

LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: The gallant Spanish soldier might be greeting a lovely senorita in the newly founded pueblo of Sonoma. This illustration calls attention to our article on the post offices of Sonoma County, California.

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PUBLISHER'S PAGE

Bits and Pieces

First off, I had better apologize to both **Mike Laurence** and **Ken Lawrence**. In my review of **ARIPEX** Postal History Seminar happenings last time, I first referred to Mike Laurence (properly) and later to Ken Laurence (improperly). Mike Laurence is the very capable publisher of *Linn's*. Ken Lawrence is one of our faithful *LA POSTA* subscribers living in Jackson, Mississippi. My apologies to both of you gentlemen for any inconvenience that may have been caused by my mistake. Those who say that the memory is the first thing that goes after the legs give out are correct.



Speaking of Postal History Seminars, there is at least some preliminary talk of staging another such event sometime next winter. So far, the discussions are very preliminary, but you can rest assured that *LA POSTA* will report details in full once things begin to firm-up. Folks I've talked with are still very positive about the Tucson experience, and there seems to be quite a bit of support for repeating the event.

Reaction to our announced subscription rate increases beginning next year has been mild. A few folks took the time to write and say that they could live with it, and a few others even sent along the new higher amounts when they renewed their 1988 subscriptions. To you who made the effort to reassure us, thanks a lot. One never knows how announced changes are going to be received.

A number of contributions for this summer's **LA POSTA DONATION AUCTION** have been received. In addition to those people listed on page 52 of this issue, I would also like to thank **Charles Towle** and **Randy Stehle** for sending items to be auctioned. The Donation Auction should be a rather interesting experience. There will be no reserves and no minimum bids. All lots will be sold. And, if the kinds of things which have arrived so far are any indication, I think you'll be surprised by what this auction contains.

The Donation Auction will be mailed in conjunction with the June-July issue of *LA POSTA*. There will be no regular Subscribers' Auction with that issue. Any material to be contributed to the Donation Auction should be clearly identified as such, and I request that it arrive by June 1, 1989. All contributors will be identified as such unless they request that their donations be anonymous.

Comments regarding the new format used for Subscribers' Auction No. 26 have been running very favorably. Most like the larger type size, the free-standing booklet format, and the fact that the auction closes a couple weeks later than before. Bulk mail delivery is very unpredictable, and we traditionally have slow service to upstate New York and parts of New England. The extra two weeks has allowed some people to participate who had often received *LA POSTA* too late to bid. Thus far, with 11 days still remaining until the Auction No. 26 closes, we have received bids from 157 people. We are almost certain to have a record number of bidders for this sale.

Well, we have a pretty good selection of articles, information and opinions for you lined up for this issue of *LA POSTA*. I think you'll find at least a few of these tidbits to be of interest. Please note that there is a common theme running through several of the section editors' comments—they need help! It's lots of fun to put together a section when you're receiving support in the way of articles and information, but it gets a little worrisome when you think ahead to the next issue and the cupboard is bare. If you can give a boost, please contact Tom or David or Alan or Bob or me. We would just love to help you break into print...

Richard W. Hellback

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Prexies Paying Government Parcel Postage

By Stephen L. Suffet

The variety of items which pass through modern mails, combined with the extreme complications of postal rules and regulations, create some fascinating artifacts of postal history. The 1938 Presidential Series, being a modern definitive issue, were in use at a time when rules and regulations were under the additional stress occasioned by a world at war. An interesting and little known use of Prexies concerns their application to government parcel cards, or tags.

The cards illustrated in this article were used to send out and return Army training films. At the time, agencies of the Federal government -- other than the Post Office Department -- were required to prepay postage on 4th class mail weighing over 4 pounds. In other words, if the mail weighed over four pounds, the agency had to pay the entire postage -- not the excess over 4 pounds.

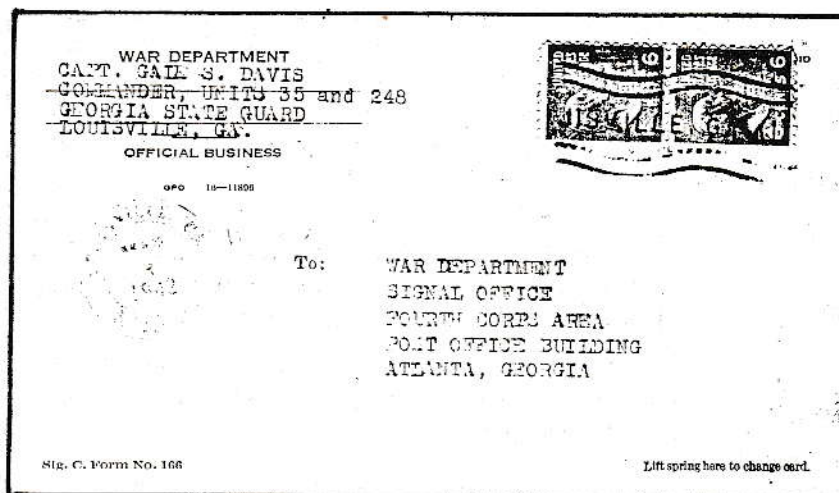
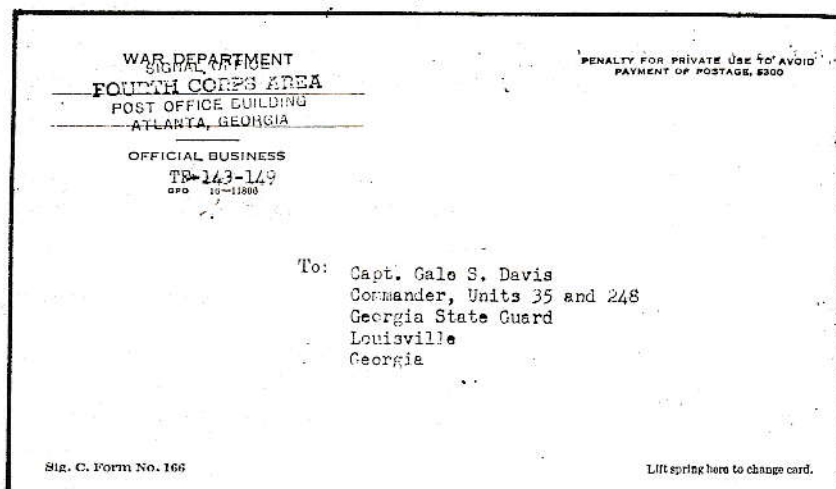
The mailing card illustrated in Figure 1 and Figure 2 was used on a 4 lb. parcel (note the pencil notation near the postmark in Figure 2). It was mailed without postage under a penalty clause imprint (pencil notation in

Figure 1 "NP") Since it was sent to a Georgia National Guard unit that had apparently not yet been federalized, the unit was required to pay 12 cents postage to return the films. Two 6-cent Prexies were tied with a Louisville, Ga. roller cancel. State agency mail, of course, could not be sent under a penalty clause.

The 12 cent rate resulted from the following computation: Zone 1/2 rate of 8 cents for the first pound + 1.1 cents for each of three additional pounds = 11.3 cents rounded up to the next whole cent as required by the regs.

The card illustrated in Figures 3 & 4 (following page) was used on a nine pound parcel in the same manner. Here, the 17 cents postage resulted from 8 cents (1st lb.) + 8 additional pounds at 1.1 cents = 16.8 cents, which rounds up to 17 cents. Since the training film weighed over four pounds, postage had to be paid in both directions.

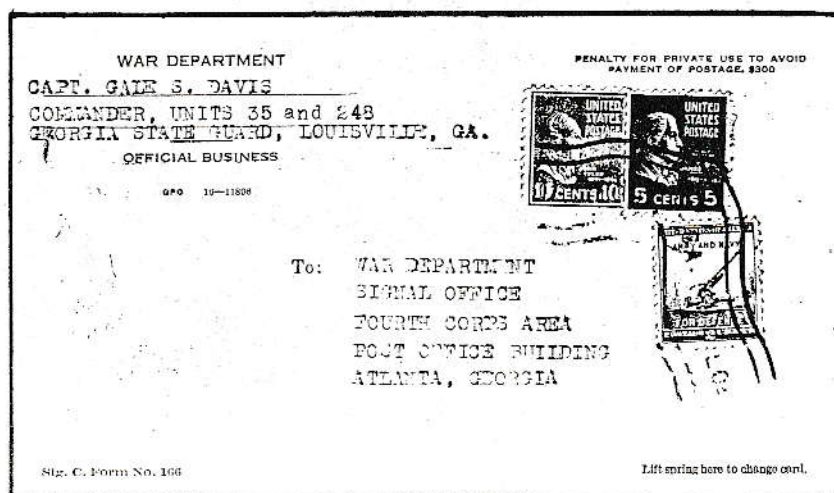
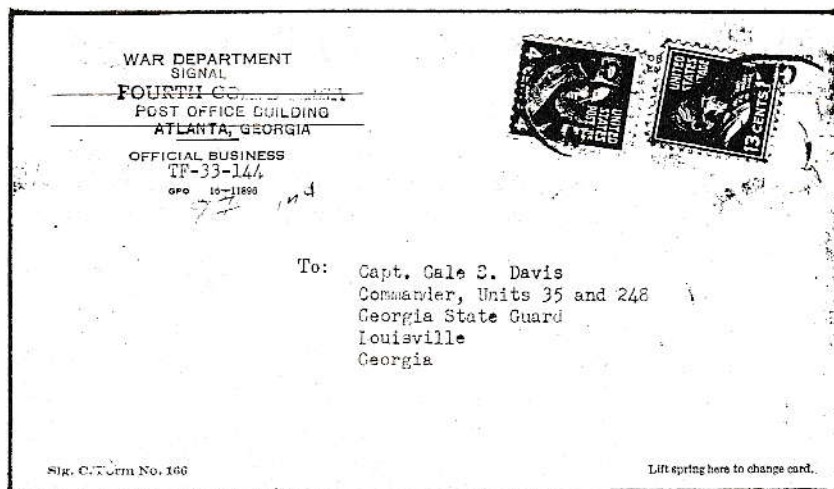
Use of the more unusual denominations of the Prexies from Atlanta might suggest a wider variety of stock available at the post office, but it is interesting that the 17 cent denomination was not used in either sending of this parcel.



Figures 1 & 2. Both sides of a War Department shipping card.

TYPE 1 DOANE REPORTS CONTINUE TO ARRIVE

Richard Helbock wishes to thank everyone who has forwarded reports of new Type 1 Doanes to LA POSTA during the past two months. An impressive number of new listings have been received, and an update will be published in the June-July issue. Please keep those cards and letters coming.



Figures 3 & 4. Both sides of a War Department shipping card.

CENSUS OF KENTUCKY DOANES

Louis Cohen, 200 S. 7th St., #155, Louisville, KY 40202 reports that he and Burns Speer are engaged in a census of Doane Cancel use for post offices of the State of Kentucky. If you have knowledge of Doanes used in the Bluegrass State, why not drop Louis a note? Eventually we will all benefit by having another piece of the Doane puzzle filled in.

POSTAL HISTORY OF THE A.E.F. TO BE REVISED

Theo. Van Dam, P.O. Box 8809, Anaheim, CA 92812 is organizing a group of scholars who are working on a major revision of the Postal History of the A.E.F., 1917-1923. This important study of American participation in World War I is now out of print, and Van Dam anticipates that the revised work will be greatly expanded and improved. If you are interested in participating, or merely learning more about the project, write Theo.

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How An Army Moves on its (MAIL) Pouch

By William H. Stromberg

You've heard the story that an army moves or travels on its stomach. This story shows how an army travels on its pouch -- The Mail Pouch!

We all know how important supply lines are to an army. In the field, men are busy all day either in training or in battle, and must have food and supplies. For large armies supply can represent a very difficult challenge, and the challenge can be complicated by the weather, the enemy, or a multiplicity of other factors. In the case of the Confederacy, supply was complicated by the Union blockade and shortages of many of the materials necessary to sustain the troops.

Among all the supplies required to keep up the morale of the troops, one of the most important is mail from home. During the Civil War it was important for the folks back home to receive news of their armies. Patriotism -- and financial support -- depended in large measure on knowing how well the boys were doing. Equally, and perhaps even more important, was the need for the boys on the front lines to receive news from home. Letters from home were, as they have long been and continue to be, critical to the morale of the troops in the field.

In the Union Army, each regiment in the field had a special postmaster, generally appointed by the Colonel, who received all the mail and saw to its proper distribution among the men. He also collected mail from the soldiers, which they were sending home. He sold stamps, received their letters, and, at stated periods, made trips to what would be established as a sort of main post office.

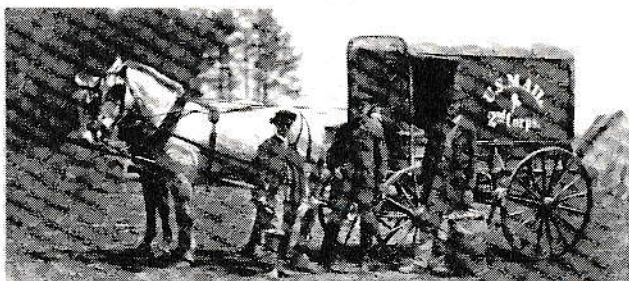


Figure 1. Union Army mail wagon.

The man designated as postmaster of the regiment was generally relieved from all other duties. Each regiment in the Army of the Potomac had a post boy, whose job it was to carry letters of his command to the brigade headquarters. There the mails of the different regiments were placed in one pouch and sent up to division headquarters. The outgoing mails were then sent on to corps headquarters where mail agents received them and delivered them to the agent from general headquarters.

At times it was an arduous task for the mail wagons to transport the accumulated mail over bad roads (Fig. 1). Often, several trips were needed to secure all the mails that had accumulated and were lying at some distant depot.

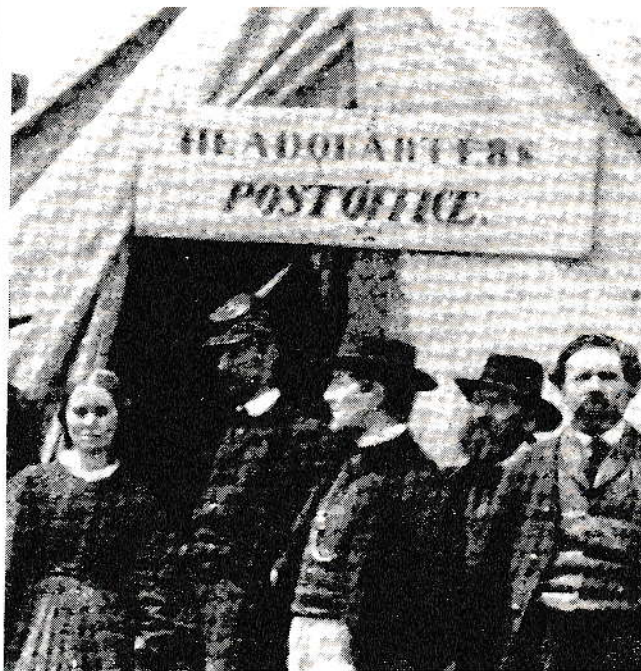


Figure 2. Army of the Potomac Headquarters post office.

In 1864 the post office at the Headquarters of the Army of the Potomac was a leading institution (Fig. 2). Supervised by Army Postmaster William B. Haslett, thousands of letters passed through it every week. With a mail pouch for every corps and detached command, the distribution was seldom delayed unless an army was on the march (Fig. 3).



Figure 3. Union Army postal courier.



Figure 4. Private vendors sold newspapers to the troops from wagons.

An additional source of news and information for the troops was supplied by private enterprise. Shrewd merchants, men willing to take chances to earn an honest dollar, followed the army with wagons or little trucks from which they sold every sort of publication -- particularly newspapers and magazines of the day. Figure 4 illustrates one such private vendor selling newspapers of Philadelphia, New York and Baltimore.



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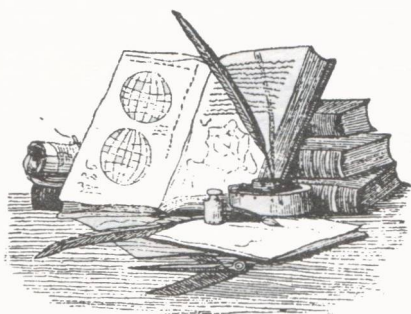
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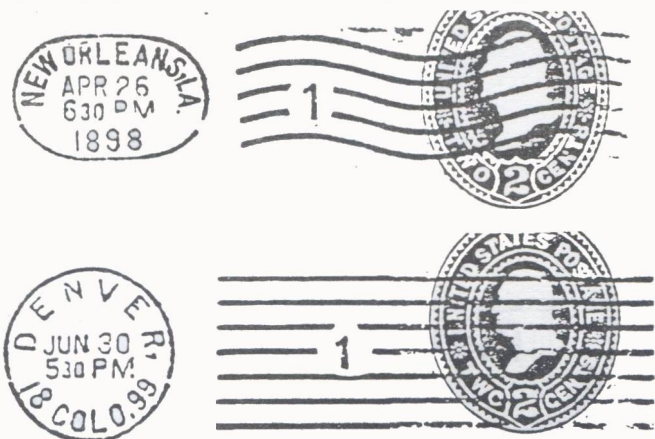
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BOOKS REVIEWED

THE BARRY STORY, Reg Morris and Robert J. Payne, Volume 2, *The Catalog of Oval and Circle Postmarks, Slogans and Service Markings*. Published by the authors, 1989. 176 pages, 8.5x11 inch format, bound in soft leatherette material. Available from Bob Payne, 363 Bethany Street, Thousand Oaks, CA 91360 or Reg Morris, 7360 Martingale, Chesterland, OH 44026. Price \$15.00 plus \$1.50 shipping & handling.

We reviewed the first volume of Morris and Payne's Barry machine trilogy in the last issue, and since that time Volume 2 has arrived. Format and quality of production remains at the same high level as Volume 1. The content -- being a well-organized, generously illustrated catalog -- is apt to be of even greater interest to the collector.



Barry oval and circle machine cancels.

The authors examine each type of killer used with circular and oval Barry postmark dials. Cities using each combination are listed along with the known dates of use. As mentioned above, the work is generously illustrated and quite easy to follow. The third part of the book presents a study of the Barry exposition and slogan cancels, and Barry service markings form the subject of the final chapter.

Volume 2 of *The Barry Story* lives up to the high expectations I had for the work of Morris and Payne. This fine study will undoubtedly boost collector interest in Barry cancels, and I strongly suggest that readers consider purchase of these excellent reference works. RWH

POSTAL HISTORY AND USAGE OF 1907 AND EARLIER PRECANCELS, Charles C. Souder. Published by David G. Phillips Publ. Co., Inc., 1989. 8.5x5.5-inch format, soft-cover, 304 pages. Available from David G. Phillips Publ. Co., Inc., P.O. Box 611388, North Miami, FL 33161. Price \$24.95 postpaid in the U.S.

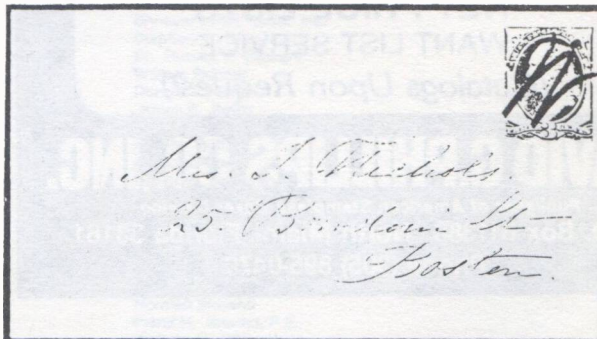
This latest contribution of the publishing house of David Phillips to the body of postal history literature treats a subject usually regarded as being on the periphery of the hobby. Precancel stamp collecting is typically considered as an aspect of philately, and the postal history implications are rarely given much publicity. This may change as a result of the work of Mr. Souder.

Souder has prepared an extensive catalog, organized on a state by state basis, which lists, illustrates, and prices all precancels with which he is familiar that were used prior to 1908. Expanded discussions are provided in many cases which greatly assist the reader in learning more about use of a particular precancel.

There is an impressive amount of information contained in this book. It is logically organized, easy to use and should serve as an excellent introduction to the subject of early precancels. Precancel price estimates are frequently provided for both on cover and off cover examples.

The production level is not quite the same standard that we have come to associate with Phillips' books. The text is clear and quite readable, but appears to have been rendered in a type style similar to what my Hewlett Packard labels as "line printer". Printing is by offset, and appears to be crisp and consistent throughout. Given the cost of producing typeset books on glossy paper, the tradeoffs made to produce this catalog are completely understandable.

I am pleased to recommend this work to anyone who would like to learn more about the use of precancels in 19th and early 20th century United States. RWH



Weston, Mass., manuscript "W" provisional precancel.

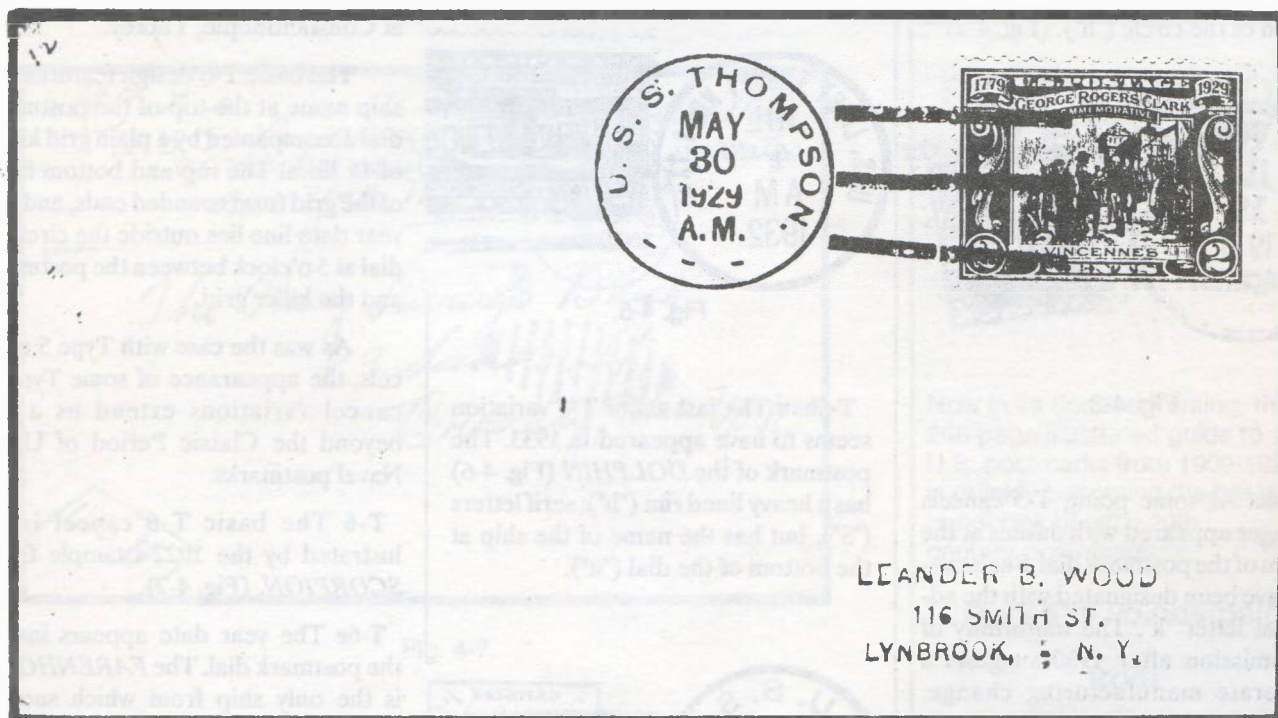


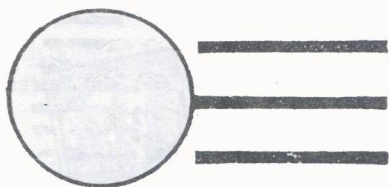
Figure 4-1. This cover displays a Locy Type 5s cancel from the U.S.S. THOMPSON which dates from late in the Classic Period.

THE LOCY SYSTEM - PART 4

By James Myerson,
USCS Historian

928 Towne Avenue, Los Angeles, CA
90021

TYPE 5



As mentioned earlier in this series, Locy's original Type 4 cancel no longer is recognized as a distinct type. It has been incorporated into the

smaller letter variation system. The next type to look at then becomes Type 5.

Equipment which yields Type 5 postmarks was first introduced to naval post offices in 1928. In this postmark the circular dial is considerably smaller than in Type 3, and the killer consists of three bars with movable type slots between them. The three bars are more closely spaced than in Type 3, and are also of equal length. As in Type 1, the ship name appears most often at the top of the postmark dial.

Almost all Type 5 cancels use a serif style lettering, and are designated T-5s. In fact, the only recorded cancels which do not have serif style letters also have other small design variations from the norm thus rendering a plain "T-5" non-existent.

The few variations known for Type 5 cancels are listed below. Be-

cause the type appeared so late in the Classic Period, some of the variations exist only after that time. My listing includes a few post-Classic examples in order to keep the record complete.

T-5s Really the basic Type 5 cancel. Note that the three killer bars are of the same length, as shown in the *THOMPSON* example (Fig. 4-1)

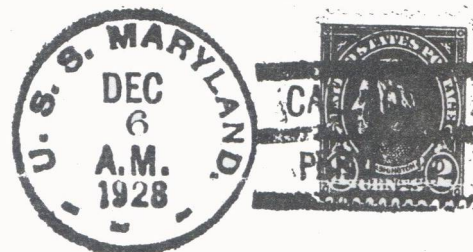


Fig. 4-2.

T-5hs In addition to serif lettering ("s"), the cancel from *MARYLAND* was executed with a much heavier rim

line around the dial and dashes at the bottom of the circle ("h"). (Fig. 4-2)

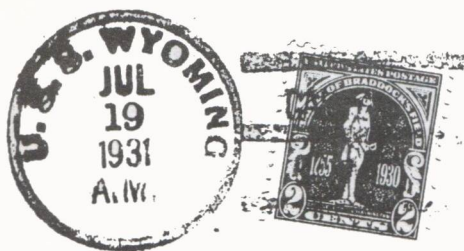


Fig. 4-3.

T-5hks At some point, T-5 cancels no longer appeared with dashes at the bottom of the postmark dial. Such cancels have been designated with the additional letter "k". The uniformity of this omission after 1930 suggests a deliberate manufacturing change. (Fig. 4-3)

T-5hks Quite a mouthful to describe the 1934 cancel from *MILWAUKEE*. The small "b" variation is added to reflect the missing top killer bar. (Fig. 4-4)

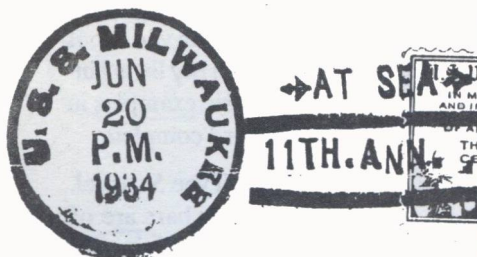


Fig. 4-4.

T-5hkn The cancel from *LIGHT TARGET NO. 1* (the name of the ship) is one of only a few T-5 cancels recorded without serif style lettering. The postmark dial is a heavy line ("h"); the dashes are removed ("k"); and an "n" variation indicates that the ship's designation (IX35) is also included. If Locy had made provision for "error" cancels, this one would qualify for the designation was executed "1X35". (Fig. 4-5)



Fig. 4-5.

T-5hsu The last major T-5 variation seems to have appeared in 1933. The postmark of the *DOLPHIN* (Fig. 4-6) has a heavy lined rim ("h"); serif letters ("S"), but has the name of the ship at the bottom of the dial ("u").

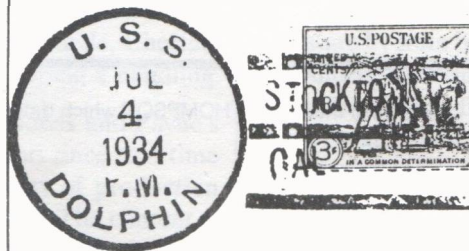
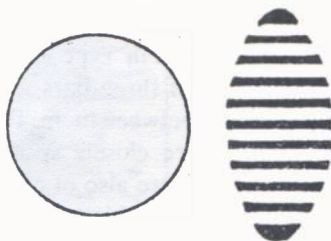


Fig. 4-6.

TYPE 6



The use of the familiar steel duplex style cancel did not occur on naval vessels until the 1920's. Naval shore establishments used this style of canceling device as early as 1905, and some have been noted in use during World War I with the wording "U.S. NAVY." The earliest example known to me to have been used aboard ship is the T-6 dating from 1922 used on the

U.S.S. *SCORPION*, then station ship at Constantinople, Turkey.

The basic T-6 design features the ship name at the top of the postmark dial accompanied by a plain grid killer of 11 lines. The top and bottom lines of the grid form rounded ends, and the year date line lies outside the circular dial at 5 o'clock between the postmark and the killer grid.

As was the case with Type 5 cancels, the appearance of some Type 6 cancel variations extend us a bit beyond the Classic Period of U. S. Naval postmarks.

T-6 The basic T-6 cancel is illustrated by the 1922 example from *SCORPION*. (Fig. 4-7)

T-6e The year date appears inside the postmark dial. The *FARENHOLT* is the only ship from which a variation is known. (Fig. 4-8)



Fig. 4-8.

T-6f The presence of "BR. NEW YORK, N.Y." in the postmark is noted by the letter "f". (Fig. 4-9)



Fig. 4-9.

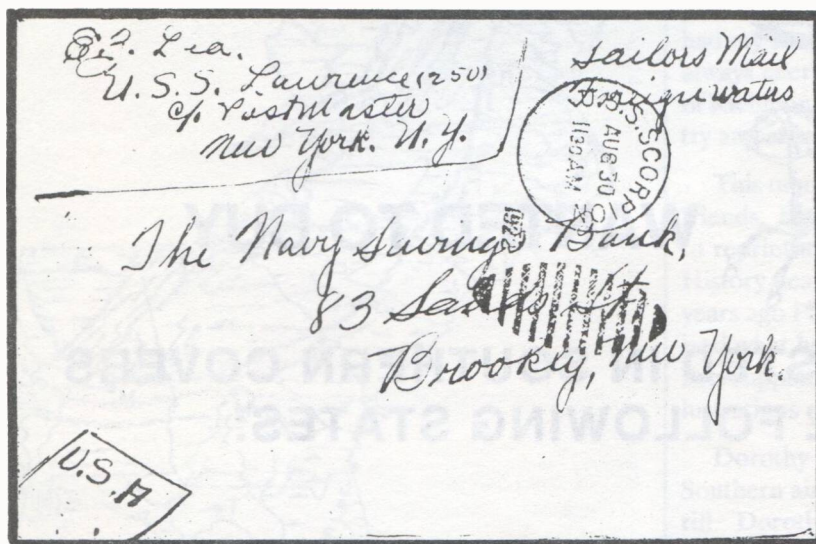


Fig. 4-7.

T-6j A number of T-6 cancels were issued with noticeably lighter grid lines. These cancels, such as that shown from *DOBBIN* (Fig. 4-10), are designated with the letter "j".

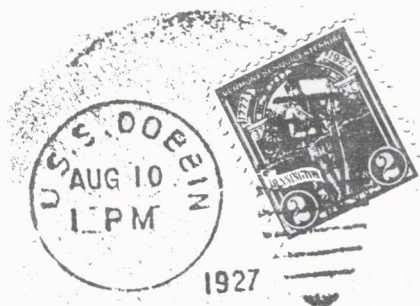


Fig. 4-10.

T-6i The letter "i" is applied to cancels in which the killer grid is shaped with pointed ends, rather than the normal rounded ends. (Fig. 4-11)

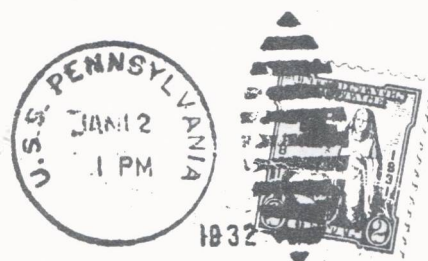


Fig. 4-11.

T-6g The "g" variation recognizes cancels in which a numeral appears within a circle centered among the bars of the killer grid. (Fig. 4-12)



Fig. 4-12.

T-6gz Used during World War I from naval shore installations, the T-6gz features a numeral in the killer grid and the "U.S. NAVY" security wording in the postmark dial. The example illustrated in Figure 4-13 was used at the U.S. Naval Training Station at Newport, Rhode Island.



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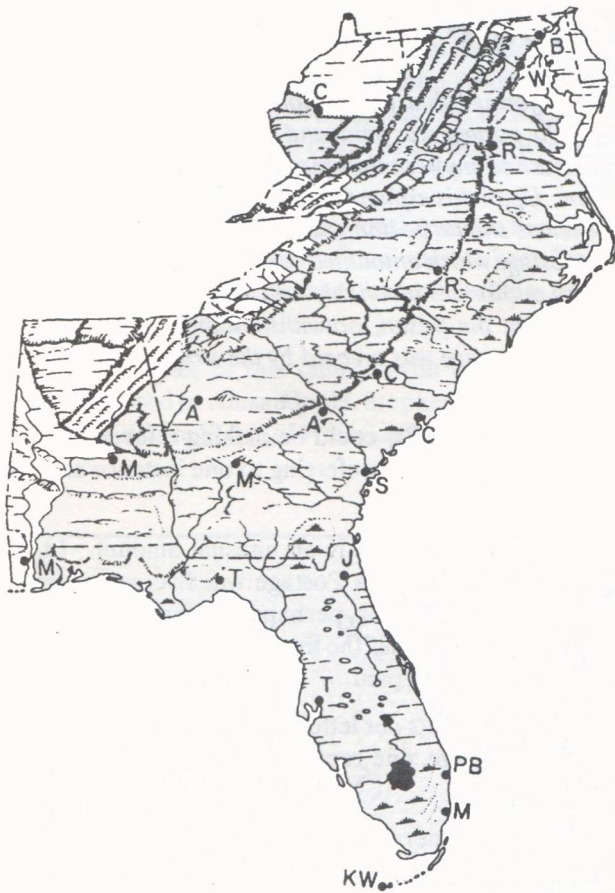
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SOUTHEASTERN SECTION

DAVID BRUCE ROBINSON
POST OFFICE BOX 35926
RICHMOND, VIRGINIA 23235

I'm running late in getting my section together this month (as usual, Bill?) and it gives me a chance to reflect on the fact that I am almost (I have one left, thanks to Frank Stewart) out of articles. I'd love to publish that article that you have always thought of but never jotted down. I would be especially grateful if you'd drop me a line so that we could talk over any articles that you may have in process, already completed, or just may be thinking about.

I looked over all of my Richmond Stampless covers in search of several for an article that is in this month's section, and had occasion to run across two that I have a special fondness for. I was about eleven years old, and was with my Mom at Gala Stamps in Richmond. Bill Trevvett had a cover box for 50 cents each. At this point in my life I was more in-

terested in US used at 3 cents each, but my Mom, being the smart one that she is, spied these unusual old letters postmarked "Richmond" from the 1850's. Thanks to her, I had my first two stampless covers from my hometown. I'll always cherish these, even though they aren't in my exhibit of Richmond Stampless on account of condition. Maybe I'll try and sneak them over on the judges once, just for her.

This month's section contains two fine articles by two old friends. Peter Powell and his publisher gave me permission to reprint an excerpt from his book on Confederate Postal History dealing with the Penny Post of Richmond. Several years ago Pete and I looked through my stampless and realized what he thought about a carrier rate might just be true. I've supplemented the illustrations from his book with illustrations of covers from my collection.

Dorothy Schneider has written a fun article about a Southern air mail crash cover from the route of Dick Merrill. Dorothy is a great lady and I've always been proud to know her and her husband, Ed.

This month's column is dedicated to my Dad, Bruce Robinson, who is re-writing the definition of the terms "role model" and "courage" with his battle with cancer.

Thanks for all of your letters of comment and support, please start those articles coming again.

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WORLDWIDE COVERS

The Richmond, Virginia Penny Post

By Peter W. W. Powell

Editor's Note: This article is reprinted from "Confederate States of America Markings and Postal History of Richmond, Virginia" through the courtesy of Leonard H. Hartmann, Publisher. The book is available from the Philatelic Bibliopole, Post Office Box 36006, Louisville, KY 40233 for \$50.00 postpaid. The illustrations used in this article are not exclusively the ones used in the Powell's book. The two Confederate usages are from Powell's book, but the five Stampless usages are from Richmond covers contained in the Editor's collection and are used herein as companion pieces to Powell's text.

The basis for a Penny Post in Richmond is well founded. The United States Postal Act of July 2, 1836 strengthened the Act of March 3, 1825 in authorizing the United States Postmaster General to employ letter carriers where ever it may be an accommodation to the public. These letter carriers were to be paid at a rate not exceeding two cents per letter for each letter they deposited in the Post Office or delivered from the Post Office. The carrier's compensation was to be paid totally by the carrier fee. The Act of April 3, 1860 reduced the carrier fee or rate to one cent per letter.

The provision for a Penny Post was continued by the Act of February 9, 1861 which became the foundation of the Confederate Government:

...to continue in force certain laws of the United States of America. Be it enacted by the Confederate States of America in Congress assembled that all the laws of the United States of America, in force and in use in the Confederate States of America on the first day of November last, and not inconsistent with the Constitution of the Confederate States, be, and the same are hereby continued in force until altered or repealed by Congress.

Then, with the United States Act and the Confederate States Act keeping the former in tact, we have the foundation for carriers to operate out of the Richmond Post Office.

We find an indirect reference to Penny Post from United States Congressman Ely while a "guest" of the Confederate Government at Liggons Warehouse.

Earl Antrim's "Civil War Prisons and Their Covers" quotes an incident where Congressman Alfred Ely reports that prisoners are charged seven cents per letter, pages 113 and 114:

Touching the mail facilities with which the Union prisoners were favored, the following facts are worth mentioning: At one time some 300 letters, addressed to the prisoners, had accumulated at the postoffice and were withheld from their owners nearly a fortnight. As soon as the Union officers ascertained this fact, they instituted an inquiry in regard to it, and

were informed that the authorities declined to deliver them until the postage was paid; and as they believed that few of the privates had any pecuniary means, they had determined to keep them. Upon this explanation, the Union officers directed that the letters should be immediately delivered, as they would pay the postage which amounted to twenty-five dollars. The Richmond authorities invariably exacted seven cents per letter on delivery at the prison, notwithstanding that five cents Confederate postage was prepaid by the writer in an enclosure to General Wool.

Congressman Ely could be making reference to one instance or he could be referring to one instance as a general rule.

Seven cents is certinly an unusual amount. Lt. Harris knew that Confederate Postage was five cents. From the statement and the book, perhaps Lt. Harris actually saw the letters in question thus the five cents in Confederate Postage may not have been paid.

The seven cents per letter was most likely five cents Confederate Postage, one cent carrier fee and one cent to collect the fee.

These prisoner references are the only information found, to date that relate to the Richmond Penny Post and the letter carriers.

Several years ago, about one hundred Confederate covers were distributed to the heirs of General Joseph Anderson. These covers are to and from General Anderson and other members of his family. Many of these covers are still in the family hands, though some are now out and in collections. I was able to examine most of these covers prior to distribution. Several of the covers addressed to Mrs. Anderson from General Anderson have a crayon marking much like a "1" extending from the top to the bottom of the envelope. Other covers have been seen over the years with this same marking, but so few that they were really not studied.

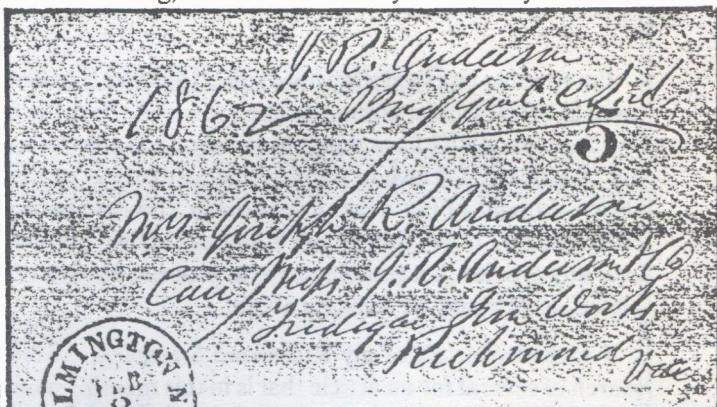


Figure 1 "1" Slash on 1862 cover (from Wilmington, NC) to Richmond. "5" represents a soldier's due rate for under 500 miles. Cover from (Brigadier) General Joseph R. Anderson (While commander of the military district of Cape Fear). EX-POWELL

No explanation of the "1" crayon marking was evident until the Anderson covers appeared in mass and a number could be examined at one time. General Anderson, President of the Tredegar Iron Works, was one of Richmond's most prominent citizens and could be expected to pay a fee to have his mail delivered.

The "1" crayon marking is too consistent not to represent something. Other disposition of mail such as "way," "advertised," "held for postage," etc. have known markings, the only thing left is the Penny Post!

A few examples of this same crayon marking exist on covers addressed to Alexander H. Stephens, Vice President of the Confederate States of America while he was in Richmond.

