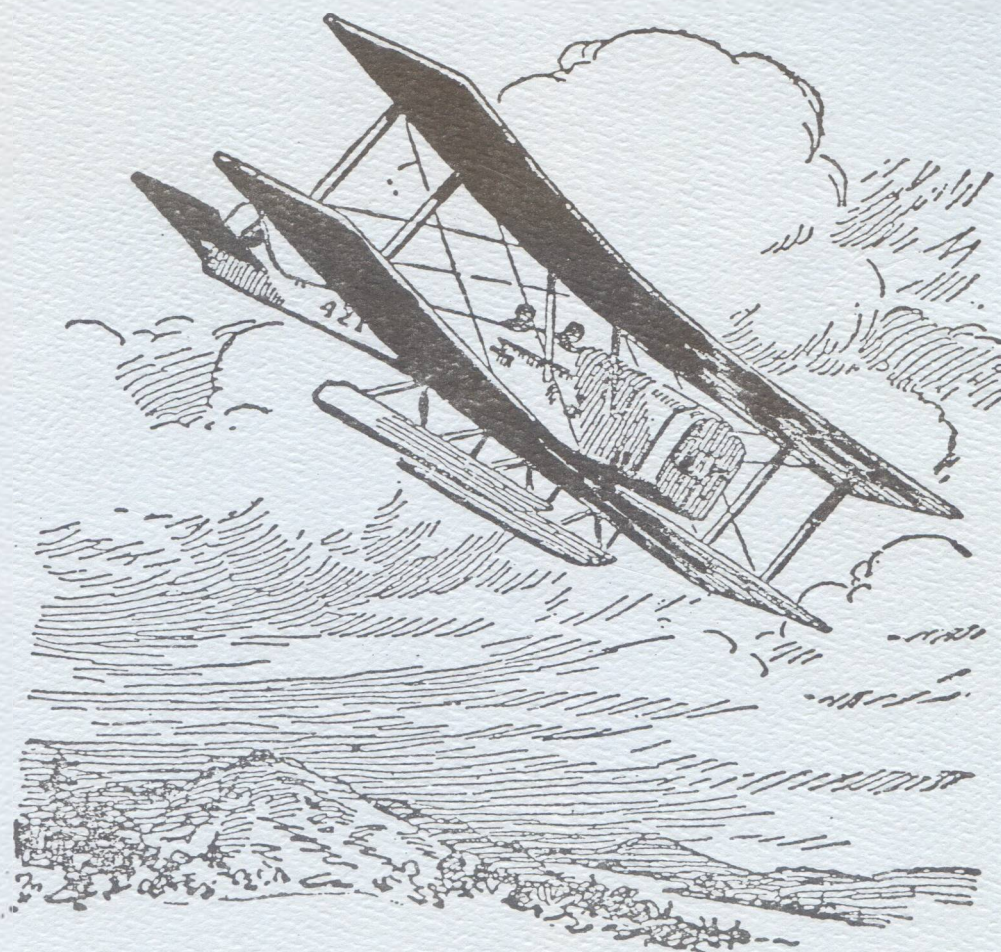


LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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JULY 1989



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COVER: The bi-plane soaring along over a hilly landscape on our cover is intended to call attention to our article on the interesting and complicated structure of air mail surcharges imposed in the 1920's and 1930's on mail carried by air in the US but destined overseas.

AWARDS:

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PUBLISHER'S PAGE

Seminar in Orlando

The stage has been set for a Postal History Seminar to be held in conjunction with FLOREX '89 in Orlando, Florida, on November 2, 1989 -- the day before the show opens. Details of the program, along with information concerning reservations, appear elsewhere in the issue of *LA POSTA*.

This Seminar bears some resemblance to last January's Tucson get-together, but there are likely to be some significant differences. Basically, the format in Orlando will be the same as that used in Tucson -- a panel of invited speakers, who will deliver prepared remarks and encourage participation from the attendees. The size of the panel, however, has been considerably reduced in an effort to limit the tendency for all the talking to flow one way. Speakers are being asked to limit their prepared remarks to very short presentations in a further attempt to encourage an interchange of ideas.



A second major difference between the Orlando Seminar and that held in Tucson will be the much narrower range of topics on the agenda. Indeed, the entire Morning Session will address but a single topic -- Postal History Collecting, including selecting an appropriate theme, researching the subject, acquiring material and displaying the collection. The intent here is to offer some detailed discussion of the "nuts and bolts" of forming a postal history collection. This ought to stand in sharp contrast to the sometimes highly philosophical discourses which dominated the morning session at Tucson.

The three subjects to be considered in the Afternoon Session are also very down to earth. Writing for the Philatelic Press, Expertising Postal History, and Computers and Postal History should all lend themselves to some interesting and lively sharing of ideas and information. The only subject to appear on both the Orlando and Tucson agendas is Expertising Postal History, and that proved to be a particularly popular subject at Tucson so it certainly deserves the added attention. All in all, I am very favorably impressed with the Orlando agenda. It makes a very logical follow-up to the Tucson Seminar, and I look forward to participating and meeting some of you who were unable to attend the Seminar in Tucson. *LA POSTA* will be represented in Orlando by -- at least -- Tom Clarke and David Robinson, in addition to myself.

This issue reflects our semi-casual, summer format in which the normal complement of regional sections is reduced or modified by the warm days of the season. Railroad buffs will no doubt be chagrined to find the Second Section absent in this issue, but Bob Munshower is recovering from some extensive back surgery and needed the time to recoup. I've spoken to Bob since his surgery. He came through with flying colors, and promises to be back with us for the next issue. I know that all of you join me in wishing Bob a complete and speedy recovery.

The amount and diversity of material which has come in for the *La Posta* Donation Auction has been truly astounding. I wish to thank each of you who took the time to make a contribution. Your kindness and generosity is deeply appreciated, and I'm certain the auction proceeds will go far toward alleviating our shaky financial foundation. The Donation Auction booklet should arrive about a week after you receive this issue of the journal. Persons wishing to consign material to the next Subscribers' Auction -- Auction No. 28 -- should mail material so that we have it for lotting prior to August 1, 1989.

Well, folks, I hope you all have a pleasant summer. If you find yourself traveling in the Pacific Northwest, please give us a call. We would love to meet you.

Richard Hellard

LA POSTA ADVERTISING BRINGS RESULTS!

LA POSTA reaches nearly 1,200 avid collectors and dealers of United States postal history living in every state and several foreign countries. Like you, these people are eager buyers and sellers of postal history material and literature. Many of them do not have access to major stamp shows and depend largely on the mails to pursue their hobby.

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Check out our low display ad charges on page 52 of this issue. Then give us a call or drop us a note to learn how we can help you.

SELF-INKING POSTMARK UPDATES

By Jim Felton

For the past year I have continued the task begun by Robert J. Stets to record the usage of the self-inking postmarks. What follows is a list of over 400 newly reported devices or earlier dates for devices already reported. Many thanks to Karen B. Alexander, Darrel Brandt, Harry A. Dreyer, John C. Hufnagel and Robert J. McCurdy for the reports they provided.

In this list the four bar cancels and the double ring counter stamps have been integrated. These abbreviations were used:

4B - four bar cancel

4B9 - four bar with 9-digit ZIP Code

4BN - four bar without ZIP Code

DR - double ring

DRZ - double ring with 5-digit ZIP

DR9 - double ring with 9-digit ZIP

* - earlier date than previously reported

+ - replacement of earlier reported cancel

Any suggestions for a concise way to distinguish between the double ring cancels with USPO and those with USPS?

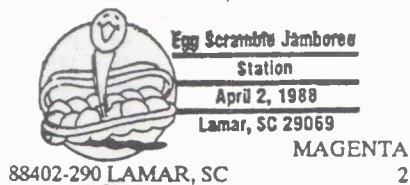
While new self-inkers are coming into use daily, there is already evidence that some places have returned to using conventional handstamps. Reports of new devices dated after the introduction of a self-inker are solicited along with continuing reports of unlisted cancels. Send them to me at P.O. Box 56371, Little Rock, AR 72215.

SELF-INKING POSTMARK UPDATE LIST

AL DAUPHIN ISLAND	4B	07/08/88	CA BLUE JAY	DRZ	08/10/86	GA DULUTH	4B	06/17/88
MALCOLM	4B	07/08/88	CARMEL BY THE SEA	4B	04/12/88	DULUTH Gwionetta Pl Br	DRZ	05/04/88
McINTOSH	4B	07/08/88	COULTEVILLE	4B	03/30/88	DULUTH PLAC?	DRZ	07/10/86
ORANGE BEACH	DRZ	07/08/88	EDWARDS AFB STA	4B	07/08/88	MADISON	4B	04/17/88
RUSSELLVILLE	DRZ	09/27/88	KALEI CPO VACAVILLE	DRZ	12/10/87	MINERAL BLUFF	DRZ	10/27/87
SATSUMA	4B	07/08/88	MARE ISLAND	4B	12/27/88	OCHLOCKNEE	4B9	12/04/87
SUMMERDALE	DRZ	01/19/88	MOUNTAIN VIEW -			ODUM	4B	09/13/85
TUSCALOOSA -			MOFFATT FIELD BR	DRZ	12/10/87	ST MARY'S KINGS BAY BR	DR	01/08/88
UNIVERSITY STA	4B	02/17/88	NORTH OAKLAND STA	DRZ	03/29/88	SMYRNA CONCORD SQ STA	DR	03/10/88
VALLEY	4B	11/27/84	OCCIDENTAL	4B	06/17/88	WALESKA	DRZ	09/03/88
AK CHUATHBALUK	4B9	05/31/88	REDLANDS	DRZ	10/17/88	IO BOISE	DR	05/22/87
NIKISKI	4B	02/15/89	SAN QUENTIN	DRZ	03/30/88	RICHFIELD	4B	04/20/88
AZ OVERGAARD	4B	03/28/88	SANTA CLARA AGNEW STA	DRZ	08/17/88	IL BLOOMINGDALE	DRZ	04/08/88
AR ATKINS	4B	02/23/89	SANTA MARIA ORCUTT BR	DR	06/18/85	BOLINGBROOK	DR	05/06/88
AUBREY	4B	02/13/89	SKYFOREST	4B	09/22/88	BOURBONNAIS	DRN	03/11/89
BANKS	4B	01/21/88*	SOLVANG	DR	01/11/88	BROADLANDS	4B	05/19/88
BEN LOMOND	4B	01/30/88	SPRING VALLEY	DRZ	09/25/88	"	DR	05/19/88
BLYTHEVILLE	4B	07/23/88	SPRING VALLEY STA A	DR	02/03/87	CENTRALIA	4B9	05/24/85
CHERRY VALLEY	4B	03/11/88	TRONA	DR	04/15/88	CORNLAND		
CLARENDON	4B	03/11/88	VALLEJO	DRZ	03/24/88	FARMER CITY	4B	10/15/85
CLARKE DALE	4B	04/04/88	WILLITS	DR	06/11/86	KIRKLAND	DRZ	01/23/89
CRAWFORDVILLE	4B	04/01/88	YOSEMITE NAT'L PARK	DRZ	02/14/89	MILAN	DR	12/30/87
DES ARC	4B	04/05/88	CO ALAMOSA	4B	09/04/87	MENDOTA	DRZ	11/29/88
GRIFFITHVILLE	4B	05/05/88	DINOSAUR	4B	02/16/88	OAKLAWN	DR	05/18/88
HINDSVILLE	4B	04/30/88	DURANGO	DR	05/16/88	OAKWOOD	4B	09/12/85
HOPE	4B	04/30/88	CT COLLINSVILLE	4BN	01/10/86	O'FALLON	DR	09/16/85
HORATIO	4B	04/01/88	COS COS	DRZ	12/12/88	OHIO	4B	09/19/85
IMBODEN	4B	03/15/88	GALES FERRY	4B	01/06/87	PEORIA	DR	02/03/89
LUXORA	4B	03/15/88	"	DR	21/06/87	ROCKFORD	4B	??/??/88
LYNN	4B	03/15/88	GRANBY	4B	05/19/87	ROSELLE	DRZ	04/19/88
MADISON	4B	02/02/89	SHARON	DRZ	05/04/87	WASCO	4B	11/07/88
MAGNOLIA	DR	03/13/89	TAFTVILLE	4B	06/16/88	WELDON	4B	11/19/88
MARKED TREE	4B	04/01/88	TARIFFVILLE	4B	01/23/88	WOODFIELD BR	DR	??/??/86
MAYFLOWER	4B	04/04/88	UNCASVILLE	4B	03/11/87	IA ALBURNETT	4B	03/25/88
MONETTE	4B	04/13/88	WESTON	4B	12/26/85	ALLISON	4B	??/??/88
MORO	4B	03/31/88	WESTPORT SAUGATUCK STA	4B	12/24/85	"	DR	??/??/88
OIL TROUGH	4B	03/31/88	WEST SIMSBURY	DRZ	05/25/88	ATALISSA	4B	08/18/88
"	DRZ	03/31/88	WILTON	DRZ	07/14/88	"	DR	08/18/88
PLEASANT PLAINS	4B	03/15/88	DE OCEANVIEW MILLVILLE	4B	12/02/87	BARTLETT RURAL STA	4B	03/25/88
"	DRZ	09/02/88	FL CAPE CANAVERAL	DRZ	11/11/88	CASTALIA	DR	02/01/88
PORTLAND	4B	03/15/88	DESTIN	4B	07/11/88	CLARINDA	4B	06/01/88
SIDNEY	4B	03/17/88	FT WALTON BCH	DR	07/11/88	"	DR	06/01/88
SNOW LAKE	4B	03/21/88	MARY ESTHER	DR	07/11/88	DANBURY	4B	05/10/88
SUMMIT	4B	03/15/88	OCALA	4B	??/??/88	"	DR	05/10/88
TILLY	4B	02/17/89	ONA	4B	03/30/88	DECATUR	4B	??/??/88
TUMBLING SHOALS	4B	03/15/88	PENNEY FARMS	DRZ	04/16/87	DEWITT	4B	05/18/88
TYRONZA	4B	03/21/88	SHOPS OF MARCO CONTR STA	4B	09/27/88	DUMONT	4B	??/??/88
VAN BUREN	4B	04/02/88	SPRING HILL	DRZ	08/19/88	DYERSVILLE	4B	12/21/84
VIDLA	4B	04/01/88	STEINHATCHEE	4B	11/02/87	ELGIN	4B	??/??/88
WALDRON	4B	05/26/88				"	DR	??/??/88
WENER	4B	03/16/88						

SELF-INKING POSTMARK UPDATE LIST

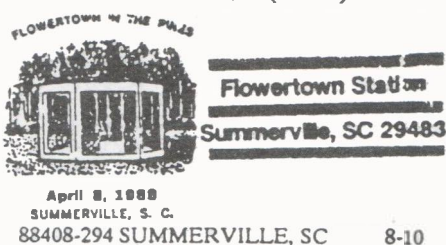
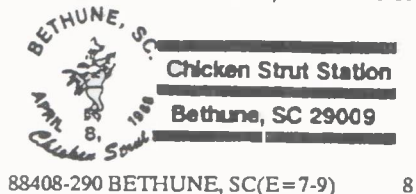
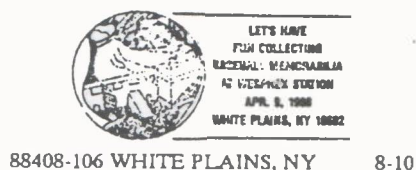
IA	ELMA	4B	??/??/88	MO	BLUE SPRINGS	DRZ	04/03/86	NC	ANGIER	DRZ	08/01/88
	FAIRBANK	4B	??/??/88		BOURBON	4B	08/05/88		ATLANTIC BEACH	4B9	11/13/84*
	"	DR	??/??/88		CORNING	4B	07/08/88		BLOWING ROCK	DRZ	12/06/85
	HIAWATHA	4B	07/21/88		CONCEPTION	4B	07/11/88		CLEMMONS	DRZ	10/07/88
	"	DR	07/21/88		MANSFIELD	4B	08/25/88		HENDERSONVILLE SOUTH STA	DR	10/15/87
	HOUGHTON	4B	07/06/88		PICKERING	DRZ	11/30/87		MIDLAND	DRZ	11/20/87
	"	DR	07/06/88		STOUTSVILLE	4B9	11/30/87*		PILOT MOUNTAIN	DRZ	08/08/88
	HUDSON	4B	??/??/88	MT	ANACONDA	DR9	04/14/87		VALLEY CRUCIS	4B	10/05/88
	INDIANOLA	DR	09/23/85		CONRAD	4B	07/27/87	ND	MARTIN	4B	01/03/89
	IOWA CITY	4B	07/11/88		CUT BANK	4B	10/19/87	OH	CATAWBA	DRZ	06/30/85
	IOWA FALLS	4B	??/??/88		DRUMMOND	4B	02/17/88		CHILLICOTHE	4B	02/12/88
	"	DR	??/??/88		HARRISON	DR	??/??/85		COLUMBUS BUSCH FIN STA	DRZ	06/23/86
	LAMONT	4B	??/??/88	NE	BELLWOOD	DRZ	02/02/88		" GAHANNA BR	DRZ	08/02/86
	"	DR	??/??/88		GRAND ISLAND				" OAKLAND BR	DRZ	06/23/86
	MARENGO	4B	09/09/88		BURKETT STA	DR	08/22/86		ENGLEWOOD	4B	01/08/85
	"	DR	01/20/88		SPENCER	4B	06/13/88		FINLAY	4B	08/03/88
	MARION	4B	09/18/86		NEBRASKA CITY	DRZ	02/19/88		GALION	DRZ	08/18/87
	MITCHELLVILLE	4B	??/??/88		SPRINGDALE	DRZ	02/04/88		GRANVILLE	4B	06/03/86
	NEW VIRGINIA	DR	??/??/88		YORK	DRZ	02/04/88		HOLMESVILLE	4B	11/07/88
	NORWALK	4B	??/??/88		NV BEATTY	4B9	09/19/88		IRWIN	4B	03/10/87*
	"	DR	??/??/88		"	DRZ	09/19/88		ORIENT	4B	08/03/88
	OAKLAND	4B	12/13/85		NJ BARNEGAT LIGHT	DR9	06/29/88		ORWELL	4B	09/04/86
	PALO	4B	06/14/88		BASKINS RIDGE	4B9	05/23/88		OTWAY	4B	09/02/86
	"	DR	06/14/88		COLUMBUS	4B	05/21/88		TROY	DRZ	06/10/87
	PRINCETON	4B9	05/18/88		ENGLISHTOWN	4B	11/23/88+	OK	GRANT	DRZ	11/13/87
	"	DRZ	05/18/88		LEBANON	DRZ	06/13/88		KANSAS	4B	07/05/88
	SHEFFIELD	4B	??/??/88		MARLBORO	DR	12/17/88		SAND SPRINGS	DRZ	12/22/87
	"	DR	??/??/88		NORTHFIELD	DRZ	05/05/87		STRATFORD	4B	02/03/89
	SIDNEY	4B9	06/15/88		PISCATAWAY	4B	02/05/88	OR	CRAWFORDSVILLE	4B	10/14/88
	"	DR	06/15/88		RIVERTON	DRZ	10/17/88		OSAGE	4B	10/12/88
	SLATER	DR	08/16/88		VINELAND	DRZ	01/13/88		SWEET HOME	DRZ	06/22/87
	SOLDIER	4B9	02/02/88		WHARTON	4B	11/01/86	PA	ADAMSVILLE	DR	01/16/87
	"	DR	02/02/88		WHITEHOUSE	4B	08/01/88		BIRD-IN-HAND	4B	03/09/88
	SOLOM	DR	06/15/88		"	DR	06/10/88		BLUE BALL	4B	04/08/88*
	VINTON	4B	??/??/88		NM ANTHONY	4B	08/01/88		COLLEGEVILLE	4B9	03/03/88
	"	DR	??/??/88		"	DRZ	08/01/88		"	DRZ	03/03/88
	WALFORD	4B	05/16/88		CLINES CORNERS	4B	01/25/88		DARBY	DRZ	01/08/86
	"	DR	??/??/88		GARFIELD	4B	07/20/87		MEDIA	DRZ	11/21/88
	WEST POINT	4B	05/17/88		SAN YSIDRO	4B	01/12/87*		NEW BLOOMFIELD	DRZ	??/??/88
	"	DR	05/17/88		SILVER CITY	DRZ	03/07/88		NORWOOD	4B	11/14/88
	WILLIAMSBURG	4B	05/09/87		NY ARMONK	DR9	06/02/86		OREFELD	4B	01/20/86
KS	BUCKLIN	4B	12/13/85		BALDWIN N BALDWIN STA	DRZ	07/21/86		PAOLI	DRZ	01/09/89
	OLPE	4B	12/13/85		BALDWIN PLACE	4B	07/21/88		PARADISE	DRZ	07/13/88
	OSAWATOMIE	DRZ	08/30/88		BEDFORD	4B	03/14/88		PITTSTON DUPONT STA	DR	03/03/88
KY	CYNTHIANA	4B	08/08/88		BETHPAGE	DR	10/03/88		PLUMSTEADVILLE	4B	12/23/88
	EIGHTYEIGHT	4B	03/07/85		BRIARCLIFF				RED LION	DRZ	08/19/88
	LIBERTY	4B	12/16/85		SCARBOROUGH STA	DRZ	06/26/88		ROCHESTER	DRZ	06/21/88
	OAKLAND	4B	08/13/88		BUCHANAN	DRZ	01/20/88		SCHWENKSVILLE	DRZ	02/06/88
LA	ABITA SPRINGS	4B	03/01/89		CARMEL	DRZ	12/11/87		SEVEN VALLEYS	DRZ	05/31/88
	CULLEN	4B	09/19/88		COLLINS CENTER	4B	12/30/87	SC	EDISTO ISLAND	4B	04/29/87*
	GIBSON	4B	01/31/89		CONEWANGO VALLEY	4B	05/03/88		GOOSE CREEK	DRZ	09/22/88
	NATCHEZ	DR	??/??/??		CORNWALL	DRZ	02/20/88		LEESVILLE	DRZ	10/15/87
ME	UNITY	DRZ	10/10/86		CROTON-ON-HUDSON	DRZ	03/18/88		MONCKS CORNER	4B	06/17/88
MD	ANNAPOLIS	DRZ	10/22/88		CRUGERS	DR9	09/10/87		SANTE	4B	04/19/85
	ANNAPOLIS JUNCTION	4B	11/05/88		ERIEVILLE	4B	09/20/88	SO	FAIRVIEW	4B	12/29/88
	ARNOLD	4B9	02/04/86		HARRIMAN	4B	02/16/88		TEA	4B	03/15/88
	BRADSHAW	4B	??/??/88		HIGHLAND MILLS	4B	12/02/85		WAWONKA	4B	07/09/85
	BRINKLOW	4B	08/10/87		HOPEWELL JCT	DRZ	04/01/85	TN	BEECH BLUFF	4B	10/06/86
	MARYVILLE	4B	08/13/88		JASPER	4B	05/09/88	TX	BARKER	4B	06/13/88
	PARSONSBURG	4B	08/28/86*		LAKE RONKONKOMA	DRZ	10/21/87		BROOKSTON	4B	07/08/88
	THURMONT	DRZ	04/23/87		LEWIS	4B	09/06/88		CYPRESS	DRZ	03/22/88
MA	ACCORD	4B	01/04/87		MAYBROOK	4B	04/15/87		DEL RIO	DRZ	08/27/87
	ADAMS	DR	05/24/88		MONROE	DR9	04/25/88		ELKHART	4B	03/11/89
	BERKLEY	DR	12/16/86		MONSEY	DRZ	09/30/87		FREEPORT DOWNTOWN STA	DR	04/30/85
	WEST STOCKBRIDGE	DR	11/13/87		MT KISCO	DRZ	10/21/86		GONZALES	4B	06/16/88
	WILLIAMSTOWN	4B	01/12/89		NEW CITY	DRZ	02/19/87		GRAPEVINE	DRZ	02/04/88
MI	ACME	4B	05/01/87		NYACK	4B	02/08/88		JUDSON	4B	09/20/88
	BLQMFIELD HILLS	4B	09/06/88		PEARL RIVER	DRZ	03/12/85		KENEY	4B	09/29/88
	FRANKFORT	4B	05/10/88		POMONA	4B	10/02/85		LEANDER	DRZ	07/10/88
	GIBRALTER	DR9	11/05/86		PORT EWEN	4B	05/22/88		LEROF	4B	02/19/88
	JONESVILLE	4B	12/22/88		RYE	4B	01/20/88		MINEOLA	DRZ	07/10/88
	LOWELL	4B	07/22/88		SALT POINT	4B9	06/27/88		NOLANVILLE	4B	03/11/88
	RUTH	4B	08/30/88		SAVANNAH	DRZ	11/07/88		PAINT ROCK	4B	09/20/88
	SIDNEY	DR	03/12/86		SHENOROCK	DRZ	05/06/85		ROGERS	4B	??/??/88
MN	AUSTIN	4B	11/17/87		SOMERS	4B	04/14/88		RUSK	DRZ	01/26/87
	FAIRFAX	4B	05/13/86		SOUTH SALEM	4B	01/27/88	UT	THORNDAL	4B	02/23/89
	LAKE PARK	4B	09/19/88		SPARKILL	DRZ	02/19/88		CENTERVILLE	4B	11/12/87
	WENDELL	4B	12/21/85		STONYBROOK	4B	07/13/88		ESCALANTE	4B	09/15/87
MS	BRUCE	4B	03/03/88		THORNWOOD	DRZ	02/19/88	VT	BROWNSVILLE	4B	12/23/88
	PICAYUNE	4B			WACCABUC	4B			CAVENDISH	4B	05/27/88
									HERNDON	4B	08/30/88



GENERAL IMAGE, INC. CATALOGS PICTORIAL COMMEMORATIVE CANCELS

For the past decade or so the US Postal Service has followed a policy which makes it a relatively easy matter to acquire a commemorative pictorial cancel for use at local philatelic -- and other -- special events. In addition, the USPS has become much more liberal in the use of commemorative cancels to promote and celebrate events and ideas on the regional and national level. The result has been an avalanche of pictorial cancels in recent years, and, as might be expected, these have become a collecting specialty in their own right.

General Image, Inc., a company operated by Paul Brenner, P.O. Box 335, Maplewood, NJ 07040, has become the leading cataloger, and a major supplier, of pictorial commemorative cancels. General Image, Inc. publishes their own *Commemorative Cancellation Catalog*, which consists of the cancels illustrated at reduced size (see above) and listings



by locality of use and subject matter. The catalog for 1988 was published in 10 parts during the course of the year, and, while similar catalogs for prior years do not exist, Brenner hopes to make them available eventually.

In a recent telephone conversation with Brenner, he estimated that the USPS is currently authorizing about 1,300 commemorative cancels per year, and that figure does not include the broad-brush approach sometimes used to publicize a statewide, or regional event. Brenner reports that there exists an organization called the Pictorial Cancellation Society, whose 200 members are actively engaged in collecting commemorative cancels.

While the majority of commemorative cancels apparently benefit from ample publicity in the philatelic press, there are those which come into use with very little fanfare. Such cancels, reports Brenner, can often be very difficult to obtain, and this aspect adds a good bit of challenge to the hobby.

Readers interested in learning more about commemorative cancels and the *Commemorative Cancellation Catalog* are urged to contact General Image, Inc. at the address listed above.

A NOTE ON COVER NOTATIONS

Douglas Penwell of North Las Vegas, Nevada, writes:

I recently went on a trip back home to Rochester, NY, where I picked up quite a few (you guessed it) covers for my collection. I noticed an alarming trend of many pencil notations on the front of the covers. Please avoid making notes on the front of covers. If they are too heavy, they are very difficult to erase completely. If you must make notes, follow these rules:

- 1) Use a soft lead #2 pencil.
- 2) Use a pencil with a medium point. If the pencil is too sharp, it may damage the paper. If too dull, you will have to press down harder and may leave too large a mark.
- 3) Make notes on the back of the cover. This way you will not detract from the appearance of the front of the cover.
- 4) Lastly, think paper conservation! The item of which you are not caretaker will last much longer if treated properly.

Self-Inking Postmark Update (cont.)

VA BROADWAY	4B	10/28/88
GRETN	4B	05/17/88
MANASSAS	4B	12/14/88
MAURERTOWN	4B	04/06/87
NARROWS	DRZ	04/27/87
STEPHENSON	4B	03/24/88
WILSONS	4B	03/07/88
WA BELLINGHAM	DRZ	06/12/87
CLINTON	DRZ	06/24/87
VASHON	4B	04/11/88
WI EAST TROY	DRZ	01/??/88
HAZEL GREEN	4B	??/??/88
ONALASKA	DRZ	01/13/88
PEWAUKEE	DRZ	05/24/88
WAUSAU		
WASHINGTON SQ STA	DRZ	07/05/88
WESTBY	4B	02/08/88
WY MILLS	4B	01/12/88

RHODE ISLAND POSTAL HISTORY SOCIETY BEGINS PUBLICATION

Thomas E. Greene, P.O. Box 3822, North Providence, RI 02911, has forwarded the first two issues of the recently organized Rhode Island Postal History Society *Journal*. Thus far, two issues of the bi-monthly *Journal* have been published and they contain articles on a variety of postal history subjects including Rhode Island towns, "Postmark Collecting the Old Fashioned Way", and "Maps Showing Post Offices and Postal Routes". An interesting feature of the *Journal*, which is offset printed on stapled 8.5x11-inch pages, are some hand-colored maps in the first two numbers. The practice of hand-coloring maps in publications of any kind became generally obsolete in the United States around 1890, and it is a measure of the care which Editor Greene is giving the *Journal* that he and his assistants have taken the time to make it look as good as possible.

FLOREX TO HOST POSTAL HISTORY SEMINAR IN NOVEMBER

Dr. Ken Schoolmeester, P. O. Box 8465, Greensboro, NC 27419, has announced that arrangements have been finalized to hold a Postal History Seminar in conjunction with FLOREX 1989 on November 2, 1989, in Orlando, Florida. The Seminar will occur on Thursday, the day preceding the opening of FLOREX.

Although patterned on the very successful Postal History Seminar held in conjunction with ARIPEX in Tucson last January, the FLOREX Seminar will employ a slightly dif-

ferent format and an agenda of completely different postal history topics.

The Morning Session (8:45 - Noon) will consider four aspects of Postal History Collecting including 1) Selecting an Appropriate Theme; 2) Researching the Subject; 3) Acquiring the Material; and, 4) Displaying the Collection. The panel for the Morning Session consists of Lowell Newman, Brian Green, Harvey Tilles and Bill Bomar.

Lowell Newman, currently a director of W.A. Fox Auctions, was previously employed by the Smithsonian Institution and worked with the National Philatelic Collection for seven years. He is an accredited international judge, a columnist for *Stamps* magazine, and a regular contributor to the *American Philatelic Congress Book*. Brian Green, a recognized authority on Confederate Postal History, was previously employed by the Philatelic Foundation. Harvey Tilles has published three perfin catalogs and is a recognized authority on security endorsements. Bill Bomar is a widely known authority on Exposition postmarks and author of the popular guide, *Postal Markings of United States Exposition*.

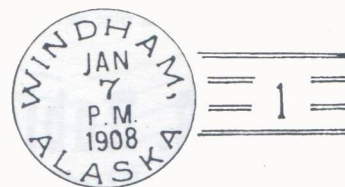
Schoolmeester reports that the discussions will focus on non-traditional themes in postal history collecting and exhibiting, and the schedule has been organized to permit ample interchange between the panel and seminar participants. Three subjects will be covered during the Afternoon session (12:45 - 3:30). The first of these will be Writing for the Philatelic Press (12:45 - 1:30) and the panel will be Bill Welsh, Editor of *The American Philatelist*; Brian Green; Lowell Newman; and Richard Helbock, publisher of *La Posta*. The second afternoon topic will be Expertising, with a panel consisting of David Phillips, Brian Green and Lowell Newman, and the final topic will be Computers and Postal History with a panel consisting of Richard Helbock and "a player to be named later."

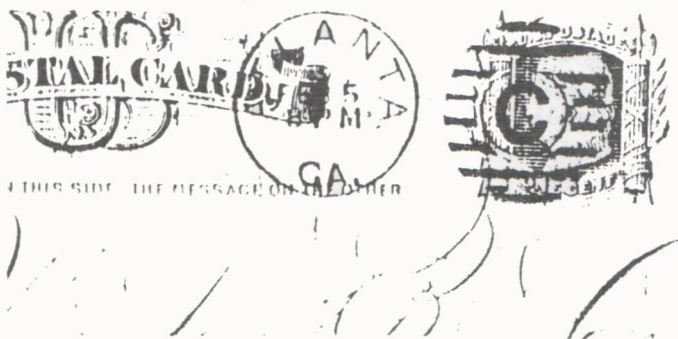
All registered participants at the Florex Postal History Seminar will receive, as part of their Registration Package, a booklet containing articles by the panel discussing subjects to be covered in the Seminar. This booklet will be available only to those who participate in the Seminar. Persons wishing to participate in the FLOREX Postal History Seminar may register by writing Dr. Ken Schoolmeester, Co-ordinator, P.O. Box 8465, Greensboro, NC 27419. The registration fee is \$30.00, which includes the Seminar Booklet. The number of registrations is limited by space constraints, and, while the Registration Deadline is September 15, 1989, interested persons are requested to secure their registrations early.

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.





ATLANTA, GEORGIA LEAVITT MACHINE CANCEL REPORTED - AT LAST

By R. F. Hanmer

Leavitt machine cancels, the products of the earliest successful American postmarking machines, have been known and eagerly collected for many decades. Reports from the 1870's and 1880's have named the 29 cities where Leavitt machines were installed. Examples from all but one city were accounted for long ago, but no one reported finding an Atlanta Leavitt.

