hamlet still identified on official maps as Oakley. While the place was undoubtedly named for one or more of the county's reputable Oakley families, the locally preferred spelling of the name has been Oakla. This spelling has unaccountably long been applied to a local church.

A post office called Pebble was located where Ky. 1602 crosses Lick Branch, 12.5 miles north of Owingsville. Until 1905 the local settlement was called Lick Branch for the rocky stream that joins the Licking River some two miles north, and was also sometimes known as Fairview for a nearby church. In 1905 John G. McClure, the storekeeper, applied

for a post office, submitting his name as well as Pebble, after the texture of the stream bed. Since McClure was already in use in Kentucky, the name Pebble was adopted. The office closed in 1922.

Stamper, named for the descendants of John Stamper, a pioneer preacher, was another Licking River post office. In operation from April 24, 1911 to mid-July 1913, it is imprecisely located in the vicinity of the earlier Raglands and (then) contemporary Cave Run post offices, and is now also under Cave Run Lake.

At the edge of Cave Run Lake and a mile north of Yale is the site of Zilpo, the last of Bath County's post offices to be established. Established on May 3, 1921 and named for its first postmaster, Miss Zillie Powers, it served a community that for years had been known as Licking Union. This office and Yale were the most recent in the county to close, both on April 30, 1954. The Zilpo name is now applied to a boat ramp and recreational area on the shores of the lake.

Of Bath County's 39 post offices, 18 were named for local persons or families and 12 referred to local or nearby geographic features. The derivations of five are not known. Only six offices - Owingsville, Sharpsburg, Salt Lick, Olympia, Bethel and Preston - survive. The last three are likely to be terminated in the next effort at Postal Service economy, or at the retirement of their present incumbents.

Only 16 post office names identify existing communities; three of these -- Owingsville, Salt Lick, and Sharpsburg -- are officially designated cities. Seven -- Highland, Eastville, Wickliffe's Forge, Craigs, Costigan, Anderson, and Stamper -- have not been precisely located.

NOTE: The distances given for the post offices in this article are road miles from Owingsville's city limits.

Footnotes

1. W.M. Linney, Bath and Fleming Counties, Frankfort, 1886, p.36, cited by Thomas U. Fann in "An Economic History of Bath Co.", University of Kentucky, thesis, 1937, p.17.
2. It is entirely likely, however, that early Bath County settlers were aware of the nominal analogy with the English city.
3. Though Iles is the spelling that appears in the Post Office records and on the USGS Salt Lick 1:62,250 topographic map (1929), John Richards, Bath County's leading 20th century historian, consistently spelled the family's name as Isles.
4. Richards specifies William as operator and name source.
5. J.A. Richards, An Illustrated History of Bath County, Kentucky, Yuma, Arizona, 1961, p. 441.

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2. Bath County Memories, 1811-1974, Owingsville, 1974 (an historical booklet).
3. Bath County News Outlook, Sesquicentennial Edition, Owingsville, August 24, 1961.
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5. Sallye Lathram Hines, Deep Roots, Lexington, 1964.
6. Mrs. Robert Lewis, Owingsville, Ky., personal interview on June 24, 1977.
7. Robert M. Rennick, Kentucky Place Names, Lexington: University Press of Kentucky.
8. J(ohn) A. Richards, An Illustrated History of Bath County, Ky., Yuma, Arizona, 1961.
9. Elmer G. Sulzer, Ghost Railroads of Kentucky, Indianapolis, 1967.

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WESTERN SECTION

Richard W. Helbock, Editor
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We welcome this issue a new author. Doug DeRoest of La Grande, Oregon, introduces us to his research on the 1930 four-bars -- the style with the town and state at the top of the postmark dial. Doug knows full well that this is only a preliminary report, and he has allowed us to publish it in the hope that others will come to his assistance with more information.

This is always a difficult question for people undertaking research -- when do I have enough information to go public? There is no cut and dried answer. It depends on the subject and it depends upon the circumstances of the researcher.

Naturally, we all want to do as complete a job as possible in learning about our subject before we publish. We read what has been written by others. We seek out each and every reference available to us. And we try to make the story as complete as we can.

Unfortunately, some subjects have very little about them in print. Specific postmarks often fall into this category, and it may well be that one's own collection will be the only major source of information. If one has friends or correspondents who share an interest in the subject in question, naturally it is wise to ask for their assistance, but sometimes even this source of information fails. In such cases the best thing one can do is arrange the information carefully, admit that the work is a preliminary report, and go to press. As a rule, readers will understand that you are not claiming that your work is the ultimate statement on the subject, and will come to your assistance with new information. This way, not only do you succeed in learning more about your subject, but you make new friends in the process. To me, that has always been one of the marvelous things about doing postal history research.

Les Whall recounts the tale of Captain Jack Slade for us in this issue. When Les sent me the article, he asked me to select a title for it. My first reaction to Slade was pretty negative, and I was tempted to call him "Pitbull of the Plains" or some such. But, as I progressed through the story as Les tells it, I began to feel sorry for Slade. Here was a fellow with a terrible temper and a disastrous alcohol problem, who, if he lived today, might have been able to get the help to manage both. He probably wasn't all bad. After all, he had some friends and his wife apparently loved him quite a bit. But to be summarily hanged by a vigilante mob? No, I couldn't bring myself to heap another insult on Slade by giving him a bad subtitle in Les Whall's article. Read it for yourself, and see what you think.



The final piece in the Western Section is the kind of little ditty that each and every one of you could publish in *LA POSTA* if you were willing. It is, pure and simple, a show and tell. I acquired this cover recently. It has meaning to me. This is what I have learned about it, and why I like it. If a few of you kind readers would write me a little blurb like this one, I will sing your praises on high -- or, at least, publish what you send me in the West.

RWH

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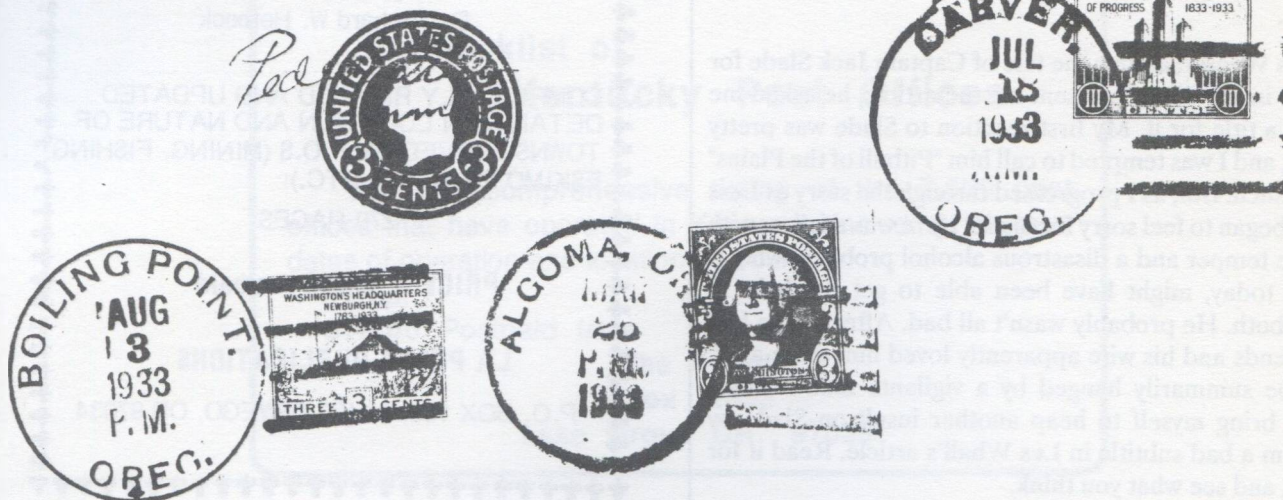
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THE 1930 FOUR BARS: AN OREGON SURVEY

By Doug DeRoest

I can still recall the day -- my first encounter with the 1930 4-bar cancellation -- for, as a result, I became immediately hooked on postmark collecting. I became fascinated, intrigued by these wonderfully different markings, and at every opportunity, I would purchase a new one for my growing collection. I often contemplated such questions as why they were introduced, how long they were used, and, most of all, the reason why the Post Office Department had quit issuing these devices. After all, they were about the nicest looking postmarks I had ever seen.

Never had I encountered any literature concerning these postmarks, and, as far as I knew, nothing had ever been published about them. Postmarks of such recent vintage seemed to be the next thing to uncollectible. Practically nobody seemed interested in them. If they weren't made before 1900, who cared?

Times are changing however. Doanes are hotly sought after and other early 4-bar types are beginning to attract attention. Collector interests have been spurred by all the new information becoming available. Collectors are exchanging information and writing of new types, varieties, dates of use, etc. Who knows, perhaps in a few years the more recent postmark types will become collectable? The purpose of this article is to explain what I have learned about the 1930 4-bars based on a preliminary survey of their use in Oregon post offices. It is my hope that by presenting this information in its early form, others will be attracted to the subject, and, working together, we might be able to pin down some of the facts concerning these interesting postmarks.

In 1986 an article appeared in *LA POSTA* (Vol. 17, No. 4, page 9), written by Richard Helbock and Dan Meschter and titled "Postmarks and Cancellations -- Variations on a Four Bar Theme". For the first time I was able to gain some insight into the very short history of the 1930 four bar cancels. Helbock's research had been based upon his experience with the use of these postmarks in Alaskan offices. Since there were only a small number of Alaskan offices known to have used 1930 4-bars, it occurred to me that a more complete understanding of the type might result from an analysis of my Oregon collection.

Sometime in the latter part of 1930, the Post Office Department began to issue to newly established offices, and as replacement equipment to existing offices, a postmarking device of a new and different design. This new device was to briefly replace the 1925 type, which had been the standard for the past five years (Fig. 1). The period of issue for this new device was indeed brief, for by mid-1931 the POD had resumed issuing equipment in the 1925 design. This short-lived postmark design is referred to as the 1930 type 4-bar. The 1930 4-bar is a distinctly different type of marking, nearly always easy to recognize. Most obvious differences include

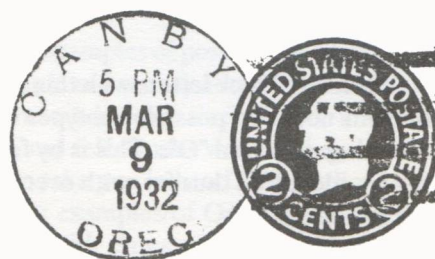


Figure 1. The 1925 Type 4-bar both preceded and succeeded the experimental 1930 style.

the Town, State designation in an arc at the top of the postmark dial; a dial diameter of 30-31 mm. as compared with the 31-32 mm. of the 1925 style; killer bars which are short, thick and squared off at both ends; and a style of letter which is smaller than the 1925 type. In addition, the Oregon markings nearly always show the name of the state abbreviated "OREG.", with one exception which will be discussed later.

I have noted three different type styles known to have been used nationally, but so far only two of the types have been recorded in use at Oregon offices. For purposes of discussion, I have identified these three type styles as Types 1, 2, and 3 as follows: (Fig. 2)



Figure 2. Lettering styles used in the 1930 type 4-bars have been recorded in three different types: Frontier, Roman and

Type 1 (FRONTIER) Features a distinctive Old West style of lettering, commonly referred to as Frontier. Thin letters with thick serifs at the tops and bottoms give it an unmistakable appearance. I have yet to record an Oregon postmark in this type style.

Type 2 (ROMAN) Thick letters with thin serifs at the tops and bottoms. I note two possible subtypes -- one with round "O"s, the other with oval "O"s. This is by far the most common type style identified thus far, with over 90% of the Oregon offices having used it.

Type 3 (BLOCK) Simple, sans serif letters, always short and thick. I have recorded only 7 Oregon offices using this type: FORT KLAMATH, SPRAGUE RIVER, CASCADE LOCKS, BEECH CREEK, SOUTH JUNCTION, CLOVERDALE and MCCREDIE SPRINGS.

At first I assumed that longer post office names was the reason for using Type 3 lettering. With the sans serif letters, perhaps it was thought that longer names would "fit" better within the dial. But then I began encountering offices with even longer names that had used the commoner Type 2 style, e.g., JENNINGS LODGE and QUARTZ MOUNTAIN. Then came a clue. Of the seven offices known to have used Type 3 lettering, only South Junction was newly established, and it was established on June 3, 1931. The next Oregon post office to be established was Government Camp, on June 24, 1931, and it was issued a 1925 type 4-bar device. Could it be that the Type 3 styles were issued toward the very end of the experiment, perhaps just in the last month (May-June)? If so, that would certainly explain why only a few towns received them.

The following table lists all new (or re-established) post offices established in Oregon between Sep. 5, 1930, and June 24, 1931, along with the type of postmarking device first issued to each.

Established	Post Office	Type of Postmark Device
Sep. 5, 1930	Simnasho	1925 4-bar
Dec. 17, 1930	Quartz Mountain	1930 4-bar (Type 2)
Jan. 7, 1931	Denmark	1930 4-bar (Type 2)
Feb. 3, 1931	Hines	1930 4-bar (Type 2)
Apr. 17, 1931	Bradwood	1930 4-bar (Type 2)
June 3, 1931	South Junction	1930 4-bar (Type 3)
June 24, 1931	Government Camp	1925 4-bar

From this, it becomes apparent that sometime between the establishment of the Simnasho office on September 5th and December 17, 1930, when the Quartz Mountain office was established, The POD began distribution of the 1930 type in Oregon. Similarly, distribution was concluded sometime during the 3-week period in June 1931 represented by the establishment dates of the South Junction and Government Camp offices. In all, it would appear that the POD is-

sued 1930 type 4-bar equipment for a nine to ten month period during 1930-1931. There are no clues as to why the experiment was terminated after so brief a trial period.

It should be noted that the dates listed above are postmaster appointment dates for the newly established offices. The postmarkers were probably ordered on about these dates, but there were certainly delays of days and perhaps weeks before they were put into service at the post offices.

In my study of Oregon examples, I have come across two variants. The first of these is from the EMPIRE office (Fig. 3). The postmark has a large blank space between "EMPIRE" and "OREG.", and it would appear that it once read "EMPIRE CITY, OREG." When it was discovered that the "City" had been dropped from the name of this office way back in 1894, someone -- the manufacturer, the POD, or the office itself --modified the handstamp accordingly. Do examples of this postmark exist with the blank area filled in?

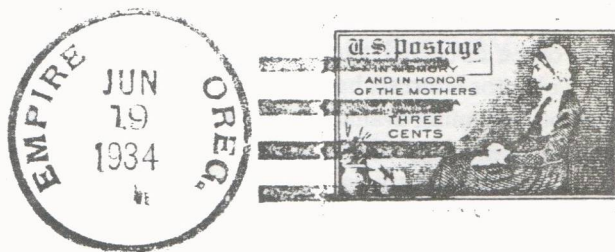


Figure 3. The Empire, Oregon, 1930 4-bar variant.

The second variant was used at the NEHALEM post office (Fig. 4). The dial has the right diameter. The killer bars are correctly squared-off. The period of use is right, and the lettering style is similar (but larger and with longer serifs). The really big difference is that the office name is at the top of the dial, and the state name is spelled out in full (not abbreviated) at the bottom of the dial. Is this an officially issued device? Is this a mimic of a 1930 4-bar, or could this be an officially issued device that has been altered? Because of its similarities, I have included it in this survey.



Figure 4. The Nehalem, Oregon, variant.

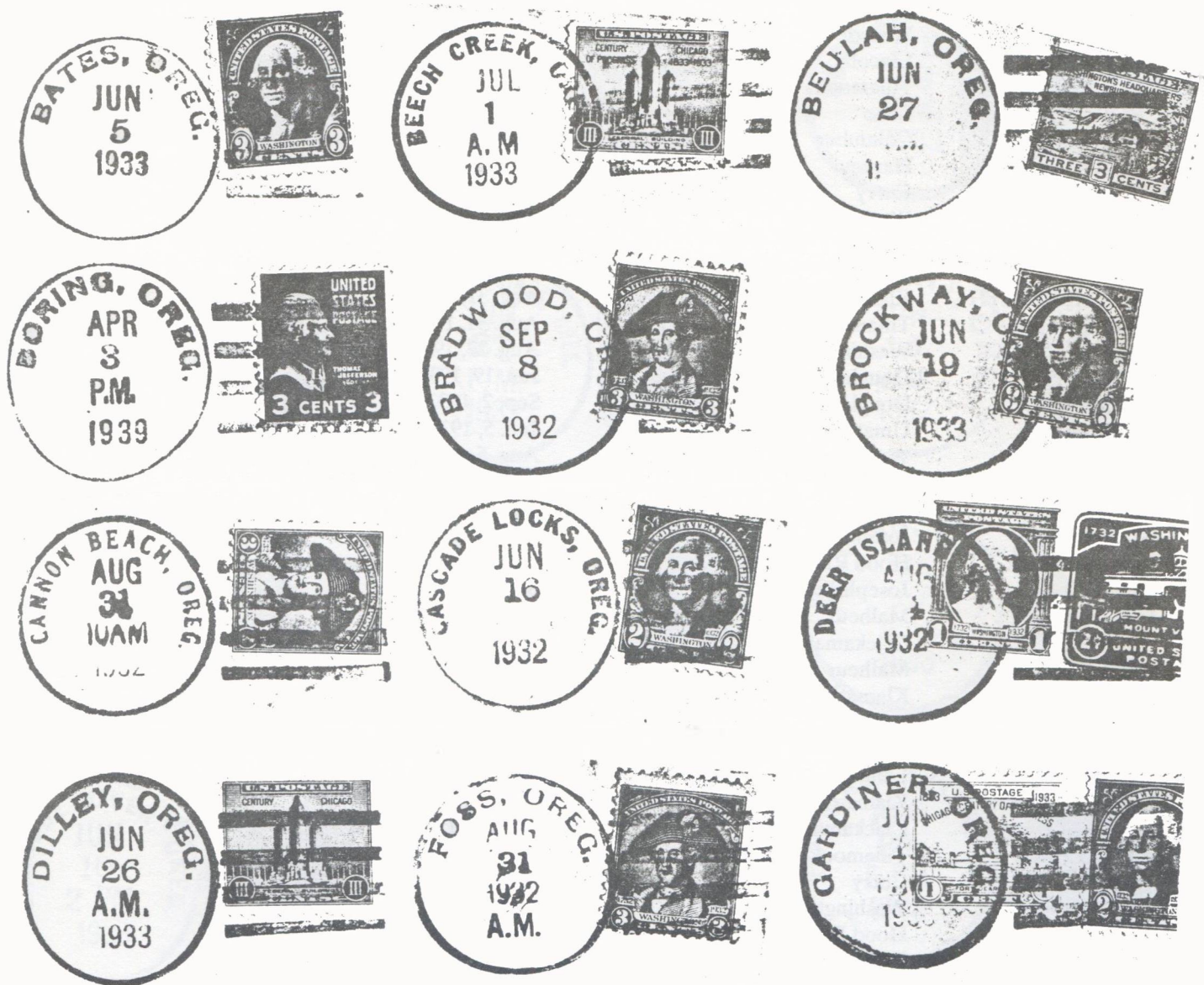
This far I have recorded 68 post offices in Oregon that used the 1930 4-bar. The five offices that were newly established during this period are all accounted for, and the other 63 offices evidently received 1930 4-bars as replacement equipment. How many more exist? Theoretically, any office that received a replacement postmarker during the 9-10 month distribution period should have been issued a 1930 4-bar.