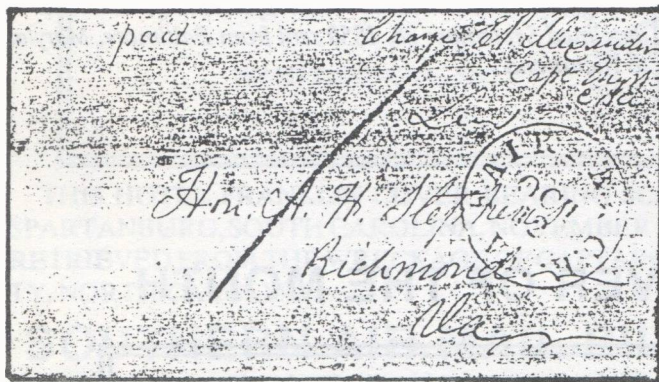


Figure 2 "1" Slash on cover (from Fairfax C. H., Va.) to Richmond to Alexander H. Stephens, (Vice-President of The Confederate States of America) EX--POWELL

In 1850, we find a cover addressed to Philadelphia from Richmond with a similar slash in ink. The Cover has the "attached 5" cancellation, the slash could indicate that the cover was picked up and delivered to the Post Office. The carrier rate was then two cents.

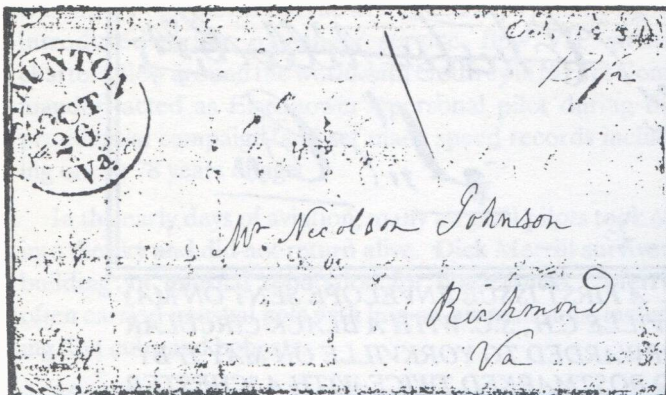


Figure 3 The earliest known use of the "1" slash on a folded letter from Staunton, Virginia to Richmond. The letter is datelined October 23, 1836. EX--ROBINSON

Two circulars are known having similar ink slashes to indicate drop letter postage. One is dated 1841 and addressed to Mr. William Gray, the other is undated and is addressed to Mr. Mann S. Valentine.

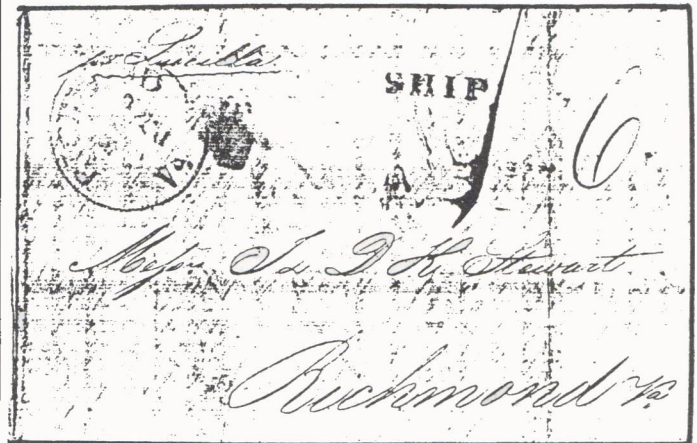


Figure 4 The "1" slash used on an incoming ship mail folded letter datelined "Bremen July 27, 1837." EX--ROBINSON.

One Cover dated 1855 is to Mr. Archer, Anderson's early partner, and one dated 1847 to Miss Anderson is are known that show the ink slashes.

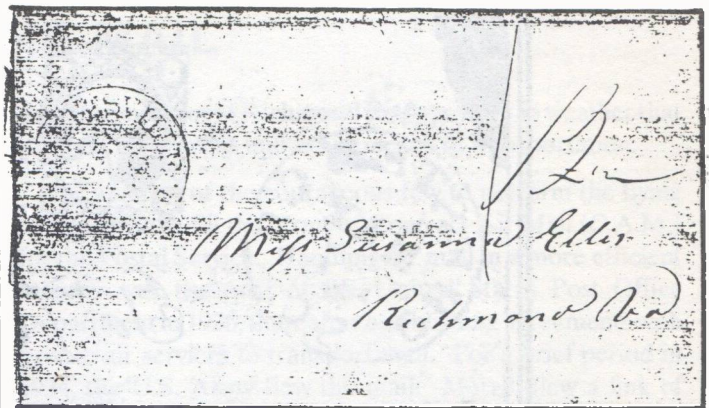


Figure 5 The "1" slash in blue ink on a folded letter from Charlottesville, Virginia to Richmond datelined September 10, 1841. EX--ROBINSON.

Two Post Office receipts made out to Mr. Gray in 1833 and 1844 are known. These receipts indicate that Mr. Gray did not pay postage in advance or on pick-up but charged it. On both receipts, in manuscript under the amount due for letters, is an additional charge, 12 cents on one receipt and the abbreviation "Carr." and the other appears to be "Carrier fee 15 cents."

Most collectors of Richmond covers believe these slashes are indications of the carrier fee or authorization. The actual mark, being a slash and not a true numeral could have been applied when mail was sorted to indicate it was one authorized for local delivery.

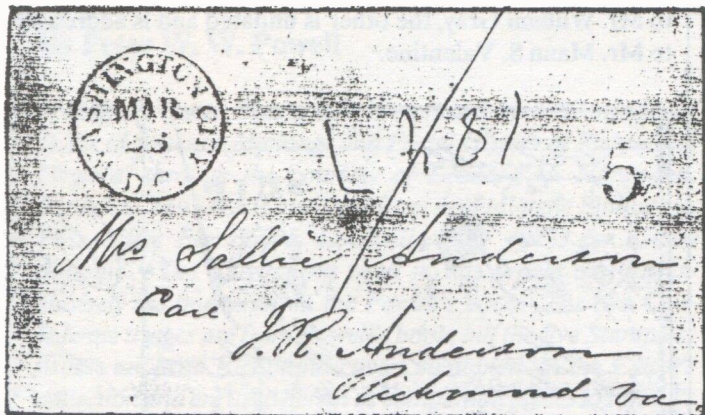


Figure 6 The "1" slash in black ink on an envelope from Washington City, D.C. to Mrs. Sallie Anderson care of Joseph Reid Anderson in Richmond. EX-ROBINSON.

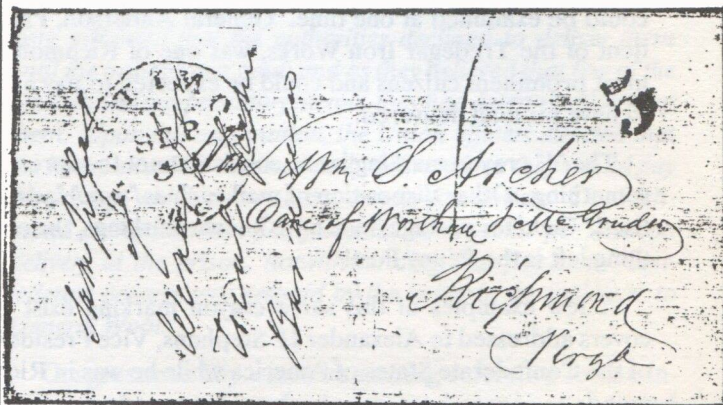


Figure 7 The "1" slash in red crayon on a folded letter datelined September 28, 1850 sent from Baltimore, Maryland to Richmond

SOUTHEASTERN COVER OF THE MONTH



A FINE SOUTHERN FORWARDED USAGE. A FIRST ISSUE ENVELOPE SENT ON MAY 11 FROM RIPLEY, MISSISSIPPI TO CHESTERVILLE C.H., S.C. WITH A BLACK CIRCULAR DATESTAMP. WHEN IT ARRIVED, IT WAS FORWARDED TO YORKVILLE ON MAY 17 BY THE ADDITION OF A THREE CENT 1857 AND POSTMARKED TWICE WITH A "CHESTER C. H. S.C." RED CIRCULAR DATESTAMP. FROM THE EDITOR'S COLLECTION.



THIS HOTEL FRANKLIN COVER BEARING SCOTT NUMBER C11, 5 CENT AIR MAIL, POSTMARKED SPARTANBURG, SOUTH CAROLINA, NOVEMBER 11, 1930, IS AN INTERRUPTED FLIGHT (CRASH) COVER, RETRIEVED FROM THE WRECKAGE OF CAPTAIN DICK MERRILL'S MAIL PLANE IN CLEVELAND COUNTY, NORTH CAROLINA.

SOUTHERN AIR MAIL PILOT AVERTS TRAGEDY AND SAVES THE MAIL

BY DOROTHY A. SCHNEIDER

One of the legends in aviation history is Henry T. "Dick" Merrill. Over a long and glorious career, Merrill logged 45,000 flight hours. He barnstormed in an OX5 Jenny, flew the night air mail, flew through four seasons in four days to deliver aircraft for rescue of Explorer Lincoln Ellsworth at the South Pole, pioneered the first round trip Atlantic flight, introduced airline passenger service, flew VIP airline charters, flew around the world with Godfrey in the Jet Commander, acted as Eisenhower's personal pilot during the presidential campaign, and set many speed records including one at 78 years of age.

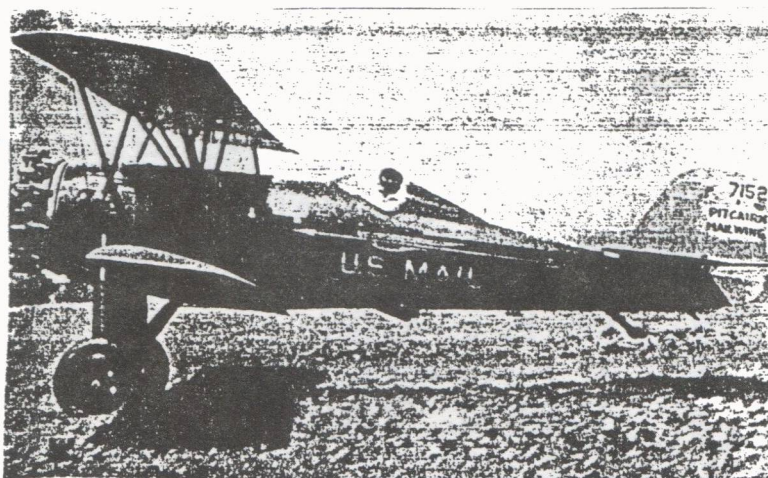
In the early days of aviation, many air mail pilots took off into the sky and did not return alive. Dick Merrill survived, building an unusual reputation for fearlessness. Merrill often carried unusual pets with him on his mail runs, including lion cubs and bobcats.

Merrill started work in 1927, piloting single engine Fokker mail planes from New Orleans to Atlanta via Mobile for Saint Tamany Gulf Coast Airways. He transferred a year later to Pitcairn Aviation in Richmond, Virginia. He flew

the night mail out of Richmond for four years in weather that stopped mail trucks and other means of transportation.

He was one of the courageous few to perform the flying necessary to fulfill the terms of Contract Air Mail (C.A.M.) for the Postal Service. Handling air mail in a more efficient manner was the goal of the United States Post Office Department in 1926, thereafter establishing agreements with private air services to transport mail. For a brief period in 1934, the U.S. Army flew the mail. Merrill flew a link of Route 19, which served the East Coast from Boston to the Florida Keys and Norfolk to Saint Louis. The route was inaugurated May 1, 1928, combining several smaller routes within its territory. Here lies the story of one night in the Winter of 1930 in the life of one early Aviation legend while flying the Contract Air Mail on Route 19.

Dick Merrill was carrying the night mail from Atlanta to Richmond. The flight was due in Virginia at 1:30 AM. Merrill landed in Charlotte, North Carolina, thirty minutes late on account of severe fog conditions, but thinking he could fly out of it, he went on to Greensboro. Before many miles were covered, he was lost as the radio beacon signals failed and the tower beacons were not visible. Merrill knew from experience that the low ceiling and strong wind from the west signaled that he was over mountainous country. At an altitude of six thousand feet, he turned south and tried a zig-



MERRILL'S PLANE FOR FLYING THE NIGHT AIRMAIL

zag course, aimed at Charlotte. He was desperately looking for beacons. At 3:45 AM, over two hours late and with gasoline supply exhausted, he climbed out of the cockpit and onto the wing to get as far away as possible from the aircraft's dangerously spinning tail. Merrill planned to dive head first, out and down.

The plane went into a spin and he was forced to re-enter the cockpit to right the aircraft and stabilize its forward motion. Again, he climbed out, but the airplane flew erratically and forced him back into the cockpit for a second time to right its flight path. The third exit onto the wing was the last as the violent spinning of the ship hurled him into the cold night air. Merrill free-fell for fifteen hundred feet before he pulled the rip cord of his parachute.



MERRILL IN MAIL DELIVERY FLIGHT SUIT

Merrill landed hard and suffered a sprained ankle. He searched the countryside until he found his airplane which was crumpled to the point that it salvage was impossible. Merrill searched the wreckage for the mailbags which he found and pulled from the wreckage. A family living on a farm a half mile from the crash site administered first aid to the injured airman and transported him and his mail cargo to Casar, North Carolina. From there, the mail was shipped by train from Shelby to Greensboro.

No special markings were applied by the Post Office Department. Recipients of the mail or subsequent owners applied their own marks when they realized that they received or obtained a cover that was in the crash. A total of 103 pounds and 4 ounces of mail was loaded on Merrill's plane in Atlanta, and the same amount was delivered to Postal Authorities by Merrill in Casar. The *American*

Air Mail Catalogue notes that only four covers have survived. This is probably due to the fact that no special markings were applied.

The status of parachuting to safety earned Dick Merrill membership in the "Caterpillar Club," made up of survivors of damaged airplanes having had to make involuntary leaps to save their lives.

The wreckage of the plane was loaded onto a truck and delivered to Spartanburg, South Carolina. The \$12,000 aircraft was beyond salvage and only the radio was saved. A junk dealer gave the Eastern Airport Company \$10 for the scrap.

Dick Merrill died November 2, 1982 at the age of 88. His sixty-three year flying career paralleled the history of man in flight.

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Wings of Man, The Legend of Captain Dick Merrill, Jack L. King, Aviation Book Company, 1981.

The MIDWESTERN EDITOR

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Have you ever been in a position where you described yourself as a collector of postal history to someone who is not? The automatic question is "What is postal history?" It's not an easy question to answer, as one's mind seeks for words, phrases, and analogies that might be meaningful to someone with no concept of cover collecting. It's hard not to become defensive while explaining the passions involved in collecting paper with postal markings on them to one who collects nothing.

This is why we seek others who speak the same language, and look to shows and seminars to be able to discuss our esoteric concerns without receiving a blank - or condescending - look in return.

I must confess I didn't go to ARIPEX and attend the postal history seminar held there, but I certainly applaud its intent and effort, and hope it leads to other such meetings in the future. Actually, I'm not worried about the future of postal history, as I think the very nature of the discussions that take place indicate that the subject is alive and well.

It reminds me of when I was a graduate student in geography at the University of California. There was much introspection of geography as a discipline - whether geography should be qualitative or quantitative, how it compared to the physical sciences, what the role of geography should be in the world about us. A popular topic was to define just what "geography" is; a popular answer was "Geography is what geographers do." A bit flippant, but basically meaning that no matter what the specific course on inquiry, geographers were united by having a unique, spatial point-of-view from which they approached the study of the world.

It seems to me that postal history is behaving like an academic discipline, with its leading proponents struggling with the relationship of postal history and philately, trying to define the scope of the subject matter, and determine just what postal history is. I don't have the answers to these many questions, but I am certain that any topic that can draw a large amount of attendees to discuss these subjects has attained a certain level of sophistication that will ensure its own continuity. In other words, postal history has "come of age".



The fact that there is no unanimity in answering the overall questions is a reflection of the fact that no two people approach collecting in precisely the same manner. Interests vary widely, and a person may be an expert in one small facet and know next to nothing about other subjects. Yet isn't it the same way in Academia? Don't chemists and physicists and doctors and lawyers have specialties so unique that there is seemingly little common ground between experts in specialty areas? Yet they all unite under the umbrella heading of their discipline.

Look at the growing list of postal history publications. In addition to the many state and regional listings and monographs, there are a number of fine periodicals devoted to postal history subjects - La Posta, the Heliograph, Postscripts, and Western Express, as well as numerous quarterlies from the state societies.

The challenge of editing a nation-wide postal history publication, knowing that most of the audience have interests restricted to a relatively few topics or areas. It's really not possible to present articles on detailed postal history research that will be of interest to everybody, or even a majority of readers. But then, it's really not necessary to try to please everybody. It is more desirable to pepper the publication with a variety of material, and to present the best of the research and writing that is being done in the field, hoping that responsive chords will spark a

lively debate. In this way collectors can be aware of what courses of inquiry may be fruitful for their own interests, and those who share common interests might find each other for mutual benefit.

Isn't this the same with other professional journals? Most articles are not read by a majority of the audience, yet the fact that specialized research from experts with diverse perspectives is presented in a publication with a broad audience provides a unifying factor that helps establish an identity for the subject. And so it is with postal history. Perhaps after all the best answer to "What is postal history?" is "Postal history is what postal historians do."

Post Office Centennials

Operating post offices celebrating their centennials in July and August include a surprising number from Wyoming, at the time still a territory, but rapidly approaching statehood. Of the Wyoming offices established at this time, Torrington became the county seat of Goshen County, and Dubois has become a major town in the northwestern Wind River basin. California had four offices established during this time, including Avalon on Santa Catalina Island.

July 1889-1989

13	Saint Paul* VA, Owyhee NV
15	Redondo Beach CA, Monetta SC, Ruby SC, Meriden WY
16	Glendo* WY
20	Torrington WY
22	Coalinga CA, Westley CA, Moapa NV, North Tazewell* VA
23	Perth ND
27	Avalon CA

August 1889-1989

6	Sharon ND, Dubois WY
14	Holloway MN
23	Hornbrook* CA
24	Loomis WA, Grover WY
26	Adger AL
31	Addyston OH

Offices marked with an asterisk (*) were established under a different name.

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MIKKELSON
The Old North Dakota Bad Lands Post Office
by Oscar Becker

Editor's note: In the September 1988 issue of La Posta we presented a marvelous story by Oscar Becker, telling of a trip to deliver the mail to Mikkelson during a high-water period. Mr. Becker honors us again with a few memories of the Mikkelson post office during World War I.

During the winter of 1914-1915 I stayed at an old ranch on bottom land near the Little Missouri River feeding cattle. This was the first time I had lived in this valley, but since then I have lived there and returned for visits over many years.

The Little Missouri is one of the few rivers in our country that flows north. It's headwaters are in the uplands of South Dakota and Wyoming, flowing northward through the North Dakota badlands to its confluence with the Missouri River. Near the river and about six miles south of the ranch on which I spent this winter was the Mikkelson post office. The area is 36 miles north of Medora, North Dakota, which is the major town along the river as well as a station on the east-west line of the Northern Pacific Railway.

The mail for Mikkelson came by Star Route from Medora. Wednesday was mail day, and the mail was supposed to be at Mikkelson at 4 p.m. However, it generally left Medora about 8 a.m. and got to Mikkelson when convenient and possible. The mail carrier returned to Medora with the outgoing mail the following day.

During good weather, with the river at a normal stage, you could take your letters to be mailed and pick up your mail on Wednesday evening. However, when the weather was bad or the river was high, we never knew when the mail would get through. If you had important letters to go out you had to try to get them there, because sometimes even if the mail carrier couldn't get there Wednesday night, he would show up Thursday morning. Then he would exchange the incoming mail for the outgoing mail and be on his way back. Our mail service had a lot to be desired, but we were thankful for what we had.

The post office was a room in a log house with a separate entrance from the outside, so it was not necessary to enter the house to conduct postal business. Its furnishings consisted of a table, a few chairs, and a box about 3-foot square and one foot deep, with partitions to make a lot of "pigeon holes". This box sat on one of its sides on the table, with its

back against the wall. There was a pigeon hole for each patron -- and at that time there were about 20 of them. Some folks had to come 12 miles up the river valley to get their mail.

During the late 'teens and early '20s the postal service was the only connection with the outside world for these people. Life in the area was quite primitive. There was no electric power, so there were no electric appliances; and there was no telephone service. Therefore, the patrons always looked forward to "mail day" to get the news, and word from relatives and friends.

The weather had to be pretty bad to keep them from going after their mail on mail day. For instance, one day in the middle of winter, I had been out all day, and in the evening I went after my mail. When I got to the post office the mail carrier said "You must have wanted your mail awful bad -- you know how cold it was in Medora this morning?" I said no, and he replied "56 degrees below zero".

That 56 degrees below zero was not so bad. There was no wind and I was dressed warm. Going home I put my horse in "automatic"; I tied the bridal reins together, hung them over the saddlehorn and let my horse take me home. He knew the way just as well as I and was just as anxious to get there.

In the winter, with Mikkelson being so far north, it gets dark pretty early. It was dark when I left the post office. It was a beautiful night, with all the stars out. I didn't need to think about guiding my horse, so I occupied my thoughts about what I would find in my mail, which I hadn't read yet. It was a



cold, deep, silent night, with nothing stirring. Then all of a sudden the silence was broken by the howl of coyotes. And then my horse stopped. We were home.

Sometimes at the post office they mixed a prank with business. On one occasion one of the patrons had sent for a new pair of boots. He had very large feet, requiring large-sized boots. Knowing he sent a hired man after the mail, when the boots arrived they took one boot out of the package and replaced it with a note saying they had to tan another hide to get enough leather to make the other boot, which would follow soon. He got his other boot the next mail day.

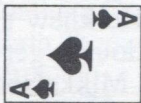
The old post office served another purpose. When legislation providing for draft registration was passed during World War I, the post office was designated as a registration place for the area. I was

20 years old in June of 1917, so I registered at the post office -- number 13 at that location. With that luck, I was called for the draft, and reported for service in the Army at Camp Dodge, Iowa on September 19, 1917.

The post office also saw service as the polling place at election time. After I returned from the Army I served on the election board. In speaking to old Hank Brennan, who is said to have been the first white child born in Dakota Territory west of the Missouri River, I learned that several other young men had hung around the post office until someone else came in to register as number 13.

The Mikkelson post office is long since gone. It served the area well. The people who got their mail there thought they were lucky to get the service they got. Even when the mail was a day or two late, there was very little complaint.

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DOANE CANCELS OF KANSAS

by Jim Felton

The plains of Kansas yield a largely unharvested bounty of Doane cancels. After I learned to identify them, some of the first Doane cancels I found were from Kansas, part of a business correspondence I found in a dealer's stock. Since then I have noticed Kansas Doanes frequently appearing in *La Posta* Subscriber's Auctions and elsewhere. Since I had not learned of anyone recording them I have been keeping a list of Kansas Doanes. My findings to date are presented with the hope that others will share their knowledge and document yet another state's usage of these distinctive cancellations.

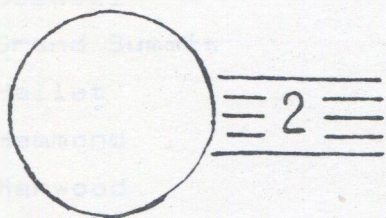
According to Robeert Baughman's book Kansas Post Offices, more than seventy post offices

were opened or reopened while Doane cancels were issued. A prediction of type has been made by applying the periods for each type as determined by Helbock. There were also seven rescinded offices during the Doane time fram: BRICKTON, CENTERHILL, ELSEA, FEAGINS, KRISTOF, LAEL, and NORMA. Cancels from these offices are not expected, but these offices are mentioned here for the record.

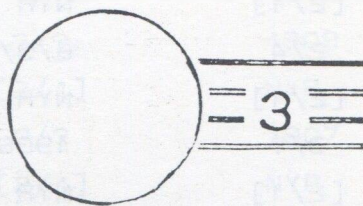
How many Doanes were used in Kansas? This cannot be answered without an intensive study of all Kansas cancels, the same as for other states. Some boundaries can be drawn. Helbock (*La Posta* 18:1, p.16) gives these totals of open offices for Kansas for these years:

<u>1903</u>	<u>1904</u>	<u>1905</u>	<u>1906</u>	<u>1907</u>	<u>1908</u>	<u>1909</u>	<u>1910</u>
1475	1397	1351	1302	1276	1258	1249	1256

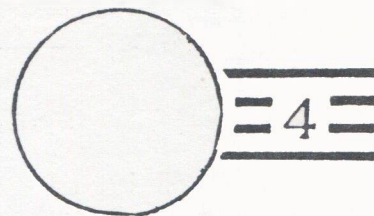
The Postmaster General's Report for the fiscal year ending June 30, 1904 listed 170 Kansas post office of First, Second, and Third classes. Since Doanes were issued to Fourth Class post offices, we can estimate the number of potential offices at 1,270.



Type 1
Issued in 1903
(up to Oct.)



Type 2
Issued between October
1903 and June 1905.



Type 3
Issued from June
1905 to mid-1906

KANSAS DOANES

<u>office</u>	<u>type/number</u>	<u>dates</u>	<u>notes</u>
Alexander	1/2	01/26/09	
Aliceville	2/?	12/24/08	
Amiot	[2/1]	NYR	
Amy	[3/1]	NYR	
Antonio	[2/1]	NYR	
Arnold	[2/?]	NYR	1
Atwater	?/?	1909	
Baker	2/3	01/24/09	
Beardsley	[3/?]	NYR	2
Beaverview	[3/1]	NYR	
Bellefonte	?/?	1909	
Bentley	3/3	10/18/05 - 11/21/09	
Berwick	?/?	1909	
Beulah	?/?	1905	
Boicourt	2/?	1908	
Bolton	?/?	1908	
Bonita	2/?	1904 - 9/2/08	
Boyd	[2/1]	NYR	
Broughton	3/4	1912	
Bucyrus	1/3	06/17/03 - 12/08/03	
Bucyrus	2/3	6/25/09	
Campus	[3/1]	NYR	
Canyon	[2/1]	NYR	
Carleton	2/4	6/9/08	
Carona	[2/1]	NYR	
Cedar	3/?	1906	
Chance	[2/1]	NYR	
Chardon	3/2	6/30/10	
Clearwater	?/7	4/21/06	
Cleburne	3/?	1911	
Clonmel	[2/1]	NYR	
Collyer	?/2	10/14/05	
Curranville	[2/1]	NYR	
Cutler	[3/1]	NYR	

KANSAS DOANES

Dale	[3/1]	NYR	
Deerhead	?/?	2/11/11	
Delia	[3/1]	NYR	
Denton	[2/1]	NYR	
Dillon	?/?	1911	
Division	[2/1]	NYR	
Dover	2/3	1908	
Elbing	?/?	1909	
Elkader	[3/?]	NYR	3
Elm City	3/?	1907	4
Ematon	[2/1]	9/19/05 - 1909	
Emmett	[3/1]	NYR	
Fairland	[2/1]	NYR	
Fairport	?/2	1908	
Fargo	[3/1]	1909	
Ferguson	[2/1]	NYR	
Folsom	[2/?]	NYR	5
Forest	[2/1]		
Formosa	?/?	1908	
Fowler	3/4	8/30/07	
Frederic	?/?	1905	
Friend	?/?	??	
Frizell	[2/1]	NYR	
Gallagher	[2/?]	NYR	6
Goesseel	?/?	1910	
Grand Summit	?/?	1909	
Hallet	[2/1]	NYR	
Hammond	?/?	1907	
Harwood	[2/1]	NYR	
Hartland	?/?	1905	
Hawley	[2/2]	1909	7
Homestead	?/?	1908	
Hopewell	[2/1]	NYR	
Hull	?/?	1910	
Hymer	?/?	1907	
Igo	[2/?]	NYR	8
Imperial	?/2	1908 - 1910	

KANSAS DOANES

Iowa Point	?/?	1908	
Irene	?/?	1908 - 1911	
Iuka	?/?	??	
Janssen	[2/1]	NYR	
Jarbalo	?/2	1908	
Jericho	[2/1]	1907 - 1910	
Kanorado	[1/1]	1911	
Kingery	[2/1]	NYR	
Kingsdown	[2/?]	NYR	9
Ladder	[2/?]	NYR	10
Lasswell	2/1	1911	
Latimer	3/2	4/8/07	
Le Loup	2/3	2/14/07	
Linda	?/?	1910	
Lyonsdale	[2/1]	NYR	
Mahaska	3/4	6/30/09	
Mantey	[2/?]	NYR	11
Marietta	2/2	6/19/07	
Milberger	[2/1]	NYR	
Moray	2/2	1911	
Morehead	2/5?	10/6/07	
Morrowville	2/5	5/24/09	
Nekoma	1/?	6/3/09	
New Murdock	3/4	1908 - 1909	
Niles	3/3	1909	
Oanica	?/?	1911	
Offerle	?/2	1909	
Olcott	[2/?]	NYR	12
Otego	2/2	1906 - 5/18/10	13
Park	?/3	12/4/05 - 1907	
Pawnee Station	?/?	??	
Pearl	3/2	9/20/08 - 11/20/08	14
Pence	?/1	1908	
Penokee	2/1	1908	
Petrolia	3/1	2/21/09	

KANSAS DOANES

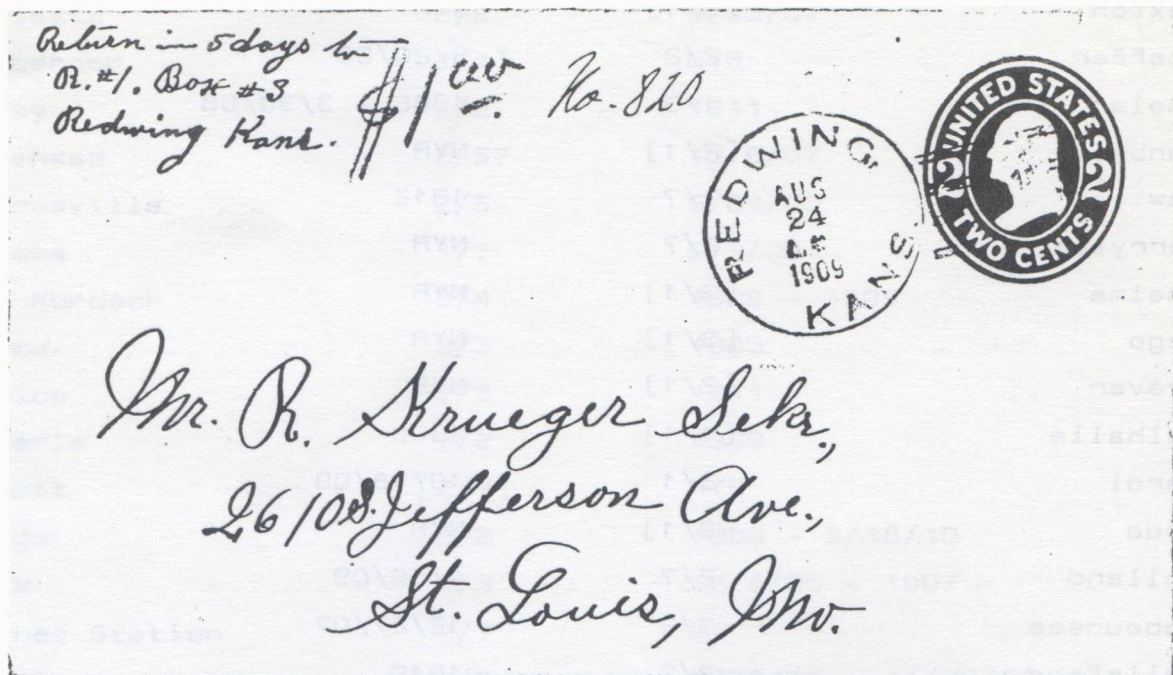
Plum	[2/1]	NYR	
Plymouth	?/?	1909	
Point View	1/1	9/2/07 - 11/14/11	
Post	[3/1]	NYR	
Prattsburg	[2/?]	NYR	15
Ravann	?/1	1908 - 1909	
Ray	3/?	2/20/09 - 8/9/09	
Red Bluff	[1/1]	NYR	
Redwing	[1/1]	NYR	16
Redwing	2/1	8/4/09	
Rene	?/?	1911	
Renfrew	[2/1]	NYR	
Reserve	?/5	1909	
Rock	?/?	??	
Roper	?/?	1907	
Schulte	[3/1]	NYR	
Selma	3/2	1/30/15	
Sexton	[3/1]	NYR	
Shaffer	2/2	6/20/08	
Smolan	1/3	1906 - 3/30/08	
Sunbeam	[2/1]	NYR	
Taw	?/?	1912	
Terryton	2/?	NYR	17
Thelma	[3/1]	NYR	
Togo	[3/1]	NYR	
Traver	[2/1]	NYR	
Valhalla	[1/1]	1909	
Verdi	3/1	10/18/09	
Voda	[2/1]	NYR	
Volland	2/?	4/19/09	
Wabaunsee	3/2	12/27/07	
Wellsford	2/?	1910	
Wilkinson	[2/?]	NYR	18
Wilsonton	[3/?]	NYR	19
Winifred	[2/1]	NYR	

KANSAS DOANES

Winkler	?/2	1906	
Wittrun	?/?	1911	
Wright	[2/?]	NYR	20

NOTES

1	reestablished	2/03/04	11	"	2/27/04
2	"	8/13/06	12	"	3/11/04
3	"	8/29/05	13	new device in service by 12/1/11	
4	closed	11/15/07	14	large, 35½ mm diameter	
5	reestablished	6/25/04	15	reestablished 9/19/04	
6	"	4/5/05	16	"	8/20/03
7	"	4/8/04 <u>and</u> 6/15/04	17	"	1/5/05 <u>and</u> 6/27/06
8	"	11/23/03	18	"	2/27/04
9	"	4/29/04	19	"	1/24/06
10	"	9/22/04	20	"	10/11/04



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1. RAHWAY/NJ vg blk cds, blk PAID ms 10 & ms "Missent to Lawrenceville NJ & forwarded DUE 15 cents" on 1845 FL. Toned. Est. \$50.00
 2. MORMON ISLAND/CALA. vg blk do, blk PAID & ms 6. Toning. VG. Est. \$125.00
 3. WASHINGTON CITY cds & red 5 on 1845 FL addr to Washington Pa. Trip to capital in winter describes the stage, passengers, & train, Brown Hotel in Washington. Poor cds. Fine cover. Est. \$125.00
 4. Apalachicola F. Ty. Feb 5 territorial cds and ms "25" on 1838 FL to Mass. F Est. \$150.00
 5. Tallahassee Flo^a Mar 11 1839 oval territorial pmk & ms 25 on F1 to Conn File Fold. Fine Est. \$100.00
 6. St. Augustine Fl. T. Mar 24 cds, statehood period usage, & ms 10 to Conn. Fine Est. \$50.00
 7. "SA T AUGUSTINE Fla Jan 21" cds ties #26 on cover to Georgia. Surveyor General Office. Offical Mail. Est. \$90.00
 8. Fort Abercrombie D.T. Jun, territorial pmk on cover to Mich, 3c Rose #65 (gum toned) at left. Cover reduced at right. Edge Worn. Est. \$100.00
 9. BOSTON/3cts red vf cds at right. At left #10 3 cent tied by vf small blk PAID in grid to 1851 FL. Printed ill of ship on letterhead. Fine. Est. \$80.00
 10. Baltimore Carrier, 1c Red (#1LB9) faded with pen stroke cancel, tied with 3c dull red #26 to cover to Indiana by "Baltimore Md Nov 11" pmk. Cover edge worn. Est. \$75.00
 11. U.S. City Despatch Post Nov 30, 4 o'clock red pmk on local use. 1842 FL NY F. Est. \$100.00
 12. #UX5, 1c Black card with magenta "Newton Upper Falls Mass Jul 14 1879" three line pmk. Magenta Star cancel. Lightly toned. Fine. Est. \$50.00
 13. #UX7, 1c Black with blk "Newton Upper Falls Mass Oct 2 1882" 3 line pmk Blk Target Est. \$50.00
 14. #UX7, 1c Black care with magenta "Blue Ridge Springs Va., Philip F. Brown, Proprietor, Sep 23 1882" pmk of P.M. and hotel owner, ms cancel. Fine. Est. \$50.00
 15. #UX7, 1c Black card with "Troy N.H. May 23" pmk, 1882 message, addr to Keene & with their advertised cds, crease. Fine. Est. \$50.00
 16. UX7, 1c Black card with blue "Aladen J. Tuck, Nashua, N.H." two line pmk on card with Hornsville to Vermont, Tuck is listed as an agent on Boston & Maine R.R., crease F. Est. \$75.00
 17. #UX5 1c Black card used from Canada to Vermont, part strike "St. Armand Station" pmk, note date 1881. ms docketing. Fine. Est. \$100.00
 18. #UX5 1c Black card used to Denmark with 1c Ultramarine #156 tied by "Brooklyn NY Dec 4" pmk 1878 transit pmk, small edge tear. Fine Usage. Est. \$100.00
 19. #UX7 1c Black card used to Romania with additional franking of 1c gray blue #206, "Monroe Wis Jan 18" orgin pmk 1883, "Bucuresci" arrival cds, faults. VF Usage. Est. \$100.00
 20. CHURUBUSCO IND Fine blk SL ties vert strip of three 1c #63. Rough opening left. Est. \$250.00
 21. Baltimore/MD cds 1872 Hartung Co. Blue dc hdstp. #149 7c Stanton. Colorless embossed cc ad wig maker. 1c over rate. Est. \$150.00
 22. Putnam/Conn vf purple 1879 dlc, purple U.S. in circle ties 3c green. Reduced Rt. Est. \$85.00
 23. Fort Omaha/Neb. cds & target on 2c pse to San Francisco, 1885. Ogden & Salt Lake City/ RPO bkstp. Fine. Est. \$75.00
 24. "Hyrum, Utah SEP 29 1881" VF blue d1 Octagon. Pen cancel on 3c green. Reduced Lf. Est. \$100.00
 25. JUNEAU/ALASKA vg-F blk 1898 cds & killer cancel ties 2c red. VG. Est. \$60.00
 26. HENRY ILL 9 JUN 1862 dc. grid cancel on #65. "AN ORIGINAL SECESSIONIST" blk ill of alligator. Fine+. Est. \$60.00
 27. Eagle & Shield Patriotic. "ONE FLAG AND ONE GOVERNMENT." red and blue eagle and flag in circle at left. Poor blk Wash DC cds ties #65. VG. Est. \$45.00
 28. Flag and Y.M.C.A. Patriotic Spanish American Was cover, in color with "Military Sta 1 Santiago De Cuba Aug 31 98" duplex pmk, blue crayon "Due 2" and 2c red stamp, as postage due with pencil cancel, cover edge worn, Fine Usage. Est. \$75.00
 29. The Free States design cover by Magee, in color, 3c rose #65 tied, "Mount Joy Pa." cds, original letter on Magee imprint stationery, cover faults. Est. \$50.00
 30. Liberty and Shield 3c dull red not tied. "Lexington Ky May 26 1861" pmk. Stained at top and heavily toned at foot. Est. \$50.00
 31. "I'll match 'em agin the World" Red and Blue Uncle Sam, Flag & Soilders. Oct 8 98 Lexington KY cds, duplex ties 2c red, reduced at right, toning and soiling. VG. Est. \$40.00
- *****

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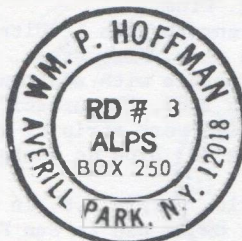
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Lake Oswego, OR 97034

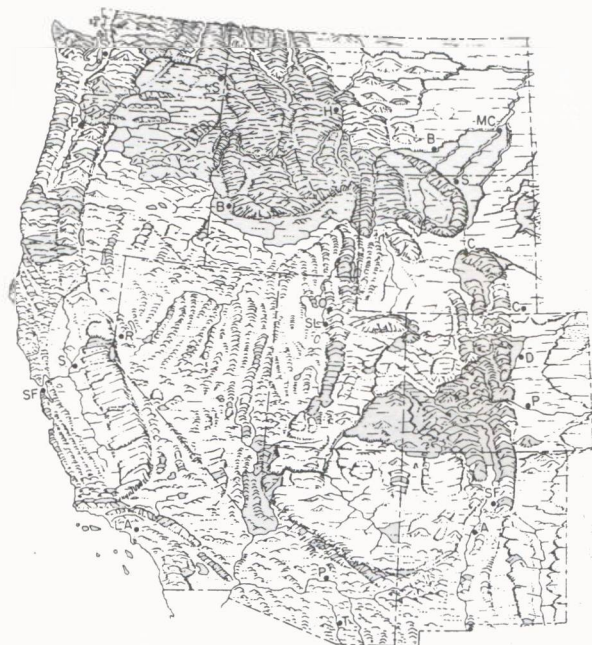
Wade Shipley tells us about Mesilla, and speculates as to the whereabouts of early covers from that important southern New Mexico town. Dan Meschter takes us on a tour of Wayne County, Utah -- a place of great scenic beauty, but few residents. Yours truly resumes an exploration the county by county distribution of California post offices with some help from John Williams, a friendly native. And Dick Long publishes his first chapter in the long-awaited catalog of Washington Territory Postmarks. Those stories and more following a few words from our sponsor...