The irony of this missing Leavitt was underscored by R. G. Morris when he wrote in the June 1980 issue of Machine cancel Forum quoting an 1879 letter from Atlanta Postmaster Benjamin Conley in which Conley termed the machine "indispensable."

The discovery example of an Atlanta Leavitt is dated 1881. How much was the machine used in 1879 and 1880, and what has become of those cancels? Postal card collectors in the South may have a few unrecognized treasures in their collections.

Collectors desiring to learn more about Leavitt machine cancels should consult the authoritative reference authored by Frank B. Stratton and Robert J. Payne. Titled the *Descriptive Catalog of the Leavitt Machine Cancellations*, this most useful and well-illustrated work was published by The United Postal Stationery Society in 1985.



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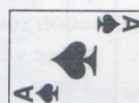


HALLER DISCOVERS FANCY FLAG

Larry Haller of Anchorage, Alaska, reports the discovery of a previously unknown waving flag fancy cancel (see illustration). The design of this flag is similar to that used on the "Liberty Cap on Staff" described by Frederick Langford, page 79, *Standard Flag Cancel Encyclopedia*, but the flag waves from right to left instead of from left to right. Haller's discovery example was used at Empire City, Oregon, on May 3, 1887. Interestingly, the same Empire City postmark (Whitelsey Type 7) is known from Jan. 20, 1884 to April 21, 1887, used with an 8-point fancy star in circle killer.



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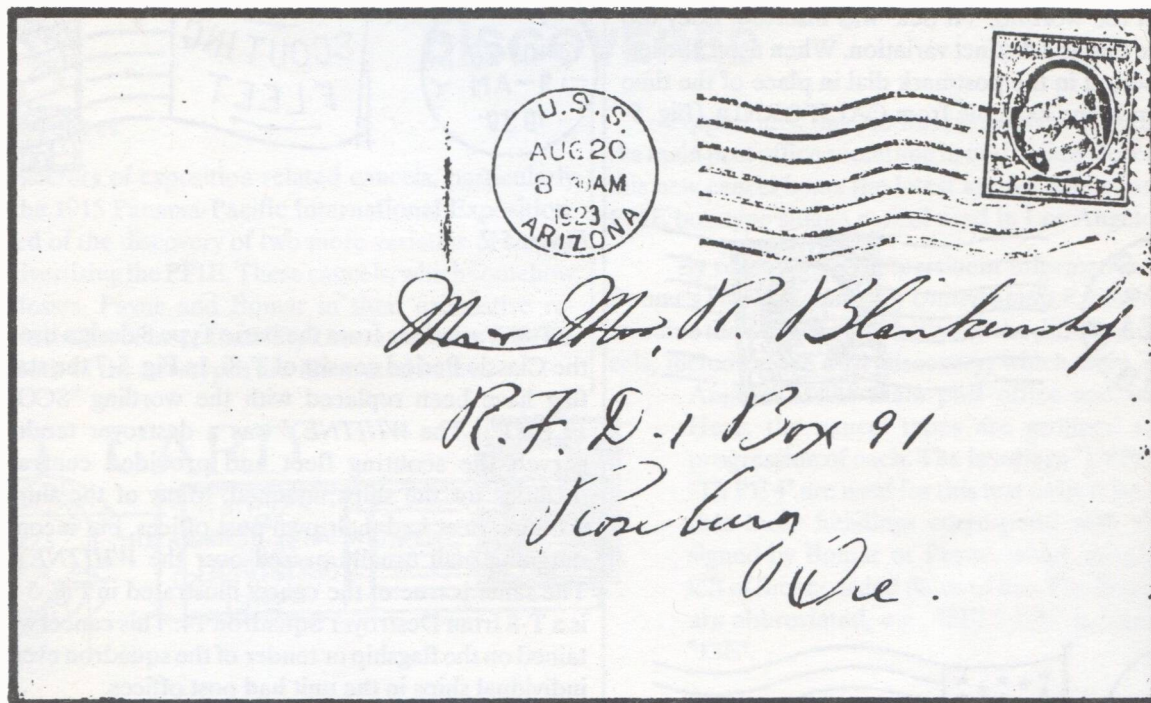


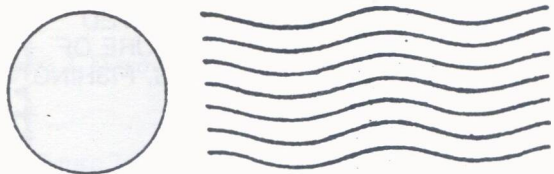
Figure 5-1. This cover displays a Locy Type 7 machine cancel from the USS ARIZONA.

THE LOCY SYSTEM - PART 5

By James Myerson,
USCS Historian
928 Towne Avenue, Los Angeles, CA 90021

Two types of machine canceling devices were issued to naval post offices prior to 1930. Ships receiving them were selected because they either had a large compliment or were the flagship or tender for a group of smaller ships, which together created a large volume of mail.

TYPE 7



The first machine cancel aboard navy vessels appeared in 1919. It is characterized by a small circular postmark containing the date, time and ship name at the bottom. The killer consists of seven wavy lines. The cancels from ARIZONA

(Fig. 5-1) and PENNSYLVANIA (Fig. 5-2) are basic Type 7 (T-7) cancels.

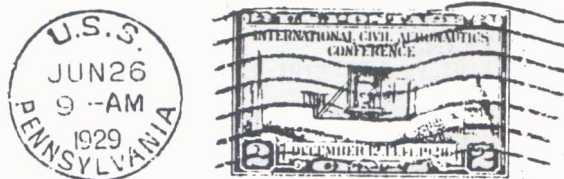


Figure 5-2.

T-7T The only recognized variation of T-7 cancels during the Classic Period is the T-7T. In this cancel the ship name appears at the top of the circular postmark dial as shown in Fig. 5-3 from MARYLAND.

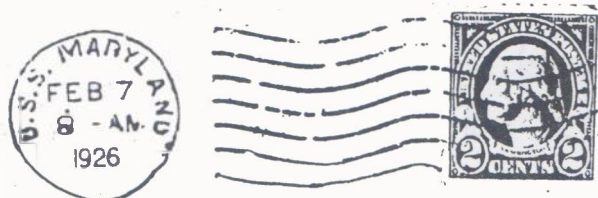


Figure 5-3.

Another feature of some T-7 cancels is a removable slug in which the wording "At Sea" was inserted. Locy did not recognize this as a distinct variation. When used, the letters were inserted in the postmark dial in place of the time slug as shown in the example from CALIFORNIA (Fig. 5-4).

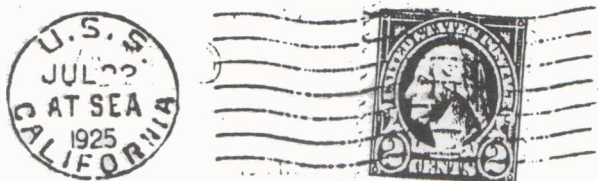
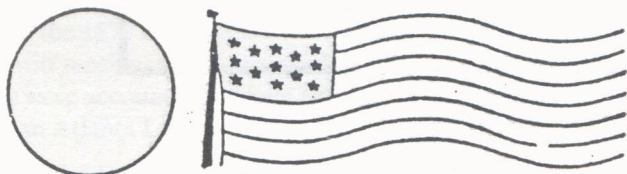


Figure 5-4.

TYPE 8



Type 8 is a flag cancel much like those used at the time in other post offices. Such machines were issued to very few ships and appeared in the late 1920's. Fig. 5-5 from FLORIDA illustrates the basic Type 8 design with ship name at top. As with Type 7, the time slug could be replaced with an "At Sea" slug. An example of this substitution is shown in Fig. 5-6 from TEXAS

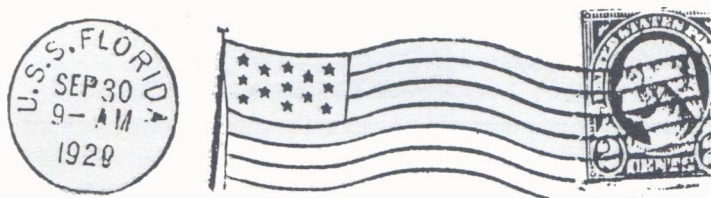


Figure 5-5.

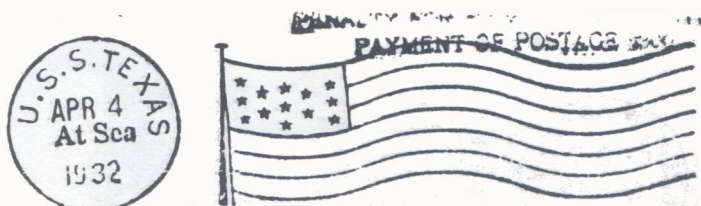


Figure 5-6.

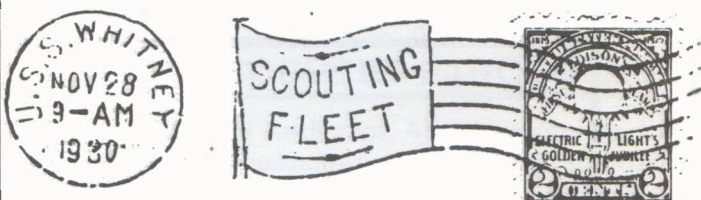


Figure 5-7.

T-8i Variations from the basic Type 8 design used during the Classic Period consist of T-8i. In Fig. 5-7 the stars of the flag have been replaced with the wording "SCOUTING FLEET". The WHITNEY was a destroyer tender which served the scouting fleet and provided central postal facilities for the ships attached. Many of the ships in the scouting fleet had their own post offices, but incoming and outgoing mail usually passed over the WHITNEY's deck. The same is true of the cancel illustrated in Fig. 5-8, which is a T-8 from Destroyer Squadron 14. This cancel was maintained on the flagship or tender of the squadron even though individual ships in the unit had post offices.

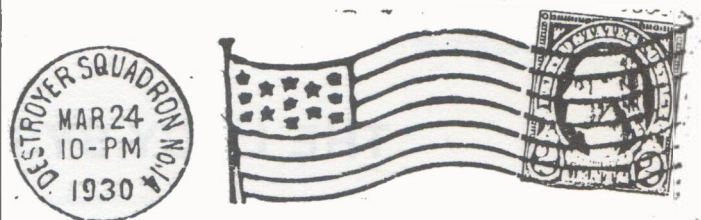


Figure 5-8.

POSTMARKS OF TERRITORIAL ALASKA THIRD EDITION

By Richard W. Helbock

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PANAMA-PACIFIC SLOGAN VARIATIONS DISCOVERED

By Jim Mehrer

Collectors of exposition related cancels, particularly those of the 1915 Panama-Pacific International Exposition, are advised of the discovery of two more varieties of slogan cancels advertising the PPIE. These cancels, which somehow eluded Messrs. Payne and Bomar in their exhaustive research, join the list of more than fifty known varieties of PPIE slogans. Both of the new types are illustrated below.

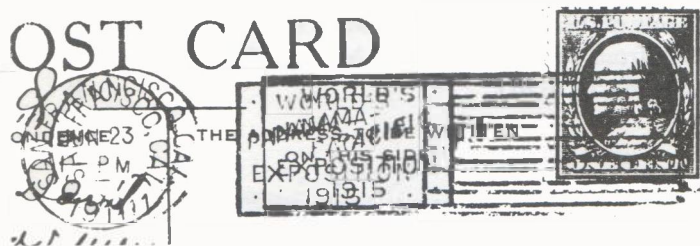


Figure 1

Figure 1 shows a picture post card that appears to be double-struck with identical examples of Bomar type SF15-09-7A (Payne type 7a). However, close examination reveals that one of the cancels features a dateless postmark dial, while the other is dated June 23, 1911. This was the first day of use of this cancel, which is only known dated June 23 through June 27. Was the dateless cancel used to process third class mail, as was the practice; or was it created by an error of omission and then corrected? This discovery copy does not provide a clear answer to the question.

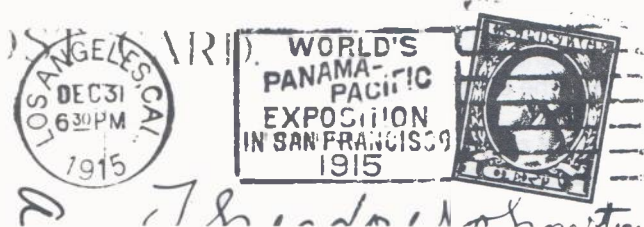


Figure 2. Discovery copy of SF15-13GG

Figure 2 illustrates a second new type of slogan which raises some questions of its own. Although the killer bars are not easily seen here, they are the same as in Bomar type SF15-13G (Payne type LA-C2a) showing two sets of vertical breaks in the bars. However, while SF15-13G reads "LOS ANGELES, CAL. STA. C" in the postmark dial, this postmark reads only "LOS ANGELES, CAL." in the dial. Bill Bomar has assigned this type number SF15-13GG.

Apparently, this die was transferred from Station C to the main post office sometime in mid to late December. Also, this new cancel bears the latest known date of any reported PPIE box-type slogan cancel used in Los Angeles.

By rearranging the pertinent information taken from Bomar's *Postal Markings of United States Expositions*, we can examine the relationships between the different types of cancels, including the new discovery, which were used in Los Angeles at the main post office and at Station C. Here, the cancel types are grouped to show the progression of each. The headings "TYPE 1" through "TYPE 4" are used for this text only. It is not intended that these headings correspond with numbers assigned by Bomar or Payne, which are shown at the left of the recorded dates of use. The Bomar numbers are abbreviated, e.g., "SF15-13E" is listed simply as "13E".

LOS ANGELES PPIE SLOGAN TYPES 1 - 4

Bomar	Payne	Known Dates	Notes
TYPE 1			
Leg of L in WORLD'S to right of apex of last A in PANAMA:			
13E	LA-C1	May 8, 1912 - Apr 4, 1914	Station C
13	LA-1	Apr 10, 1914 - Nov 19, 1915	Main P. O.
TYPE 2			
Leg of L in WORLD'S to left of apex of last A in PANAMA:			
13D	LA-3	May 23, 1912 - Dec 9, 1912	Main P.O.
13C	LA-3a	Dec 10, 1912 - Dec 20, 1912	dmgd.(1)
13D	LA-3	Dec 21, 1912 - Feb 17, 1914	repaired
13H	LA-C3	Jun 10, 1914 - Dec 14, 1915	Station C
TYPE 3			
Leg of L in WORLD'S above apex of last A in PANAMA: E of WORLD'S to left of N in PANAMA:			
13F	LA-C2	Mar 9, 1912 - Mar 9, 1915	Station C
13G	LA-C2a	Mar 22, 1915 - Dec 14, 1915	(2)
13GG	---	Dec 31, 1915	Main P.O.
TYPE 4			
Leg of L in WORLD'S above apex of last A in PANAMA; W of WORLD'S centered above N in PANAMA:			
13A	LA-2	Mar 8, 1912 - Dec 20, 1912	Main P.O.
13B	LA-2a	Dec 21, 1912 - Dec 31, 1912	dmgd. (1)
13A	LA-2	Jan 1, 1913 - Dec 3, 1915	repaired

(1) AL of CAL missing

(2) All killer bars show two breaks

From the arrangement of the information above, we are able to draw certain conclusions, but we are also left with several questions.

TYPE 1: The recorded information for this die is quite straightforward. It was first used at Station C. Between April 4 and April 10, 1914, it was transferred to the main post office. The latest known use of this cancel seems to be rather early compared to the others. Was this cancel used in December?

TYPE 2: Originally put in service at the main post office, this die was used in damaged condition for a period of eleven days in December 1912. The damaged dial was then repaired or replaced. Sometime between February 17 and June 10, 1914, the die was transferred to Station C. Why does a gap of nearly four months exist between the latest known use at the main post office and the earliest known use at Station C? Was this die out of service during that period, or have examples from the period just eluded researchers? In fact, were TYPE 2 and TYPE 1 transferred between the two post offices on the same day in April 1914? Future discoveries may help to answer these questions.

TYPE 3: This die, with solid killer bars, was used at Station C until March 1915. Between March 9 and March 22, the killer bars were either damaged or modified, with the resulting cancel showing two sets of vertical gaps in these bars. Judging by the even appearance of these gaps, it is more likely that this variety was caused by deliberate modification than by accident. Was the modification made so that this type would be more easily distinguished from the similar TYPE 4 that was in use at the main post office?

This cancel is known from Station C as late as December 14, 1915. The new discovery indicates that the die was transferred to the main post office between that date and December 31.

Was this die in service at either location between December 14 and December 31? If so, where are the Christmas cards with this cancel? Los Angeles is and was a big city. Christmas is and was a heavy mailing season. If this or any of these slogan cancels were in use during this period, one would think that copies would have been discovered before now. If it was not in use for the Christmas season, why was it in service on December 31?

TYPE 4: This cancel appears to have been used only at the main post office. From December 21 through December 31, 1912, it had a damaged postmark dial, which was repaired or replaced on January 1, 1913. The latest known use is from the day preceding the closing day of the exposition.

Prior to the discovery of SF15-13GG, the recorded information could be made to fit a logical pattern. The following assumptions could be made:

1) All four original types were put into use on May 8, 1912.

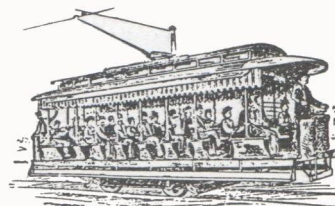
2) In early April 1914, Types 1 and 2 were exchanged between the main post office and Station C.

3) Types 1 and 4 were discontinued at the main office at the close of the exposition.

4) Types 2 and 3 were used at Station C through December 14, 1915.

While these specific assumptions might still be true, the existence of SF15-13GG dated December 31, 1915, disrupts the general pattern. Were any of the other three types in use at either location as late as (or later than) December 31?

If you have any information that might help to answer some of the questions posed here, I would appreciate hearing from you. Write to: Jim Mehrer, 4220 - 44th Avenue, Moline, IL 61265



Fred Robichaud



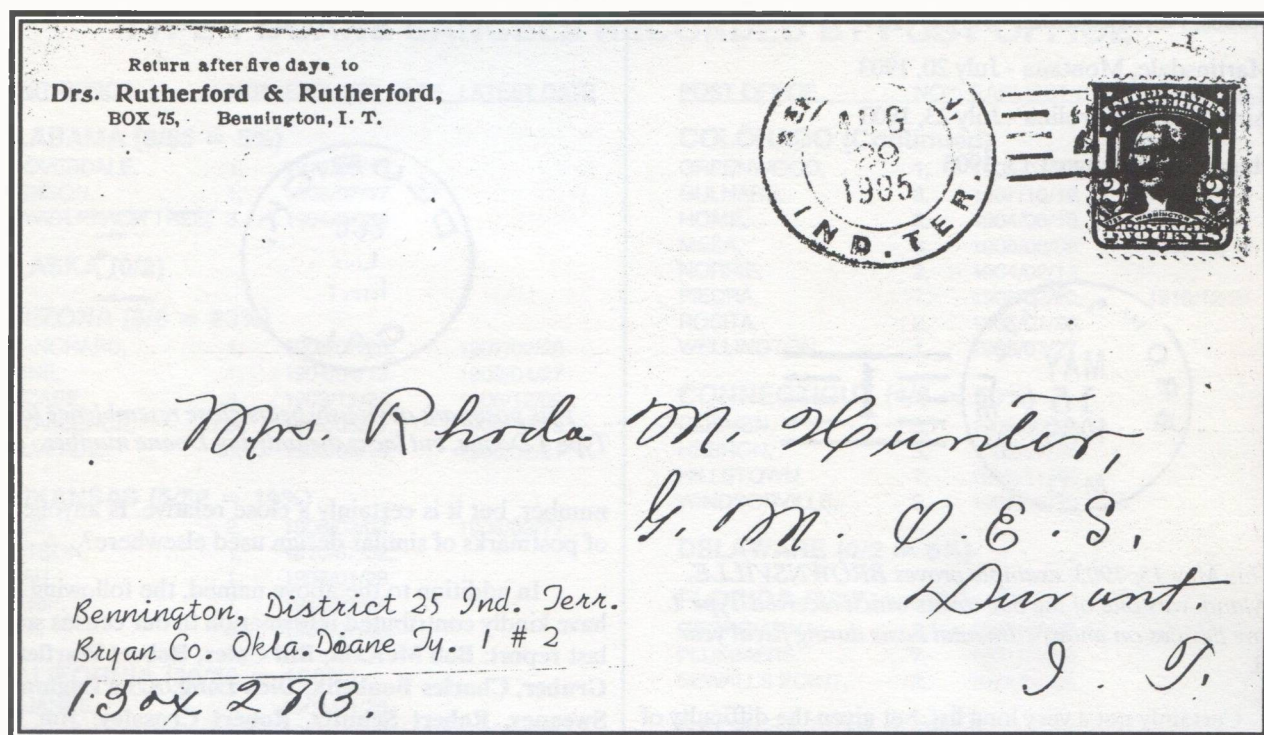
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Fred Robichaud, Patricia De Groot
39 Main Street
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Cover postmarked BENNINGTON, IND. TER., Aug. 29, 1905. This is our first report of a Type 1 Doane cancel used in Indian Territory, and the design represents a major variation from the standard Doane format.

TYPE 1 DOANE CENSUS - MIDYEAR 1989 REPORT

By Richard W. Helbock

Thanks to the great support from numerous *LA POSTA* subscribers, which has continued strong since our last update in the Dec-Jan issue, we can now list reports of Type 1 Doane cancel use from 614 post offices nationwide. This figure, although still less than 40% of the expected total Type 1 use, represents an impressive improvement over our starting figure of just 240 known offices. Nice going, folks, we've made some real headway!

Recent reports include major additions to the list of Maine Type 1 Doanes by **Raymond Woodman**, Minnesota by **Roy Spiller**, and -- although the number is not overwhelming -- Louisiana by **Erin Gunter**. **Lynn Langdon** has contributed a considerable revision of the Idaho list. Three separate contributors reported Type 1 Doanes used in Oklahoma. **Larry Merolla** reported the first Type 1 recorded from Rhode Island, and **Lynn Langdon** found the first report from Indian Territory (more on that one in a moment). This means we lack reports from only Georgia (expected use: 50 towns) and Delaware (expected use: 2 towns) to complete our record of at least one known Type 1 from each of the co-terminous 48 states. One of the more interesting -- and elusive -- aspects of tracking the record of Type 1 Doane use concerns those "about 500" post offices which the Postmaster General reported to have received the devices as an experi-

ment during the 1903 fiscal year. Unfortunately, we do not have a record of the names of those offices, so the only way we can determine their identity is through Type 1 Doane examples dated prior to the period of regular distribution which began in late August 1903. Thus far, out of the 614 documented offices, we know of only 16 with Type 1 Doanes dated prior to August 15, 1903. They are, in chronological order:

- Warren, Oregon - April 18, 1903
- Blake, California - April 28, 1903
- East Fairfield, Ohio - April ?, 1903
- Wills Creek, Ohio - April ?, 1903
- Embreeville, Pennsylvania - May 1, 1903
- Providence, Arizona - May 11, 1903
- Brownsville, Maryland - May 15, 1903
- Veo, Iowa - May 27, 1903
- Inland, Nebraska - June 2, 1903
- Tolt, Washington - June 5, 1903
- Bucyrus, Kansas - June 17, 1903
- Valverde, Arizona - June 19, 1903

Stokes, North Carolina - July 1, 1903

Martinsdale, Montana - July 20, 1903

Airlie, North Carolina - July 23, 1903

Haga, Ohio - August 15, 1903



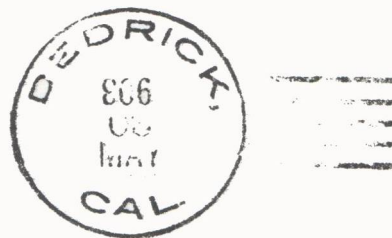
This May 15, 1903, example proves BROWNSVILLE, Maryland, was one of the 500 towns which received Type 1 Doane devices on an experimental basis during fiscal year 1903.

Certainly not a very long list, but given the difficulty of finding 1903 examples, as compared with slightly later examples which have survived with far greater frequency on picture post cards, the brevity is not surprising. Nevertheless, this question of which towns received Type 1 devices during the experimental period is certainly one we can hope to explore further.

Lynn Langdon's discovery of the Bennington, Ind. Ter. Type 1 represents a major discovery not only because it is the first Type 1 Doane reported from Indian Territory, but because it is a non-standard design. The impression, while not perfectly struck, leaves little doubt that the design really does incorporate an inner circle in the postmark dial. While it is possible that this was produced by a mimic, that is a non-Governmental issue handstamp made to look like a Doane, the early period of use (1905) and the style of lettering argue against this possibility. For the time being, I believe, we must consider this a legitimate Type 1 Doane of non-standard design. It will be extremely interesting to see what else we discover in the way of Doanes from Indian Territory.

Doug DeRoest reports the existence of a postmark from Dedrick, Cal., which has many similarities to the Type 1 Doane design. The postmark diameter and style of lettering look correct, and the duplex incorporates five thin bars as a killer. But there is no Doane number!

Was this a prototype for the Type 1 Doanes? The date of May 30, 1903, is certainly in the right period. John Williams, in his Trinity County postmark listing in *Western Express* (Vol.37, No. 2 April 1987) shows this device in use at Dedrick from May 20, 1903 through Jan. 27, 1905, before it was replaced with a Type 2 Doane. I do not feel that we can classify this example as a Type 1 Doane, for there is no Doane



This postmark obviously bears close resemblance to a Type 1 Doane, but lacks the unifying Doane number.

number, but it is certainly a close relative. Is anyone aware of postmarks of similar design used elsewhere?

In addition to the above named, the following people have kindly contributed information to our census since the last report: Bob McKain, Bill Coles, Robert Warfield, Ted Gruber, Charles Boubelik, Dick Long, Arne Englund, Bob Sweaney, Robert Schultz, Robert Crossley, Jim Felton, Lynn Brady, Randy Kimes, Ron Ward, Douglas Olson, John Grabowski, Herbert McNeal, Alyce Evans, Ken Miller, Gary Anderson, Mike Fletcher, Ronald Simpson, Patrick Campbell, Bill Beith, Tom Mulvaney, Joe Stransky, Louis Prahar, Eldon Todd, Tom Todsens, Ken Schooimeester and George Morris. To all of you -- and anyone whom I may have inadvertently omitted -- thank you for helping to bring our census along.

Please send unlisted towns and date extensions to Bill Helbock, P.O. Box 135, Lake Oswego, OR 97034. The next update will appear in our final number of this volume.



The change from a Type 1 to Type 2 Doane device as demonstrated by two examples from ESAU, Arkansas, in 1905.

TYPE 1 DOANE CANCELS RECORDED BY POST OFFICE

POST OFFICE NO* EARLIEST DATE LATEST DATE

ALABAMA (3/55 = 5%)

CLOVERDALE, 1, 1911/05/13,
DICKSON, 1, 1908/07/17,
LOWER PEACH TREE, 3, 1904/07/04

ALASKA (0/2)

ARIZONA (5/6 = 83%)

BLANCHARD, 1, 1906/07/20, 1907/02/28
CLINE, 1, 1904/04/13, 1909/04/27
McCABE, 3, 1903/12/23, 1906/12/09
PROVIDENCE, 3, 1903/05/11, 1904/10/18
VALVERDE, 3, 1903/06/19, 1906/02/21

ARKANSAS (5/52 = 10%)

DIXIE, 2, 1906/03/04, 1908/03/??
DOTSON, 1, 1910/07/02,
ESAU, 1, 1905/01/28,
JESUP, 1 1910/03/24,
ULM, 3, 1907/07/09,

CALIFORNIA (39/36 = 108%)

ALLIANCE, 1, 1905/04/28,
ALTA, 3, 1904/09/09, 1906/10/31
ARMADA, 1, 1904/10/30, 1908/09/26
ARNO, 2, 1907/05/21, 1909/04/07
BALLS FERRY, 2, 1905/05/29, 1907/12/23
BLAKE, 2, 1903/04/28, 1905/01/02
BONNY DOON, 1, 1907/04/09, 1909/11/02
BROWNELL, 3, 1906/12/24, 1907/03/10
CHINA FLAT, 2, 1904/10/17, 1910/12/30
CLARKSBURG, 3, 1907/02/01, 1908/10/14
ENCINITAS, 3, 1905/04/11, 1908/01/28
ERLE, 1, 1906/04/12, 1909/07/06
ESMERALDA, 1, 1904/04/16, 1912/07/13
FOREST RANCH, 1, 1907/12/23,
FRANKLIN, 2, 1908/12/23, 1911/11/17
GOLD, 1, 1904/02/20, 1906/09/06
GORDA, 2, 1908/01/10, 1909/04/16
HACKAMORE, 1, 1904/02/12,
HAMBURG, 2, 1904/09/13, 1908/12/25
HEMLOCK, 1, 1906/09/28, 1912/08/22
KEELER, 2, 1905/09/23,
LIDELL, 1, 1904/05/17, 1908/10/13
LOVELOCK, 1, 1903/12/13,
McKINLEYVILLE, 2, 1904/04/04, 1907/09/16
MERCED FALLS, 4, 1905/02/19, 1905/11/12
NORTH FORK, 2, 1904/12/27,
OLIVE, 2, 1904/06/09, 1910/07/10
PALA, 2, 1905/03/27,
PANOCH, 2, 1903/10/10, 1911/08/16
PLATEAU, 2, 1903/10/26, 1907/04/19
PLEASANT GROVE, 3, 1907/03/22, 1908/06/09
PLEASANT VALLEY, 2, 1904/10/21, 1908/07/22
QUINTETTE, 1, 1906/09/11, 1911/09/05
SAN BRUNO, 1, 1906/06/14, 1908/01/06
SESPE, ?, 1906/03/06, 1907/09/28
STIRLING CITY, 1, 1905/06/30,
STONYFORD, 2, 1907/06/15, 1911/11/20
VALLEY FORD, 3, 1904/04/11, 1909/12/21
VINEBURG, 2, 1904/05/16, 1909/07/13

COLORADO (11/18 = 61%)

COPE, 2, 1904/11/15, 1923/11/26
FRANKTOWN, 1, 1908/08/29, 1909/11/16
GRANDLAKE, 3, 1905/08/10, 1907/08/27

POST OFFICE NO* EARLIEST DATE LATEST DATE

COLORADO (Continued)

GREENWOOD, 1, 1905/01/21, 1911/12/20
GULNARE, 3, 1907/10/19, 1908/11/13
HOME, 2, 1904/06/10,
MESA, 3, 1908/08/08, 1909/02/10
NORRIE, 2, 1904/02/13,
PIEDRA, 1, 1908/03/20, 1910/12/24
ROSITA, 2, 1905/01/20,
WELLINGTON, 1, 1905/07/27,

CONNECTICUT (4/8 = 50%)

GOSHEN, 3, 1906/06/02,
HEBRON, 3, 1908/07/27,
HILLSTOWN, ?, 1906/11/16,
WINDSORVILLE, 2, 1905/12/30,

DELAWARE (0/2 = 0%)

FLORIDA (3/27 = 11%)

GEORGIANNA, 3, 1905/12/23, 1906/10/12
PLUMMERS, ?, 1907/09/16,
SEWALLS POINT, 2, 1904/06/25,

GEORGIA (0/50 = 0%)

IDAHO (10/11 = 91%)

DUDLEY, 2, 1908/11/15, 1909/08/18
FOREST, 3, 1907/08/22, 1908/01/08
KIPPEN, 1, 1905/03/21, 1908/11/09
LEORIN, 1, 1906/02/16,
MORAVIA, 1, 1904/10/30, 1910/01/23
OLA, ?, 1904/10/05, 1911/01/11
PECK, 3, 1904/09/08, 1909/09/13
PIERSON, 1, 1909/04/30, 1911/11/28
PINEHURST, 1, 1906/08/10, 1907/02/26
TOLO, 1, 1903/11/10, 1910/01/20

ILLINOIS (7/49 = 14%)

ANDALUSIA, 3, 1908/03/07,
BATES, 1, 1909/12/06,
BROADWELL, ?, 1908/04/06, 1909/12/30
LAKE ZURICH, 3, 1905/08/19, 1908/12/23
NIOTA, 2, 1908/05/06,
RINARD, 2, 1908/03/03,
STUBBLEFIELD, 1, 1911/01/19,

INDIAN TERRITORY (1/16 = 6%)

BENNINGTON, 2, 1905/08/29,

INDIANA (17/37 = 46%)

CATLIN 2, 1907/01/09,
CHILI, 2, 1907/02/13, 1908/11/24
CLIFFORD, 2, 1908/12/27, 1912/11/19
FREEMAN, 1, 1906/05/29,
HANFIELD, 1, 1908/08/08, 1911/01/11
HURLBURT, 1, 1907/04/01, 1911/07/20
KURTZ, 3, 1906/12/22, 1910/04/28
LAWRENCE, 3, 1908/09/24, 1910/09/22
LOCKSPRING, 1, 1911/01/18,
MADRID, 1, 1907/??/27,
RENO, 1, 1907/02/20,
SPRINGPORT, 3, 1903/10/12, 1907/03/16
TWELVE MILE, 1, 1907/09/07, 1908/02/18
UNDERWOOD, 3, 1905/07/01, 1907/03/12
WELLSBORO, 2, 1905/02/06, 1907/07/13
WHITESVILLE, 2, 1904/02/15, 1908/08/16

POST OFFICE NO* EARLIEST DATE LATEST DATE

INDIANA (Continued)

YEOMAN, 1, 1908/11/16, 1910/07/19

IOWA (7/31 = 23%)