Nearly all the offices known to have used 1930 4-bars are (were) small, Fourth Class offices. The exception is Hood River, which in 1931 was a Second Class post office. It certainly stands to reason that 4-bars were standard equipment at 4th Class post offices.

Thus far, the earliest date of record for use of a 1930 4-bar in an Oregon post office is July 25, 1931, from Blaine.

The latest is November 5, 1946, from Siltcoos, but I expect both of these dates to be revised greatly if I receive some input from other collectors.

Locating examples of postmarks made by these devices in any quantity is not as easy as one might think. By 1930 the post card craze had long since faded, and the advent of automobiles and telephones was causing more folks to visit or call than to take pen in hand. The author kindly requests anyone owning examples of Oregon markings not listed in this report, or with dates and/or varieties to contact him. Photocopies would be much appreciated for newly listed towns. Finally, if anyone has any further information about the who, what, when and why of these devices, please drop me a note: 482 Modelaire Drive, La Grande, OR 97850.

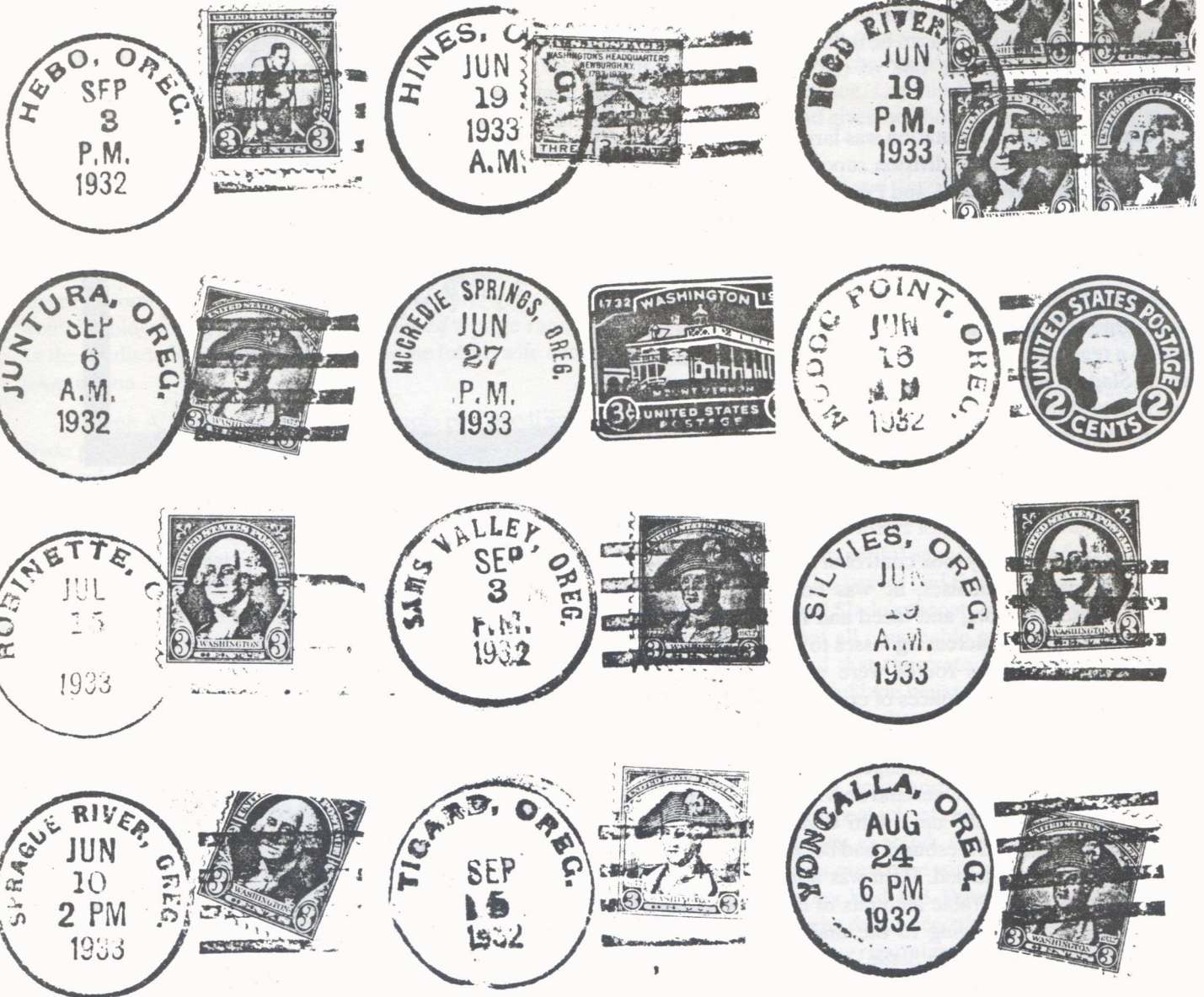


OREGON

OFFICES KNOWN TO HAVE USED THE 1930 4-BAR

Post Office	County	Earliest Date	Latest Date
ALGOMA	Klamath	Jul. 1, 1933	
ALICEL	Union	May 27, 1933	
ALOHA	Washington	Jun. 3, 1932	
BATES	Grant	Jun. 5, 1933	
BEECH CREEK	Grant	Jul. 1, 1933	
BEULAH	Malheur	Jun. 27, 193?	
BLAINE	Tillamook	Jul. 25, 1931	Jul. 17, 193?
BLALOCK	Gilliam	Aug. 5, 1932	
BOARDMAN	Morrow	Aug. 4, 1932	Feb. 19, 1935
BORING	Clackamas	Apr. 3, 1939	Nov. 5, 1946
BRADWOOD	Clatsop	Sep. 8, 1932	
BROCKWAY	Douglas	Jun. 19, 1933	Sep. 14, 1944
BULLRUN	Clackamas	Jun. 12, 1933	
CANNON BEACH	Clatsop	Aug. 31, 1932	Jul. 25, 1935
CASCADE LOCKS	Hood River	Jun. 16, 1932	
CELILO	Wasco	Jun. 19, 1933	
CHITWOOD	Lincoln	Jul. 10, 1933	
CLOVERDALE	Tillamook	Sep. 7, 1932	
CROW	Lane	Sep. 8, 1932	Jul. 24, 1935
DEER ISLAND	Columbia	Aug. 4, 1932	
DENIO	Harney	Aug. 23, 193?	
DENMARK	Curry	Aug. 10, 1932	
DILLEY	Washington	Jun. 26, 1933	
EDDYVILLE	Lincoln	Aug. 15, 1932	
EMPIRE	Coos	Jun. 19, 1934	
FORT KLAMATH	Klamath	Aug. 31, 1932	
FOSS	Tillamook	Aug. 31, 1932	
GALES CREEK	Washington	Aug. 23, 1932	
GARDINER	Douglas	Jun. 19, 1932	
GAZLEY	Douglas	Sep. 2, 1932	
GIBBON	Umatilla	Jun. 5, 1933	
GLENWOOD	Washington	Aug. 5, 1932	
HEBO	Tillamook	Sep. 3, 1932	
HINES	Harney	Jun. 19, 1933	
HOLLAND	Josephine	Aug. ?, 193?	
HOOD RIVER	Hood River	Jun. 19, 1933	Jun. 19, 1936
HUGO	Josephine	Sep. 6, 1932	
JAMIESON	Malheur	Sep. 7, 1932	
JENNINGS LODGE	Clackamas	Aug. 24, 1932	
JUNTURA	Malheur	Sep. 6, 1932	
KENO	Klamath	Jun. 19, 1933	Dec. 24, 1934
LEONA	Douglas	Jul. 14, 193?	Jun. 30, 1944
LONEROCK	Gilliam	Jan. 2, 1934	
McCREDIE SPRINGS	Lane	Jun. 27, 1933	
MODOC POINT	Klamath	Jun. 16, 1932	
MOLALLA	Clackamas	Oct. 13, 1931	Dec. 24, 1934
NEHALEM	Tillamook	Jul. 15, 193?	
OPHIR	Curry	Aug. 19, 1932	
ORENCO	Washington	Aug. 8, 1932	
PARKDALE	Hood River	Mar. 9, 1933	
PERRYDALE	Polk	Mar. 3, 1933	
QUARTZ MOUNTAIN	Lake	Jun. 19, 1933	
RITTER	Grant	Aug. 22, 1932	
ROBINETTE	Baker	Jul. 15, 1933	

Post Office	County	Earliest Date	Latest Date
SAGINAW	Lane	Jul. 18, 193?	
SAMS VALLEY	Jackson	Sep. 3, 1932	
SILVIES	Grant	Jun. 19, 1933	
SILTCOOS	Lane	Aug. 29, 1932	
SOUTH JUNCTION	Wasco	??? ??, 194?	
SPRAGUE RIVER	Klamath	Jun. 10, 1933	
SUMNER	Coos	Sep. 6, 1932	
TAFT	Lincoln	Jul. 15, 1932	Sep. 1, 1932
TIGARD	Washington	Sep. 5, 1932	
TURNER	Marion	Jun. 23, 1933	Jun. 26, 1933
VOLTAGE	Harney	May 22, 1933	
WILBUR	Douglas	Sep. 7, 193?	
WILLOWS	Gilliam	Nov. 11, 1931	
YONCALLA	Douglas	Aug. 24, 1932	



CAPTAIN JACK SLADE: CENTRAL OVERLAND'S VIOLENT ENFORCER

By Les Whall

Joseph Alfred Slade -- Captain Jack Slade -- was buried at Salt Lake City, July 20, 1864. However, Joseph A. Slade died in the spring of 1864 at Virginia City, Montana Territory. The reason behind the unnatural interval between his death and his burial is the tale of a career largely misspent in a lifetime of violent, destructive acts against his fellow men and their property.

Reputedly, J. A. Slade was born to upright and responsible parents in Illinois. Nevertheless, his journey into the far west was itself a flight from the law. When little more than a boy he had allegedly killed a man in Illinois, his first such felonious act, and one that was to be followed by subsequent killings until Slade became one of the most feared and avoided men in the West.

Slade's nefarious reputation was largely made while a station manager, and later division superintendent, for the California, Central Overland, and Pikes Peak Express Company. It was during this same interval that he acquired the name of "Captain" Jack Slade. Originally the C.C.O. & P.P.E. Co. mail service was under the management of Russell, Majors and Waddell. They began their functions in the West as a freighting concern, and in that capacity hired Captain Slade as a teamster. It is a very curious circumstance that a man of Slade's reputation would be hired by Alexander Majors, considering his strict moral standards. Majors was the man who required a Bible-oath guaranteeing good moral conduct and strict integrity while working under his supervision. No doubt Captain Slade missed taking that oath, for his violent, deadly reputation, was even, then well underway.

When Ben Holladay took control of the Central Overland Mail Express franchises, he was beset with all the problems Russell, Majors, and faced and failed to resolve. In addition to the ever-increasing losses to Indian depredations, Holladay's express routes were continually raided employees and their accomplices of criminal inclinations.

To combat the huge losses, Ben Holladay appointed Captain Slade as Division Manager for the Sweetwater Route. This portion of the Overland Service ran from Julesburgh, Colorado, some 200 miles into Wyoming. The previous station manager at Julesburgh had been Jules Reni, for whom the station was named. Reni was also charged with absconding with considerable amounts of livestock, equipment and supplies belonging to the mail company. In a heated exchange with Captain Slade -- who was at the moment unarmed -- Reni emptied a shotgun loaded with buckshot into Slade and left him for dead.



A likeness of Captain Slade.

Slade survived, but carried some of those pellets in his body until the day he died.

At his very first opportunity Slade took care of Reni, who was soon captured by mail company regulators. Slade had Reni tied to a corral post and left him there through a very cold night. Next morning Slade greeted Reni with a revolver and a supply of whiskey. Between generous gulps from the bottle, Captain Slade proceeded to shoot Reni to death by inches. Slade took his time. He even told Reni where he would place the next round. It required 22 shots before Reni was dead. Slade then cut off the dead man's ears, and carried them as mementos of the occasion.

It was during this era of the Overland Mail Service that Mark Twain met the ill-tempered Slade. At the time, Slade was reputed to have killed 26 men, but, in all fairness, responsible frontier residents did not mourn for his victims. Their deaths were considered justified.

Mark Twain's meeting with Slade occurred during breakfast at the Weber mail station. There, Slade insisted that Mr. Twain have the last cup of coffee left in the pot, and Mark Twain later wrote:

I was afraid he had not killed anybody that morning, and might be needing diversion. But, still with firm politeness he insisted on filling my cup, saying that I had traveled all night and better deserved it than he... I thanked him and drank it, but it gave me no comfort, for I could feel sure that he would not be sorry presently that he had given it away and proceed to kill me to distract his thoughts from the loss. But...we left him with only twenty-six dead people to account for...I had pleasantly escaped being No. 27.

Slade's conduct continued to deteriorate with each year along with his continuing abuse of alcohol. His roaring drinking bouts resulted in great destruction of private property whenever he indulged in his wanton exhibitions. Finally, after shooting up a sutler's commissary at an army encampment, military official demanded that Slade be discharged. His ferocious notoriety was such that no one sought the chore of delivering orders terminating his services. In the end, Ben Holladay, himself, came out to the district and performed the duty.

It was from these sequences of violence and misconduct that Captain Slade made his way into the Montana Territory. There he resumed freighting services among the several boomtowns raised up to accommodate a roaring frontier gold-mining episode. He established a large ranch on the Madison River where he built a home for his wife and adopted son.

Joseph A. Slade was a perfect example of a Jekyll and Hyde personality. When sober, he was everything expected of an adult engaged in a responsible service to his community. In this capacity he acquired a following of staunch friends, who stood by him despite his darkest, most disgraceful exploits. Slade married a beautiful and admired woman to whom he a devoted husband -- when sober. His adopted son was the child of a road bandit Slade killed while cleaning up the mail routes. Captain Slade then assumed responsibility for raising the boy.

When drinking, Slade became the violent, destructive opposite in actions and personality. With excessive drink he became progressively more obnoxious and dangerous. In these tantrums he naturally attracted the worst of any town's native element. And, with these inebriated cohorts cheering him on, Slade proceeded to try to tear Virginia City to pieces on succeeding forays of destruction. Store owners finally closed up their facilities whenever Slade began performing with his fellow vandals.

Captain Slade was arrested and re-arrested. Each time, again sober, he offered his apologies, offered to replace and repair destroyed property, paid fines and promised to mend his ways. His vows were only valid until he again embraced the bottle.

Even a roaring frontier mining camp like Virginia City in 1863 and 1864, could only take so much from Captain Slade. Citizens had previously organized a Vigilante Committee to rid the area of criminal road-agents preying on lone stagecoaches and defenseless mining communities. This Vigilante Committee had already executed several outlaws when Captain Slade arrived at Virginia City, and he applauded their efforts.

After one of Slade's especially destructive nights at terrorizing the town, vandalizing assorted properties and insulting people of good standing in the city, Captain Slade was once again arrested. The date was March 10, 1864. This time, instead of a repentant attitude, Slade ripped up the warrant for his arrest and threatened the judge with a handgun.

Even though Slade had committed no killings or robberies at Virginia City, the Vigilante Committee determined that his challenging of the law and his continuing dangerous conduct warranted their serious attention. Heavily-armed miners gathered and marched on Virginia City to show their support of the Committee. Captain Slade was re-arrested, taken into custody, and given one hour to settle his earthy affairs.

Suddenly sober and terrified, Slade begged and pleaded for his life, but there was no appeal possible to a judgement of the Committee. A rider sped the 12 miles to Slade's ranch to inform his wife of the proceedings, but, even though Mrs. Slade was an expert horsewoman, she was unable to reach Virginia City before the sentence had been carried out.

The ritual of Slade's execution was enacted exactly as promised. When his allotted time was up, he was led out to the nearest corral, still pleading his innocence and making vows of repentance. A crossbar had been installed between the two tall upright posts supporting the gates. Over that crossbar hung the rope with its lethal noose awaiting Captain Slade. Amid the last pitiful agonizing pleas for life from Slade and a couple of his braver and closer friends, the noose was positioned around Slade's throat. Finally, whoever was in charge decided that all reasonable proprieties had been extended and ordered that the crate supporting Slade be removed. Thus, Captain Slade became a victim of the same quick frontier justice that he himself had so often administered.

His body was cut down and carried to Virginia City Hotel where the usual spectacle of displaying the remains of executed individuals was enacted. At about that time Mrs. Slade arrived, and was overcome with grief and disbelief at the tragic demise of her husband. When she recovered her wits and her temper, she denounced those involved in an exchange of frontier vernacular that guaranteed no misunderstanding by the local authorities who had sanctioned the execution. She decried the method of death and demanded why he had not been shot rather than being forced "to die like a dog."

The townspeople of Virginia City, having disposed of their community problem (Joseph Alfred Slade), then decided they did not want him buried in Montana Territory. Mrs. Virginia Slade had no compelling reason, other than providing a prompt and decent interment, for performing that rite in the locale of Captain Slade's tragic execution.

In consequence of the adversary situation, Mrs. Slade had a coffin fitted with a lead or zinc container that sealed Captain Slade's body, totally engulfed in alcohol. It is most ironic that the fluid that had caused Slade's downfall and ultimate execution would then preserve his final remains until a sympathetic resting place could be provided.

After Mrs. Slade claimed her husband's body and had it properly preserved, she then rented a home in Virginia City. There, Captain Slade's body occupied one room of the house until the roads opened in early summer and the body could be transported to Salt Lake City. Sometime in June of 1864 Mrs. Slade and the adopted boy took passage to Salt Lake City, and on the same stage went the body of Captain Slade. On July 20, 1864, Joseph Alfred Slade finally found a burial place at the city cemetery.