The anticipation of a Washington Territory Postmark Catalog goes back at least ten or twelve years, long before Dick volunteered to ride herd on the project and breathe some life into it. In fact, Dick only got interested last year, so the fact that he has broken into print in such a short time is a real tribute to his persistence and to the individuals he listed who have helped him bring it about.

Granted, Franklin County was not one of the Territory's busier places when it came to post offices, but, before you scoff at the paltry listing, think about the organizational effort that is required to publish any kind of a postmark catalog. There were about 700 post offices which operated in Washington prior to November 1889. They were distributed very unevenly among the various counties of Washington. Some counties, such as Franklin, had only a few offices, while others, such as the populous counties of western Washington, had many.

In counties that had many post offices, it is very difficult to compile anything approaching a complete listing of postmarks for all the offices. Dick tells me that his current records vary from about one-half to two-thirds of the offices represented in populous counties, and that he really hopes to have better coverage before breaking those counties into print. Franklin County, therefore, serves as a demonstration project. It is small, but for it Dick has compiled the level of coverage he hopes to replicate for all of Washington's counties.

We western postal history buffs have a real opportunity here. Dick is enthusiastic. He has the organizational ability and is willing to take the necessary time to do the job. And he has the able assistance of his lovely wife, Jane, who is willing to execute the tracings. Let's give him all the support we can in the way of information about Washington Territorial postmarks. We all stand to benefit.



Ted Gruber informs us that he expects to have the next county in his Nevada Postmark Catalog ready for press in the June-July issue. Lynn Langdon has been working away like a busy beaver on a greatly revised and expanded listing of Idaho Doane cancels for the same issue. We could use some articles on Colorado, Wyoming, Arizona and Montana, but we are not known to turn up our nose at stories from anywhere in the West.

Word has been received of the recent death of

Bill Martin of Quinter, Kansas

Bill was a long-time student of Territorial Kansas postal history, and only last year published *SOMEWHERE IN TIME: THE KANSAS TERRITORY 1854-1861* through La Posta Publications.

The principal of Quinter High School, Bill was a young man and is survived by his wife and two teenage children. I know that all of you join me in expressing our deepest sympathies to Mrs. Martin and the family.

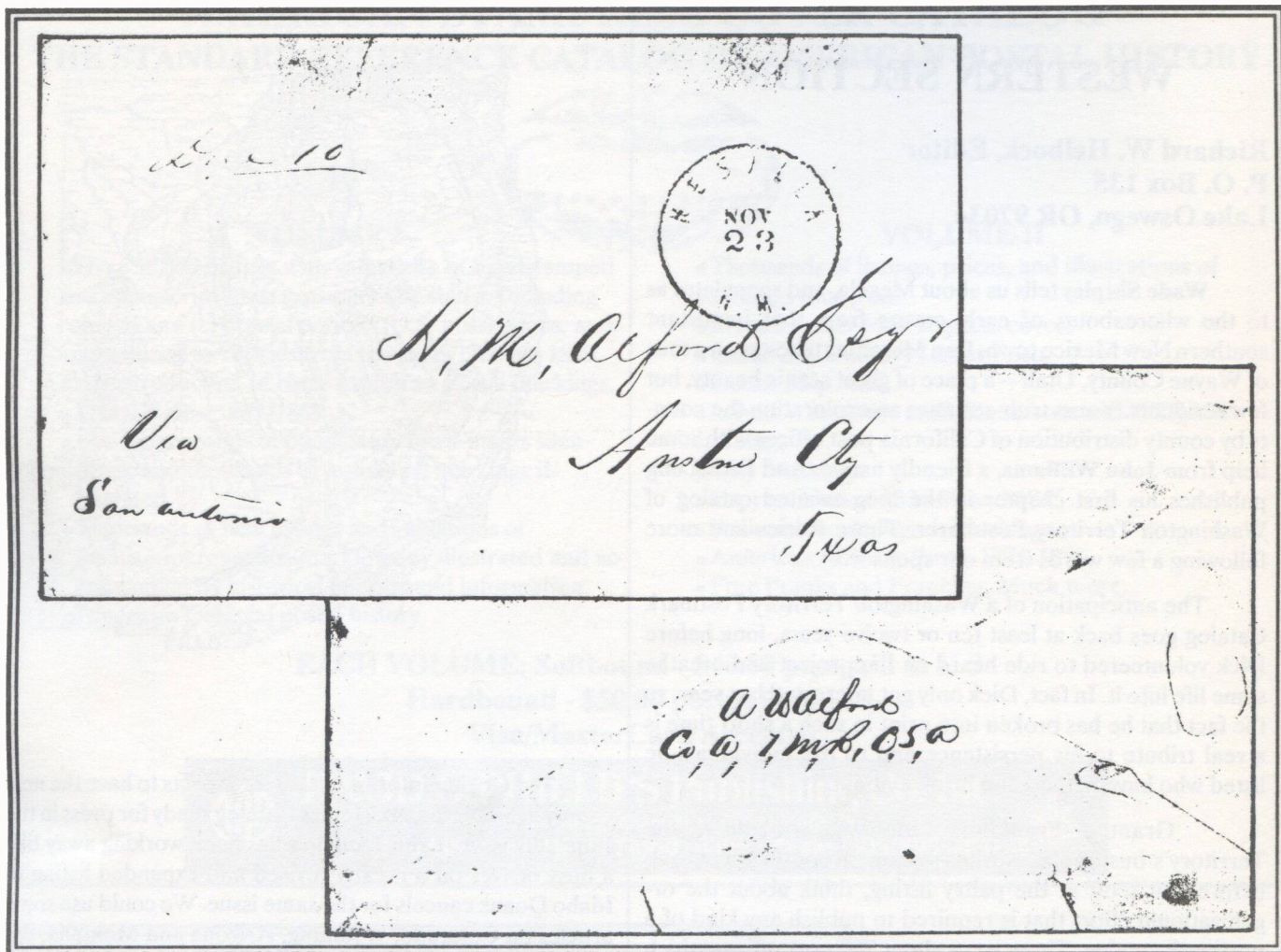


Figure 1. Stampless cover postmarked MESILLA/N.M., Nov 23 (1861). This cover contained a letter written by Albert M. Alford, a 19 year old Confederate soldier. Alford was a member of Company A, First Mounted Rifles, C.S.A.. His return address appears on the reverse of the cover. (Author's Collection).

MESILLA, NEW MEXICO

By Wade Shipley

It seemed strange to me that a town as well known as Mesilla, New Mexico, should have had a post office for almost four years without a postmark of that office being found. So the objective of a bit of study was to determine if indeed a reason could be found that might explain the absence of a postmark example. I will say at this point that no concrete reason was determined, but let us proceed.

The Mesilla post office was established on January 21, 1858 with Charles A. Hoppin as postmaster. Other postmaster for Mesilla after that were, according to the book, Samuel G. Bean (Dec. 31, 1858); George W. Frazier (Dec. 31, 1859); and Francis de Ryther (Dec. 26, 1862). At least this is what the records show. Postmaster compensations in Mesilla were:

1859 \$21.10

1861 \$177.00

1863 \$145.00

Now a question arises as to who actually received this money in 1861 because, according to the strongly

pro-Southern Mesilla *Times* newspaper, Newton Rosecrans was postmaster at Mesilla in February and March 1861, and, by January 1862, W.D. Skillman had assumed that job.

George M. Frazier was well known in the Mesilla Valley, and it is thought that in initial "W." is a mistake in the Postmaster Appointment Records and should in fact be an "M." No record of any other George Frazier could be found in the Dona Ana County Census of 1860 or 1870. George M. Frazier was the adjutant who signed all the 1860 Census records, and he is listed as a farmer, aged 32 years, born in Tennessee. In

the 1860 Census, nobody admits to being postmaster in Mesilla.

In the same Census, Frank de Ryther, aged 37, born in Massachusetts, lists his occupation as Overland Mail Agent, as do two other men -- Michael Neice and Edward Dickenson.

The *Mesilla Times* carried this item in the March 16, 1861 edition:

"Col. George Frazier had 16 oxen stolen by Indians. Col. Frazier is one of the proprietors of the Pino Alto - Mesilla express (a new enterprise)."

The same issue listed Newton Rosecrans as postmaster.

Newton Rosecrans as listed in the Census of 1860 was said to be aged 26, and a barber from Ohio. W. D. Skillman was not listed in Mesilla in 1860, however, the *Mesilla Times* says that "Cap. Harry Skillman, longtime resident of the Mesilla Valley, has accepted superintendency of the San Antonio and San Diego Mail Co. from Mesilla to Los Angeles, and his brother,



Figure 2. Cover bearing a manuscript Mesilla postmark of January 25 (1863). This is the earliest Mesilla cover recorded from the period of Union re-occupation of the town. (Author's Collection)

W. D. Skillman, will be agent in Mesilla."

The first recorded example of a Mesilla, New Mexico postmark is dated November 3, 1861. From the collection of John Birkinbine of Tucson, Arizona, this is one of several Confederate soldier letters sent from Mesilla during the Confederate occupation of New Mexico. Figure 1 illustrates a similar postmark example

dating from November 23, 1861. Note that the postmark reads "MESILLA/N.M.", not "ARIZONA" as the Confederacy referred to the Territory. This must mean that the same handstamp had been used before Mesilla was occupied by John Baylor's Confederate Army.

The earliest Mesilla postmark known to date from the period of Union re-occupation is shown in Figure 2. This cover bears a manuscript "Mesilla/Jan 25" and dates from 1863. The earliest re-occupation handstamp is a rimless circle reading "MESILLA, N.M." with year at the bottom of the dial. A January 23, 1864, example is the earliest recorded (Figure 3).

This brings us back to the original question as to why there are so few recorded postmarks from the early years of Mesilla. Mesilla was the largest settlement in the Mesilla Valley. It was an important transport junction along the old Butterfield Route where the road north to Santa Fe departed north along the Rio

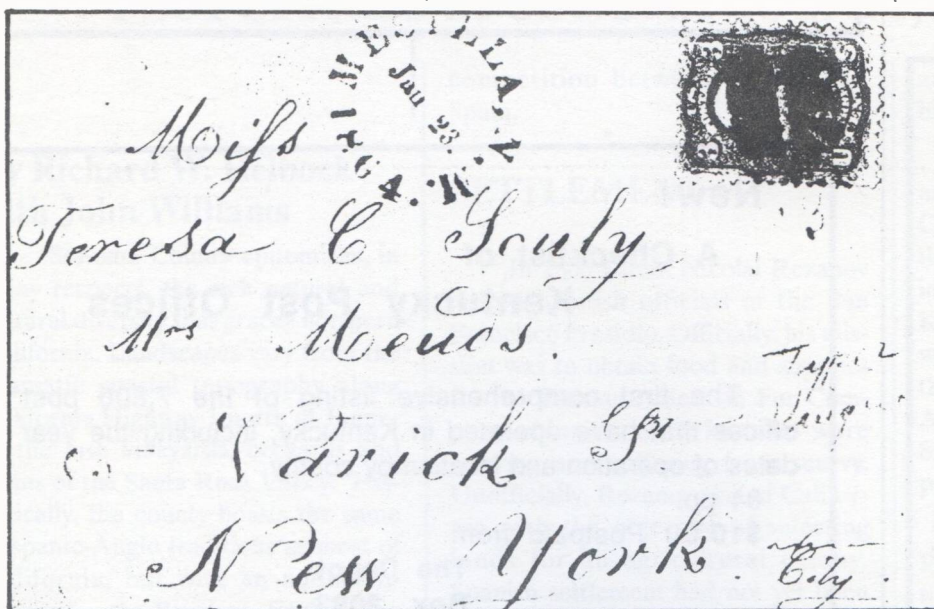


Figure 3. Cover postmarked MESILLA, N.M., Jan 23, 1864. This is the first handstamp type used after the Union re-occupation of Mesilla. (Author's Collection)

Grande. Where are the early day postmarks?

Perhaps the explanation lies "between the lines" of the statistics recorded in the Census of 1860. The Census recorded 566 families living in Mesilla in that year, but, of that number, all but about 30 were listed as "Mexican". In addition, 95 per cent of the Mexican families were listed as "illiterate". In a community such as this, whatever little letter writing that needed to be done was done by scribes or priests, and most of the letters that were written probably went to Mexico. It is still possible that some Mesilla correspondence remains to be found dating from the early years. At least, I would like to hope this is so.



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MAP 1. SONOMA COUNTY, CALIFORNIA

POST OFFICES OF SONOMA COUNTY, CALIFORNIA

By Richard W. Helbock
with John Williams

Sonoma County epitomizes, in many respects, the rich natural and cultural diversity that graces northern California. Landscapes vary from the dramatic coastal topography along California Highway 1 north of Jenner to the lush vineyards, orchards and farms of the Santa Rosa Valley. Historically, the county boasts the same Hispanic-Anglo traditions as most of California, but with an added ingredient -- the Russians. Early in the 19th century the lands of beautiful Sonoma County were a chessboard of

competition between Russia and Spain.

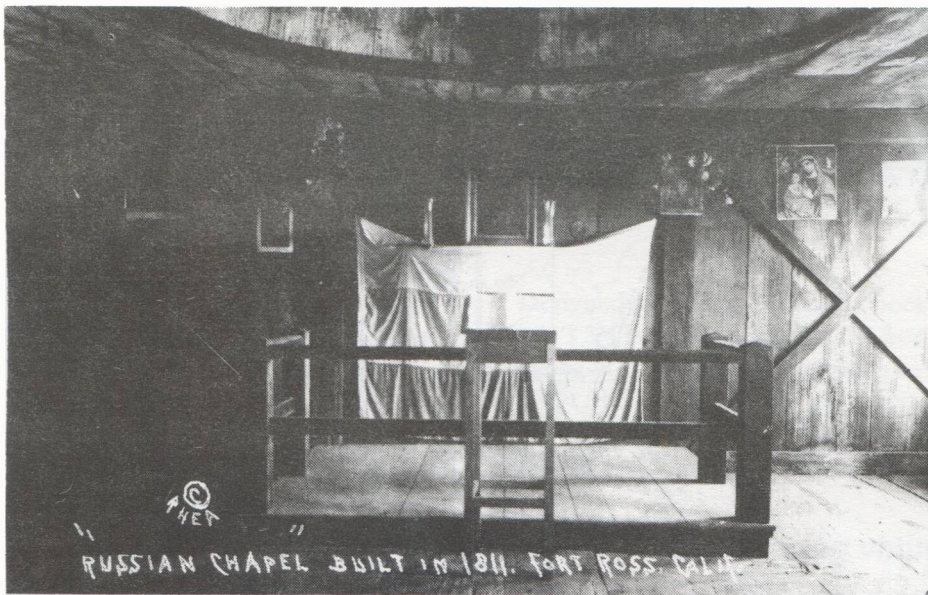
SETTLEMENT

In 1806 Count Nikolai Rezanov visited Spanish officials at the San Francisco Presidio. Officially, his mission was to obtain food and supplies for the Russian-American Fur Company colonists of Sitka, who were starving and suffering from scurvy. Unofficially, Rezanov visited California with the objective of selecting lands for an agricultural colony. Spanish settlement had not yet been pushed north of San Francisco Bay,

and Rezanov made careful notes on his return trip to Alaska.

Three years later Ivan A. Kuskov, an agent of the Russian-American Fur Company, established temporary settlements at Bodega Bay and six miles inland in the Salmon Creek Valley. Kuskov's crew sowed and harvested a wheat crop and trapped sea otters throughout the summer of 1809, and in August they sailed back to Sitka. Spanish officials made no effort to oppose the Russians.

In 1911, Kuskov returned with 95 Russian and 80 Aleut laborers. This time the settlements in New Albion (the Russian name for lands along the Pacific Coast from Cape Drake to



Interior of the chapel at Fort Ross as illustrated in a 1936 post card view.

Puget Sound) were intended to be permanent. The first settlement was made in the Salmon Creek Valley, but in 1812 Kuskov erected a redwood fort some 17 miles north of Bodega Bay. He named this post Fort Ross.

The Russian presence in California never really amounted to much. At the most, their numbers probably never exceeded 400, including Russians and Aleuts. The colony raised crops, trapped sea otters, and carried on a considerable unofficial (and illegal) trade with their Spanish neighbors, who were apparently quite happy to obtain manufactured goods for food supplies.

Perhaps the greatest impact of the Russians in northern California was to convince the Spanish that they must extend settlement north of San Francisco Bay. Accordingly, in 1823 Governor Arguello convinced a young priest, Father Jose Altimira, to establish Mission San Francisco Solano at what is now the town of Sonoma. This was the last, and most northerly, of the 21 California missions.

Ten years later the Russians were still at Fort Ross and the Spanish were

still nervous about their intentions despite the fact that there had been little or no friction between the two peoples. Governor Figueroa, perhaps the greatest of Alta California's governors, decided to pressure the Russians out by expanding settlement into what is now Marin and Sonoma counties. Spanish settlements were attempted at Petaluma, Santa Rosa and Fulton, but, unlike the Russians who had secured title to their lands from the Indians, the Spanish had to abandon these settlements in the face of Indian hostility. Not to be deterred so easily, the Spanish tried again in 1835. This time they were successful and General Vallejo founded the Pueblo de Sonoma at Mission San Francisco Solano.

Sonoma, which was said to have been the name of an Indian chief baptized by the mission fathers in 1824, remained the chief town the region for throughout the Spanish and Mexican periods. When the county was organized as one of California's original 27 counties in 1850 under United States control, Sonoma became the first county seat and the county was named for the town. Sonoma was

replaced by Santa Rosa as the seat of county government in 1854. With a military presence established at Sonoma, land grants were awarded in the Sonoma, Napa and Santa Rosa valleys throughout the late 1830's and into the 1840's. The Spanish colonization of northern California was successfully underway.

Meanwhile, the Russians continued to occupy Fort Ross until 1841. By that time they had nearly eradicated sea otters from along the coast, and the Russian American company was in such dire financial straits that it was forced to curtail its California colony. In 1841 the entire Russian holdings in California were sold to John August Sutter of Sacramento for \$30,000 payable within four years in California supplies (chiefly wheat). The Russian colonists returned to Alaska. Fort Ross is now a State Historical Monument and has partially restored. Owned by the State of California since 1906, the austere wooden fortifications huddle along an ocean terrace raised 100 feet above the surf. The lonely, fog-shrouded site is definitely worth a visit.

ECONOMIC DEVELOPMENT

The heartland of Sonoma County is the Santa Rosa Valley, with its focus on Santa Rosa (85,000) and Petaluma (35,000). The Santa Rosa Valley has been blessed with rich soils and a mild, moist climate. With cooler summers and damper winters than the Sacramento Valley, farmers have developed specialty fruit crops including apples, grapes and plums. Poultry and dairy farming have also achieved a high degree of specialization around Petaluma and on the meadows north of San Pablo Bay.

Sonoma County ranks second behind Napa County in the production of vineyards and wineries, but it was in Sonoma that European wine grapes were first successfully cultivated in California. In 1856 Colonel Agoston



A view of the business block of Sonoma all decked out for the Mission Exhibit circa 1910. (Collection of John Williams)

Haraszthy, a Hungarian nobleman, purchased a tract of land near Sonoma which he soon developed into the Buena Vista Vineyard. This vineyard proved so successful that it touched off a considerable wave of interest in viticulture, causing Sonoma to become the supply center of foreign vines for all of California.

Many other vineyards took root in the soils of Sonoma County including the Sebastiani, the Fountain Grove, and the Italian Swiss Colony. The latter, long a popular favorite of tourists, was organized in 1881. The Colony selected a site in the rolling hills bordering the Russian River, planted grapes, built a substantial winery, and has continued to prosper for over a century. Visitors are always enchanted by a stop at Asti, four miles south of Cloverdale.

Apples are the main specialty crop grown on Gold Ridge, the hilly western fringe of Santa Rosa Valley focused on Sebastopol (5,500). Gravensteins are the apple of choice, but other varieties are grown including the Rome. Processing plants and shipping sheds are located in and around Sebastopol.

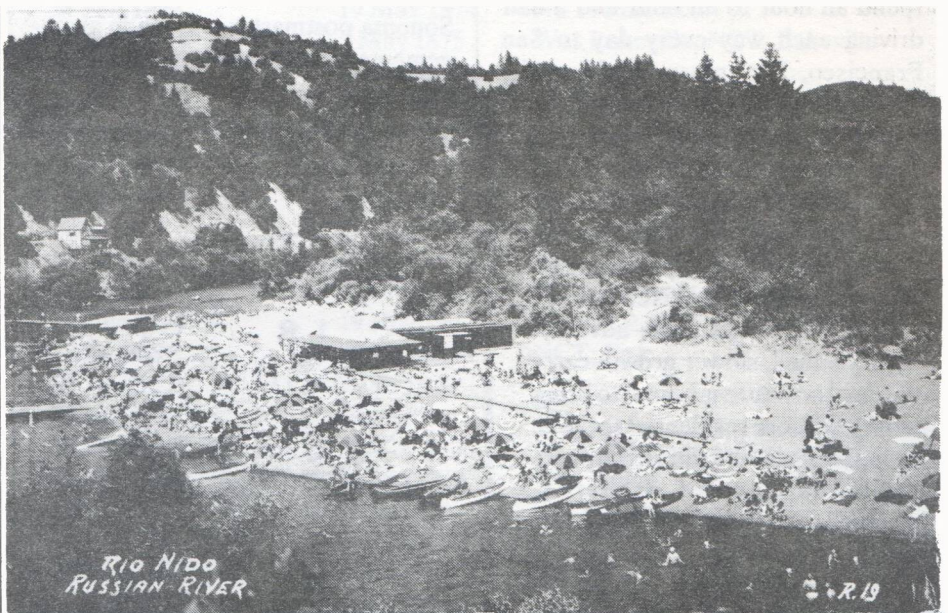
Luther Burbank, a resident of Santa Rosa from 1878 until his death in the late 1920's, operated his world famous Experimental Farm just outside Sebastopol. Burbank's work in developing improved strains of fruits, flowers and vegetables through hybridization made numerous impor-

tant contributions to the science of agriculture.

Northward from Santa Rosa there is a gradual transition into the Upper Russian River Valley. Agriculture continues as the dominant economic activity with hops joining the grapes and deciduous fruits more common to the south. Evergreen forests are more in evidence along the flanks of hills lining the narrower Russian River Valley, and lumbering assumes a more important role as one moves north from Healdsburg (7,500).

The lower Russian River Valley around Rio Nido and Guerneville has long been a popular summer resort area for residents of the Bay Area. Summer cottages mix with public and private picnic and camping areas. A warm summer weekend brings on the crowds, and the entire area becomes an amusement park in the forest.

The big economic story in Sonoma County for the past three decades has been suburbanization. In 1900 the county's population stood at 38,480. Santa Rosa was a pleasant country town with less than 7,000 residents. By 1960 the county had nearly 150,000 residents, of whom 31,000 lived in Santa Rosa. Some people had already begun to commute the hour plus it



Summertime crowds have long packed the beaches along the lower Russian River. This circa 1935 photo by Frank Patterson shows the crowd at Rio Nido.



Main Street, Fulton, California, as it appeared about 1910. (Collection of John Williams)

took to drive U.S. 101 to San Francisco.

There are now over 300,000 residents of Sonoma County (299,827 in 1980). Santa Rosa had a 1980 population of about 83,000 and is now almost certainly over 100,000. Thousands of residents of Petaluma, Santa Rosa and Sebastopol think of it as "normal" to spend an hour to an hour and a half driving each way every day to San Francisco, but, more significantly, thousands of jobs have moved to Petaluma and Rohnert Park and Santa Rosa as manufacturing and commercial development has taken place. The southern half of Sonoma County is now tightly integrated into the San Francisco urban region, and, unless those advocating a planned, slower growth carry the day, the future is bound to bring more and more residential sprawls, shopping malls and industrial parks at the expense of orchards, vineyards and farms.

SONOMA COUNTY POST OFFICES

The Sonoma Post Office was established in June 1849 according to a report by Special Agent Allen of the Post Office Department. Allen appointed Lillburn W. Boggs the first Sonoma postmaster and made arrangements for mail to be supplied on a

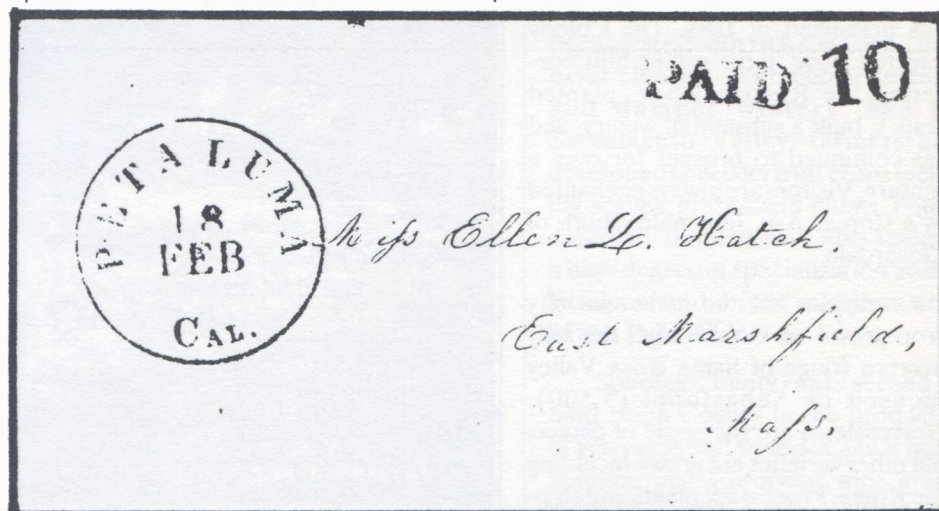
weekly basis by horseback from Benicia.

Sonoma remained the only post office in the county for nearly three years, but in 1852 three new offices were opened at Bodega, Petaluma and Santa Rosa. All of these pioneer offices are still in service, although the original Bodega office was moved 10 miles northeast and its name changed to Sebastopol in October 1867.

In 1854 post offices were established at Russian River, which became Healdsburg three years later, and Smith's Ranch, named for Captain Stephan Smith who had acquired the Bodega Rancho land grant. The

Smith's Ranch office served the Bodega locality throughout most of the 19th century, and in 1901 the name of this office was changed to Bodega.

Additional offices were added each year in Sonoma County through the late 1850's, and by the end of the decade the number of operating post offices in the county stood at 14. The 1860's brought seven new post office establishments to Sonoma County, but Albany was short lived and the Pacific



Stampless cover bearing a Petaluma postmark of the mid-1850's and handstamp "PAID 10" to Massachusetts. (Collection of John Williams)

SONOMA COUNTY POST OFFICES

Post Office	Established	Discontinued	Notes
AGUA CALIENTE	23 Jul 1886	31 Dec 1951	M. to Fethers Hot Springs
ALBANY	25 Feb 1862	13 Apr 1864	M. to Calistoga
ALEXANDER	23 Jun 1879	2 Aug 1880	
ALEXANDER VALLEY	15 Dec 1892	31 Dec 1903	M. to Geyerville
ALEXANDERVILLE	13 Jun 1871	5 Mar 1872	
ALTURIA	23 Apr 1895	30 Mar 1903	NCT: Burke
AMERICA	7 Nov 1881	2 Feb 1887	
	2 Apr 1887	31 Dec 1903	M. to Santa Rosa
ANALY	7 Aug 1860	13 Feb 1861	
	12 Nov 1866	14 Apr 1870	NCT: Freestone
ANNADEL	22 Sep 1892	15 Aug 1893	M. to Melitta
ANNAPOLIS	27 Sep 1901	Operating	
ASTI	24 Mar 1888	Operating	
AUSTIN	5 Aug 1881	23 Jun 1886	NCT: Ingrams
BAY	4 Oct 1895	31 Jul 1941	NCT: Bodega Bay
BELLEVUE	11 Jan 1899	4 Jan 1900	M. to Santa Rosa
BLOOMFIELD	12 Jul 1856	15 Sep 1955	M. to Petaluma
BODEGA	20 Feb 1852	2 Oct 1867	Moved & NCT: Sebastopol
	9 Oct 1882	23 Jun 1887	M. to Smith's Ranch
	17 Dec 1901	Operating	Was Smith's Ranch
BODEGA BAY	1 Aug 1941	Operating	Was Bay
BOYES HOT SPRINGS	1 Jun 1938	Operating	Was Boyes Springs
BOYES SPRINGS	8 Jul 1911	31 May 1938	NCT: Boyes Hot Springs
BURKE	30 Mar 1903	30 Sep 1925	Was Alturia; M. to Santa Rosa
CAMP MEEKER	1 May 1900	Operating	
CARILLO	13 Apr 1897	31 May 1899	M. to Sebastopol
CAVE DALE	12 Aug 1912	15 Oct 1925	M. to Agua Caliente
CAZADERO	24 Apr 1889	Operating	Was Ingrams
CLAIRVILLE	18 May 1858	3 Mar 1887	NCT: Guyserville
CLOVERDALE	15 Aug 1857	Operating	
COTATI	13 Feb 1894	Operating	
COZZENS	5 Aug 1881	15 Apr 1910	M. to Geyerville
DODGEVILLE	24 Feb 1874	19 May 1874	NCT: Pine Flat
DONAHUE	14 Dec 1874	5 May 1875	Was Lakeville; NCT: Lakeville
DUNCANS MILLS	20 Dec 1862	Operating	
EAGLENEST	26 May 1908	7 Jul 1910	NCT: Rionido
EL VERANO	19 Apr 1889	Operating	
ELDRIDGE	7 Nov 1894	Operating	
EXCELSIOR	15 May 1875	26 Sep 1877	M. to Healdsburg
FETHERS HOT SPRINGS	1 Jan 1939	31 Dec 1955	MT: Boyes Hot Springs
FETHERS SPRINGS	10 May 1913	31 Dec 1938	NCT: Fethers Hot Springs
FISHMAN'S BAY	10 Jul 1863	31 Mar 1902	M. to Stewarts Point
FISK	29 Dec 1894	19 Nov 1902	Moved & NCT: Plantation
FISK'S MILL	13 Jan 1871	29 Dec 1894	NCT: Fisk
FORESTVILLE	30 Jan 1872	9 Jun 1876	
	29 Jun 1876	Operating	
FORT ROSS	23 May 1877	30 Nov 1928	M. to Duncans Mills
FREESTONE	14 Apr 1870	30 Jun 1951	Was Analy
FREESTONE RUR. STA.	23 Nov 1970	Operating	CPO of Sebastopol
FULTON	5 Oct 1871	29 Jan 1872	
	22 Dec 1873	1 Jul 1874	
	21 Dec 1874	Operating	
GEYSER SPRINGS	19 Jun 1874	15 Dec 1887	M. to Cloverdale
GEYSERVILLE	18 Feb 1888	Operating	Was Guyserville
GLEN ELLEN	19 Jul 1871	Operating	

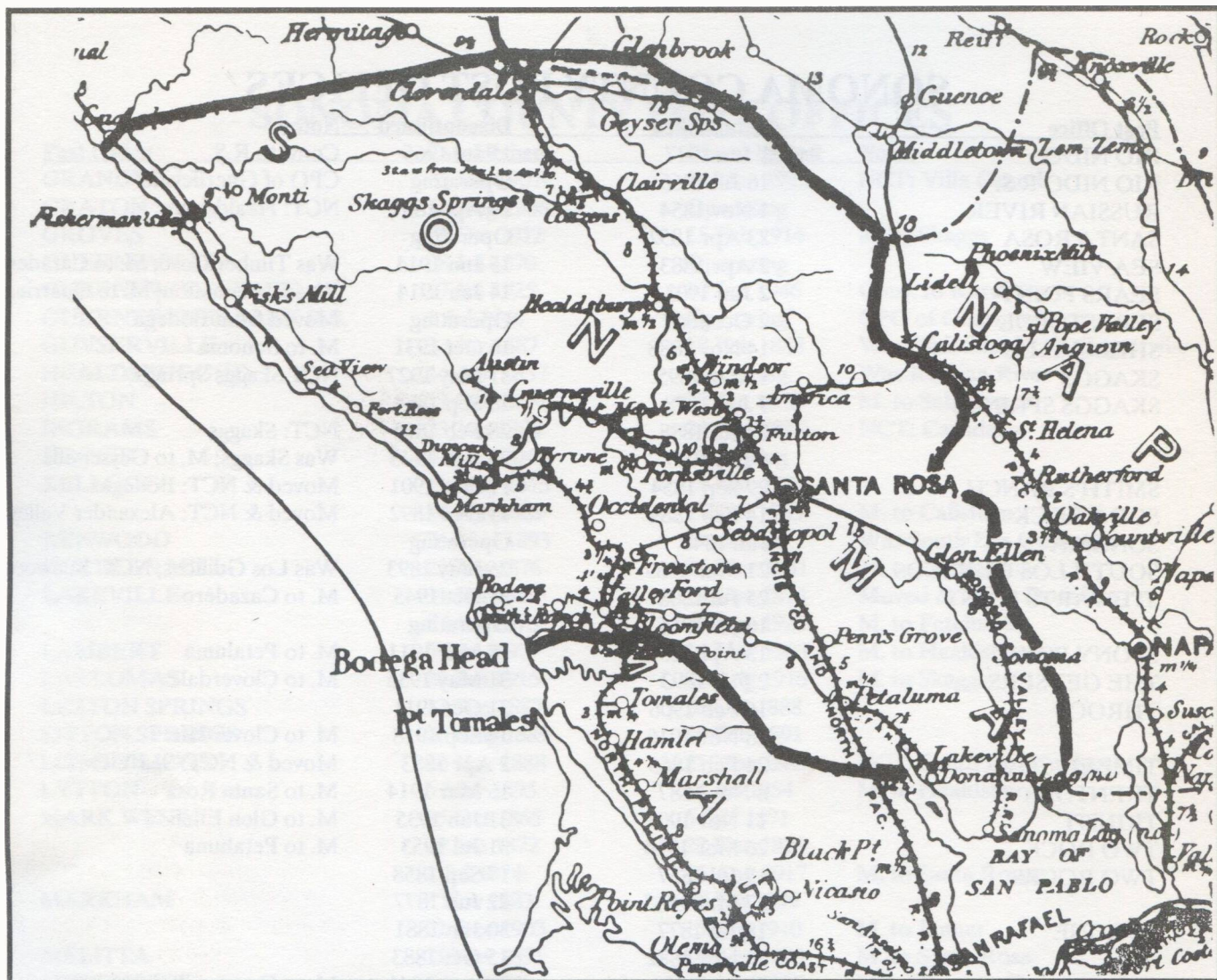
SONOMA COUNTY POST OFFICES

Post Office	Established	Discontinued	Notes
GRANDVILLE	25 Jun 1907	24 Mar 1921	NCT: Villa Grand
GRATON	11 Aug 1906	Operating	
GROVES	26 Oct 1912	15 Feb 1914	M. to Skaggs
GUERNEVILLE	28 Jul 1870	Operating	
GUERNEWOOD PARK	17 Jul 1925	30 Jun 1946	Conv. to Rural Sta.
GUERNEWOOD PARK R.S.	1 Jul 1946	Operating	CPO of Guerneville
GUYSERVILLE	3 Mar 1887	18 Feb 1888	Was Clairville; NCT: Geyserville
HEALDSBURG(H)	14 Apr 1857	Operating	Was Russian River
HILTON	17 Oct 1894	30 Jun 1953	M. to Sebastopol
INGRAMS	23 Jun 1886	24 Apr 1888	NCT: Cazadero
JENNER	4 Apr 1904	Operating	
KELLOGG	11 May 1875	24 Nov 1876	
	14 Feb 1889	15 Oct 1935	M. to Calistoga
KENWOOD	26 May 1893	Operating	Was South Los Guilicos
KORBEL'S MILL	22 Jun 1876	25 Mar 1881	M. to Guerneville
LAKEVILLE	31 Jan 1859	14 Dec 1874	Moved & NCT: Donahue
	5 May 1875	30 Apr 1920	M. to Petaluma
LAMBERT	5 Jun 1897	14 Mar 1903	M. to Healdsburg
LAS LOMAS	20 Jan 1915	31 Aug 1916	M. to Skaggs
LETTON SPRINGS	13 Sep 1887	26 Oct 1888	
LITTON SPRINGS	20 May 1889	14 Feb 1891	
LOS GUILICOS	20 Nov 1888	21 Mar 1889	NCT: South Los Guilicos
LYTTON	5 Mar 1895	31 Jul 1954	M. to Healdsburg
MARK WEST	25 Oct 1865	5 Oct 1871	
	29 Jan 1872	22 Dec 1873	
	1 Jul 1874	15 Aug 1917	M. to Santa Rosa
MARKHAM	8 Nov 1883	15 Jun 1900	
	22 Dec 1903	15 Sep 1910	M. to Jenner
MELITTA	11 Nov 1891	14 Apr 1900	M. to Santa Rosa
MERCURY	6 Jan 1899	30 Apr 1909	M. to Guerneville
MERCURYVILLE	21 Dec 1874	2 Oct 1876	
	27 Jun 1878	12 Dec 1879	
MOLINO	20 Jul 1899	31 Jan 1902	M. to Sebastopol
MONTE RIO	1 Aug 1924	Operating	Was Montrie
MONTI	28 May 1884	31 Dec 1888	M. to Fishermans Bay
MONTRIO	26 May 1902	31 Jul 1924	NCT: Monte Rio
MOUNT OLIVET	20 Dec 1890	31 Mar 1909	M. to Santa Rosa
NORTHWOOD	25 Jul 1929	31 Dec 1938	M. to Monte Rio
OCCIDENTAL	7 Dec 1876	Operating	
OCEAN VIEW	25 Mar 1870	30 Dec 1874	M. to Smith's Ranch
PACIFIC HOME	15 Jun 1858	19 Apr 1860	M. to Healdsburg
PEACHLAND	30 Jun 1891	15 Jan 1901	M. to Molino
PENN	30 Oct 1882	3 Aug 1883	NCT: Penns Grove
PENNGROVE	22 Sep 1894	Operating	
PENNS GROVE	3 Aug 1883	22 Sep 1894	NCT: Penngrove
PETALUMA	9 Feb 1852	Operating	
PINE FLAT	19 May 1874	24 Aug 1876	Was Dodgeville
	15 Jul 1878	20 Jan 1880	
PINEFLAT	12 Apr 1900	30 Nov 1932	M. to Healdsburg
PLANTATION	19 Nov 1902	15 Jul 1933	Was Fisk; M. to Cazadero
PRESTON	25 Feb 1890	14 Feb 1941	M. to Cloverdale
QUARRIES	29 Jan 1908	30 Jan 1926	M. to Sonoma
RECLAMATION	3 Mar 1891	2 Jun 1903	Moved & NCT: Sears Point
RIONIDO	2 Jul 1910	31 May 1947	Was Eaglenest; NCT: Rio Nido

SONOMA COUNTY POST OFFICES

Post Office	Established	Discontinued	Notes
RIO NIDO	1 Jun 1947	15 Jul 1965	Conv. to R.S.
RIO NIDO R.S.	16 Jul 1965	Operating	CPO of Guerneville
RUSSIAN RIVER	1 Nov 1854	14 Apr 1857	NCT: Healdsburg
SANTA ROSA	23 Apr 1852	Operating	
SEA VIEW	2 Apr 1883	15 Jun 1914	Was Timber Cove; M. to Cazadero
SEARS POINT	2 Jun 1903	14 Jan 1914	Was Reclamation; M. to Quarries
SEBASTOPOL	2 Oct 1867	Operating	Moved from Bodega
SHELLVILLE	14 Nov 1888	16 Oct 1931	M. to Sonoma
SKAGGS	1 Mar 1895	31 May 1927	NCT Skaggs Springs
SKAGGS SPRINGS	7 Jun 1878	18 Sep 1884	
	27 Jul 1888	28 Feb 1895	NCT: Skaggs
	1 Jun 1927	24 Apr 1943	Was Skaggs; M. to Geyserville
SMITH'S RANCH	29 Sep 1854	17 Dec 1901	Moved & NCT: Bodega
SODA ROCK	14 Feb 1889	15 Dec 1892	Moved & NCT: Alexander Valley
SONOMA	Jun 1849	Operating	
SOUTH LOS GUILICOS	21 Mar 1889	26 May 1893	Was Los Guilicos; NCT: Kenwood
STEWARTS POINT	25 Jul 1888	31 Oct 1945	M. to Cazadero
	16 Jul 1946	Operating	
STONY POINT	13 Apr 1857	15 Mar 1911	M. to Petaluma
THE GEYSERS	2 Feb 1893	31 May 1935	M. to Cloverdale
THROOP	16 Feb 1906	31 Oct 1911	
	18 Nov 1916	14 Sep 1918	M. to Cloverdale
TIMBER COVE	24 Feb 1863	2 Apr 1883	Moved & NCT: Sea View
TRENTON	8 Nov 1887	15 Mar 1914	M. to Santa Rosa
TRINITY	11 Nov 1907	31 Jan 1935	M. to Glen Ellen
TWO ROCK	26 Mar 1914	31 Jul 1953	M. to Petaluma
TWO ROCKS	17 Jul 1857	17 Sep 1858	
	27 Mar 1863	22 Jun 1877	
TYRONE	18 Jul 1877	30 Jun 1881	
	28 Nov 1882	15 Oct 1883	
VACATION	29 Jan 1904	30 Aug 1941	M. to Guerneville
VALLEY FORD	8 Feb 1876	Operating	
VENADO	7 May 1921	15 Nov 1941	M. to Healdsburg
VILLA GRANDE	24 Mar 1921	Operating	Was Grandville
VINEBURG	17 Nov 1897	29 Sep 1900	
	2 Jul 1902	Operating	
WINDSOR	31 Aug 1855	Operating	
YULUPA	5 Sep 1892	31 Mar 1897	M. to Santa Rosa





MAP 2. Sonoma County portion of the 1884 Postal Route Map.