DEWAR, ?, 1909/05/01,
GREEN ISLAND, 2, 1905/10/05,
HOUGHTON, 2, 1909/04/07,
ONEIDA, 1, 1907/12/23, 1907/12/30
ROSSVILLE, 3, 1908/01/03,
TROY MILLS, 3, 1907/08/08,
VEO, 3, 1903/05/27, 1909/02/26

KANSAS (12/28 = 43%)

ALEXANDER 2, 1909/01/26,
BAZAAR, ?, 1906/12/05, 1910/01/08
BUCYRUS, 3, 1903/06/17, 1903/12/08
HARTLAND, 2, 1906/11/13,
KANORADO, 1, 1911/??/??,
NEKOMA, ?, 1909/06/03,
POINTVIEW, 1, 1907/09/02, 1911/11/14
RED BLUFF, 1, ???/??/??,
REDWING, 1, ???/??/??,
RUST, 2, 1908/10/16,
SMOLAN, 3, 1907/05/23, 1908/03/30
VALHALLA, 1, 1909/??/??,

KENTUCKY (2/75 = 3%)

CENTER, 2, 1907/08/03,
PLUMMERS LANDING, 1, 1908/03/03,

LOUISIANA (5/30 = 17%)

AFTON, 2, 1905/12/21,
ALTO, 2, 1905/08/21,
CRICHTON, 1, 1907/06/10,
PLATTENVILLE, 3, 1907/09/02,
RIDDLE, 1, 1904/01/26,

MAINE (24/21 = 114%)

BIRCH HARBOR, 2, 1904/01/18, 1910/08/17
BURKETTville, 2, 1904/02/11, 1912/12/30
CLARKS MILL, 2, 1903/??/??, 1908/11/24
DRYDEN, 3, 1905/01/26, 1912/05/08
EAST LIVERMORE, 2, 1906/01/02, 1907/08/21
EAST WINN, 1, 1904/01/08, 1909/06/11
EGYPT, 1, 1904/09/16, 1907/08/05
EUSTIS, 1, 1905/09/01,
KEENS MILLS, 3, 1904/10/26, 1910/09/27
MEDFORD CENTER, 2, 1903/11/03, 1909/11/29
MONARDA, 1, 1905/06/20, 1910/02/18
NEW PORTLAND, 3, 1903/10/02, 1914/12/30
NORTH BUCKFIELD, 1, 1903/12/29, 1906/12/10
NORTH MONMOUTH, 3, 1903/12/25, 1904/10/14
NORTH NEWRY, 2, 1903/10/16, 1906/05/02
NORTH PALERMO, 1, 1903/10/16, 1905/03/07
NORTH SEARSMONT, 2, 1903/12/17, 1910/04/22
OLAMON, 3, 1909/03/08, 1913/02/18
PATTAGUMPUS, ?, 1905/01/11, 1909/03/25
SMITHFIELD, 1, 1907/08/28,
SOUTHPORT, 1, 1904/01/15, 1907/07/17
ST. AGATHA, 1, 1904/06/14, 1915/02/20
WEST MILLS, 2, 1904/02/27, 1910/04/09
WINSLOWS MILLS, 3, 1904/02/27, 1909/09/30

MARYLAND (11/21 = 52%)

BADEN, 2, 1910/08/05,
BIGPOOL, 2, 1906/04/26, 1906/04/30

POST OFFICE NO* EARLIEST DATE LATEST DATE

MARYLAND (Continued)

BROWNSVILLE, 1, 1903/05/15,
CHESTER, 3, 1907/07/08, 1908/09/02
CHILDS, 3, 1906/08/25, 1907/03/29
CLOPPERS, 2, 1906/04/06, 1909/09/13
FOWBLESBURG, 2, 1907/01/24,
MAYNARD, 2, 1907/04/02, 1907/04/22
SABILLASVILLE, 2, 1907/03/30, 1911/05/11
SCOTLAND, 1, 1906/07/18,
WEST FRIENDSHIP, 1, 1909/08/17, 1911/03/07

MASSACHUSETTS (10/14 = 71%)

BOXFORD, 3, 1906/09/15, 1906/09/27
CLIFFORD, 1, 1904/07/25, 1908/05/29
COOLEYVILLE, 2, 1906/04/24,
CUSHING, 3, 1905/07/17, 1906/07/19
DELL, 1, 1907/07/15, 1911/10/13
LINE, 1, 1906/10/17,
NEW SALEM, 3, 1906/07/27, 1907/03/09
NORTH HANOVER, 3, 1905/11/22, 1906/07/14
SMITHS, 3, 1906/04/21,
SOUTH WELLFLEET, 2, 1907/08/08,

MICHIGAN (7/38 = 18%)

CEDAR RUN, 3, 1909/11/10,
CEDARVILLE, 2, 1907/08/14,
HUMBOLDT, 2, 1908/08/25,
JEDDO, 3, 1905/01/12,
LANGSTON, 1, 1906/11/20,
NESTORIA, 1, 1910/02/16,
WALTZ, ?, 1909/07/31, 1909/12/24

MINNESOTA (14/38 = 37%)

ALBERTA, 1, 1905/10/19, 1906/02/19
ALTURA, ?, 1907/01/28, 1913/10/28
BROOKS, 1, 1906/03/12, 1913/07/13
CROW WING, ?, 1905/04/06,
CULVER, 2, 1907/09/30, 1914/12/22
GRONINGEN, 1, 1906/02/12, 1907/03/18
KELLIHER, 1, 1905/04/04, 1907/10/10
LANEROW, 1, 1904/04/09,
LONDON, 2, 1904/12/14, 1910/10/12
LONGFELLOW, 1, 1904/04/03, 1909/03/25
MOUND, 2, 1905/08/28,
PONTORIA, ?, 1909/05/17,
THOMSON, 2, 1907/03/23, 1910/10/21
WALDECK, ?, 1907/11/28,

MISSISSIPPI (4/46 = 9%)

DENMARK, 1, 1908/07/08,
JOSEPHINE, 1, 1907/12/23,
MILLVIEW, 1, 1907/12/27,
PARKERSBURG, 1, 1906/03/29,

MISSOURI (32/62 = 52%)

BAILEY, 1, 1908/08/24, 1911/07/27
BARNUMTON, 1, 1907/07/02,
BEBRA, 1, 1909/02/26,
BENBOW, 1, 1903/11/20,
BERRYMAN, 2, 1908/08/13,
BROADWAY, 1, 1912/01/08,
BURNHAM, 2, 1907/04/03, 1908/08/28
CARTMILL, 1, 1912/03/29,
CHARITY, 3, 1908/01/22,
COOPER HILL, 2, 1908/04/30, 1912/05/01
DUNLAP, 3, 1905/09/25,

POST OFFICE NO* EARLIEST DATE LATEST DATE

MISSOURI (Continued)

EDWARDS,	2,	1912/03/09,	
FRUITLAND,	2,	1905/04/13,	
HARPER,	1,	1909/09/02,	
HARRISTON,	1,	1907/04/23,	1907/06/28
IRWIN,	2,	1905/03/05,	1911/03/24
ISADORA,	?,	1908/04/16,	
LARISSA,	1,	1909/07/01,	
LOVE LAKE,	1,	1912/06/23,	
MOODY,	2,	1908/12/30,	1911/06/03
OSAGE IRON WORKS,	1,	1907/04/24,	1907/06/07
PLEVNA,	2,	1906/10/06,	
POPLAR,	?,	1908/03/??,	
RED TOP,	1,	1910/04/05,	1910/11/16
RICHWOODS,	3,	1906/12/14,	1911/03/02
SIMCOE,	?,	1906/??/??,	1911/10/08
STET,	3,	1907/12/23,	
TYRONE,	1,	1908/08/03,	
UMPIRE,	?,	1908/03/27,	
VIEMAN,	1,	1911/01/02,	
WYLIE,	?,	1908/09/04,	
YANCY MILLS,	5,	1910/02/12,	

MONTANA (8/15 = 53%)

BARR,	?,	1908/10/27,	
CANYON FERRY,	2,	1903/11/21,	1907/03/29
DECKER,	1,	1903/10/17,	
FERGUSON,	2,	1905/06/06,	
LLOYD,	2,	1909/08/23,	
MARTINSDALE,	3,	1903/07/20,	1908/07/11
PORTAGE,	1,	1906/10/17,	
UNITY,	1,	1906/07/25,	1908/08/12

NEBRASKA (5/18 = 28%)

BRULE,	1,	1910/01/10,	1912/12/24
EDHOLM,	1,	1907/06/21,	
GOEHNER,	?,	1908/09/01,	
INLAND,	3,	1903/06/02,	1909/06/17
MILLDALE,	2,	1906/08/15,	

NEVADA (4/3 = 133%)

FALLON,	2,	1905/01/03,	1905/02/23
LEE,	2,	1904/04/22,	1909/10/13
SHERIDAN,	2,	1904/08/09,	1909/06/08
VOIGHT,	?,	1904/11/30,	

NEW HAMPSHIRE (3/10 = 30%)

EAST GRAFTON,	2,	1906/08/15,	1907/07/03
NORTH GROTON,	2,	1908/08/17,	1909/02/03
PRATTS,	1,	1910/09/16,	

NEW JERSEY (8/18 = 44%)

COLLIERS MILLS,	1,	1910/??/??,	
DRAKESTOWN,	1,	1906/04/07,	1907/11/20
FAIRMOUNT,	2,	1906/01/19,	1907/10/08
MIDDLEVILLE,	1,	1906/08/18,	
MONROE,	2,	1906/02/16,	1907/09/27
NORTH PATERSON,	5,	1906/02/22,	
SUNNYSIDE,	2,	1905/07/13,	1908/08/13
TENNENT,	2,	1906/10/18,	

NEW MEXICO (10/8 = 125%)

BEENHAM,	2,	1904/04/28,	1910/11/09
CEDARHILL,	?,	1905/06/21,	1909/10/13
CHIMAYO,	1,	1904/02/11,	1906/04/03
DULCE,	2,	1904/10/29,	1910/04/22

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NEW MEXICO (Continued)

ESTANCIA,	1,	1904/10/10,	1905/02/27
FULTON,	1,	1905/01/05,	1909/04/02
MONTICELLO,	1,	1904/03/16,	1906/03/21
RAMAH,	1,	1904/02/17,	
REVUELTO,	1,	1908/01/24,	
RIBERA,	1,	1904/06/09,	1906/06/01

NEW YORK (22/63 = 35%)

ATWELL,	1,	1906/09/03,	
CATATONK,	1,	1906/12/24,	1910/06/02
CAYUTA,	3,	1911/01/06,	
CORAM,	2,	1909/09/26,	1910/08/05
CORINTH,	?,	1907/05/28,	
FARMERS MILLS,	1,	1909/04/12,	1910/06/16
HALCOTTSVILLE,	3,	1906/08/08,	
HARRITTSTOWN,	?,	1908/08/24,	
KNAPP CREEK,	3,	1906/02/14,	
LAKE GROVE,	4,	1906/09/25,	
LARKFIELD,	6,	1907/08/23,	
NEW BALTIMORE,	3,	1908/01/09,	
NORTH BOSTON,	2,	1906/12/31,	1908/12/25
OTSELIC,	2,	1909/06/25,	
POINT LOOKOUT,	1,	1906/08/13,	
POUGHQUAG,	?,	1905/09/11,	
ROSE,	?,	1908/05/29,	
RUDESTON,	?,	1905/06/14,	
RUSSIA,	2,	1903/09/18,	1909/06/25
SAGAPONACK,	4,	1906/05/15,	
VINTONTON,	1,	1907/06/12,	1908/08/17
VIRGIL,	1,	1907/05/14,	

NORTH CAROLINA (28/65 = 43%)

AIRLIE,	1,	1903/07/23,	1906/05/28
BALM,	1,	1909/04/06,	1910/02/21
BRIGGSVILLE,	?,	1905/09/04,	
BUCKNER,	1,	1935/08/27,	1937/04/20
COMET,	?,	1907/11/29,	
CRONLY,	3,	1903/12/16,	
FONTA FLORA,	1,	1909/03/29,	
GLEN INGLIS,	1,	1905/08/22,	1907/08/2
HORSESHOE,	1,	1904/08/21,	1907/09/10
HOWELLSVILLE,	1,	1907/06/06,	
JOE,	?,	1910/09/26,	
LAKE TOXAWAY,	1,	1904/09/20,	
MAPLEVILLE,	1,	1904/02/29,	1908/03/09
PFAFFTOWN,	1,	1904/01/12,	1908/06/05
PINETOWN,	2,	1907/06/12,	
PLATEAU,	1,	1906/06/06,	
PROCTOR,	?,	1910/06/25,	
ROMINGER,	1,	1909/06/29,	1910/02/24
SNOW HILL,	1,	1915/02/21,	1921/08/25
STOKES,	1,	1903/07/01,	1912/07/11
SWANNANOVA,	3,	1904/12/01,	1907/11/12
VALLE CRUCES,	1,	1904/05/12,	1904/07/25
VERONA,	2,	1910/03/26,	
VILAS,	1,	1907/06/11,	
WAKEFIELD,	2,	1905/11/07,	
WHITE PLAINS,	1,	1906/06/16,	1907/04/03
WILLARD,	1,	1904/07/13,	
WILLIAMSBORO,	1,	1906/12/29,	1907/08/09

NORTH DAKOTA (11/22 = 50%)

ARNOLD,	1,	1910/07/16,	
BUTZVILLE,	2,	1910/12/12,	
FRIED,	1,	1908/06/09,	1912/12/24

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NORTH DAKOTA (Continued)

GERBER,	1,	1909/11/08,	
GUELPH,	1,	1910/03/07,	1911/08/28
HEATON,	1,	1907/04/19,	
MERCER,	1,	1908/04/12,	
NORTH CHAUTAUQUA	2,	1906/07/02,	
SIDNEY,	1,	1905/11/25,	
UNDERWOOD,	1,	1905/05/01,	1909/08/07
WARSAW,	2,	1910/12/27,	1911/12/22

OHIO (56/55 = 102%)

ANGEL,	1,	1909/04/13,	
ARMSTRONGS MILL,	3,	1904/04/??,	1904/08/10
BLACHLEYVILLE,	1,	1905/01/??,	
BOSTON,	2,	1905/07/08,	1911/01/??
BYINGTON,	1,	1906/12/26,	1908/03/26
CONSTITUTION,	2,	1904/??/??,	1910/11/??
COZADDALE,	2,	1907/07/22,	
DeCLIFF,	1,	1907/07/??,	1908/04/??
DIAMOND,	6,	1904/06/00,	1906/10/24
DORSET,	3,	1907/12/30,	1908/08/17
EAST FAIRFIELD,	2,	1903/04/??,	
ELGIN,	3,	1910/02/28,	1913/01/17
ENGLEWOOD,	?,	1907/03/29,	
FLINT,	2,	1909/??/??,	
FOSTER,	3,	1908/07/01,	
FRUITDALE,	2,	1903/11/12,	1909/12/20
GASVILLE,	1,	1907/04/18,	1908/02/20
GHENT,	3,	1910/01/08,	1911/07/??
GILMORE,	3,	1907/12/??,	1908/08/??
GINTHER,	1,	1907/07/06,	1908/01/13
GREASY RIDGE,	?,	1909/12/24,	
HAGA,	1,	1903/08/15,	
HARRISONVILLE,	2,	1907/01/??,	1911/08/18
HOCKINGPORT,	2,	1904/??/??,	1918/09/06
HOLLAND,	2,	1904/02/??,	1908/09/28
HOLT,	?,	1906/11/??,	
HOSKINSVILLE,	?,	1908/02/20,	
KEENE,	2,	1906/04/19,	
KEMPTON,	?,	1907/06/06,	
KINGS CREEK,	2,	1905/08/??,	1906/11/??
MILLVILLE,	3,	1903/12/03,	
MOHAWK VILLAGE,	2,	1909/03/??,	1911/06/08
MOOREFIELD,	2,	1907/01/??,	1907/12/28
MORNING SUN,	2,	1909/06/??,	1910/10/14
NEW DOVER,	2,	1906/07/28,	1908/03/10
NEW GARDEN	1,	1907/12/21,	
NEW LYME,	2,	1905/02/??,	
OAK,	1,	1905/??/??,	
OCTA,	1,	1907/03/12,	
PERINTOWN,	2,	1905/09/04,	
PETTISVILLE,	3,	1904/04/??,	
RINGGOLD,	2,	1908/??/??,	1910/??/??
ROCKHOUSE,	1,	1907/05/??,	
ROCKY HILL,	1,	1908/12/23,	
SAINT CLAIR,	1,	1908/08/14,	
SOUTH THOMPSON,	1,	1904/04/??,	
SWAZEY,	1,	1904/07/??,	
SWIFTS,	2,	1905/??/??,	1913/01/??
TAPPAN,	3,	1907/12/04,	1911/03/??
TEEGARDEN,	1,	1907/07/06,	1910/12/??
TORCH,	2,	1904/??/??,	1907/09/10
VENICE,	2,	1907/12/25,	
WILLS CREEK,	2,	1903/04/??,	1904/03/05
WOODINGTON,	2,	1908/07/30,	1909/04/??
WREN,	3,	1907/03/08,	1911/12/21

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OHIO (Continued)

WYANDOTTE,	2,	1903/12/??,	
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OKLAHOMA (3/26 = 12%)

GARRETT,	?,	1907/11/18,	
MERIDIAN,	2,	1905/12/15,	
MONDAMIN,	1,	1907/09/19,	

OREGON (30/20 = 150%)

BEECH CREEK,	1,	1906/12/26,	
CAMP CREEK,	1,	1909/04/29,	1911/11/20
CHASE,	1,	1904/09/30,	
CHITWOOD,	2,	1908/01/06,	1911/09/15
COMSTOCK,	3,	1904/03/31,	1905/07/09
CORBETT,	1,	1906/09/19,	1908/12/28
CORD,	?,	1913/04/10,	
CURRINSVILLE,	2,	1903/12/11,	1906/01/23
DEER ISLAND,	2,	1906/01/16,	1910/11/09
DILLARD,	1,	1904/11/28,	1910/05/06
DRYDEN,	1,	1904/05/25,	1910/07/15
EUREKA,	1,	1904/02/15,	1906/01/23
GOLD BEACH,	2,	1906/09/06,	1909/08/30
GURDANE,	1,	1903/12/30,	1910/11/05
HOBSONVILLE,	1,	1904/10/31,	1908/12/10
KYSER,	?,	1909/12/27,	
LENTS,	2,	1904/10/31,	1907/01/01
MINERAL,	1,	1907/01/24,	
NEW PINECREEK,	1,	1904/12/26,	1908/12/15
NORWAY,	?,	1906/12/31,	
RUFUS,	3,	1904/01/31,	1908/01/31
SAMS VALLEY	2,	1904/05/14,	
SHELBURN,	2,	1903/12/21,	1907/11/11
SODA SPRINGS,	1,	1905/06/08,	1908/09/03
SULPHUR SPRINGS,	1,	1906/01/20,	1909/10/20
VICTOR,	2,	1903/11/30,	1911/06/26
WARREN,	2,	1903/04/18,	1909/10/20
WATKINS,	1,	1907/01/31,	1908/10/28
YANKTON,	1,	1903/11/30,	1907/10/15
ZION,	1,	1906/01/16,	1908/01/01

PENNSYLVANIA (34/94 = 36%)

ANDOVER,	1,	1911/06/26,	
BARNHARTS,	1,	1909/03/03,	
BAUSMAN,	1,	1906/06/20,	
BLACK GAP,	1,	1907/05/03,	1910/09/02
CALCIUM,	1,	1906/06/15,	1906/12/20
CEYLON,	1,	1908/01/21,	
COKEVILLE,	?,	1910/10/08,	
COLLAMER,	2,	1906/12/27,	1909/??/??
CYCLONE,	?,	1907/05/29,	
DALLAS CITY,	2,	1908/05/18,	1908/11/16
DILLTOWN,	1,	1904/06/24,	
EMBREEVILLE,	1,	1903/05/01,	
FRANKLINVILLE,	3,	1907/07/02,	1908/04/06
GIRTY,	1,	1906/02/13,	
GREENFIELD,	3,	1906/05/05,	
JORDAN,	1,	1906/12/20,	1906/12/29
JUBILEE,	2,	1908/02/03,	
KAUFFMAN,	2,	1908/07/02,	1909/09/27
LENOVER,	?,	1908/01/14,	
NEATH,	2,	1908/07/27,	
NIAGARA,	1,	1906/07/31,	
NORTH FORK,	1,	1909/08/16,	
OREGON,	2,	1905/05/04,	1907/08/29
PEACH BOTTOM,	1,	1906/10/03,	1907/01/02
RITTENHOUSE,	?,	1905/03/27,	

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PENNSYLVANIA (Continued)

RUFF CREEK,	1,	1903/10/15,	
SHAWNESE,	?,	1905/04/18,	
SHESEQUIN,	2,	1907/08/28,	
STORMSTOWN,	3,	1908/06/01,	1911/12/25
SUNDERLINVILLE,	2,	1905/10/13,	1906/04/26
SUNNYBURN,	?,	1904/12/24,	
SWARTS,	?,	1910/02/01,	1910/02/02
WARMINSTER,	1,	1907/09/12,	
WESCOSVILLE,	?,	1907/05/20,	
WHITE HAVEN,	1,	1907/05/24,	

RHODE ISLAND (1/2 = 50%)

CUMBERLAND HILL,	?,	1905/08/16,	
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SOUTH CAROLINA (8/29 = 28%)

CHICORA,	1,	1905/03/18,	1908/10/22
GOUGH,	2,	1904/05/07,	
ISLANDTON,	1,	1904/09/01,	
JOHNS ISLAND,	3,	1905/12/23,	1905/12/29
KINGVILLE,	2,	1906/03/08,	
TODDVILLE,	1,	1907/08/22,	
TUCAPAU,	3,	1903/12/18,	
WAVERLY MILLS,	3,	1905/06/13,	

SOUTH DAKOTA (8/13 = 62%)

BATES,	1,	1910/06/14,	
BERESFORD,	?,	1904/04/13,	
DUNLAP,	1,	1909/10/07,	
IONA,	3,	1907/08/31,	
OWATOMA,	?,	1908/10/19,	
SENECA,	3,	1906/10/14,	
TISLO,	1,	1908/03/19,	1908/11/19
WIST,	2,	1905/03/02,	

TENNESSEE (8/52 = 15%)

BEERSHEBA SPRINGS,	2,	1904/08/02,	
BELLTOWN,	1,	1910/03/10,	
FINLEY,	2,	1905/09/15,	
LANEVIEW,	2,	1909/02/23,	
MITCHELLVILLE,	2,	1907/06/25,	
PILOT MOUNTAIN,	1,	1908/12/07,	
PITTS LANDING,	?,	1909/01/22,	
WHORLEY,	1,	1905/02/16,	

TEXAS (14/82 = 17%)

BARKSDALE,	3,	1907/01/28,	
DAVENPORT,	1,	1906/01/18,	
DEARBORN,	2,	1906/01/18,	
DOYLE,	1,	1911/05/19,	
JESSIE,	1,	1904/04/04,	
KELTYS,	3,	1905/04/25,	1905/11/10
LENORA,	1,	1908/03/07,	1908/08/01
LIVERPOOL,	2,	1908/05/11,	
PAMPA,	1,	1904/05/13,	1905/04/08
SAYERS,	1,	1907/11/04,	
SCRAP,	1,	1911/03/20,	1911/03/31
SLAYDEN,	2,	1905/09/01,	
SPRING BRANCH,	2,	1904/10/29,	1908/05/29
WEESATCHE,	3,	1904/06/20,	1907/11/30

UTAH (11/9 = 111%)

CLARKSTON,	?,	1905/04/25,	1908/11/23
EMERY,	3,	1904/03/06,	1906/05/17
LA VERKIN,	1,	1903/11/24,	1908/09/05
LEAMINGTON,	?,	1907/04/22,	

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UTAH (Continued)

MENDON,	3,	1905/11/27,	1909/02/18
NORTH OGDEN,	2,	1907/02/04,	1907/03/18
PLYMOUTH,	2,	1905/01/30,	1906/05/19
SYRACUSE,	2,	1904/10/24,	
WALLSBURG,	?,	1906/06/03,	1907/12/21
WASATCH,	1,	1906/06/21,	
YOST,	2,	1906/09/17,	1911/05/27

VERMONT (12/10 = 120%)

BARNARD,	3,	1903/??/??,	1906/08/20
CADY'S FALLS,	1,	1904/??/??,	
CORINTH,	3,	1906/??/??,	1907/06/27
EAST COVENTRY,	1,	1904/??/??,	
EAST MIDDLEBURY,	3,	1904/??/??,	1909/??/??
HANKSVILLE,	1,	1904/??/??,	1909/??/??
LOWER CABOT,	2,	1904/??/??,	1907/08/31
NORTH SHERBURNE,	1,	1904/??/??,	1911/??/??
SOUTH WALINGFORD,	3,	1904/??/??,	1910/??/??
VERNON,	3,	1904/??/??,	1909/04/09
WEST BARNET,	3,	1904/??/??,	1910/01/01
WINDHAM,	2,	1904/03/31,	1908/??/??

VIRGINIA (33/82 = 40%)

ANTLERS,	?,	1905/??/??,	
AYLETT,	3,	1903/??/??,	
BASKERVILLE,	2,	1905/??/??,	
BRIDGETOWN,	?,	1907/10/31,	1911/??/??
BUSHY,	1,	1908/??/??,	
DAVIS MILLS,	1,	1903/??/??,	
DILLONS MILLS,	1,	1910/04/14,	
ELBERON,	1,	1908/??/??,	
FIGSBORO,	1,	1909/??/??,	
FOREST DEPOT,	3,	1905/??/??,	
GAINESBORO,	2,	1907/03/07,	1909/01/06
GORE,	1,	1908/02/14,	
HOPEFUL,	2,	1909/??/??,	
JEROME,	1,	1906/??/??,	
KENTS STORE,	3,	1906/??/??,	1909/10/22
KING & QUEEN C.H.,	2,	1904/??/??,	
KOINERS STORE,	2,	1903/??/??,	
MEADOW MILLS,	1,	1906/??/??,	
MILFORD,	3,	1909/??/??,	
MILL GAP,	3,	1905/??/??,	1910/03/21
OLLIE,	1,	1907/??/??,	
OPIE,	2,	1907/??/??,	
ORANDA,	2,	1906/??/??,	1908/01/28
REDHILL,	3,	1908/??/??,	
RICHARDSVILLE,	2,	1908/??/??,	
RILEYVILLE,	1,	1907/??/??,	
RIVERSIDE PARK,	3,	1904/??/??,	
ROXBURY,	?,	1904/06/09,	
SANDY,	2,	1909/04/29,	
SKEGGS,	?,	1907/??/??,	
TURBEVILLE,	1,	1904/??/??,	
WOLF GLADE,	1,	1904/??/??,	
ZOLLMAN,	1,	1908/??/??,	

WASHINGTON (19/21 = 90%)

BELFAST,	3,	1903/12/07,	
BISSELL,	1,	1908/04/17,	
EATONVILLE,	1,	1905/02/11,	1908/04/21
FALLON,	2,	1908/06/28,	1908/08/21
GATE,	3,	1905/03/27,	1906/08/31
HOLLY,	1,	1906/03/03,	1908/06/30
KUHN,	1,	1907/09/27,	1907/12/14

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WASHINGTON (Continued)

LEXINGTON,	1,	1907/11/07,	
LISABEULA,	1,	1907/03/03,	1909/09/09
MANILA,	2,	1906/02/02,	
PAGE,	1,	1905/08/01,	
PALMER,	1,	1906/05/30,	1907/08/01
PIALSCHIE,	2,	1905/03/15,	
PORT WILLIAMS,	2,	1904/06/09,	1909/08/01
SEABOLD,	1,	1906/10/22,	1910/01/10
SKYE,	1,	1907/09/05,	1909/07/15
SWOFFORD,	1,	1904/02/14,	
TOLT,	1,	1903/06/05,	1911/09/12
TRACYTON,	2,	1907/02/01,	1908/08/01

WEST VIRGINIA (24/50 = 48%)

ALVON,	1,	1908/04/20,	1910/04/03
AVON,	2,	1907/08/08,	
CLOVERLICK,	3,	1903/12/02,	1908/02/10
CRICKMER,	?,	1907/04/29,	
EARNSHAW,	2,	1909/04/06,	
ENDICOTT,	2,	1904/04/05,	
FAIRVIEW,	1,	1907/11/15,	
GRAYDON,	1,	1910/06/06,	1912/02/23
HETTIE,	1,	1909/04/19,	
HIGGINSVILLE,	1,	1907/05/10,	1910/08/04
HUDSON,	1,	1907/06/15,	1918/10/22
JERRYS RUN,	2,	1905/09/09,	
LAWFORD,	1,	1907/07/01,	1908/07/08
LEADING CREEK,	1,	1907/10/31,	
LONG RUN,	2,	1908/10/21,	
OMPS,	1,	1904/02/19,	1908/10/30
ORICKMER,	1,	1907/04/29,	
OVERHILL,	?,	1908/08/24,	
PISGAH,	1,	1906/02/14,	1908/06/23
ROCK GAP,	3,	1906/11/26,	
ROCK LICK,	2,	1906/03/20,	1907/12/13
ROHR,	1,	1907/03/22,	1908/03/11
SKULL RUN,	1,	1909/12/25,	
WAPPOCOMO,	1,	1908/06/23,	

WISCONSIN (13/33 = 39%)

AFTON,	3,	1906/04/25,	
BENOIT,	2,	1907/11/07,	1910/06/01
BROOKFIELD,	3,	1905/05/15,	
BRUSSELS,	1,	1906/02/16,	1908/07/18
DEVILS LAKE,	2,	1906/08/04,	1909/08/09
EMERALD,	3,	1908/01/07,	1908/02/28
HOCHHEIM,	1,	1906/12/28,	
KARLSBORG,	1,	1909/10/03,	
LUCK,	1,	1906/12/24,	
POPLAR,	1,	1904/05/17,	
ROLLING PRAIRIE,	2,	1906/11/05,	1909/09/01
SEXTONVILLE,	2,	1906/01/08,	1907/11/22
SUAMICO,	1,	1907/06/21,	1909/01/01

WYOMING (8/6 = 133%)

BONDURANT,	1,	1911/09/25,	
BURNTFORK,	?,	1907/07/08,	1908/01/13
DALLAS,	2,	1904/02/29,	1908/09/13
FORT RUSSELL,	3,	1904/05/30,	1905/06/10
GOLDSMITH,	2,	1908/02/13,	1909/11/06
LYONS,	1,	1904/05/07,	
ROBERTSON,	1,	1907/10/29,	
WIDOWFIELD,	?,	1903/11/02,	1908/09/01

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IT AIN'T SUPPOSED TO BE:

A Look at Some Very Weird Substitutes for U.S. Postage Stamps That Somehow Made It Through the Mails

By Stephen L. Suffet

Remember the so-called "duck rule"? Simply stated, it goes: If something looks like a duck, waddles like a duck, and quacks like a duck, then it's a duck! Well, the items illustrated in this article all look like stamps, waddle like stamps, and quack like stamps, but they aren't stamps -- or at least not stamps valid for payment of U.S. postage. Never-the-less, each and every one was somehow accepted as such.

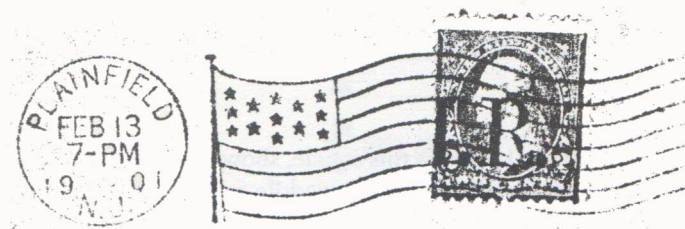


Figure 1.

Figure 1 shows a critter that at least started out as a postage stamp: that is until it got socked with that "I.R." overprint, which of course stands for "Internal Revenue." That changed it into a tax stamp, and it should not have been used to pay postage. Whether the misuse was intentional or made out of ignorance is hard to tell. And perhaps the cover bearing the stamp passed unnoticed through the mail without being returned or held for postage, and without being charged postage due. Or perhaps the misuse was spotted, but a kind-hearted clerk or postmaster decided to let the cover pass, figuring that Uncle Sam got his two cents in any event.

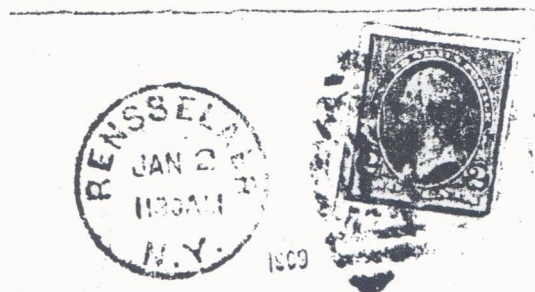


Figure 2.

Figure 2 is an example of a bit of intentional fraud rather than accidental misuse. What looks like a 2-cent stamp of the 1890 small Banknote issue is actually a cardboard plate proof of the same, used on cover some 19 years later. These proofs were rather plentiful, but even

back in 1909 they sold for more than 2 cents each, unless they were seriously damaged like this one. The dog-eared lower right corner made it a less than desirable collectible, so maybe its owner was happy to part with it in lieu of an honest to goodness stamp.