Originally the interment in Salt Lake City was planned as a temporary resting place until such time as the body could be moved to some site in Illinois. However, the remains of Captain Slade were never again disturbed. Perhaps the family in Illinois decided to let their wayward son and his reputation wither in the locale of his infamy.

Mrs. Slade's choice of Salt Lake City for the burial of Captain Slade was not without cause. After Slade's dismissal from the mail service in 1861, he drifted back into the freighting business between Salt Lake City and Fort Bridger. The Slades, during that time, resided in Salt Lake City until the Captain, in the spring of 1863, decided to move north to Montana Territory.

Considering the relatively short time Captain Slade was located at Virginia City, he accumulated considerable personal property and livestock. On his death, however, debtors quickly claimed the bulk of his estate and left his widow with only a few hundred dollars.

Virginia Slade remained at Salt Lake City until 1865 when she again ventured up to Virginia City. There, she married one of Captain Slade's former friends, Jack Kiskadden. They returned to Salt Lake City where Mr. Kiskadden found success managing a hardware store. Their marriage did not prosper, and ended in divorce after two years. The former Mrs. Slade, along with her adopted son, then drifted into obscurity.

Subsequently, Mr. Kiskadden married a Salt Lake City actress, Annie Adams, and became the father of the very famous Maud Adams.

The neglected grave of Captain Jack Slade is now only one of the many gravesites amid the final resting places of the giants of Utah history, as well as the many more unknown,

common pioneers who labored and suffered to define that particular history.

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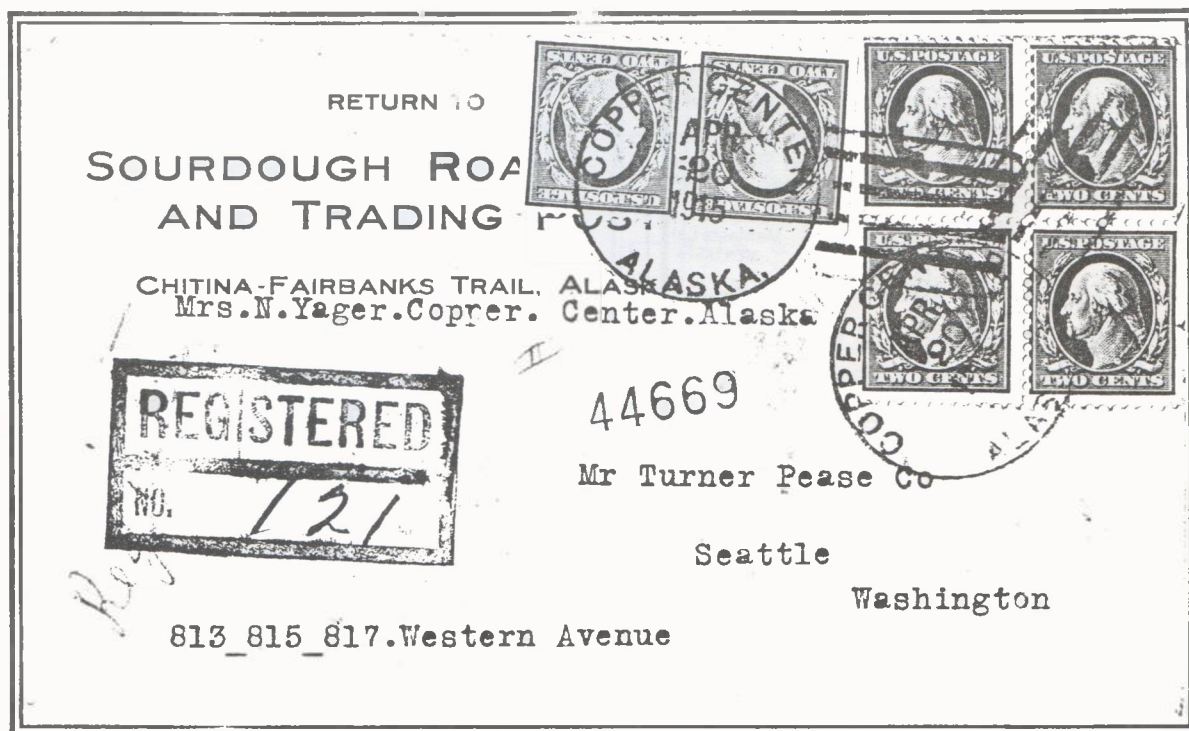


Figure 1. This cover, postmarked Copper Center, Alaska, in 1915, originated at one of the historic roadhouses along Alaska's Richardson Highway.

AN ALASKAN ROADHOUSE COVER

By Richard W. Helbock

Roadhouses were to Alaska in the early years of this century what inns were to medieval Europe -- a place of rest and resuscitation for the weary traveller. Overland travel was exceedingly difficult in pioneer Alaska. Distances between ports and gold camps -- the primary destinations -- were often immense, and travellers spent days laboring along the rough trails, sled and wagon roads.

It is not known who was the first to open a roadhouse in Alaska, but, as travel to the interior increased during the first two decades of the 20th century, roadhouses were established at strategic points -- usually a day's journey apart -- along most of the major routes in the Territory. At their peak during the 1920's, there were said to have been "hundreds" in Alaska.

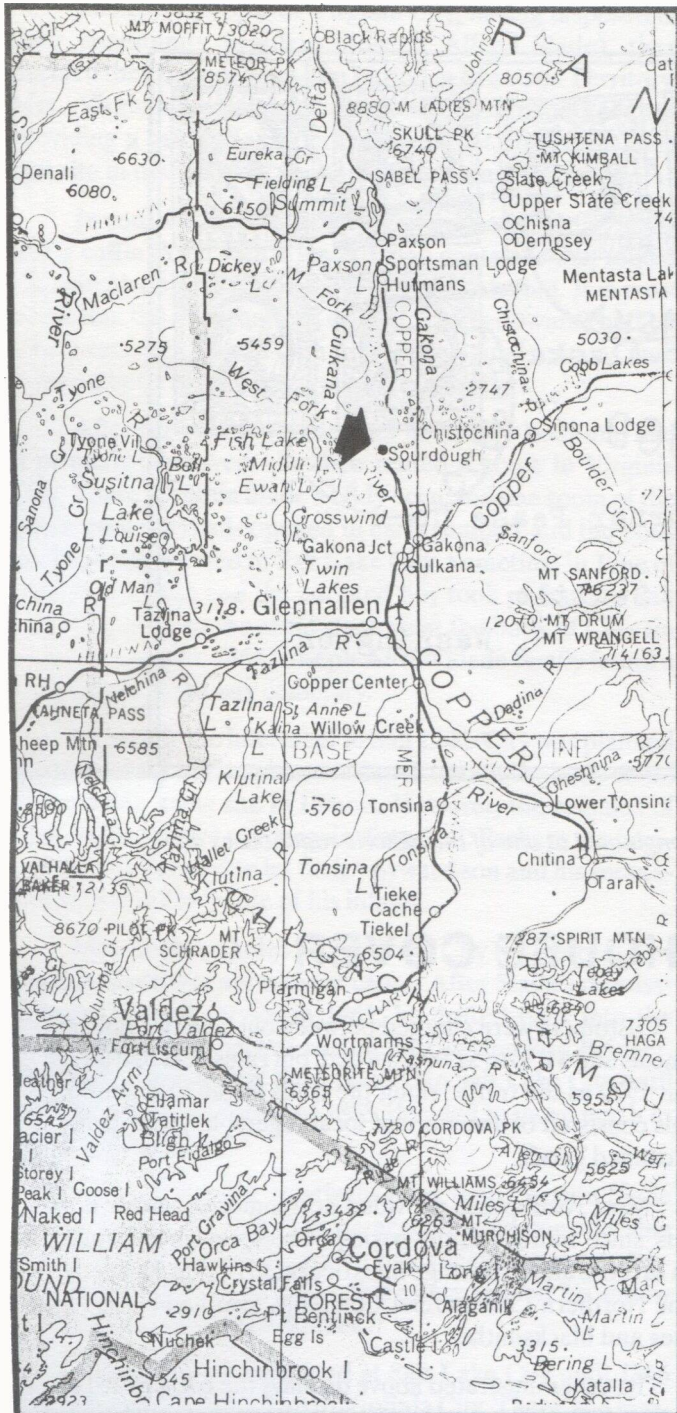
The typical roadhouse was of log construction, with chinks of moss or mud to insulate against the elements. Some boasted roofs of whip-sawed lumber, but others had only sod roofs. Wood floors were a luxury afforded only in the larger establishments. Most roadhouse were quite small, with a larger room which served as a living-dining-sleeping area and a tiny adjoining kitchen. Heat was usually provided by a centrally located stove constructed from a 100-gallon steel oil barrel.

Customers were charged between one and two dollars for meals and \$1.50 to \$2.00 for a bed, but rates declined after about 1920 as the traffic along the trails began to diminish. Meals consisted of a mixture of local vegetables, wild game, and canned goods.

Most roadhouses provided accommodations for dog teams, since winter was the period of heaviest travel. Some, such as those along the stage lines operated by Orr, Kennedy, or the Northern Commercial Company, also had barns for horses and blacksmiths.

The cover illustrated above displays the corner card of Sourdough Roadhouse and Trading Post on the Chitina-Fairbanks Trail. Opened in 1903, at what is now Mile 147.5 of the Richardson Highway (see Map), the Sourdough Roadhouse has the distinction of being the only original roadhouse on the Fairbanks-Valdez Military Road which still functions at its original location.

The first building on the site was a trapper's cabin, probably built around 1884. It is now attached to the back of the roadhouse. In 1906 the roadhouse appears to have been known as "Hart's Roadhouse." It served as a stage station for both the Orr Stage Line and the Kennedy Stage Line. Accommodations included both beds and private apartments,



and the roadhouse gained a reputation for serving outstanding meals.

Mrs. N. Yager began operating the roadhouse in 1908, and continued to serve as its proprietor until about 1913(?) when it was sold to the Wachter Brothers. The brothers reportedly purchased it for their sister, Hazel Wachter, to get her out of Fairbanks where she was said to have been engaged in "various illicit activities." In 1974 the business was operated by the Lauseson Family.

This cover carried business correspondence from Mrs. Yager, who was apparently still involved with Sourdough Roadhouse, to a Seattle firm in April 1915. Postmarked

some 40 miles south along the Trail at Copper Center, the cover had been "sealed" on the reverse with three cartoon Sourdough bulldogs, one of which is shown enlarged in Figure 2.



Figure 2. Enlargement of one of the three Sourdough bulldog labels used to seal the cover.

The most probable route travelled by this cover was by sled from Sourdough Roadhouse to the Copper Center post office, and by sled again from Copper Center to Chitina. At Chitina the mails were loaded on board a car of the Copper River & Northwestern Railroad and then carried by train to Cordova, where they were finally shipped south to Seattle.

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1.	Chignik	1912	PFC Fine	15.00
2.	Douglas	1909	PFC Fine	12.00
3.	Eureka	1911	PFC Fine	15.00
4.	Port Alexander Cvr.	Type 2 F.1934		9.00
5.	Treadwell	1908	PFC Fine	8.00
ARIZONA				
6.	Alpine	1901	Cover Rare Just Fine light but easily readable	300.00
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8.	Holbrook	Type 9	Cover Fine	40.00
9.	Holbrook	Type 10	Cover Fine	25.00
10.	Holbrook	Type 11	Cover Fine	20.00
COLORADO				
11.	Deer Trail	1906	PFC Doane F	9.00
12.	Halfway	1905	PFC Doane F	7.00
13.	Montclair	1907	PFC Doane F	7.00
14.	Wallstreet	1909	PFC Doane F	12.00
IDAHO				
15.	Egin Terr.	1886	Flurred Cancel	40.00
16.	Basalt	1910	PFC Doane F	8.00
17.	Chilly	1911	IPC Fine	8.00
18.	Clifton	1909	IPC VF Doane	10.00
19.	Dempsey	1911	PFC Fine	20.00
20.	New Plymouth	1907	PFC Rcvg M.	9.00
21.	Sugar	1912	Cvr Doane Fine	12.00
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22.	Orangeville Terr	1895	Fine	35.00
23.	Promontory Terr.	1895	Cv Fine	45.00
24.	Richfield Terr.	1893	Cv. Fine	30.00
MONTANA				
25.	Lennep	1909	PFC Doane Fine	12.00
26.	Lyon	1906	Cvr Doane Fine	10.00
27.	Stuart	1905	PFC Doane Average	10.00
28.	Silver	1908	IPC Doane Fine	10.00
WASHINGTON				
30.	Eden	1909	PFC Doane VF	12.00
31.	Fort Simco	PFC	Doane Fine	12.00
32.	Kopiah	1907	PFC Doane Fine	8.00
33.	Laerosse	1911	GPC Doane Fine	12.00
34.	Rochester	1906	Rcv Doane Fine	10.00
35.	Somer	1909	PFC Doane Fine	12.00
WYOMING				
36.	Careyhurst	PFC 1910	Fine	15.00
37.	Fayette	PFC 1912	Fine	17.00
38.	Knight	PFC 1911	VF	17.00
39.	Springer	PFC 1911	Fine	17.00
40.	Monarch	PFC 1908	Fine	12.99
41.	Bridger	PFC 1909	Fine	15.00
42.	Donald	PFC 1912	Doane F	15.00
43.	Firdseye	PFC 1911	Doane F.	25.00
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49.	Badwater	PFC 1914	Fine.	20.00

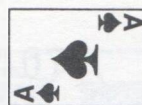
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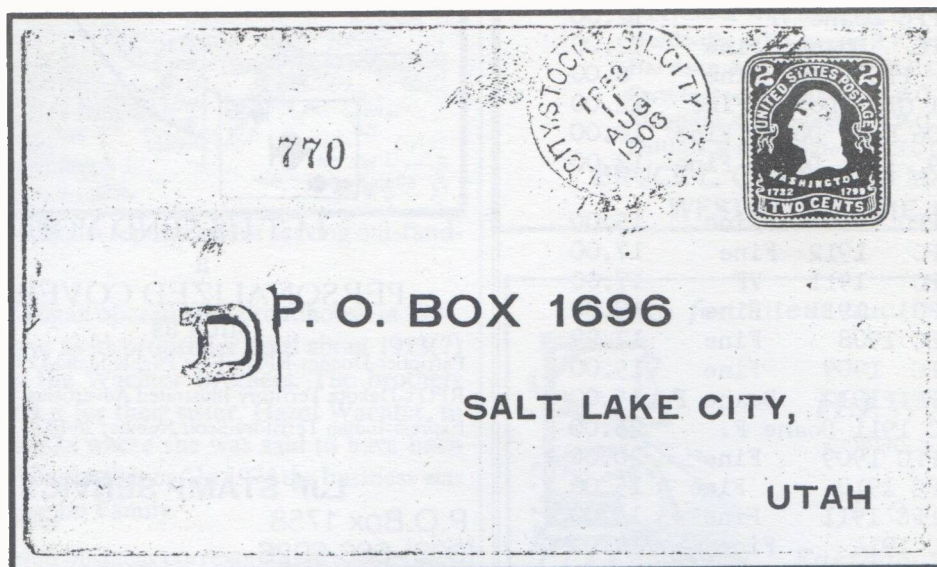
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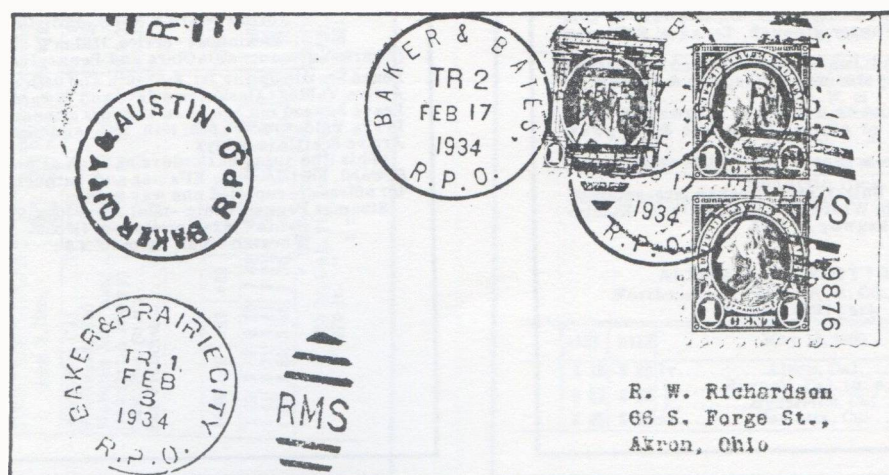
APRIL, 1909

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1. Alaska Mail Service
2. Juneau & Sitka RPO
3. Seattle & Kodiak RPO
4. Seattle & Seward RPO
5. A & C Jct & Parker RR
6. Alameda & San Francisco RR
7. Albany & Yaquina RPO
8. Albuquerque & Ashfork RPO
9. Albuquerque & El Paso RPO
10. Alton & Carlotta RR
11. Altedena & Los Angeles RPO
12. Angels Camp & Jamestown RR
13. Alturas & Reno RPO
14. Arcata & Eureka RR
15. Arlington & Condon RR
16. Arrowhead Spgs & San Bernardino RR
17. Ashfork & Phoenix RPO
18. Alturus & Likely RR
19. Attalla & Wallula RR
20. Baker City & Austin RPO
21. Bakersfield & McKittrick RR
22. Battle Mountain & Austin RPO
23. Beckwith & Boca RR
24. Bell. & Anacortes RPO
25. Bell., PT Towns. & Seattle RPO
26. Bell. & Seattle RPO
27. Bell. & S. Bellingham RR
28. Biggs & Shaniko RPO
29. Big Springs & El Paso RPO
30. Bisbee & Osborn RR
31. Blackfoot & Mackay RPO
32. Blair Junct. & Blair RR
33. Blaine & Seattle RPO
34. Boise & Caldwell RR
35. Boise & Weiser RPO
36. Boulder Creek & Felton RR
37. Boundary & Marcus RR
38. Bovill & Palouse RPO
39. Brewster & Wenatchee RPO
40. Burbank & Lankershim RR
41. Burke & Wallace RR
42. Butte & Anaconda RPO
43. Butte & Salt Lake City RPO
44. Calistoga & Vallejo Jct. RPO
45. Camino & Placerville RR
46. Carson City & Minden RR
47. Casa Verdugo & Los Angeles RR
48. Cascade Junction & Fairfax RR
49. Cazadero & San Francisco RPO
50. Cement & Tolenas RR
51. Centralia & South Bend RPO
52. Cheyenne & Pocatello RPO
53. Chico & Oroville RR
54. Cobre & Ely RPO
55. Cle Elum & Roslyn RR
56. Clifton & Lordsburg RPO
57. Chloride & McConnico RR
58. Cochise & Pearce RR
59. Coeur d'Alene & Spokane RPO
60. Colton & Clear RR
61. Colusa & Sites RR
62. Corrine & Kelton RR



ALASKA SERVICE.