Home office -- established in 1858 -- closed in 1860. With the move of the Bodega office to Sebastopol, the net gain in post offices for the county for the entire decade was only four.

The majority of Sonoma County post offices were established during the 1870-1900 period. Over twenty new post offices were established in each of those three decades. Many of these were short-lived, and some resulted from changes in earlier post office names, but, of the county's total of 121 offices, over half were established during the seventies, eighties, or nineties. Map 2 illustrates the location of post offices and postal routes in Sonoma County in 1884.

COLLECTING SONOMA COUNTY POSTMARKS

Of the total 121 names appearing on the Sonoma County post office list, about one-quarter (33) are still operating.

Postmark examples from these offices should be fairly easily obtained by writing the postmasters with a polite request, or, better yet, visiting each of the offices with a supply of stamped envelopes or postal cards. Naturally, examples of earlier day postmarks from these offices might prove a bit more difficult to acquire,

but the fact that they are still operating indicates that they have long been relatively busy places which generated a fair amount of mail. In addition, since they are still in operation, dealers of postal history material will tend to price examples of their postmarks lower than those from discontinued offices. For example, postmarks from operating offices, which were around during the 1905-15 post card craze, may usually be purchased for less than \$2 on post cards unless there some special attraction making them unusual. Many, in fact, can be acquired for about the same amount of money necessary to send a letter to the postmaster with a stamped envelope requesting a postmark, i.e., 50 cents. Check the

SONOMA COUNTY POST OFFICES ACCORDING TO SCARCITY GROUP

OPERATING OFFICES

ANNAPOLIS, 1901-Date
 ASTI, 1888-Date
 BODEGA, 1852-Date
 BODEGA BAY, 1941-Date
 BOYES HOT SPRINGS,
 1938-Date
 CAMP MEEKER, 1900-Date
 CAZADERO, 1889-Date
 CLOVERDALE, 1857-Date
 COTATI, 1894-Date
 DUNCANS MILLS, 1862-Date
 EL VERANO, 1889-Date
 ELDRIDGE, 1894-Date
 FORESTVILLE, 1872-Date
 FULTON, 1871-Date
 GEYSERVILLE, 1888-Date
 GLEN ELLEN, 1871-Date
 GRATON, 1906-Date
 GUERNEVILLE, 1870-Date
 HEALDSBURG, 1857-Date
 JENNER, 1904-Date
 KENWOOD, 1893-Date
 MONTE RIO, 1924-Date
 OCCIDENTAL, 1876-Date
 PENNGROVE, 1894-Date
 PETALUMA, 1852-Date
 SANTA ROSA, 1852-Date
 SEBASTOPOL, 1867-Date
 SONOMA, 1849-Date
 STEWARTS POINT, 1888-Date
 VALLEY FORD, 1876-Date
 VILLA GRANDE, 1921-Date
 VINEBURG, 1897-Date
 WINDSOR, 1855-Date
 Total - 33

GROUP I OFFICES

AGUA CALIENTE, 1886-1951
 BAY, 1895-1941
 BLOOMFIELD, 1856-1955
 BOYES SPRINGS, 1911-1938
 FETTERS HOT SPRINGS,
 1938-1955
 FREESTONE, 1870-1951
 GUERNEWOOD PARK,
 1925-1946
 HILTON, 1894-1953
 LYTTON, 1895-1954
 MONTRIO, 1902-1924
 PRESTON, 1890-1941
 RIO NIDO, 1910-1965
 TWO ROCK, 1914-1953
 Total - 13

GROUP II OFFICES

BURKE, 1903-1925
 CAVE DALE, 1913-1925
 FETTERS SPRINGS,
 1913-1939
 FORT ROSS, 1877-1928
 GRANDVILLE, 1907-1921
 KELLOGG, 1875-1935
 LAKEVILLE, 1859-1920
 MARK WEST, 1865-1917
 NORTHWOOD, 1929-1938
 PINEFLAT, 1874-1932
 PENNS GROVE, 1883-1894
 PLANTATION, 1902-1933
 QUARRIES, 1908-1926
 SEA VIEW, 1883-1914
 SHELLVILLE, 1888-1931
 SKAGGS, 1895-1927
 SKAGGS SPRINGS, 1878/1943

SMITH'S RANCH, 1854-1901
 THE GEYSERS, 1893-1935
 TRINITY, 1907-1935
 VACATION, 1904-1941
 VENADO, 1921-1941
 Total - 22

GROUP III OFFICES

ALTURIA, 1895-1903
 CLAIRVILLE, 1858-1887
 COZZENS, 1881-1910
 EAGLENEST, 1908-1910
 FISK, 1894-1902
 FISK'S MILL, 1871-1894
 GEYSER SPRINGS, 1874-1887
 GUYSERVILLE, 1887-1888
 INGRAMS, 1886-1889
 MARKHAM, 1883-1910
 MERCURY, 1899-1909
 MOUNT OLIVET, 1890-1909
 RECLAMATION, 1891-1903
 SEARS POINT, 1903-1911
 SOUTH LOS GUILICOS,
 1889-1893
 STONY POINT, 1857-1911
 THROOP, 1906-1918
 TIMBER COVE, 1863-1883
 TRENTON, 1887-1914
 Total - 19

GROUP IV OFFICES

ALEXANDER VALLEY,
 1892-1903
 AMERICA, 1881/1903
 ANALY, 1860/1870
 AUSTIN, 1881-1886

CARILLO, 1897-1899
 FISHERMAN'S BAY,
 1863-1902
 GROVES, 1912-1914
 KORBEL'S MILL, 1876-1881
 LAMBERT, 1897-1903
 LAS LOMAS, 1915-1916
 LETTON SPRINGS,
 1887-1888
 LITTON SPRINGS, 1889-1891
 LOS GUILICOS, 1888-1889
 MELITTA, 1891-1900
 MOLINO, 1899-1902
 MONTI, 1884-1888
 PEACHLAND, 1891-1901
 PENN, 1882-1883
 SODA ROCK, 1889-1892
 TWO ROCKS, 1857/1877
 TYRONE, 1877/1883
 YULUPA, 1892-1897
 Total - 22

GROUP V OFFICES

ALBANY, 1862-1864
 ALEXANDER, 1879-1880
 ALEXANDERVILLE,
 1871-1872
 ANNADDEL, 1892-1893
 BELLEVUE, 1899-1900
 DODGEVILLE, 1874-1874
 DONAHUE, 1874-1875
 EXCELSIOR, 1875-1877
 MERCURYVILLE, 1874/1879
 OCEAN VIEW, 1870-1874
 PACIFIC HOME, 1858-1860
 RUSSIAN RIVER, 1854-1857
 Total - 12

"cheap cover" boxes of postal history dealers, antique shops with post cards, flea markets, or post card clubs to find examples of postmarks from operating offices.

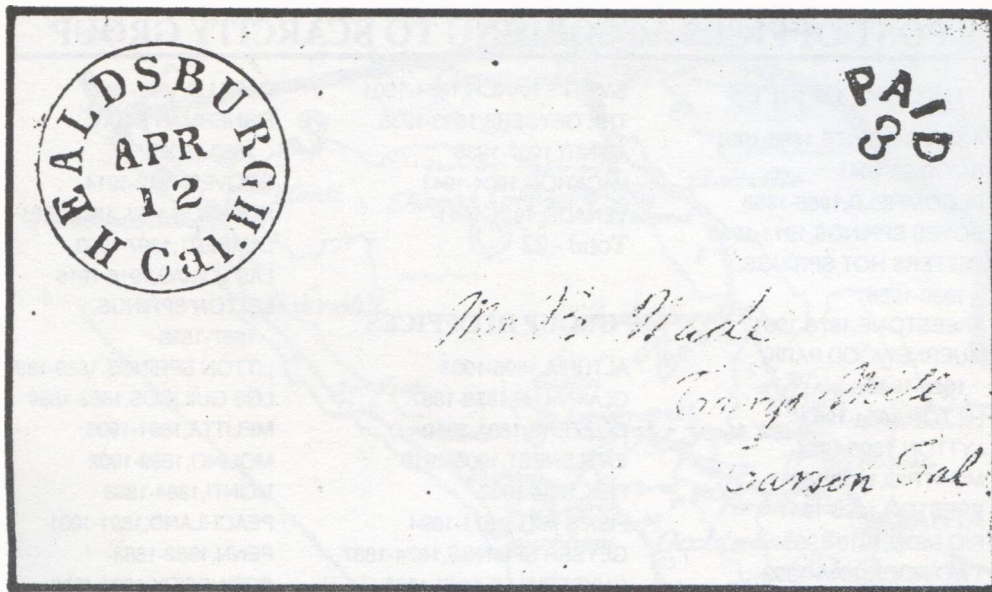
Examples of postmarks dating from years prior to the post card era (pre-1905) can be expected to command a premium, even from currently operating post offices. Such examples will appear on covers or postal cards, and the survival rate for such material has been no where near as high as it has been for the collectible picture post cards. For many offices, the num-

ber of 19th century postmarks which have managed to survive is quite small.

The 13 offices listed in Group I have mostly been discontinued since World War II. Examples of postmarks from these DPOs are apt to be relatively plentiful, and should generally be available from the same sources mentioned above at prices below about \$5.00. In saying they should "generally be available" I must hasten to add that it is unlikely that any dealer maintains a stock sufficient to provide even these fairly common Group I DPOs on demand. What is really meant, is that if you find one of these

postmarks in a dealer's stock, a fair price for it will be less than \$5 at the current market. Postmarks are an unpredictable commodity. While it is true to say that these Group I offices represent "common" postmarks in a relative sense, it is also true that there is probably no single place a collector could go to be able to purchase examples of each at one time. Perhaps the best way to think of these Group I offices is that postmarks from them should be acquired after a relatively short period of searching.

There are 22 Sonoma County offices listed in Group II. These offices



This stampless cover postmarked HEALDSBURGH dates from the late 1850's not long after the name of the office was changed from Russian River. (Collection of John Williams)

mostly closed after 1920. They were generally in service during the post card era, and are therefore represented by postmarks dating from 1905 to 1915. While probably more difficult to find than the Group I postmarks, they should generally be available from dealers for around \$10 or less.

The 19 post offices listed in Group III are likely to provide more of a challenge. These offices may have been active for a short time during the post card era, or had a longer life-span that ended prior to 1900. In either case, postmarks from them are not apt to be common, and collectors can typically expect to pay \$25 or more at the current market level.

The phrase "current market" has been used a good deal here. What is meant by it is that figures given are reasonable given the existing demand. The postal history market tends to be quite narrow for any given geographic specialty, and, as one would expect, the smaller the geographic area, the fewer the number of collectors. At the present time there are probably less than two dozen people who are actively collecting postmarks of Sonoma County. The level of interest and financial commitment probably varies

greatly among these collectors, and, if a scarce Sonoma County postmark were to be sold at auction, the number of people actively bidding for it might well be less than half a dozen. The phrase "current market" is intended to reflect this situation. If 100 people began seriously collecting postmarks of Sonoma County, imagine what would happen to prices for scarce material. On the other hand, if someone suddenly discovers two dozen examples of 1909 postmarks from Mercury, it might be hard to give them away.

The 22 post offices listed in Group IV represent the real challenges. Most of these offices closed prior to the post card era, and some have rather short lives. Postmarks probably exist from all of these offices, but finding examples of each might be a lifelong search. Typical prices for well-struck postmarks on covers or cards will probably run in the neighborhood of \$50, but, even with the willingness to pay such prices, it will take patience and persistence to acquire more than a few examples.

Group V contains the names of 12 Sonoma County post offices from which postmark examples are certain

to be rare. These offices all closed in the 19th century -- Bellevue closed in 1900 -- and most of them operated for no more than a few years. Postmarks should exist from many of these offices, but it is also possible that none have managed to survive from some of them.

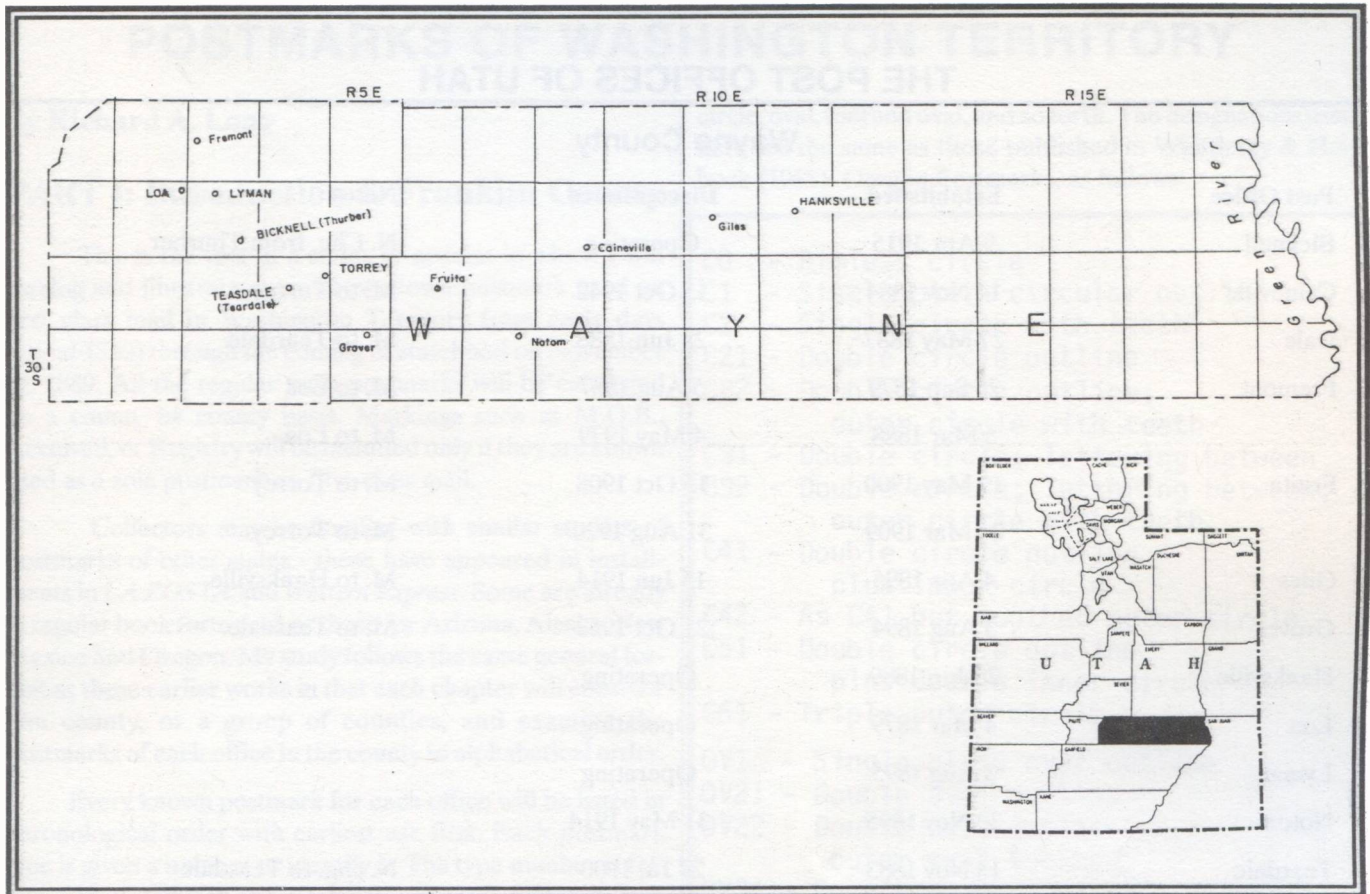
The representative Sonoma County postmark collection should contain examples of postmarks from all operating offices, all the Group I and Group II offices, and perhaps two-thirds of those in Group III and a third of those in Group IV. This would mean that about 88 of the county's total of 121 post offices would be represented. Naturally, the

Sonoma County collector would want to expand the collection to include station and branch postmarks and postmarks from different periods of post office operations. Other areas of interest might include RFD markings, RPO markings, express covers, differing postal rates, and advertising covers from Sonoma County businesses. The result could easily fill several good sized binders and occupy a lifetime of spare hours spent in a happy and rewarding collection.

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POST OFFICES OF WAYNE COUNTY, UTAH

THE POST OFFICES OF UTAH

By Dan Meschter with Arthur E. Rupert

PART XXVIII: Wayne County

Wayne County, Utah was partitioned in 1892 from the east end of Piute County stretching to the Colorado River. Most authorities agree it was named by Willis Robinson, a Utah legislator, for his son Wayne, which would seem to be a new low in triviality.

The land that became Wayne County was largely bypassed by history. Settlers probably took up farms and ranches and located their villages along the head of the Fremont River in the west end of the county in the early 1870's, but the annals of Utah contain scant mention of them. In truth, its population never has exceeded more than a few thousand people and the largest village, Hanksville, still has less than 500. Separated from the mainstream of Piute County government and commerce as they were by the Parker Range of mountains, it was 20 years before those first settlers could justify the erection of a county by a legislature that earlier often had erected counties on far less justification.

Wayne County's geography is diverse. The west end contains irrigated farm lands along the Fremont River and grazing in the hills surrounding the river valley. Downstream to the east, the Fremont River first cuts through the sandstones of the Capitol Reef into an arid region before it joins the colorfully-named Dirty Devil River and turns south into the Colorado.

In compensation for their barrenness, the central and eastern parts of the county are a land of scenic beauty and lonely splendor. Capitol Reef is a north-trending ridge, or reef, of sandstone that wind and water has carved into a bewildering maze of canyons, monoliths, and natural bridges. Long a National Monument, Capitol Reef now is one of Utah's five National Parks. In addition, a part of Canyonlands National Park is found in the east end of the county along the Colorado River together with a larger part of the Glen Canyon National Recreation Area.

The first regular postal service was in 1879 to the county seat at Loa, which was named, it is said, after Mauna Loa volcano by a settler who already had been a Mormon missionary in Hawaii. The name of the second post office -- Fremont -- commemorates the great western explorer. All

THE POST OFFICES OF UTAH

Wayne County

Post Office	Established	Discontinued	Notes
Bicknell	9 Apr 1915	Operating	N. Chg. from Thurber
Caineville	14 Nov 1884	15 Oct 1942	M. to Torrey
Dale	27 May 1887	23 Jun 1888	M. to Teardale
Fremont	25 Sep 1879	5 Aug 1887	M. to Loa
	5 Mar 1888	4 May 1979	M. to Loa
Fruita	19 May 1900	15 Oct 1908	M. to Torrey
	24 Mar 1909	31 Aug 1920	M. to Torrey
Giles	4 Apr 1895	15 Jun 1914	M. to Hanksville
Grover	3 Aug 1894	21 Oct 1952	M. to Teasdale
Hanksville	28 Jun 1889	Operating	
Loa	4 Mar 1879	Operating	
Lyman	3 Aug 1895	Operating	
Notom	30 Nov 1895	31 May 1914	
Teardale	13 Nov 1883	27 Jul 1900	N. chg. to Teasdale
Teasdale	27 Jul 1900	Operating	N. Chg. from Teardale
Thurber	5 Apr 1881	9 Apr 1915	N. chg. to Bicknell
Torrey	18 Jul 1898	27 Aug 1965	Conv. to CPO
Torrey CPO	27 Aug 1965	Operating	CPO of Bicknell
Troy	13 Nov 1896	6 May 1897	M. to Caineville

of the seven post offices clustered from Fremont to Grover on the map (plus two name changes) served agricultural communities west of Capitol Reef. Dale has not been located. Fruita, now a campground along the Fremont River inside the National Park, once was locally famed for its lush fruit orchards.

East of the National Park, Notom served a remote ranch. Caineville and Giles, now little more than memories, plus Troy, which has not been located, were farming and ranching settlements. These settlements lined the trail along Fremont River which was once used by that strange breed of men known as "desert rats". Desert rats lived solitary lives prowling the wastelands of the Utah desert with only their hounds and mule or burro for company.

Hanksville, once on the verge of civilization, was settled in 1882 by Ebenezer Hanks. Not only has it survived, but with first the uranium boom of the 1950's and then the opening of a bridge across the Colorado River at the mouth

of Dirty Devil River, it actually is growing on the strength of the tourist industry.

Of the 16 post office names in the county, including two name changes, the five in operation in the west end plus Hanksville reflect the stability of Wayne County's basic agricultural economy.



POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

PART I: Introduction & Franklin County

This is the first of a series of articles in which I will catalog and illustrate every known town postmark used on first class mail in Washington Territory from early days (about 1850) through the coming of statehood on November 11, 1889. All the regular town postmarks will be cataloged on a county by county basis. Markings such as M.O.B., Received, or Registry will be included only if they are known used as a sole postmark on first-class mail.

Collectors may be familiar with similar studies of postmarks of other states - these have appeared in installments in *LA POSTA* and *Western Express*. Some are already in regular book form such as those for Arizona, Alaska, New Mexico and Oregon. My study follows the same general format as these earlier works in that each chapter will consider one county, or a group of counties, and examine the postmarks of each office in the county in alphabetical order.

Every known postmark for each office will be listed in chronological order with earliest use first. Each postmark type is given a number to identify it. The type number is followed by a postmark code, dates of earliest and latest known use, and the type of killer (cancel appearing on the stamp) commonly used with it.

The Postmark Code

This is the only piece of information that may not be familiar to collectors. The code is a series of letters and numerals that serves as a description of a postmark. It can be very useful in describing the appearance of a postmark if one does not have an illustration. The system was devised by Dr. Sheldon Dike in the 1950's, and variations have been used by catalogers of postmarks of most states. Like any unfamiliar tool, it may appear formidable to the person who sees it for the first time, but it is very useful if one takes the time to become familiar with it. The code consists of six parts:

- 1) Basic Design Key
- 2) Territorial Name Designation
- 3) Additional Design Features
- 4) Date Type Key
- 5) Print Style Key
- 6) Diameter in millimeters

Basic Design Key

This is a letter plus number designation that shows the basic shape or form of the postmark -- single circle, double

circle, oval, toothed oval, and so forth. The designations used here are the same as those published in Whittlesey & Helbock (1985): Oregon Postmarks, as follows:

- C0 - Rimless circle
- C1 - Single plain circular outline
- C2 - Single circle with teeth
- C21 - Double circle outline
- C22 - Double circle outline;
outer circle with teeth
- C31 - Double circle; lettering between
- C32 - Double circle; lettering between;
outer circle with teeth
- C41 - Double circle outline
plus inner circle
- C42 - As C41 but toothed outer circle
- C51 - Double circle outline
plus double inner circle
- C61 - Triple outer circle
- OV1 - Single plain oval outline
- OV21 - Double oval outline
- OV22 - Double oval outline;
outer oval toothed
- OV31 - Double oval; lettering between
- OV41 - Double oval outline
plus inner oval
- OC1 - Single plain octagonal outline
- OC4 - Single plain octagonal outline
with stretched shape
- OC11 - Single plain octagonal outline;
inner circle, lettering between
- OC21 - Double octagonal outline
- OC22 - Double octagonal outline,
outer octagon toothed
- M - Manuscript postmark
- SL - Straight line postmark
- SLB - Straight line with borders
- REG - Registry postmark
- F - Fancy or unusual design

Territorial Name Designation

This is a single letter designating one of the many ways in which "Washington Territory" appears in the postmark. It is the second element of the Code, and it follows the Basic Design Key. I have assigned these letters to designations cataloged to date, leaving spaces for a few further ones that may appear:

A	-	O T
B	-	OGN
D	-	W T
E	-	W TER
H	-	W TY
J	-	WASH
K	-	WASH T
L	-	WASH TER
M	-	WASH TERR
N	-	WASH TERY
O	-	WASH TY
Q	-	WASHN
S	-	WASHN TER
U	-	WASHINGTON
V	-	WASHINGTON T
W	-	WASHINGTON TER
Y	-	WASHINGTON TERRITORY
Z	-	WASHINGTON TY

Additional Design Features

These are distinctive features that are not present in the designs of most postmarks so this element is not present in the codes for most postmarks. Where it is present, it follows the Territorial Designation as a numeral, or as two or more numerals separated by commas. These numerals represent the following:

- 1) County name appears in postmark
- 5) "Post Office" or "P.O." appears
- 9) Postmaster's name appears
- 10) Maltese crosses appear
- 11) Stars or asterisks appear
- 12) Other embellishments appear
- 20) Rate payment number appears

Date Type Key

This is a letter and numeral showing how the parts of the date appear in the postmark, referring to M - Month, D - Day, Y - Year, T - Time. This part of the Code is given as:

A1	-	MD (Month & Day only are given)
A3	-	MY
M1	-	MDY in manuscript
M2	-	MD in manuscript
N1	-	MDY vertically in any order
N2	-	MDY with only last 2 digits of year
N3	-	Type N1, but bar replaces year
N4	-	Type N1, MD in manuscript

S1 - MDY arranged horizontally

T1	-	MDYT vertically in any order
T2	-	Type T1 but bar replaces time
T3	-	Type T1 with year missing
T6	-	(MD)TY; month & day on same line
T7	-	(MD)TY; year outside postmark dial
T8	-	(MD)YT; only last 2 digits of year
T9	-	(MD)YT; year in outer circle

Print Style Key

In this element of the Code we show the style of printing used in the postmark for the town name, territory, county or postmaster (if present), and date, in that order. One or more of four letters are used: **B - Block**, **R - Roman**, **I - Italic**, and **M - Manuscript**. Each part of the postmark is given one of these letters; use of a single letter means that each part uses the same lettering style. An apostrophe is used to show that the letter before it indicates lettering appears in lower case.

Diameter in millimeters

The last element in the Code is the size of the diameter of the circle or octagon or the long axis of an oval expressed in millimeters. It is measured from the outer edge, and measurements may vary slightly from example to example depending upon striking pressure, angle of strike, wear of the device, and so forth.

Franklin County

Now let us move on to Franklin County, where we will begin our catalog of postmarks. This is a small county -- there are only four Territorial post offices -- but we have good enough coverage to get us started and to demonstrate how the cataloging project will work.

You may want to familiarize yourself with the Postmark Code at some point -- note the symbols for the single circles (C1), double circles (Connell C31), triples (C41), and even a unique circle-in-octagon for which I have added the symbol C11 to the set that was used in the Oregon catalog.

Another feature of the Ainsworth 4 octagon is the unusual Territory notation "WASH'N" that seldom appears and has been symbolized by the letter "Q".

Most Washington Territory offices used a manuscript marking in their early days, and we have recorded two used in Franklin County. It seems that Ainsworth would have used one in 1879-80, but thus far none has been reported to me.

The Washington Territory postmark project is a big job -- we are dealing with about 700 post offices that used perhaps 2,000 or more postmark types. Some information

FRANKLIN COUNTY TERRITORIAL POSTMARKS

AINSWORTH (1879-1885, 1907)

- | | | | | |
|----|----------------|-------------|-------------|------------------|
| 1. | C1JN1B24 | 27 Apr 1881 | 18 May 1881 | |
| 2. | C41L11N1RRB33 | 1 Oct 1882 | 9 Jan 1883 | Large fancy star |
| 3. | C41DN1RRB29 | 14 Jun 1883 | 3 Jan 1884 | Target |
| 4. | OC11QA1BBR26.5 | 1 Feb 1886 | | Fancy cork |

CONNELL (1887-1891, 1901-date)

- | | | | | |
|----|-----------|-------------|-------------|------------|
| 1. | C31LN1B28 | 26 May 1887 | 13 Jun 1889 | Target |
| 2. | M | 30 Nov 1888 | | Manuscript |

KAHLOTUS (1886-1890, 1902-date)

- | | | | | |
|----|---|-------------|--|--|
| 1. | M | 29 Jul 1887 | | |
|----|---|-------------|--|--|

PASCO (1885-date)

- | | | | | |
|----|--------------|-------------|-------------|--------|
| 1. | C1JN1BBR26.5 | 26 Apr 1886 | 17 Nov 1887 | Target |
|----|--------------|-------------|-------------|--------|



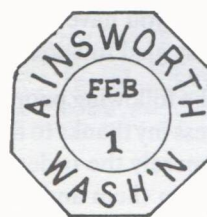
1



2



3



4



1

*Connell W.T.
11-34-88*

2



1

AINSWORTH 1 is quite scarce; I have recorded only 3 examples to date, 1 violet.
 AINSWORTH 2 is scarce but probably only because it is usually so badly struck that it is almost uncollectable. Killer would be beautiful if it were well struck.
 AINSWORTH 3 is the commonest type of this PO, is usually rather poorly struck.
 AINSWORTH 4 is rare; I have recorded only the one. It is on a #10 cover with a North Yakima lawyer corner card, to Olympia, docketed "A. L. Be----- & Co. Feb 3 / 86". PO changed name to Pasco 23 Sep 1885, must have used old postmark.

CONNELL 1 is somewhat scarce, not rare, beautifully struck in purple.

CONNELL 2 manuscript appears to be rare; I have recorded only one example.

KAHLOTUS 1 appears to be rare; only one has been reported.

PASCO 1 is common and is the easiest Franklin County Territorial marking to find.

comes from auction catalogs and other printed works, but my main source of information are collectors. If you have covers in your collection that have Washington Territory postmarks, it will be a great help if you will send photocopies to me at PO Box 472, Bandon, OR 97411. My phone number is 503-347-3824.

If your collection is too large and it is inconvenient for you to photocopy, I can arrange to visit you and bring my copier. Naturally it is better for me if you send copies, but I will do what I have to do to make this study as complete as possible. Remember that I need your manuscripts too, and if the year does not appear in the postmark, perhaps you can note it for me from a receiving mark or from the contents.

Even postmarks from common offices like Seattle and Vancouver are important, for we never know whose cover will extend a date range for a certain type. Indeed, we are short on information about dates of use for several common offices just because they are so common that no one thinks to send them to us.

Please help if you can. And if you can extend our date ranges for the offices from Franklin County listed in this article, or if you have postmarks that I have missed, I will be especially glad to know of them.

The following people have helped me so far, and I wish to express my thanks to them. They are listed in no particular order, merely the order in which I wrote them down and I heard from them and processed their information. Thanks to All of You!

Richard Helbock, Robert Beall, Kenneth Burden, Tim Boardman, Dave McCord, Henry Spelman, Richard Frajola, Howard Ness, LaMar Peterson, James Raley, Ross Willey, Lynn Langdon, Charles Gillespie, James Orcutt, Neill Mullen, Doug DeRoest, Dr. James Milgram, Leonard Peck, American Philatelic Research Library, Robert H. Means, Gordon Bryan, Louis Prahar, Art Rupert, Jane Dal-lison, William McGreer, Carl McMurphy, Charles Whit-tlesy and Robert Myerson.

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view Lander Lewis Laurel Leeland Loma Lurline
Marmol Mizpah Moringstar Newpass Oneota Palmetto
Parran Pilot Princeton Queen Regan Rosebud Ryndon
Sandpass Sandy Secret Siegel Sigold Silver Bow
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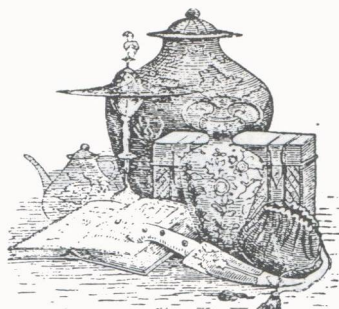
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AUCTION #89-1

ALASKA

100 FAIRBANKS A-14 FLAG ON P.P.C. 1915 B
101 JUNEAU 1908 DUPLEX ON B/E VIEW P.C. B
102 JUNEAU 1907 DUPLEX W/GLOUCESTER MASS. B
....AMERICAN MACHINE RECEIVED MARKING

ARIZONA

103 ASHFORD, 1909; PHOENIX B-14 FLAG PRESCOTT B
....1907 DUPLEX ON DETROIT & R.P.H. CARDS C
104 ROOSEVELT 1909 4B ON TEMPE SCHOOL CARD D
CALIFORNIA:

105 BLACKS STATION, 1908; SHASTA SPRINGS 1909 B
....VORDEN 1908, BLACKS STA. CALIF MISSING B
106 BOSTONIA 1915; DINUBA 1916; GLEN ELLEN B
....1914; MEEKS BAY 1942 ON P.C. B
107 BURNETT 1910; ECHO MOUNTAIN D-3; SHERMAN C
....1923; SOULSBYVILLE 1941 ON P.C. B
108 FRUITVALE 1907; TAMALPAIS 1914; ON P.C. B
COLORADO:

109 BRUSH 1921 m.c.; DE BEQUE 1910 DUPLEX; B
....TOLLAND 1908 4 BAR ON CITY PARK P.C. B
110 DENVER STA. CANCELS, 40TH ST. 1909, DENVER B
....STA. 1910; ALCOTT STA. REC'D ON P.C. B
111 HAWTHORNE 1917; MARSHALL PASS 1945; SLIGO B
....1946; TRAIL RIDGE 1951 ALL ON P.C. B
ILLINOIS

112 CLIFFORD 1909; MORTONGROVE 1910 D-2 P.C. B
IOWA

113 ANDREW, FLORIS, MATLOCK D-2, PATON PRE 1914 B
114 MC GREGOR, 1863 ON U-34, TOLEDO 1914 CVRS A
115 ANDOVER, 1910; CASTALIA D-3 1906; ELBERON C
....1907; ELWOOD 1907; NUMA, 1909; OASIS, 1909 C
KANSAS

116 BELPRE, 1910; GEM, 1908; N. TOPEKA STA. 1912 C
....ON V.F. TOPEKA AVE ST. SC. CARD B
117 HARRIS, 1910; NILES. 1909 ON P.C. B
118 CALDWELL, 1873; CEDARVALE, 1870; NORTONVILLE C
....1883; FRONTENAC 1904; BREWSTER 1897; FEA BODY C
....1899 ALL COVERS, ONE W/TOPEKA BARRY B/S C
KENTUCKY

119 EASTWOOD B/S 1906 ON O'BANNON CRD, SLICK C
....ROCK, 1927 COVER; SLAUGHTERVILLE 1906 P.C. C
120 CASEYVILLE, '70'S CVR. HOUSTON REC'D B/S B
MAINE

121 ALEXANDER, 1913; BROADBAY 1905 CVR. KITTEY C
....DEPOT ON X/MAS CARD C
122 EAGLE 1908 ON B/W EAGLE MAIN P.P.C. C
MINNESOTA

123 ERDAHL 1954, FORADA 1954; HASTY, 1951; C
....LILLEMON, 1899 ALL ON G.F.C. ALL D.P.D's C
124 RENOVA, 1890-1934 SIDEWAYS DIAL 1910 B
MISSOURI

125 BIEHL 1910 1867-1957 F. ON GRTG CARD A
NEBRASKA

126 CHALCO, 1911 STP MSG; PLEASANTDALE, 1908; B
....SUNDL, 1915; ALL ON X/MAS CARDS VF A
127 SAINT MICHAEL, 1921 ON X/MAS CRD. C
128 SPARTA 1895-1912 ON BUNNY SGND CARD C
NEVADA

129 CARLIN 1877 ON CLEAN COVER C
130 DUCKWATER 1910, P.C. COZIER'S FARM ON FRT. B
131 STEWART 1907 D-2; SLOAN 1947 4 BAR B
NORTH DAKOTA

132 BERG, 1905-44 4 BAR A
133 BUTTSVILLE NEAR PERFECT 1912 D-1 #2 C
134 DEEP, 1905-1936, EX. F. D-3 #2 & CARD C
135 EDGAR, 1908-13 EX. F. 4 BAR ON P.C. C
136 HALEY, 1898-1965 FINE D-2 ON MONT. P.C. B
137 HOWARD, 1906-17 VF. 4 BAR ON COMIC P.C. C
138 UNIVERSITY, 1890-1921 1911 DUPLEX ON VF. C
....P.P.C. OF DAVIS HALL & FOUNTAIN C
R.F.D.

139 WELLMAN, IOWA TYPE 11A A
140 BERTHA, MINN. 11F A
141 HARRIS, MINN. 11E A

142 MANKATO, MINN. 11 B
143 TRACY, MINN. 11E B
144 GUILFORD, MISSOURI 11 B
145 OSBORN, MISSOURI 11 B
146 SALEM, OHIO 11E A
147 CORRY, PENNSYLVANIA 11E A
148 TOYALUSING, PENNS. 11C B
R.P.O.

149* TROY & BOSTON, DANBY VT. 1864 CANCEL WITH B
....40-S-1 B/S ON SMALL CVR., ENCLOS. G
150 HAWARDEN IOWA, DISPATCH CLERK B
DAKOTA TERRITORY

151 JAMESTOWN, Sc. 145 ON SL TONED DROP LTR. D
152 CREEL CITY, RAMSEY CO. 1884 ON CVR. F
STAMPLESS

153 SFL ONTARIO, WAYNE CO. NY, ms 1835 LONG LTR.
154 SFL LENOX NY 1838 ms. LONG FAMILY LTR.
155 BRODHEAD, WIS. JUL 23, ms w/paid 3 ms. CVR. B
CIVIL WAR

156* MIAMIVILLE, P.O. CAMP DENNISON, O. MAR.
....8 1865 CVR. W/ENCL. CONCERN ON WAR.
157 AS ABOVE APR. 20, ENCL. MENTIONS ASSINATION
158 AS ABOVE MAY 15, ENCL. MENTIONS COMMAND
....CHANGE STAMP HAS FELL OFF ALL 3 CL. CNCL
159 ALL 3 ABOVE AS ONE LOT, SAME WRITER.

WASHINGTON

160 GLENCOVE, 1906 CDS. OVERSTRUCK ON P.P.C. B
161 SHERLOCK 1912 RED CNCL 4 BAR ON P.P.C. B
WYOMING

162 FORT RUSSELL 1910, HELLS HALF ACRE 1949 B
163 HOLM LODGE 1930, 4 BAR ON HAYNES CARD A
END OF SALE I

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NORTHEASTERN SECTION

Tom Clarke, Editor

Box 290-145

Davie, FL 33329

There are articles and commentary from Rhode Island, Pennsylvania, New Hampshire, Vermont, and 1880s New York City this month. If your state is not listed here, why not? "Read my (address)!"

The Pennsylvania Postal History Society has reawakened with a variety of personnel changes and the first of its languishing auctions making a reappearance this month. Any Pennsylvania articles, or covers for its auction, are gratefully accepted at this Regional Editor's (and PaP *Historian* Editor's) desk.

The Vermont PH Society continues the *Vermont Philatelist* with recent articles on Newbury Center, Barnet, Castleton POs, Vermont Black Jacks, Sesquicentennial cachets listing, the Derby "beehive" fancy stampless, plus back page auctions.

New Jersey PH's *Journal* presents 15 articles in the last two issues: Passaic, Ralston, Vineland, Bloomfield POs, plus a postal history definition commentary, NJ aviation, etc. Phew!

Our own *La Posta* entertains us with personalities from Natick, Rhode Island, more on Searsburg, VT, letters from a crook, and one about Ma Bell, a letter each from MS, VT, and NH, all efficiently explained, and--oops!--some corrections from last time.

One last well-seasoned word: spring into philatelic action and write that article!

YOUTHFUL MA BELL STRIKES

By T. Clarke

This common cover with the classic American Machine Philadelphia wavy cancel to Stroudsburg, sent by a young lady of some means, no doubt, was posted from Station J (Fairmount) in July, 1904.

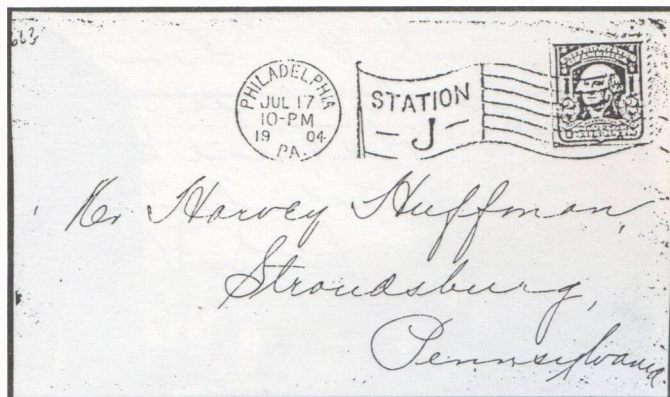


Figure 1.

There is a light Doremus (Langford type D) origin cancel, used as receipt stamp on the back, dated 23 hours later.

Numbers of cover collectors are as interested in the contents of the enclosure as they are the envelope. Call them social historians of a sort. The richness and glow of times past, a simpler, less complicated day reflected in the lines of sometimes down right embarrassingly erudite prose, makes us wonder what has happened between then and today's low standard of literacy.