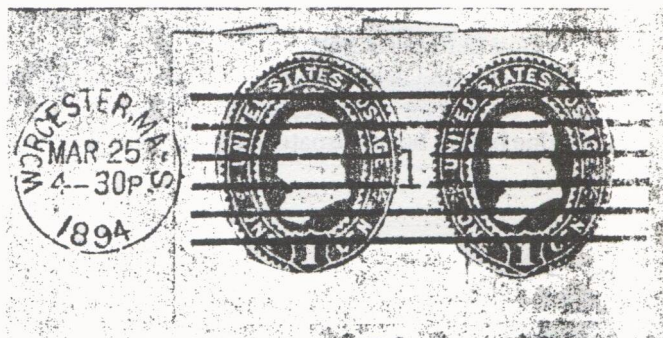


Figure 3.

Stamps cut from postal stationery have never been valid for postage in the United States, but such misuse has been exceedingly common from the time the first U.S. stamped envelopes were issued up to the present. What is most unusual about the item in Figure 3 is that two cut-outs were used on the same cover. The misuse is so obvious that it is difficult to imagine how it went undetected, and yet it did. Furthermore, the cut-outs were held in place by stamp hinges! No wonder why these old-style paper hinges, now the nemesis of so many collectors, are often dubbed "cast iron hinges."

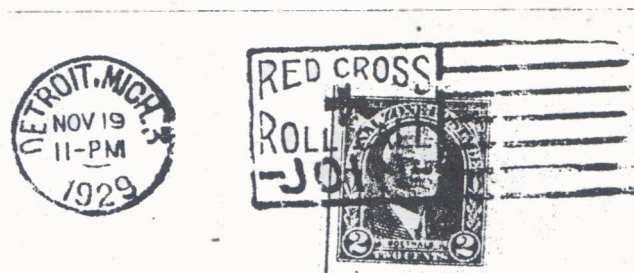


Figure 4.

The 2-cent Canal Zone stamp in Figure 4 used from Detroit, Mich., may have been accepted in ignorance by postal employees who did not know that stamps of U.S. possessions were only valid for use in the areas for which they were issued. On the other hand, the post office at Erie, Pa., should have had no excuse for accepting two Canadian stamps -- shown in Figure 5 -- in payment of the postage on

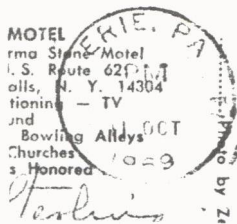


Figure 5.

a picture post card. This latter item was apparently an accidental misuse, and, while the card had no return address to permit return for postage, it could have been rated postage due before being dispatched to the destination post office.



Figure 6.

Is Figure 6 a picture of a stamp that over-dosed on growth hormone? No, what it really shows is the picture of a stamp cut from the cover of a booklet of 8-cent Ikes. This illustration was then pasted to a cover and the letter was mailed. Oddly, no one noticed



Figure 7.

The item in Figure 7 is even more bizarre. Here we have a full-color reproduction of a 22-cent Liberty commemorative clipped from a U.S.P.S. Philatelic Sales Division publication and used to make up part of the postage on a cover mailed last year. The diagonal slash in the lower right

corner of the Liberty, designed to prevent misuse such as this, was entirely unsuccessful.



Figure 8.

The final piece in this article, shown in Figure 8, is also from 1988. Dead ducks can't waddle and can't quack. And canceled stamps aren't supposed to be used again. But this \$10.75 Express Mail stamp was. The original postmark was very light, and it showed clearly only in two places in the margin: to the left of the birdie's neck and beneath the letter "U" and "S" of "USA." So some enterprising soul -- or should I say "crook"? -- dabbed a little white typing correction fluid on those two point, and, presto, he or she scammed the Postal Service out of the price of one Express Mail overnight letter. I guess the clerk on duty wasn't very eagle eyed!

America is often called the Land of the Free. It appears that to some people "Free" means they don't have to pay.



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What is wrong with this cover? Postmarked CHICAGO, ILL./AIR MAIL, FEB 8, 1931, the cover is addressed to Holland. It is franked with a 5-cent air mail, a 5-ct Roosevelt and a 10-cent special delivery. The special delivery stamp was insufficient to pay the service to Holland (it should have been 20 cents) and the 10 cents postage represented a 1-cent overcharge for domestic air mail service on a cover destined for Holland in 1931. Improper calculations of domestic air mail fees on letters bound for overseas points were fairly common in the 1920's and 1930's.

U.S. SURCHARGE AIR MAIL FEES TO EUROPE AND BEYOND

PART I: FEES FOR DOMESTIC AIR SERVICE

By Richard W. Helbock

One of the more complicated and fascinating problems confronting collectors of early 20th international air mail covers from the United States concerns the proper rates of postage required on mail given partial air service to Europe and points beyond prior to the inauguration of trans-Atlantic clipper service. Once Pan American Airways launched its first flight on F.A.M. 18 to Marseilles via Lisbon on May 20, 1939, air mail postage to Europe was fixed at 30 cents per half ounce from any point in the continental United States. Air mail destined for points beyond Europe was still subject to a schedule of rates which varied more or less with distance, and the whole pattern was shortly thrown into chaos by World War II. But at least the clipper service had made a start toward rate simplicity. During the years before the clipper, it often required careful study of postal regulations to determine the proper rate, and even then, the sometimes complicated wording led to incorrect charges.

The purpose of this article is to provide a brief trace of the history of trans-Atlantic air mail service, to examine the kinds of partial air service provided by the United States Post Office in conjunction with foreign carriers and to catalog the rates for this service in effect prior to the trans-Atlantic clipper. My analysis is based upon contemporary publications of the Post Office Department --including *U.S. Official Postal Guides*, *Monthly Supplements to the Guides*, and the *Daily Postal Bulletin*; Robert Dalton Harris's "US Rates for European Air Service" published in *P.S.*, Vol. VI, No. 4 (December 1984); and Henry Beecher's unpublished manuscript on U.S. postal rates.

Because of the complexity of the subject and my desire to quote appropriate citations and explore a bit of the details, this article will be presented in two parts: 1) the fees charged for domestic air service on letters destined overseas; and, 2) the fees payable in United States stamps to provide air service by foreign carriers overseas. The first of these parts is by far the simpler subject, but, as you will see, it is not without its convolutions.

Domestic Air Service for Mail Bound Overseas

Scattered announcements of connections between the U.S. postal service and foreign carriers providing air service to specific destinations began appearing in the *Monthly Supplements* as early as March 1921. Sometimes specific rates for these services were mentioned; sometimes they were not. The first attempt to define a schedule of rates for foreign air mail service appeared in the August 1924 *Supplement*:

FOREIGN MAIL

Letters or articles sent as letters, destined for delivery in foreign countries will be accepted for transmission by air mail service at fully prepaid postage.

Airplane postage will be paid on letters destined to countries where the United States domestic rate applies, but when destined to any other foreign country the air plane postage plus the international rate of 5 cents for the first ounce or fraction thereof, and 3 cents for each additional ounce or fraction thereof, less the domestic rate of 2 cents an ounce or fraction thereof will be charged.

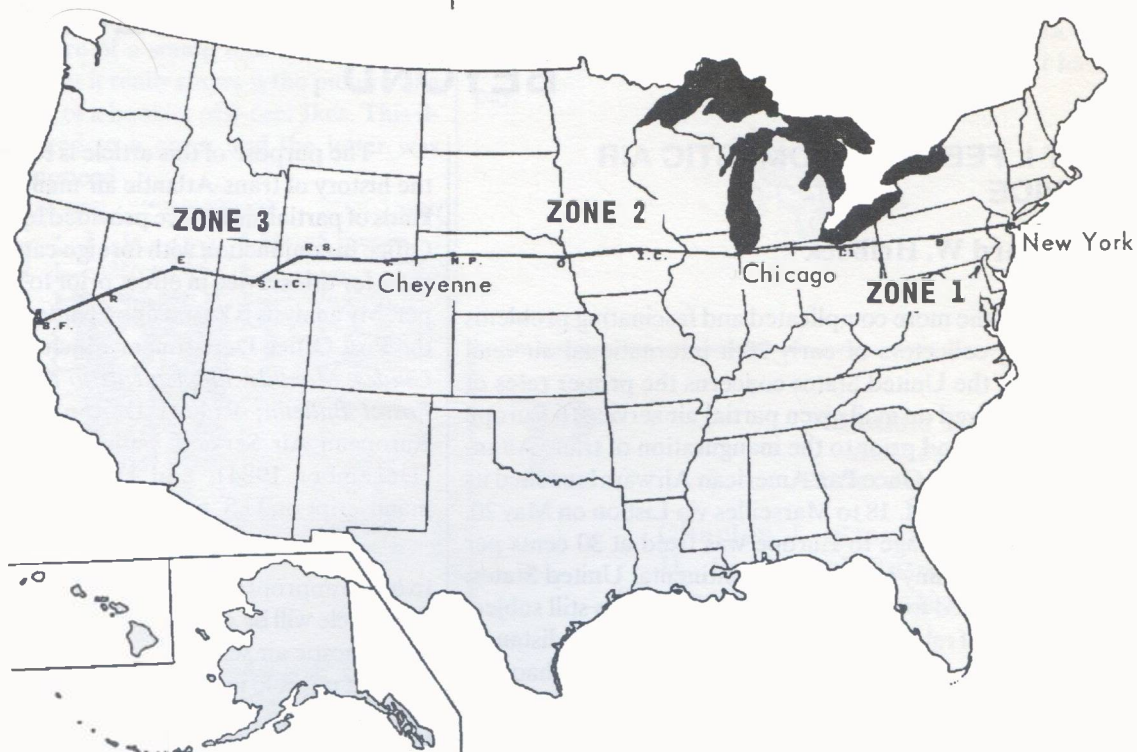
Sounds simple enough, doesn't it? Unfortunately, the U.S. domestic air mail rate structure was at that time divided the nation into three zones, with required postage varying with the number of zones crossed from origin to destination. In addition, the phrase about "countries where the United States domestic rate applies" added further complications.

The three air mail zones of the United States were established July 1, 1924, with the inauguration of scheduled air service on the New York - San Francisco transcontinental route (Map 1). Zone 1 extended from New York City to Chicago. Zone 2 from Chicago to Cheyenne, Wyoming, and Zone 3

from Cheyenne to San Francisco. Domestic air postage consisted of 8 cents per ounce per zone, or portion thereof. A letter sent via air mail from Seattle to New York was charged 24 cents per ounce.

The matter of which foreign countries were favored with having U.S. domestic rates apply was reasonably straightforward. Almost all of Latin America, including the Caribbean, Central America, Mexico and South America, were subject to the 2-cent per ounce rate. The lone exceptions appear to be Dutch and French Guiana in northern South America. There were, however, some non-hemispheric nations to which the domestic rate applied. These included Great Britain, Ireland and Spain in Europe, and New Zealand and Western Samoa in the Pacific.

This initial rate structure is summarized in Table 1 below. What appeared to be a rather simple instruction for calculating air mail rates, yields a somewhat complicated procedure which entailed knowing 1) the number of zones to be crossed; 2) the surface rate to the eventual country of destination; and, 3) the weight of the letter. For example, on a letter mailed from Cleveland, Ohio, to London, England, and weighing less than an ounce, the correct postage necessary to provide air service to New York and steamer to London was 8 cents. On the other hand, a letter mailed from Boise, Idaho, to Paris, France, of the same weight was properly charged 27 cents for air service to New York and steamer onward to Paris.



MAP 1. THE GOVERNMENT-OPERATED TRANSCONTINENTAL AIR MAIL ROUTE.

TABLE 1
TOTAL POSTAGE REQUIRED FOR US AIR
SERVICE & SURFACE OVERSEAS
July 1, 1924

Weight	2-cent Countries			5-cent Countries		
	Zones Traversed			Zones Traversed		
	1	2	3	1	2	3
0 - 1 oz.	8	16	24	11	19	27
1 - 2 oz.	16	32	48	20	36	52
2 - 3 oz.	24	48	72	29	53	77

It should be noted that all rates in Table 1 are calculated on the basis of whole ounces. In some later rates, calculations were based upon half-ounces, and anyone attempting to interpret the postage on a particular cover should keep this variable in mind.

On February 15, 1926, the Post Office put into effect a new and more complicated schedule of domestic air mail fees designed to take account of the advent of contract air routes. Prior to this time, the transcontinental route and the New York - Chicago night route had been wholly government enterprises. In an effort to encourage civil aviation, it was decided to accept bids from private concerns to provide air service on eight feeder routes which would connect with various cities on the government transcontinental route. These feeder routes became the first contract air routes, and the first of these to go into service were routes from Detroit to Cleveland and from Detroit to Chicago, both operated by the Ford Motor Company and inaugurated February 15, 1926.

The new schedule of air mail charges was complicated because it differentiated between service on contract routes and service on government routes. (There was in reality only one government route -- the transcontinental, but the night service between New York and Chicago was treated as a separate route and in fact postage on this route had been set at 10 cents per ounce on July 1, 1925) Rates charged for contract air service varied with the number of miles as follows: under 1,000 miles - 10 cents per ounce; 1,000 to 1,500 miles - 15 cents per ounce; and over 1,500 miles - 20 cents per ounce. In addition to these amounts, there was a charge of 5 cents per ounce for each airmail zone, or portion thereof, that the mail was carried over the government operated route. For letters not carried on contract routes, that is, carried only on the government routes, the charges remained 8 cents per ounce per zone for daylight service and 10 cents per ounce for the Chicago - New York night service.

Calculating the correct point to point domestic air mail charges could now involve knowing 1) the number of zones to be crossed; 2) the contract and government routing to be followed; 3) where or not night service would come into play on the New York - Chicago flight; and, 4) the weight of the letter.

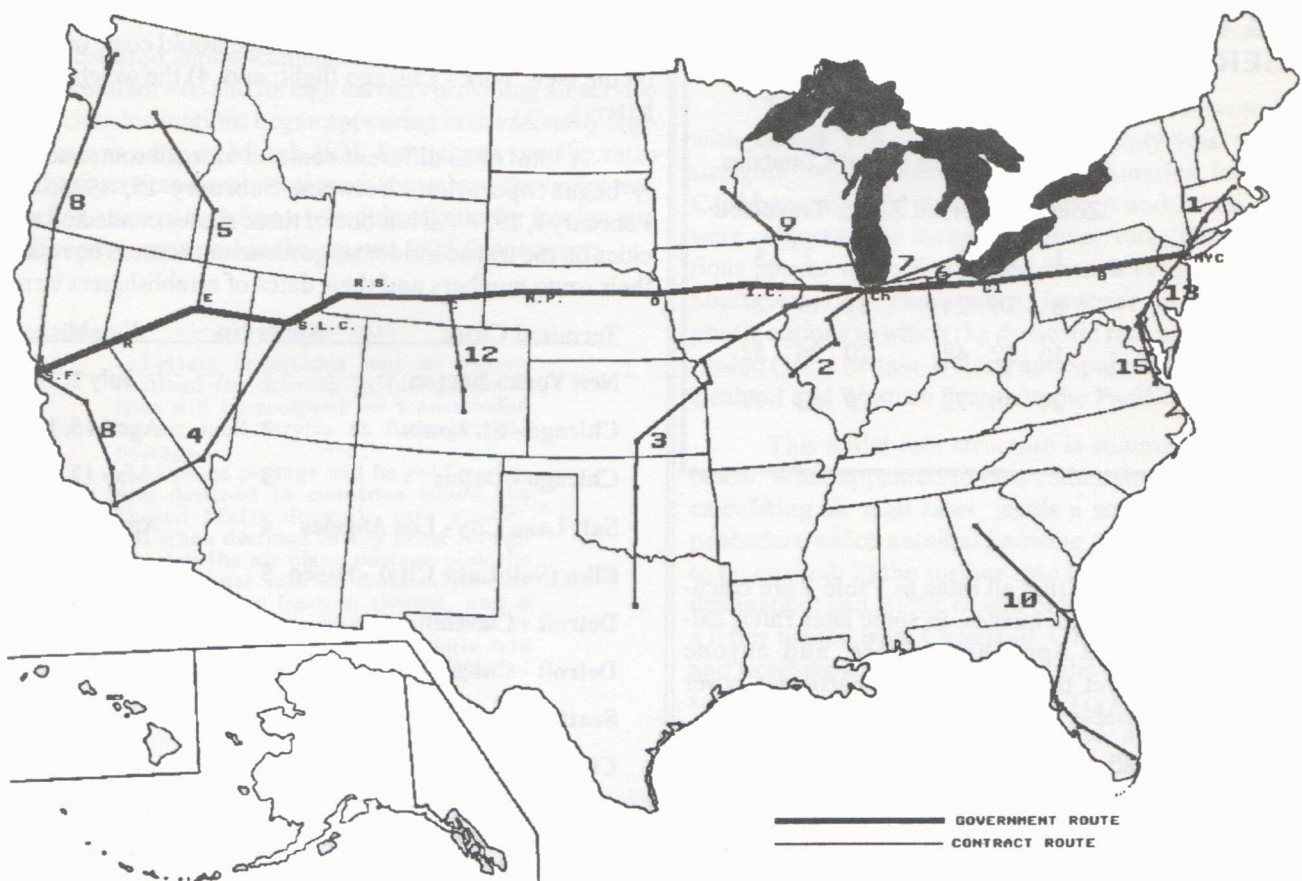
A total of 13 different contract air mail routes actually began operations between February 15, 1926, and February 1, 1927. All but one of these routes connected with cities on the transcontinental government route. The routes, their route numbers and their dates of establishment were:

<u>Terminal Cities</u>	<u>Route No.</u>	<u>Established</u>
New York - Boston	1	July 1, 1926
Chicago - St. Louis	2	April 15, 1926
Chicago - Dallas	3	May 12, 1926
Salt Lake City - Los Angeles	4	April 17, 1926
Elko (Salt Lake City) - Pasco	5	April 6, 1926
Detroit - Cleveland	6	February 15, 1926
Detroit - Chicago	7	February 15, 1926
Seattle - Los Angeles	8	September 15, 1926
Chicago - Minneapolis	9	June 7, 1926
Atlanta - Miami	10	September 15, 1926
Cheyenne - Pueblo	12	May 31, 1926
New York - Washington (via Philadelphia)	13	July 6, 1926
Philadelphia - Norfolk	15	October 10, 1926

The location of these contract routes and their relationship to the transcontinental route are illustrated in Map 2.

The *Monthly Supplement* for July 1926 restated the domestic air mail charges to be paid on letters destined for overseas points. The rates cited worked out to be the same as those established July 1, 1924, but their formulation was given a different twist. The air mail rate on letters mailed in the U.S. addressed for delivery in foreign countries having a 2-cent letter rate agreement was said to be "6 cents per ounce or fraction thereof for the first zone, 14 cents ... for the second zone, and 22 cents ... for the third zone, in addition to the regular postage of 2 cents an ounce or fraction thereof." For all other countries the air mail rates were also 6, 14, and 22 cents, but the addition was 5 cents for the first ounce or fraction thereof and 3 cents for each additional ounce or fraction thereof.

This announcement went on to calculate a couple of specific examples of how these rates would apply -- essentially the same type of examples used above in this article. Unfortunately, the examples used only cities located on the government transcontinental route, and gave no hint as to how the domestic air rate might be calculated if part of the



MAP 2. The Government-operated Transcontinental Air Mail Route and Contract Routes established prior to February 1, 1927.

service was provided by contract carrier. There does, however, appear an additional note which states, in essence, that the air mail charge on letters to foreign destinations is the "same as domestic air mail rate for those countries having 2-cent postal conventions with the United States;" and "for all other countries, 3 cents in addition to air mail rate." Presumably this note refers to letters of one ounce or less, for as was shown in Table 1, the difference in rates increases by one cent with each one ounce increase in weight. Using this announcement as our guide, we may assume that if the cover illustrated in Figure 2 had been intended to reach its addressee in England instead of on ship board in New York, the postage would have been the same (25 cents = 10 cents contract route Pasco to Elko + 15 cents 3 zones Elko to New York). On the other hand, if it had been mailed to the addressee in France or Germany the proper postage for domestic air service and trans-Atlantic steamer would have been 28 cents.

On February 1, 1927, the domestic air rate schedule took a major step toward simplification. The basis of this simplification was twofold: 1) domestic air mail rates were fixed at 10 cents per half ounce regardless of distance; and, 2) the 10 cent rate applied to both government and contract air routes. The *Monthly Supplement* of February 1927 adjusted air mail rates on letters posted in the U.S. and addressed overseas as follows:

"When destined for countries to which the United States domestic rate applies, the airplane postage only (10 cents for each half ounce or fraction thereof); but, when destined for any other country, the airplane postage plus the international letter rate of 5 cents for the first ounce or fraction thereof and 3 cents for each additional ounce of fraction thereof, less the domestic rate of 2 cents per ounce or fraction thereof."

Table 2 summarizes the total postage on letters bound overseas to be given domestic air mail treatment for weights up to 3 ounces. The new rate structure was an obvious improvement over the 1924 model, but it was still complicated

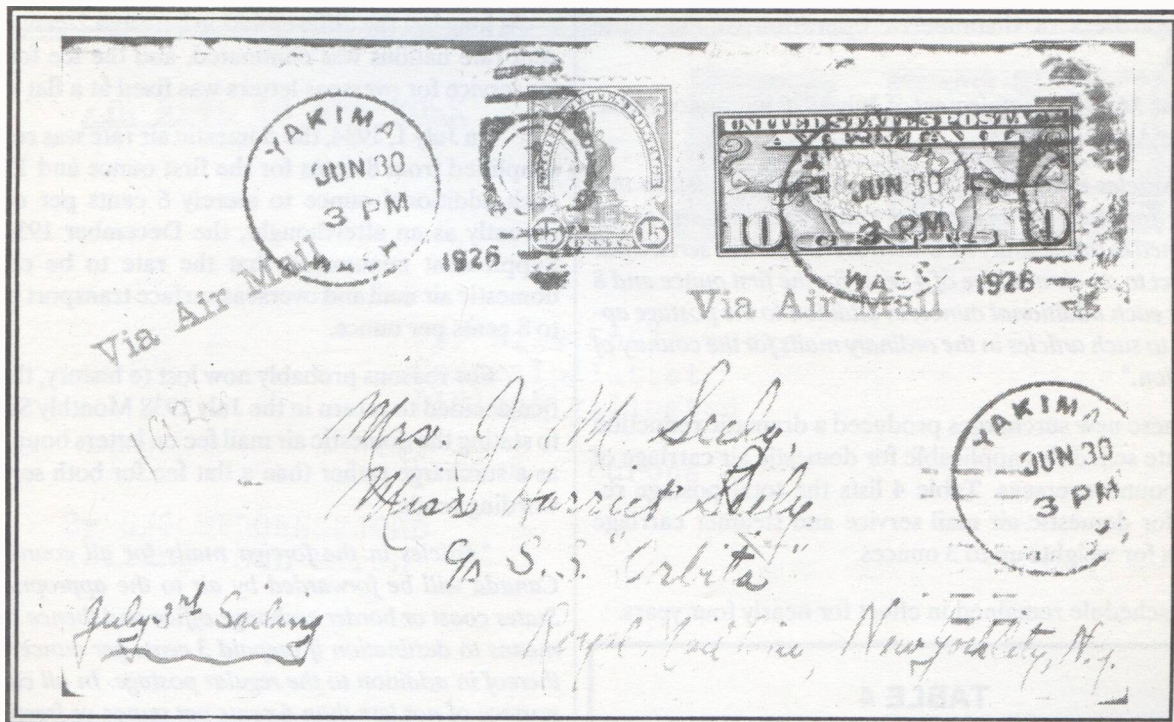


Figure 2. This cover was mailed in Yakima, Washington, June 30, 1926, to addressees on board the S.S. ORBITA at New York City. It was carried on the Contract air route to Elko, Nevada (10 cents) and through three zones of the Transcontinental route (5 cents per zone) for a total air postage of 25 cents..

by differential treatment of certain nations and the need for computations which combined per ounce and per half ounce rates.

be subject to an air mail fee of 8 cents for each half ounce or fraction thereof, in addition to the postage applicable to such articles in the ordinary mails for the country of destination."

The net effect of this change was to reduce domestic air mail surcharges on letters weighing more than one-half ounce. Table 3 illustrates the new fee structure for letters weighing up to 3 ounces.

TABLE 2
TOTAL POSTAGE REQUIRED FOR US AIR SERVICE & SURFACE OVERSEAS
February 1, 1927

Weight	2-cent Countries	5-cent Countries
0 - 1/2 oz.	10	13
1/2 - 1 oz.	20	23
1 - 1 1/2 oz.	30	34
1 1/2 - 2 oz.	40	44
2 - 2 1/2 oz.	50	55
2 1/2 - 3 oz.	60	65

The next change in domestic air mail fees charged on letters destined overseas was announced in the February 1928 *Monthly Supplement*:

"Articles in the regular mails which are mailed in this country for delivery in foreign countries and are to be transported in this country by United States air mail service will

TABLE 3
TOTAL POSTAGE REQUIRED FOR US AIR SERVICE & SURFACE OVERSEAS
February 1, 1928

Weight	2-cent Countries	5-cent Countries
0 - 1/2 oz.	10	13
1/2 - 1 oz.	18	21
1 - 1 1/2 oz.	28	32
1 1/2 - 2 oz.	36	40
2 - 2 1/2 oz.	46	51
2 1/2 - 3 oz.	54	59

Effective August 1, 1928, the Post Office announced a major new revision of domestic air mail rates. The new

mail regardless of distance or operation of the route traveled.

The *Monthly Supplement* of July 1928 announced that, effective August 1, 1928:

"Articles in the regular mails which are mailed in this country for delivery in foreign countries and are to be transported in this country by United States air mail service will be subject to an air mail fee of 4 cents for the first ounce and 8 cents for each additional ounce, in addition to the postage applicable to such articles in the ordinary mails for the country of destination."

These new surcharges produced a dramatic reduction in the rate schedules applicable for domestic air carriage of letters bound overseas. Table 4 lists the total postage required for domestic air mail service and steamer carriage overseas for weights up to 3 ounces.

This schedule remained in effect for nearly four years.

TABLE 4
TOTAL POSTAGE REQUIRED FOR US AIR
SERVICE & SURFACE OVERSEAS
August 1, 1928

	2-cent Countries	5-cent Countries
Weight		
0 - 1/2 oz.	6	9
1/2 - 1 oz.	6	9
1 - 1 1/2 oz.	16	20
1 1/2 - 2 oz.	16	20
2 - 2 1/2 oz.	26	31
2 1/2 - 3 oz.	26	31

The next change in domestic air mail fees took effect July 6, 1932. On that date domestic rates were increased to 8 cents for the first ounce and 13 cents for each additional ounce.

Coincident with the change in domestic air rates, the Post Office announced in the August 1932 *Monthly Supplement* that:

"Articles mailed in this country addressed for delivery in trans-Atlantic or trans-Pacific countries which are to be dispatched by the United States air mail service to a coast-exchange office for dispatch therefrom by steamship must be prepaid the flat rate of 10 cents for the first ounce or fraction and 15 cents for each additional ounce or fraction. This rate includes the regular postage and the fee for United States air mail service, but does not provide for dispatch by air to or in foreign countries."

At long last the differentiation between 2-cent rate and 5-cent rate nations was eliminated, and the fee for domestic air service for overseas letters was fixed at a flat rate.

On July 1, 1934, the domestic air rate was reduced and simplified from 8 cents for the first ounce and 13 cents for each additional ounce to merely 6 cents per ounce. Apparently as an afterthought, the December 1934 *Monthly Supplement* announced that the rate to be charged for domestic air mail and overseas surface transport be reduced to 8 cents per ounce.

For reasons probably now lost to history, the Post Office decided to return in the July 1938 *Monthly Supplement* to stating the domestic air mail fee on letters bound overseas as a surcharge rather than a flat fee for both services. The wording reads:

"Articles in the foreign mails for all countries except Canada will be forwarded by air to the appropriate United States coast or border exchange office and thence by ordinary means to destination if prepaid 3 cents per ounce or fraction thereof in addition to the regular postage. In all cases a total postage of not less than 6 cents per ounce or fraction thereof must be prepaid. The articles should be marked "By Air in U.S.A. to Exchange Office."

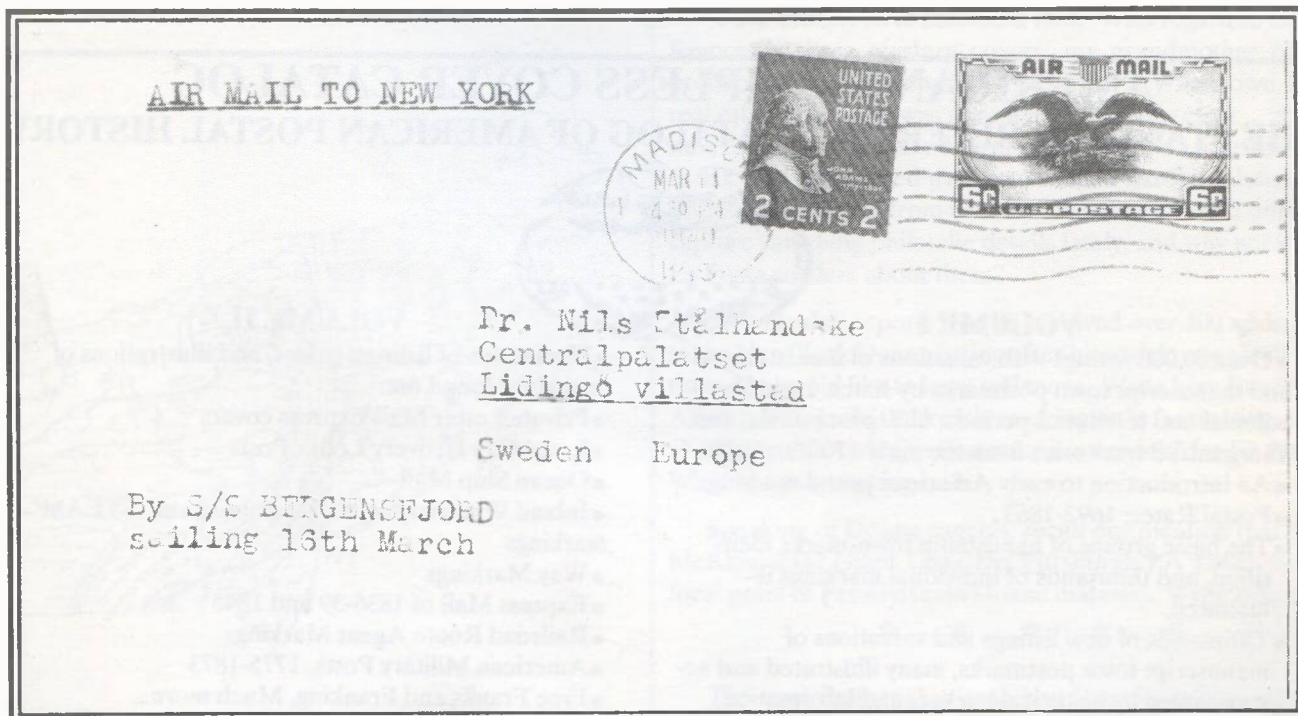
It was not the intent of this announcement was to change the rate charged for domestic air service on letters bound for overseas destination. The charge for a letter to Europe, Africa or Asia had been 8 cents per ounce, and with this announcement it remained 8 cents per ounce (3 cents air surcharge plus 5 cents surface postage overseas).¹ The rewording was apparently aimed at broadening Post Office policy to encompass domestic air service to all foreign mail, but what it did was to create confusion.

The rendering of the new rate in the 1939 *Official Postal Guide*, Part II (International) was even more confusing:

"Articles in the regular mails to all foreign countries will be forwarded by air to appropriate United States coast or exchange office and thence by ordinary means to destination (1) if prepaid 3 cents per ounce or fraction in addition to the regular postage in cases where the regular postage is 3 cents per ounce or more, or (2) if prepaid an amount sufficient, with the regular postage, to make a total of 6 cents per ounce or fraction in cases where the regular postage is less than 3 cents per ounce (post cards to certain countries, prints, etc.)."

This schedule remained in effect until 1946, and, of course, by that time the United States had established direct air mail service with virtually all parts of the globe.

In summary, the fees required for domestic air service on letters destined for overseas points evolved from the very complicated structure of surcharges first installed in 1924 to a fairly simple flat fee of 10 cents per ounce (which included overseas surface transport) in 1932. This was reduced to 8 cents per ounce in 1934, and, despite some unnecessarily



Cover mailed from Madison, Wis., March 14, 1940, illustrating proper payment of the 8 cents postage required for surface mail to Sweden and domestic air service within the United States. Note the correct endorsement "Air Mail to New York."

complicated rewording of the fee in 1938, the domestic air plus overseas surface fee remained 8 cents until 1946.

NOTES: ¹The lone exception seems to be Spain and its North African colonies where the rate was still 3-cents/ounce for surface mail.

SUMMARY TABLE

TOTAL POSTAGE REQUIRED FOR DOMESTIC AIR & OVERSEAS SURFACE, 1924-1946 (Letter weighing 1/2 - 1 ounce)

Date	2-cent Convention Nation			5-cent Convention Nation		
	1 Zone	2 Zones	3 Zones	1 Zone	2 Zones	3 Zones
Jul 1, 1924	8	16	24	11	19	27
Feb 15, 1926*	8	16	24	11	19	27
Feb 1, 1927 (Zones Eliminated)		20			23	
Feb 1, 1928		18			21	
Aug 1, 1928		6			9	
Jul 6, 1932 [2-Cent/5-Cent Difference Eliminated]						10
Jul 1, 1934 - Sep 30, 1946						8 ⁺

*Rates remain the same for letters carried on Government-operated Transcontinental route, but for mail carried on a combination of Government and Contract routes the proper postage is equal to the domestic postage for 2-cent convention nations and domestic postage plus 3-cent surcharge for 5-cent convention nations.