ALASKA MAILS.—WINTER SERVICE.

During the winter months (approximately October 1st to May 31st), mails for Nome and vicinity, for Saint Michael and for points on the Yukon River below Tanana, for Fairbanks and Fairbanks Dis. including Deadwood and Miller House and points on the Tanana River and on the Koyukuk River, are dispatched via steamer to Valdez going forward from that point via the Valdez-Fairbanks-Tanana route. Mails leave Valdez for Fairbanks every Monday during October and May, every Monday and Thursday in November and April, and on Monday, Thursday and Saturday November 14th to April 8th, and are due at Fairbanks in 10 days. Mails for Tanana and points beyond leave Fairbanks every Thursday on arrival of mail from Valdez and are due at Tanana in 9 days, at St. Michael in about 27 days and at Nome in about 35 days.

Mails for Dawson, Y. T., and points in British Columbia and Yukon Territory between Dawson and Skagway, are carried overland from terminus of the White Pass & Skagway R. R. with frequency of three times a week to the points between Skagway and Dawson, and once a week from Dawson to Eagle. Mails are due at Eagle in about 12 days from date of departure from Skagway.

Service is performed on route between Eagle and Tanana twice per month, and on route between Eagle and Chicken three times per month. Mails for points on these routes (which include Eagle, Nation, Circle, Fort Yukon, Steel Creek, Jack Wade, Franklin and Chicken) are dispatched via Skagway and Eagle. Matter for Rampart is dispatched via Valdez only; matter for Circle, Fort Yukon, Caro and Chandler is dispatched via Valdez and via Skagway.

During the winter season, mails for all of the points above referred to are restricted to letters in their ordinary form, including postal cards, excepting where the quantity of such letter mail does not equal the weight limit, in which case singly wrapped newspapers and periodicals from the office of publication addressed to individual subscribers, public libraries and newspaper publishers, transient newspapers and periodicals and printed matter of all kinds (except books, trade catalogues and circulars) will be admitted to make up the full amount.

On the routes centering at Eagle the limit of weight which may be dispatched is as follows: 400 pounds per week Dawson to Eagle; 200 pounds per trip three trips per month between Eagle and Chicken; 400 pounds per trip, two trips per month, Oct. 1 to May 15, between Eagle and Tanana.

The weights which may be dispatched via Valdez and the routes beyond that point are: Between Valdez and Fairbanks 800 pounds per single trip each way, once a week in October and May; 800 pounds per trip each way, two trips per week Nov. 1 to May 31; twenty additional weekly trips during the period from Nov. 24 to April 8 carrying 400 lbs. each trip; also, 32,000 lbs. additional to be carried from Valdez to Fairbanks, between Dec. 1 and March 31. Between Fairbanks and Tanana 800 pounds once a week each way Oct. 1 to May 31, with 18 additional trips Fairbanks to Tanana, carrying 400 pounds per trip Dec. 1 to March 31. Between Tanana and St. Michael, 800 pounds once a week each way, Oct. 1 to May 31, with 16 additional trips Tanana to Unalakleet, carrying 400 pounds per trip, Dec. 10 to March 31. Between Unalakleet and Nome, 600 pounds once a week each way Nov. 1 to May 31, with 16 additional trips Unalakleet to Nome, carrying 400 pounds per trip Dec. 20 to April 20.

The weight limits as stated include mail for the intermediate points on the various routes.

All mails for Alaska are dispatched from Seattle, Wash., only. Steamers leave Seattle for Valdez six times per month, arriving at Valdez in from six to ten days. Steamers leave Seattle for Skagway not less than four times per month, December 1st to February 28th, and eight times per month the remainder of the year, reaching Skagway in from 4 to 7 days.

For the supply of Skagway, Juneau, Douglas and intermediate points between Seattle and Skagway, see Seattle & Skagway R. P. O. Sitka is supplied by steamer from Juneau with a frequency of once every six days via Juneau & Sitka R. P. O., steamers of this line calling also at Douglas, Funter, Hoonah, Tenakee, Killisnoo and Chatham.

Points between Skagway and Juneau are supplied once every six days November to April by steamer of Skagway & Juneau R. P. O.

Haines is supplied three times a week from Skagway in addition to supply twice a month or oftener by Seattle & Skagway R. P. O.

Wrangell is supplied twice a month by Seattle & Skagway steamer.

Calder, Shakan, Klawock, Sulzer and Howkan are supplied twice a month by steamer from Wrangell and Ketchikan. Ketchikan is supplied by Seattle & Skagway R. P. O.

Snettisham, Sundam, Windham and Kake are supplied once a week by steamer from Juneau.

Steamers sailing from Seattle supply Cordova, Valdez, Fort Lisicum, Ellamar and Latouche and Seward five times a month; Katala, Seldovia, Orca, Yakutat and Kodiak once a month. Connecting steamer carries mail to points between Seward and Unalakleet (Dutch Harbor) once a month. See Seattle & Seward, Seattle & Kodiak and Seward & Unalakleet R. P. O.'s.

Afognak is supplied twice a month from Kodiak. Cleary is supplied four times a month from Circle.

Deadwood and Miller House are supplied four times a month from Cleary. Berry, Chatanika, Chena, Cleary, Dome, Eldorado, Fox, Gilmore, Meehan, Olness and Vault are supplied six times per month from Fairbanks.

Caro and Chandler are supplied once a month from Fort Yukon. Sunrise and Hope on Cook's Inlet are supplied twice a month, November to March, from Seward.

Kenai and Kussloff (n.o.) on Cook's Inlet are supplied from Homer once a month from November to March, inclusive.

Glacier Creek (n.o.), Crow Creek (n.o.), Knik, Sustina and Tironok are supplied once a month, during Jan., Feb. and Mar., from Seward. Weight limit 100 pounds.

Nushagak is supplied once a month from Cold Bay (n.o.), November 1 to April 30; weight limit 200 pounds. Cold Bay is supplied by Seward & Unalakleet R. P. O.

Quinhagak and Bethel are supplied once a month from Koserofsky November to March; weight limit 200 pounds. Koserofsky and Anvik are supplied by carrier leaving Nulato once a month on arrival of mail from Tanana.

Bettles and Coldfoot are supplied once a month Oct. 15 to May 15 from Tanana; weight limit 50 pounds per trip.

Barrow is supplied from Kotzebue, mail leaving that point about Dec. 15 and April 1, arriving at Barrow in about 45 days, weight limit 150 pounds per trip.

The quantity and class of mail carried by steamers are not restricted. Mail of all classes is carried.

JUNEAU & SITKA R. P. O. Steamboat Service.

Juneau S. S. Co., Contractor. Route 78/80, 232.50 miles.
(Stmr. Georgia.) (Seattle.)

Leave Juneau April 6, 12, 18, 24, 30 at 8 a. m., and leave Sitka following day. Running time 35 hours each way, supplying the intermediate points of Douglas, Point Retreat, Light House (n.o.), Funter, Hoonah, Tenakee, Killisnoo and Chatham each way and Gypsum, Tyee and Baranoff one way on trip from Juneau and Warm Springs (n.o.) one way on trip from Sitka every 12 days.

Leave Juneau April 8 and 19 and leave Sitka on following day, supplying the intermediate points of Douglas and Killisnoo each way. Postal clerk authorized to make delivery at all points not post offices.)

Steamer Georgia—mail room, 8' x 6'.

SEATTLE & KODIAK R. P. O. Alaska Commercial Co., Contractor.

Steamboat Service, about 2250 m's. Rt. 78092. (Seat.)
(Stmr. Portland.)

Leave Seattle about the 5th and Juneau about the 9th of each month, supplying Yakutat, Katala, Cordova, Orca, Ellamar, Fort Lisicum, Valdez, Latouche, Seward, Seldovia, Homer (n.o.) and Kodiak.

Postal clerk authorized to make delivery also at all points not post offices.

Steamer Portland, mail room, 5' x 6'.

Steamer Bertha leaving Seattle 20th of each month also carries closed pouches (letter mail only) from Seattle to Katala, Cordova, Valdez, Latouche, Seward and Yakutat, Alaska.

SEATTLE & SEWARD R. P. O. Northwestern S. S. Co., Ltd., Contractor.

Steamboat Service, 1567 m's. Rt. 78091. (Seat.)
(Stmr. Yucatan, Santa Clara and Pennsylvania.)

Leave Seattle on the 1st, 8th, 16th and 24th of each month.

Arrive Valdez (Alaska) in 6 days and Seward in 8 days.

Leave Seward not less than 12 hours after arrival there.

Leave Valdez on the 6th, 13th, 20th and 28th of each month.

Arrive Seattle in 6 days.

(This line supplies Cordova as often as practicable; also Valdez, Seward, Fort Lisicum, Ellamar and Latouche, Alaska. Three latter offices are supplied one way only.)

Steamer Pennsylvania—mail room 10' x 9'.

" Santa Clara—mail room 11' x 9'.

" Yucatan—mail room 10' x 9'.

ALTADENA & LOS ANGELES R. P. O.

(Los Ang.)

R. P. O. service, through run 15.59 m's. Pacific Electric Rwy. Co. Rt. 376022. Closed pouch service, Pasadena to Los Angeles (short line), 11.40 m's.

*446	*157	*1403	*1103	*87	*3303	*658	*73	*53	*a12	*a15	May 16, 1909	*a20	*84	*a302	*8	*112	*b346	*366	*92	*a16	*50
6 25	6 01	3 10	1 51	12 31	6 00	5 45	3 02	9 30	9 40	9 47	6 45	9 02	8 52	8 45	6 37	7 17	7 39	10 57	12 47	7 52	1 32
						5 55	3 12	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						6 02	3 19	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						6 07	3 28	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						6 10	3 31	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						6 24	3 37	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						6 43	3 44	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 01	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 07	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 12	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
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						7 06	4 27	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 32	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 37	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 42	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 47	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 52	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	4 57	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	5 02	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
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						7 06	8 27	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	8 32	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
						7 06	8 37	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
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						7 06	8 57	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00	1 30
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						7 06	9 12	9 40	9 40	9 57	6 55	9 10	8 55	8 48	6 45	7 25	7 47	11 07	12 57	8 00</	

16' apartment car (fw).

* Daily except Sundays and holidays.

† Holidays only.

Tr. 636 South	From	Tr. 73 South	From	Tr. 53 South	From
* Los Angeles, Cal.	Pasadena	* L.A. & Balboa tr. 71	Los Ang.	* L.A. & S. Diego tr. 73	Los Ang.
Tr. 15 South	From	Tr. 20 North	From		
a. Craft & L. A. tr. 16	Los Ang.	a. Echo Mount'n, Cal.	Altadena		
a. S.F., S.J. & L.A. tr. 21					

ANGELS CAMP & JAMESTOWN R. R.

Sierra Rwy. Co. of California, 20.20 m's. Rt. 176033 (L. San Fran.)

a21	Sept. 1, 1907	a22
6 45 lv	Angels Camp, Cal	ar 6 45
8 30 ar	Jamestown, Cal	lv 4 45

ALTURAS & RENO R. P. O.

N-C-O Rwy., 185.69 m's. Rt. 176058 Alturas to Madeline; 175006 Madeline to Reno. (R. San Fran.)

b2	May 2, 1909	b1
5 00 lv	Alturas, Cal	ar 8 45
6 35	Likely, Cal., (n. j.)	8 15
8 50	Madeline, Cal (d.s.)	8 30
10 30	Plumas Jct., Cal	10 50
12 15	Reno, Nev	12 30
5 30 ar		6 50

25' apartment car (fw)
Train 1 meets train 2 at Amedee, Cal. 1 00

Tr. 2 SOUTH	FROM	Tr. 1 NORTH—CON.	FROM
b. Milford, Cal.	Doyle	b. Susanville, Cal D&D	Purser
b. Beckwith, Cal.	Plum sJct	b. Susanville—way	"
b. Clairville, Cal.	"	p. Secret, Cal.	Karlo
b. Vinton, Cal.	"	r. Shumway, Cal.	Horse L's
b. Clio, Cal.	"	r. Glade, Cal.	Hansen
b. Og. & San F. tr. 23	Reno	b. Ft. Bidwell—Way	Alturas
b. " " 24	"	b. Lakeview, Oreg	"

Tr. 1 NORTH	FROM
b. Beckwith, Cal.	Plum's Jct
b. Clairville, Cal.	"
b. Vinton, Cal.	"
b. Clio, Cal.	"
b. Long Valley, Cal	Constan'a
b. Milford, Cal	Doyle

ARCATA & EUREKA R. R.

Northwestern Pacific R.R. Co., 8.39 m's. Rt. 176044 part. (R. San Fran.)

*7	b11	b9	b5	May 15, 1909	b6	b10
12 45	4 00	2 45	8 10 lv	Arcata, Cal	ar 9 35	3 50
1 10	4 25	3 10	8 35 ar	Eureka, Cal	lv 9 10	3 25

* Irregular; on days steamers sail from Eureka for San Francisco.

ARLINGTON & CONDON R. P. O.

Oregon R. R. & Nav. Co., 45.49 m's. Rt. 173029. (Port.)

b18	May 16, 1909	b17
1 45 lv	Arlington, Oreg	ar 11 30
5 00 ar	Condon, Oreg	lv 8 30

17' apartment car (f-w).

Tr. 17 North	FROM
b. Poc. & Port. tr. 12	Arlington
b. " " tr. 11	"

ARROWHEAD SPRINGS & SAN BERNARDINO R. R.

The San Bernardino Valley Traction Co. (Electric), 7.67 m's. Rt. 76032. (Los Ang.)

e8	b4	b2	Dec. 16, 1907	a1	b3
9 45	8 05	10 05 lv	Arrowhead Springs, Cal.	ar 11 40	5 40
10 10	8 30	10 30 ar	San Bernardino, Cal	lv 11 15	5 15

ASHFORK & PHOENIX R. P. O.

Santa Fe, Prescott & Phoenix Rwy. Co., 194.08 m's. (Los Ang.) Rt. 168006.

a3	a1	Sept. 19, 1908	a2	a4
7 55	5 50 lv	Ashfork, Ariz	ar 11 45	5 05
9 25	7 22	Junction, Ariz	9 59	3 35
9 25	7 22	P. & E. Junction (n.o.)	9 30	3 15
9 26	7 55	Prescott, Ariz	9 15	2 50
10 12	8 10	A. & C. Jct. (n.o.)	4 57	10 35
10 20	8 20	Wickenburg, Ariz. (n.j.)	4 47	1 25
1 00	2 24	Phoenix, Ariz	2 45	8 30
1 15	2 35			
4 40	2 15 ar			

Mountain time.
18' apartment cars (fw).
For additional trains over this line running between P. & E. Jct. (n.o.) and Prescott, Ariz., see Prescott & Crown King R. P. O.

Tr. 2 NORTH	FROM	Tr. 1 SOUTH	FROM
a. Congress, Ariz	Cong. Jct.	a. Jerome, Ariz	Jerome Jc
a. Jerome, Ariz	Jerome Jc	a. Pres. & Cr. King	Prescott
p. Pres. & Cr. King tr. 8	Prescott	a. Congress, Ariz	Cong. Jct.
a. Albuq. & Ash tr. 2	Ashfork	a. Return tr. 2	Morrist'n
a. Ash & L. A. tr. 7	"		

ALTURAS & LIKELY R. R.

Nevada-California-Oregon Rwy., 20.52 m's. Rt. 176058, part.
(R-San Fran)

	b2	Apr 25, 1909	b1	
	5 30 lv	Alturas, Cal	ar 10 00	
	7 25 ar	Likely, Cal	lv 8 45	

ASHFORK & LOS ANGELES R. P. O.

A. T. & S. F. Rwy. Co., 488.75 ms. via Pasadena; 507.80 ms. via Orange.
Rt. 167003 part, Ashfork to Needles; 176042 Needles to Barstow;
176058 Barstow to Los Angeles; 176074 part, San Bernardino to
Highgrove; 176055 Highgrove to Orange; 176063 part, Orange to
Los Angeles. (Los Ang.)

	a3	June 6, 1909	a2	a8	a4	
	1 57	2 00 lv	Ashfork, Ariz.	ar 5 15	4 10	4 25
	3 10	3 10	Seligman, Ariz. (n.j.)	4 10	3 10	3 30
p13	2 15	2 15	Kingman, Ariz. (n.j.)	3 05	2 05	2 15
11 10	4 55	4 47	McConnico (n.o.)	11 10	10 37	11 05
11 20	5 02	4 55	Needles, Cal. (n.j.)	10 35	10 16	10 45
	6 35	6 25		8 15	7 45	8 35
	6 45	6 50	Blake, Cal.	7 50	7 20	8 25
a1	8 15	8 30	Stagg, Cal.	6 50	6 15	7 25
11 30	10 45	11 05	Daggett, Cal.	3 45	3 18	4 35
1 40	12 10	12 25	Barstow, Cal.	2 20	2 00	3 10
2 05	12 30	12 50	Highland Jct., Cal. (n.o.)	2 05	1 40	2 55
2 15	12 45	1 25	San Bernardino, Cal.	1 45	1 10	2 45
5 29	3 31	4 11	Orange, Cal.	10 36	10 15	12 05
5 35	3 35	4 15		10 30	10 10	12 01
*a41	7 45	5 55	Colton, Cal.	10 15	10 00	11 55
			Highgrove, Cal.	4 32		9 55
			Riverside, Cal.	4 39		
			Corona, Cal. (d.s.)	4 46		
				5 12		
				5 50		
			Anaheim, Cal.	5 53		
			Upland, Cal.	6 04		
8 23	6 39	4 23	Lordsburg, Cal.	8 37	11 23	9 08
8 38	6 56	4 36	San Dimas, Cal.	9 22	11 11	8 51
8 45	7 00	4 42	Monrovia, Cal.	9 17	11 05	8 45
9 07	7 27	5 00	Pasadena, Cal.	8 47	10 43	8 22
9 32	8 02	5 31	So. Pasadena, Cal.	8 27	10 25	8 02
9 58	8 08	5 37	Los Angeles, Cal.	8 18	10 18	7 53
10 00	8 30	6 00		8 00	7 30	10 00

Mountain time Will. to Seligman, Pacific time Selig. to Los Ang.