We nod knowingly about children (and their parents too?) who have lost the desire to read, their knack of speaking intelligently or of spelling well. We have blamed TV, Sony Walkmen, or going back a decade or two, heathen rock and roll, and further back, the movies, radio and even Superman Comics. Or did the downward slide actually begin with Charlie Chaplin, or before that, with the dreaded nickelodeon?

This pleasant little turn of the century letter gives us an insight into the devious spell wrought by an even earlier culprit.

The enclosure from Inez to Harvey tells it all. Harvey had enjoined Inez not to let ten days pass without a letter. Despite his apparent devotion, she has not complied.

The weather has been so hot, and I have been so exceedingly busy ... that all letter writing has been suspended for the past two weeks.

She continues to mention visiting Willow Grove since their last encounter, plus night canoeing on the Delaware,

and then an invitation to Atlantic City for a week. And then the culprit bares herself:

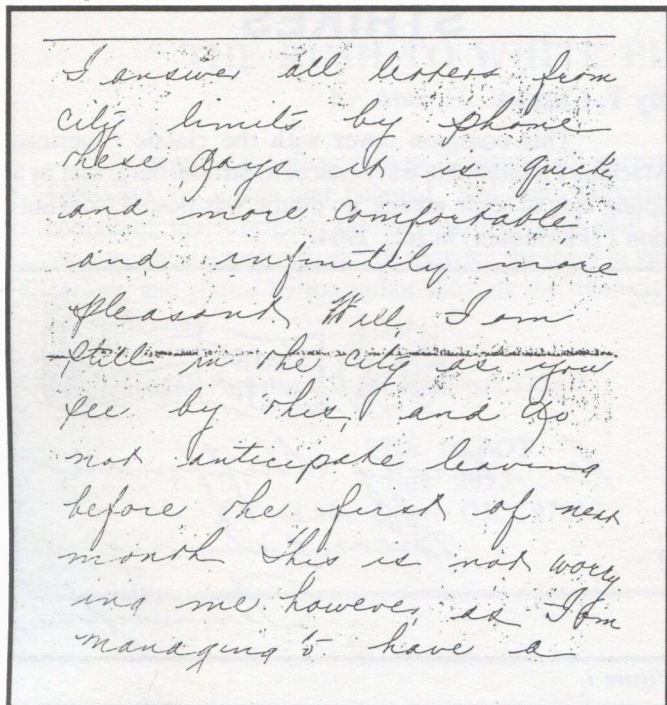


Figure 2.

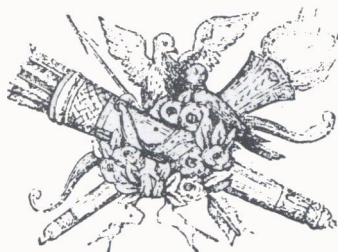
I answer all letters from city limits by phone these days, it is quick and more comfortable and infinitely more pleasant.

Convenient for Inez. Her upbringing allows her to speak clearly, concisely, and use good vocabulary. But we witness here the beginning of the end for letter writing, and indirectly of reading and all the rest. And we hear the death knell sound for latter day local cover collectors!

Poor Harvey will receive his response about two weeks late, and chagrined to find his lady requesting "to hear from you soon."

That culprit still echos today with a ring. There is little comfort for the letter reader who finds only faintest shadows of fascinating correspondance in the bills, junk mail, and coupon packets received daily. And from beyond the city limits as well.

Move one line down TV, radio, comics, and radio, even the Little Beggar. Add Mother Bell to the list.



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THE POST OFFICES OF NATICK, RHODE ISLAND

by Gerald J. (Jerry)
Gorman, RIPS #1146

A FORTUNATE MEETING

On Super Tuesday, 1988 (that was presidential primary day for you non-politicos), I was working the polls at a local senior citizen's center. A youngster from the year 1908 entered the room where the voting machines were and looked disturbed.

I asked if everything was OK and he promptly advised me that this was the TV room and he didn't care for the present use of the room. I engaged him in conversation and eventually the talk turned to the Natick post office's location.

Angelo Cinquegrana was born and brought up right in the Natick section of, what was then, the city of Warwick. I got right to the point and asked him if he remembered where the Natick post office had been located. This was because I live here in the Natick section of West Warwick and I knew the previous locations of many other local post offices, but I didn't know where the one had been right where I lived.

Angelo was an opinionated person, I could tell. He answered with his own question, "Which location you looking for?" I was stumped for a second. I asked how many there were. He thought for a minute and said five that he knew of! My interest was peaked for sure. This poor guy was stuck with all my questions for the next hour.

POSTAL AND HISTORIC BACKGROUND

I knew from Rhode Island Postal History that the office was established on July 22, 1828 and closed on December 31, 1925. The first postmaster was

Christopher Arnold. (I also felt that the scarcity rating of the two



Fig 1 1884-6 photo of the H. O'Donnell Building (left), long-lasting postoffice. The Dry Goods Store was on the first floor, PO on the second; the Boy Scouts later met on the third.

postmarks given by the book is too low. This is not an easy postmark to find.) But back to the office locations.

Angelo related that the first location he could remember was on the second floor of the O'Donnell Building, which was located on the corner of the present Prospect Hill Ave at 700 Providence Street. The postmaster then (late 1900s) was Harry Tenner, who lived on the east side of the Pautuxet River, now within the city of Warwick.

This post office was upstairs at the O'Donnell location from at least 1886 to about 1912. I refer to 1886 because Al showed me the 1886 photo (Figure 2) of the O'Donnell Building on Main Street. There was a gravel road with trolley car tracks on the east side of the road. The building is gone today, victim of fire. Now it is a parking lot.

The street now known as Providence Street was originally the New London

Turnpike. Stagecoaches carried the mails and passengers from Providence to Westerly in the mid to late 1800s on this road. The name changed to Main Street in the late 1800s and to Providence Street when the town of West Warwick separated from the city of Warwick in 1913.

Other information given me about the Natick postal area is that Charles Francis and Bill McGowan became the first mail carriers here. A Rural Free Delivery route was established on Wakefield Street and Jerry Lussier remembered being told by old Fred Barber, the local blacksmith, for whom the Providence and Wakefield Streets intersection was named, that the Meschanticut Green was a hotel and stable where the horses were changed for the New London Turnpike run. It was called the exchange depot.

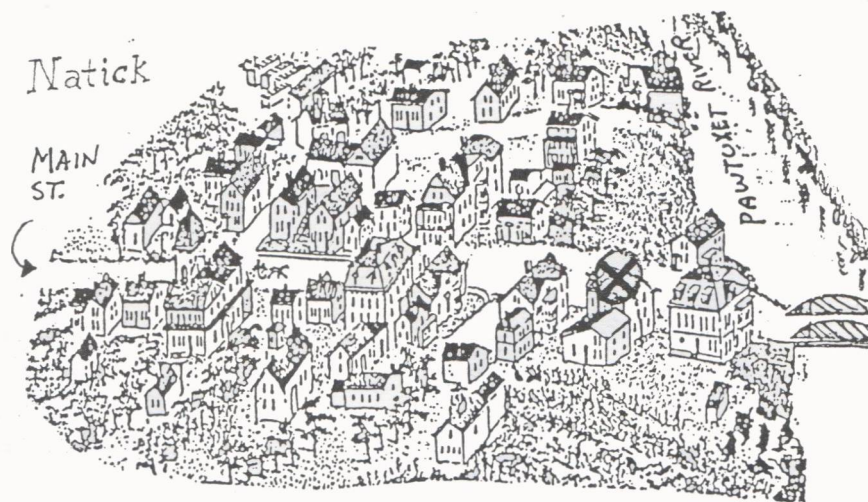


Fig 2: A birds-eye view of the center of 1888/89 Natick. The Post Office (X) is the second building after the bridge heading through town toward to Arctic, RI.

ORAL HISTORY FILLS IN SOME BLANKS

Eventually Angelo guided me to other "youngsters" in the area who had information or could substantiate his memory. I went to the hub of present day Natick--Al Muschiano's barber shop. Al and his customers Gerald Lussier and Pat Dicarlo added much of the present information and some stories.

They told me the next location of the Natick P.O. was in the Roy Building, located at 604 Providence Street, at the corner of Gage Street. This structure still stands as an apartment house. The P.O. was inside Bernard's Drug Store that was located on the first floor facing Providence Street.

Mrs. Bernard was the postal clerk. Everyone called her Mrs. Bernard, following the politeness of the time, so I am unable to find her first name. A local man named Boko related having seen the pictures of the safe in Bernard's after burglars entered during the night and blew it open. The P.O. moved after a short while when the drug store moved to the corner of Providence and Market Streets.

Then the post office moved into 715 Providence Street, which was the Mailoux Building. It occupied the left-most store there, now a store named the Sewing Rose. Louie Picard was the postmaster. The owner of the building, Ernest Mailoux, came to be a West Warwick town clerk. Mr. Picard was the last postmaster of Natick. On January 1, 1926, Natick became a station of West Warwick, until it was closed on July 29, 1959.

Now as a station, the post office moved north from 715 Providence Street to the B.B. and R. Knight Company Store, which was on Market Street. This is located diagonally across from the O'Donnell Building,

the previous post office locale. The Knight Company was a big mill which produced cotton cloth and was one of the largest mill along the Pawtuxet River.

Mr. Lussier remembered Miss Adelaide Knight, Robert Knight's sister, coming to the post office in a horse drawn work cart to get the mail. She would drive over from the family's farm, which is now the Knight Campus of the Community College of Rhode Island. The station clerk was John Patrella, who also ran an insurance agency. Mr. Patrella went to California and the post office moved again. The building was later used as a Mayflower Grocery Store, which was one of the first chain

stores. It later became a First National Store then it too burned down.

The final location of the Natick post office was in a very small building at 809 Providence Street. Today, this is Mr. John Brunero, Esq's front lawn. The building then was originally a millinery store selling ladies hats, etc. When the town split off, a brand new school was built next to the store. The school is still there and my youngest son, Paul, attends it today. The Tedeschi sisters, Marie and Josephine, took over the store. Out of it they made a candy and general merchandise store. All the folks I spoke to remember going there after school to get their daily candy. The ladies took over the

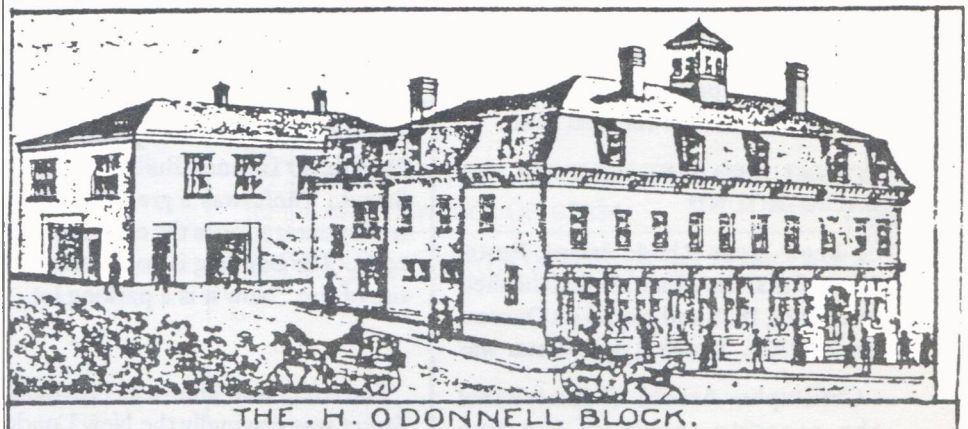


Fig 3: Another view of the O'Donnell Block, 1889, the post office located in an upstairs room.

postal station which was in a small corner of the store.

On March 31, 1935, the Natick Branch Office became Station 1. Finally, on July 30, 1959, all the post offices in West Warwick township consolidated into the regional center at Arctic, RI under the name of West Warwick, now zip 02893.

NATICK POSTMASTERS AND APPOINTMENT DATES

*Christopher Arnold Jul 22 1828
Experience S Barrows May 3 1836
Rosewell Butler May 18 1839
Payette Barrows May 13 1840
Christopher Holden Feb 25 1841
Godfrey Greene May 16 1843
William E Van-Riper Mar 30 1844
William A Northrup Jul 24 1845
Stanton W Congdon Oct 1 1846
George A Crandall Jun 15 1846
Fred A Warner Sep 14 1849
Gershom P Sherman Feb 25 1850
Gorton Burlingame May 20 1850
John W Martin Mar 29 1852
Benjamin Albro Oct 20 1855
John T Brown Jan 28 1880
George W Sevin Jun 15 1889
Thomas Longham Oct 16 1893
James W Main Dec 31 1904
Herbert W Barber Jan 31 1906
Eugene Parkhurst Apr 1 1906
Harry E Tenner Dec 11 1907
Frank P Lamb Jan 11 1916
Louis G Picard Dec 16 1924
--various station clerks after Jan 1 1926
--consolidation Jul 30 1959

* Note that the first postmaster is Christopher Arnold and that the date of his appointment, correct here, is incorrect in Rhode Island Postal History.

THREE NEW ENGLAND COVERS

By Geoffrey Remond

Geoffrey Remond is otherwise known as Rural Enterprises, on Fish Pond Road. His mailers' permits and block-printed cachets are probably known to not a few of you. He has interesting opinions on a lot of postal affairs, and here is one.

"Hello Tom, ...On the submitted article: it obviously is nothing of astounding proportions or the culmination of years of research, but I do believe it to be an article of general interest with a fresh approach to a type of cover previously neglected.

The piece has a strong New England flavor to it, yet the cover types in question are found nationally in all regions....

[And then the best part:] I was pleased to become a subscriber to La Posta and feel the publication to be superior to most others of its type both as to format, content, and breadth of coverage of national postal history subjects."

I thought it might be fun to illustrate three New England covers that show efficiency shortcuts taken by postal employees during the first half of the 20th century.

Though "Yankee ingenuity" is a term familiar to many, I'm sure New England Post Offices have had no monopoly on processing corner-cutting. Covers can be produced from around the States demonstrating this unexplored and undocumented phenomena.

Postal historians should love to unravel the implications of these covers, as each one bring with it a story of doings and deeds. Not only do you need brain power, but an atlas is often

a tool of necessity to see what was done to each cover.

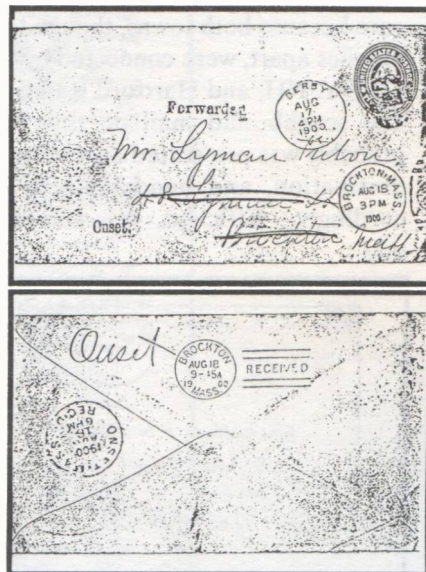


Figure 1 front and back.

The first item is a forwarded postal stationary envelope from Derby VT to Brockton MS, where it was forwarded on August 18, 1900 south to Onset MS. The "Forwarded" and "Onset." handstamps are in the same pale red violet shade proving to me that both were applied by the same clerk, using the same ink pad, in Brockton.

My reaction at first was that the Brockton clerk had grabbed an "Onset." marker to produce a nice readable forwarding. But a trip to the atlas showed Onset to be at least eight townships south from Brockton.

How did the clerk determine that "Onset." alone was adequate forwarding? Was it presumption on the part of the Brockton clerk? How should he know that the Onset postal people would definitely know the address of the recipient? Is it within regulations to omit the address on a forwarding? The cover becomes mysterious.

There is an Onset receiving mark on the reverse. There is no return to

sender indication anywhere. We may assume Onset did deliver it successfully. Perhaps the Onset stamp was not for use on envelopes. Perhaps it was a pouching or bundling mark intended for mail bound for Onset.

The atlas suggests this may be the case because both towns, though tens of miles apart, were connected by the old NY, NH, and Hartford Railroad, and southbound mail on that line probably was pre-sorted according to destination, and handstamped accordingly. Efficient, yes, and very odd.

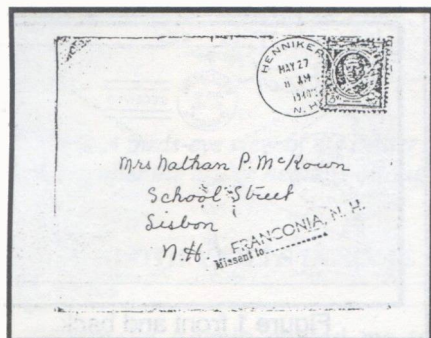


Figure 2 front and back.

The second cover has only a hint of mystery to it. The cover was missent about May 27, 1940 to Franconia NH while enroute from Henniker NH to Lisbon NH. The normal reason for a missent item is a sorting error resulting from a bundle, to a given destination, containing an inappropriate envelope.

Efficiency is obvious, but what else? Two random handstamps were applied which form a complete message. The "Missent to....." required a manuscript finish in the dotted portion. The "FRANCONIA, N.H." is a home-office style handstamp that one sees applied on penalty mail corner

cards, indicating which office had sent it. The mystery is: was the clerk at Franconia making do with an expedient? Were these two handstamps used because of the cheapness of a higher-up? Did the GPO issue the missent handstamp to POs?

Was some bureaucrat saving maybe 15 cents per handstamp device by refusing to include the ordering town's name as standard? Were postal clerks across the country supposed to write in longhand the names of their offices, day in and day out, for the sake of 15 cents?

Thus did the Franconia Postmaster, in his small way, try to slay the blundering, bureaucratic behemoth?

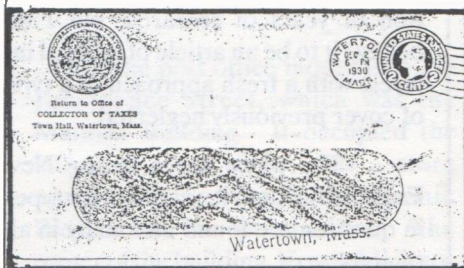


Figure 3.

The final cover is mostly mystery with just the hint of efficiency. It is a apparently simple, local real estate tax bill, postmarked by a Universal machine, December 2, 1930 at Watertown MS. But the only logical reason for the handstamp below the window would be if the town and state were missing from the address. Might we presume that the typist at the tax collector's office was told to omit the town and state, that a postal clerk would finish it off in an appropriate manner?

Could we envision a highly irritated clerk with a pile of tax bills in front of him, the contents of which were mis-aligned in the window? Was he shaking and tapping envelope after envelope to catch a glimpse of the elusive, shy address so he could choose the proper town stamp for the benefit of the postal boys and girls down the processing line? Was the

reason efficiency or to combat the sender's error?

I hope the readers of *La Posta* have enjoyed the magical mystery tour of New England postal expediency. Perhaps it's time to drag out the boxes of unwanted and go hunting for a gem, unappreciated for what it says about its postal times. Or for the seeming unsolvable mysteries it presents. This is an attraction of our common vice, isn't it?

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General Collecting Agent,
108 BROADWAY, New York.

Dear Friend, Your name having been given to me as a discreet and capable person, I invite your participation in the most profitable speculation named in the within sheet. As no one is asking for me just now in your neighbourhood, I will for this one only, deviate from my usual custom of requiring all cash in advance, and to get you interested at once, make these liberal propositions. On receipt of \$10. by express, and the balance soon, I will send you \$1000. or if you prefer it, you may have \$1200. of my goods, for \$15. I will send \$2000. or for \$20. \$3000. If you will send \$25. I will send \$4000. and give you a county right; for \$50. by Express, I will send you \$10,000. and the exclusive right for your state. You can then employ others to assist you. Different denominations will be sent as desired. The advance payment is required simply as evidence of sincerity. The balance must be paid soon. All letters must be sent by Express. I receive no letters by mail. Of course, the above amounts must not be considered as full payment, but only as instalments as evidence of your sincerity in carrying out the contract. It will be to your interest to pay the balance at the earliest possible moment after the goods arrive. I advise you to invest at once all the money you can spare, as such false goods may not always be so easily obtained. The terms are most liberal, besides there are great pecuniary advantages in buying largely and anyone really meaning business will not hesitate to make so small a payment. I know full well in making the proposition that the quality of my goods will secure your future patronage and that you will not prejudice your best interests by acting in bad faith; indeed you cannot afford to deceive me, as your future prosperity is at stake.

Can you make money quicker, easier or sweeter? Act promptly and strain every nerve to commence at once. Order only by Express. I do not receive letters by mail. Let me receive your favors soon or some more enterprising fellow townsman may obtain the commission. As this is a special offer, made only to you, in your locality - will you kindly return this letter to remind me of the concession made in your favor.

Yr. F. L. T. Fraternally yours,

Address only by Express.

John Hood Jr.
108 Broadway, New York.

If you desire a better understanding, I will be glad to see you at my private office named on the accompanying circular, and show samples; then you will know exactly what you are buying. We have new issues of \$10., \$20. and will send samples to the amount of \$200. on an order of \$25. as above, or \$500. on an order of \$50. worth. Send by express in all cases.

UNFIT TO MAIL

By T. Clarke

Three years ago Randy Stehle wrote about unmailable mail in two installments. There were examples of

- insufficiently prepaid mail
- Misdirected mail
- Harmful substance mail
- mutilated mail
- improper weight/size mail
- obscene, or, randy, mail (sorry!)
- scurrilous, defamatory mail
- lottery mail
- and a miscellaneous mail category: liquor ads, treasonable writing, copyright violations, etc

But where was green mail? This is the the late 19th century version, not the late 20th style, which is repleat with Ivan

Boesky's, junk bonds, and leveraged buyout connotations. In 1889 President Harrison signed into law an act designed to rid the mails of the scurrilous, misdirected, harmful, improper, almost obscene practice of selling counterfeit US currency!

THE PROBLEM OF UNFIT MAIL

In a fascinating chapter entitled "Guardian of the Nation's Mails and Morals," in *bona fide* must book, *The American Mail* (of which liberal use is herein made), author Wayne E. Fuller states:

"Probably no people in the world expected more of their Post Office than Americans....In striving to fulfill these expectations the Post Office did a much better job than Americans had a right to expect...."

Fuller paraphrases PMG Holt, who in 1859 addressed dishonesty in and via the POD. "Citizens could send messages to friends on newspaper to avoid paying letter postage, wash and reuse stamps, exaggerate town and business activity...and

use the mail to defraud the American public with deceptive schemes that promised much but gave them nothing."

In 1855 the Registry system was officially born, to safeguard valuable letters, and nine years later, in 1864, the money-order system came into being. But what of those receiving mail from less than scrupulous senders?

THE POSTAL BATTLE IS JOINED

Fuller relates that by the late 1870s complaints not already answered locally would reach the Division of PO Inspectors and Mail Depredations and was placed in a category labeled A, B, C, or F.

A for complaints regarding registered mail

B for loss of ordinary mail, and PO, train, etc robberies

C for miscellaneous problems: quarrels over postmasters, GPO orders, PO inspections, fraudulent and obscene mail predicaments, etc

F for Foreign Mail problems

By 1900, Fuller goes on to say, the Inspection force numbered less than 100 men, yet the work load had increased geometrically. Case loads jumped from 29,569 in 1880 to 197,996 in 1900! Arrests rose, though, from 577 in 1880 (2%) to 1,526 (but less than 1%). (As for registered mail alone, in 1891, only about 1 in every 8,872 registered pieces was not tracked down.)

THE TENOR OF THE TIMES

America's industrial growth after the Civil War amazed itself and the world. The 1876 Centennial Exposition made no bones about our achievements. As with our last ten or so expansion years, the 1980s, so with those years of unbounded, seemingly endless growth. They had their "yuppies" too.

The Grant Administration, like the Reagan, was beset with wild frauds and vice. We recently have had our political intrigues, bribery, and malfeasance, too. Both periods imbued with unbridled business potential, spewed business chicanery, like the Robber Barons, their fast dealing and crime, and today's corporate wars with questionable buyouts, collusion on Wall Street, etc.

Such times also show poor and illegal behavior on the lesser front. Crass materialistic urges did, and again have, boiled down to the man on the street. The "Good Old Days" were certainly not either, as perhaps some say we will eventually conclude about the Reagan decade's superficially buoyant tenor with its debt, and "me-first" feel.

CONGRESS AND THE PEOPLE

Against questionable items, the Government passed the first censor law in 1842 (against immoral imported

statues, etc). The law was strengthened in 1857, and 1865, at the request of PMG Blair, "*a loosely drawn law outlawing the mailing of obscene and scandalous materials,*" was enacted.

After the Civil War cheap second class rates, promoted for the diffusion of knowledge, led to more obscenity problems. Charles Goodyear's vulcanization of rubber process led to ads in one direction, plus abortion inducements, etc and the birth of paperback dime novels by the ton taught in some cases of seedy city life, confidence tricksters, etc.

Indicative of the ripening America of those times, in 1873 a reported 15,000 letters were seized from certain publishers, all of them purportedly from young people ordering obscene matter.

Anthony Comstock, a name then synonymous with censor, a NYC clerk, began a one-man crusade to wipe out pornography. In one instance, at his instigation, around 1872, some 182,000 rubber articles were seized in NYC and 700 pounds of lead moulds for their manufacture were destroyed.

THE POS CULPABILITY?

A sparsely settled America, disturbed by heightened immigration, saw another almost invasive spread: of the postal service with its mail going into every nook and cranny of America. The POD was practically guilty by omission in not helping to handle this moral threat. The use of cheap mail rates enlarged the opportunity for plundering the unwary, and the wary alike.

At the instance of people like Senator Henry Blair (NH), Congress passed a series of laws between 1868 and 1890 aimed at ridding the mails of both obscene and fraudulent mail. In 1868 lotteries were declared unmailable. In 1873 the Comstock Law was passed against lewd and indecent writings and all ads concerning prevention of conception or abortion.

In 1888 Congress added that sealed mail was no longer protected against obscenity seizure. Then in 1889 the President signed the "green goods" law.

Was "middle America" really touched by, and in favor of all this activity? One southern congressman claimed the 1890 act legislating the destruction of lotteries "a great moral act in the interests of the best people and the best sentiment in the country."

As for the courts, in 1878 in *ex parte Orlando Jackson* Congress was found properly permitted to determine what could and could not be carried in the mails.

Read this Attentively.

NOTICE.—A small number of these sheets are printed upon our own press for distribution among the right parties.

"Put Money in thy Purse."

Secret information for the benefit of those only who are desirous of making money and are not too scrupulous as to the means they employ to attain that desirable end. It must therefore be read only in private, and the subject confidentially treated.

The way to rapidly gain a fortune is herein revealed to you, but if you are disinclined, or have not the necessary spirit of enterprise to avail yourself of it, you will at least keep the matter to yourself and not make public the valuable information imparted to you, for your private advantage. Secrecy and caution are necessary, as well as most implicit obedience to our instructions.

We are the business agents of a company of practical and skilful artists, engravers and printers, who have for some time been most successfully engaged in the production of counterfeit money. They have passed in the City of New York alone, hundreds of thousands of their notes, and never yet has one of them, to their knowledge, got anybody into trouble. Now, money that will pass current in this city need never be feared anywhere. It must be as good as genuine! Moreover, fully one half the money now in circulation throughout the country is "queer." Can ninety-nine persons out of a hundred distinguish a well executed counterfeit note from an acknowledged good one? You know that they cannot! Doubtless you have often received bad money, and repassed it without the slightest suspicion of the occurrence. Badly executed counterfeits can of course be detected by any one, even very little acquainted with money, but those we are entrusted with for sale are so perfect, that the most accomplished and discriminating experts have failed to point out where they differ from the Government issue.

We can supply you with any quantity of the similes of Treasury notes and fractional currency, viz., 25c. and 50c. stamps, and \$1, \$2, \$5, \$10 and \$20 bills. Each one is perfect and as good as real money. The best talent in the country is employed in their production. There has been no stint in the expenditure of money. The best bank note paper is used, the mode of manufacture having been obtained from a prominent official well acquainted with the secrets of its preparation. The inks used are the identical inks used by the Government and bank note companies, and what is of the greatest importance, each note is correctly numbered, thereby rendering their possession and use entirely safe. The money is put up in packages well protected and securely sealed, in such a way that no one can guess what they are.

They are sold only in the following quantities and prices:—\$800, price \$50; \$1,200, price \$85; \$2,000, for \$120; \$3,000, \$170; \$4,000, \$200; and \$10,000, for \$400. You will perceive that the larger the quantity ordered, the greater will be your gain by the reduction in the price.

Payment must absolutely be made in advance. NO CREDIT CAN, UNDER ANY CIRCUMSTANCES, BE GIVEN; in fact, no one will expect it, as it must be thoroughly apparent, that in such a business all transactions MUST BE FOR CASH.

Order Only by Express.

No Letters Received by Mail!

You must be most careful in communicating with or remitting to us. It will be quite useless your sending by mail, as we will not claim any letter so sent. Letters with money will safely reach us by Express, inasmuch as it is no part of the business of the Express Companies to pry into the nature of the transactions respecting which they are the mediums of communication. There is No Risk by Express! There is Risk by mail, therefore you will perceive the necessity and propriety of Sending Only by Express.

You will probably be startled at having this chance of making money thrust upon you, and possibly fearful that in accepting it you will be liable to danger and risk that will outweigh the immense gain that must accrue to you from a comparatively trifling outlay. Dismiss any such fear from your mind! Experience has proved that there is no risk. Some operators who have been the most timid at first are now the boldest. With caution and ordinary shrewdness a small fortune may be actually made in a few weeks. Hundreds who have all their lives been steeped in misfortune and poverty, and now never know the want of money, bless the day when they were made acquainted with this profitable scheme. Perhaps you may have some objection to engage in this business on the ground that it is morally wrong, and that over-particular people would call it a crime. If such is your view, have nothing to do with it; but if you are one of those who make

"Conscience your coin, and live by parting with it,"

you cannot do better than commence the work at once—push it vigorously, and fill your purse with money beyond your most sanguine anticipations. There is actually nothing very wrong, if you can float a quantity of this money. Not any one will be injured by it, but on the contrary, much good may arise from its introduction into places where there is a scarcity of the genuine. No one will assert that there is sufficient in circulation for the wants of trade, or to develop the latent resources of the country. How much money could many a man legitimately make by obtaining funds to carry out improvements, to proceed with works that he is otherwise obliged to neglect, and to employ labor that he is forced to do without, not having the means to pay for it! Instead of being injurious, it will be decidedly beneficial to numberless people, to have an abundance of money in circulation, thereby aiding enterprise and speculation, and supplying the motive power of every industry, mechanical, commercial, or agricultural.

Have you never seen a man get suddenly rich to the utter astonishment of his neighbors and friends! The most piercing curiosity fails to detect the means whereby the marvellous improvement in his circumstances has been effected. The secret of his success remains shrouded in mystery. He is happy in the enjoyment of the fruits of his enterprise, and envied by his acquaintances, who are perhaps as ready as he to snatch wealth in any way, but lack his spirit, or have not had the opportunity presented to them, as it is now to you. The fortunate chance of getting rich easily, safely and quickly is placed before you, in the confidence that you will not betray the secret with which you are intrusted.

Our Terms are Positively Cash.

All orders must be sent by EXPRESS prepaid. The charge may be deducted from the amount sent, and provided that you are the first in the field, we will not supply any other person in your neighborhood.

Be sure to give us your Post-office address, with the County and State. Above all, do not fail to mention the Express office to which you desire the goods to be sent.

DO NOT WRITE BY MAIL BUT BY EXPRESS ONLY! Charges prepaid.

WE CANNOT SEND SAMPLES, being forbidden by the manufacturers for whom we are acting to do so, under any circumstances, as they and we are unwilling to compromise ourselves without your becoming a party to the transaction, and money passes between us. If we sent samples, or indeed small quantities, it would make the goods too public, as parties would send for them without any intention of business, out of curiosity or perhaps from worse motives. You can therefore easily understand that it would be most impolitic to send samples, and prejudicial alike to the seller and bona fide purchaser. Our arrangements are perfect, and so long as you follow the instructions given from time to time, no suspicion can arise, or harm befall you or us.

Address plainly to the name and address on the accompanying letter.

P. S.—By calling at Room 10, Up-stairs, 907 Broadway, New York, Full Samples of Goods will be cheerfully shown and everything fully explained.

Our visitors will please come direct to the above office. Avoid all conversation in or about the premises. Do not mention your business to a soul. Only do your business inside our office, which is easily found. Be very particular on this point. You may be asked in the street who you are looking for. Do not answer, but come straight to our office, and all will be well. Beware of those who may question you on the street! Pay no attention to them, if you would avoid trouble. Write to us before leaving home, stating the day and hour you will call at our office, if you prefer buying personally to sending your order.

SEND ALL LETTERS AND REMITTANCES BY EXPRESS and AVOID THE POST-OFFICE. Direct in all cases to the name and address given in the accompanying letter.

EVIDENCE FROM THE PAST

A most spectacular way the gullible American and greedy American came together was through "green mail." Fuller:

"The "green goods" game was played in a variety of ways. Normally the "green goods" men began their pitch with a letter. 'I am desirous,' one would write to some small-town resident, 'of obtaining a shrewd agent in your locality to handle my "Goods".'"

Fuller: "The percentage of Americans who answered such teasers was no doubt small....", but one wonders about the recipient of the following. Read the audacious enclosures that follow. Maybe your grandfather...? (It should probably be dated pre-1889.)

REFERENCES

Fuller, Wayne E, *The American Mail-Enlarger of the Common Life*, Univ of Chicago Press, Chicago, 1972. (p.262f)

Stehle, Randy, "Auxiliary Markings-Unmailable,I", *La Posta*, Jan, 1986 (#96,p.5f)

Stehle, Randy, "Auxiliary Markings-Unmailable,II", *La Posta*, Mar, 1986 (#97,p.5)



Letters, we get letters

By T. Clarke

There was considerable response to Tracy Thurber's post card and comments with respect to the "old boy" postmaster of Searsburg VT (Jan 89, p.50). The hubbub that developed at ARIPEX, and the First Annual Postal History Seminar, caused the instant inclusion of several responses last issue. There were others who equally deserve thanks and recognition.

John Kay, of *Pennsylvania Postal History* (and New Jersey, New Hampshire, New York, etc) fame, added his two cents by establishing Searsburg's location in Bennington County. First established on March 13, 1833, it was discontinued on Feb 6, 1933 [could they have waited the extra 5 weeks?], to be served from the PO at Wilmington.

Then Don Nash, of Tyler TX, added much the same information, plus a hand drawn map. (FIG 1) He notes that cancels are "moderately common." [But still no one has volunteered us a copy!] Don suggests "there must be some

around." He adds that Searsburg's star route and straightline cancels are more rare.

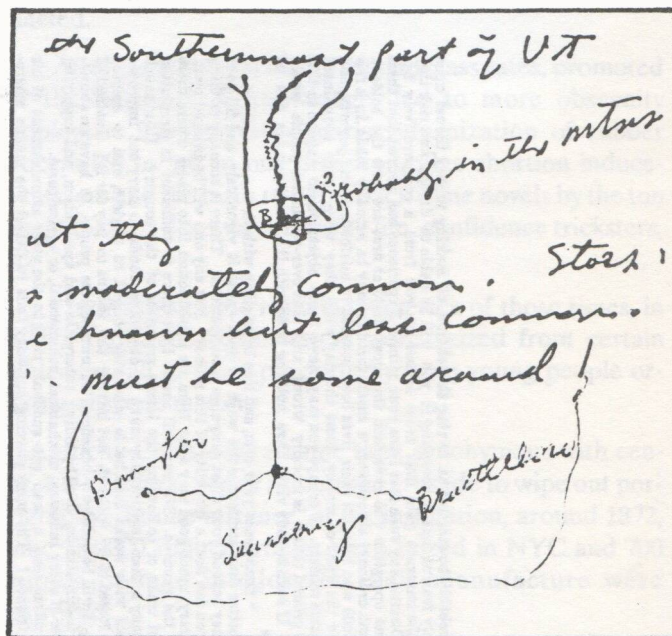


Figure 1.

A copy of Don's note was sent to Tracy who joyfully said, "How wonderful to have a fellow Texan help out in Vermont matters. He adds "[*La Posta*] is a great sheet you work for." Perhaps as good as its readers?

B D Kamp, of Worcester MS, followed up with a thick packet of maps from a couple large-scale atlases to nail Searsburg's location. The AAA-looking road map shows it about two-thirds of the way from Brattleboro to Bennington, on Route 9, in Green Mountain ski country. The earlier of the commercial maps is from the John C Winston Co. 1931, *Atlas of the World*. (FIG 2)

Finally, and neatly typed letter from Jason Granger of East Randolph VT arrived concludes our coverage on a poignant note:

"Sunday I borrowed the January *La Posta*the "old geezer" was indeed a "local character," a religious eccentric. The village of Searsburg, never a populous community, declined, and on 19 July 1913 Needham D Bartlett -- the old geezer -- was appointed postmaster, presumably because no one else applied for the job. He lived in the same shanty that served as the Post Office.

"He had a garden plot on a hill behind the shanty and a cord by the door was attached to a bell. If a postal patron did not find Needham on duty, he rang the bell to summon him.

"How much income he made from his Post Office I do not know, but it is known that he had picture postcards made

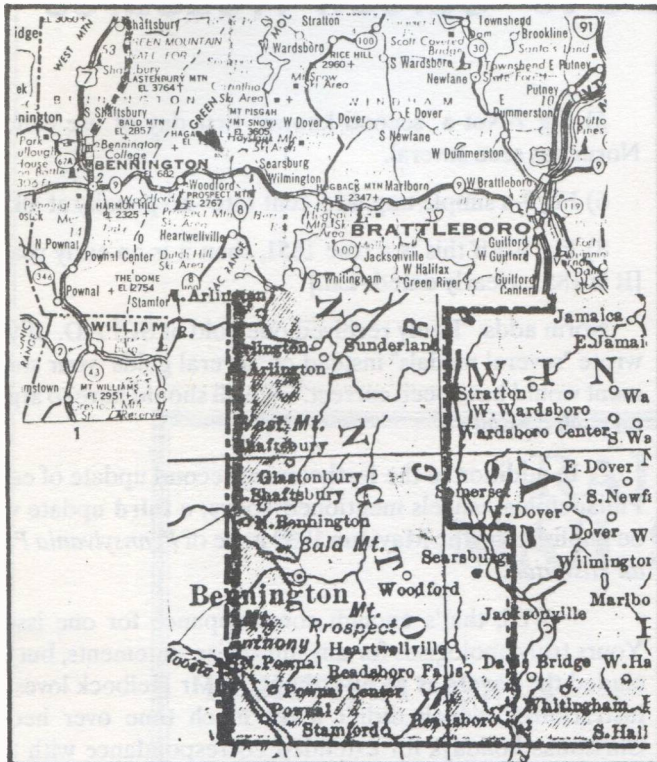


Figure 2.

of him and his Post Office and these sold well.... The book he is reading [in the January, *La Posta* was his *Bible*.

"Mr Needham died in his Post Office/home in January 1933 and was found the next day by his star route carrier, and on that day the Searsburg Post Office went out of business forever.

"Population is now about 75 souls....Searsburg covers have become rather difficult to find."

Without a doubt there are loyal, interested, and very capable readers among *La Posta* subscribers. Even some who aren't subscribers! If anyone has any other postal items they think might magnetize the readership as did this one postcard, do send it in!



Fred Robichaud

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Corrections to last issues's to "Carson Treasures"

By T. Clarke

Thanks to Philadelphia collector Norm Shachat, recently elected President of the Pennsylvania Postal History Society, for these points, and corrections, which ought to be made concerning the "Carson Treasures" article in the Feb-Mar, 1989 *La Posta*. Thanks for the additional information.

1) Fig 1-Norm has recorded six large octagons, including this one; this is the sixth, not seventh known.

2) Fig 3-not a first day, as the author ought to have known, from *PaPHS Historian*., #78, [of which he is now Editor!--Ed] and as amended in Norm's forthcoming article in the same publication, #96: October 27, 1836 is now ECU.

3) Fig 5-Norm contends that a usage 2-1/2 months after initial use (April 1, 1816 to Sep 30?, 1836) ought not be termed "early use." Also, he suggests that "rare" is not the proper term as he has seen several examples of the parenthetical (PAID) marking.

4) Fig 6-must be 1851 or 1852, not "1850?". The Carson marks are in red, except for the CD, which is blue. Norm has a blue Dbl Octagon "6" of April, 1852, with red PAID; Norm also suggests that this may really be a faulty "6" rate--Frank Mandell, we beg you to write up your conclusions as to the validity of the nine-ness of such covers, OK?

5) Fig 7-Not a "second known" first day of use cancel; Norm has seen several.

6) Fig 9-a simple unpaid 5 cent rate--no penalty at all.

8) Fig 10)-if this is a true 1851, then it is an early usage. [It is 1851, clearly dated.-Ed.]

Norm adds: "I only received one gold at SEPAD. If you wrote "several medals" instead of "several golds" your statement would have been correct." We all should have to argue on such a point!!

In addition to the forthcoming second update of early Philadelphia cancels mentioned above, a **third** update will be published in the May-Jun 1989 issue of *Pennsylvania Postal Historian*..