+ Actually a 3-cent per ounce surcharge above surface rate beginning June 21, 1938.

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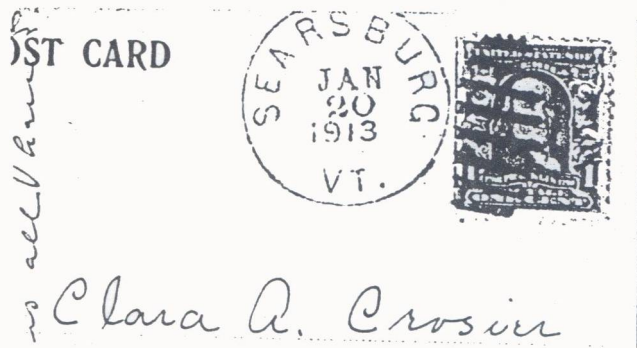


NORTHEASTERN SECTION

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

We're into our casual summer format for this issue of *La Posta* but the Northeast continues to pull its weight. Let me add quickly, though, that the pile of articles currently available for printing is abysmally LOW. Send in a piece on any topic whatever within our area and help continue to keep the Northeast as pertinent and interesting as always.

We now have a Searsburg cancel, thanks to Dave Lyman of Toronto. He is an avid collector of Vermont DPOs and would like to correspond with like-minded individuals: Dave Lyman, CKEY, 1 Yonge St -- 25th Floor, Toronto, Ontario M5E 1G1.



A postcard mailed at Searsburg seven months and six days before our friend Needham Bartlett succeeded to the postmastership at his shack.

Dave continued to comment that, "With regard to Geoff Remond's three mystery covers, my grandmother could probably have shed some light on cover #3 [Watertown, MA real estate bill.] She was assistant to the town clerk ... at the time the cover was mailed. Unfortunately, it's a little too late to ask her--she passed away in 1948!" First-hand information sources depart from us daily. What have YOU done to capture vanishing philatelic details lately, and why not write *La Posta* readers about them?

Jack Heafeli reports that he received over 100 additions to the New York Doane listing after his article appeared last time. He would like to have still more. Write him: Box 8645, Albany, NY. Jack is currently working on "a fascinating story of Albany, NY's elusive first machine cancels" for *La Posta*. What are you working on?

Speaking of Doane cancels, recall our mention that Bob McKain, 2337 Giant Oaks Dr, Pittsburgh PA 15421, is the focal point of Pennsylvania Doane material. Write him, too.

* * * * *

The contributors this issue hail from Vermont, Maine, and Pennsylvania. By permission, we include a neat article from *The Vermont Philatelist*, #131, February 1989, by Donald B Johnstone. It discusses the attractive, small bullseye duplex, so familiar and appealing to this Philadelphia collector and collectors of many other towns.

Newcomer Rick Lancaster shows us a few local cancel peculiarities that enhance our collections, after mystifying us awhile. Al McCloskey has worked several months refining his thoughts on his hometown of Olney, Philadelphia PA and presents us with a fine little catalog and commentary of the Olney area postoffices. It should be an inspiration to many others: encapsulate your favorite postal history pet place and share same with your fellow readers.

A final thank you to those readers who noted my suggestion to send Pennsy covers to me, as auctioneer, for our *Pennsylvania Postal Historian* auction. The results have been very good--for the membership and the sellers.

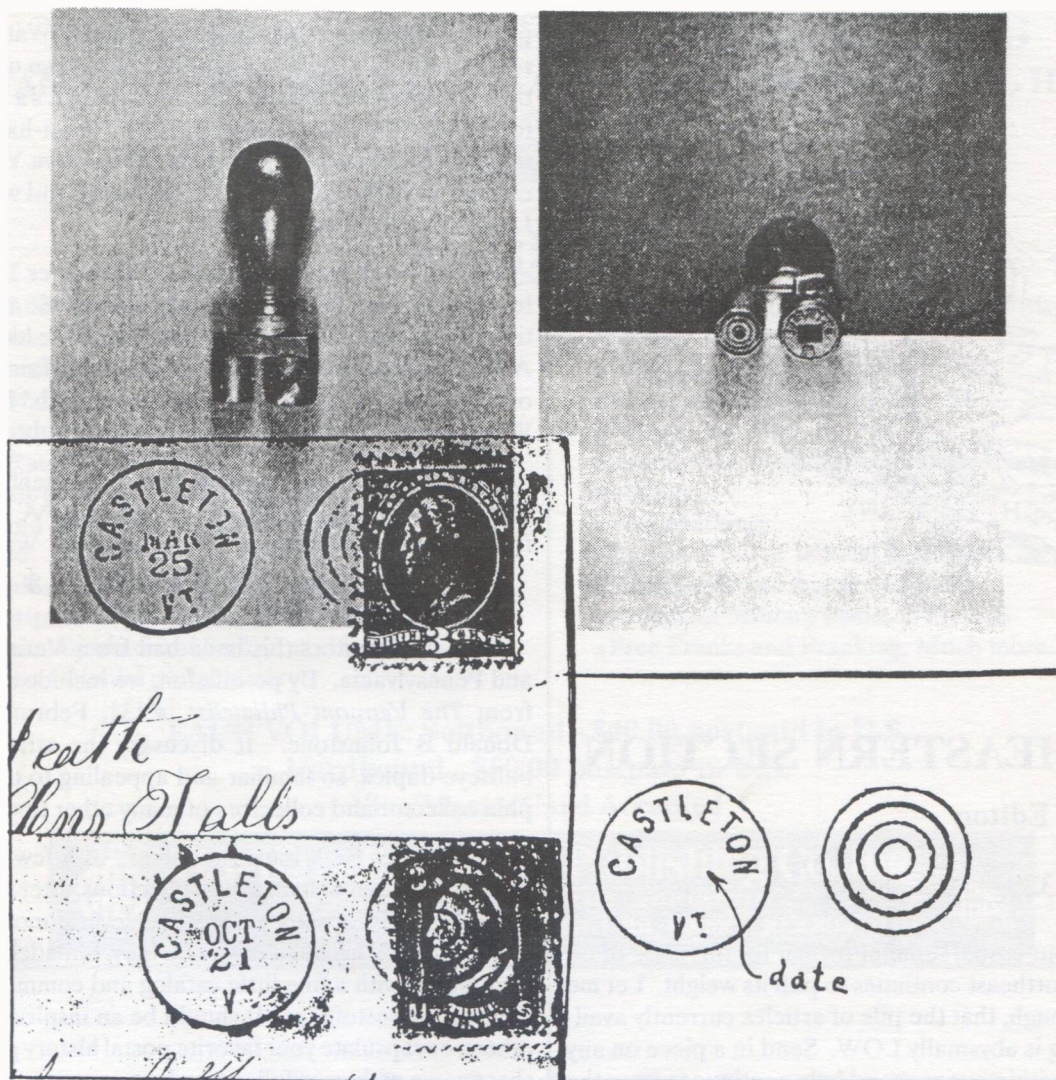
* * * * *

And now a sub-tropical, chauvinistic moment about next November. Why not come to sunny Florida for a breather? FLOREX is the name; Orlando on Thursday, November 2, should be your aim.

ARIPEX seems to have begun a healthy trend with its Postal History Seminar, and Ken Schoolmeester of Greensboro, NC, is gathering steam to have a Southeastern version hosted in the fall. Perhaps such regionally-related symposia will spread their influence even farther, and all to the good.

(Florida, for example, has a hard time gettin' it together. There is no Florida Postal History Society for one, though common sense would seem to mandate one: a foreign period;

Continued on Page 35



Norton's Castleton Postmark

By Donald B Johnstone

Reprinted from *The Vermont Philatelist*

When one has collected and studied Vermont postmarks, it is a pleasant surprise to encounter an early Vermont town handstamp which has been used to apply a particular postmark.

Shown here are photos of such a handstamping device, one of its impressions, and a couple of Castleton VT postmarks on cover.

From several covers it has been possible to determine its approximate period of use, 1863 to 1871.

The device comprises a circular town postmark of steel with a slot for the month and day type, which is held in place by a thumb screw. At the other end of the bar is a blotter or obliterator made of steel with four concentric rings.

The patent date on this is August 9, 1859, which is the date Marcus P Norton of Troy NY was issued a now famous patent. His patent description was for a very different and specific duplex postmarking handstamp that would cut and deface a stamp, thus preventing its reuse. As no other postmarking device was patented on this date, it seems the patent date on this duplex must be Norton's.

Thomas Alexander and Richard Graham have written about Norton and his patents in the *Chronicle of the U.S. Postal Issues* for May, 1985. With the discovery of this Castleton VT device, it now appears that Norton used the patent to cover other duplex handstamps.

Postal regulations of 1860 attempted to discourage the use of town postmarks for canceling stamps, and this prompted the development and use of duplex handstamps as a timesaving practice in the larger post offices.

Some of the larger Vermont post offices, such as Burlington, Montpelier, and St Johnsbury, were using duplex postmarks by the mid-1860s, but one might question the need to employ a duplex postmark in Castleton, when the net annual revenue approximated \$500.

Although Norton's patents show him to have resided in Troy NY, one of his early patent amendments is datelined Tinmouth VT, which is less than 20 miles from Castleton. Hence, perhaps Norton lived for a time in Tinmouth, and such proximity to Castleton may have had some bearing on this handstamp, used by William Moulton, Castleton postmaster from 1861 to 1885.

[Ed-The Castleton "Norton" postmarks have the same dimensions as the Philadelphia duplexes below: 21+ to 22+ mm dial, 7mm space, 18mm bullseye. Surely, the same manufacture? The Clinton CN postmark, by comparison, is almost certainly a composite of two separate stamps: a 26+ mm dial and 19mm killer, minimal spacing.]



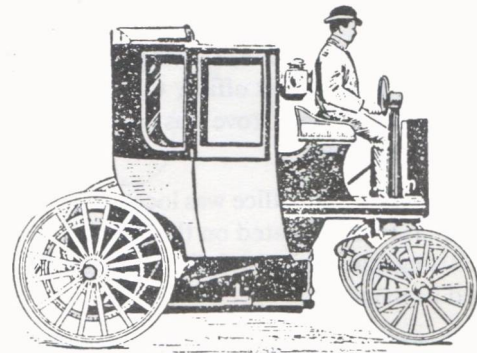
Fig 1. Sep 22, 1864 duplex (used April 1864 to ____ 1867).



Fig 2. Mar 27 (1865) duplex (used ____ 1865 to ____ 1866) date stamp on back.



Fig 3. Feb 19 (1863) dated letter enclosed.



Continued from Page 33

Territory; Civil War; military bases; great inter-American tourist traffic, ergo, cancel and usage frequency; early Pan-Am flights; and the alleged largest stamp club in the galaxy, in near-by Hollywood FL. Such a seminar may help grease the wheels here and in the rest of the sultry, sunny South.)

It will be a day of concentrated lecture/discussion on topics like archival mounting, philatelic writing, computers and philately, expertising, etc. There will be recognized experts in these fields and others, and a chance to schmooze with, the likes of (possibly at this point) Dave Phillips, Lowell Newman, Brian Green, Bill Helbock, Phil Fettig, Dick Criger, Bill Welsh, Burns Stroup, John Hotchner, Bill Bowman, Dave Robinson, etc. plus the ensuing three days of bourse activity with dealers and sun-seeking collectors. Sound good? Stay tuned.

OLNEY, PA AREA POSTAL HISTORY

By Al McCloskey

Olney is located in the extreme North Philadelphia section of Philadelphia County. Alexander Wilson, a land owner in the vicinity, had called his estate Olney. (He had been an admirer of the poet Cowper, whose home was in Olney, England.) Thus the name Olney had become associated with the village sometime prior to September 5, 1839, when Mr. Wilson's property was sold.

Before the political consolidation of the City and County in 1854, the original Olney was located 6 miles north and 1/4 mile east of Front street on Rising Sun Avenue. (Rising Sun Avenue has had many names such as Kensington Oxford Turnpike and Old Second Street Pike.)

CEDAR GROVE IS FIRST

The history of the Olney Post Office goes back a few years prior to the first "Olney" post office. On December 6, 1832, a post office called Cedar Grove was established with John D Wentz as Postmaster.

This tells us where the office was located, because Wentz owned the U.S. Hotel, located on the NW corner of Tabor Road and Rising Sun. This also indicates that Olney had not yet received its name.

The area was called Cedar Grove, the name given to the area at the Tookany (Tacony) Creek crossing on the road

Al McCloskey is one of those dogged collectors who will not "retire" from the pleasures of research. He continues to be deeply involved with his church's history and postal history, especially the 40 years study of his hometown: Olney, Philadelphia PA.

Recently, Bart Billings, in *Machine Cancel Forum*, expressed amazement at the activity of this friendly octogenarian and his continuing contributions to postal history. The following article revises and expands Al's 1978 SEPAD program commentary.

His carefully drawn illustrations of cancels have been sought out for several publications, such as William C Cole's *Postal Markings of New Jersey Stampless Covers* and Wylie H Flack's *Introduction to the Postal History of Philadelphia and Country*.

from Germantown to Frankford, first called Olney Road, later Tabor Road.

The post office was not a paying proposition, so on May 11, 1833 Wentz gave it up and John J Jennings became postmaster till Aug 8, 1833 when the PO ceased. His post office was located in one of the buildings of the Whitaker Mills. These buildings existed until recently (1976-77) when they were destroyed by fire. No postmarks of Cedar Grove are known.

Mail was brought to Cedar Grove under contract #1241 with James Conly and Jonathan Conard for delivery three time a week in four-horse coaches. This was the first stop on the route, 5-1/4 miles from Philadelphia to Lambertville NJ.

The next stops were Ariel (later Fox Chase PO), Cotmans (called Huntingdon, in Montgomery County), Richboro, Pennsville, New Hope, Lambertville.

OLNEY/FELTON SEE-SAW

Our country's politics is basically a two party system and one of the political plums was the grant of postmasterships to influential party supporters; when a postmaster changed or a post office was to be established its location was determined by who that postmaster was.

For the Olney area, the next post office was re-established on April 12, 1847, during the term of James K Polk, a Democrat. Nothing is known of whom requested the office, but it was located at Felton's Villa according to records in Washington.

The first postmaster was George W Felton, a son of John Felton, a large landowner in the area and owner of the Feltonville tavern. Maps of this period show the name to be the "Penna. Coat of Arms Inn" which was the last stopping place for the New York to Philadelphia stage. No Felton's Villa or -ville postmarks are known.

The Whigs took office in 1849 under Gen. Zachary Taylor. As a result, on June 15, 1849 the post office moved to Olney, 1/2 mile north on the Kensington and Oxford Turnpike. The exact location is unknown, but a map of 1851 shows a store located on the corner of Olney Road and the K- and O- Turnpike (now Tabor Road and Rising Sun Avenue.) The first postmaster was Joseph Myers, probably the storekeeper. On July 19, 1850, Israel K Wentz became postmaster.

POSTAL ZONE MAP PHILADELPHIA, PA.



THE PRICE OF A MAIL ROUTE

In 1852 John Haines had the contract for the 27-mile mail route Philadelphia to Newtown. For the department requirement of a two-horse coach, he received \$489 per year for three round trips a week. His route left the central office, 5-1/2 miles to Olney, up Rising Sun Avenue to Oxford Station (Oxford Church after 1857) and so on to Fox Chase, Huntingdon Valley, Sorrel Horse and other places familiar to local residents today. At each of these places a post office was maintained.

In 1855, when the Cheltenham post office was opened, this route was lengthened by one mile and Haines received \$15 per year more. He did not think this enough. Although mail carriers made considerable profit in carrying passengers and local parcels, John's bid in 1856, for the same service was \$1200. He lost out to George M Lodge of Newtown who assumed the route, including the Cheltenham stop, for \$700. This for three round trips, Tuesday, Thursday, and Saturday, with a "horse coach."

BACK TO POLITICAL CHICANERY

On April 22, 1853 the post office was returned to Feltonville during the term of Franklin Pierce, a Democrat, again with George W Felton postmaster. This time it would stay there for eight years since a second Democrat, James Buchanan, followed Pierce. George was followed by John Felton Jr, who in turn was followed by his wife, Margaret, in 1860.

On April 18, 1861 the post office was again returned to Olney during the term of Republican Abraham Lincoln. Just before this Samuel C Ford had bought the store and U.S. Hotel. He built a new two storey store and leased it to three different men in the period up to 1867.

The first of these storekeepers was Henry S Rorer, who was postmaster from April 18, 1861 to February 20, 1862. Probably under the pressure of the Civil War, Rorer must have given up the store and Ford, the owner, temporarily took over, also as postmaster. Then from May 28 till February 3, 1863 James K Shriver was Postmaster, followed by David Nimlet, the final Olney postmaster.

OLNEY AS A BRANCH "T"

On August 19, 1867 the office was closed as an independent county post office and became a branch of the Philadelphia PO. Mr Nimlet probably continued as branch superintendent for some time after.

The post office was no longer called Olney but became Station T of the Philadelphia PO. Most stations were given a letter designation until the turn of the century. On January 1, 1902 the name officially changed from Station T back to Olney Station.

During this period too the political parties controlled the Post Office. It is currently accepted that when the Republicans were in power the post office was in William Fetter's store, built in 1872, and when the Democrats were in charge, it was located in Jacob Felton's store, built in 1873.

This process continued until July 1, 1902 when the post office was moved to the other half of Philipp's candy store at 132 W Tabor Road. This was now convenient to the Reading Railroad's Olney Station which brought the mail up from Philadelphia. Probably this was the method used to transport the mail north when the railroad was first established in 1873 as the Philadelphia and Newtown Railroad.

The post office stayed in Philipp's store until December 31, 1915 when it moved across the street to 131 W Tabor Road. This was a new and larger building just for post office use.

At this time the community was beginning to grow and as the community kept growing, so did the post office. On

January 1, 1927 the post office again moved to still larger quarters, around the corner to 5407 N Mascher Street, but still close to the railroad station.

Then on January 1, 1940 it moved to yet larger facilities at 4th Street and Olney Avenue. But by this time it no longer required the railroad since trucks were primarily used for the movement of mail.

THE POSTMARKS OF OLNEY

The author's original writing on early Olney cancellations was limited to it's manuscripts. Small post offices such as Olney did not have enough income to warrant a handstamp. Pen and ink canceled inexpensively.

The first three known Olney county cancels were manuscripts, one on cover, two as stamp cancels. Two of these were in the Wylie H Flack collection, auctioned by Richard C Frajola in 1983. (The one on cover, Nov 21, 1861, was lot 249 and sold for \$120.) The third example (on a #65) is in the author's collection. It, along with the Flack stamp, came from the same correspondence. These three postmarks date between 1861 and 1867.

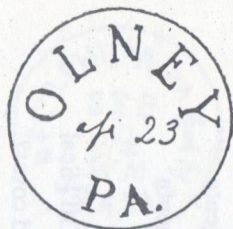
A few years ago, John Kay found the first handstamp for Olney, dated 1851. This find required a review of the records and is now considered the earliest Olney cancel. It was struck during the term of Israel K Wentz. Assuming Wentz bought this device, he probably kept it for his own, as the post office went with the Democrats to Feltonville for the next eight years.

Handstamp postmarks were used throughout the Station T/Olney Station years until sometime in 1919 when the first machine cancel was employed. This was an American machine, used for about a year, to be replaced by a Universal machine, which in two styles, was used until the late 1970's with only changes in dates..

REFERENCES

Kay, John and Smith, Chet. *Pennsylvania Postal History*. Quarterman Publications, Lawrence, MA. 1976

McCloskey, Al. "Olney Postal History." in *SEPAD-Philadelphia's 38th National Stamp Exhibit Program*. October, 1978.



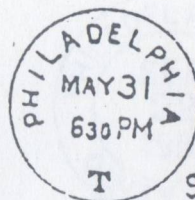
1. Olney handstamp

Olney
on stamps
6/4 Olney
12/8/166
Jan 3

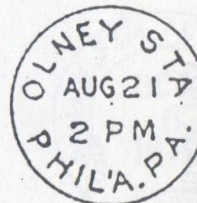
2. Olney manuscript



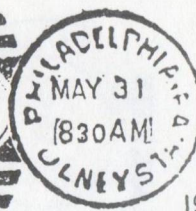
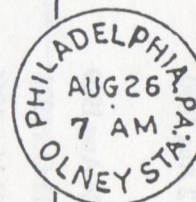
3. Large T on right



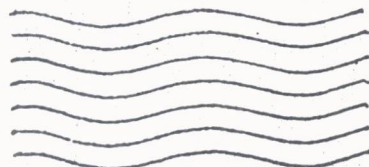
4. Small T at bottom



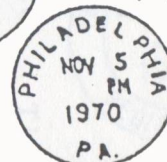
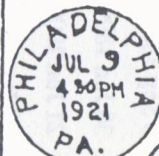
5. OLNEY STA. / at top



6. /OLNEY STA. at bott. 6a.



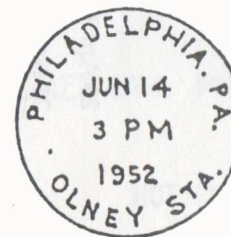
7. Amer mach, wavy l.



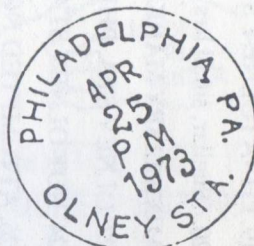
OLNEY
STATION

OLNEY
STATION

8. 9. Univ mach, str l.



10. 30mm duplex h/s



11. 32+mm cir. "dater"



12. 33+mm dbl cir "dtr"



12a dbl oval parcel h/s

LIST OF OLNEY POSTMARKS

DESCRIPTION	EARLY DATE	LATE DATE	COMMENTS
A. Cedar Grove			unknown
B. Felton's Villa			unknown
C. Feltonville			unknown
1. Olney handstamp	23 Apr 1851		
2. Olney manuscript	21 Nov 1861	28 Dec 1861	
3. Large T on right	14 Sep 1875	2 Aug 1880	
4. Small T at bottom	31 May 1889		
5. OLNEY STA./ at top	14 Feb 1903	24 Aug 1909	
6. /OLNEY STA. at bottom	18 Mar 1910	11 Oct 1921	#1 in killer
6a. Ditto	22 Apr 1947	31 May 1951	#2 in killer
7. Amer mach, wavy lines	15 Aug 1919	14 Apr 1920	
8. Univ mach, str lines	9 Jul 1921	19 Aug 1935	Ph--a, Pa. 8 to 4 o'clock
9. Univ mach, str lines	21 Feb 1941	1 Mar 1977	Ph--a, Pa. 9 to 3 o'clock
10. 30mm duplex h/s	14 Jun 1952	6 May 1953	
11. 32 + mm cir."dater"	25 Apr 1973	10 Apr 1975	
12. 33 + mm dbl cir "dtr"	11 Apr 1989		(see #30 below)
12a.Dbl oval parcel h/s	1920s	1930s	"T1" = Sta Ltr holdover
BACKSTAMP MARKS			
13. REC'D.PHIL'A.PA/STATION T	3 Sep 1880		reg ret rcpt
14. REC'D T PHILA.PA. 2 dig date	30 Jan 1899		
15. Ditto, 4 dig date	21 Jun 1900		
16. OLNEY STA.REC'D./PHIL'A.PA.	17 Jun 1902	14 Apr 1915	
16a. Ditto, missing year date	9 Feb 1902		
17. PH--A,PA./OLNEY STA. magenta	29 Aug 1947	17 Dec 1961	regis rcvd.
18. PH--A, PA. OLNEY STA./USPO	11 Dec 1963	6 Oct 1970	magenta
18a.PH--A, PA. OLNEY STA./USPS	8 Ocxt 1988		magenta
19. PH--A (OLNEY STA) PA./REG--D	23 May 1929	9 Jul 1932	magenta
20. Similar, small ltrs	29 Mar 1940	6 May 1955	magenta
AUXILLIARY MARKS			
23. OLNEY STA. PHILA red str.l.	---		on Off'l Seal
24. NOT OLNEY STATION " "	---		ret'd cover?
26. ATTEMPTED NOT KNOWN red fngtr	28 Jul 1988		ret to sender
28. Olney Station/PH--A,PA/date	6 May 1955		purpose?
METER (Rimless, no town PO meter)	11 Apr 1989		w/#12 above



13. REC'D. PHIL'A. PA./STATION T

14. REC'D T PHILA. PA. 2 dig date



15. ditto, 4 dig date



16. OLNEY STA. REC'D./PHIL'A. PA.



17. PH--A, PA./OLNEY STA. magenta



18. PH--A, PA. OLNEY STA./USPO



18a PH--A, PA. OLNEY STA./USPS



19. PH--A (OLNEY STA) PA./REG--D



20. similar, small ltrs

OLNEY STA. PHILA.

NOT OLNEY STATION

23. OLNEY STA. PHILA red str. 1.
24. NOT OLNEY STATION " "

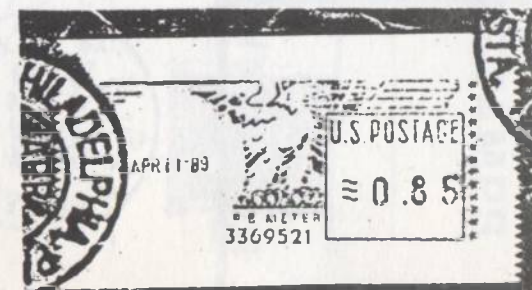


ATTEMPTED NOT KNOWN
OLNEY, 19120-9998

26. ATTEMPTED NOT KNOWN red fnger

Olney Station
PHILADELPHIA, PA.
MAY 6 1955

28. Olney Station/PH--A, PA/date



30. rimless, no town PO meter



Figure 1. Front and back.

Penna To Texas Via Four Railroads

by T Clarke

Geigertown, formerly Geiger's Mills (1894-1929), and now zip 19523, is located in Berks County, about 12 miles southeast of Reading PA. It is a rural area, with neighboring places named Plowville, Green Hills, and Birdsboro (Daniel Boone's homestead.)

The cover presented is nothing much, except for the expeditious manner in which the Post Office deemed it best to send it special delivery. Miss Anna Witman needed to write to her husband?, who maybe trooped the dying vaudeville circuit at the Orpheum, a brother? who may have punched tickets for a living during the Depression in Waco, or perhaps a father? who was making doing government work with the WPA painting stage scenery. (Were the "Weaver Bros. & Elviry act" a trained seal act the relation worked with?)

Was it so urgent that she absent-mindedly wrote the address first on the reverse, then appropriately on the front? She, at least, used the proper postage, with a now faulty E15.

She took it to the Geigertown Post Office sometime in the afternoon of February 2, 1934. These folks dutifully stamped the "Fee Claimed by Office/of First Address" insisting on their fair 10 share of the transaction.

The letter was placed on the Reading and Lancaster RPO interurban, trip 701, and whisked to a junction with the New York and Pittsburgh, trip 15. In Pittsburgh the journey hurried onto the Pittsburgh and St Louis line, trip 155.

Finally the letter was routed via slo-oo-ow truck, it seems. Was it mis-sacked? There are no additional markings until the final postal step: a received backstamp at Waco TX another full day later, the midnight (12 M) of Feb 3/4.

As an eastern collector, I'm used to seeing quicker times on special delivery. Are these slowdowns standard for the pre-war Mid West? Anyone out there live in Waco and have a very long memory, or the proper tools to help allay the puzzle presented by this minor problem of tardiness?

And what could have been so important to a Waco stage-related employee?

MISUSE OF SOME SPECIALIZED HANDSTAMPS

By Rick Lancaster

Pictured are three postcards canceled with improper handstamps which will be briefly described. Two examples are from Skowhegan, the other from Bangor. Post Office regulations required that first class mail be canceled with a dated postmark and killer. The following apply:

"Sec 540 All mail matter...shall be postmarked on the address side...to show name of post office...and, on first class matter, the date of dispatch, and hour...."

"Sec 1615The postmarking portion of the postmarking and canceling stamp shall not be used to cancel postage stamps."

"Sec 538and if any mail matter shall be forwarded without the stamps or envelopes being so defaced, the postmaster at the office of delivery shall deface them, and report the delinquent postmaster...."

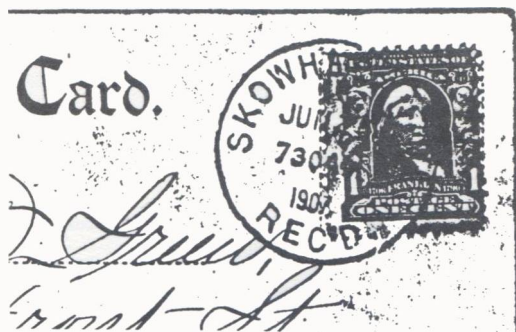


Figure 1.

The first postcard is canceled with a June 26, 1907 Skowhegan receiving handstamp. Proper usage of a backstamp provides documentation of the mail delivery system. Although mailed locally, this card illustrates an interesting misuse of a special use backstamp.

Rick Lancaster is a new contributor to *La Posta*. He hails from Skowhegan, Maine, is married, and has two boys, 7 and 11. He's had several professions but now is content as a specialist dealer in 20th century postal history, particularly post-1950. He personally collects the postal history of his home state.



Figure 2.

The second example is canceled with a boxed Skowhegan parcel post handstamp. Since it is undated, it is an obvious misuse of department regulations.



Figure 3.

The third postcard is canceled with an August 10, 1908 Bangor transit handstamp. Transit postmarks were applied on the reverse by larger post offices as they handled the mail along the way to its destination.

REFERENCE

Postal Laws and Regulations. 1913. GPO, Washington.

CANADA R.P.O. MAIL AUCTION
JOHN WHITE
780 NW Wallula Avenue
Gresham OR 97030-5454
(503) 665-5376

Member: APS RPSC BNAPS PHSC CPS-GB

Lot	Description (Ludlow Types)	Est
1.	C. B. RAILWAY T.P.O. / NEWF'D (N-28) VG-F CDS on OC 1 07 PPC w/ LR corner missing	\$8
2.	ANNAPOLIS & YARMOUTH / M.C. (MA-4) F CDS (EAST) on MR 26 90 Reply Card w/ horiz file crs	\$9
3.	CH'TOWN & M. HBR. / R.P.O. (MA-39) VF CDS (x2) on DE 2 12 PPC	\$16
4.	CH'TOWN & SACKVILLE R.P.O. / (MA-44) F-VF CDS (Tr #39) on FE 2 42 "V for Victory" cachet cvr to USA	\$6
5.	OXFORD & PICTOU / M.C. (MA-184) G+ CDS (W) on OC 29 99 cvr w/ Hotel Wallace cc sl soiling	\$10
6.	ST. J. & B'V'LE / (MA-199) VG-F CDS (Train #41) (x2) on NO 19 65 philatelic cvr	\$6
7.	COATICOOK & MONTREAL / R.P.O. (Q-13) VF CDS (x3) on JY 7 53 cvr	\$15
8.	HERV. JCT. & MTL. / (Q-20B) F+ CDS (Train #113) on FE 17 61 cvr (earliest use ?)	\$8
9.	MONTREAL & DUNDEE R.P.O. / (Q-77) F CDS (Train #65) DE 18 78 cvr (nibbled @ L) w/ cute Xmas card encl.	\$6
10.	TRAIN No. / MONT. & OTT. R.P.O. (Q-124) VG CDS (x2) on JA 26 19 PPC (Tr #509 - scarce on this run)	\$9
11.	MONT. & TORONTO R.P.O. / (Q-162) VG-F CDS (Tr #208) on JU 17 66 philatelic cvr	\$6
12.	NEWP. & MONT. R.P.O. / (Q-177D) F CDS (Tr #213) (x2) on MY 29 45 cvr	\$6
13.	BLENHEIM & SARNIA / Ry.P.O. (O-25) F CDS (N) on MY 21 91 GPC (#P9a) vert file crs, pin holes	\$8
14.	GALT & ELMIRA / M.C. (O-77) VG-F CDS (S) on AU 4 04 GPC (#P22) (sl off card but still easy ID)	\$10
15.	HAMILTON & SOUTHAMPTON R.P.O. / (O-111) F CDS (Tr #426) JA 23 25 cvr w/"Keystone" adv cc	\$8
16.	HAM. & SOUTH. / R.P.O. (O-114) F CDS (Train #186) on NO 4 29 CPR C.O.D. envelope	\$16
17.	LONDON & NIAGARA FALLS / Ry.P.O. (O-150) F CDS (T1W) on NO 30 96 GPC (#P14)	\$8
18.	PICTON & TRENTON R.P.O. / No. 2 (O-279) VG-F CDS (Tr #55) on JY 9 28 cvr to NY	\$10
19.	Pt. DOVER & HAMILTON Ry.P.O. / (O-286) F CDS (N) on JY 2 04 GPC (South Bend IN Columbia mach rcvr on F)	\$7
20.	St. THOMAS & WINDSOR / M.C. (O-310) F-VF CDS (W) on AP 13 98 GPC (#P17)	\$8
21.	TOR. & LON. / R.P.O. (O-354A) VG CDS (x2) (Train #49) on AU 17 66 philatelic cvr	\$12
22.	BRAN. & LAN. P.R.O. / No.2 (misspell) (W-11) G-VG CDS (Tr #59) JA 28 36 cvr w/ F+ Erwood Sask backstamp!!	\$8
23.	BRANDON & REGINA R.P.O. / No.3 (W-12) F-VF CDS on NO 27 33 cvr	\$7
24.	CAL. & VAN. R.P.O. / B.C. (W-26B) F+ CDS on JU 25 65 (Last Day of Run) philatelic cvr	\$3
25.	\$ C. & V. R.P.O. \$ / B.C. (W-30k) F but Light CDS on OC 21 06 PPC (Ornament #136) (Train #96)	\$15
26.	M. HAT & NEL. R.P.O. / B.C. (W-81) F CDS (W) on AP 7 09 GPC (#P23)	\$9
27.	M. JAW & MACKLIN R.P.O. / No. (W-89) Lot of 4 diff run numbers (1,2,3 and 4) all on cvr Gen VG-F	\$12
28.	NELSON & MIDWAY B.C. / R.P.O. (W-95A) VG CDS on AP 27 47 cvr	\$15
29.	NEL. & MID. R.P.O. / BRIT. COL. (W-96) VG-F CDS on DE 8 47 cvr	\$7
30.	C.P.R. NORTH PORTAL & MOOSE JAW M.C. / No.2 (W-102E) F CDS (E) on NO 2 08 PPC	\$9
31.	REG. & SWAN RIVER R.P.O. / No.1 (W-124) VG-F CDS on MR 24 28 Ad cvr (Ogden's Cut Plug - not too fancy)	\$8
32.	SASK. & P.A. R.P.O. / No. 1 (W-145B) G+ CDS on JU 13 55	

PS cvr (#EN72)	\$6
33. SMITHERS & PRINCE RUPERT / R.P.O. (W-147A) F CDS (Train #186) on MY 7 58 OHMS cvr (Scott #O44)	\$15
34. VANCOUVER & PRINCE RUPERT/R.P.O./Str. CAMOSUN (SS-20) VF on AP 5 10 cvr torn open @ R(strike uneffected)	\$18
35. G.T.R. Stn. / HAMILTON, CAN. (DD-18) F CDS on AU 31 93 GPC (#P13)	\$6

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Parran Pilot Princeton Queen Regan Rosebud Ryndon
Sandpass Sandy Secret Siegel Sigold Silver Bow
Stimler Summit Sundland Thorp Victor Voight
Warm Creek.