ATTALIA & WALLULA R. R.

Northern Pacific Rwy. Co., 8.11 m's. Rt. 171018 part. (Spok.)

	a213	a203	May 23, 1909	a204	a214	
		8 35 lv	Attalia, Wash	ar 8 20		
		8 00	Hunts Jet (n.o.)		9 00	
		8 05	Wallula, Wash	lv 8 10	8 50	

BAKER CITY & AUSTIN R. P. O.

Sumpter Valley Rwy. Co., 62.24 m's. Rt. 173017. (Port.)

	a1	June 14, 1908	a2	
	9 30 lv	Baker City, Or.	ar 5 30	
	1 10 ar	Austin, Or.	lv 2 10	

17' apartment car (fw).

TRAIN 2 EAST.	FROM	TR. 1 WEST	FROM
a. Poc. & Port. tr. 5.	Baker City	a. Unity-Way	Salisbury
a. " " " 2	"	a. Canyon City, Or.	Austin

BAKERSFIELD (KERN STA.) & MCKITTRICK R. R.

Southern Pacific Co., 47.96 m's. Rt. 176099. (L-San Fran.)

	a88	a86	Apr. 18, 1909	a87	a93	
	8 30	8 15 lv	Kern Sta., Cal.	ar 4 20	4 40	
	8 33	8 18	Kern Jct., Cal. (n.o.)	4 17	4 37	
	8 50	8 35	Gosford, Cal. (n.o.)	4 00	4 20	
	10 20 ar		McKittrick, Cal.	lv 2 20		

Closed Pouches.	TR	Closed Pouches.	TR
From Bakersfield, Cal.		From Kern Station.	
McKittrick, Cal.	a 86	Buttonwillow, Cal.	a 86
		McKittrick, Cal.	a 86

McCloud River R. R. Co., 36.03 m's. Rt. 176115. (R-S. Fran.)

	a1	a3	a5	Oct. 1, 1908	a2	a6	a4
			5 00 lv	Barile, Cal	ar	9 50	
9 30	3 40	6 25	McCloud, Cal. (n.j.)	8 00	8 15	1 45	
10 47	4 57		Sisson, Cal	lv 6 45		12 30	

BATTLE MOUNTAIN & AUSTIN R. R.

Nevada Central R. R. Co., 91.60 m's. Rt. 175003. (R-San Fran.)

	p1	Oct. 11, 1908	w2	
	8 30 lv	Battle Mountain, Nev.	ar 2 30	
	3 00 ar	Austin, Nev.	lv 9 00	

BECKWITH & BOCA R. R.

Boca & Loyalton R. R. Co., 39.86 m's. Rt. 176104. (R-San Fran.)

	b17	Aug. 2, 1908	b16	
	3 00 lv	Beckwith, Cal.	ar 12 35	
	3 35	Loyalton, Cal. (d.s.)	12 00	
	4 10		10 20	
	5 54 ar	Boca, Cal	lv 8 45	

BELLINGHAM & ANACORTES R. P. O.

Steamboat Service, 103.25 m's. Rt. 71067. (Seattle.)
(Stmr. Islander)
(Sehome Dock—Bellingham)
(Curtis Dock—Anacortes)

	o	Jan. 8, 1907	p	
	6 00 lv	Bellingham, Wash	ar 8 00	
	6 15	South Bellingham Station	6 20	
	9 20	Olga, Wash. (d.s.)	3 35	
	9 45	Newhall, Wash. (d.s.)	3 10	
	10 35	Eastsound, Wash. (d.s.)	2 30	
	12 00	Orcas, Wash. (d.s.)	1 45	
	12 30	Westsound, Wash. (d.s.)	1 15	
	1 15	Deerharbor, Wash. (d.s.)	12 30	
	2 00	Friday Harbor, Wash. (d.s.)	11 45	
	3 00	Lopez, Wash	10 30	
	8 00 ar	Anacortes, Wash	lv 7 00	

Steamer Islander—mail room, 6' x 6'.

NORTHBOUND	FROM
p Blaine & Seat. tr. 277	Belling'm

BELLINGHAM, PORT TOWNSEND & SEATTLE R. P. O.

Steamboat Service, 188.69 m's. Rt. 71074. (Seattle)
(Stmr. Rosalie)
(Colman Dock)

	p	Aug. 29, 1906.	o	
	12 01 lv	Bellingham, Wash	ar 12 00	
	12 15	South Bellingham Station	9 00	
	2 15	Olga, Wash. (d.s.)	6 20	
	2 30	Newhall, Wash. (d.s.)	6 00	
	3 10	Eastsound, Wash. (d.s.)	5 00	
	4 20	Orcas, Wash. (d.s.)	3 50	
	5 30	Westsound, Wash. (d.s.)	3 00	
	6 10	Deerharbor, Wash. (d.s.)	2 10	
	7 10	Roche Harbor, Wash. (d.s.)	1 10	
	8 30	Friday Harbor, Wash. (n.j.)	11 00	
	9 10	Lopez, Wash	10 10	
	2 00	Port Townsend, Wash	6 00	
	10 00 ar	Seattle, Wash	lv 12 01	

Steamer Rosalie—mail room, 7' x 7'.

NORTHBOUND	FROM
o. Bell. & Anacortes.	Friday
o. Blaine & Seat. tr. 277	Belling

BELLINGHAM & SEATTLE R. P. O.

Northern Pacific Rwy. Co., 118.03 m's. Rt. 171044 Bellingham to
Wickersham; 171020 part, Wickersham to Woodinville; 171018 part,
Woodinville to Seattle. (Seat.)

	*a2	a8	a4	Nov. 1, 1908	a3	a7	*a1
	3 20	7 30 lv	Bellingham, Wash	ar 1 30	10 00		
	4 20	8 30		12 30	8 55		
			Wickersham, Wash				
12 52	4 20	8 30		12 30	8 55	2 40	
1 25	4 50	9 00	Sedro Woolley, Wash.	11 59	8 25	2 10	
2 30	6 05	10 05	Arlington, Wash	10 55	7 20	12 59	
3 05	6 45	10 42	Hartford, Wash	10 15	6 45	12 22	
3 30	7 10	11 07	Snobomish, Wash	9 50	6 20	11 59	
4 10	7 50	11 50	Woodinville, Wash	9 02	5 32	11 15	
5 10	8 55	1 00 ar	Seattle, Wash	lv 8 00	4 30	10 20	

30' apartment car (fw).

Tr. 3 meets tr. 4 at Gatchell.	* Sumas & Seattle R. P. O.
" 7 " " 2 bet. Seattle and Yesler	10 30
" 4 " " 1 at Maltby	4 50
" 8 " " 7 at Hartford	11 35
" 1 " " 2 at Big Lake	6 45
	1 45

b4	b2	Aug. 22, 1904.	b1	b3
2 20	9 20	lv ... Bellingham, Wash..... ar	9 20	2 20
2 40	9 40	ar South Bellingham Sta., Wash lv	9 00	2 00

b4	b2	Aug. 22, 1904.	b1	b3
2 20	9 20	lv ... Bellingham, Wash..... ar	9 20	2 20
2 40	9 40	ar South Bellingham Sta., Wash lv	9 00	2 00

Southern Pacific Co., 13.81 m's. Rt. 176024 Berkeley to Oakland Pier (n.o.); 176001 part, West Berkeley Station to Shell Mound (n.o.) and Oakland Pier (n.o.) to San Francisco.
NORTHBOUND
(R-San Fran.)

to Shell Mound (n.o.), and Oakland Pier (n.o.) to San Francisco.																						
NORTHBOUND																						
(S-San Fran.)																						
Aug. 1, 1908																						
a404	a408	a410	a412	a416	a420	a422	a426	a430	a434	a436	a440	a442	b444	b450	b454	a464	b470	b472	a480	a482	a485	a492
San Francisco, Cal.	lv	6 50	6 40	7 00	.....	.....	.....	10 20	11 00	.....	12 00	.....	12 40	1 40	2 20	4 40	5 00	.....	.....	7 20	8 20	10 20
Oakland Pier, Cal.	.....	6 50	6 40	7 00	.....	.....	9 20	.....	10 20	.....	12 00	.....	1 00	2 00	4 40	5 20	.....	.....	.....	7 20	8 40	10 40
Oakland (16th St.)	.....	6 24	7 04	7 24	7 44	8 24	9 04	9 24	10 24	11 44	12 24	12 44	1 04	2 04	4 44	5 24	5 44	.....	.....	7 04	7 24	8 44
Shell Mound, Cal. (n.o.)	.....	6 29	7 29	7 49	8 29	9 09	9 29	10 49	11 29	11 49	12 29	12 49	1 09	2 29	4 49	5 29	5 49	.....	.....	7 09	7 29	8 49
Berkeley, Cal.	.....ar	6 40	7 40	8 00	8 40	9 20	9 40	10 40	11 00	11 40	12 00	12 40	1 00	2 00	3 00	4 40	5 40	6 00	7 20	7 40	9 00	11 00

SOUTHBOUND																							
Aug. 1, 1908																							
b405	a407	a411	a413	a415	a417	a419	a423	a427	a429	a435	a437	b439	a441	b443	b447	b453	a465	a467	a469	a465	a471	b473	a479
Berkeley, Cal.	.....lv	6 07	6 27	7 07	7 27	7 47	8 07	8 27	9 07	9 47	10 07	11 07	11 27	11 47	12 07	12 27	1 07	.....	.....	.....	2 27	2 47	3 07
Shell Mound, Cal. (n.o.)	.....	6 16	6 36	7 16	7 36	7 56	8 16	8 36	9 16	9 56	10 16	11 16	11 36	11 56	12 16	12 36	1 16	.....	.....	.....	2 36	2 56	3 16
Oakland (16th St.)	.....	5 21	6 41	7 17	7 41	8 01	8 41	9 21	10 01	10 21	11 01	11 41	12 01	12 21	12 41	1 01	2 01	2 21	.....	.....	2 41	3 01	3 21
Oakland Pier, Cal.	.....	6 28	6 46	.....	.....	8 06	8 28	.....	9 48	.....	10 28	11 28	11 48	12 08	12 28	1 28	2 28	2 46	.....	.....	2 46	3 08	3 28
San Francisco, Cal.	.....ar	6 43	.....	.....	8 48	.....	.....	9 48	.....	10 48	11 28	11 48	12 08	12 48	1 48	2 48	3 28	.....	.....	.....	3 28	3 48	4 48

Tr. 4483 lv. Berkeley. 9 13 Tr. 4483 lv. Berkeley. 9 17 ar. 16th St. 9 31 Tr. 4487 lv. Berkeley. 9 37 ar. San Francisco 12 43																						
Tr. 4453 lv. Berkeley. 7 07 ar. San Francisco. 7 48																						

[illegible]

Feb. 6, 1905												
*8	*7	e5	b3	b1		a2	b4	*6	b8			
15	12	30	10	30	7 45	6 45	lv. Berkeley, Cal.	vr	8 25	11 25	1 25	6 10
5	12	40	10	40	7 55	6 55	ar. W. Berk. sta.	lv	8 15	11 15	1 15	6 00

Daily except holidays.

	a2	May 16, 1909	a1
	1 00	lv Biggs, Or	ar 12 15
	2 50		10 05
	a14	} Moro, Or	a13
	2 50		10 05
	6 30	ar Shaniko, Or	lv 7 45

24' apartment car (fw).

TR. 13-1 NORTH	FROM
a. Poc. & Port. tr. 11	Biggs
a. " " tr. 12	

a3	Nov. 8, 1908.	a4
9 05 lv	St. Louis, Mo.	ar 7 45
9 30 lv	Memphis, Tenn.	ar 4 30
8 40 lv	Little Rock, Ark.	ar 8 25
12 45	Fort Worth, Tex.	5 30
1 05 lv	Big Spring, Tex.	ar 5 55
6 44	Pecos, Tex.	12 29
11 55		8 00
a131 }	Sierra Blanca, Tex.	a132
12 10 }		7 55
3 25 ar	El Paso, Tex.	lv 4 45
Central time.		

Closed Pouches.	Tr
From Bisbee, Ariz.	
Benson Ariz.	51
Don Luis, Ariz.	57
Douglas, Ariz.	55
El P. & Benson tr. 2	53
" " tr 1	67
Naco, Ariz.	51
Naco & LaCavayes R.P.O.	51
Tombstone, Ariz.	51
Trans. Clerk—El Paso	55
Warren, Ariz.	51
" "	68
" "	55

	b177	Jan. 17, 1909	b178	
	7 45lv	Blackfoot, Idaho	ar	6 40
	11 05	Arco, Idaho (n.f.)		3 50
	12 45ar	Mackay, Idaho	lv	2 10
17' apartment car (fw.)		Mountain time.		
TR 178 SOUTH		FROM	TR 177 NORTH	FROM
b. Butte & S.L.C. tr. 7.		Blackfoot	b. Challis, Ida	Mackay
b. " " tr. 8.		"		

	b2	May 25, 1908	b1	
	10	45 lv ... Blair Jct., Nev (n.o. ... ar	9	10
	11	35 ar Blair, Nev. lv	8	15

BLAINE & SEATTLE R. P. O.
Great Northern Railway Co. Rt. 171010. (Seattle.)
Through run 121.24 m's.; short run Bellingham to Seattle 99.17 m's.

a275	a271	a273	May 23, 1909	a274	a276
11 30	4 00	8 15	lv Vancouver, B. C. ar	3 30	7 00
12 10	4 32	8 50	lv N. Westminster, B. C. ar	2 55	6 20
1 25	5 21	9 55	lv Blaine, Wash. ar	1 45	5 10
2 30	6 05			12 50	4 12
a277	10 55		Bellingham, Wash	a272	a278
2 30	7 15	6 05		12 50	8 05
2 40	7 25	6 13	11 05 South Bellingham Sta.	12 38	7 57
3 50	8 22	6 55	12 01 Burlington, Wash	11 40	7 20
5 37	10 10	8 20	1 52 Everett, Wash	9 44	5 52
6 55	11 30	9 21	3 15 Ballard Station	8 25	4 53
7 15	11 50	9 43	3 35 ar Seattle, Wash. lv	8 05	4 35
Tr. 270a lv Seattle 12 25; arr Bellingham 4 30					
" 26a lv Bellingham 12 30; arr Seattle 3 55					
" 280a lv Burlington 8 25; arr Bellingham 9 35					
30' apartment cars (f-w).					
Train 273 meets tr. 274 at Belleville 11 48					
" 271 " 272 at Mt. Vernon 7 05					
" 277 " 274 bet. Marysville and Everett 9 54					
For other trains of this line see Spokane & Seattle R. P. O.					

BOISE & CALDWELL R. R.

Boise & Interurban Rwy. Co. (Ltd.), (Electric), 18.83 m's.
Rt. 870002. (Port.)

a1	May 23, 1909	a22
6 30	lv Boise, Idaho ar	5 50
7 00	Eagle, Idaho	5 20
7 17	Star, Idaho	5 03
7 35	Middleton, Idaho	4 45
7 50	ar Caldwell, Idaho lv	4 30

Mountain time

From Boise, Idaho	Tr.	Closed Pouches.	From Caldwell, Idaho	Tr.
Eagle, Idaho	a 1		Middleton, Idaho	a 22
Star, Idaho	a 1		Star, Idaho	a 22
Middleton, Idaho	a 1		Boise, Idaho	a 22
Caldwell, Idaho	a 1			

BOISE & WEISER R. P. O.

● S. L. R. R. Co. Through run 79.55 ms; short run Nampa 20.58 ms.
Rt. 170004 Boise to Nampa; 170902 art. Nampa to Weiser.

a164	Jan. 17, 1909	a165
7 00	lv Boise, Idaho ar	1 20
7 45		12 30
a21	Nampa, Idaho	a22
7 55		12 20
8 13	Caldwell, Idaho	12 04
9 16	Ontario, Oreg	10 58
9 25	Payette, Idaho	10 49
9 50	ar Weiser, Idaho lv	10 20

Mountain time.

17' apartment cars (f-w).

Boise City letter mail worked in all eastbound trains by clerk.

For other trains of this line see Pocatello & Portland R. P. O.

Tr. 164-21 WEST	FROM	Tr. 160 WEST	Fr
a. Vale, Oreg	Ontario	a Poc. & Port. tr. 1.	Na
		a " " " 2.	"
Tr. 22-165 EAST	FROM	Tr. 168 WEST	Fr
a Poc. & Port. tr. 6.	Nampa	a Poc. & Port. tr. 6.	Na
		a " " " 5.	"

BOULDER CREEK & FELTON R. R.

Southern Pacific Co., 8.51 m's. Rt. 176045. (L-San Fran.)

a516	b524	b520	Jan. 10, 1909	b517	b521	a525
7 00	3 00	9 55	lv B. Creek, Cal ar	9 30	1 05	5 20
7 30	3 30	10 25	ar Felton, Cal lv	9 00	12 35	4 50
8 00	4 00	10 55	ar Santa Cruz, Cal lv	8 30	12 05	4 20

* Temporary R. P. O. service performed in these trains daily ex. Sunday by clerk of San Fran. & Santa Cruz R. P. O.

Closed Pouches.	Tr.	Closed Pouches.	Tr.
From Boulder Creek, Cal.		From Santa Cruz, Cal.	
Faj. & S. Cruz tr. 121	b 516	Ben Lomond, Cal.	a 51
Santa Cruz, Cal.	a 516	" "	a 52
From Felton, Cal.		Boulder Creek, Cal.	a 517
Santa Cruz, Cal.	a 516	" "	a 525
		Brookdale, Cal.	a 517
		" "	a 525
		Felton, Cal.	a 526
		" "	a 517

BOUNDARY & MARCUS R. R.

Great Northern Rwy. Co., 38.68 ms. Rt. 171023 part (Spok)

b259	Mar. 3, 1909	b260
7 45	lv Nelson, B. C. ar	6 20
10 50	lv Boundary, Wash ar	3 00
11 20		2 35
a259	Northport, Wash	a260
11 30		2 20
12 40	ar Marcus, Wash lv	1 10

BOVILL & PALOUSE R. P. O.

Washington, Idaho & Montana Rwy Co. 47.04 ms. (Spok.)
Rt. 170015.

b1	a3	Nov. 1, 1908	a2	a4
12 35	lv	Bovill, Idaho ar	11 35	
2 45		Potlatch (n. j.)	9 10	
7 25	2 55		9 00	5 08
7 55	3 25	ar Palouse, Wash lv	8 30	4 35

14' apartment car (f-w).