Well, that's enough come-uppance for one issue! Yours truly apologises for any imprecise statements, but included the covers as an afterthought (Mr Helbock loves illustrations!), which didn't leave much time over hectic Christmas holidays for extended correspondence with the experts. The true emphasis was for collectors to publicise their little-knowns and unknowns, so that such communication and refinement, as above, can take place at all.

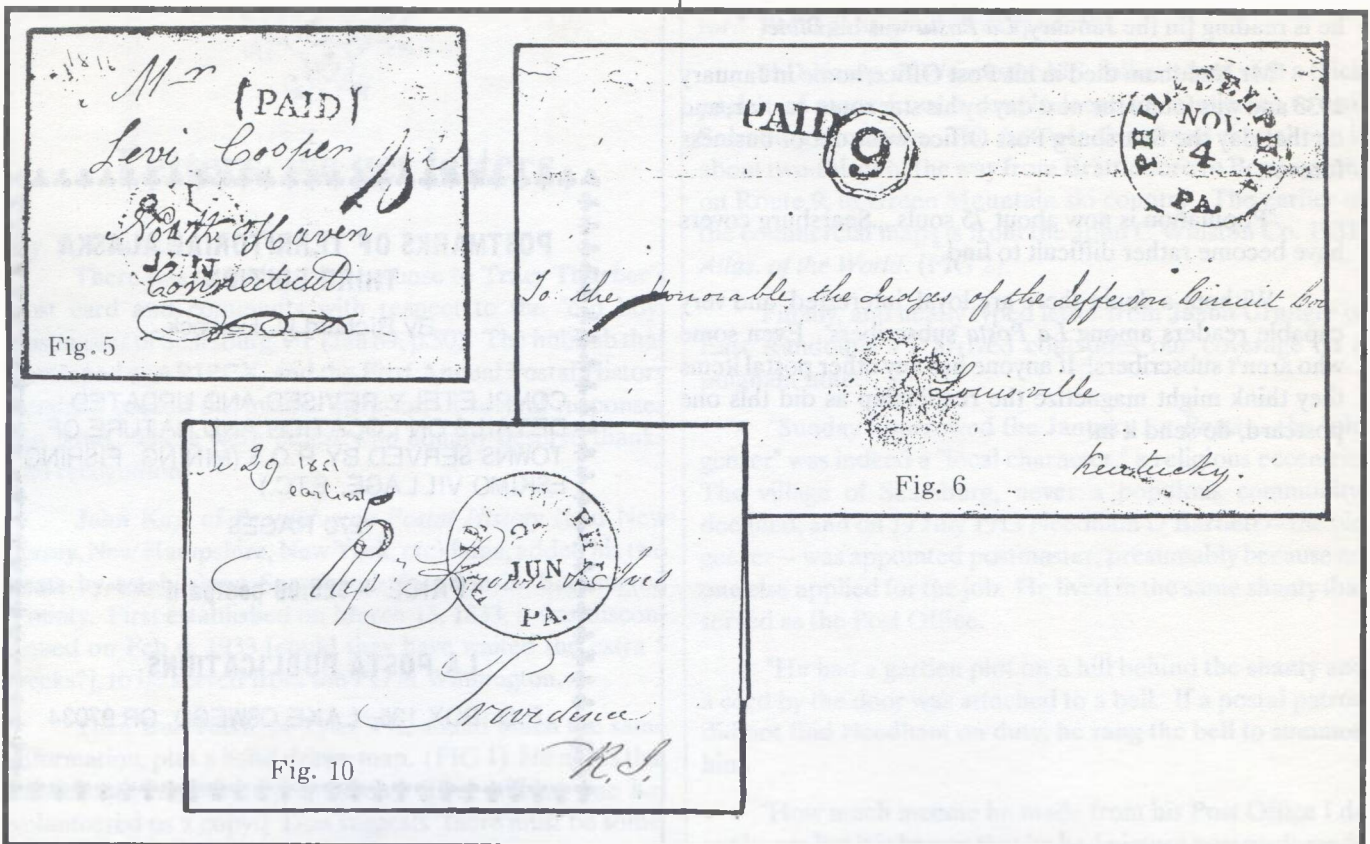


Figure 5, 6 and 10.

THE SECOND SECTION

Robert G. Munshower, Jr.
Editor

RAILWAY MAIL SERVICE

EIGHTH DIVISION

Foreign Mails, Steamboat Service and
LIST OF EXPRESS POUCHES

ALASKA, ARIZONA, CALIFORNIA, HAWAII, IDAHO, NEVADA,

*** OREGON, UTAH AND WASHINGTON ***

APRIL, 1909

Schedule of Mail Trains

Return to DAVID JACKS,
MONTEREY, Monterey Co. California,
If not delivered within 10 days.



Mr. E. C. Smith,
Pacific Grove
Monterey Co
California.

1. Cosmopolis & Hoquiam RR
2. Cove & Union Station RR
3. Covina & Los Angeles RR
4. Craftonville & Redlands RPO
5. Coquille & Bandon RPO
6. Curlew & Republic RR
7. Dallas & Falls City RR
8. Dallas & Independence RR
9. Dayton & Bolles Jct RR
10. Dayton & Pasco RPO
11. Darrington & Arlington RR
12. Denver & Gr. Junction RPO
13. Detroit & Albany RPO
14. Disston & Cottage Grove RR
15. Duffey & Ft. Bragg RR
16. Dragon & Mack RR
17. Eagle Point & Medford
18. East Creek Jct & Ladd RR
19. Eastport & Spokane RPO
20. El Paso & Benson RPO
21. Elinor & Scotia RR
22. El Portal & Merced RPO
23. El Paso & Los Angeles RPO
24. Elsinore & Elsinore Jct RR
25. Emmett & Nampa RR
26. Escondido & Oceanside RR
27. Eureka & San Fran ---
28. Eureka & Scotia RPO
29. Evergreen & Weiser RR
30. Fairfield & Mercur RR
31. Fall Brook & Oceanside RR
32. Fallon & Hazen RR
33. Fort Churchill & M. House RR
34. Fresno & Coalinga RPO
35. Foster & San Diego RR
36. Fulton & Guernville RR
37. Gate & Centralia RR
38. Gilroy & Tres Pings RR
39. Glacier & Bellingham RPO
40. Glen Ellen & Ignacio RR
41. Globe & Teviston RPO
42. Goldendale & Lyle RR
43. Goldfield & L. Vegas RR
44. Gr. Junct. & Ogden RPO
45. Gooding & Jerome RR
46. Gr. Canyon & Williams RR
47. Grange & Lewiston RPO
48. G. Falls & Virden RPO
49. Hampton & Lynden RR
54. Heppner Jct & Heppner RR
55. Holland Sta & Weed RPO
56. Holtville & El Centro RR
57. Hunt's Junct & Pend. RR
63. Haywards & Oakland RPO
64. Ione & Galt RR
65. Jerome & Junction RR
66. Kern Junct & Pioneer RR
67. Joseph & La Grande RPO
68. Ketchum & Shoshone RPO
69. Kerriston & Tacoma RPO
70. Korb & Arcata RR
71. La Connor & Seattle RPO
72. La Crosse & Hooper RR
73. La Jolla & San Diego RR
74. La Junta & Albuquerque RPO
75. Lebanon & Albany RR
76. Leete & Luva Sta RR
77. Lehi Jct & Topliff RR
78. Lewiston & Riparia RPO
79. Likely & Reno RPO
80. Livermore & S. Fran RPO
81. Lompoc & Surf RR
82. Lordsburg & Hachita RR
83. Los Angeles & E. San Pedro RPO
84. Los Ang. & San Bern "Kite" RPO
85. Los Ang. & San Barb RPO
86. Malad City & S. L. City RPO
87. Marysville & Idaho Falls RPO
88. Medford & Jackson RR
89. Mesa & Tempe RR
90. Metcalf & Clifton RR
91. Mill Vly. Junct & Mill Val. RR
92. Minidoka & Buhl RPO
93. Missoula & Hamilton RPO
94. Missoula & Wallace RPO
95. Moclips & Hoquiam RR
96. Monmouth & Airlie RR
97. Montague & Yreka RR
98. Moscow & Colfax RR
99. Morrucik & Guthrie RR
100. Milton & Peters RR
101. Mina & Keeler RPO
102. Nahcotta & Astoria RR
103. Nampa & Murphy RR
104. Nephi & Manti RR
105. Nevada City & Colfax RR
106. Newcastle & Renton RR
107. Newport & Gr. Junct RR

COSMOPOLIS & HOQUIAM R. R.
Grays Harbor Rwy. & Light Co., (Electric), 7.51 ms. Rt. 371014 (Seat.)

a3	b1	Sept. 9, 1908	b2	b4	a8
2 30	7 00	lv..... Cosmopolis, Wash.....ar	9 30		4 00
2 45	7 15		9 15		3 45
b3		Aberdeen, Wash.....			
12 30	8 30		7 25	6 25	
12 55	8 55	ar..... Hoquiam, Wash.....lv	7 00	6 00	

COVE & UNION STATION R. R.

Central Rwy. of Oregon, 13.47 m's. (Port.)
Rt. 173026 Cove to Valley Jct. (n.o.) 173027 Union to Union Sta. (n.o.)

b12	a5	a1	6	Dec. 6, 1908	a60	a10	a50	b11
4 50				lv..... Cove, Oreg.....ar				2 09
5 22				Valley Jct. (n.o.).....				1 07
5 30	6 45	8 10	6 35	Union, Oreg.....	7 45	9 20	7 25	1 00
				Valley Jct. (n.o.).....				
	7 20	8 25	6 55	ar Union Sta. (n.o.) lv	7 35	9 05	7 10	

Supplied by Pac. & Port. R. P. O.
Tr. 2a lv Union..... 8 40; ar Union Sta. (n.o.)..... 8 35
Tr. 20a lv Union Sta. (n.o.)..... 9 15; ar Union..... 9 33

COVINA & LOS ANGELES R. R.

Pacific Electric Rwy. Co., (Electric), 21.66 ms. (Los Ang.)
Rt. 37033

*613	Dec. 1, 1908	b604	*618
12 30 lv	Covina, Cal.....ar	6 00	4 30
12 40	Baldwin Park, Cal.....	7 50	4 20
12 46	El Monte, Cal.....	7 44	4 14
1 27 ar	Los Angeles, Cal.....lv	7 05	3 35

Closed Pouches. TR. Closed Pouches. TR.
From Covina, Cal. 613 From Los Angeles, Cal.
Los Angeles, Cal. (See pouch list)

*Daily ex. sun. and holidays

CRAFTONVILLE & REDLANDS R. R.

Southern Pacific Co., 4.06 m's. Rt. 176084 part. (Los Ang.)

a17	July 19, 1908	a20
7 20 lv	Craftonville, Cal.....ar	7 20
7 30 ar	Redlands, Cal.....lv	7 30

CRAFTONVILLE & LOS ANGELES R. P. O.

Southern Pacific Co., (Los Ang.)
78.16 m's Eastbound. 77.37 m's Westbound.
Rt. 176084 Craftonville to Brynmawr; 176014 part, Brynmawr to Ontario; 176101 Ontario to Pomona; 176091 Pomona to Bassett (n.o.), via Covina; 176014 part, Pomona to Los Angeles, via Puente.

a17	a19	Apr. 18, 1909	a16	a20
7 20	1 25	lv Craftonville, Cal.....ar	11 20	7 20
7 30	1 45	Redlands, Cal.....	11 00	7 00
7 39	1 55	Brynmawr, Cal.....	10 45	6 45
7 53	2 10		10 34	6 31
	*a15	Colton, Cal.....	*a22	
8 00	6 40	2 15	10 29	7 50
8 37	7 07	2 43	9 57	7 20
	7 17	3 05	9 41	7 08
8 49	7 36	3 20	9 31	6 55
	7 38		9 21	6 42
5 31	7 41		9 15	6 36
5 40	7 50		9 04	6 26
5 50	7 59		8 52	6 13
9 11	3 42		6 12	9 39
9 57	9 17	8 06	8 46	6 07
10 01	9 22	8 12	8 40	6 00
10 11	9 37	8 24	8 29	5 49
10 40	10 05	8 50	8 05	5 25

Train 16 meets train 15 at Shorb, Cal. 8 27

ADDITIONAL TRAINS:

a307	a305	a306	a308	a10	a314
12 01	10 25	lv Redlands, Cal.....ar	11 05	12 29	2 40
12 11	10 35	ar Brynmawr, Cal.....lv	10 55	12 18	2 30

18' apartment car (fw).

*Riverside & Los Angeles R. P. O.

For other trains of this line see El Paso & Los Angeles R. P. O.

TR. 19 WEST.	FROM	TR. 16 EAST.	FROM
a. El Paso & L. A. tr. 10	Brynm'r	a. Declez, Cal.	Declez Sta
via Tucson.		a. El P. & L. A. tr. 3	Colton
a. Riv. & Los A. tr. 22	Los Ang	a. San B'dino, Cal.	"
a. S. F. & L. A. tr. 25	"	a. Riverside, Cal.	"
b. L. A. & S. Ana tr. 108	"	a. El P. & L. A. tr. 4	Brynm'r

COQUILLE & BANDON R. P. O.

Coquille River Transportation Co., 24.75 ms. Rt. 73092. (Port.)
Steamer "Dispatch"—mail room 6' x 10'.

	Feb. 8, 1909	
1 00	7 00 lv..... Coquille, Oreg.....ar	6 00 12 00
6 00	12 00 ar..... Bandon, Oreg.....lv	1 00 7 00

*Daily June 16 to Oct. 15. *Daily Oct 16 to June 15.

Mail for this line is dispatched via Roseburg, Oregon.

CURLEW & REPUBLIC R. R.

Great Northern Rwy. Co., 21.87 m's. (Spok.)
Rt. 171027 part.

b394	Mar. 3, 1909	b391
4 10 lv	Curlew, Wash.....ar	10 00
5 10 ar	Republic Wash.....lv	9 00

DALLAS & FALLS CITY R. R.

Salem Falls City & Western Rwy. Co., 9.84 m's. Rt. 173008. (Port.)

b3	b1	Apr. 1, 1908	b2	b4
1 15	7 10	lv..... Dallas, Or.....ar	10 55	5 05
1 55	7 50	ar..... Falls City, Or.....lv	10 10	4 20

DALLAS & INDEPENDENCE R. R.

Ind. & Monmouth Rwy. Co., 10.39 m's. Rt. 173022. (Port.)

a65	a71	a69	Aug. 16, 1908	b64	a68	a70	a73
7 35	1 00	lv..... Dallas, Or.....ar	6 40	11 30	6 55		
8 55	8 00	1 25	Monmouth, Or.....	6 15	11 05	6 30	2 50
9 15	8 15	1 40	ar..... Independence, Or.....lv	6 00	10 50	6 15	2 30

Closed Pouches.	TR.	Closed Pouches.	TR.
From Dallas, Or.		From Monmouth, Or.	
Monmouth, Or.....a	69	Dallas, Or.....a	68
" " " " " " " " " "	71	" " " " " " " " " "	70
Independence, Or.....a	69	Independence, Or.....a	66
" " " " " " " " " "	71	" " " " " " " " " "	68
From Independence, Or.		Port. & Corvallis tr. 1.....a	66
Dallas, Or.....a	68	" " tr. 2.....a	68
" " " " " " " " " "	70	Port. & Dallas tr. 74.....b	64
Monmouth, Or.....a	68		
" " " " " " " " " "	73		
Port. & Dallas tr. 74.....b	64		

DAYTON & BOLLES JCT. R. R.

Oreg. R. R. & Nav. Co., 13.11 m's. Rt. 171008. (Spok.)

a57	a51	Feb. 14, 1909	a58	a52
4 25	1 15	lv..... Dayton, Wash.....ar	10 20	4 00
5 00	1 40	Waitsburg, Wash.....	9 25	3 25
5 15	1 55	ar..... Bolles Jct., (n.o.).....lv	9 00	3 15

Closed Pouches.	TR.	Closed Pouches.	TR.
From Dayton, Wash.		From Waitsburg, Wash.	
Huntsville, Wash.....a	51	Huntsville, Wash.....a	52
Spokane & Pend. tr. 7.....a	51	Spokane & Pend. tr. 7.....a	51
" " tr. 8.....a	51	" " tr. 8.....a	51
Walla Walla, Wash.....a	57	Walla Walla, Wash.....a	57
Walla Walla & Pen. tr. 43.....a	57	Walla Walla & Pen. tr. 43.....a	57
via Walla Walla.		via Walla Walla.	
From Huntsville, Wash.			
Dayton, Wash.....a	52		
Spokane & Pend. tr. 7.....a	51		
" " tr. 8.....a	51		
Waitsburg, Wash.....a	51		

DAYTON & PASCO R. P. O.

Northern Pacific Rwy. Co., 103.32 m's. (Spok.)
Rt. 171025 Dayton to Attalia; 171015 part, Attalia to Pasco.

a104	a112	Mar. 15, 1909	a111	a103
3 00	lv..... Dayton, Wash.....ar	11 25		
3 25	Waitsburg, Wash.....	10 55		
5 15		9 15		
a100 a102	Walla Walla, Wash.....	a101 a99		
6 30	6 30	9 00	9 15	
20 8 35	8 45	Attalia, Wash.....	6 40	6 45
00 9 15	9 25	ar..... Pasco, Wash.....lv	6 05	6 10

15' apartment car (fw).

TR. 112-102 WEST.	FROM	TR. 101-111 EAST	FROM
S. Pas. & Seat. tr. 2	Pasco	a. Wallula, Wash.....	East Wye
" " tr. 3	"	a. Helix, Or.....	"
" " tr. 16	"	a. Pendleton, Or.....	"
" " tr. 15	"	a. Spok. & Pen. tr. 8	W. Walla
a. Pasco & Port. tr. 1	"		
a. Trans. Cl'k., Pasco	"		

DARRINGTON & ARLINGTON R. R.
Northern Pacific Rwy. Co., 28.91 m's. Rt. 171043. (Seat.)

a10	June 9, 1909	a9
6 15 lv	Darrington, Wash	ar 11 00
7 40 ar	Arlington, Wash	lv 9 30

DENVER & GRAND JUNCTION R. P. O.
D. & R. G. R. R., 456.32 m's. (This line is in the 7th Div.)

a1	a3	a5	Dec. 20, 1908	a6	a4
11 00	10 00	11 00	lv Boston, Mass.	ar 5 15	10 25
3 05	4 00	3 05	lv New York, N. Y.	ar 3 45	7 55
4 55	5 05	4 55	lv Philadelphia, Pa.	ar 4 23	6 39
1 48	8 45	1 48	lv Baltimore, Md.	ar 2 20	7 15
12 30	3 40	12 30	lv Washington, D. C.	ar 2 57	6 40
2 45	4 55	2 45	lv Chicago, Ill.	ar 1 15	7 05
9 04	9 04	9 04	lv St. Louis, Mo.	ar 6 30	7 00
8 45	7 30	8 45	lv St. Paul, Minn.	ar 7 40	7 50
9 05	9 05	9 05	lv Kansas City, Mo.	ar 8 50	5 50
4 10	11 59	4 10	lv Omaha, Nebr.	ar 7 05	4 30
9 00	6 30	8 00	lv Denver, Colo.	ar 1 10	11 00
11 55	9 07	10 28	lv Colorado Springs	ar 10 40	8 30
12 02	9 12	10 35	lv Colorado Springs	ar 10 35	8 25
1 15	10 20	11 45	lv Pueblo, Colo.	ar 9 05	7 00
a5	a1				
12 15	10 30	1 35	lv Salida, Colo.	ar 8 50	6 40
4 05	2 20	5 40	lv Leadville Jct., (n.o.)	ar 5 30	3 15
4 16	2 30	5 50	lv Glenwood Springs	ar 5 20	3 05
6 36	4 50	8 12	lv Grand Jct., Colo.	ar 3 11	1 07
10 15	8 43	12 15	lv Grand Jct., Colo.	ar 10 38	8 59
10 22	8 50	12 22	lv Grand Jct., Colo.	ar 10 30	8 52
1 20	11 40	3 20	lv Grand Jct., Colo.	ar 7 35	6 10

Mountain time.

DETROIT & ALBANY R. P. O.
Corvallis & Eastern R. R. Co., 55.58 m's. Rt. 173014. (Port.)

b4	Oct. 1, 1908	b3
1 00 lv	Detroit, Or.	ar 12 30
3 50	Lyons, Or. (d.s.)	ar 9 20
4 30	Kingston, Or. (d.s.)	ar 8 35
4 52	Stacy, Oreg.	ar 8 15
5 55 ar	Albany, Or.	lv 7 30

20' apartment car (fw).

Tr. 4 WEST.	From	Tr. 3 EAST.	FROM
b. Scio, Or.	Munkers	b. Scio, Or.	Munkers
b. Corvallis, Oreg.	Albany		

DISSTON & COTTAGE GROVE R. R.
Oregon & Southeastern R. R. Co., 20.31 m's. Rt. 173023. (Port.)

r4	b2	Mar. 4, 1907	b1	r3
4 00	10 00	lv Disston, Oreg.	ar 9 45	3 50
5 15	12 00	ar Cottage Grove, Oreg.	lv 7 30	2 30

Closed Pouches.	Tr.
From Cottage Grove, Oreg.	b 1
Disston, Oreg.	r 3
Dorena, Oreg.	b 1
Star, Oreg.	b 1
Wildwood, Oreg.	b 1
	r 3

DUFFEY & FORT BRAGG R. R.

Cal. Western R.R. & Nav. Co., 21.53 m's. (R-San Fran.)
Rt. 176037 Duffey to Fort Bragg; 176120 Glenblair to Junction (n.o.)

b4	a2	May 2, 1909	a1	b3
5 20 lv	Duffey, Cal.	ar 7 30		
8 15	Glenblair, Cal.		7 45	
8 49	6 05	Junction, Cal. (n.o.)	6 41	7 11
9 15	6 30	ar Fort Bragg, Cal.	6 30	7 00

Mail for this line is dispatched via Willits, Cal.

DRAGON & MACK R. R.

Union Rwy. Co., 5.50 m's. Rt. 16507. (Ogden)

a2	Jan 15, 1908	a1
8 00 lv	Dragon, Utah	ar 7 00
12 38 ar	Mack, Colo.	lv 2 00

EAGLE POINT & MEDFORD R. R.
Pacific & Eastern Rwy., 12.62 m's. Rt. 173032. (Port.)

a4	b2	Mar. 1, 1908	b1	a3
4 15	9 35	lv Eagle Point, Oreg.	ar 9 05	3 45
5 30	10 50	ar Medford, Oreg.	lv 7 50	2 30

EAST CREEK JCT. & LADD R. R.
Tacoma Eastern R. R. Co., 2.89 ms. Rt. 171057. (Seat.)

b112	Sept. 20, 1908	b111
12 05 lv	East Creek Jct., Wash. (n.o.)	ar 12 25
12 15 ar	Ladd, Wash	lv 12 15

EASTPORT & SPOKANE R. P. O.
Spokane International Rwy. Co., 141.62 m's. Rt. 170020. (Spok.)

a7	a7	June 6, 1909	a2	a8
2 10	lv	Eastport, Idaho	ar	2 50
3 15	3 15	Bonniers Ferry, Idaho	11 00	1 25
		Naples, Idaho	10 33	
		McArthur, Idaho	10 20	
		Elmira, Idaho	10 14	
b3	a105	4 25 Sandpoint, Idaho	9 40	
		5 25 Athol, Idaho	8 32	
7 40	3 15	5 55 Grand Jct. (n.o.) Idaho	7 50	
8 30	3 55	6 10 ar Spokane, Wash.	lv 7 05	

20' apartment car (fw).

R. P. Clerk runs between Spokane, Wash. and Bonners Ferry, Idaho ms. Balance of line covered by closed pouches.

TR. 2 EAST	From	TR. 7 WEST	FROM
a. Spirit Lake, "	G. Jct.	a. Spok. & Port. tr. 3	Spokane
a. Blanchard	"	a. St. P. & Spok. tr. 2	"
a. Newport, Wash.	"	a. Everett, Wash.	"
a. Tweedie, Wash.	"	a. S. Pas. & Port. tr. 1	"
b. Usk, Wash.	"	a. Seattle, Wash.	"
b. Cusick, Wash.	"		
a. Havre & Spok. tr. 2	Bon Ferry		
a. Eastport, Idaho	"		
a. Snyder, Idaho	"		
a. Addie, Idaho	"		
a. Med Hat. & Nels. E.	"		
a. " " " W.	"		

EL PASO & BENSON R. P. O.

El Paso & Southwestern R.R. Co., 296.41 m's. (El Paso)
Rt. 167009 part, El Paso to Osborn (n.o.); 168005 Osborn (n.o.) to Fairbank; 168003 Fairbank to Benson

a3	a1	Jan. 17, 1909	a2	a4
7 00	9 10	lv El Paso, Tex.	ar 4 40	7 20
12 23	11 55	Hermanas, N. M. (n.j.)	1 52	1 42
1 45	12 38	Hachita, N. M.	1 10	12 25
7 00	3 40	Douglas, Ariz. (n.j.)	10 00	7 00
7 30	3 50		9 50	6 15
8 20	4 40	Osborn, Ariz. (n.o.)	9 05	5 30
9 35	4 50		8 55	4 10
9 45	5 00	Naco, Ariz. (n.j.)	8 45	4 00
11 02	6 08	Fairbank, Ariz.	7 28	2 40
11 50	6 55	Benson, Ariz.	lv 6 40	1 50

26' apartment cars (fw).

Tr. 1 meets tr. 2 bet. Hachita and Rodeo, N. M. 12 52

TRAIN 2 EAST.	FROM	TRAIN 1 WEST.	FROM
a. Tombstone, Ariz.	Fairbank	b. Clif. & Lords. tr. 2	Hachita
a. Naco, Sonora	Naco	via Lordsburg.	
a. " & Lordsburg RPO		c. Clifton, Ariz.	"
a. Bisbee, Ariz.	Osborn	e. Morenci, Ariz.	"
a. Don Luis, Ariz.		a. Return tr. 2	"
a. Return tr. 1	Rodeo	1. Bisbee, Ariz.	Osborn
b. Clif. & Lords. tr. 2	Hachita	a. Don Luis, Ariz.	
via Lordsburg.		a. Tombstone, Ariz.	Fairbank
e. Morenci, Ariz.		a. Tuc. & Nog. tr. 12.	"
e. Clifton, Ariz.			

ELINOR & SCOTIA R. R.

Northwestern Pacific R. R. Co., 5.49 m's. (R-San Fran.)
Rt. 176070 part.

e22	b2	May 15, 1909	b3	e23
6 40	7 00	lv Elinor, Cal.	ar 6 00	6 48
6 55	7 18	ar Scotia, Cal.	lv 5 43	6 34

EL PORTAL & MERCED R. P. O.

Yosemite Valley R. R. Co., 78.32 m's. Rt. 176122 (L-San Fran.)

a3	a1	Apr. 15, 1909	a2	a4
9 30	7 10	lv El Portal, Cal.	ar 6 15	7 30
11 00	9 00	Bagby, Cal. (d.s.)	4 30	5 59
11 32	9 32	Varain (d.s.)	3 57	5 30
1 00	11 00	ar Merced, Cal.	lv 2 30	4 10

11' apartment car (fw).

EL PASO & LOS ANGELES R. P. O.

Southern Pacific Co., (Low Aug.)
Through run 816.62 m's.; short run Yuma to Los Angeles 253.08 ms.
Rt. 168001 El Paso to Yuma; 176014 Yuma to Los Angeles.

	a7	a9	Ta3	Apr. 18, 1908	Ta4	a10	a8	
Tucson & Nogales	10 56	7 45	5 05	lv El Paso, Tex	11 55	5 00	3 00	Tucson & Nogales
	1 42	10 32	7 42	lv Deming, New M.	9 22	2 24	11 20	
	1 47	10 39	7 48	lv Lordsburg, New Mex	9 18	2 19	11 45	
	3 35	12 24	9 20	lv Lordsburg, New Mex	7 42	12 36	9 51	
	3 40	12 31	9 24	lv Lordsburg, New Mex	7 38	12 31	9 46	
	5 14	2 00	10 51	lv Lordsburg, New Mex	5 59	10 40	7 31	
	5 20	2 06	10 55	lv Lordsburg, New Mex	5 56	10 34	7 11	
	6 42	3 20	12 02	lv Cochise, Ariz	5 00	9 27	5 55	
	7 59	4 45	1 13	lv Benson, Ariz	3 40	7 59	4 15	
	8 21	6 40	2 59	lv Tucson, Ariz	1 33	5 40	1 55	
	10 11							
	a7				a8	a10		
	10 26	6 55	3 09	lv Redrock, Ariz	1 23	1 25	5 25	
	11 25	7 54	4 00	lv Redrock, Ariz	12 29	12 32	4 23	
	1 17	9 35	5 27	lv Maricopa, Ariz	11 06	10 59	2 48	
	8 50	3 40	10 25	lv Maricopa, Ariz	6 15	5 55	9 30	
	a7							
	7 15	3 50	10 45	lv Yuma, Ariz	6 07	5 35	9 20	
	9 40	5 45	12 23	lv Old Beach, Cal. (n.o.)	4 17	3 25	7 05	
	12 20	7 35	1 55	lv Old Beach, Cal. (n.o.)	2 45	1 25	5 05	
				lv Indio, Cal. (n.j.)	2 40	1 20	4 55	
	12 40	7 45	2 03	lv Indio, Cal. (n.j.)	12 15	10 55	2 25	
	4 40	10 45	4 45	lv Brynmawr, Cal.	12 01	10 40	2 10	
	5 00	11 00	5 00	lv Brynmawr, Cal.				
				lv Colton, Cal				
	5 10	11 10	5 03	lv Colton, Cal	11 56	10 35	2 05	
	5 50	11 50	5 36	lv Ontario, Cal.	11 18	10 00	1 30	
	6 05	12 08	5 50	lv Pomona, Cal.	11 05	9 48	1 18	
	6 30	12 37	6 10	lv Puente, Cal. (n.j.)	10 36	9 17	12 47	
	6 36	12 42	6 15	lv Bassett, Cal. (n.o.)	10 29	9 12	12 42	
	6 41	12 47	6 19	lv El Monte, Cal.	10 24	9 07	12 37	
	6 56	1 01	6 29	lv Alhambra	10 13	8 58	12 28	
	7 25	1 30	6 55	lv Los Angeles, Cal.	9 45	8 30	12 01	

ELSINORE JCT. & ELSINORE R. R.

A. T. & S. F. Rwy. Co., 2.12 m's. Rt. 176092. (Los Ang.)

b19	b5	b21	June 6, 1909	b6	b22	b20	b24
5 55	11 35	6 42	lv Elsinore Jct. (n.o.)	ar	6 55	11 50	1 00
6 00	11 40	6 50	ar Elsinore, Cal.	lv	6 50	11 40	12 52

EMMETT & NAMPA R. R.

Idaho Northern Rwy. Co., Ltd., 27.54 m's. Rt. 170013. (Port.)

b6	b2	May 23, 1909	b1	b5
3 45	8 35	lv Emmett, Idaho	ar	8 30
4 35	9 10	lv Middleton, Ida	ar	7 45
4 35	9 10	lv Nampa, Idaho	lv	7 45
5 00	9 30	ar Nampa, Idaho	lv	7 20

ESCONDIDO & OCEANSIDE R. R.

A. T. & S. F. Rwy. Co., 21.74 m's. Rt. 176057. (Los Ang.)

b86	June 6, 1909	b85
8 00	lv Escondido, Cal	ar 8 32
9 25	ar Oceanside, Cal.	lv 5 20

EUREKA & SAN FRANCISCO.

Steamboat service. Rt. 76097 (230 m's.), North Pacific Steamship Co.; Rt. 76099 (245 m's.), Pacific Coast Steamship Co. (R-San Fran.)

NAME OF STEAMER.	LEAVE SAN FRANCISCO.
Geo. A. Kilburn	June 2 10 00
City of Topeka	" 3 10 30
Geo. W. Elder	" 5 1 00
Geo. A. Kilburn	" 6 10 00
City of Topeka	" 8 10 30
Geo. A. Kilburn	" 9 10 00
Roanoke	" 10 1 00
Geo. A. Kilburn	" 12 10 00
City of Topeka	" 13 10 30
Geo. A. Kilburn	" 16 10 00
City of Topeka	" 17 1 00
Geo. W. Elder	" 18 10 30
City of Topeka	" 21 10 00
Geo. A. Kilburn	" 23 10 30
City of Topeka	" 24 1 00
Roanoke	" 25 10 00
Geo. A. Kilburn	" 26 10 30
City of Topeka	" 28 10 00
Geo. A. Kilburn	" 29 10 00

EUREKA & SCOTIA, R. P. O.

Northwestern Pacific R. R. Co., 29.06 m's. (R-San Fran.)
Rt. 176044 part, Eureka to Alton 176070 part, Alton to Scotia.

e21	e23	b3	b1	May 15, 1909	b2	e22	b4
8 40	5 20	4 30	9 05	lv Eureka, Cal.	ar	8 40	8 05
9 30	6 14	5 23	9 58	lv Alton, Cal.	ar	7 47	7 15
	6 34			lv Hydenville, Cal.	ar	7 43	6 55
				lv Scotia, Cal.	lv	7 23	
				15' apartment car (fw).			
				Tr. 1 SOUTH	FROM	Tr. 2 22 NORTH.	FROM
				b Ferndale, Cal.	Singley's	a Hydenville, Cal.	Alton
				b Carlotia, Cal.	Alton	a San Francisco, Cal.	Singley's
				Tr. 3 23 SOUTH	FROM	b Alliance, Cal.	Eureka
				a Ferndale, Cal.	Singley's	b Blue Lake, Cal.	"
				a Hydenville, Cal.	Alton	b Arcata, Cal.	"
				a Carlotia, Cal.	"	b Korb, Cal.	"
				a Pepperwood, Cal.	Scotia	Tr. 4 NORTH.	FROM
				a Elinor, Cal.	"	b Arcata, Cal.	Eureka

EVERGREEN & WEISER R. P. O.

Pacific & Idaho Northern Rwy. Co., 76.34 m's. (Port.)
Rt. 170019 Evergreen (n.o.) to Council; 170010 Council to Weiser.

b2	May 24, 1909	b1
2 35	lv Evergreen, Idaho n.o.	ar 1 35
3 19	lv Council, Idaho (n.j.)	ar 12 47
6 00	ar Weiser, Idaho	lv 10 00
	20' apartment car (fw).	Mountain time.
	Tr. 2 SOUTH.	FROM
	b Poc. & Port. tr. 11.	Weiser
	Tr. 1 North	FROM
	b Meadow, Idaho	Ev'green

FAIRFIELD STA. & MERCUR R. R.

Salt Lake & Mercur R. R., 12 m's. Rt. 169019. (Ogden.)

a1	Feb. 2, 1908	a2
10 55	lv Fairfield Sta. (n.o.)	ar 3 08
12 45	ar Mercur, Utah	lv 1 45
	Supplied by S. L. C. & Lynddyl tr. 63.	Mountain time.

FALL BROOK & OCEANSIDE R. R.

A. T. & S. F. Rwy. Co., 21.49 m's. Rt. 176038. (Los Ang.)

b85	Jan. 3, 1909	b56
1 35	lv Fall Brook, Cal	ar 1 05
2 40	lv Los Angeles Jct. (n.o.)	ar 11 55
2 45	ar Oceanside, Cal.	lv 11 50

FALLON & HAZEN R. R.

Southern Pacific Co., 16.39 m's. Rt. 175006. (R-San Fran.)

a183	May 24, 1908	a184
5 00	lv Fallon, Nev	ar 2 00
5 50	ar Hazen, Nev	lv 12 45
	Mountain time.	

FORT CHURCHILL & MOUND HOUSE R. R.

Southern Pacific Co., 26.81 m's. Rt. 175012. (R-San Fran.)

a189	Oct. 18, 1905	a193
5 10	lv Fort Churchill, Nev.	ar 1 20
6 00	ar Dayton, Nev. (d.s.)	ar 12 20
6 35	ar Mound House, Nev.	lv 11 52

FRESNO & COALINGA R. P. O.

Southern Pacific Co., Through run 125.53 m's. Short run Fresno to Visalia 63.61 m's. (L-San Fran.)
Rt. 176066 part, Fresno to Exeter; 176067 Exeter to Visalia; 176018 Visalia to Coalinga

h18	a14	Nov. 8, 1908	a15	h13
6 20	7 30	lv Fresno, Cal	ar	8 30
6 54	8 00	lv Sanger, Cal. (d.s.)	ar	7 56
7 20	8 24	lv Reedley, Cal	ar	7 39
7 30	8 35	lv Dinuba, Cal	ar	7 30
8 15	9 29	lv Dinuba, Cal	ar	6 46
a63	h11	a61		
4 40	8 17	9 30	lv Exeter, Cal	ar 6 45
5 10	8 42	9 50	lv Visalia, Cal	ar 6 15
6 40	9 55	10 10	lv Goshen, Cal	ar 5 55
7 55	8 55	10 35	lv Goshen, Cal	ar 5 40
8 20	9 25	11 00	lv Hanford, Cal	ar 5 10
8 27	11 10		lv Armona, Cal	ar 4 52
9 50	12 40	ar	lv Coalinga, Cal	lv 3 30

*Porterville & Coalinga R. P. O.

LOMPOC & SURF R. R. Southern Pacific Co. 40.06 m's. Rt. 160089. (L San Fran.)

a175	a173	a171	May 29, 1909	a172	a174	a176
5 00	1 25	7 09	lv Lompoc, Cal.	8 45	2 50	8 45
5 45	1 58	7 40	ar Surf, Cal.	8 05	1 10	8 45

LORDSBURG & HACHITA R. R.

Lords & Hachita R. R. Co. 38.81 m's. Rt. 167015. (El Paso)

a1	Apr. 20, 1909	a2
10 10	lv Lordsburg, N. M.	ar 1 50
11 25	ar Hachita, N. Mex.	lv 12 36

Mountain time.

LOS ANGELES & EAST SAN PEDRO R. P. O.

San Pedro, Los Ang. & Salt Lake R. R. Co., 29.64 m's. (Los Ang.) Rt. 176082.

*23	b21	Jan. 3, 1909	b24	*26	†26
4 30	8 50	lv Los Angeles, Cal.	ar 11 10	6 45	6 45
5 14	9 34	Longbeach (n.j.)	10 23	6 00	6 00
6 30	9 50	ar East San Pedro, Cal.	lv 10 10	5 45	5 45

10 00 ar. San Pedro, Cal. lv 10 00, 5 35, 5 35

12' apartment car (fw).

Tr. 26 NORTH.	FROM	Tr. 21 SOUTH.	FROM
*. B. I. C. & L. A. tr. 2	Los Ang	b. Avalon, Cal.	E. S. Pedro
via Yermo.		b. San Pedro, Cal.	
*. Ash. & L. A. tr. 2			
*. S. F., S. J. & L. A. tr. 9			

LOS ANGELES & SAN BERNARDINO "KITE-SHAPED" R. P. O.

A., T. & S. F. Rwy. Co., 90.15 m's. (Los Ang.) Rt. 176058 part, Los Angeles to Highland Jct. (n.o.); 176056 San Bernardino to Highland Jct. (n.o.)

†b46	a42	h44	a40	June 6, 1909	b43	a41	a45	†b47
2 00	4 30	7 35	lv Los Angeles, Cal.	ar 5 40	10 00	7 40	1 00	
2 19	4 48	7 53	So. Pasadena, Cal.	5 21	9 38	7 18	12 38	
2 26	8 57	4 58	8 02 Pasadena, Cal.	5 15	9 32	7 14	12 32	
2 47	9 13	5 17	8 22 Monrovia, Cal.	4 47	9 07	6 51	12 05	
3 12	9 45	5 44	8 45 San Dimas, Cal.	4 23	8 45	6 25	11 43	
3 17	9 50	5 50	8 51 Lordsburg, Cal.	4 17	8 38	6 20	11 37	
3 20	9 55	5 55	8 54 North Pomona - Ia (d.s.)	4 14	8 35	6 17	11 34	
3 32	10 08	6 07	9 08 Upland, Cal.	4 03	8 23	6 07	11 23	
4 15	10 45	6 45	9 55 ar San Bernardino	lv 3 25	7 45	5 25		

† Motor train.

21' apartment cars (fw). Trains 40, 43, 101 and 104.
14' apartment cars (fw). Trains 41, 44, 102 and 105.
Tr. 44 meets tr. 43 at La Manda Park 5 07
Tr. 40 meets tr. 41 at San Dimas, Cal. 8 45
For other trains of this line see Ashfork & Los Angeles R. P. O.

LOS ANGELES & SANTA BARBARA R. P. O.

Southern Pacific Co., 112.20 m's. (Los Ang.) Rt. 176082 part, Los Angeles to Surrey; 176081 Surrey to Montalvo; 176051 part, Montalvo to Santa Barbara.

a57	a55	Nov. 8, 1908	a58	a56
1 45	6 45	lv Los Angeles, Cal.	ar 7 35	11 50
1 55	6 55	River Sta., Cal. (n.o.)	7 25	11 40
2 10	7 10	Burbank, Cal.	7 00	11 15
3 07	8 07	Surrey, Cal.	6 15	10 25
3 09	8 09	Montalvo, Cal.	6 05	10 20
5 02	10 02	El Rio, Cal.	4 05	8 10
5 04	10 04	El Rio, Cal.	4 04	8 08
6 17	11 15	ar Santa Barbara, Cal. (Vict's St.)	lv 2 55	7 00

30' apartment car (fw).