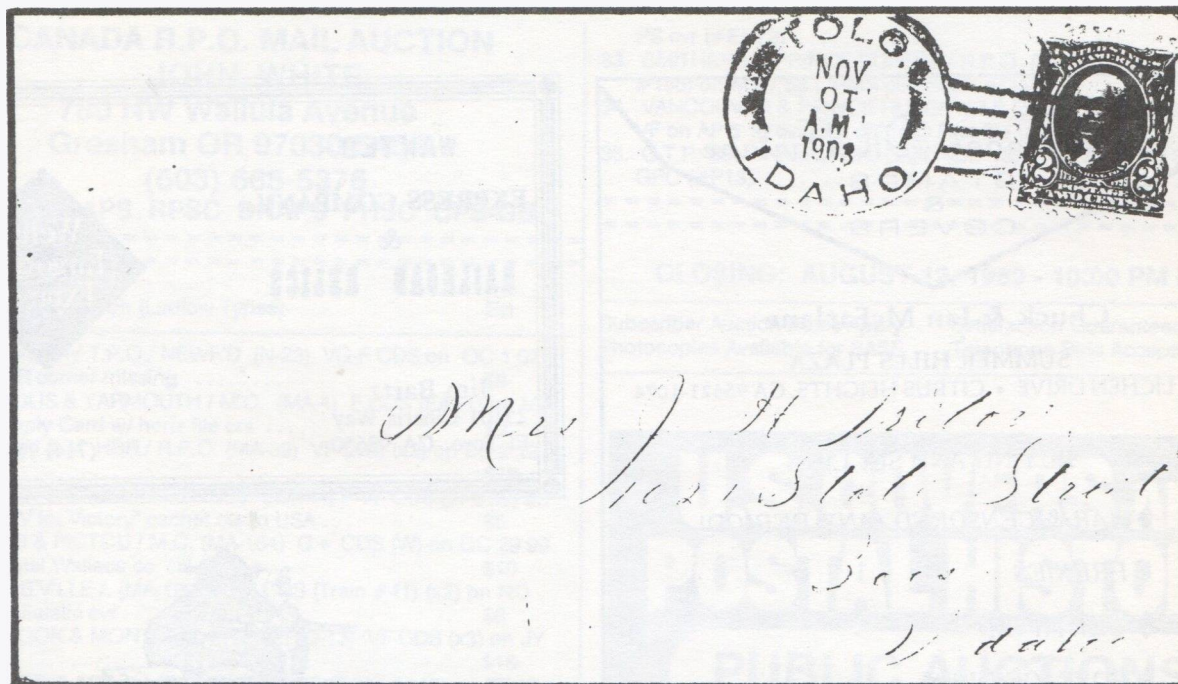


Figure 1. This cover bears the earliest recorded example of a Doane cancel from the State of Idaho. Dated Nov 10, 1903, this Type 1 Doane from Tolo is also the only 1903 Doane on record from Idaho.

IDAHO DOANE UPDATE

By Lynn Langdon

The revised listing of Idaho Doane cancels which follows contains 218 towns, an increase of 40 towns since the last publication of an Idaho Doane list in *Pacific Northwest Doanes* in 1985. Two towns which appeared in the previous list have been deleted due to the availability of new information. The new listing includes 10 Type 1 Doanes, 116 Type 2 Doanes and 95 Type 3 Doanes.

Scarcity values have been omitted from the current list due to the controversial nature of such values. In the previous list, all Doane cancels from offices still in operation were assigned a scarcity value of "1" -- the lowest number. Doane cancels from some of these towns have proven to be quite scarce, while Doanes from some towns which had only brief life-spans are somewhat more common. Postmaster compensation statistics may be of some help in estimating the relative scarcity of Doane cancels, but bear in mind that 120 of the Idaho offices known to have used Doanes were in operation prior to 1900 and used other types of postmark devices.

Estimating scarcity from statistics is always a rough job, for, no matter how careful the choice of statistics, there is no way to take into account the boy who wrote his girl friend every day on cards which she saved and cherished forever, or the plentiful St. Patrick's Day, Halloween and New Years cards that all ended up in the wastebasket.

If Helbock's projection of 270 Idaho towns using Doanes is correct, then our current listing of 218 represents an 81% completion figure. Four Idaho towns are known to

have used two different Doane cancels -- Downey, Minidoka, Sugar, Twin Falls and Winona.

Twin Falls has now been documented using three different Doane cancel types (Figure 2). The post office was established July 1, 1904, and the first postmark issued to the new office was a type 2 Doane with a Doane number of "1" (standard for newly established offices). The earliest date of record for this type is 16 Nov 1904. Twin Falls grew very rapidly, and sometime early in 1905 the office was issued a new Doane cancel; this time a Type 2 design with a different style of lettering but still with a Doane number of "1". This second Doane cancel also had a limited life-span, and in early 1906 the postmaster ordered yet a third postmark. This time the device was a new Type 3 Doane device, and the Doane number was "11". This higher number was based on the Twin Falls postmaster compensation published July 1, 1905, which was \$1,000. In early 1907 the office pressed back into service one of its Type 2 Doane cancels; now broken and entirely missing the killer bars. Finally, in mid-1907, Twin Falls was issued a steel duplex handstamp; a device better suited to stand up to its high mail volume. A previously listed second Doane type for Meadows was deleted as unconfirmed, and a listing for Rea was found to be a 4-bar rather than a Doane.

My thanks to Dave Ramstead, Randy Stehle, Ken Ballard, Mike Fritz and others for their contributions to this list. Any collector who has additions or corrections to this list is asked to contact Lynn Langdon, 223 So. Broadway, Buhl, ID 83316. Photocopies are requested.



Figure 2. The progression of postmark types at Twin Falls from 1904 to 1907 included three different types of Doane cancels.

IDAHO DOANE CANCELS

Post Office County	In Service	Ty	No	Earliest	Latest
ACEQUIA Minidoka	1907-1981	2	-	23 Mar 1908	
ALPHA Boise	1888-1954	3	1	12 Aug 1911	
AMERICAN FALLS Oneida	1882-Date	2	5	20 Mar 1906	20 Oct 1908
ANDERSON Latah	1893-1907	2	1	7 Apr 1906	20 Jan 1908
ARCO Butte	1880-Date	2	3	2 Oct 1907	30 Nov 1907
ASHTON Fremont	1906-Date	3	1	14 Jul 1909	
ATHOL Kootenai	1895-Date	3	1	26 Nov 1906	20 Dec 1910
AVON Latah	1891-1953	2	2	18 Oct 1904	23 Nov 1906
BADGER Fremont	1904-1913	2	1	7 Jan 1910	15 Feb 1912
BASALT Bingham	1905-Date	3	1	25 Jan 1909	14 Mar 1914
BAYHORSE Custer	1884-1927	2	1	14 Jun 1905	16 Jun 1907
BAYVIEW Kootenai	1906-Date	3	1	6 Aug 1908	4 Mar 1911
BEAR Adams	1892-1963	2	2	27 Jul 1908	14 Nov 1908
BENNINGTON Bear Lake	1874-1922	2	2	7 Oct 1908	
BLACK BEAR Shoshone	1903-1919	3	4	9 Jul 1907	28 Dec 1908
BOYER Bonner	1903-1908	2	-	7 May 1907	
BRIDGE Cassia	1879-1971	3	2	28 Sep 1907	28 Sep 1909
BUHL Twin Falls	1906-Date	3	1	6 Nov 1906	19 Aug 1909
BURLEY Cassia	1905-Date	3	1	4 Dec 1907	12 Dec 1908
CABINET Bonner	1904-1954	2	1	16 May 1907	25 Jun 1910
CACHE Teton	1904-1916	2	1	28 Jul 1906	
CAMERON Nez Perce	1881-1955	3	1	25 Jan 1909	25 Jan 1909
CAREY Blaine	1884-Date	2	3	6 Feb 1906	2 Jun 1909
CARSON Shoshone	1906-1908	3	1	5 Dec 1906	10 Mar 1907
CASTO Custer	1905-1908	2	1	2 Aug 1906	
CATALDO Kootenai	1893-Date	2	3	16 Sep 1906	18 Dec 1908
CENTERVILLE Boise	1893-1952	2	3	28 Aug 1906	19 Jul 1908
CHANCE Bonner	1904-1907	2	1	16 Feb 1906	20 Aug 1907
CHESTER Fremont	1894-Date	2	1	19 Sep 1907	7 Oct 1907
CHESTERFIELD Bannock	1889-1956	2	1	17 Aug 1908	4 Aug 1909

IDAHO DOANE CANCELS

Post Office County	In Service	Ty	No	Earliest	Latest
CHILLY Custer	1903-1958	2	1	4 Mar 1908	6 Mar 1910
CLAWSON Fremont	1906-1915	3	1	14 May 1907	
CLEARLAKE Gooding	1905-1918	2	1	17 Nov 1906	16 Nov 1909
CLEARWATER Idaho	1895-Date	2	2	16 Nov 1904	22 Apr 1911
CLIFTON Franklin	1870-Date	2	2	26 Aug 1908	18 Dec 1909
COMFORT Idaho	1903-1907	2	1	17 Jul 1906	
CONCORD Idaho	1900-1913	3*	2	17 Mar 1910	18 Jun 1910
CRAWFORD Valley	1890-1915	2	1	9 Jun 1905	31 Jan 1911
CRESCENT Latah	1895-1930	3	1	30 Dec 1907	21 Jan 1911
CROOKS Blaine	1906-1920	3	1	25 Mar 1910	18 Jul 1911
DARLINGTON Butte	1902-1972	3	2	17 Jun 1908	20 May 1909
DE LAMAR Owyhee	1889-1942	3	-	3 Jun 1910	
DELTA Shoshone	1880-1912	3	2	6 Aug 1909	7 Feb 1912
DEMPSEY Bannock	1895-1915	3	2	22 Apr 1909	11 Jun 1912
DENVER Idaho	1892-1914	2	3	24 Sep 1904	24 Oct 1910
DESMET Kootenai	1890-Date	3	2	13 Jan 1910	29 Jul 1911
DICKEY Custer	1885-1934	2	2	23 Jan 1906	11 Aug 1909
DINGLE Bear Lake	1890-Date	2	1	29 Oct 1904	23 Dec 1906
DOWNEY Bannock	1894-Date	2	3	30 Aug 1905	30 Nov 1912
		3	2	1 Aug 1910	
DRIGGS Madison	1894-Date	2	-	23 Aug 1904	
DUDLEY Kootenai	1895-1957	1	2	15 Nov 1908	18 Aug 1909
EDIE Fremont	1906-1915	3	1	27 Oct 1907	25 Jan 1911
ELLIS Custer	1890-Date	2	1	17 Oct 1904	
ELO Valley	1905-1909	2	1	23 Jan 1906	22 Jul 1909
FAIRVIEW Franklin	1883-1909	2	-	24 Aug 1909	
FERDINAND Idaho	1898-Date	3	1	10 Sep 1907	31 Dec 1909
FERRELL Benewah	1902-1921	2	2	13 Jun 1908	8 Jul 1913

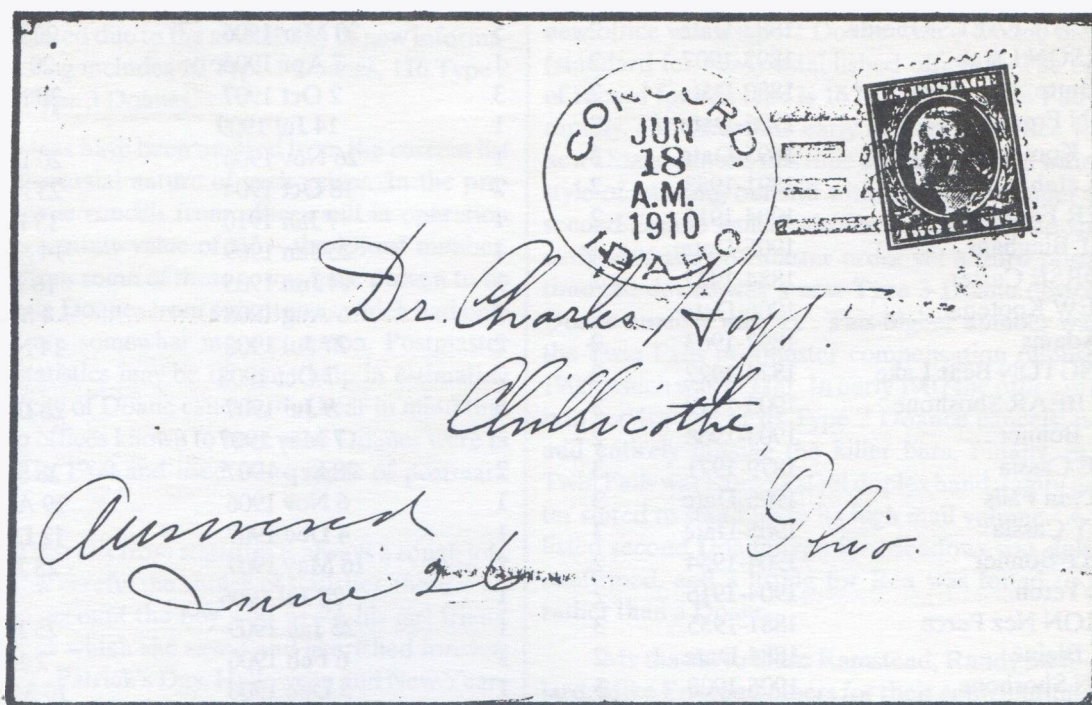


Figure 3. The Concord Doane appears to be a Doane mimic. Note the unusually thick killer bars and odd lettering. No examples are known prior to 1910.

IDAHO DOANE CANCELS

<u>Post Office County</u>	<u>In Service</u>	<u>Ty</u>	<u>No</u>	<u>Earliest</u>	<u>Latest</u>
FILER Twin Falls	1905-Date	3	1	26 Dec 1908	8 Oct 1913
FIRTH Bingham	1905-Date	2	1	2 Jul 1906	
FLETCHER Lewis	1896-1910	3	2	4 Sep 1907	
FOREST Lewis	1893-1948	1	3	22 Aug 1907	8 Jan 1908
FRASER Clearwater	1890-1920	3	2	7 Sep 1909	22 May 1912
GARDEN VALLEY Boise	1875-Date	2	2	2 Jun 1908	8 Aug 1908
GILMORE Lemhi	1902-1957	2	1	1 Mar 1907	22 Aug 1913
GLENGARY Bonner	1906-1944	3	1	5 Oct 1909	11 Aug 1910
GLENWOOD Idaho	1904-1934	2	4	31 Mar 1908	4 May 1915
GOODING Gooding	1900-Date	2	2	13 Dec 1904	9 Apr 1907
GRAND VIEW Owyhee	1888-Date	3	1	12 Jan 1907	5 Feb 1910
GREENLEAF Canyon	1908-Date	2	1	7 Jul 1909	
GREER Nez Perce	1899-1957	3	-	20 Feb 1909	30 Apr 1911
HAILEY Blaine	1881-Date	3	16	30 Mar 1907	5 Aug 1909
HANSEN Twin Falls	1905-Date	2	1	29 Mar 1907	21 Jan 1909
HARPSTER Idaho	1895-1951	3	2	11 May 1909	30 Aug 1916
HAZEL Cassia	1905-1914	3	1	9 Mar 1909	
HEISE Jefferson	1900-1944	2	-	15 Jun 1912	
HERBERT Madison	1906-1916	3	-	7 Jan 1908	
HEYBURN Minidoka	1905-Date	3	1	20 Dec 1906	1 May 1908
HOLBROOK Oneida	1901-Date	3	1	26 ??? 1908	
HOT SPRINGS Owyhee	1892-1934	3	1	3 Oct 1911	13 Apr 1912
ILO Lewis	1899-1920	2	3	13 Dec 1906	22 Sep 1912
INKOM Bannock	1903-Date	2	1	19 Mar 1907	24 Dec 1908
IRON SPRINGS Washington	1903-1908	2	1	4 Feb 1904	
ISLAND Cassia	1882-1916	2	1	15 Sep 1905	13 Jan 1908
JACKSON Cassia	1906-1916	3	1	10 Jul 1911	
JANSVILLE Latah	1892-1907	3	-	16 Aug 1906	
JOSEPH Idaho	1905-1944	3	1	28 May 1909	30 Mar 1910
JUNCTION Lemhi	1874-1919	2	2	2 Aug 1911	6 Feb 1912
KEUTERVILLE Idaho	1888-1964	3	2	6 Oct 1909	1 Feb 1912
KIDDER Idaho	1904-1910	2	1	27 Nov 1906	12 May 1910
KILGORE Clark	1889-1963	2	2	26 Mar 1908	1 Mar 1913
KIMBERLY Twin Falls	1905-Date	3	1	3 Aug 1906	11 Jul 1908
KIPPEN Lewis	1896-1909	1	1	21 Mar 1905	28 May 1908
KOOTENAI Bonner	1885-1963	2	1	6 Oct 1907	23 Aug 1909
KUNA Ada	1884-Date	3	1	9 Aug 1909	1 Dec 1911
LACROSSE Kootenai	1904-1910	2	1	20 Mar 1908	29 May 1908
LAGO Bingham	1887-1954	2	2	9 May 1905	
LAKEVIEW Bonner	1890-1944	2	1	7 Mar 1907	18 Jul 1912
LANDING Power	1898-1914	2	1	4 Nov 1910	
LANDORE Adams	1901-1920	2	2	30 May 1907	11 May 1911
LARDO Valley	1889-1917	2	3	9 May 1905	4 Dec 1911
LEMHI AGENCY Lemhi	1877-1907	2	2	25 Mar 1907	
LENOX Elmore	1906-1924	3	1	28 Oct 1910	6 Jan 1911
LEORIN Bingham	1892-1910	1	1	16 Feb 1906	
LESLIE Custer	1888-Date	3	1	31 Jan 1910	
LEWISVILLE Jefferson	1893-Date	3	3	9 Mar 1907	25 Dec 1911
LIBERTY Bear Lake	1873-1920	2	1	22 Dec 1909	
LILLIAN Fremont	1906-1915	3	1	5 Feb 1908	5 Jun 1909
LOGAN Valley	1904-1909	2	1	14 Jul 1906	17 May 1907
LOOKOUT Nez Perce	1901-1916	3	2	1 Jul 1912	
LOWMAN Boise	1903-1966	2	-	17 Aug 1908	
LUCERNE Fremont	1904-1907	2	1	21 Jan 1905	
LUCILLE Idaho	1899-Date	2	4	7 Feb 1908	7 Apr 1913

IDAHO DOANE CANCELS

Post Office County	In Service	Ty	No	Earliest	Latest
LUTHER Kootenai	1904-1909	2	1	21 Apr 1905	
LYMAN Madison	1887-1914	2	2	2 Jun 1909	30 Aug 1912
LYONDALE Kootenai	1906-1910	3	1	6 Jun 1908	12 Jul 1910
MACE Shoshone	1899-1922	3	5	10 Aug 1906	2 Aug 1910
MALAD CITY Oneida	1865-Date	2	10	22 Feb 1906	15 Sep 1908
MARION Cassia	1885-1918	2	-	16 Apr 1909	
MARKET LAKE Jefferson	1868-1910	2	-	30 Oct 1908	4 Aug 1909
MARYSVILLE Fremont	1891-1943	3	3	18 Jul 1906	4 Aug 1908
MEADOWS Adams	1883-1966	3	6	14 Jun 1907	22 Dec 1908
MEDIMONT Kootenai	1891-1963	3	1	9 Jan 1915	
MENAN Jefferson	1885-Date	2	3	26 Jan 1908	28 Dec 1908
MIDDLETON Canyon	1866-Date	3	3	30 Sep 1909	8 Aug 1910
MIDVALE Washington	1903-Date	2	2	26 Jul 1906	
MINERAL Washington	1884-1919	3	2	11 Dec 1907	1 Apr 1911
MINIDOKA Minidoka	1883-Date	2	10	4 Apr 1906	28 Sep 1917
		3	10	9 Sep 1908	15 Dec 1910
MINK CREEK Franklin	1905-1909	2	1	6 Dec 1906	
MONITOR Kootenai	1905-1909	3	1	24 Sep 1907	
MOORE Butte	1902-Date	2	1	2 Nov 1904	19 Oct 1911
MORAVIA Boundary	1903-1943	1	1	30 Oct 1904	23 Jan 1910
MORSE Custer	1903-1905	2	1	31 Mar 1905	
MOUNT IDAHO	1863-1922	2	3	11 Dec 1907	17 Sep 1909
MURTAUGH Twin Falls	1905-Date	3	1	13 Feb 1907	20 Oct 1909
NAPLES Boundary	1892-Date	2	2	2 Jul 1907	
NEW PLYMOUTH Payette	1896-Date	2	3	23 Jan 1906	3 Oct 1908
NEWMAN Bonner	1904-1914	2	1	30 May 1906	21 Sep 1909
NEWSOME Idaho	1896-1927	3	1	28 Jul 1908	
NITER Bannock	1904-1918	2	1	1 Sep 1908	
NOTUS Canyon	1886-Date	2	2	28 Jan 1906	19 Nov 1910
NOUNAN Bear Lake	1882-1966	3	1	9 Jun 1911	
OLA Gem	1882-Date	1	2	5 Oct 1904	11 Jan 1911
ONEIDA Bannock	1878-1912	2	3	1 May 1907	27 Jul 1907
ORCHARD Ada	1893-1967	3	1	27 Sep 1910	
OREANA Owyhee	1885-1982	2	2	30 Oct 1907	6 May 1909
PATTERSON Lemhi	1900-1958	3	2	26 Jan 1910	29 Sep 1910
PAYNE Bingham	1903-1909	2	1	21 Dec 1907	11 Dec 1908
PEARL Gem	1895-1929	2	5	31 Oct 1904	2 Oct 1918
PECK Nez Perce	1896-Date	1	3	8 Sep 1904	13 Sep 1909
PERRY Bannock	1895-1915	3	-	14 Jan 1907	
PICABO Blaine	1900-Date	3	3	25 Dec 1906	11 Oct 1908
PIERSON Custer	1903-1915	1	1	30 Apr 1909	28 Nov 1911
PINEHURST Boise	1903-1918	1	1	10 Aug 1906	26 Feb 1907
PIONEERVILLE Boise	1865-1943	2	-	1 Jan 1906	
PLACERVILLE Boise	1863-1967	2	5	21 Sep 1906	27 Feb 1912
POLLOCK Idaho	1893-Date	3	2	24 Jun 1910	27 Jun 1931
PONDERAY Bonner	1905-Date	3	1	6 Jul 1910	10 Sep 1912
POTLATCH Latah	1905-Date	3	1	14 Feb 1906	19 Sep 1906
QUARTZBURG Boise	1894-1942	3	2	1 Mar 1908	1 Jan 1913
REMINGTON Shoshone	1906-1909	3	1	24 Jul 1907	
REYNOLDS Owyhee	1884-1940	2	2	22 Dec 1905	30 Dec 1910
RICH Bingham	1896-1906	3	2	15 May 1906	
RIGGINS Idaho	1901-Date	3	3	1 Sep 1908	1 Sep 1909
RIVERDALE Franklin	1882-1908	2	1	13 Jun 1904	
ROBIN Bannock	1899-1956	2	2	18 Feb 1908	27 Feb 1908
ROBINSON Custer	1898-1907	3	1	7 Aug 1906	30 Dec 1910

IDAHO DOANE CANCELS

Post Office County	In Service	Ty	No	Earliest	Latest
ROCKCREEK Twin Falls	1871-1925	2	3	13 Nov 1905	19 Apr 1907
ROCKLAND Power	1886-Date	3	-	8 Jun 1909	
ROSELAKE Kootenai	1905-1957	2	1	9 Jun 1908	28 Oct 1908
ROSWELL Canyon	1893-1954	3	-	19 Nov 1909	
RUPERT Minidoka	1905-Date	3	1	20 Aug 1906	13 Feb 1908
SAINT JOE Benewah	1890-1945	2	1	11 Aug 1905	16 Jul 1907
SALMON Lemhi	1895-Date	2	1	14 Jan 1911	
SAMARIA Oneida	1881-1963	3	-	16 Mar 1907	
SCHERRER Minidoka	1905-1907	3	-	9 Dec 1906	20 Feb 1907
SEVERANCE Bonner	1904-1911	2	1	18 Dec 1910	
SMALL Clark	1890-1959	3	2	17 Feb 1912	
SNOW Nez Perce	1905-1922	3	1	18 May 1907	18 Jun 1907
SOUTHWICK Nez Perce	1888-1973	2	2	28 Aug 1907	27 Feb 1912
SPALDING Nez Perce	1897-Date	2	3	19 Feb 1906	23 Jul 1908
SPENCER Clark	1897-Date	3	4	3 May 1908	19 Jul 1908
SPINK Boise	1906-1914	3	1	6 Aug 1906	
SPIRIT LAKE Kootenai	1903-Date	2	3	5 Nov 1907	
SPRINGFIELD Bingham	1905-1963	2	1	22 Nov 1906	15 Dec 1906
SPRINGSTON Kootenai	1901-1955	3	2	28 Feb 1910	27 Mar 1913
STANDROD Cassia	1890-1919	3	2	20 Dec 1907	22 Aug 1909
STANTON Blaine	1884-1914	3	1	1 Jan 1907	28 Dec 1912
STARKEY Adams	1906-1943	3	1	7 Aug 1908	23 Jun 1913
STEELE Lewis	1896-1923	2	-	4 Jan 1911	27 Feb 1913
STRICKER Twin Falls	1904-1910	2	1	1 Feb 1905	
SUGAR Madison	1904-1950	2	1	27 Oct 1904	27 Sep 1906
		3	7	29 Feb 1908	30 Jul 1910
SUMMIT Nez Perce	1900-1934	2	3	31 Aug 1908	24 Jan 1910
SUNFIELD Lemhi	1905-1911	3	1	16 Sep 1907	3 Dec 1910
SUNNYDELL Madison	1900-1921	3	1	14 Mar 1914	
SWEETWATER Nez Perce	1903-1955	2	1	22 Aug 1907	22 Aug 1907
TAHOE Idaho	1894-1912	2	1	12 Apr 1907	21 Feb 1911
TAPLIN Nez Perce	1905-1919	3	-	6 Oct 1909	30 Aug 1910
TETON Fremont	1885-Date	2	3	5 Jan 1905	17 Oct 1907
THORNTON Madison	1904-1964	3	2	22 Dec 1911	28 Dec 1912
THREECREEK Owyhee	1887-1951	3	2	15 Nov 1909	27 Dec 1910
THUNDER Boise	1904-1916	2	1	14 Sep 1905	19 Aug 1907
THURMAN Elmore	1904-1918	2	1	31 Mar 1908	17 Jul 1909
TILDEN Bingham	1894-1910	3	1	6 Jan 1907	10 Jan 1910
TOLO Idaho	1896-1911	1	1	10 Nov 1903	20 Jan 1910
TRINITY Elmore	1904-1909	2	1	28 Jul 1906	
TURNPIKE Bear Lake	1904-1910	2	1	27 Jun 1907	26 Jul 1908
TWIN FALLS Twin Falls	1904-Date	2	1	16 Nov 1904	14 Apr 1907**
		2	1	4 Dec 1905	13 Mar 1906
		3	11	17 Feb 1906	28 Jan 1907
TWIN SPRINGS Boise	1898-1918	3	1	8 May 1908	20 Aug 1909
VICTOR Teton	1895-Date	2	2	28 Dec 1904	
WAPI Blaine	1892-1908	2	1	17 Oct 1904	3 Jan 1905
WARREN Idaho	1885-1983	2	3	11 May 1904	19 May 1907
WEIPPE Clearwater	1887-Date	2	2	24 May 1906	29 Dec 1911
WESTLAKE Idaho	1893-1951	2	3	8 Jul 1905	11 Nov 1905
WILBURUS Washington	1891-1924	3	1	26 May 1908	12 Feb 1909
WINONA Idaho	1906-1947	3	1	5 Feb 1905	15 Nov 1911
		3	2	12 Feb 1910	

NOTES: * Appears to be a Doane mimic; ** Latest impression shows cds only (no killer bars).

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COWLITZ COUNTY, WASHINGTON: AN INTRODUCTION

By Tim Boardman

Cowlitz was formed from Lewis County by the Washington Territorial legislature on April 21, 1854. The name is an Anglicized version of the Indian word tawallitch, which roughly translates "capturing the medicine spirit." The exact significance of this phrase has been lost.

Cowlitz County is located in the southwest portion of the state and is bordered by the following counties: Clark to the south, Wahkiakum to the west, Skamania to the east and Lewis to the north. The total land mass encompasses 1,146 square miles, making Cowlitz the 25th largest in Washington.

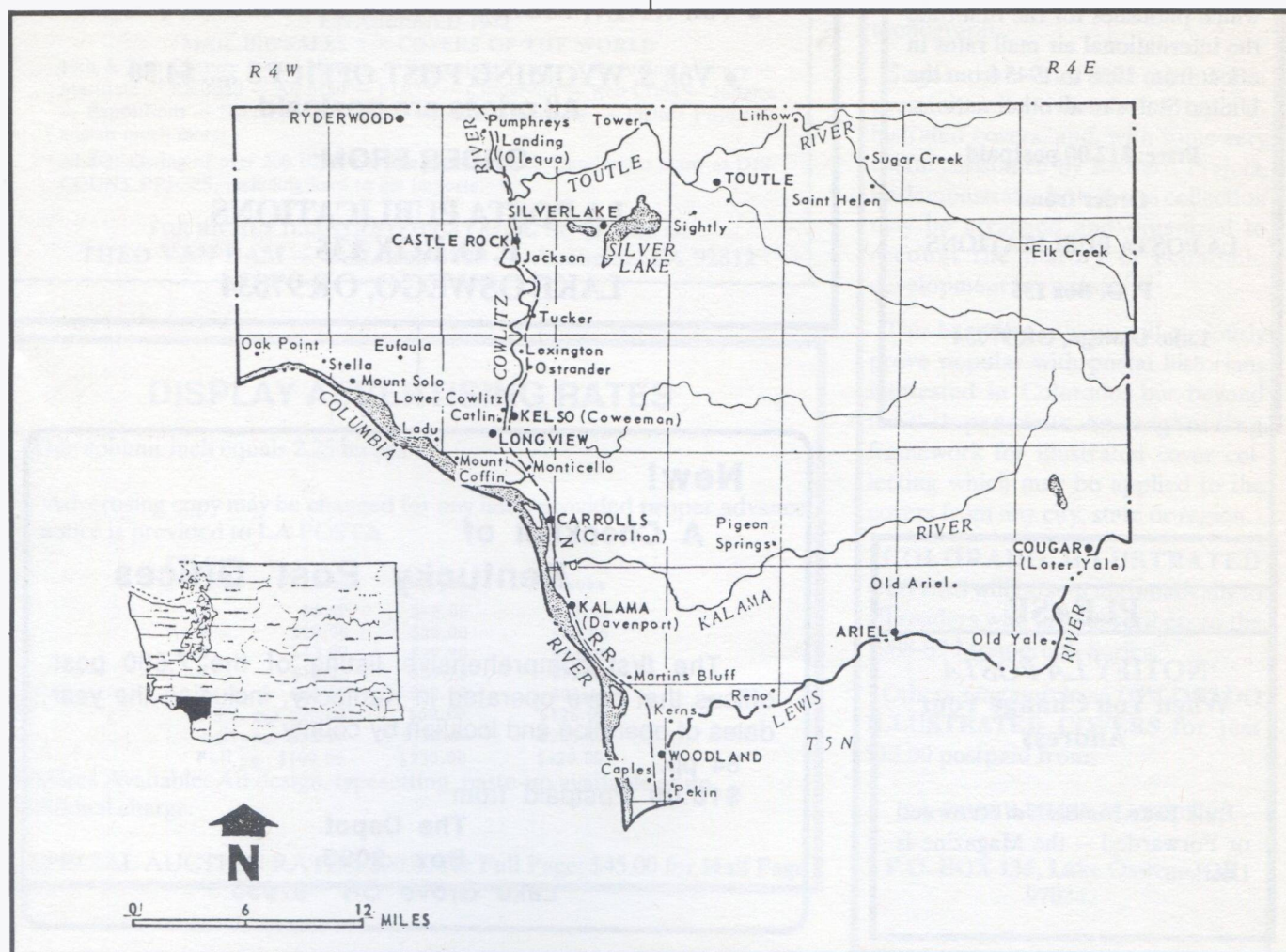
Chronologically, Cowlitz was the 13th formed in Washington Territory. The chief industry is lumber, which consists of logging, sawmills and paper products. Early settlements centered on and around the Columbia and Cowlitz rivers.