TRAIN 3 WEST.	FROM
a. Spok & Lew. tr. 12	Palouse

BREWSTER & WENATCHEE R. P. O.

Steamboat service, 76.50 m's. Rt. 71070. (Spok.)

a	Oct. 28, 1908	a
1 00	lv Brewster, Wash ar	8 00
10 03	Orondo, Wash. (d.s.)	7 30
12 00	ar Wenatchee, Wash lv	6 00

Steamer Columbia—mail room, 6' x 8'.

Steamer Okanogan—mail room, 6' x 8'.

SOUTHBOND.	FROM	NORTHBOND.	FROM
a. Return mail	Che. Falls	a. Waterville, Wash	Orondo
a. Spok & Seatt. tr. 1.	Wenatchee	a. Return mail	"
a. " " tr. 4.	"	a. Chelan, Wash	Ch. Falls
		a. Lakeside, Wash	Brewster
		a. Bridgeport.	

BURBANK & LANKERSHIM R. R.

Southern Pacific Co., 4.09 m's. Rt. 176080. (Los Ang.)

b39	Nov. 8, 1908	b40
lv	Los Angeles, Cal. ar	
	(River Station)	
8 45	lv Burbank, Cal ar	3 20
9 00	ar Lankershim, Cal lv	3 05

BURKE & WALLACE R. R.

Nor. Pac. Rwy. Co., 7.12 m's. (This line is in the 10th Division.)

b163	b161	Oct. 19, 1908	b162	b164
4 35	10 00	lv Burke, Idaho ar	9 40	4 20
5 00	10 30	ar Wallace, Idaho lv	9 00	3 45

Mountain time.

BUTTE & ANACONDA R. P. O.

B., A. & P. Ry., 27.01 m's.

(This line is in the 10th Division.)

a5	a3	Aug. 9, 1908	a2	a6
4 50	1 00	lv Butte, Mont. ar	9 00	4 00
5 08	1 18	Silverbow, Mont.	6 44	3 44
6 22	1 32	Durant (n.o.)	6 29	3 28
6 50	2 00	ar Anaconda, Mt. lv	8 00	3 00

ADDITIONAL TRAINS

a1	a7	a10	a4	a8
9 40	11 15	lv Butte, Mont ar	5 05	12 20
9 56	11 31	Silverbow, Mont	4 51	12 04
10 12	11 47	Durant (n.o.)	4 39	11 48
10 40	12 15	ar Anaconda, Mont lv	4 15	11 20

Mountain time.

CENTRALIA & SOUTH BEND R. P. O.

Northern Pacific Rwy. Co. (Seattle.)
Through run 63.15 m's.; short run, Chehalis to South Bend
58.63 m's.
Rt. 171001 part, Centralia to Chehalis; 171037 Chehalis to South Bend.

b35	a37	May 23, 1909	a38	b36
7 55	12 45	lv. Centralia, Wash.	ar 11 05	
10 35	1 15	lv. Chehalis, Wash.	10 50	6 00
	4 25	ar. South Bend, Wash.	lv 8 00	3 20
Tr. 37 meets tr. 36 at Menlo. 3 50				
15' apartment cars (fw)				
For other trains of this line, see Seattle & Portland R. P. O.				
Tr. 37 WEST	From	Tr. 38 EAST	From	
a. Return tr. 36	Frances	a. Seat. & Port. tr. 7.	From	Chehalis
Tr. 36 East.	From	a. Seat. & Hoq. tr. 27.	Centralia	
b. Seat. & Port. tr. 4.	Chehalis	via Gate		
b. Portland, Oreg.				

CHEYENNE & POCATELLO R. P. O.

U. P. and O. S. L. Rys., 552.69 m's. (This line is in the 6th Div.)

*a5	a9	Dec. 6, 1908	*a2	*a10
11 00	7 30	lv. Boston, Mass.	ar 2 45	10 25
12 30	9 10	lv. Washington, D. C.	ar 10 35	6 40
3 05	9 30	lv. New York, N. Y.	ar 9 30	7 55
4 55	11 05	lv. Philadelphia, Pa.	ar 8 20	6 39
2 45	10 00	lv. Chicago, Ill.	ar 12 30	7 05
	8 45	lv. St. Paul, Minn.	ar 4 20	7 00
2 20	9 01	lv. St. Louis, Mo.	ar 6 30	2 15
10 05	10 25	lv. Kansas City, Mo.	ar 7 10	7 10
4 10	9 30	lv. Omaha, Neb.	ar 9 40	5 45
7 00	5 00	lv. Denver, Col.	ar 10 50	5 30
10 55	10 10	lv. Cheyenne, Wyo.	ar 6 35	1 45
9 05	7 10		ar 8 20	3 10
a5	a11	Greenriver, Wyo.	a12	a6
9 20	10 50		8 10	10 30
10 20	11 45		7 15	9 35
a1		Granger, Wyo.	a2	
10 25	11 50		7 10	9 30
12 05	1 25	Moyer Jct., Wyo. (n.o.)	5 35	7 58
b19	2 15	3 50	3 25	5 20
11 21	3 04	4 50	2 25	4 07
11 50	3 30	5 20	1 53	3 30
4 27	6 15	McCannon, Idaho	12 50	2 25
5 05	7 00	Pocatello, Idaho	lv 12 00	1 40

Mountain Time.

* Omaha & Ogden R. P. O.

CHICO & OROVILLE R. R.

Northern Electric Co. (Electric), 25.10 m's. Rt. 376027. (R-San Fran.)

*11	a1	May 3, 1909	a8	*12	a16
3 30	6 20	lv. Chico, Cal.	ar 2 30	7 00	11 30
3 45	6 36	Durham, Cal.	2 14	6 44	11 14
4 05	6 55		1 55	6 25	10 55
*122	a102	Tres Vias	a117	*125	a135
4 10	6 59		1 50	6 20	10 52
4 16	7 06	Thermalito, Cal.	1 44	6 14	10 48
4 25	7 15	ar. Oroville, Cal.	lv 1 30	6 00	10 32
Closed Pouches.					
From Chico, Cal.	TR	From Oroville, Cal.	TR		
Oroville, Cal.	a 1	"	"	a 8	
Thermalito, Cal.	a 1	Port. & S. F. tr. 16	a 16		
"	"	tr. 15	a 16		

* Daily ex. Sun. and holidays.

COBRE & ELY R. P. O.

Nevada Northern Rwy. 142.16 m's. Rt. 175017. (R-San Fran.)

b4	Jan. 28, 1909	b3
1 30	lv. Cobre Nev	ar 12 05
4 25	Cherry Creek (d.s.)	9 10
6 05	ar. Ely, Nev.	lv 7 30

Mountain time.

15' apartment car (fw).

Tr. 3 NORTH	FROM
a. Mizpah, Nev.	Miz. Sta.
b. Om. & Og. tr. 4.	Cobre
via Ogden.	
b. Trans. Clk. - Ogden	"
b. Og. & S. F. tr. 3.	"
b. Butte & S. L. C. tr. 10.	"
via Ogden.	

CLE ELUM & ROSLYN R. R.

Nor. Pac. Rwy. Co., 3.63 m's. Rt. 171035. (Seattle.)

b37	b35	Dec. 26, 1908	b36	b32	b40
1 30	9 15	7 15	lv. Cle Elum, Wash.	ar 11 15	2 45
1 45	9 30	7 30	ar. Roslyn, Wash.	lv 11 00	2 30

CLIFTON & LORDSBURG R. P. O.

Ariz. & N. M. Ry. Co., 71.09 m's. Rt. 167012. (El Paso)

b1	Apr. 26, 1909	b2
7 10	lv. Clifton, Ariz.	ar 4 55
7 52	Guthrie, Ariz.	4 19
10 00	ar. Lordsburg, New Mex.	lv 2 05
16' apartment car (fw).		
Mountain time.		
Clifton City mail worked by R. P. Clerk.		

b. El P. & Ben. tr. 1.	"	b. Morenci, Ariz.	Guthrie
via Hachita.			
b. El Paso & B. n. tr. 2	"		
via Hachita.			
b. El P. & L. Ang. tr. 9	"		

CHLORIDE & MCCONNICO JCT. R. R.

A. T. & S. F. Rwy. Co., 22.58 m's. Rt. 168009. (Los Ang.)

p12	Nov. 8, 1908	p11
2 20	lv. Chloride, Ariz.	ar 12 35
3 25	ar. McConnico Jct., Ariz. (n.o.)	lv 11 20
3 40	ar. Kingman, Ariz.	lv 11 10

COCHISE & PEARCE R. R.

Arizona & Colorado R. R. Co., 16.73 m's. Rt. 168020. (Los Ang.)

a1	Sept. 29, 1907	a2
10 35	lv. Cochise, Ariz.	ar 9 10
11 25	ar. Pearce, Ariz.	lv 8 20

COEUR D'ALENE & SPOKANE R. P. O.

Coeur d'Alene & Spokane Rwy. Co., Limited (Electric) 82.79 m's
Rt. 370001. (Spok.)

*17	*25	a3	May 3, 1909	a4	*16
1 15	5 30	9 00	lv. Coeur d'Alene, Idaho	ar 7 50	2 20
2 25	6 40	10 10	ar. Spokane, Wash.	lv 6 40	1 10
10' apartment car (fw.)					
* Daily ex. Sun. and holidays.					
Tr. 25 WEST	From	Tr. 4 EAST	FROM		
a. St. P. & Spok. tr. 2	Spokane	b. St. Maries, Idaho	C. d'Alene		
States		b. Harrison, Ida.	"		

COLTON & CLEARCREEK R. R.

er & Rio Grande R. R. Co., 21.54 m's. Rt. 169009. (Ogden.)

De.	a152	Dec. 20, 1908	a151
	2 30	lv. Colton, Utah	ar 8 55
	4 30	ar. Clearcreek, Utah	lv 7 00
Mountain time.			

COLUSA & SITES R. R.

Colusa & Lake R. R. Co., 22.70 m's. Rt. 176048. (R-San Fran.)

.5	b3	a1	May 26, 1908	b4	a8	a2	a6
7 00	3 30	12 05	lv. Colusa, Cal.	ar 9 50	7 40	2 15	8 25
7 30	4 15	12 35	lv. Colusa Jct., Cal.	9 20			
	4 15		ar. Sites, Cal.	9 20	7 10	1 45	7 55
	5 05			8 00			

CORINNE & KELTON R. R.

Southern Pacific Co., 67.55 m's. Rt. 169027. (Ogden)

p181	June 7, 1908	p182
9 55	lv. Brigham, Utah	ar 5 40
10 30	lv. Corinne, Utah	ar 4 55
1 03	ar. Kelton, Utah	lv 1 35
Supplied by Brigham, Utah.		
Mountain time.		

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

WESTERN STATES

- 001 Christmas, Ariz - 1905 4 bar
- 002 Courtland, Ariz - 1910 4 bar ppc
- 003 Courtland, Ariz - 1910 4 bar ppc bit rim lite
- 004 Compton, Cal - 1872 Manuscript
- 005 Playa Del Rey, Cal - 1907 Doane lite o/s ppc
- 006 Sawtelle, Cal - 1907 duplex
- 007 Arvada, Colo - 1904 cds Tanner/Fur dealer CC
- 008 Ayer, Colo - 1929 4 bar Magenta
- 009 Bovina, Colo - 1955 4 bar UY14
- 010 Buford, Colo - 1946 4 bar ppc
- 011 Cardiff, Colo - 1909 4 bar ppc
- 012 Clark, Colo - 1915 4 bar ppc (RK lite)
- 013 Critchell, Colo - 1909 4 bar ppc
- 014 Elba, Colo - 1958 4 bar UY14
- 015 Englewood, Colo - 1908 Red Doane 1st per SCARCE
- 016 Fondis, Colo - 1909 4 bar ppc
- 017 Goodrich, Colo - 1913 4 bar ppc
- 018 Hotchkiss, Colo - 1908 Purple Straightline ppc
- 019 Hillside, Colo - 1949 4 bar on card
- 020 Hughes, Colo - 1954 UY14 4 bar
- 021 Kendrick, Colo - 1920 4 bar ppc
- 022 Kiowa, Colo - 1909 4 bar ppc
- 023 Kokomo, Colo - 1886 bit lite cds UX12
- 024 Monon, Colo - 1909 Doane emb ppc
- 025 Pictou, Colo - 1907 VF 4 bar ppc
- 026 Pictou, Colo - 1908 4 bar readable ppc
- 027 Platner, Colo - 4 bar 1957 UY14
- 028 Pryor, Colo - 1908 Magenta Doane
- 029 Redmesa, Colo - 1954 4 bar UY14
- 030 Shaw, Colo - 1955 4 bar UY14
- 031 Sopris, Colo - 1910 Purple 4 bar
- 032 Starkville, Colo - 1949 4 bar on card
- 033 Thurman, Colo - 1955 4 bar UY14
- 034 Troutville, Colo - 1954 UY14 4 bar
- 035 Waldorf, Colo - 1909 4 bar ppc
- 036 Winston, Colo - 1910 Large cds ppc
- 037 Soldier, Idaho - 1910 4 bar ppc
- 038 Minco Ind. Terr. - 1906 cds ppc
- 039 Anness, Kans - 1917 4 bar ppc
- 040 Hewins, Kans - 1910 Fancy Double Circle ppc
- 041 Ozawka, Kans - 1916 unusual Straightline
- 042 Eschroyer, Kans - 1906 cds ppc
- 043 Tully, Kans - 1908 VF Purple Doane ppc
- 044 Americus, Kans - 1883 Dbl Cir, also Rose Hill cds
- 045 Wheaton P.O., Kans - 1884 Double Circle cds
- 046 Highland, Kans - 1880 Purple Double Circle
- 047 Apgar, Mont - 1922 4 bar ppc
- 048 Barber, Mont - 1958 4 bar UY14
- 049 Belton, Mont - 1949 Dbl Cir UX27
- 050 Blackleaf, Mont - 1936 4 bar LDC
- 051 Bozeman, Mont - 1928 unusual reg box handstamp
- 052 Brunelda, Mont - 1936 4 bar LDC
- 053 Canyon Ferry, Mont - 1957 Dbl Cir UY14
- 054 Foundation, Mont - 1936 4 bar LDC
- 055 Lee, Mont - 1936 Purple 4 bar LDC
- 056 Loma, Mont - 1916 4 bar real photo of P.O.
- 057 Merino, Mont - 1955 4 bar UY14
- 058 Thaler, Mont - 1956 4 bar UY14
- 059 Washoe, Mont - 1959 4 bar UX46
- 060 Wheat Basin, Mont - 1936 4 bar (Mont lite)
- 061 Aldine, Neb - 1915 4 bar ppc
- 062 Angus, Neb - 1907 4 bar ppc
- 063 Bazile Mills, Neb - 1927 4 bar good partial on ppc
- 064 Bowles, Neb - 1960 4 bar UX46
- 065 Devere, Neb - 1909 4 bar ppc
- 066 Fort Crook, Neb - 1908 rec'd - 2 strikes ppc
- 067 Freedom, Neb - 1912 4 bar ppc
- 068 Gandy, Neb - 1911 4 bar ppc
- 069 Germantown, Neb - 1914 4 bar ppc
- 070 Hickman, Neb - 1915 4 bar ppc
- 071 Mount Clare, Neb - 1918 Straightline ppc
- 072 Purdum, Neb - 1912 4 bar on stamp readable
- 073 Reno, Neb - 1910 Doane ppc Nebr lite
- 074 Scribner, Neb - 1907 Magenta RFD handstamp
- 075 Tecumseh, Neb - 1888 cds 2¢ Green
- 076 Palisade, Nev - 1906 VF Doane ppc
- 077 Blackburn, Okla - 1912 4 bar ppc
- 078 Paucaunia, Okla - 1910 4 bar ppc
- 079 Richmond, Okla - 1908 Doane ppc
- 080 Skedee, Okla - 1907 cds also Kaw cds ppc
- 081 Cove Orchard, Ore - 1913 4 bar ppc
- 082 Rowena, Ore - 1912 4 bar into design ppc
- 083 Wilhoit, Ore - 1910 4 bar ppc
- 084 Bangor, S Dak - 1908 Large cds ppc
- 085 Gregory, S Dak - 1907 Doane open R. at right
- 086 Sumner, S Dak - 1907 Duplex also White Rock ppc
- 087 White Rock, S Dak - 1909 Large cds ppc
- 088 Biry, Tex - 1908 4 bar ppc
- 089 Bracketville, Tex - 1880 YD cds
- 090 Bracketsville, Tex - 1870's cds open R at right
- 091 Castroville, Tex - 1883 Blue Double Circle
- 092 Eagle Pass, Tex - 1870's Purple cds
- 093 Fayetteville, Tex - 1908 cds ppc
- 094 Kerrville, Tex - 1880's cds Blue Castroville b/s
- 095 Kerrville, Tex - 1885 cds Blue Castroville b/s
- 096 Leon Springs, Tex - 1910 Purple cds ppc
- 097 New Braunfels, Tex - 1870's cds
- 098 Yorktown, Tex - 1883 Double Circle USPO killer
- 099 Castlegate, Utah - 1910 Large cds
- 100 Echo City, Utah - 1949 Purple 4 bar
- 101 Garfield, Utah - 1908 4 bar ppc
- 102 Kelton, Utah - 1913 4 bar into design ppc
- 103 Bickleton, Wash - 1909 4 bar ppc
- 104 Brookfield, Wash - 1909 Doane ppc
- 105 Richmond, Wash - 1909 Purple Doane ppc
- 106 Sherlock, Wash - 1910 4 bar ppc bit rim lite
- 107 Sumner, Wash - 1913 wavy line 4 bar mimic
- 108 Arvada, Wyo - 1918 Purple Doane
- 109 Hyattville, Wyo - 1909 Purple 4 bar ppc
- 110 Luther, Wyo - 1909 4 bar into design
- 111 Valley, Wyo - 1940 4 bar

Bids close March 31, 1989. \$2.00 minimum bid. High bid wins by small advance over second high bid. Free xerox with SASE. Buyer pays postage.