Tr. 55 meets exp. tr. 56 at Fillmore 9 08
Mail for Potter Sta. and Sta. A. Santa Barbara, separated from other Santa Barbara mail by clerk on tr. 55.
For other trains of this line, see San Fran. & Los Ang. and San Fran., San Jose & Los Ang. R. P. O's.

Tr. 55 WEST.	FROM	Tr. 55 EAST.	FROM
b. Lankershim, Cal.	Burbank	b. El Rio, Cal.	Montalvo
b. Sanland, Cal.	Rosemead	a. S. F. & L. A. tr. 25	Surrey
b. El Rio, Cal.	Montalvo	a. S. F., S. J. & L. A. tr. 9	River Sta.
a. S. F., S. J. & L. A. tr. 18	Ventura	a. S. F., S. J. & L. A. tr. 9	River Sta.
a. Potter Sta. S. Barb.	S. Barb.	a. Ash. & Los A. tr. 2	Los Ang
a. Sta. A. S. Barbara			
a. S. F., S. J. & L. A. tr. 21			

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

O. S. L. R. R. Co. (Ogden.) Short run Malad City to Ogden 74.14 m's. Short run, Ogden to Salt Lake City 37.84 m's. Rt. 169023 Malad City to Brigham; 16900 part, Brigham to Ogden; 169001 Ogden to Salt Lake City.

p182	a132	Jan. 17, 1909	a131	p181
5 20	7 30	lv Malad City, Idaho	ar 8 10	
5 40	9 17	Corinne, Utah	8 17	10 10
	9 40	Brigham, Utah	8 05	9 55
	a12		a11	
	9 50		6 50	
	10 30		5 05	
a18	a5	a2	a1	a5
8 55	8 25	2 05	1 40	8 10
7 55	9 30	3 05 ar	lv 12 35	7 10

Mountain Time.

20' apartment car (fw) trains 131 and 132.
15' apartment car (fw) trains 1, 2, 5 and 6.
* Preston & Salt Lake City R. P. O.
Clerk of trains 131 and 132 performs service in car of Preston & Salt Lake City line between Brigham and Ogden.
For other trains of this line see Butte & Salt Lake City and Preston & Salt Lake City R. P. O's.

Tr. 5 North.	FROM	Tr. 132 South.	FROM
a. Om. & Og. tr. 10	Ogden	a. Pres. & S. L. C. tr. 12	Brigham
Tr. 1 North.	FROM		
a. Chey. & Poc. tr. 2	Ogden		
Green River East.			

MARYSVILLE & IDAHO FALLS R. P. O.

Oregon Short Line R. R. Co., 55.31 m's. Rt. 170016 Marysville to Saint Anthony; 170009 Saint Anthony to Idaho Falls. (Ogden)

a176	Jan. 17, 1909	a175
5 45	lv Marysville, Idaho	ar 12 01
7 40	Saint Anthony, Id. (n.j.)	10 36
9 15	ar Idaho Falls, Id.	lv 8 15

20' apartment car (fw). Mountain time.
Service in this line is performed by clerk of Butte & Salt Lake City R. P. O.

Tr. 176 South.	FROM
a. Butte & S. L. C. tr. 8	Id. Falls
a. " " 7	" "
a. Chey. & Poc. tr. 6	" "
via Pocatello.	

MEDFORD & JACKSONVILLE R. R.

Rogue River Valley Rwy. Co., 6.03 m's. Rt. 173015. (Port.)

a4	a2	Apr. 1, 1908	a1	a3
5 55	10 45	lv Medford, Or.	ar 9 20	3 50
6 15	11 05	ar Jacksonville, Or.	lv 9 00	3 30

MESA & TEMPE R. R.

Maricopa & Phoenix R. R. Co., 7.87 m's. Rt. 168011. (Los Ang.)

b6	Apr. 18, 1909	b5
6 50	lv Mesa, Ariz.	ar 8 15
7 06	ar Tempe, Ariz.	lv 5 48
7 30	ar Phoenix, Ariz.	lv 5 30

METCALF & CLIFTON R. R.

Arizona Copper Co., 6.41 m's. Rt. 168021. (El Paso)

a4	Apr. 25, 1909	a1
4 40	lv Metcalf, Ariz.	ar 8 30
5 12	ar Clifton, Ariz.	lv 7 45

Mountain time.

MILL VALLEY JUNC. & MILL VALLEY R. R.

Northwestern Pacific R. R. Co., 1.79 m's. Rt. 176073. (R San Fran.)

b824	a816	b808	a804	May 11, 1909	a807	b811	b829	e833
11 45	9 45	7 45	6 45	lv San Francisco, Cal.	ar 9 05	1 35	2 35	
12 30	10 30	8 30	7 30	lv M. Val. Jc. Cal. (n.o.)	ar 7 19	8 19	12 49	1 49
12 35	10 35	8 35	7 35	ar Mill Valley, Cal.	lv 7 15	8 15	12 45	1 45

ADDITIONAL TRAINS:

842		b835	*843
4 45	lv San Francisco, Cal.	ar	3 35 5 35
5 30	lv MillVal Jct n.o.	ar	2 49 4 49
5 35	ar Mill Valley	lv	2 45 4 45

MINIDOKA & BUHL R. P. O.Oregon Short Line R. R. Co., 439 m's. (Port.)
Rt. 170007 Minidoka to Twin Falls; 170021 Twin Falls to Buhl.

	a153	Jan. 17, 1909	a154	
10 20 lv	Minidoka, Idaho	ar	8 55	
11 09	Burley, Idaho (n.j.)		7 57	
12 35	Twin Falls, Idaho (n.j.)		6 35	
1 25 ar	Buhl, Idaho	lv	5 45	
17' apartment car (fw). Mountain time.				
TR. 154 WEST.	FROM			
a. Poc. & Port. tr. 1	Minidoka			
a. " " " 6	"			

MISSOULA & HAMILTON R. P. O.

Northern Pacific Ry., 48.85 m's. (This line is in the 10th Division.)

	a137	Sept. 20, 1908	a138	
4 00 lv	Missoula, Mont.	ar	8 55	
5 50 ar	Hamilton, Mont.	lv	7 00	
Mountain time.				

MISSOULA & WALLACE R. P. O.

N. P. Ry. Co., 135.21 m's. (This line is in the 10th Division.)

	a141	Sept. 10, 1908	a142	
9 00 lv	Missoula, Mont.	ar	2 55	
9 15	Desmet, Mont.		2 40	
3 30 ar	Wallace, Idaho	lv	8 30	
Mountain time.				

MOCLIPS & HOQUIAM R. R.

Northern Pacific Rwy. Co., 28.27 m's. Rt. 171054. (Seattle)

	a12	Dec. 26, 1908	a27	
6 35 lv	Moclips, Wash.	ar	4 35	
8 20 ar	Hoquiam, Wash.	lv	3 20	

R. P. O. service is performed in trains 12 and 27 by clerks of Seattle & Hoquiam.

MONMOUTH & AIRLIE R. R.

Independence & Monmouth Rwy. Co., 9.25 m's. Rt. 173024. (I)

	a73	Jan. 1, 1909	a72	
2 50 lv	Monmouth, Or.	ar	4 40	
3 25 ar	Airlie, Or.	lv	4 05	

MONTAGUE & YREKA R. R.

Yreka R. R. Co., 7.91 m's. Rt. 176046. (R-San Fran)

	a4	a2	May 24, 1908	a1	a3	
3 15	1 15 lv	Montague, Cal.	ar	12 25	2 40	
3 40	1 40 ar	Yreka, Cal.	lv	12 00	2 15	

MOSCOW & COLFAX R. R.

Oregon R. R. & Nav. Co., 28.85 m's. Rt. 171006. (Spok.)

	a83	a81	Feb. 14, 1909	a84	a82	
4 00	6 40 lv	Moscow, Idaho	ar	12 35	9 00	
4 35	9 00	Pullman, Wash.		11 55	8 40	
6 00	9 55 ar	Colfax, Wash.	lv	10 15	7 40	

Closed Pouches.		TR	Closed Pouches.		TR
From Pullman, Wash.			From Colfax, Wash.—Con.		
Albion, Wash.	a 83		Pullman, Wash.	a 82	
Colfax, Wash.	a 83		" "	a 84	
" "	a 81		Moscow, Idaho.	a 82	
Spok. & Pend. tr. 7.	a 81		" "	a 84	
From Colfax, Wash.			From Moscow, Idaho.		
Albion, Wash.	a 82		Colfax, Wash.	a 83	
" "	a 84		" "	a 81	
			Spok. & Pend. tr. 7.	a 81	

MORENCI & GUTHRIE R. R.

Morenci Southern Rwy. Co., 17.89 m's. Rt. 168015. (El Paso.)

	a1	Nov. 22, 1908	a4	
7 00 lv	Morenci, Ariz.	ar	6 35	
8 35 ar	Guthrie, Ariz.	lv	5 00	
Mountain time.				

MILTON & PETERS R. R.

Southern Pacific Co., 11.53 m's. Rt. 176012 part. (L-San Fran.)

	b153	Feb. 7, 1909	b154	
2 40 lv	Milton, Cal.	ar	2 20	
3 12 ar	Peters, Cal.	lv	1 58	
3 45 ar	Stockton, Cal.	lv	1 20	
Supplied by Sac'to & San Fran. tr. 32, Tuol. & Stock. tr. 152 and Stockton, Cal.				

MINA & KEELER R. P. O.Southern Pacific Co., 159.77 m's. (R San Fran.)
Rt. 175013 part. Mina to Tonopah Jct. (n.o.); 175004 Tonopah Jct. (n.o.) to Keeler.

	*a24, b192	Oct. 18, 1908	b191	*a23	
8 45	8 55 lv	Mina, Nev.	ar	5 00	1 02
9 12	9 22	Tonopah Jct. (n.o.)		4 30	12 35
2 25		Laws, Cal. (n.j.)		11 20	
3 15		Keeler, Cal.		10 30	
6 55 ar			lv	7 00	

15' apartment cars (fw). Mountain time.
Tr. 191 meets tr. 192 at Benton, Cal. 12 55
* Reno & Goldfield R. P. O.

TR 192 SOUTH.	FROM	TR 191 NORTH.	FROM
b. Benton, Cal.	Benton St b.	Lone Pine, Cal.	L. Pine Sta

NAHCOTTA & ASTORIA R. R.

Ilwaco R. R. Co., 23.14 m's. Rt. 173028. (Port.)

	b2	Sept. 15, 1908	b1	
1 00 lv	Nahcotta, Wash.	ar	10 45	
3 45	Megler, Wash (n.o.)		8 30	
4 30 ar	Astoria, Oreg.	lv	7 30	

vice between Astoria and Megler (n.o.) is by steamboat.

NAMPA & MURPHY R. R.Idaho Northern Rwy. Co., Ltd. 81.03 m's. (Port.)
Rt. 170005.

	b4	Oct. 4, 1908	b3	
8 15 lv	Nampa, Idaho	ar	1 20	
9 45 ar	Murphy, Idaho	lv	11 45	
Mountain time.				

NEPHI & MANTI R. R.

Denver & Rio Grande R. R. Co., 43.35 m's. Rt. 169010. (Ogden.)

	b16	Dec. 20, 1908	b15	
11 45 lv	Nephi, Utah	ar	10 00	
2 33	Ephraim, Utah		7 35	
3 00 ar	Manti, Utah	lv	7 00	
Mountain time.				

Closed Pouches.		TR	Closed Pouches.		TR
From Manti, Utah.			From Ephraim, Utah.		
Fountain Green, Utah	b 15		Fountain Green, Utah	b 15	
Moroni, Utah	b 15		Moroni, Utah	b 15	
Nephi, Utah	b 15		Nephi, Utah	b 15	
S. L. C. & Lynn tr. 62	b 15		S. L. C. & Lynn tr. 62	b 15	
From Nephi, Utah.			From Manti, Utah.		
Ephraim, Utah	b 16		Ephraim, Utah	b 16	
Fountain Green, Utah	b 16		Fountain Green, Utah	b 16	
Manti, Utah	b 16		Manti, Utah	b 16	
Moroni, Utah	b 16		Moroni, Utah	b 16	

NEVADA CITY & COLFAX R. R.

adaCo. Narrow Gauge R.R. Co., 22.79 m's. Rt. 176019. (R-San Fran)

	a5	a3	a1	Apr. 9, 1908.	a2	*8	a4	b8	
4 55	11 40	5 30 lv	Nevada City, Cal.	ar	9 00	4 30	5 40	8 30	
5 17	12 03	5 52	Grass Valley (d.s.)		8 35	4 00	5 17	9 05	
5 30	12 08	5 57	Colfax, Cal.		8 30	2 10	5 10	9 00	
6 55	1 18	7 00 ar	Colfax, Cal.	lv	7 15	12 40	4 10	7 35	

* Irregular.

Closed Pouches.		TR	Closed Pouches.		TR
From Nevada City, Cal.			From Colfax, Cal.		
Colfax, Cal.	a 1		Chicago Park, Cal.	a 4	
" "	a 3		Grass Valley, Cal.	a 2	
" "	a 5		" "	a 4	
Grass Valley, Cal.	a 1		Nevada City, Cal.	a 2	
Ogden & San F. tr. 2.	a 3		" "	a 4	
" " tr. 33.	b 1		From Grass Valley, Cal.		
" " tr. 6.	a 5		Colfax, Cal.	a 1	
" " tr. 9.	e 1		" "	a 3	
Sacramento, Cal.	a 3		" "	a 5	
San Francisco, Cal.	a 3		Nevada City, Cal.	a 2	
From Chicago Park, Cal.			Ogden & San F. tr. 2.	a 3	
Colfax, Cal.	a 1		" " tr. 6.	a 5	
Ogden & San F. tr. 33.	b 1		" " tr. 33.	b 1	
			" " tr. 9.	e 1	
			Sacramento, Cal.	a 3	
			San Francisco, Cal.	a 3	

NEWCASTLE & RENTON R. R.
Columbia & Puget Sound R.R. Co., 6.59 m's. Rt. 171002. (Seattle.)

b32	Mar. 15, 1909	b31
7 40 lv.....	Newcastle, Wash.....	ar 4 30
8 05 ar.....	Renton, Wash.....	lv 4 00

Supplied by Seattle, Wash., and Seat. & Taylor tr. 105.

NEWPORT & GRAND JUNCTION R. R.
Idaho & Washington Northern R.R. Co., 42.71 m's. Rt. 170029. (Spokane.)

b103	a1	Jan. 11, 1909.	a2
5 35 lv.....	Newport, Wash.....	ar 9 20	
9 05 6 42.....	Rathdrum, Idaho.....	8 08	
9 19 6 52 ar.....	Grand Junction Idaho. (n.o.)	lv 7 55	

Closed Pouches.	TR.	Closed Pouches.	TR.
From Rathdrum, Ida.		From Newport, Wash.	
Spirit Lake, Idaho.....	b 2	Spirit Lake, Idaho.....	b 1
Eastport & Spok. Tr. 1.....	a 1	Eastport & Spok. Tr. 1.....	b 1
Spokane, Wash.....	b 103	Blanchard, Idaho.....	b 1
		Tweedie, Wash.....	b 1

NILES & SAN JOSE R. P. O.

Southern Pacific Co., 18.42 m's. Rt. 178029. (L. San Fran.)

a98	b46	b92	b90	Feb. 7, 1909	b93	b95	b97	a99
8 10	8 55	3 00	9 15	lv. Niles.....	ar 7 55	1 05	5 05	5 37
8 50	7 30	3 40	8 50	ar San Jose lv.....	7 20	12 30	4 25	5 05

15' apartment car (fw).			
TR. 92 SOUTH.	FROM	TR. 93 NORTH.	FROM
b S. F. & P. G. tr. 28	San Jose	b Og. & S. F. tr. 4	Niles
b Sta. A. San Jose.....	"	b via Oak Pier	"
		b San Francisco, Cal.	"
TR. 96 SOUTH.	FROM	TR. 95 NORTH.	FROM
b S. F., S. J. & L. A. tr. 18	San Jose	b Sac. & S. F. tr. 31	Niles
		b San Francisco, Cal.	"
TR. 90 SOUTH.	FROM	b Trans. Cl. S. Fran.	"
b Sta. A. San Jose.....	San Jose		
b S. F., S. J. & L. A. tr. 22	"	TR. 97 NORTH.	FROM
		b Sac. & S. F. tr. 38	Niles
		b S. F. & Vis. tr. 37	"

NORTHBEND & SEATTLE R. P. O.

Northern Pacific Rwy. Co., 70.59 m's. Rt. 171013 part. North to Woodinville; 171052 Woodinville to Black River Jct. (n.o.) 171012 part Black River Jct. (n.o.) to Seattle (Seattle.)

a6	Nov. 1, 1908	a5
6 30 lv.....	Northbend, Wash.....	ar 8 30
8 20 }.....	Woodinville, Wash.....	6 25
8 20 }		
9 20.....	Renton, Wash.....	6 20
9 25.....	Black River Jct. (n.o.).....	5 15
9 50 ar.....	Seattle, Wash.....	lv 4 50

20' apartment car (fw).		
TR. 6 WEST.	FROM	
a Bell & Seat. tr. 3	Woodinville	
a Seat. & Port. tr. 33	Seattle	

NORTHPORT & CANADIAN LINE R. R.

Columbia & Red Mountain Rwy., 8.17 m's. Rt. 171042. (Spokane.)

a385	Mar. 3, 1909	a385
2 35 lv.....	Northport, Wash.....	ar 11 00
3 08 ar.....	Canadian Line (n.o.).....	lv 10 33
4 10 ar.....	Rosstand. B. C.....	lv 10 00

NORTH YAKIMA & NACHES R. R.

North Yakima & Valley Rwy. Co., 14.04 m's. Rt. 171047. (Seattle.)

b1	July 1, 1908	b4
7 00 lv.....	North Yakima, Wash.....	ar 5 50
7 50 ar.....	Naches, Wash.....	lv 5 00

OAKDALE & MERCED R. P. O.

Southern Pacific Co., 40.84 m's. Rt. 176035 part. (L. San Fran.)
Service on this line performed by helper of Tuolumne & Stockton R. P. O.

a152	Feb. 7, 1909	a151
2 45 lv.....	Oakdale, Cal.....	

OAK HARBOR & SEATTLE R. P. O.

Steamboat Service, 58.94 m's. Rt. 71082. (Seattle.)
(Steamer Whidby leaves Galbraith Dock)

b	May 31, 1909	b
8 00 lv.....	Oak Harbor, Wash.....	ar 2 00
9 15.....	Coupeville, Wash. (d.s.).....	1 00
11 15.....	Langley, Wash. (d.s.).....	11 15
12 00.....	Clinton, Wash. (d.s.).....	10 30
6 00 ar.....	Seattle, Wash.....	lv 8 00

Steamer Whidby—mail room, 12' x 6'.

OLD BEACH & CALEXICO R. P. O.

Southern Pacific Co., 40.46 m's. Rt. 176076. (Los Ang.)

a503	b506	b537	Apr. 18, 1909	b503	b505	a507
9 35	1 30	11 00	lv.....	Old Beach, Cal. (n.o.)	ar 10 00	4 00 9 15
4 45	5 52	12 12	.....	Imperial, Cal. (n.o.)	3 40	2 40 7 55
5 05	6 00	12 30	.....	El Centro, Cal.....	9 24	2 24 7 39
5 35	6 30	1 00	ar.....	Calexico, Cal.....	lv 8 00	2 00 7 15

15' apartment car (fw).

TR. 503 NORTH.	FROM	TR. 503 NORTH.	FROM
b El P. & L. A. tr. 4	Old Beach	b Holtville, Cal.	El Centro
TR. 506 SOUTH.	FROM	b El P. & Los A. tr. 3	Old Beach
b Holtville, Cal.....	El Centro	b " " " " " " " " " " " "	tr. 4 " "
b McInland, Cal.....	"		

TR. 502 SOUTH.	FROM
b Holtville, Cal.....	El Centro

OLYMPIA & TENINO R. R.

Port Townsend Southern R. R. Co., 16.20 m's. Rt. 171003. (Seattle)

a1	May 23, 1909	a2
9 50 lv.....	Olympia, Wash.....	ar 1 45
10 00.....	Tumwater, Wash.....	1 35
10 50 ar.....	Tenino, Wash.....	lv 12 50

Closed Pouches.	TR.	Closed Pouches.	TR.
From Olympia, Wash.		From Tumwater, Wash.	
(See Pouch List.)		Olympia, Wash.....	a 2
From Tenino, Wash.		Tenino, Wash.....	a 1
Olympia, Wash.....	a 2	Seat. & Port. tr. 8.....	a 1
Tumwater, Wash.....	a 2	via Tenino.....	a 1
		Seat. & Port. tr. 7.....	a 1
		via Tenino.....	

ONTARIO & VALE R. R.

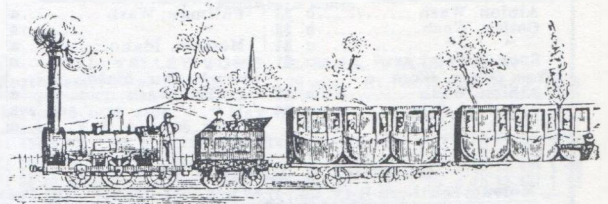
Oregon Short Line R. R. Co., 15.95 m's. Rt. 173018. (Port.)

a173	May 17, 1909	a174
9 20 lv.....	Ontario, Oreg.....	ar 12 50
10 00 ar.....	Vale, Oreg.....	lv 12 10

OROVILLE & INTERNATIONAL BOUNDARY R. R.

Great Northern Rwy. Co., 20.11 m's. Rt. 171 42 part. (Spokane.)

b396	Mar. 3, 1909	b397
3 00 lv.....	Oroville, Wash.....	ar 4 30
9 45.....	Nighthawk, Wash. (d.s.).....	3 45
9 35 ar.....	Int'l Boundary Wash. (n.o.)	lv 2 55
10 30 ar.....	Kerempos, B. C.....	lv 2 50



FOSTER & SAN DIEGO R. R.

S. D., Cuyamaca & Eastern Rwy., 26.13 m's. Rt. 176083. (Los Ang.)

e5	b105	b3	b1	May 2, 1909	b2	14	e5	e7
7 30	4 22	3 15	7 00	lv. Foster, Cal.	ar	9 52	6 23	10 35
8 40	5 36	4 26	8 10	ar. San Diego, Cal.	lv	8 45	5 16	9 25
Closed Pouches.				TR.	Closed Pouches.			
From Foster, Cal.					From San Diego, Cal.			
San Diego, Cal.				b 1	(See Pouch List.)			
El Cajon, Cal.				b 105				
Lakeside, Cal.				b 105				

FULTON & GUERNEVILLE R. R.

Northwestern Pacific R.R. Co., 15.40 m's. Rt. 176027. (R-San Fran.)

b404	e478	b402	May 11, 1909	b403	b401	e471
8 05	11 33	10 15	lv. Fulton, Cal.	ar	8 18	4 53
7 08	12 18	11 00	ar. Guerneville, Cal.	lv	7 32	4 07
Closed Pouches.			TR.	Closed Pouches.		
From Fulton, Cal.				From Guerneville, Cal.		
Eaglenest Cal.			b 402	Forestville, Cal.		
Forestville, Cal.			b 402	Fulton, Cal.		
"			e 470	Willits & San F. tr. 3		
Hilton, Cal.			b 402	" tr 1		
"			e 470	" tr 1		
Trenton, Cal.			b 402			
"			e 470			
Guerneville, Cal.			b 402			
"			e 470			

GATE & CENTRALIA R. R.

Northern Pacific Rwy Co., 13.67 m's. Rt. 171029 part. (Seaf)

a84	a82	a30	a79	May 23, 1909	a77	a79	a31	a33
7 25	5 50	1 20	10 40	lv. Gate, Wash.	ar	10 25	1 05	6 30
7 55	6 20	2 00	11 10	ar. Centralia, Wash.	lv	9 50	12 40	5 00

GILROY & TRES PINOS R. R.

Southern Pacific Co., 20.93 m's. Rt. 176034. (L-San Fran.)

a108	a106	a104	May 29, 1909	a103	a105	a107
6 25	1 15	9 40	lv. Gilroy, Cal.	ar	7 45	11 40
7 07	2 00	10 25	ar. Hollister, Cal.	lv	6 59	10 55
7 25			ar. Tres Pinos, Cal.	lv	6 40	
Closed Pouches.				TR.	Closed Pouches.	
From Gilroy, Cal.					From Hollister, Cal.	
Hollister, Cal.				a 104		
Tres Pinos, Cal.				a 108		

GLACIER & BELLINGHAM R. P. O.

B. R. & B. C. R. R. Co. Rt. 171031. 45 m's. (Seattle.)

e14	b2	June 6, 1909	a1
7 00	6 00	lv. Glacier, Wash.	ar
8 10	8 00	ar. Sumas, Wash.	lv
Closed Pouches.			
From Glacier, Wash.			
Sumas, Wash.			
Hampton, Wash. (n.o.)			
Bellingham, Wash.			
Connection from train 1 arrives New Westminster, B. C., 9 47, and Vancouver B. C., 10 00.			
18' apartment car (pw)			
TR. 2-14 WEST.			
a. Sum. & Seat. tr 2.			
a. Blaine & Seat. tr 273 Belling'm			
FROM			
Sumas a. Cal. & Van R.P.O.			
TR. 1 EAST.			
Mission East			

GLEN ELLEN & IGNACIO R. R.

Northwestern Pacific R. R. Co., 26.49 m's. Rt. 176039. (R-San Fran.)

a143	b141	May 11, 1909	a140	b144
3 15	6 28	lv. Glen Ellen, Cal.	ar	10 05
3 36	6 46	ar. Sonoma, Cal.	lv	9 44
4 07	7 17	ar. Sears Point (n.j.)	lv	9 09
4 30	7 35	ar. Ignacio, Cal.	lv	8 45
6 05	9 05	ar. San Francisco	lv	4 45
Closed Pouches.				
From Glen Ellen, Cal.				
Eldridge, Cal.				
Sonoma, Cal.				
San Francisco, Cal.				

GLOBE & TEVISTON R. P. O.

Gila Valley, Globe & Northern Rwy. Co., 124.51 m's. (Los Ang.)
Rt. 168003.

b11	a9	Apr. 18, 1909	a10	b12
7 50	5 45	lv. Globe, Ariz.	ar	7 00
5 10	10 07	ar. Teviston, Ariz.	lv	2 25
21' apartment car (fw).				
a. El P. & L.A. tr. 9				
a. tr. 10				
a. Rice, Ariz.				
Rice Sta.				

GOLDENDALE & LYLE R. R.

Spok. Port. & Seattle Rwy. Co., 42.37 ms. Rt. 171059. (Port.)

a55	May 23, 1909	a56
3 30	lv. Goldendale, Wash.	ar
5 30	ar. Lyle, Wash.	lv

GOLDFIELD & LAS VEGAS R. R.

Las Vegas & Tonopah R. R. Co., 197.24 m's. Rt. 175016. (Los Ang.)

a10	Sept. 27, 1908	a11
9 15	lv. Goldfield, Nev.	ar
10 53	ar. Thorp, Nev.	lv
12 09	lv. Rhyolite, Nev.	ar
12 29	ar. Beatty, Nev.	lv
12 45	lv. Gold Center, Nev.	ar
12 55	ar. Las Vegas, Nev.	lv
5 15	ar. Las Vegas, Nev.	lv
Closed Pouches.		
From Las Vegas, Nev.		
Beatty, Nev.		
Gold Center, Nev.		
Goldfield, Nev.		
Johnnie, Nev.		
Rhyolite, Nev.		
Las Vegas, Nev.		
Rhyolite, Nev.		
From Goldfield, Nev.		
Las Vegas, Nev.		
Rhyolite, Nev.		

GRAND JUNCTION & OGDEN R. P. O.

Denver & Rio Grande R. R. Co., 329.27 m's. Rt. 169002. (Ogden.)

a1	a3	a5	May 23, 1909	a6	a4	a2
1 55	11 15	3 15	lv. Grand Junction, Col.	ar	7 15	5 30
2 30	11 55	3 54	ar. Mack, Colo.	lv	6 32	4 53
4 40	2 02	6 00	ar. Thompsons, Utah, (d.s.)	lv	4 32	3 55
5 28	2 50	6 48	ar. Greenriver, Utah, (d.s.)	lv	3 24	2 00
7 23	4 37	8 36	ar. Mounds, Utah, (n.o.)	lv	1 54	12 59
9 43	6 50	0 45	ar. Colton, Utah	lv	12 13	11 08
11 25	8 34	12 20	ar. Thistle, Utah.	lv	10 25	9 20
11 45	8 52	12 39	ar. Spanish Fork, Utah	lv	9 58	8 52
11 53	9 01	12 47	ar. Springville, Utah	lv	9 46	8 40
12 05	9 15	1 00	ar. Provo, Utah	lv	9 34	8 30
12 25	9 40	1 21	ar. American Fork, Utah	lv	9 10	8 05
12 30	9 46	1 26	ar. Lehi, Utah	lv	9 04	8 00
1 00	10 20	1 55	ar. West Jordan, Utah	lv	8 30	7 30
1 20	10 40	2 15	ar. Salt Lake City, Utah	lv	8 10	7 10
1 35	10 55	2 30	ar. Ogden, Utah	lv	8 00	7 00
2 35	11 55	3 30	ar. Ogden, Utah	lv	7 00	6 00
Mountain time.						
ADDITIONAL TRAINS:						
a11	6 10	lv	Salt Lake City, Ut.	ar	2 05	
	7 10	ar	Ogden, Utah	lv	1 05	
Train b139 lv. Mounds, Utah 4 00; ar. Price, Ut. 6 05						
" b138 " Price, Utah 9 15; ar. Mounds Ut. 10 20						
30' apartment cars (fw).						
Train 5 meets train 6 bet. Soldier Summit and Tucker						
" 5 " " 4 bet. Mack, Colo. & Westwater, Ut 4 23						
" 3 " " 4 at Spanish Fork, Utah 8 52						
" 3 " " 6 bet. Greenriver & Woodside, Ut. 3 05						
For other trains of Salt Lake City & Marysville R. P. O.						
this line see Salt Lake City & Silver City R. P. O.						
(West Jordan & Bingham Canyon R. R.)						
TR. 5 WEST.						
a. Return tr. 6						
a. Om. & Og. tr. 4						
a. Pres. & S.L.C. tr. 11						
a. S. Fran. Cal. D.&D.						
a. Butte & S. L. C. tr. 3						
via Pocatello.						
TR. 6 EAST.						
a. Den. & Grand Jet 6 Grand Jet						
TR. 4 EAST.						
a. Return train 5						
a. Col. Sp. & Glen. S. tr. 4						
via Glenwood Springs.						
a. Den. & G. Jet. tr. 4						
a. Montrose & G. Jet 316						
TR. 3 WEST.						
a. Return train 4						
a. Butte & S. L. C. tr. 9						

GOODING & JEROME R. R.

Idaho Southern R. R. Co., 23.90 m's. Rt. 170023 (Port.)

	a1	May 10, 1909	a2	
11 00	lv	Gooding, Idaho	ar	7 00
1 00	ar	Jerome, Idaho	lv	5 00
Mountain time.				

GRAND CANYON & WILLIAMS R. R.

Grand Canyon Rwy. Co., 64.28 m's. Rt. 168016. (Los Ang.)

	a15	a11	Mar. 18, 1909	a10	a14
8 30	8 10	lv	Grand Canyon, Ariz	ar	4 45 9 00
11 50	11 10	ar	Williams, Ariz	lv	1 30 5 55
Closed Pouches.					
From Williams, Ariz.					
Grand Canyon, Ariz. a 10					
Mountain time.					

GRANGEVILLE & LEWISTON R. P. O.

Northern Pacific Rwy. Co., 79.26 m's. (Spok.)
Rt. 170018 Grangeville to Joseph (n.o.); 170008 part, Joseph (n.o.) to Lewiston.

	a122	Dec 9, 1908	a121	
7 00	lv	Grangeville, Idaho	ar	6 45
9 15		Reubens, Idaho (d.s.)		4 40
10 55				2 40
a21	{ Joseph, Idaho n.o. }		a22	
10 55				2 40
11 25	ar	Lewiston, Idaho	lv	2 00

GREAT FALLS & VIRDEN R. P. O.

Great Northern Rwy., 102.44 m's. (This line is in the 10th Div.)

	b239	Mar. 1, 1909	b240	
11 00	lv	Great Falls, Mont	ar	11 45
3 00		Shelby, Mont		7 45
3 00				7 35
3 30	ar	Virden, Mont (n.o.)	lv	7 20

HAMPTON & LYNDEN R. R.

Bellingham Bay & Brit. Columbia R.R. Co., 5.65 m's. Rt 171046. (Seat.)

	b3	b9	June 6, 1909	b4	b10
4 30	lv	Bellingham, Wash	ar	9 45	6 47
4 50	5 17	lv	Hampton, Wash (n.o.)	ar	8 51 5 58
5 10	5 30	ar	Lynden, Wash	lv	8 25 6 45

HAMILTON CITY & WYO R. R.

Southern Pacific Co., 11.02 m's. Rt. 176067. (R-San Fran.)

	e311	a309	May 29, 1909	b308	e310
11 10	11 00	lv	Hamilton City, Cal	ar	5 50 2 55
11 35	11 30	ar	Wyo, Cal. (n.o.)	lv	5 20 2 30
11 40	11 35	ar	Orland, Cal	lv	5 15 2 25
Closed Pouches.					
From Orland, Cal.					
Hamilton City, Cal. b 308					
" " " e 310					

HAVRE & BUTTE R. P. O.

G. N. Rwy. Co.
Through run 295.77 m's. Short run, Greatfalls to Butte, 172.56 m's.
(This line is in the 10th Division.)

a369	Mar. 1, 1909	a370	
7 00	lv. Havre, Mont ar	6 00	
11 30		1 30	
a371	Teton (n. j.)	a372	
3 30		1 30	
6 45		10 15	
a237	a235	Greatfalls, Mon	a238
2 45	11 45		11 00 5 15
6 50	3 30		7 00 1 30
7 05	3 45	Helena, Mont	6 45 1 15
11 00	7 45	ar Butte, Mont. lv	3 00 10 00
Mountain time.			

HAVRE & SPOKANE R. P. O.

Great Nor. Rwy., 532.73 m's. (This line is in the 10th Division.)

	a3	Ta1	Mar. 2, 1909		a2	a4
	10 00	7 30	lv	Boston, Mass.	ar	7 00 5 15
	4 00	9 30	lv	New York, N. Y.	ar	4 04 3 45
	3 40	12 30	lv	Washington, D. C.	ar	2 37 2 37
	5 05	11 05	lv	Philadelphia, Pa.	ar	1 57 1 57
	7 40	2 15	lv	St. Louis, Mo.	ar	2 15 7 19
	10 25	11 35	lv	Kansas City, Mo.	ar	2 15 7 10
	7 45	8 20	lv	Omaha, Neb	ar	8 00 10 20
	9 00	9 55	lv	Chicago, Ill.	ar	2 15 9 45
	10 20	10 30	lv	St. Paul, Minn	ar	2 15 7 15
	4 05	2 05	lv	Havre, Mont.	ar	6 35 9 05
	7 28	5 11		Shelby, Mont.		3 32 5 45
	7 36	6 16		Virden n.o.		3 25 5 38
	1 45	10 55		Columbia Falls, Mont.		9 46 11 05
b263	4 20	1 25		Rexford, Mont.		7 00 7 52
6 50	7 10	3 50		Bonniers Ferry, Ida		2 30 2 54
6 15	7 35	4 17		Naples, Ida		2 05 2 28
6 23	7 43	4 25		McArthur, Ida		2 03 2 21
6 31	7 52	4 34		Elmira, Ida		1 51 2 13
8 05	9 30	5 55		Newport, Wash.		12 25 12 33
9 10	10 35	6 00		Colbert, Wash		11 13 11 18
9 20	10 45	6 09		Mead, Wash., (d.s.)		11 05 11 08
9 35	11 00	7 15				10 55 11 00
9 35	11 00	7 20		Hillyard, Wash., (d.s.)		10 50 10 55
9 50	11 15	7 35	ar	Spokane, Wash	lv	10 35 10 40
	12 25	9 15	ar	Seattle, Wash	lv	9 30 8 45

HEBER & PROVO R. R.

Denver & Rio Grande R. R. Co., 27.14 m's. Rt. 169006. (Ogden.)

	a307	May 23, 1909	a308	
1 50	lv	Heber, Utah	ar	11 25
2 01		Charleston, Ut. (d.s.)		11 10
3 45	ar	Provo, Utah	lv	4 30
Closed Pouches.				
From Provo, Utah.				
Charleston, Utah b 308				
Heber, Utah b 308				

HEPPNER JCT. & HEPPNER R. P. O.

Oreg. R. R. & Nav. Co., 45.98 m's. Rt. 173011. (Port.)

	b10	May 16, 1909	b9	
2 00	lv	Heppner Jct. (n.o.)	ar	11 00
5 00	ar	Heppner, Or	lv	8 15
25' apartment car (f-w).				
Tr. 9 NORTH.				
a. Poc. & Port. tr. 12. Hep'n'r Jc				
b. " " tr. 11. " "				

HOLLAND STA. & WEED R. P. O.

Southern Pacific Co., 74.93 m's. Rt. 176096. (R-San Fran.)

	a225	May 29, 1909	a226	
8 15	lv	Holland Sta., Oreg., (n.o.)	ar	5 00
12 05	ar	Weed, Cal.	lv	1 15
25' apartment car (f-w).				
Tr. 225 SOUTH.				
a. Port. & S. F. tr. 13.				
FROM				
Weed				
Tr. 226 NORTH				
a. Keno, Oregon				
FROM				
Holl. Sta.				

HOLTVILLE & EL CENTRO R. R.

Holton Inter-Urban Rwy Co., 11.08 m's. Rt. 176093. (Los Ang.)

	a5	b3	May 2, 1909	b2	a6
6 40	1 30	lv	Holtville, Cal	ar	9 15 6 45
7 20	2 00	ar	El Centro, Cal	lv	8 35 6 05

HUNT'S JUNCTION & PENDLETON R. R.

Northern Pacific Rwy. Co., 40.60 m's. Rt. 173016. (Spok.)

	a303	May 23, 1909	a304	
8 35	lv	Attalia Wash.	ar	8 20
8 50	lv	Wallula, Wash	ar	8 05
9 00	lv	Hunt's Jct., Wash. (n.o.)	ar	8 00
11 09	ar	Pendleton, Or	lv	6 15
Closed Pouches.				
From Pendleton, Or.				
(See Pouch List.)				

HAYWARDS & OAKLAND R. P. O.

Oakland Traction Co. (Electric), 14.82 m's. Rt. 376002 part. Service from San Lorenzo Jct. to San Lorenzo (1.68 ms.), and from Haywards (Castro and B Sts.) to S. P. Depot (.93 ms.), covered by closed pouches.

Sls. in S. P. Depot (35 hrs.), covered in 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583,									
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- 15' apartment car (1w).
- * Daily ex. Sundays and holidays.
- † Sundays and holidays.

TR. 1 EAST.	FROM	TR. 4 EAST.	FROM
* Mills College, Cal.	Sem'rySta	* Mills College, Cal.	Sem'rySta
* San Lorenzo, Cal.	S. Lor. Jet	* San Lorenzo, Cal.	S. Lor. Jet
TR. 3 EAST.	FROM	TR. 6 WEST.	FROM
* San Lorenzo, Cal.	S. Lor. Jet	* San Lorenzo, Cal.	S. Lor. Jet
TR. 5 EAST.	FROM		
* Mills College, Cal.	Sem'rySta		
* San Lorenzo, Cal.	S. Lor. Jet		

IONE & GALT R. R

Southern Pacific Co., 27.82 m's. Mt. TWA25. (T. San Fran.)

	F.O.I., T. 1900	m 132.
a 131		
9 50 IV.....	10m. (a)	3 25
10 06.....	MW. (M. d.s.)	3 68
11 02 AT.....	Grit. (M.)	IV 2 10

JEROME & JUNCTION R. R.

United Verde & Pacific Rwy. Co., 26.58 m's. Rt. 168007. (Los Angeles)

a5	a1		a2	a4	a3
2 50	6 50	IV.....	Jerome, Ariz.	AT	9 35
4 45	8 40	ar.....	IV junction, Ariz.	7 00	10 20

Mountain time.

KERN JUNCTION & PIONEER R. R.

Southern Pacific Co., 39.62 m's. Rt. 176108. (L-San Fran.)

		Apr 18, 1909	
838			832
8 301 Y	Bakersfield, Cal.	at	4 49
8 331 Y	Kern Co., Cal. (n.o.)	at	4 37
8 332 Y	Gosford, Cal. (n.o.)	at	4 28
10 051	Flonier, Cal. (n.e.)	at	2 55

Supplied only by closed pouches from Bakersfield.

JOSEPH & LA GRANDE R. P. O.