The earliest post office, which continues to operate, is Castlerock, established June 1, 1854. The town was so named

thanks to William Huntington who dubbed a 150-foot-high, one acre square rock on his land with that name. When the settlement was started, local residents adopted the name.

The county seat is Kelso; so named by Peter W. Crawford in memory of Kelso, Scotland. Situated on the Cowlitz River, Kelso occupies the approximate site of another, earlier town -- Coweeman (1877-1882).

Of the 57 post offices established in Cowlitz County, 29 were established during the territorial era. Two offices -- Monticello (1850-76) and Oak Point (1851-1937) -- were established while the area was still part of Oregon Territory. Four of those offices have survived to the present. These are Castlerock, Kalama (1868), Kelso (1886) and Toutle (1883). Toutle (pronounced "two-tl") is situated on the river of the same name. When Mount Saint Helens, which is located in eastern Cowlitz County, erupted in 1980, the Toutle River was flooded by a gigantic flow of mud, trees and debris. Fortunately, the town was spaced and damage was confined to a few summer houses located along the river.



POSTMARKS OF WASHINGTON TERRITORY

By Richard A., Long

Part 2. Cowlitz County

This is the second article of a series in which I will catalog and illustrate every known town postmark used on first-class mail in Washington Territory. In the first article we discussed the Postmark Code used to describe markings and we began our catalog with a small county, Franklin. This time we have Cowlitz County, a larger one for which we have reasonably good coverage.

It appears that none of the Cowlitz County postmarks are really common. I call some common in my assessment of scarcities at the end of the article but even for those I have recorded 5 or 6 examples, and that is all. Cowlitz is a popular county with collectors, and you will see from our listings that it is an interesting one.

You will notice that most Washington Territory offices used a manuscript marking in early days of operation. Most catalogers do not illustrate the manuscript markings though they catalog them; I have decided to illustrate them because I feel that it is important that you know what the authentic markings look like. This may not be important at this point, but in the future we may be glad to have records of these.

Manuscript postmarks from an office may vary, even during the tenure of one postmaster, so I do not attempt to give a different catalog number to each hand that wrote them. But in a case like the Oak Point office in Cowlitz County, we should probably split them up. Here, we have a very early manuscript, a standard postmark later, then a very different manuscript dated 21 years after the first, then a later postmark, and perhaps others not yet recorded. Then there are manuscript postmarks from Oak Point in the year 1900. Obviously, we do not want to assign one number to several postmarks used over 40 years or more just because they were not applied by a device.

In the discussion of scarcities at the end of this article I refer to several books. This may be a good place to list a few of the standard references so that new collectors know where to go for additional information about Washington postmarks. I suggest:

Chase & Cabeen (1950): The First Hundred Years of United States Territorial Postmarks 1787/1887

Phillips (1985): American Stampless Cover Catalog, 4th ed

Landis (1969): Post Offices of Oregon, Washington, and Idaho

Boardman & Helbock (1986): Washington Post Offices

Ramsey - A group of books published by different organizations & persons, each including a county or group of counties of Washington, under title, Postmarked Washington.

There may be others, but the above are certainly a good group to begin with. You will see many references to these works in my articles and others if you are reading about Washington postmarks.

This may also be a good place to offer a suggestion that collectors of Washington postmarks get together once in awhile, perhaps when local conventions or shows take place. The Oregon people do this, and they have formed a Society with a newsletter. In my search for information I have found that there are more collectors of Washington postmarks than a person might think, and it might be interesting for a group to meet, perhaps very informally, as some Oregon collectors do who live in the Portland-Willamette Valley area.

I would like to ask if you will help with my series of articles, if you have Washington Territorial covers and you have not already sent me photocopies. My next few counties will be San Juan, Island, Pierce, Pacific, Wahkiakum. If it's too much to photocopy everything, please help me with these next few, at PO Box 472, Bandon OR 97411. Thanks to an additional contributor after my first article, Paul Dixon.

COWLITZ COUNTY TERRITORIAL POSTMARKS

CARROLLTON (1871-1872, 1877-1878, 1879-1915)

1. OV21J9A1RRRB32.5	25 Apr 1882	Large Star
---------------------	-------------	------------

CASTLE ROCK (1854-1895)

1. M	27 Aug 1874	8 Nov 1886	Manuscript
2. C10S1RRB30	21 Jan 1888	29 Mar 1888	Target

COWEEMAN (1877-1882)

1. M	24 Nov 1879	19 Oct 1880	Manuscript
------	-------------	-------------	------------

DAVENPORT (1867-1868)

No examples reported

FREEPORT (1867-1893)

1. M	24 Jun 1869	26 May 1874	Manuscript
2. C1JA1BBR24.5			Target
3. C1LS1B31.5	19 Apr 1884	2 Apr 1887	CDS
4. C31JS1B30	2 Sep 1887	21 Dec 1887	Wheel of Fortune

JACKSON (1883-1902)

1. C41LN1IIB30	2 Oct 1885	Wheel of Fortune
----------------	------------	------------------

KALAMA (1868-date)

1. M	27 May 1871	28 Jun 1871	Manuscript
2. C1JA1BBR25	11 Sep 1871	18 Dec 1873	Target
3. C1JA1BBR26.5	7 Jul -		
4. C1JN1BB-27	6 Oct 1886		
5. C1LN1B29.5	2 Oct 1887	8 Dec 1887	
6. - D1 - - -			

KELSO (1886-date)

1. C1LN1RRB27	20 Dec 1887	2 Mar 1889	Wheel of Fortune
2. C1L10N1RRB31	26 Oct 1889		Star in Circle

LEXINGTON (1888-1917)

No examples reported

LOWER COWLITZ (1873-1874)

No examples reported

MARTINS BLUFF (1868-1879, 1905-1916)

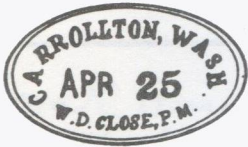
No examples reported

MONTICELLO (1850-1876)

1. M	15 Apr 1860	4 Mar 1862	Manuscript
2. C1QA1BBR26	30 Sep 1874		

MOUNT COFFIN (1872-1895)

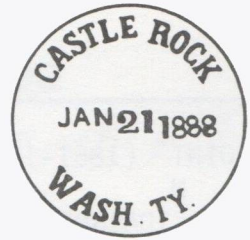
1. M	17 May 1878	31 Jan 1885	Manuscript
------	-------------	-------------	------------



1

Castle Rock WJ
5-1-83

1



2

Boweman Wash
10.19.84

1

Joseph H W T May 26/74

Freeport W.D. Aug 6/92

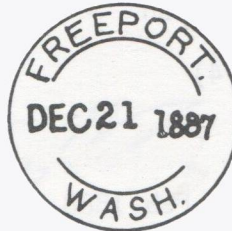
1



2



3



4



1

Kalama W.T.
June 28 1876

1

Kalama, W.T.
May 27 A 1871

1



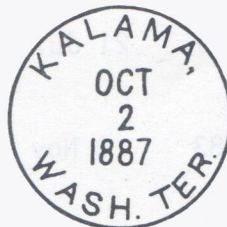
2



3



4



5



1



2

Monticello
W.T. July 22

1



2

Mant Coffin Wash
5.17.78

1

COWLITZ COUNTY TERRITORIAL POSTMARKS

OAK POINT (1851-1937)

- | | | | | |
|----|--------------|-------------|--|------------|
| 1. | M | 21 Feb 1859 | | Manuscript |
| 2. | C1DA1BBR31.5 | 3 Aug 1860 | | |
| 3. | M | 2 Sep 1880 | | Manuscript |
| 4. | C1KA1BBR25 | 23 May 1883 | | Target |

OLEQUA (1875-1912)

- | | | | | |
|----|--------------|-------------|-------------|----------------|
| 1. | M | 21 Jun 1881 | 5 Jul 1888 | Manuscript |
| 2. | C21D1N1RRB29 | 27 Sep 1889 | 29 May 1890 | Star in Circle |

OLOQUA (1867-1868)

No examples reported

PEKIN (1854-1855, 1861-1883, 1884-1886)

- | | | | | |
|----|----------|-------------|------------|------------|
| 1. | M | 22 Mar 1872 | 7 Nov 1875 | Manuscript |
| 2. | C1DA1R30 | 5 Jun - | | |

PUMPHREYS LANDING (1870-1874)

No examples reported

SIGHTLY (1884-1913)

- | | | | | |
|----|---|------------|--|--|
| 1. | M | 6 Feb 1888 | | |
|----|---|------------|--|--|

SILVER LAKE (1875-1876, 1885-1984)

- | | | | | |
|----|------------|------------|-------------|-----------------|
| 1. | OC4S1S1B38 | 1 Jan 1886 | 29 Apr 1887 | Horizontal Bars |
|----|------------|------------|-------------|-----------------|

STELLA (1884-1935)

- | | | | | |
|----|------------|------------|--|--|
| 1. | C1JN1BBR27 | 7 Jun 1887 | | |
|----|------------|------------|--|--|

TOUTLE (1883-date)

No examples reported

TOWER (1886-1902, 1910-1927)

No examples reported

TUCKER (1885-1902)

- | | | | | |
|----|---|-------------|-------------|--|
| 1. | M | 17 Nov 1886 | 21 Jul 1890 | |
|----|---|-------------|-------------|--|

WOODLAND (1882-1890, 1890-date)

- | | | | | |
|----|-------------|-------------|------------|-----------------|
| 1. | C21LN1RRB27 | 30 Oct 1883 | 1 Nov 1887 | Manuscript, CDS |
|----|-------------|-------------|------------|-----------------|

Oak Point Wg
Feb 21

1



2

Oak Point Wg
Sept 2

3



4

Olequa Wg
6-21-81

1



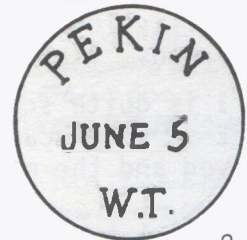
2

Pekin Wg
Sept 28/12

1

Pekin Wg
11 7 7 5

1



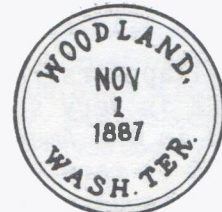
2



1



1



1

Scarcities of Cowlitz County Postmarks

CARROLLTON 1 is rare; I have recorded only 1 example.

CASTLE ROCK 1 is common for a manuscript Territorial postmark.

CASTLE ROCK 2 is scarce.

COWEEMAN 1 is scarce; I have recorded only the 2 listed. A 5-year post office.

FREEPORT 1 is somewhat scarce; I have recorded 4 examples.

FREEPORT 2 is somewhat scarce; day-month date is usually poorly struck.

FREEPORT 3 is scarcer than the first types 1&2.

FREEPORT 4 is also scarcer than the first two.

JACKSON 1 appears to be rare; I have recorded only the 1 example to date.

KALAMA 1 is probably very scarce; it is quite early, and I note just 2 so far.

KALAMA 2 appears to be common for such an early postmark.

KALAMA 3 is very scarce - I have only the Chase-Cabeen catalog specimen.

KALAMA 4 is very scarce - only 1 noted so far.

KALAMA 5 seems as if it should not be scarce, but I note just 2.

KALAMA 6 listing is from the Landis catalog, page 97, where he mentions a postmark that reads, "Kalama, / Cowlitz Co. / W.T." I have not seen an example.

KELSO 1 is quite scarce. Of 2 noted, 1 has day in manuscript.

KELSO 2 is very scarce as a Territorial postmark. After Statehood, "Ter." was removed and the marking was used for awhile.

MONTICELLO 1 turns up a little more than a person might expect, but it is still a scarce one. Of the 5 I have recorded, 2 appeared in a 1966 Siegel auction.

MONTICELLO 2 is rare, probably because it may have been used only a short time before the office closed. I note only the Chase-Cabeen specimen.

MOUNT COFFIN 1 is rather scarce. My records show 4 so far.

OAK POINT 1 appears rare; I have just the 1 from this early period.

OAK POINT 2 is very scarce; I have recorded 2, but a 20 Jul 1868 "FREE PM" cover reported in the American Stampless Cover Catalog may be this type?

OAK POINT 3 is rare - I note only the 1 manuscript from this period.

OAK POINT 4 is also rare, judging from lack of reports.

OLEQUA 1 is somewhat scarce but not very; it appears that a postmarking device was not introduced at this office until shortly before Statehood, in 1888 or 1889.

OLEQUA 2 is a scarce marking, particularly in the Territorial period. It appears to be commoner as a marking used after Statehood.

PEKIN 1 is somewhat scarce - I have recorded 5, in two different styles.

PEKIN 2 is rare; I have only a crude drawing of one in the Landis book.

SIGHTLY 1 Only the single example so far.

SILVER LAKE 1 is very scarce. It is quite a spectacular marking, well struck, with an unusual heavy 8-bar grid killer.

STELLA 1 Only the single example so far.

TUCKER 1 Two recorded, 1 in 1890 so perhaps no postmarking device was used in the Territorial period of this office.

WOODLAND 1 is scarce and attractive, and it can come in blue, purple, or black.

I have noted a manuscript killer in early year, postmark used as killer later.

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- 003 Weatogue, Conn - 1870's w/fancy killer
- 004 Contoocook Village, NH - 1860's small cds
- 005 Williamsburgh, Mass - 1864 cds w/fancy pent. star killer
- 006 So Woodbury, VT - 1864 Manuscript

Eastern States

- 007 Cranbury, NJ - 1906 RFD handstamp
- 008 Moorestown, NJ - 1904 RFD handstamp
- 009 Billings, NY - 1870's **Purple** cds
- 010 Mannsfield, NY - 1860's two large townmarks diff. dates
- 011 McLean, NY - 1854 Manuscript 3c 1851
- 012 Moores Forks, NY - 1860 lge townmark 3c 1851
- 013 Smithville Flats, NY - 1870's
- 014 Syracuse, NY - large 1840's **Blue** townmark w/**Blue** San Francisco townmark lge **Red** mans. 6, tear
- 015 Ulster Heights, NY - 1903 cds lite overstrike ppc
- 016 Brandt, PA - 1912 Doane ppc
- 017 Newportville, PA - 1850's Manuscript 3c 1851
- 018 Rossville, PA - 1909 Manuscript RFD *5-11-09 Rossville, PA Rt #2"
- 019 Safeharbor, PA - 1851 sfl **Red** paid, **Red** 5
- 020 Snickersville, PA - 1850's Manuscript ties 3c 1857
- 021 Time, PA - 1909 Doane ppc

Southern States

- 022 Espanola, Fla - 1914 4 bar outstanding view of swamp logging train ppc
- 023 Keystone Park, Fla - 1908 cds ppc
- 024 Christmas, KY - 1928 4 bar Air Mail cover
- 025 Briensburg, KY - 1901 cds
- 026 Newport, KY - 1849 sfl Manuscript
- 027 Elk Mills, MD - 1906 Doane ppc
- 028 Gortner, MD - 1901 cds fwd cover
- 029 Large lot Maryland - ppc's 1907-12: Chaney, Jefferson, Laintz, Le Gore, Mottero, Selbysport, Warwick, Willard
- 030 Ore Mill, NC - 1906 RFD handstamp
- 031 Eaton X Roads, Tenn - 1899 cds
- 032 Jester, Tenn - 1889 cds
- 033 Miles Cross Roads, Tenn - 1905 cds UX
- 034 Conde, W VA - 1911 readable Doane ppc
- 035 Crumpler, W VA - 1908 4 bar

Midwestern States

- 036 Memphis, Ind - 1886 large Double Circle
- 037 New Harmony, Ind - 1850 sfl townmark 5 HS
- 038 Bloomfield, Ill - 1860's large **Blue** townmark
- 039 Hampton, Ill - 1908 4 bar ppc

- 040 Huntley Grove, Ill - 1870's **Blue** cds about good
- 041 Jerseyville, Ill - 1884 **Octagon**
- 042 Large lot Illinois - cds, 1860-1900: Ashland, Anna, Dell, Freeburgh, Fisher, Hoopestown, Niles, Rossville, Thomasboro, Tuscola
- 043 Mitchell, Ill - 1909 4 bar bright **Magenta** ppc
- 044 Mossbach, Ill - 1909 cds readable, ppc
- 045 Peoria, Ill - 1860 yd lge townmark w/3c 1857
- 046 Plano, Ill - 1903 RFD handstamp UX
- 047 Carney, Mich - 1885 dbl circle (2) 1 **Purple**, 1 **Blue**
- 048 Fulton, MO - 1860's large townmark, stains
- 049 St. Louis, MO - six covers w/3c 1869's, five w/encl, one repaired
- 050 Chippewa, OH - 1850's Manuscript
- 051 Anna, OH - 1899 cds UX
- 052 Large lot Ohio - ppc's, 1906-14: Glen Este, Hammondsville (**Purple**), Harris Station, Lovell, Lykens, Moorefield, Stone Creek

R.P.O.'s

- 053 Bayview & GD Ra(pids) - 1908 632-A-1 ppc
- 054 Chi. Elroy & Dul - 1905 860-D-1 ppc
- 055 Chi. Oregon & Mpls - 1907 730-G-1 ppc
- 056 Cuth & Carrab - 1909 391-A-1 ppc
- 057 Ft Wayne & Newcastle - 1941 686.1-A-1
- 058 Hartford Conn - 1910 trans office rns 92-C-2 ppc
- 059 Hous & Eagle Pass - 1907 476-1-2 ppc
- 060 Jack & Fort Pierce - 1915 large **Purple** Double Circle unlisted ppc
- 061 Jersey City PA Term RPO - 1908 259-A-5 ppc
- 062 Los Ang Cal Spsta - 1920 trans clk rms 995-B-5
- 063 Moberly MO trans clk - 1913 802-H-3 ppc
- 064 No Platte & Gering - 1929 948.4-A-1 catalog copy
- 065 Parsons & Okla - 1907 912-J-1 ppc
- 066 Redlands & Los Ang - 1909 994.2-B unlisted ppc
- 067 Richford & White Riv Jct - 1914 35-AG-1 reg. card
- 068 Rochester Car Coll Ser - 1906 unlisted, illustrated grain dealer advertising cover
- 069 St. Louis MO - 1910 South B'way SL15-B ppc
- 070 SL City, Stock & Sil City - 1908 973.3-C-1 ppc repaired
- 071 Seaford & Cambridge - 1938 264-D-1
- 072 Waco & Stamford - 1935 465-1-1
- 073 YPS & Bank Agent - 1886 626-B-1 good partial strike on "MISSENT" envelope
- 074 Emergency R.P.O. - 1914 49-A-1 #1, ppc
- 075 Emergency R.P.O. - 1911 49-C-1 #6, ppc

Scarce Electric R.P.O.'s

- 076 Boston & Brighton - 1899 BO-1-B, 2 strikes, UX
- 077 Boston & Brighton - 1906 BO-1-B, emb ppc
- 078 Camden & Rock - 1908 15-A-1, TR #1
- 079 Green & Spring - 1910 48-B-1, TR #1 ppc
- 080 Green & Spring - 1910 48-B-1, TR #2, tape stain
- 081 Ware & Fall River - 1912 69.4-A-1, TR #2 ppc
- 082 Wareham & Fall River - 1916 69.4-B-1, TR #3 ppc
- 083 York Beach & Ports - 1907 15-C-1, No TR #, ppc.
- 084 York Beach & Ports - 1912 15-C-1, TR #4 ppc

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CLOSING DATE: JULY 31, 1989

<u>ARIZONA</u>		<u>ESTIMATE</u>
1.	Aztec 4 bar cancel 1958 cover	5.00
2.	Cornfields red 4 bar 1934 cover	6.00
3.	Chrystoval 1889 piece only	25.00
4.	Escuela 1942 last day card	7.00
5.	Snowflake 1908 cover T 4 fine	20.00
6.	Wilcox cog wheel in purple extra nice cover two strikes 1881	65.00
7.	WOODRUFF May 17 1888 double circle VF	225.00
<u>ALASKA</u>		
8.	Wales dog team 1943 cover	5.00
9.	Anchorage Alaska 2 cent local post cancelled paid Merrill Field 1970 VF item	25.00
10.	Afognak 1945 War II patriotic censored	9.00
11.	Baranof patriotic cover War II Emergency Air Flight 1945	7.00
12.	Chicagoof 1945 unusual patriotic cover	15.00
13.	Dutch Harbor 1941 (Sept) PPC.	7.00
14.	First Flight Mar 8, 1938 Fairbanks to Juneau	7.00
15.	Girwood 1945 patriotic nice cover	9.00
16.	Hawk Inlet type 1 1935 cover	10.00
17.	Kokrines to Ruby dog team 1943	10.00
18.	Kotzebue 1945 Roosevelt Cachet cover	7.00
19.	McGrath first jet service 1967 Rte 128	7.00
20.	Nome First Jet Service 1967 Rte 128	7.00
21.	Petersville 1938 emergency air serv	20.00
22.	USS BROOKS US NAVY 1935 Maneuvers nice	10.00
23.	Third Aleutian Island survey USS COLALA	10.00
24.	YAKUTAT 1902 cover type 1 fine	90.00
<u>OREGON</u>		
25.	Arlotea Doane PPC fine 1909	12.00
26.	Sampson Doane PPC card Wrangled fine 1907	9.00
27.	GOOD Portland Oregon C.W.ROBY P.M. Red oval on reg. rct. 1886 most unusual	35.00
<u>UTAH</u>		
28.	Enterprise U.T. 1868 Mspt cancel rare this is town in Morgan County three years	225.00
29.	Erda and (Lakepoint Doane) 1910 most unusual Combination scarce item	45.00
30.	Silver City with 4 cent Commemorative Pan American Series went on sale 1901 this used July 1901 from D.P.O. RARE	75.00
31.	Wales 1910 VF Doane cancel	15.00
<u>WASHINGTON</u>		
32.	Amboy Doane extra fine 1910 PPC	12.00
33.	Albion Doane fine PPC 1908	7.00
34.	Baker 1909 PPC fine	12.00
35.	Bridgeport 1909 Doane fine PPC	7.00
36.	Brookfield 1909 fine	9.00
37.	DAYTON 1891 large red circle on Post Office Card W.H.Fouts P.M. Unusual	30.00
38.	Goshen forwarding on PPC nice Doane	12.00
39.	Hillyard 1912 PPC fine	7.00
40.	LATAH 1904 reg cover in purple nice stamps Mst cancelled	35.00
<u>WYOMING</u>		
41.	Anderson 1912 cover Jan 13 scarce	50.00
	Min bid	

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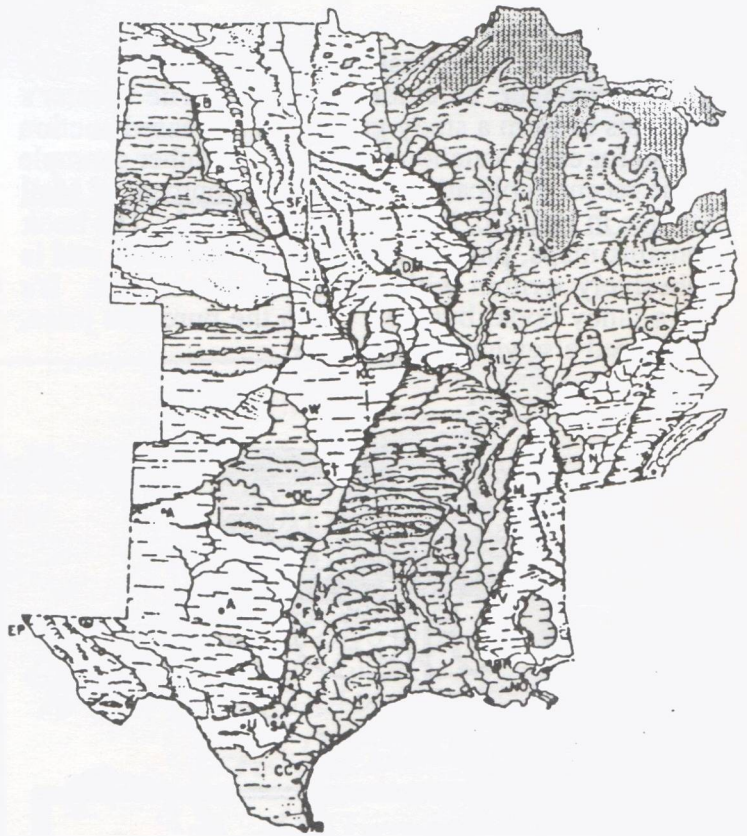
In a recent edition of *La Posta* Bill Helbock made reference to intra-state collecting patterns following a common theme, using as an example Jim Raley's collection of the Columbia River towns. I want to expand on this idea a bit as a lead-in to an article to appear in my section of the next issue of *La Posta*.

Thematic collecting has always been with us. It is quite strong in stamp collecting, and lends itself well to cover collecting as well. There is a transitional area of collecting a particular stamp on cover regardless of the point of origin, or collecting examples of rates and routing that has no geographical bounds.

Since *La Posta*'s editorial staff is weighted heavily with geographers, it is only natural you get a heavy dose of geographical perspective. The possibilities for grouping and regrouping this country of ours by geographic units is literally endless. Some of these divisions cross state lines or focus on a specific area within one state. Frequently the dividing line will follow state or county boundaries, but they need not. San Bernardino County, California, for instance, encompasses the heavily populated lowlands east of the Los Angeles basin, the forested and well watered uplands of the San Bernardino Mountains, and a vast area of desert stretching to the Colorado River. It is perfectly logical to have an interest in one of these three areas without much concern for the rest.

There are also linear themes for collecting, such as the Columbia River, or any river for that matter. Similar collections could be constructed for the Oregon Trail, or the Transcontinental railroad (or any other trail or railroad).

Another theme I find quite fascinating is collecting by locations that have similar economic foundations. I know of collections of Industrial Americana - early locations known by the words such as "Works" or "Factory" or "Tannery" in their name. I know of collections of western forts, and of western mining locations. I can think of a lengthy list of economic endeavors that would make valid subjects



for similar collections, such as ferries, fishing villages, lumber camps, Indian agencies, schools, or ranching.

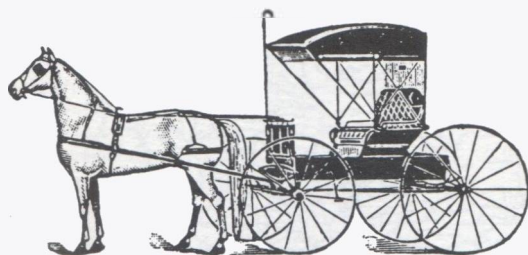
I save "ranching" for last, because it is my lead-in to next month's article on the Nebraska Sandhills. As it will be defined for my postal history purposes, the Sandhills will be an area entirely within Nebraska. It can be defined in terms of its sandy soils - a geographic region. It can also be defined as an economic region, a ranching economy as opposed to the dry-land farming in the areas about it. The Sandhills can also be defined as a demographic region, an area of low population that is steadily losing people.

The history of the Sandhills starts late, in the 1880s, and collecting it largely becomes an exercise in 20th Century postal history. To obtain information I have written to the postmasters of the post offices still operating in the region, asking to be put in touch with residents who are familiar with the history of the area. I will provide the framework for the article, but many of the stories will be in the words of the people who live there.

If any of you good readers have Sandhills stories to share, or can provide photos or postmark illustrations from your collections, please get in touch with me.

More Nebraska

Interest in Nebraska postal history seems to be getting stronger, as evidenced by Charlie Winter's attempts to form a study group and increased auction action for early statehood material. Another example is the recent publication of The Development of Mail Service in Hall Co. NE, by Alton L. Kraft. The book contains maps, photos, and cover illustrations and is cohesively written with a well-researched text. It's not a fancy book, but well worth the purchase price, advertised elsewhere in this issue.



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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 |

CAN'T FIND THAT LA POSTA ARTICLE?
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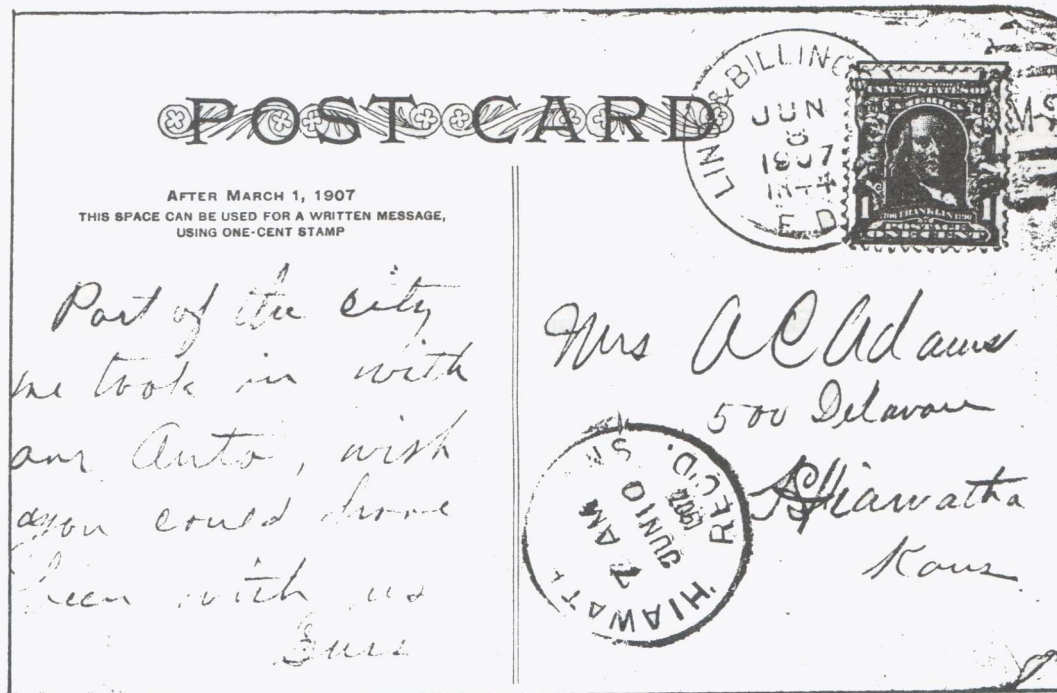
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Touring by Auto, 1907
by Alan H. Patera



The illustrated card caught my attention. Although the card is in no way exceptional, it conjured up an image of 1907 that struck my fancy. The view is a Denver street scene, showing the Brown and Savoy hotels, with a street car and some pedestrians. The postmark is a decent but not uncommon Lincoln & Billings RPO (trip 44), with an incomplete receiving mark from Hiawatha, Kansas.

The message reads: "Part of the city we took in with our Auto, wish you could have been with us. Guss." The message is not profound, but it made me think. There is no way of telling where the sender called home, but it seems likely they were on vacation and sending a card home. This means they drove from Hiawatha in eastern Kansas to Denver in 1907.

That must have been quite an auto trip at that time! It's hard to imagine the road conditions they must have encountered.

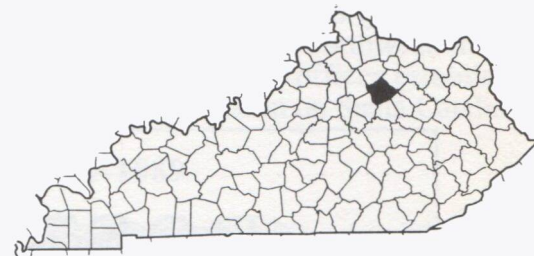
To place this card in the mails so that it received the Lincoln & Billings RPO marking they must have reached the railroad along North Platte on their return trip. The card was picked up and cancelled on June 8, 1907, and received at the Hiawatha office by 7 a.m. on the 10th. With the speed of getting from one place to another these days I think we've all noticed that sometimes we get home before a vacation postcard does, but there is little doubt this card reached Hiawatha before its sender bounced into town in their 1907 automobile.

THE POST OFFICES OF BOURBON COUNTY, KENTUCKY

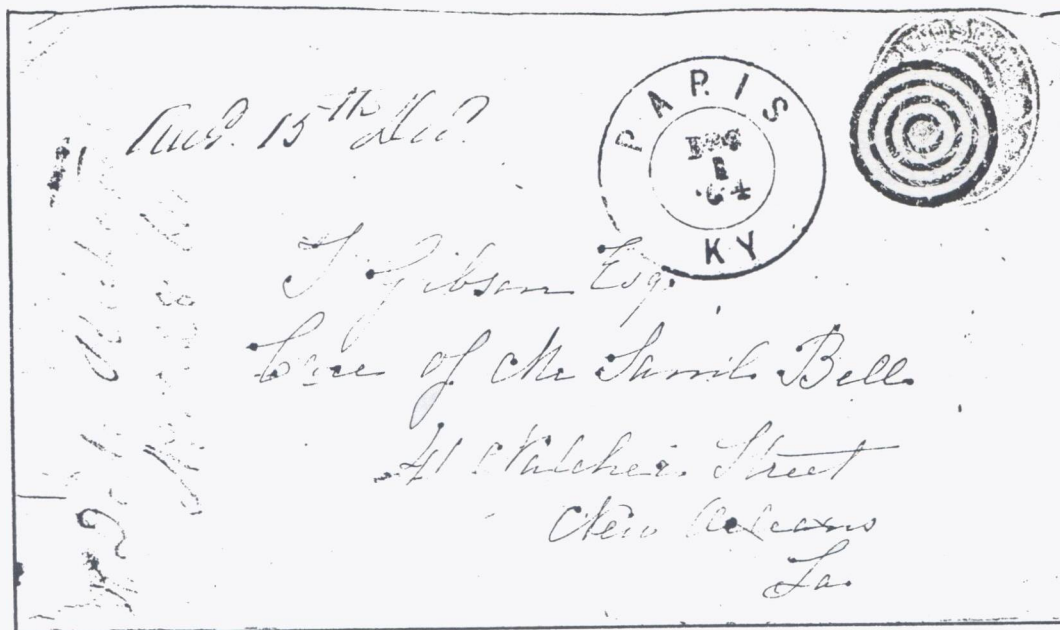
by Robert M. Rennick

Bourbon County's 292 square miles are located in the Inner Bluegrass section of Kentucky. Paris, its centrally-located seat, is 20 miles northeast of downtown Lexington. The county is drained by the Licking River tributaries of Hinkston, Stoner, Houston, Silas, Cooper, and Townsend Creeks as well as several minor branches. Many of these streams figure prominently in the pioneer history of the county.