ANSON REINHART RARITY* SALE

P. O. Box 23762

Oakland, CA 94623-0762

(415) 832-3371 Eves. Only

ALASKA

1. LORING, 6/26/12, Exc. DOANE, pc. Est. \$75-100
2. SITKA, 4/13/09, 4-bar, sm. stain, RP pc. Est. 10-15
3. TANANA, 10/11/10, VF DOANE, dateline FT. GIBSON, pc. E\$25-30
4. UNGA, 9/11/37, exc. DOANE, Hertzberg cover. E\$15-20
5. WASILA, 12/25/37, G 4-bar, commercial cover. E\$15-20
6. Lot of 5: KING SALMON (1950), ANNETTE (1948), KOYUKUK (1950), MOOSE PASS (1955) & JUNEAU (1948) All airmail covers, 3 are #10 envelopes. Est. \$10-15
7. Lot of 2: Leather pc's w/Juneau and Sitka vignettes pasted on, #300s tied by SITKA dplx, attractive. Est. \$25-30

ARIZONA

8. ADAMANA, 1/23/10, F 4-bar, stamp expertly replaced. E\$15-20
 9. BELLEVUE, 1/15/11, fair 4-bar as rec'd mark, stamp missing, light soiling. E\$15-25
 10. CAMP VERDE, 3/22/10, F 4-bar, stamp expertly replaced. E\$10-15
 11. EAGAR, c.1908, readable 4-bar [Kriege Ty.2], pc, small tear @ L & perfs. toned. E\$20-25
 12. FAIRBANK, 1/24/15, G 4-bar, cover, cc of Smuggler-Union Mining Co., Teluride, CO, edge faults. E\$10-15
 13. FORT HUACHUCA, 12/19/06, G dplx [Kriege Ty.8], #300 not tied; TEXICO, NM transit; BOVINA, TX rec'd (o/s), toning. E\$15-20
 14. HACKBERRY, c.1910, light strike, light tone, pc. E\$4-6.
 15. MAYER, 6/9/03, F dplx [Kriege Ty.4], #279, pc. E\$10-15
 16. PATAGONIA, 6/8/05, light ec'd mark w/DOUGLAS, AZ, pc to HARSHAW from AGUA PRIETA, MEX (o/s). E\$20-30
 17. PHOENIX, 6/6/88 F b/s [Kriege Ty.13] trimmed cover. E\$15-20
 18. REDROCK, 3/20/10, G 4-bar [Kriege Ty.3] bit broken up by the embossing & stamp bit off pc. E\$15-20
 19. SAN SIMON, 6/25/34, bold 4-bar, air special cover, pretty. E\$10-15
 20. TEVISTON, 1/10/11, F 4-bar, pc. E\$10-15
- WHITE HILLS (see lot 121)

COLORADO

21. ARROW, 8/27/06, VF DOANE, pc [Moffat Line] E\$20-25
22. ASSOCIATION CAMP, 8/18/16 (early), Exc. 4-bar, pc [Long's Peak Inn] E\$10-15
23. BYERS, 6/12/c.1912, F non-standard cds & target, clean cover. E\$5-10
24. COLORADO SPRINGS, 4/22/75, G cds on UX3, small stain. E\$10-15
25. COTOPAXI, 2/9/08, F DOANE, #319 folded over pc. Est. \$5-10
26. DOME ROCK, 8/13/10, G 4-bar, RP pc [ladies]. Est. \$15-20
27. FORKS CREEK, 4/28/07, F DOANE, pc [Central City], clean. E\$10-15
28. FULFORD, 8/15/08, G duplex as rec'd mark from Centerville (4-bar) E\$10-15
29. HAWTHORNE, 7/6/08, VF purple 4-bar, bars o/s, pc [El Dorado Spgs.] E\$10-15
30. IUUFF, 5/5/08, VF DOANE, post card logo bit intrusive. E\$15-20
31. KREMMLING, 8/23/07, G DOANE (short use), pc [bird's eye of Kremmling] E\$25-30
32. NEW WINDSOR, 1887, G b/s on cover from Iowa. E\$10-15
33. RIVER BEND (2), 1/16/77, G cds & target on UX5, closed punchhole; 1/30/13 VF 4-bar on pc, slight stain. E\$20-25
34. SILT, 4/4/08, G DOANE as rec'd mark, upside down, pc. E\$3-5
35. TERCIO, 2/9/14, poor 4-bar ties 375 & 2x378 on reg. cover, 2 better examples b/s, colorful. E\$10-15
36. UNIVERSITY PARK, 10/23/05, Exc. DOANE (early), pc, minor stains. E\$10-15
37. WALDORF, 8/29/08, F 4-bar (2nd mo. of 4-year P.O.) pc logo intrudes. E\$30-40
38. COLORADO (13): HALFWAY Doane (1908), COLORADO CITY (c.1877) on UX3; PIEDRA (1911) toned; MESA VERDE NAT. PARK (1928); BENNETT (1911); POWDERHORN (1910); FORT GARLAND (1908); HASWELL (1910) toned; LA JARA (1911); CAMEO (1919) nicked; BAYFIELD (1910); CASCADE (1908); NATURIA (1935). All pc except last. Est. \$15-20.

HAWAII

39. KOLOA and KAPAA (1929) F duplexes tie #647s to 2 covers. Est. \$5-10
40. ATEA, 10/29/06, G duplex (Hawaii not showing), pc. E\$5-8
41. HALEIWA, 9/7/11, G duplex, pc, some ink smear. E\$5-8
42. KEKAHA, c. 1908, G duplex, RP pc [Hawaii sky] Est. \$5-8
43. HONOLULU, 6/27/89, G duplex, UX1, closed punchhole, sl. crease, Honolulu Water Works statement. E\$20-25
44. NAPOO, 7/6/37, G duplex on cover. Est. \$5-8
45. OLAA, 7/19/07, G duplex, cover torn R affecting killer. E\$5-8

IDAHO

46. AMERICAN FALLS, 4/27/07, light DOANE (earlier), pc. E\$5-8
47. CALDWELL, 1916 FLAG, Overall Ad for Idaho State Fair, clean cover. E\$25-30
48. DEWEY, 12/28/06, G 4-bar as rec'd mark. E\$5-10
49. LAKEVIEW, 10/26/12, VF purple DOANE, pc [comic Lakeview fishing], E\$5-10
50. MEADOWS, 11/13/07, G DOANE, pc E\$5-10
51. NEW PLYMOUTH, 9/4/07, Exc. DOANE, pc. E\$5-10
52. SOLDIER, 9/5/07, VF 4-bar, pc, clean. E\$5-10
53. IDAHO (7): CARMEN (1913); DIETRICH (1913); KING HILL (1910 b/s); LACLEDE (1913); PRINCETON (1911); ROSEBERRY (1908). Est. \$10-15
54. TWIN FALLS, F 10/16/07 DOANE (Ty. 2), pc. Est. \$5-8

ILLINOIS

55. AMBOY, 4/16/08, G purple RFD No.5 FLAG on pc with 1/2 of #300 gone. E\$5-10
56. APPLE RIVER, c.1908, RFD mss. E\$5-10
57. BADEN BADEN, 6/13/07, Exc. DOANE, pc E\$3-5
58. BURBANK, 3/15/90, mss. on cover, b/s HELTICK cds. E\$10-15
59. BELVEDERE, 2/26/c.1914, purple straightline where machine missed, creased pc. E\$3-5
60. CHICAGO, c.1878, bold blue cds, circle of 8 bar killer. E\$5-8

ILLINOIS (Cont.)

61. CHICAGO, MAD.ST.STA., 10/17/84, F cds and cork on VF UX7. E\$5-10
62. CLEAR CREEK, 2/21/99, F cds and cork on cover b/s TONICA & PERU. Est. \$10-15
63. CHICAGO, N.WESTERN TUBE, 6/22/10, G cds w/GENEVA, PEORIA & auxiliary mark (Cased No.1) on pc [Aurora homecoming], Nice! Est. \$40-50
64. DALLAS CITY, 6/27/87, Exc. cds w/fancy killer, #210, pretty. E\$10-15
65. ENERGY, 12/21/18, most unusual Exc. cds w/killer bars, card a bit soiled but cancel desirable. E\$15-20
66. FOX, 12/27/08, Exc. DOANE rec'd mark, pc. E\$3-5
67. GILMAN, 3/23/08, Exc. purple SL RFD, shallow nick in pc. E\$10-15
68. LEVOY, 1908, mss. RFD, pc. E\$5-10
69. NIOTA, 4/21/08, Exc. DOANE, pc. E\$4-7
70. OSWEGO, c.1908, RFD, green year cancel, pc. E\$4-7
71. RED BUDD, c.1909, mss RFD, pc E\$4-7
72. ROCKTON, c.1909, blue crayon. E\$4-7
73. ST. ELMO, 2/13/08, mss (town written out), pc. E\$10-15
74. SHATTUCK, 12/10/07, F DOANE, pc. E\$4-7
75. SOUTT, 7/13/11, G DOANE, pc w/corners missing. E\$3-5
76. SUMMITT, 12/30/12, light 4-bar, pc. E\$3-5
77. SPRINGHILL, 12/29/08, light DOANE, pc. E\$3-5
78. ST. JOHN, 4/14/1868, F mss, #65 on clean cover. Est. \$20-30

IOWA

79. CHARITON, 3/27/12, mss RFD, pc. E\$4-7
80. EARLVILLE, 1910, mss RFD (written out), pc. E\$4-7
81. GRANDMOUND, 6/14/08, VF purple cds & killer (not tied), pc. E\$3-5
82. HOMESTEAD, 12/21/28, VF 4-bar, unusual slogan interlined w/killer bars ["Save your return address to ? mail"] not listed in Luff. E\$8-12.
83. IDA GROVE, 3/22/88, VF double circle balloon on F pse, minor sealing wax stain, most attractive. E\$20-25
84. MACEDONIA, c.1908, mss RFD, soiling. E\$3-5
85. PALMYRA, 6/25/94, VF large purple oval on pse, missing paper replace @ R, still pretty. E\$10-15
86. THELAN, 7/14/11, F 4-bar (early), RP pc [vacationer]. E\$3-5
87. SIGOURNEY, 10/1/87, fair strike on pse. E\$10-15
88. TRACY, C.F. HUCKLEBERRY, P.M., 12/25/82 (Christmas), F purple cds, black target killer to #184 (not tied, but original), bit trimmed @ R. E\$30-40
89. UNION, 8/7/80, F ed cds on orange cover, trimmed @ R. E\$5-10

KENTUCKY

90. BIG SPRINGS, 2/19/c.1887, mss. on clean #U59. Est. \$25-30
91. BROOKS STATION, 7/26/61, mss. to 28 Reg. Ky. Vols. at Gallatin, #65 tied by slight aging. E\$30-40
92. BUCKNEY, 1/20/86, G cds, target ties nibbled #210. E\$15-20
93. DANVILLE, 8/31/88, G cds on yellow cover, cc of B.F. Phillips, Kentucky Whiskies, sl. trim @ R. E\$8-12
94. ED, 10/31/34, fancy Halloween killer ties #741 on cover. E\$20-30
95. EMINENCE, 5/26/c.1888, G cds on yellow cover, illus. cc of Fible & Grabb, Distillers and overall view on reverse (bit trimmed into design). E\$15-20
96. FALLS OF ROUGH, 1/13/88, mss on U59, small piece missing at UL not affecting anything. E\$25-30
97. GRAYSON SPRING STATION, readable 1877 cds on UX5. E\$5-10
98. MACKAY, 1/22/05, G DOANE but tape stains and contemporary notation affect. E\$3-5
99. KENTUCKY STATE FAIR, 1833, unused cover w/beautiful overall reverse ad. E\$10-15
100. MEEK, 8/18/08, F DOANE, pc, bit of smuggling. E\$5-8
101. MUDDY BRANCH, 12/24/08, G DOANE, pc. E\$5-10
102. OLDE, 8/19/10, mss. town cancel, stain. E\$5-10
103. PANTHER, 3/4/89, G cds to presentable pse. E\$10-15
104. WAITMAN, 5/12/08, VF DOANE, pc, toning. E\$5-8
105. WINCHESTER, c.1914, mss. RFD, pc. E\$5-8

NEBRASKA

106. ASYLUM, 1/18/94, fair blue cds and target tying #220, cc of Nebraska Hosp. for the Insane, slight ink smears. E\$10-15
107. ATLANTA, c.1908, mss RFD, pc. E\$4-7
108. GRAND ISLAND, 4/28/03, G RFD handstamp, cover, bit toned. E\$8-12.
109. HUMPHREY, 5/22/86, F purple serrated cds, UX8. E\$20-25
110. HUBBELL, 4/8/82, G dbl. cir. cds w/star killers tie 2x#184, perf. stain and edge faults. E\$20-25
111. MASCOT, 3/28/08, F cds and target ties #304 (4ct. overpaid). Attractive. E\$10-15
112. ORD, 8/17/80, VF dbl cir cds & target on UX5, clean. E\$15-20
113. OTOE CITY, NT, c.1858, light mss, #35 not tied (3 large margins but touching @ bottom), to Calif. Est. \$75-100
114. WIMORE, 3/21/81, G bright purple cds & dbl star killer on UX9 (Bank of Wymore). E\$20-30.

NEVADA

115. AUSTIN, 1866, F cds, #65 just tied, cover. E\$20-25
116. BAUVARD, 1908, F 4-bar, pc. E\$20-30
117. BLACK FOREST, 1931, Exc. 4-bar on piece. E\$3-5
118. BRISTOL SILVER, 1950, F 4-bar, philatelic. Est. \$3-5
119. CANDELARIA, 1883, readable fancy dc on pse. E\$35-45
120. EMPIRE CITY, readable Wells, Fargo, franked pse, clean. E\$25-30
121. EL DORADO CANYON, 1896, G cds, 2-ct Bureau not tied, b/s KINGMAN, AZ & WHITE HILLS, AZ [Kriege Ty.2], mining co. letterhead. Est. \$65-80
122. GENOA, 1883, F cds as transit mark on bknote. cover from Grass Valley to Monitor, edge fits. E\$20-25
123. LOWER ROCHESTER, 1927, G 4-bar, cover edge fits, letter. E\$15-20

NEVADA (Continued)

124. MIDAS, 10/8/08, G 4-bar, Nev not struck, pc. E\$20-25
 125. RHYOLITE, 5/11/08, Exc. DOANE, Reg. Pk. Rct. E\$20-25
 126. SPARKS, 7/29/07, F DOANE, pc. E\$5-10
 127. TRUCKEE MEADOWS, 1887, G dc, 3ct pae, stamp corner badly eroded just touching cds, scarce Est. \$35-50
 128. Truckee Meadows P.O., Steamboat Valley, Nev. Ter. destination, 1863 cover from RI, #68, cover defective. Est. 15-20
 129. Aux Markings (6) on insured parcel receipts: Mason, Reno, Fallon, Goldfield, Wonder, Carson City (all 1915-17) Est. \$20-30

NEW MEXICO

130. BIBO, 7/19/08, G DOANE, pc, crease along bottom, Est. \$10-15
 131. FAIRVIEW, 3/17/05, F cds, pinwheel killer, clean cover. E\$15-20
 132. KENNEDY, 11/7/05, VF DOANE, tad off at Top, pc. Est. \$50-75
 133. LAMY, 4/10/07, Exc. DOANE (c. 1908), clean pc. Est. \$20-30
 134. LEGANSVILLE, 2/10/13, F 4-bar, pc. Est. \$20-30
 135. MOGOLLON, 8/11/08, G DOANE, N.MEX light, pc. E\$5-10
 136. MOSQUERO, 3/18/12, fair 4-bar, pc. E\$5-10
 137. QJO CALIENTE, 8/29/08, VF DOANE, ad pc w/view of hot springs, nice. E\$25-30
 138. OLIVE, readable 1910, 4-bar, pc. E\$5-10
 139. ROCIADA, 10/13/88, fancy serrated San Miguel Co. cds, trimmed in pae, b/s MORA. E\$40-50
 140. VERMEJO PARK, 2/21/10, F 4-bar on pc. Est. \$20-25

OREGON

141. BARTLETT, 12/15/10, F DOANE, light aging, pc. Est. \$3-5
 142. BROCKWAY, 7/25/08, F DOANE, pc, embossing. E\$5-8
 143. DEER ISLAND, 12/28/08, F DOANE [Type 1] as rec'd mark, pc. E\$3-5
 144. FAIRBANKS, 3/23/08, F DOANE [4-year office], pc. Est. \$20-25
 145. FAIRGROUNDS, 9/19/11, bold purple DOANE, pc. Est. \$3-5
 146. HAINES, 6/30/11, straight line, pc, unusual. Est. \$20-25
 147. JACKSONVILLE, 1886, G-F purple dc w/Wheel-of-Fortune, clean. Est. \$20-25
 148. LAMPA, 8/28/08, F DOANE as rec'd mark, pc. E\$15-20
 149. LATOURELL FALLS, 8/11/07, G DOANE, pc. Est. \$5-10
 150. MOLALLA, 8/12/08, F DOANE, pc. Est. \$3-5
 151. NETARTS, 8/13/08, G DOANE [later], pc edge fits. E\$4-8
 152. NO. CANYONVILLE, 1880's, VF cds, torn oper @ L affecting stamp. E\$25-30
 153. SOUTH FOREST GROVE, 2/8/08, VF DOANE, pc. Est. \$10-15
 154. SOUTH INLET, 2/8/13, G 4-bar, bit off @ T, (2-year P.O.) Est. \$40-50

NORTH DAKOTA

155. ALTA, 4/8/18, F 4-bar on cover roughly opened @ L. Est. \$3-5
 156. BLUEGRASS, 6/24/19, F 4-bar, ad pc. Est. \$5-8
 157. BUXTON, 2/20/08, F 4-bar, F cover. E\$5-10
 158. CAYUGA, 2/1/10, G 4-bar, pc, toned. E\$3-5
 159. EGELAND, 3/7/10, G 4-bar (Doane?), pc. E\$3-5
 160. HALEY, 3/17/08, G DOANE, Dak not struck, pc. E\$3-5
 161. HEFFERMAN, 2/5/10, VF 4-bar, pc. E\$3-5
 162. HELENA, 4/22/08, F 4-bar as rec'd mark, pc. E\$3-5
 163. IES, 12/30/15, G 4-bar, pc. E\$3-5
 164. IPSWICH, 1885, F cds as rec'd on UX7 w/imprint Hagerty & Marple, Bankers, Aberdeen. E\$15-20
 165. LUDDEN, 1886, G cds on UX12, lodge notice, pinholes. E\$5-10
 166. MARION, 7/12/10, F 4-bar, ad pc. Est. \$5-10
 167. MAX, 6/30/08, VI DOANE, light toning, pc. E\$5-10
 168. NEWBERG, 9/4/08, F DOANE, pc. E\$5-10
 169. PLANKINTON, 1886, G cds, bnknote cover, DAK not struck, cover nibbled, nice enclosure. E\$10-15
 170. PLEASANT VALLEY, 6/18/13, G 4-bar, #387, pc. E\$3-5
 171. RIGA, 1/18/08, VF cds, minor scuffs. E\$10-15
 172. SYDNEY, 10/28/15, G 4-bar, pc. E\$3-5
 173. UPHAM, 8/13/08, F purple 4-bar, pc. E\$3-5