O. R. R. & Nav. Co., 8447 m's. Rt. 173036 Joseph to Elgin; 173018 Elgin to La Grande. (Port.)

	May 16, 1909	b32	
D31			
7 15 1r	Joseph, Or.	at 4 45	
9 00	Wallows, Or., (a, s.)	2 30	
1 00	Elgin, Or.,	10 30	
1 00	La Grande, Or.	1v 9 45	
2 30 at			

— apartment car (t-v)
 1r, 3l meters tr. sz bet. Wallowa and Elgin. 1: 30

KETCHUM & SHOSHONE R. P. O.

Oregon Short Line R. R. Co., 70.11 m's. Rt. 170001. (Port.)

158	May 17, 1909	157
4 00	W..... Ketchum, Idaho	ar 2 15
7 00	ar..... Shoshone, Idaho	lv 11 15

17 apartment car (f-w) Mountain time.

KEHRSTON & TACOMA R. P. O.

Northern Pacific Ry. Co. (Seattle)
Through run 57.58 ms.; short run, Tacoma to Kanaskat (n.o.)

4486 ms. Rt. 171060, Kerriston to Kanaskat (n. o.); 171011 part, Kanaskat (n. o.) to Palmer Jct. (n. o.); 171055 Palmer Jct. (n. o.) to Meeker Jct. (n. o.); 171011 part, Meeker Jct. (n. o.) to Tacoma	a217	May 23, 1909	a220
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540

a219 { ... Kanaskat, Wash.(D.C.) ... } a218

5	76	40		10	55	7.50
6	76	54	Palmer Jet. Wash. (n.o.)	10	50	7.40
7	82	26	Buckley Wash. (n.j.)	10	15	7.70
8	76	17	Cassidy Jet. (n.o.)	10	01	6.50
9	72	45	South Prairie, Wash. (n.j.)	9	59	6.46
10	76	23	Meeker Jet. (n.o.)	9	25	6.04
11	70	8	Meeker Jet. (n.o.)	9	25	6.04
12	70	8	Fuylling, Wash. (d.s.)	9	20	6.03
13	76	30	Jacoma, Wash.	9	20	5.50
14	72	8	45 ar.	9	20	5.40

Tr. 279 meets tr. 220 bet. So. Prairie and Orling.
20' apartment-car (tw).

TR. 220 EAST.
FROM
TR. 217 WEST.
FROM

a.	Burnett Wash.	so P1416	
a.	Cardonardo, Wash.		a. S., Pas. & Seat. tr. 2 Puysall
a.	Palifax	"	" <i>via Jubbun</i>
a.	Melmont	"	a. Seattle Wash.
a.	Wilkeon	"	a. Seat. & Port. tr. 7.
a., b.	Pas. & Seat. tr. 6 Kanaskat	1. Seat. & Hoq. tr. 27.	Tacoma
a.	"	"	"
a.	"	tr. 1	"

JACKSON & IONE R. R.

Amador (Central R. R. Co., 408 P. S. Rt. 7021 El-San Fran.)

1

Feb. 20, 1906

2

900

John, 1961

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KORBEL & ARCATA R. R.
Arcata & Mad River R.R. Co., 12.16 m's. Rt. 176107. (R-San Fran.)

b3	b1	Oct. 15, 1908	b2	b4
2 40	7 00	lv..... Korbel, Cal.....	ar 11 15	5 35
3 55	8 05	ar..... Arcata, Cal.....	lv 9 40	4 20
4 40	8 35	ar..... Eureka, Cal.....	lv 9 10	3 40
via Arcata & Eureka R. R.				

LA CONNER & SEATTLE R. P. O.
Steamboat Service, 78.94 m's. Rt. 71082. (Seattle.)
(Steamer Whidby leaves Galbraith Dock)

b	Dec. 20, 1908	c
5 30	lv..... La Conner, Wash.....	ar 4 30
9 00	..... Coupeville, Wash. (d.s.).....	10 30
11 30	..... Langley, Wash. (d.s.).....	8 30
12 00	..... Clinton, Wash. (d.s.).....	8 00
2 00	ar..... Seattle, Wash.....	lv 4 00

Steamer Whidby—mail room, 12' x 6'.

LACROSSE & HOOPER R. R.
Oregon R. R. & Navigation Co., 14.97 m's. Rt. 171051. (Spok.)

b72	Feb. 14, 1909	b71
12 30	lv..... Lacrosse, Wash.....	ar 11 25
1 15	ar..... Hooper, Wash.....	lv 8 50

LA JOLLA & SAN DIEGO R. R.
L. A. & S. D. Beach Rwy. Co., 14.39 m's. Rt. 176087. (Los Ang.)

b107	b3	e1	b1	May 23, 1909	b102	e102	b4	b106
4 45	12 50	7 30	7 10	lv..... La Jolla, ar 8 45	9 15	2 50	4 45	
5 30	1 45	8 13	8 00	ar..... S. Diego lv 8 00	8 30	2 00	4 00	

Closed Pouches. **TR.** **Closed Pouches.**
From La Jolla, Cal..... a 1 From San Diego, Cal.
San Diego, Cal..... b 107 (See Pouch List.)
" " " " b 1
L.A. & S. Diego tr. 72..... a 1
" " " " 74..... b 3

LA JUNTA & ALBUQUERQUE R. P. O.
A. T. & S. F. Ry., 177.71 m's. (This line is in the 7th Division.)

a3	a1	Nov. 8, 1908	a2	a8	a4	e
10 03		8 30 lv..... Boston, Mass.....	ar 10 25	5 15	2 45	
6 30		4 00 lv..... New York, N. Y.....	ar 7 55	3 45	9 30	
8 58		5 05 lv..... Philadelphia, Pa.....	ar 6 39	1 57	8 20	
8 20		4 55 lv..... Baltimore, Md.....	ar 7 15	2 20	9 30	
7 05		3 40 lv..... Washington, D. C.....	ar 8 27	2 37	10 35	
8 00		9 00 lv..... Chicago, Ill.....	ar 7 21	8 47	11 59	
10 10		9 04 lv..... St. Louis, Mo.....	ar 7 00	6 30	7 30	
9 10		9 05 lv..... Kansas City, Mo.....	ar 4 30	6 45	10 40	
a7 3 45		3 50 lv..... Denver, Colo.....	ar 10 00	7 00	2 20	
8 30	11 20	5 15 11 05 lv..... La Junta, Colo.....	ar 10 20	10 15	7 05	
11 12	1 48	7 50 1 18..... El Moro, Colo.....	ar 8 19	7 50	4 57	
11 30	2 00	8 00 1 30..... Trinidad, Colo.....	ar 8 10	7 40	4 49	
11 55	2 05	8 25 1 55..... East Las Vegas, N. M.....	ar 7 45	7 15	4 47	a10
6 15	6 55	1 50 6 25..... Las Vegas, N. M.....	ar 2 25	1 35	11 45	
6 40	7 00	2 15 6 50..... Las Vegas, N. M.....	ar 2 00	1 25	11 40	12 30
8 30	10 05	5 30 9 30..... Lamy, N. M.....	ar 11 05	10 20	8 45	9 35
8 35	10 10	5 40 9 35..... Albuquerque, N. M. lv	ar 10 55	10 10	8 44	9 25
10 55	12 20	7 45 11 50	ar 8 25	7 25	6 20	7 00

Mountain time.

LEBANON & ALBANY R. R.
Southern Pacific Co., 12.69 m's. Rt. 173010. (Port.)

b54	b50	b52	Aug. 16, 1908	b49	b53	b51
3 45	6 45	lv..... Lebanon, Or.....	ar 10 20	9 00		
4 10	6 45	7 00	ar..... Tallman, Or.....	1 55	10 05	8 50
4 40	7 10	7 25	ar..... Albany, Or.....	1 30	9 30	8 25

Closed Pouches. **TR.** **Closed Pouches.** **TR.**
From Albany, Or..... b 49 From Lebanon, Or..... b 52
Brownsville, Or..... b 49 Albany, Or..... b 54
Coburg, Or..... b 53 Portland, Oreg..... b 52
Lebanon, Or..... b 51 Tallman, Or..... b 52
Tallman, Or..... b 53
From Tallman, Or..... b 52
Albany, Or..... b 52
Lebanon, Or..... b 51
Port. & San Fran. tr. 14..... b 54

LEETE & LUVA STATION R. R.
Eagle Salt Works R.R. Co., 13.41 m's. Rt. 175008. (R-San Fran.)

b1	May 15, 1905	b2
9 00	lv..... Leete, Nev.....	ar 12 15
10 30	ar..... Luvu Sta., Nev. (n.o.).....	lv 10 45

LEHI JCT. & TOPLIFF R. R.
San Pedro, L.A. & S. Lake R.R. Co., 30.53 m's. (Ogden)
Rt. 169011 Lehi Jct. (n.o.) to Fairfield Sta. (n.o.); 169021 Fairfield Sta. (n.o.) to Topliiff.

a201	Nov. 22, 1908	a200
9 15	lv..... Lehi Jct., Utah (n.o.).....	ar 4 30
11 00	..... Fairfield Station, Utah (n.o.).....	3 10
11 30	ar..... Topliiff, Utah.....	lv 1 40

LEWISTON & RIPARIA R. P. O.
Oregon, Washington & Idaho R.R. Co., 72.48 m's. Rt. 171060. (Spok.)

a5	Apr. 11, 1909	a5
5 45	lv..... Lewiston, Idaho.....	ar 8 15
7 20	..... Almota, Wash. (n.j.).....	6 30
9 00	ar..... Riparia, Wash.....	lv 4 55

30' apartment car (fw).

TR. 5 WEST	FROM
a Spok & Port. tr. 8	Riparia
a " " tr. 6	"

LIKELY & RENO R. P. O.
N-C-O Rwy., 165.47 m's. Rt. 176058 part, Likely to Madeline; 175006 Madeline to Reno. (R-San Fran)

b2	Apr. 25, 1909	b1
7 25	lv..... Likely, Cal.....	ar 8 45
9 15	..... Madeline, Cal. (d.s.).....	7 20
4 05	..... Plumas Jct., Cal.....	11 00
4 05	..... Reno, Nev.....	lv 9 00

25' apartment car (fw).

Train 1 meets train 2 at Amodee, Cal				1 45	
TR. 2 SOUTH.		FROM	TR. 1 NORTH—CON.		FROM
b	Milford, Cal.	Doyle	b	Susanville, Cal. D&D	Purser
b	Beckwith, Cal.	Plum's Jct	b	Susanville—way	"
b	Clairville, Cal.	"	b	Spoonville—way	"
b	Vinton, Cal.	"	p	Secret, Cal.	Karlo
b	Clio, Cal.	"	r	Shumway, Cal.	Horse L'h
b	Og. & San F. tr. 23	Reno	b	Glade, Cal.	Hansen
b	" " " 2	"	b	Ft. Bidwell—Way	Likely
TR. 1 NORTH.		FROM	b	Alturas, Cal.	"
b	Beckwith, Cal.	Plum's Jct	b	Lakeview, Oreg.	"
b	Clairville, Cal.	"			
b	Vinton, Cal.	"			
b	Clio, Cal.	"			
b	Long Valley, Cal.	Constan'a			
b	Milford, Cal.	Doyle			

LIVERMORE & SAN FRANCISCO R. P. O.
Southern Pacific Co., (L-San Fran.)
77.86 m's. Livermore to San Francisco; 71.64 m's. Pleasanton to San Francisco.

Rt. 176028 part, Livermore to Pleasanton; 176111 Radium (n.o.) to San Ramon; 176072 San Ramon to Avon Sta. (n.o.); 176032 part, Avon Sta. (n.o.) to Port Costa; 176001 part, Port Costa to San Francisco

b141	e180	b140	Apr. 25, 1909	b139	e158	b144
6 05	3 05	1 10	lv..... Livermore, Cal.....	ar 12 10	10 45	7 10
6 15	3 10	1 15	..... Pleasanton, Cal.....	12 05	10 40	7 00
e58	b143	..... Radium (n. o.) Cal.....	b142	e60		
6 15	3 10	1 15	..... San Ramon, Cal. (n.j.).....	12 05	10 40	7 00
6 40	3 35	2 05	..... Avon Sta. (n.o.) Cal.....	9 35	9 27	5 48
7 25	4 20	4 10	..... Martinez (n. j.).....	9 35	9 27	5 48
7 25	4 20	4 10	..... Martinez (n. j.).....	9 23	9 20	5 30
4 54	7 33	4 23	..... Port Costa, Cal.....	9 12	9 12	5 30
5 05	7 40	4 37	..... Port Costa, Cal.....	a42	b44	
a45	b41	a43	..... Val. Junction, Cal. (n.o.).....	9 04	5 25	
5 10	7 45	4 45	..... Richmond Sta. (n.o.).....	8 55	5 15	
5 18	7 52	4 52	..... Oakland, Cal. (16th St.).....	8 48	5 09	
5 18	7 59	5 02	..... Oakland Pier, Cal. (n.o.).....	8 27	4 49	
5 46	8 30	5 23	..... San Francisco, Cal. lv.....	8 13	4 34	
6 07	8 54	5 39		8 07	4 28	
6 15	9 01	5 44		7 40	4 00	
6 48	9 28	6 08				

15' apartment car (fw). Trains 141-41 and 44-144.

20' apartment car (fw). Trains 42-142-139-60-159 and 140-143-160-59-43.

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- 001 **Antonito & Santa Fe RPO** - 1908 961-A-1 with Espanola NM 4 bar as fwd mk 2c fwd fee UX19
- 002 **Boone & J. City RPO** - 1938 504-A-1 narrow gauge RPO E.T. & W.N.C. RR
- 003 **Baker & Bates RPO** - 1934 896.2-A-1, 896.2-C-1, 896.2 unlisted type, unique cover
- 004 **Denison & Dallas RPO** - 1948 all four last trip cancels, scarce, 499.1-A-1
- 005 **Air Mail Spec Del** - 1927 E-12, and C-7, both CB&Q perfins, var. other mks
- 006 **Northwestern Tube Station** - 1911 two complete strikes, one partial strike
- 007 **Air Mail Spec Del** - 1st transcontinental flight cachet as b/s, 16 copies US #552, "Missent to San Fran."
- 008 **First Day Cover** - US #704 to US #715 complete set tied Wash. DC double oval, duplex
- 009 **Advertising Cover** - fully illustrated Cawston Ostrich Farms 1903 piece missing at left
- 010 **Advertising Cover** - unusual photo illustrated, Osteopathic device, RPO, life stains at bottom, creases, strange
- 011 **Free Franks** - set of five, 1797 to 1820, Washington City (Red) including A. Gallatin - A. C. Crawford - G. Duval - Wm. Steele - R. Rusk, fine condition
- 012 **Patriotic** - Spanish American War, 1898 Buffalo NY Barry mach. vivid Red/White/Blue spectacular cover right edge rough
- 013 **WWI APO** - pkg. wrapper parachute silk, blk four US #435, blk six US #433, postal express service #975 Double Circles (2), various customs markings, rare
- 014 **Honolulu H. Isles Terr.** - private mailing card to France, French rec'd marking 1902
- 015 **1834 SFL** - Philadelphia PA dbl. oct. forwarded and rerated, markings in Red, cover has faults
- 016 **US #63** - Pair on cover New York, NY townmark unsealed circular rate
- 017 **1830 SFL** - Troy, NY Dotted Oval (Red)

NOT ILLUSTRATED

- 018 **Washington - Franklin Coils** - lot of 48 covers with coils, 1912-19, about \$500 cat. net price \$150, send for list
- 019 **Registered Covers** - lot of 110+, 1922-34, all values from 1/2c to 20c odd combos, rates some stamp dealers cc's, net price \$125, send for list

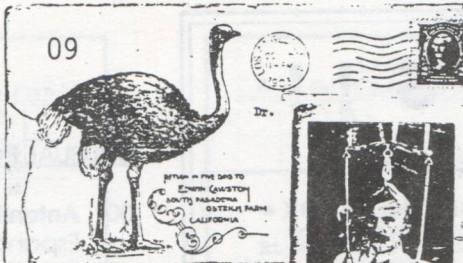
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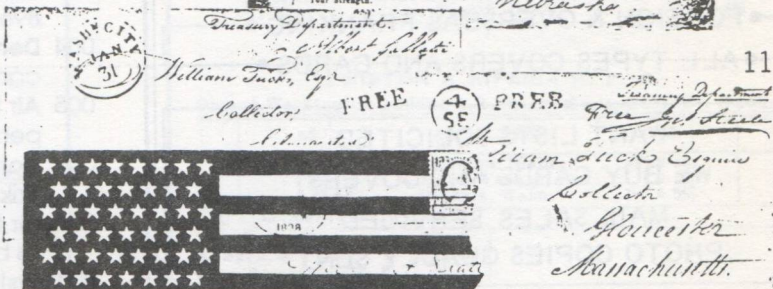
11



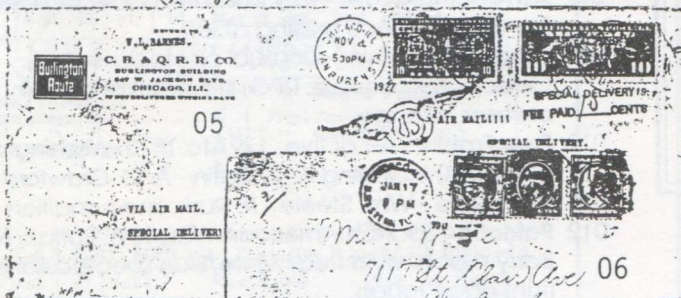
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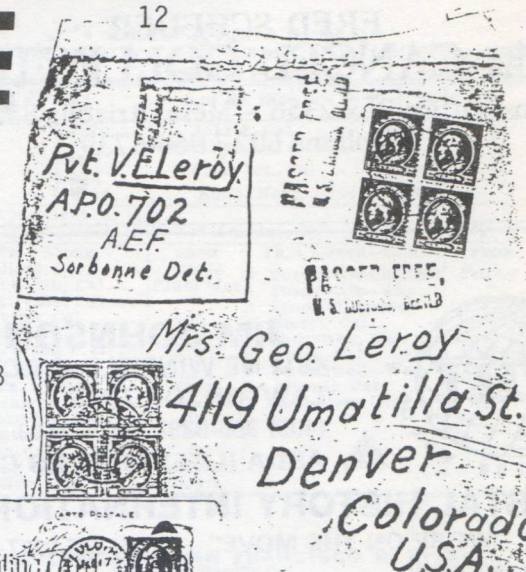


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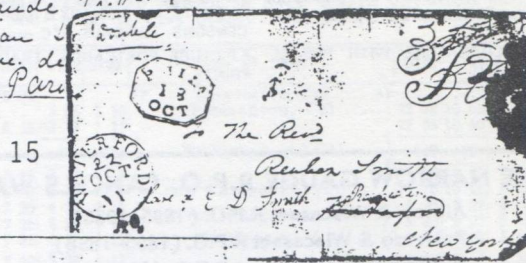
12



07



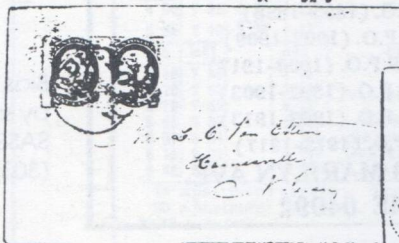
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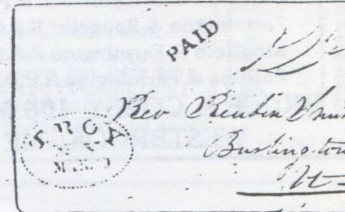
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16. LOVELOCK, 1912 G Doane (2/1) on PPC (71-22) E\$4
17. LYTTON, 1909 F Duplex on PPC (95-54) E\$3
18. MAINE PRAIRIE, 1907 F 4-bar (Ty A) on PPC (61-13) E\$6
19. MANHATTAN, 1906 clear cds on PPC (03-27) E\$3
20. MATILJA, 1908 VG Doane (3/1) on PPC (89-16) E\$4
21. PROSPECT PARK, 1907 F 4-bar (Ty A) on PPC (88-07) E\$6
22. RITCHEY, 1908 F 4-bar (Ty A) on PPC (00-14) E\$8
23. ROSELAWN, 1907 F Doane (3/1) on PPC (02-18) E\$8
24. SAINT JOHN, 1911 F 4-bar (Ty A) on PPC (64-17) E\$6
25. SAWTELLE, 1918 G Duplex on PPC (99-24) E\$4
26. SOLROMAR, 1955 F 4-bar on GPC (44-56) E\$4
27. SUGAR PINE, 1910 F 4-bar (Ty A) on PPC (07-34) E\$5
28. SUNOL GLEN, 1914 F 4-bar (Ty B) on PPC (71-20) E\$4
29. SWITZERLAND, 1939 F green 4-bar pn first day GPC. Creased. (39-41) E\$5
30. TERMINAL, 1912 G 4-bar (Ty B) on PPC (98-24) E\$4
31. TESLA, 1909 F 4-bar (Ty A) on PPC (98-15) E\$5
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33. WOFFORD, 1953 F 4-bar on GPC. Used in May only! E\$8
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COLORADO

35. BUFFORD, 1908 F target on PPC (90-14 pd) E\$6
36. CEBOLLA, 1911 clear cds on PPC 'COLO' not struck (94-35) E\$5
37. DEERTRAIL, 1908 F Doane (2/7) on PPC (94-50) E\$3
38. MALTA, 1917 F 4-bar (Ty B) on PPC (75/55) E\$3
39. PEORIA, 1908 clear doubled 4-bar (Ty A) on PPC (06-14) E\$8
40. ROCKWOOD, 1905 G target on PPC (78-17 pd) E\$5
41. ROSEMONT, 1908 F target on PPC (03-26) E\$8
42. TIOGA, ca. 1911 F magenta 4-bar (Ty A) on PPC (07-54) E\$4
43. UNDERCLIFFE, 1908 F target on PPC (79-25) E\$5

FLORIDA

44. ADINE, 1914 4-bar on PPC (10-27) E\$6
45. BYRD, 1907 VG Doane (2/1) on PPC (05/16) E\$10
46. ELDRED, 1907 F 4-bar (Ty A) on PPC (02-42) E\$3
47. GEORGIANA, 1911 F 4-bar (Ty B) on PPC (73-23) E\$5
48. HAWKS PARK, 1912 F 4-bar (Ty B) on PPC (84-24) E\$5
49. HOLLEY, 1910 F 4-bar (Ty A) on PPC (93-24) E\$5
50. LAKE WEIR, 1910 clear enlarged repaired 4-bar on PPC (05-34) E\$4
51. SEABREEZE, 1911 VG 4-bar (Ty A) on toned PPC w/UR corner gone (94-25) E\$3
52. STANTON, 1913 G 4-bar (Ty B) on RP of eggplant picker by CAB (83-26) E\$5

IDAHO

53. SAINT JOE, 1908 G 4-bar (Ty A) on PPC (90/45) E\$4
54. VOLLMER, 1909 VG 4-bar (Ty A) on PPC (07-19) E\$8

KENTUCKY

55. ENTERPRISE, 1899 cds on pse (73/58) E\$3
56. LIMESTONE, 1909 F Doane (2/2) on GPC (83-36) E\$4
57. LOVELAND, 1911 VG 4-bar (Ty A) on GPC (09-19) E\$8
58. WELDON, 1909 F 4-bar (Ty A) on PPC (89-14) E\$6

MICHIGAN

59. ECORSE, 1910 F 4-bar (Ty A) on PPC (63-19) E\$4
60. GLENMERE, 1911 G Doane (2/1) on PPC (05-16) E\$6
61. GLENHAVEN, 1909 F Doane (3/2) o/s on PPC (95-36) E\$3
62. GREENFIELD, 1912 VG 4-bar (Ty A) on PPC (52/25) E\$4
63. GROSSE POINTE FARMS, 1903 G target on PPC (98-14) E\$5
64. HAMMOND, 1910 VG 4-bar on PPC (94-30) E\$4
65. HARTWICK, 1907 F 4-bar on PPC (81-11) E\$6
66. HERRINGTON, 1908 F Doane (2/1) on PPC (88-18) E\$5
67. LIVINGSTON, 1910 F Doane (2/1) on PPC (90-12) E\$5
68. MERLE BEACH, 1913 F 4-bar (Ty A) on PPC (03-22) E\$4
69. MADDERSVILLE, 1918 VG 4-bar (Ty B) on PPC (90-34) E\$3
70. NESSEN CITY, 1910 F Doane (2/1) on PPC (89-30) E\$4
71. PALATKA, 1907 F Doane (3/1) on PPC (06-19) E\$6
72. WINTERS, 1909 F 4-bar (Ty A) on PPC (89/28) E\$4

MONTANA

73. CRESTON, 1912 F 4-bar (Ty A) on PPC (94-56) E\$3
74. GIRARD, 1910 F 4-bar (Ty A) on PPC (07-43) E\$3
75. HEATH, 1912 F 4-bar (Ty B) on PPC (10-26; 28-63) E\$3
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MONTANA

77. PORTAGE, 1910 G magenta 4-bar rec'd on PPC (03-44) E\$3
78. SNYDER, 1907 VF Doane (3/1) on PPC (05-09) E\$15

NEBRASKA

79. ADATON, 1908 F lite Doane (2/7) on PPC (86-30) E\$4
80. ARDEN, 1910 F Doane (3/1) rec'd on PPC (81-18) E\$5
81. BELMAR, 1941 G 4-bar on last day cover (10-41) E\$3
82. BETHANY, ca. 1908 (no year date) F 4-bar (Ty A) on PPC (90-26) E\$5
83. DUNLAP, 1911 F Doane (2/1) on PPC (88-35) E\$4
84. EDHOLM, 1909 F 4-bar (Ty A) on PPC (92-33) E\$4
85. GRAYSON, 1913 F 4-bar (Ty A) on cover (89-28) E\$5
86. JOSIE, 1915 VF 4-bar (Ty B) on PPC (11-40) E\$3
87. MEEK, 1910 clear cds rec'd on PPC (99-34) E\$3
88. MYNARD, ca. 1915 G 4-bar (Ty A) on PPC (94-39) E\$3
89. PETERS, 1914 F 4-bar (Ty A) on cover (02-34) E\$4
90. ROCKLEY, 1908 clear 4-bar on PPC (94-19) E\$4
91. SIOUX, 1911 G 4-bar (Ty A) on PPC (95-14) E\$5
92. WEST UNION, 1910 clear 4-bar (Ty A) on PPC (79-13) E\$5
93. YUCCA HILL, 1913 F 4-bar (Ty B) o/s rec'd on PPC (06-17) E\$8

NORTH DAKOTA

94. BARNES, 1913 F 4-bar (Ty A) on PPC (08-29) E\$4
95. CHANDLER, 1912 F lite 4-bar (Ty A) on PPC (07-29) E\$5
96. HELENA, 1909 F 4-bar rec'd on PPC (82-12) E\$6
97. HOMAN, 1911 VG 4-bar (Ty B) on PPC (95-33) E\$5
98. RUSSELL, 1909 F 4-bar on PPC (01-58) E\$3
99. SHAWNEE, 1914 G watery 4-bar (Ty B) on GPC (02-23) E\$4
100. SOFIA, 1910 G Doane (3/1) on PPC (06-13) E\$8

OREGON

101. ARLETA, 1909 VG Doane (3/5) on PPC (04-11) E\$4
102. BLACK ROCK, 1909 F 4-bar (Ty A) on PPC (06-43) E\$3
103. CROW, 1908 F lite target on PPC (74-38) E\$4
104. DEE, 1930 F 4-bar on cover (06-56) E\$3
105. GOOSEBERRY, 1910 G 4-bar (Ty A) on PPC (84-18) E\$6
106. GRAVELFORD, 1909 G 4-bar (Ty A) on PPC (78-34) E\$5
107. KELLOGG, 1915 F 4-bar (Ty A) on PPC (79-21) E\$5
108. LAUREL, 1908 F 4-bar (Ty A) on PPC (78-35) E\$4
109. POKEGAMA, 1910 F 4-bar (Ty A) on PPC (99-11) E\$8
110. TEMPLETON, 1911 F 4-bar (Ty A) on PPC (98-17) E\$6
111. WECOMA BEACH, 1957 G 4-bar on GPC (49-57) E\$3

SOUTH DAKOTA

112. BOOGE, 1907 F 4-bar (Ty A) rec'd on PPC (91-35) E\$5
113. CLOUGH, ca. 1910, VG 4-bar (Ty A) on PPC 'UGH' lite on green stamp (09-43) E\$3
114. LADELLE, 1910 F 4-bar (Ty A) off a little @ top on PPC (83-12) E\$5
115. LUFFMAN, 1913 clear 4-bar (Ty A) on PPC (00-14) E\$5
116. RIVERSIDE, 1909 F 4-bar (Ty A) on PPC (99-20) E\$5
117. VERNON, 1909 F 4-bar (Ty A) on PPC (92-13) E\$6

TEXAS

118. CHEEK, 1906 F 4-bar on PPC (06-28) E\$5
119. GOLDENROD, ca. 1908 4-bar (Ty A) on PPC (95-10) E\$6
120. FORT BLISS, 1911 clear 4-bar (Ty A) on PPC (07-16) E\$4
121. KELTON, 1912 VG 4-bar on PPC (07-12) E\$8
122. LELA, 1910 F 4-bar rec'd on PPC (02-17) E\$6
123. LLANO GRANDE, 1916 clear 4-bar (Ty B) on PPC (06-16) E\$6

WASHINGTON

124. BIG FOUR, 1923 F 4-bar on PPC (22-34) E\$5
125. BRIGHTON, 1909 F 4-bar (Ty A) on PPC (01-11) E\$6
126. CLARKSTON, 1914 G Duplex on PPC (91-28) E\$4
127. EGYPT, 1910 F Doane (2/2) on PPC (92-10) E\$5
128. KNAB, 1915 F 4-bar (Ty B) on PPC (88-35) E\$4
129. LEXINGTON, 1908 F 4-bar (Ty A) on PPC w/1.5" tear repaired (88-17) E\$3
130. LONG LAKE, 1911 G 4-bar on PPC 'AKE' on green stamp. (11-16) E\$8
131. LOTT, 1909 VG 4-bar on PPC (02-10) E\$6
132. MANOR, 1910 Doane (3/1) on PPC (92-11) E\$5
133. PILCHUCK, 1907 F 4-bar (Ty A) on PPC (98-22) E\$4
134. PORT CRESCENT, 1909 F 4-bar o/s & forwarded on PPC (89-15) E\$4
135. RIVER HOMES, 1914 clear 4-bar (Ty B) on PPC (11-28) E\$5
136. SUNRISE LODGE, 1939 VG 4-bar on PPC (31-44) E\$4
137. WALVILLE, 1912 4-bar (Ty A) on PPC (03-35) E\$4

Standard auction rules apply. Abbreviations: o/s = overstruck; pse = postal stationery envelope; GPC = government postal card.

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ANNOUNCEMENTS

WESTERN AMERICANA Sales/Auctions. Scarce, historical documents, letters, autographs, stocks, occasional postal history. Two illustrated catalogs \$3.00. American West Archives, Box 100-LA, Cedar City, Utah 84720. Also buying, send photocopies. [20-6]

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 [20-3]

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. [21-2]

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]

TOWNS: WANTED

ILLINOIS, COOK COUNTY, DPOs including Ainsworth Station, Argyle Park, Bachelor's Grove, Black Oak, Brainerd Station, Central Park, Chicago Lawn, Clyde, Collierville, Cooper's Grove, Crawford, Dunlap's Prairie, Dunton, Dutchman's Point, East Northfield, Edgewater, Factoryville, Flag Creek, Gross Park, Gross Point, Hazel Glen, Lakeside, Lanes Island, Leyden, Maine, Mulford, New Trier, Normalville, North Evanston, Olmsley, Ovington, Proviso, Reddy, Rexford, Ridgeland, Roby, Sag beach, Short Bend, Sobieski, South Edgewood, South Lawn, South Northfield, Stock Yard, The Grove, Thornton Station, West Lyons, West Northfield, West Pullman, West Wheeling, Wickliffe, Wooster. Alan Swanson, 11 Prospect Road, Lake Zurich, IL 60047. [20-3]

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 Purington, 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]

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]

TOWNS: WANTED

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 Anderson, 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]

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

WANTED US SHIP Covers - accumulations, lots, collections, etc. Prefer cacheted pre-1946. Send list or small lots. Michael Hebert, 2315 Hunters Glen, Wichita Falls, TX 76306 [20-4]

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]

SHIP AND SUBMARINE covers; lots, accumulations, collections. Any era. Send list or small lot for offer. Michael Hebert, 2315 Hunters Glen, Wichita Falls, TX 76306 [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.

WANTED: PAN AMERICAN and Columbian Exposition - cancellations or markings; 2 cent Columbian covers (RPO or machine cancellations). Photocopies. Mario C. Barbieri, 519 Lenox Ave., Westfield, NJ 07090 [21-1]

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]

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other postal items

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]

MISCELLANEOUS: WANTED

WANTED: DISINFECTED COVERS U.S. & Foreign. Paying min. \$25 for any cover hand-stamped DISINFECTED or FUMIGATED or other markings denoting disinfection. Send photocopies with asking price or offer. Member APS. Wm. Sandrik, P.O. Box 6126, Washington, DC 20044. [20-5]

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]

FOREIGN: WANTED

POSTAL STATIONERY used prior to WWI with added franking, paying Registration/Special Delivery charges. Send photocopies of any card or envelope with asking price. Wm. Sandrik, P.O. Box 6126, Washington, DC 20044. [20-5]

EVERY COLLECTION of United States covers has an occasional foreign cover. If you have any unwanted foreign covers used prior to 1920, send them to me with your asking price. I'll buy what I can. Your postage paid if your covers returned. Donald R. Nash, 612 Tophill, Tyler, TX 75703 [20-3]

ANNOUNCEMENT

As an ongoing public service, LA POSTA wishes to publish the names and addresses of persons engaged in compiling lists of DOANE CANCELS by state.

If you are working on such a list, please contact LA POSTA to let us know the state or states on which you are working. We will pass that information along to our readers.



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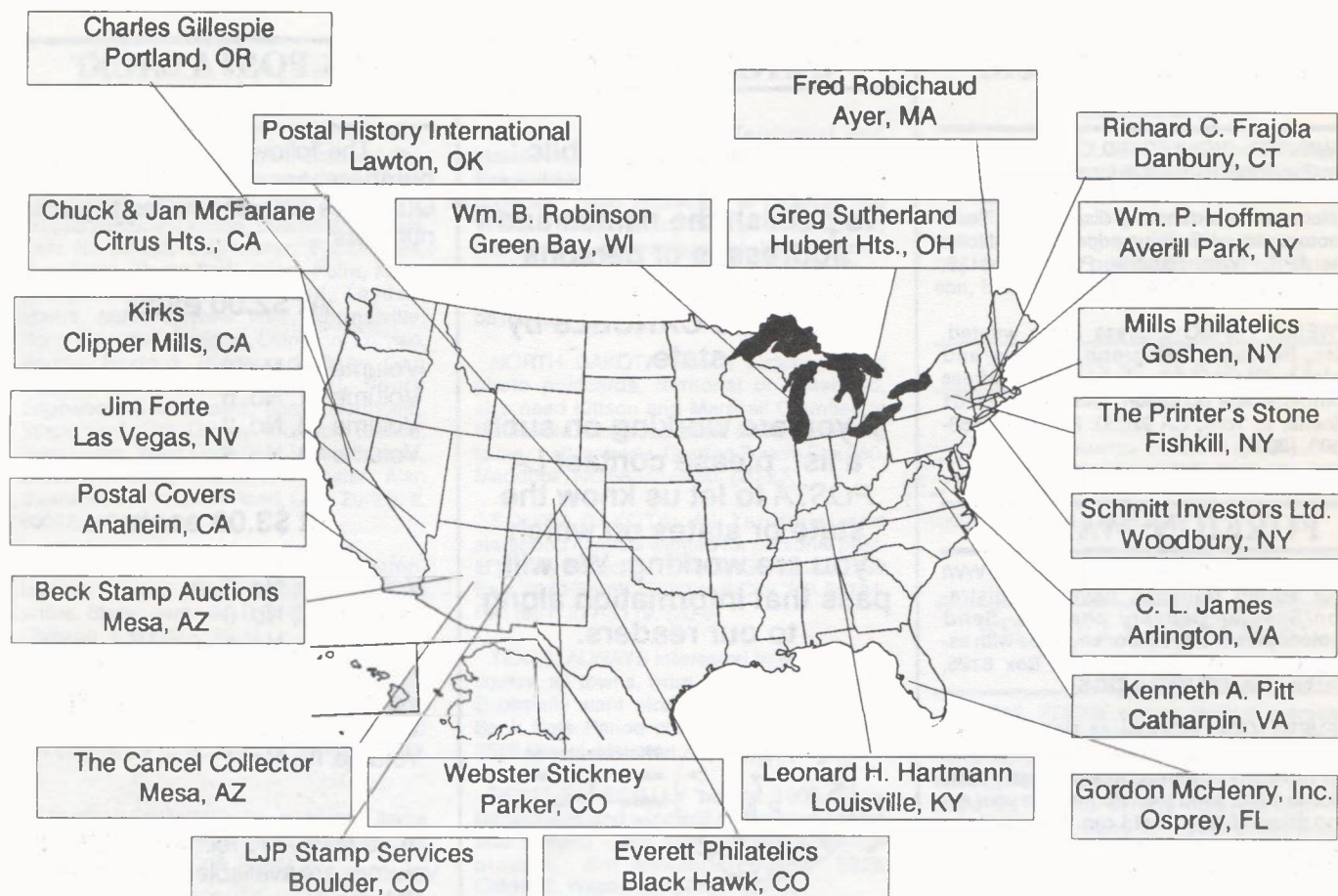
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POSTAL HISTORY AUCTION

- Lot 1. PEPPERWOOD, CAL., 1892, F-VF cds on cpver w/GRIZZLY BLUFF b/s.
- Lot 2. SWEETLAND/J.W. WOODS, P.M., 1890 G lite Postmaster cds on pse opened just into stamp. With letter.
- Lot 3. HILLSDALE, MICH., 1880, VF dcds on pse.
- Lot 4. CORDOVA, MINN/LESUEUR CO./W.V. COURTRIGHT, P.M., 1883, VG County & PM cds w/STAR killer on cvr w/ST. PETER, MINN b/s.
- Lot 5. HILL GOVE, KANSAS, 1875, manuscript pm on cover w/ink stain on back. Scarce 6-year P.O. (1873-1879).
- Lot 6. GREENVILLE, S.C., 1899 VF cds on cover w/ILLUS. MANSION HOUSE cc.
- Lot 7. STEPHENSVILLE, WISCONSIN, 1886, G-F purple dcds on GPC.
- Lot 8. CASSETON/DAK., 1888, G-G+ cds on pse (Territorial).
- Lot 9. CYNTHIANA, KY, 1878 double rim cds on cover w/letter; Fine.
- Lot 10. CENTRAL CITY, IOWA, 1891, F+ FANCY cds on cover w/Ag. Impl. Dealer cc. Opened roughly into 2-cent red; still Fine + cover.

**LA POSTA auction rules apply; Phone Bids welcome
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BIDS CLOSE: MAY 31, 1989



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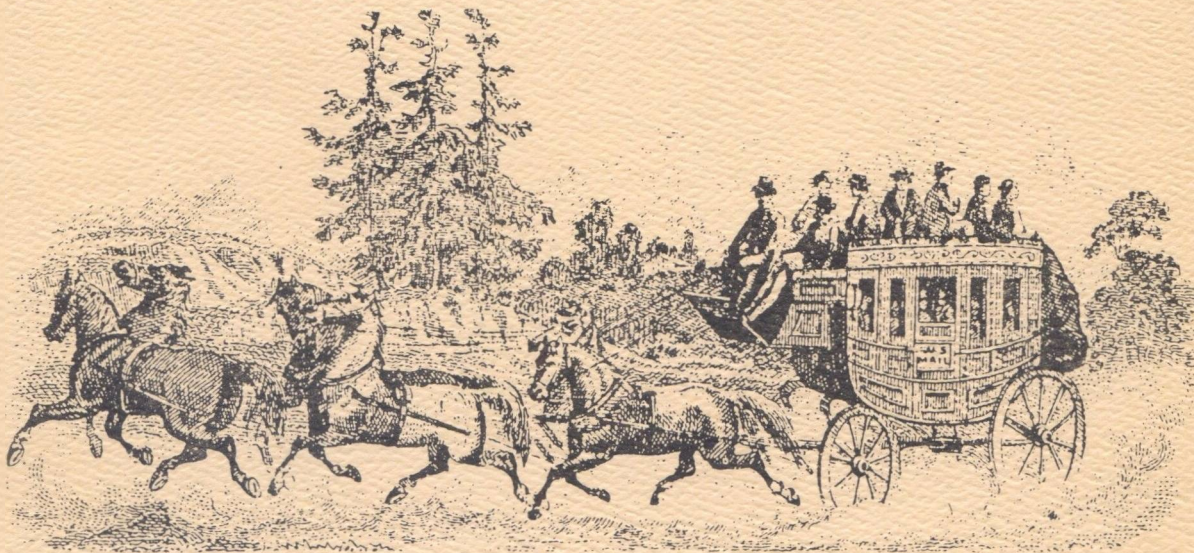
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