WASHINGTON

174. ATTALIA, 7/12/13, G DOANE, N.P.R.R. perf in & card. E\$15-20
 175. CARSON, 5/14/07, F DOANE, pc. E\$3-5
 176. COSMOPOLIS, 1901, F cds, clean cover. E\$3-5
 177. EAGLE CLIFF, 6/7/07, G cds & target, pc creases. E\$3-5
 178. EAGLE HARBOR, 7/26/08, G 4-bar as rec'd mark (o/s) used after close of 1 year period. Very scarce. Est. \$30-40
 179. EAST SEATTLE, 8/3/10, G DOANE, pc. E\$5-10
 180. FORT CASEY, 10/28/05, G cds & target, bit o/s, pc. E\$5-10
 181. HYAK, 9/15/25, Exc. 4-bar, RP pc. \$3-5
 182. KNAB, 12/29/09, G DOANE, pc. E\$5-8
 183. LYNDEN, c. 1910, mas RFD, pc. E\$10-15
 184. MAYVIEW, 1908, G 4-bar, pc. E\$3-5
 185. MINERAL, 11/26/08, G DOANE(?), pc. E\$3-5
 186. PERRY, 8/27/08, Exc. DOANE (unlisted), tiny #300 scuff. E\$10-15
 187. PLAZA, 8/3/08, F DOANE, pc. E\$5-10
 188. FORT WILLIAMS, 8/23/11, G 4-bar, pc. E\$4-8
 189. PULLMAN, c. 1910, mas RFD, pc. E\$10-15
 190. SEABOLD, 8/15/08, VF DOANE, clean pc. E\$8-12
 191. SHELTON, 1908, F cds w/circle of wedges killer, clean pc. E\$3-5
 192. YACOLT, 1/23/08, VF DOANE, pc. E\$3-5

RPO

193. ATCHISON & LENORA, 1910, F but o/s, pc. E\$4-8
 194. BLAINE & SEATTLE, 1908, G, killer off. E\$4-8
 195. BILLINGS & RED LODGE, 1904, F, #323 tied, PONY/MT. rec'd cds, Carbon Co. Bank cc. E\$10-15
 196. BINGHAM LAKE & CURRIE, 1913, F, UX22. E\$10-15
 197. BOISE & NAMP, 1904, G, cover, hotel cc. E\$10-15
 198. BROOKLYN CIRCUIT, 1902, G as rec'd mark on pc from Italy. E\$10-15
 199. CAZADERO & SAN FRAN., 1911, G, pc. E\$5-10
 200. CHI & N. CLARK ST. R.P.O., CHI. ILL. 3, G, pc. E\$8-12
 201. CLEVELAND CIRCUIT, 1910, F strike, soiled, scuffed card. E\$3-5
 202. CLEVE & ST. LOUIS, 1908, F, cover, cc New York Central Lines. E\$5-10

RPO (Continued)

203. GRESTON & ST. JOE, 1879, 3-ct bnknote on trimmed yellow cover (away from cds & stamp) E\$15-20
 204. CRIPPLE CREEK & FLOR., 1900, F, cover, minor soiling. E\$20-25
 205. GORDOVA & KODIAK, 1938, clear duplex, commercial cover. Est. \$25-30
 206. DES M. VALLEY R.R., 1878, F, UX5, scarce. Est. \$25-30
 207. DETROIT, MICH. MARINE P.O., 1910, F dplx, pc. E\$8-12
 208. FALBRIDGE & BEND, 1832, Exc. on REA cover. Est. \$10-15
 209. GARRISON & BUTTE, 18857, G, cover torn into 1 of 2 1-ct bnknts., cc. Montana Fire Clay Co., light stain. E\$10-15
 210. GREELY & DENVER, 1894, G, Stillman Cafe cc, cover edge fits. E\$20-30
 211. HAMLET & JACK, 1907, G, pc. E\$5-10
 212. HOUSTON & EL PASO, 1908, VF, pc. E\$5-10
 213. HOUS. FLAT. & SAN ANTO., 1910, VF, UX22. E\$15-20
 214. HOUSTON & TAYLOR, 1907, #328, pc. E\$10-15
 215. INDIANAPOLIS U.O. STA., 1883, cover torn just catching stamp, cc Off I & U R.R. Supt. E\$10-15
 216. K.S. & SILOAM SPRGS., 1912, readable, pc. E\$3-5
 217. LANS, & HILSDALE, 1893, VI, UX10, imprint intrusive. E\$15-20
 218. L.N.A. & C. (Lafayette, New Albany & Chicago), readable 1870's cds on trimmed & light soiled pae (not affecting). E\$10-15
 219. LIVERMORE & SAN FRAN., 1913, fair, pc. E\$5-10
 220. LONGVIEW & LAREDO, 1906, F, pc [New Braunfels, TX] E\$15-20
 221. MONETT & WAYNOKA, 1913, VF, pc, stains. E\$5-10
 222. N.Y. & CANAL ZONE, 1908, G, pc. Est. \$10-15
 223. PAC. JUNCT. & DENVER, 1907, F, pc, creases. E\$5-10
 224. PARIS & CLEBURNE, 1907, F, pc. E\$5-10
 225. RENO & GOLDFIELD, 1910, G, reg. pkg. recpt., stains, E\$5-10
 226. RENO & MINA, 1920, F, no bars, as above. E\$8-12
 227. RENO & VAL CITY, 1907, G, bottom bit weak, pc. E\$10-15
 228. ROUSES POINT & ALB., 1908, F, pc. E\$5-10
 229. RUMSEY & ELMIRA, 1908, F, pc. E\$10-15
 230. ST. LOUIS SOUTHWEST CIR., 1907, VF, pc, clean. E\$10-15
 231. S.F. SANTA CRUZ & PAJARO, 1909, VF, pc. E\$8-12
 232. SAN FRAN. & SOLEDAD, 1870's, poor, clean bnknote cover. E\$5-10
 233. SEATTLE & SEWARD, 1935, commercial cover, #742. E\$15-20
 234. SEATTLE & SKAGWAY, 1922, VF, pc [Wrangell]. E\$15-20
 235. SPOKANE & UMATILLA, 1911, G, pc. E\$8-12
 236. TAMA CITY & HAWARDEN, 1887, UX8, imprint intrudes. E\$15-20
 237. TAY. FALLS & MNPLS., 1908, G., pc. E\$8-12
 238. TUOLUMNE & STOCK, 1908, F, pc. E\$8-12
 239. TRUCSON & NOGALES, 1911, F, pc. E\$10-15
 240. TRACY & PIERRE, 1891, VF, 2ct Bureau not tied, minor cover edge fits. E\$15-25
 241. VER. & BROWNE, 1909, VF, pc. E\$10-15
 242. VINCENT & FARGO, 1907, F, tiny bit off top, o/s, pc. E\$10-15
 243. WASH. & HAMLET, 1908, F, tiny bit o/s, hotel cc's, cover trimmed, not affecting. E\$8-12
 244. TRAIN LATE MAIL DELAYED (2): Butte, Mont (1907) and Seattle, Wash (1899), pc's. E\$5-15.

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46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
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101-110	5.50	9.58	13.71	26.10
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for \$3.00 that exceeds the fundamentals and offers sound advice. I offer a free listing of small and medium sized collections for the postal historian seeking new ideas and worlds to conquer. Rural Enterprises, Fish Pond Road, Wells River, VT 05081-9610. [20-1]

UNREPORTED WYOMING DPOs to trade for comparable Wyoming rarities: Eagle, Wyo. (Alb. 1910-18) Blk., 4-bar, 1915, U411, V.Good, slight chatter, rough open Rt.; Two Rivers, Wyo. (alb. 1910-13) Blk. 4-bar, 1913, P.P.C., Fine. We're always buying rarer Wyoming material. Wyoming Stamp Exchange, Box 254, Edgerton, WY 82635. [20-1]

TOWNS: FOR SALE

VERMONT COVERS, stampless to 1930, sent on approval. Ask for general sampling or specific towns. Donald Nash, 612 Tophill, Tyler, TX 75703 [20-1]

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

ARIZONA - COVERS OR PPC wanted (from Feb. 14, 1912 to 1980). Nice clean cancels from anywhere on the Indian Reservations. Please send list, postmark date, and price asked to: Mrs. Eileen G. Weisbard, P.O. Box 32545, Tucson, AZ 85751. [20-2]

CALIFORNIA - BETTER towns, RFDs, Rurals, RPOs and Expresses. Write John Williams, 887 Litchfield Ave., Sebastopol, CA 95472. [21-6]

CALIFORNIA: DPOs, RPOs, Advertising Covers, Picture post cards. Buy, sell, or I have most states to trade. R. G. Stamps, Box 160503, Sacramento, CA 95816. [20-6]

COLLINS, COLLINSTOWN, Collinsville, Fort Collins, etc. postmarks and Collins related on covers/cards, all states. Have anything? Robert W. Collins, 25407 Hall Drive, Westlake, Ohio 44145 [20-4]

DISTRICT OF COLUMBIA covers, all towns and stations to 1910. Interested also in auxiliary markings. Buy, sell, trade. Carl Stieg, 260 Merrydale, San Rafael, CA 94903 [20-6]

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

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. [20-6]

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]

IDAHO, UTAH postcards wanted on approval. Also want promotional booklets, photographs, maps, etc. from southeastern Idaho towns. Send photocopies or approvals for offer. Postage reimbursed. Jay Burrup, 6602 King Valley Road, West Valley City, UT 84120. [20-5]

ILLINOIS: PRE-1900 DPOs, especially the towns of Noyesville, East Harlem, Grover, and Altenheim. Am also interested in Illinois Territorials and covers from Lincoln Administration era. Alan Swanson, 11 Prospect Rd., Lake Zurich, IL 60047. [20-2]

ITHACA NY WANTED. All periods, stampless to modern. Send photocopies with prices. Stefan Jaronski, P.O. Box 808, North Chicago, IL 60064. [20-4]

KENTUCKY POSTAL HISTORY wanted, stampless, RFD, Doanes, fancy cancels, machines. What have you? Louis Cohen, 200 S. 7th Street, #155, Louisville, KY 40202. [20-5]

LOUISIANA WANTED. Postal history items (1790-1917). Ron Trosclair, 1713 Live Oak St., Metairie, LA 70005. [20-4]

MARYLAND - ALL Montgomery County wanted including: Asbury Methodist Home, Aspen, Barnesville, Boyds, Brighton, Brookeville, Burdette, Burnt Mills, Chevy Chase, Clarksburg, Cloppers, Colesville, Cottage, Damascus, Darnestown, Dawsonville, Derwood, Dickerson, Drayton, Endor, Enstor, Forest Glen, Forest Oak, Gaithersburg, Garrett Park, Georgetown, Germantown, Hyattstown, Laytons(ville); Linden, Middlebrook Mills, Montgomery Court House, Montrose, Olney, Poolesville, Rockville, Sandy Spring, Selman(s), Seneca, Silver Spring, Sligo, Spencerville, Takoma Park, Tridelphia, Unity, Washington Grove, Wheaton, Woodmoor. Elliot Chabot, 12929 Magellan Avenue, Rockville, MD 20853. [20-5]

NEW HAMPSHIRE DPOs, RR, RFDs wanted. Scarcer cancels sought, mostly prior to 1904. Also Weare photocards. Malcolm Purlington, 64 Flanders Memorial Rd., Weare, NH 03281. [20-6]

IF IT'S NORTH CAROLINA it belongs in my collection. Especially want Charlotte items. Ship with best price. Tony Crumbley, P.O. Box 219, Newell, NC 28126 [21-4]

TOWNS: WANTED

NORTH CAROLINA postal history wanted All small towns, DPOs, RFD's, Stampless, Doanes, CSA. Especially need New Bern, Edenton, Salem, Winston, and Winston-Salem. Ken Schoolmeester, P.O. Box 8465, Greensboro, NC 27419. [21-4]

NORTH DAKOTA: All Territorial and statehood cancels wanted for my collection. Especially interested in Richland and Cass counties. Also interested in Ottertail and Wilkin counties of Minnesota. Send photocopies or on approval. Will buy outright or have other states to trade. Gary nder-son, 698 E. Hoyt Ave., St. Paul, MN 55106 [20-4]

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]

SOUTH DAKOTA: All Territorial and statehood cancels wanted for personal postal history collection. Dennis Goreham, 1539 East 4070 South, Salt Lake City, UR 84124. PH. (801) 277-5119. [20-6]

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]

NAVAL COVERS: WANTED

US NAVY CANCELS/covers - pre-1925; and anything concerning Great White Fleet (1907-1909); or Vera Cruz (1913-1915). Frank Hoak, P.O. Box 668, New Canaan, CT 06840 [20-4]

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]

LITERATURE: FOR SALE

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]

WAGONS: WANTED



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

MISCELLANEOUS: 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.

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]

U.S. AIR MAIL Special Delivery issue (CE1, CE2 or #771) covers with unusual destinations, usages, rates, postal markings or cachets. Send photocopies with asking prices. Hideo Yokota, 10 Anita Court, Belmont, CA 94002 [20-4]

WANTED: U.S.P.O.D., USPS and BEP patches, badges, uniform buttons, insignia, etc. Send list of available items with prices. Richard Schulman, 8 Talbot Lane, Smithtown, NY 11787. [20-2]

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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. [20-5]

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WASHINGTON TERRITORY

- 3) CENTRALIA, WASH. TER., Sep 23, 1885, Fine + OVAL on GPC. NET. \$85.00
- 4) MAYVIEW, 12/19/1885, Fine Manuscript on postal stat. cover. NET \$230.00
- 5) MONTESANO, WASH. TER. 1/13/1887, about Fine cds on cover. NET \$110.00
- 6) PORT GAMBLE, WASH., 1882, about Fine cds on cover. NET \$90.00

OTHER STATES

- 7) MOUNTAIN CITY, COLO., c.. 1866, about Fine cds on small cover w/#65. NET \$150.00
- 8) PLACERVILLE, IDAHO, 1891, VF toothed dcds on cover w/letter. NET \$90.00
- 9) UBET, MONTANA, 1887, Fine + cds on postal sta. cover. NET \$85.00
- 10) CHAMPION, MONTANA, 1892, Fine cds on fine cover. Scarce 4-year PO. NET \$115.00
- 11) BELMONT, NEVADA, 1889, light but readable cds on cover. NET \$85.00

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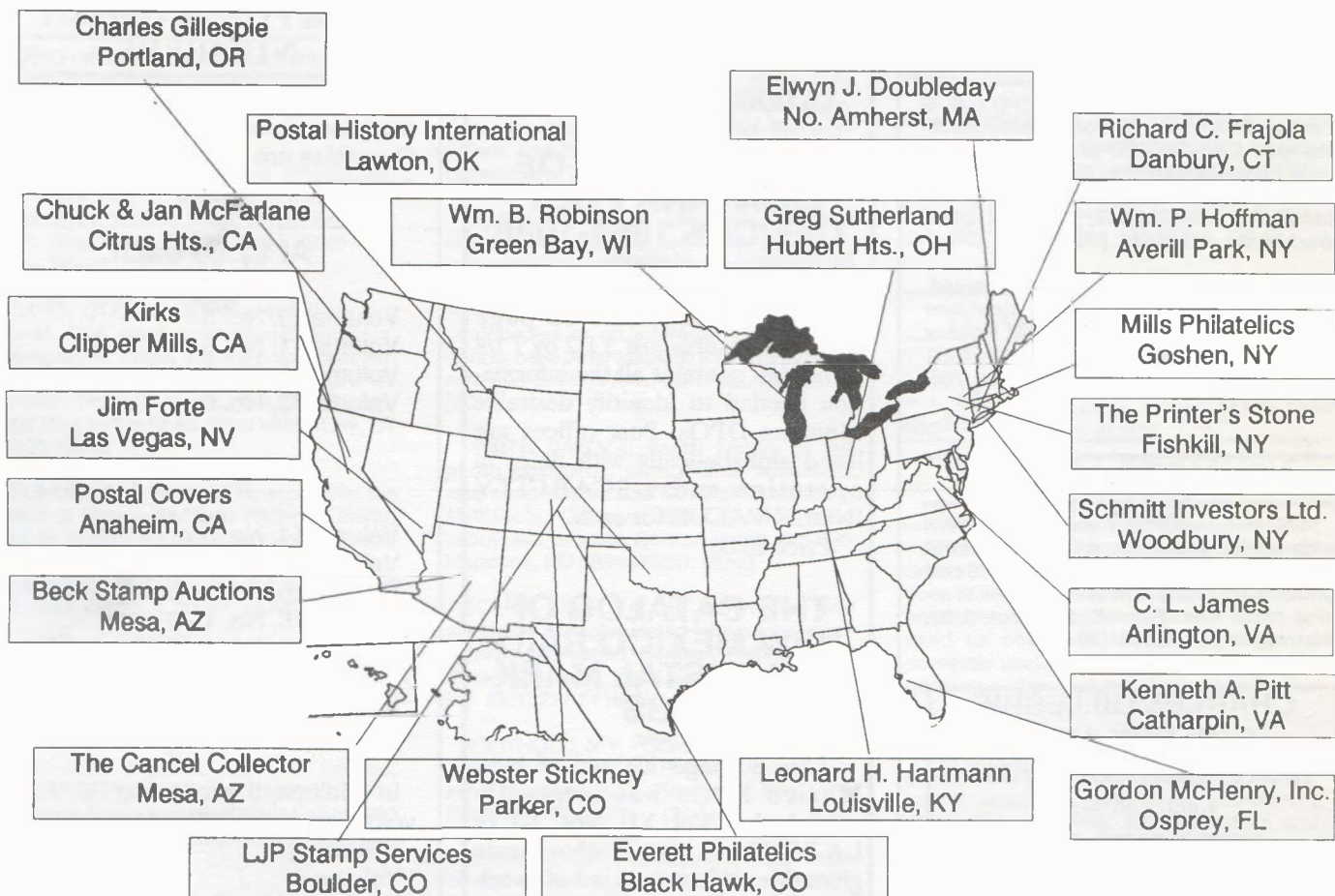
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