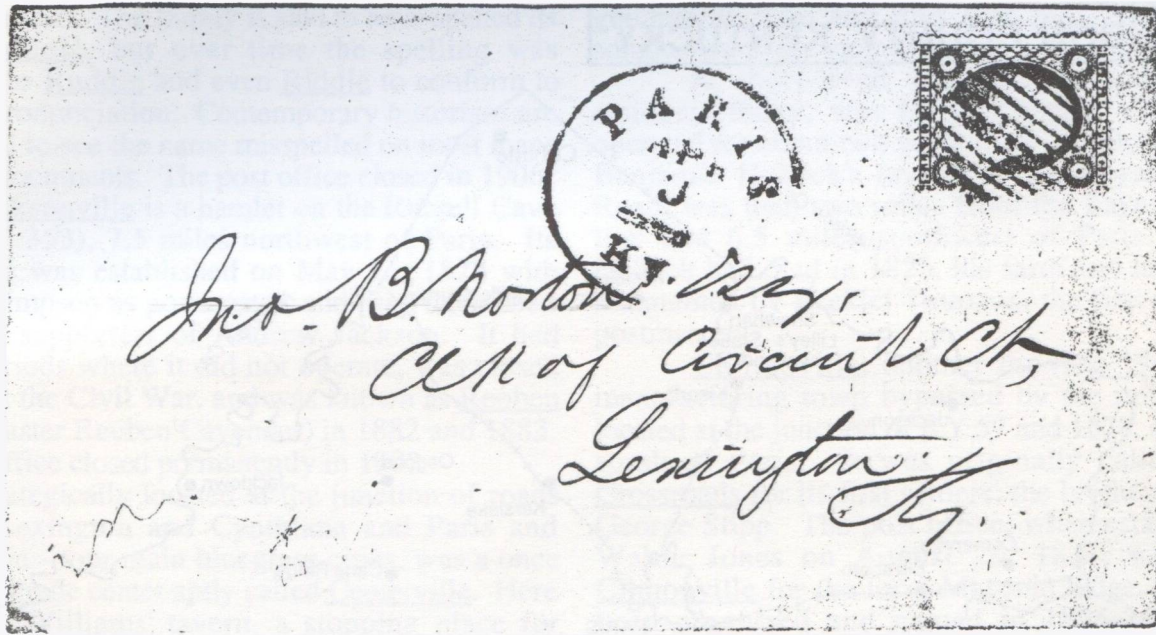
Bourbon was the state's fifth county in 1785-86, when it was split off from Fayette County (one of Kentucky's three original counties). Thus it was one of the nine counties created while Kentucky was still part of Virginia.¹ The names of both the county and its seat honor the French royal family for its aid in America's war for independence. The original Bourbon County was much larger than the current county; all of 25 counties and part of eight others were created from the original Bourbon territory. This article will deal with the 28 post offices located within the county's present boundaries, which had been secured by 1800.



Paris, a third-class city with an estimated population of about 8100 in the mid-1980s, is centered at the junctions of US highways 27, 68, and 460. These routes were major bluegrass thoroughfares through much of the 19th and early 20th centuries. Near a large spring - later called Hopewell Spring - where Houston and Stoner Creeks come together, pioneer Joseph Houston established a station in 1775. This site was later pre-empted by Marylander John Reed and others. In 1786 Lawrence Protzman (probably from Frederick County, Maryland) acquired part of Reed's land and divided some 250 acres of it into town lots which he offered for the seat of the county organized that year. At his request the Virginia legislature chartered the town as Hopewell in 1789.



A Civil War cover from Paris, Kentucky.



Though the town was officially renamed Paris in 1790 to conform to the name already given to the county, the post office established on June 11, 1794 (with Thomas Eades as postmaster) was inexplicable named Bourbonton. It was not until 1826 that the post office officially assumed the town's name, though Paris may already have been in use for the post office by 1815. There is no evidence, however, that the names Bourbonto(w)n or Bourbon Court House were ever applied to the town itself.

The origin of the Hopewell name is problematic. Contemporary historians dispute the romantic traditions of pioneer teamsters east of town on the old Limestone-Lexington Pike (now US 68), hoping to reach the security of Houston's blockhouse by nightfall, or early settlers hoping to survive the hardships of frontier life. More likely it was named for another Hopewell community back east, perhaps in New Jersey.² The possibility of the name being derived from the name of a pioneer Presbyterian church near the Fayette County line cannot be entirely discounted. According to the late Judge Samuel Wilson, this church on the Lexington Pike 7.5 miles southwest of downtown Paris was officially established in 1787, but may actually have been constituted two years earlier. The name Hopewell definitely identified a loose congregation of worshipers a full two years before its application to Protzman's town. Wilson guessed that Protzman named his new town "in the hope of attracting the members of the Hopewell congregation to his town site or, perhaps, of inducing them... to locate their

church within the limits of the new town." He was, of course, unsuccessful, and the Hopewell name was gone for good by 1790. But why the church was named Hopewell the judge never told us.³

Bourbon County's second most populous town and its second oldest post office is Millersburg. This fifth-class city, with an estimated 1,100 residents, stretches for nearly a mile along US 68 and the L&N railroad from a point about a quarter mile from the Nicholas County line to Hinkston Creek, some seven miles northeast of Paris. It was named for John Miller (1752-1815), a Pennsylvanian who in



Post Offices of BOURBON COUNTY, KENTUCKY



1798 founded the town on 100 acres of his farm. The post office was established as Millersburgh on October 1, 1804 with George Selden as postmaster. Following the Board of Geographic Name's program of name standardization, it became simple Millersburg in 1893. A thriving 19th century commercial, industrial, and educational center with flour mills, distilleries, hemp, cotton, and tobacco factories, it is perhaps best known as the first home of Kentucky Wesleyan College and the site of the famed Millersburg Military Institute, founded in 1893.

North Middletown, Bourbon County's third city, with an estimated population of 630, is centered at the junction of US 460 and KY 57, nine miles southeast of Paris. Around 1800 a village began to grow up around a mill and tavern that had been established by a Mr. Swinney and came to be called Swinneytown. It later became known as Middletown for its location midway between Paris, Mt. Sterling, Millersburg and Winchester, but it was incorporated in 1818-19 as North Middletown to distinguish it

from the Middletown in Jefferson County, 70 miles due west. (Why it was not thus called East Middletown is unknown). The post office was established on March 2, 1819.

The hamlet and post office of Ruddells Mills is located where Stoner and Hinkston creeks meet to form the South Fork of the Licking River, six miles north of Paris. It was named for the Ruddel family, whose Virginia-born progenitor, Isaac, built a cabin near the site in 1776. In 1779 the threat of Indian raids forced him to move his family three miles downstream to the abandoned Hinkston Fort. Shortly afterwards the fort was captured by Col. Byrd's mixed band of British and Indians. After four years of captivity the Ruddells returned and settled near their original site. Isaac's son Abram later operated the mill which gave its name to the community that grew up around it, and to the post office which was established on July 5, 1820. According to tradition, an effort to locate the county seat at this site was unsuccessful when Isaac's wife objected that city life

would disrupt the bucolic existence the family had come to cherish. The family is said to have spelled its name Ruddell, but over time the spelling was corrupted to Ruddle and even Riddle to conform to the local pronunciation. Contemporary historians are not pleased to see the name misspelled on most maps and legal documents. The post office closed in 1906.

Jacksonville is a hamlet on the Russell Cave Road (KY 353), 7.5 miles northwest of Paris. Its post office was established on May 15, 1828 with William Simpson as postmaster, and may have been named by supporters of Andrew Jackson. It had several periods where it did not operate, was closed throughout the Civil War, and was known as Reuben (for postmaster Reuben Cavender) in 1882 and 1883. The post office closed permanently in 1902.

Strategically located at the junction of roads between Lexington and Cynthiana and Paris and Georgetown - four main bluegrass cities, was a once prosperous trade center aptly called Centerville. Here at Charles Williams' tavern, a stopping place for Cincinnati-bound teamsters and drovers, Hugh J. Patterson established the Centerville post office on October 10, 1828.⁴ Bypassed by the railroad and unable to compete economically with Paris (six miles east), it declined to its present rural hamlet status by 1900 and lost its post office in 1909.

Some 10 miles east of Paris, on KY 537, is the site of the old Littlerock post office. This was established by John W. Letton on January 27, 1829 and was first called Flat Rock for the building materials used for many early Bourbon County homes and churches. The community that grew up around the post office was incorporated as Flat Rock in 1871. But two years later, after Andrew B. Thomason became postmaster, the office was removed a mile and a half up the road to the confluence of Plum Lick and Boone Creek, and inexplicably renamed The Levy. The following year Thomason renamed his post office Plum Lick for the stream, and in 1894 in became simply Plum. It closed in 1905.

On June 22, 1882 the Flat Rock community acquired another post office, but it was named Littlerock to avoid duplication, as there was a Littlerock post office then operating in Pulaski County. Littlerock was discontinued in 1906.

The Plum Lick and Plum names may have been derived from the many wild plum trees still in the valley. Local tradition has it that a band of Indians en route to or from their Ohio homes were eating plums and discarding the stones on the ground. (Some say the plum eaters were Daniel Boone and a companion.) In any case the locality is no longer locally called Plum, though it is still so identified on published maps, but as The Levy. Historians have been puzzled by this; but its pronunciation as Lehv/ee

and the definite article suggest a corruption of that geographic term and thus that geographic feature somewhere in the vicinity.

A short-lived post office, unknown to residents today, was Halleckburgh. This office operated for about two years from March 30, 1830 in Benjamin Halleck's tavern on the Bryans Station Road, less than two miles from the Fayette County line and 6.5 miles southwest of Paris. Though Halleck had died in 1823, his farm and tavern were maintained by Ezekiel Thurston, the first of the two postmasters.

Clintonville, another thriving 19th century manufacturing town bypassed by the railroad, was located at the junction of KY 57 and 1678, eight miles south of Paris. It was originally called Stipps Crossroads for its first settlers, the brothers John and George Stipp. The post office, when established by Walter Jones on August 29, 1831, was named Clintonville for the local Masonic lodge, which had been organized and named in 1825-26 for New York's Governor DeWitt Clinton, who had just completed the Erie Canal. The community was briefly incorporated with this name in 1850.

Just a few yards from the Hopewell Church on Lexington Pike was William Moreland's tavern, in which he located the post office on July 26, 1833, named after himself. This building, which was also known as the Ten Mile House for its distance from Lexington, serve as one of the principal antebellum stage stops between that city and Maysville on the Ohio River. The post office was discontinued in 1861. This vicinity is identified as Piper on current state highway maps for the area descendants of the pioneer Bourbon County families of John and Samuel Piper.

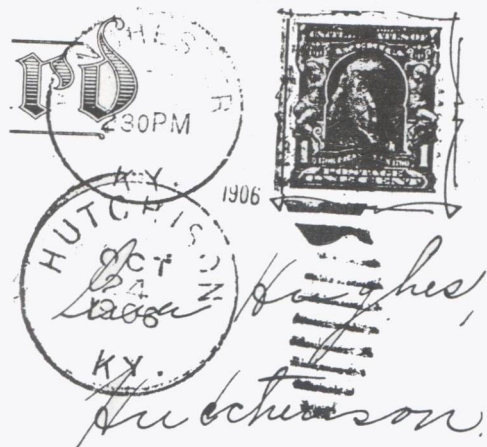
Several Bourbon County post offices established in the 1850s served communities that grew up around the stations of the old Kentucky Central (later Louisville and Nashville) railroad.

The Houston post office, established on June 19, 1849 with Willis P. Dorsey as postmaster, anticipated the railroad by several years. It was located a little over a mile southwest of the present Paris city limits, and was named for its proximity to Houston (or Huston)⁵ Creek. This, one of the earliest named streams in the county, honored Joseph Houston, a native Pennsylvanian who arrived in the area in April 1775 and built a station at the site of the future Paris. The post office closed in 1877.

Another office opened in the vicinity in March 1894 as Rummansville, for its postmaster Robert A. Rummans. Two years later this office was renamed Glenkenney for the William Kenney farm on which it was located, and by this time the station was also called Kenney's Station. The post office closed in

1905. These offices were just south of what is identified on current state highway maps as Monterey, on the Paris-Lexington Road (US 68 and 27), which was ostensibly named for the Mexican War battle. I have never been able to learn what kind of place the Monterey name was originally applied to, for there have been nothing but large farms in the immediate vicinity.

Some 2.5 miles southwest of Houston (Kenney) Station and post office was the Hutchison post office that served Martin Hutchison's Station and



store.⁶ Current maps still identify this as a hamlet close to the junction of KY 1939 and the historic Bryan Station Road, less than a mile southeast of US 68/27. The post office, established on July 25, 1856 as Hutchison's (with James E. Kendall as postmaster), became simply Hutchison in 1893, and was discontinued in 1930.

Down the Kentucky Central tracks about 2.5 miles from Hutchison to a point less than a quarter mile from the Fayette County line was the post office established on January 18, 1860 as Lowe's Station. It was named for a local resident, Solomon Lowe (or Low), who served as postmaster briefly on two occasions before it closed in 1870. On December 18, 1876 the post office was re-established as Massie's Store. Five months later it moved a short distance across the county line to the site of Andrew W. Skinner's (presumably blacksmith) shop and was renamed Skinner's Shop with Andrew as its postmaster. In 1880 Skinner had the name changed again, to Muir for Muir Station on the Kentucky Central. The station was probably named for the family of Col. Samuel Muir, the son of a Scottish immigrant, whose own sons, L.P. and J. Walker, were prominent post Civil War Bourbon County stockmen. The Muir post office closed in 1951.

Another Kentucky Central station at which an antebellum post office was located was Shawhan, less than a mile from the Harrison County line and 5.5 miles north of Paris. The forerunner of this office was called Townsend, which was established on



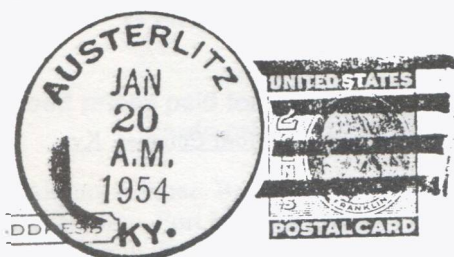
December 2, 1854 by George F. Lilley and named for its probable (but as yet undetermined) location on Townsend Creek, which joins the Licking River at the Harrison County line. The creek honors John Townsend, an early pre-emptioner. In 1855 Lilley moved the post office to the newly laid tracks of the Covington and Lexington Railroad - which became the Kentucky Central - and renamed it Lilley's Station. Two years later the station and post office were renamed Shawhan at the request of the descendants of pioneer Daniel Shawhan (1738-1791).

The last antebellum post office established in Bourbon County was Stony Point, on August 5, 1858 with Susan Peters as postmaster. Its name comes from either - or both - the many rocks in the area or from the Revolutionary War battle. It was located on the Winchester Road (now KY 627), seven miles southeast of Paris. Three-quarters of a mile north is the site of the Fox Academy, one of the leading preparatory schools of 19th century Kentucky and the boyhood home of author John Fox, Jr. The office closed in 1892.

The first post office established in the county after the Civil War was Jackstown, just west of Hinkston Creek and the Nicholas County boundary, 10.5 miles east-northeast of Paris. Though the post office operated intermittently from 1866 to 1905, the community it served dates back to 1800. By then the brothers John and Samuel Fearne had built a water mill across Hinkston Creek and laid out a town they called New London. Ambitious plans for a town never materialized, but a modest trading center resulted. It is believed that Jackstown was named for John Fearne, though it may have honored one Jack Phelps, who ran a tavern near the mill.

About where the present Colville Road joins KY 32/26, just short of the Harrison County line and 11.5 miles north-northeast of Paris, was the post office of Colville (pronounced Kahl/vihl). From May 6, 1867 till it closed in 1870 it was served by one postmaster, Henry H. Talbott. In 1888 John H. Dunnington re-established it in Harrison County, about one-half mile northwest of the former site. It closed in 1910. The office was named for at least one of the prosperous Colville families that farmed in both counties for most of the 19th century.

The post office of Cane Ridge, on KY 537, 6.5 miles east of Paris, was located near the famed Cane Ridge Meeting House. At this location in 1801 there was a week-long revival attended by an estimated 20,000 persons from all over Kentucky and adjacent territories. The church, built by the Presbyterians in 1791, later became the "birthplace" of the Disciples of Christ, and still stands as a historical shrine. It was named for the dense growth of cane on the ridge that dominated the countryside for seven miles around. The post office, in operation from May 1876 until the late summer of 1905, was named for the church.



Four more Kentucky Central (L&N) Railroad stations gave rise to post offices after the Civil War. Austerlitz, where the tracks cross KY 57, one-half mile from the Clark County line and 7.5 miles south of Paris, was established on April 23, 1884 with James M. Whaley as postmaster. Like the station, it was named by a resident after his visit to the site of Napoleon's 1805 victory over the Austrian and Russian armies.

Some 2.5 miles north of Austerlitz was the post office and station of Escondida. The station was first called Cunningham for the family that owned the site. But the post office, established inexplicably as Budtown on July 7, 1884, with John Cunningham as postmaster, was located about a mile southeast. In September 1895 the post office was moved to the station and both were renamed Escondida for Sidney Payne Clay's estate, 1.5 miles west. The office closed in 1926. Why the estate was given the Spanish word "hidden" is not known.

A Kentucky Central station four miles north of Paris named Kiserton had a post office from 1890 to 1912. It was named for a prominent 19th century family, descendants of pioneer John Kiser, who lived nearby.

Kerslake [Kirz/læk] was a very short-lived office at the site of the Kennedy (later New Forest) Station, two miles northeast of Paris. Established on March 28, 1892, it was named for its only postmaster, Samuel Kerslake, a local blacksmith.

A second post office named for a local church was Elizabeth, on KY 1876, about one-half mile



south of US 460 and 4.5 miles west of Paris. The Elizabeth Baptist Church, organized in 1811, was named for Elizabeth McClanahan, who had donated the site. The church building is now used as a residence. The post office had only one postmaster, Charles B. Cox, from its establishment on January 12, 1891 till it closed in 1914.

William, another short-lived post office, was established on June 22, 1892 and discontinued 11 months later. It was probably named for its only postmaster, William H. Sanders. It is the only office in the county about which today's historians are in complete ignorance.

At the site of the present Blacks Crossroad (named for another local family) on the Jackstown Road, six miles east-northeast of Paris, was the post office of Osgood. The post office was established on June 1, 1893 with John W. Letton, Jr. as first postmaster, and it closed after ten years. No one knows for whom it was named; it has been guessed that it combined the names of two county families, the Osbornes and the Goodmans.

The Shakespeare post office was the last to be established in the county, on February 4, 1896, with James L. Powell as the first of its two postmasters. It was located at the end of Spears Mill Road, 3.5 miles east of KY 627 and 7.5 miles southeast of Paris. It was surely named for the "Bard of Avon", although one might try to make a case for its nominal association with the Spears Mill neighborhood which it served until it closed in 1905.

Of Bourbon County's 28 post offices, 15 were named for local persons or families, two for national figures, and five for local geographic features or situations. Two honored foreign places, and another referred to a nearby estate. One office had two possible name derivations while the name origins of two others remain unknown.

Only three offices survive, Paris, Millersburg, and North Middletown, each of which is incorporated. Ten offices closed in the first decade of the 20th century, and one office - William - has not been located.

Note: The distances given are road miles from the Paris city limits.

Footnotes

1. Kentucky was admitted to the Union as its 15th state in June 1792.
2. At least one Bourbon County historian, the late Edna Whitley, thought that Protzman was born in New Jersey and later moved to Frederick County, Maryland. There is a Hopewell in Maryland, in Somerset County on the Eastern Shore, far removed from Frederick County.
3. Judge Samuel L. Wilson, "Hopewell Presbyterian Church" Register of the Kentucky Historical Society. Vol. 35, July 1937, pp. 286-93.
4. I erred in my Kentucky Place Names by giving this post office's date of establishment as October 1, 1812 (with Ayers Stewart as postmaster). This was for a post office of the same name, probably in present day Crittenden County.
5. In pioneer depositions and early 19th century deeds and other legal documents, the name was invariable spelled Huston, but I have been assured that Houston is the correct spelling.
6. Inexplicably, 19th century maps often spelled this name Hutchison, and at least one county history (Perrin's) followed suit.

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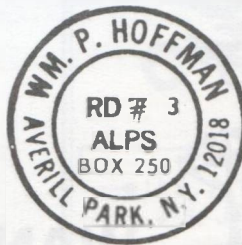
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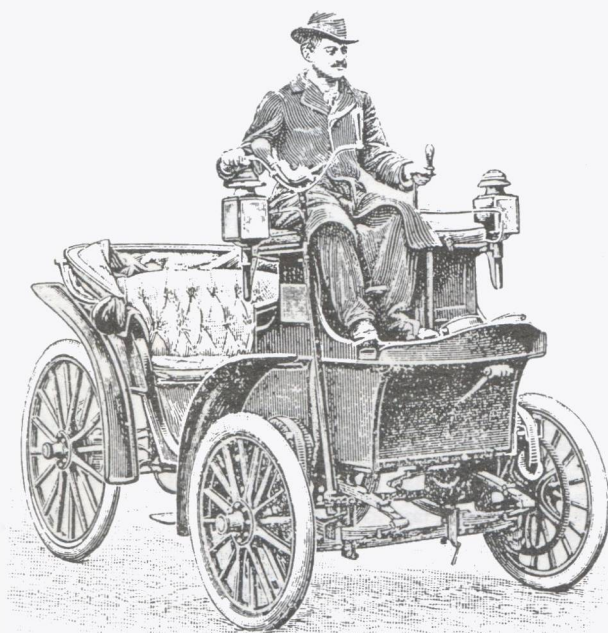
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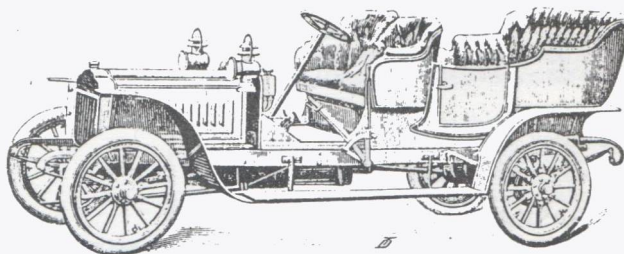
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CALIFORNIA

1. ANDRADE, 1920, F 4-bar on cover (09/42) tear @ right. E\$5
2. ANGIOLA, 1911 G 4-bar on PPC (98-27) E\$3
3. AIMS, ca.1910, F 4-bar on PPC (89-27) E\$5
4. BALANCE ROCK, 1937 F 4-bar on cvr (35-50) E\$4
5. BECKWITH, 1910, F Doane on PPC (70-32) E\$4
6. BOCO/REC'D., 1907 VG cds on PPC (77-45) E\$3
7. BRYSON, 1909 G 4-bar rec'd on front of PPC (87-37) E\$4
8. BURKE, 1908 G 4-bar on PPC (03-25) E\$3
9. CAPELL, 1907, VG Doane on PPC (73-14) E\$5
10. CISCO, 1913 F 4-bar on PPC (66-41) E\$3
11. COLONY CENTER, 1908 G Doane rec'd on PPC (05-06) E\$10
12. DAUNT, 1907 VG Doane on PPC (86-11) E\$8
13. DIXIELAND, 1935 F 4-bar on cvr (12-35) E\$6
14. EUGENE, 1911 VG 4-bar on PPC (94-30) E\$5
15. FREEPORT, 1911 VG 4-bar on PPC (64-20) E\$4
16. GERMANTOWN, 1917 VG 4-bar on PPC (91-18) E\$4
17. GIANT FOREST, 1924 VG 4-bar on PPC (15-27) E\$4
18. GWINNINE, 1908 F 4-bar rec'd on front of PPC (95-10) E\$4
19. IAQUA, 1910 VG 4-bar on PPC (09-20pd) E\$8
20. KENNY, 1908 F 4-bar on PPC (07-24pd) E\$6
21. LONGVILLE, 1908 F 4-bar on PPC (61-18) E\$5
22. MIST, 1924 VG 4-bar on PPC (13-35) E\$4
23. MOHAWK, 1915 G light 4-bar on PPC (81-26) E\$3
24. MONSON, ca.1910, VG 4-bar on PPC (89-20) E\$4
25. OPHIR/REC'D, 1902, F cds on back of cover (72-10) E\$4
26. PINEFLAT, 1909 G Doane rec'd on PPC & overstruck (00-32) E\$3
27. PITTVILLE, 1918, VG 4-bar on PPC (73/56) E\$3
28. RICH, ca.1932 F 4-bar on cvr (13-35) E\$3
29. SENECA, ca.1920, G 4-bar on PPC (02/43) E\$3
30. SOLDIERS HOME, 1911, VG duplex on PPC (89-15) E\$4
31. SUMMIT, 1909, VG Doane on PPC (01-11pd) E\$4
32. TANGRED, 1909, VG Doane on PPC (92-32) E\$5
33. TRENTON, 1907, F Doane on PPC (87-14) E\$4
34. VORDEN, 1911, Vg 4-bar on PPC (02-36) E\$5
35. WESTGATE, 1913, G 4-bar on PPC (09-15) E\$6
36. WHITEHOUSE, 1911, VG 4-bar on PPC (93/13) E\$5
37. WYANDOTTE, 1910, G 4-bar on PPC ('DOTTE' on stamp) (80-15) E\$4
38. YAGER, 1907 F Doane on PPC (80-32) E\$5

COLORADO

39. PERINS, 1910, F 4-bar on PPC (07/26) E\$8
40. TUTTLE, 1913, G light 4-bar on PPC (83-18) E\$5

FLORIDA

41. CONANT, 1911, VF 4-bar on PPC *84-19) E\$8
42. CROOM, ca.1913, G 4-bar on PPC (02-35) E\$4

IDAHO

43. VOLLMER, 1910 F 4-bar on PPC E\$6
44. WOODSIDE, 1912 F 4-bar rec'd on PPC. E\$8

MONTANA

45. GREGSON, 1908 F 4-bar on PPC (97-37) E\$5
46. LAHOOD, 1910 light 4-bar on PPC (09-12) E\$4
47. MONDALE, 1911 F duplex on PPC (04-25) E\$5

NEBRASKA

48. MELROSE, 1911 G 4-bar on PPC. (Glued to albumn & has glue spot in middle of card not affecting cancel) (10-35) E\$4
49. QUICK, 1911 VG Doane on PPC (87-45) E\$4
50. STEVENS, 1910 G target overstruck on PPC (97-30) E\$5

NORTH DAKOTA

51. BUTTE, 1909 G cds on ratty PPC (98-13) E\$4
52. CROCUS, 1919 F 4-bar on PPC (98-55) E\$3
53. MIDWAY, 1911, VG 4-bar on PPC (07-30) E\$5
54. PLUMER, 1909 F light 4-bar on PPC (08-23) E\$10
55. PICKERT, 1912 G 4-bar on PPC (98/51) E\$3

OREGON

56. DELL, 1911, VG Doane on PPC (81-11) E\$12
57. ELKHEAD, 1908 G target rec'd on PPC (77-26) E\$4
58. GALICE, 1915, VG 4-bar on PPC (76-42) E\$3
59. McKEE, 1912, F 4-bar on PPC (88-24) E\$6
60. MARIAL, 1948, VG 4-bar on GPC (03-54) E\$3

SOUTH DAKOTA

61. NAHANT, 1910, light 4-bar forwarded on PPC (05-13) E\$10
62. ROWE, 1916, G 4-bar on PPC (11-26) E\$8
63. SEDGWICK, 1920, VG 4-bar on PPC (84-35) E\$5

TEXAS

64. DATURA, 1909, F 4-bar on PPC (98-32) E\$5
65. LUPELLO, 1916 F 4-bar on PPC (15-35) E\$8
66. SOASH, 1910, F 4-bar on cover shortened @ rt. into stamp. Also a 1/2" tear not affecting cancel. Soash Land Co. cc. (09-17) E\$8

TEXAS (Cont).

67. TOLBERT, 1909 F 4-bar on PPC. No stamp. (80-33) E\$3

WASHINGTON

68. BENSTON, 1909 G Doane overstruck on PPC (92-16) E\$3
69. CHRISTOPHER, 1909 VG 4-bar on PPC (87-17) E\$5
70. GROSS, 1911, F 4-bar on PPC. E\$8
71. LONG LAKE, 1911 F 4-bar on PPC. E\$10.
72. PARK, 1911, F 4-bar on PPC (05-25) E\$5
73. SILVER, ca.1908, F Doane on PPC E\$6
74. SILVERBEACH, 1908, F 4-bar on PPC. E\$8
75. WELCOME, 1892, VG cds on back of cover (99-17) E\$6

R.P.O.s (Towle Types)

76. ALBQ. & WILLIAMS, 1907 F (964-K-2) on PPC. E\$8
77. AMARILLO & ALBUQ., 1917 F (new type) on PPC. E\$6
78. BEMIDJI & SAUK CENT., 1910, F (878.1-A-1) on PPC. E\$4
79. BIGGS & SHANIKO, 1912 G (896.4-A-1) on PPC. E\$4
80. BILLINGS & THERMOP., 1913, F (961-H-1) on PPC. E\$10
81. CHARLOTTE & SAV'H., 1908 F (336-T-1) on PPC. E\$4
82. CHARLOTTE & ATLANTA, 1923, VG (370-F-1) on PPC. E\$4
83. COBRE & ELY, 1929, F (977.1-A-1) on cvr. E\$8
84. FRESNO & PORTERS, 1907 G (New Type) on PPC. E\$5
85. FRESNO & VISALIA, 1907, F (992.3-C-1) on GPC. E\$8
86. GERBER & SAN FRAN., 1918 F (982-H-1) on PPC. E\$4
87. GOSHEN & ALCALDE, 1909 F (992.4-C-1) on PPC. E\$6
88. H.F. & STRASJUNC., 1908, VG (273-J-1) on PPC. E\$5
89. INDEPEND. & TONKAWA, 1935, VG (909-P-1) on cvr. E\$4
90. INT'NAT.FALLS & MORRIS, 1911, VG (New Type) on PPC. E\$5
91. K.C. & PUEBLO, 1910, VG (920-R-1) on PPC. E\$4
92. LOS ANG. & E.SAN PEDRO, 1909, G (996.1-A-1) on PPC. E\$6
93. LOS ANG. & NAT.CITY, 1892, G (987-B-12) on cvr. E\$5
94. LOS ANG. & REDONDO BEACH, 1910, F (New Type) on PPC. E\$8
95. MINIDOKA & BUHL, 1911, Vg (896.10-B-1) on PPC. E\$8
96. MONTECRISTO & EVERETT, 1909, G (905.2-B-1) on PPC. E\$10
97. NEWTON & AMARILLO, 1913, F (928-F-1) on PPC. E\$4
98. NILES & SAN JOSE, 1906, F (992.9-A-1) on PPC. E\$5
99. NORTHPORT & SPOK., 1918, F (New Type) on front only of cvr. E\$4
100. OCONTO & CLINTONVILLE, 1909, G (864-B-1) on PPC. E\$4
101. ORD. & GD. ISLAND, 1908, F (948.2-B-1) on PPC. E\$4
102. OROVILLE & SACRA., 1908, VG (982-J-1) on PPC. E\$5
103. POCOTELLO & PORT., 1910 F (898-N-1) on PPC. E\$8
104. RENO & GOLDFIELD, 1913 F (997.2-B-1) on PPC. E\$6
105. RENO & VA.CITY, 1907, F (New Type) on PPC. E\$6
106. RENO & VIRGINIA CITY, 1909, F (978-F-1) on PPC. E\$6
107. RIVERSIDE & LOS ANG., 1907 F (994.2-C-1) on PPC. E\$6
108. RUMSEY & ELMIRA, 1900, F (New Type) on cvr. E\$8
109. SAN FRAN. & PACIFIC GROVE, 1894, G (980-H-1) on cvr. E\$5
110. S.F. & PORTERSVILLE, 1907, F (963-AC-1) on PPC. E\$8
111. S.F. & PORTERSV., 1907, G (New type) on PPC. E\$6
112. SAN F. & SAN LOBISPO, 1899, F (980-J-1) on cvr. E\$6
113. SAN FRAN., S.L. & OBISPO (error), 1899 F (New Type) on cvr. E\$8
114. SAN FRAN., MENDOTA & L.A., 1892, clear ((63-AE-2) on cvr. E\$4
115. SANTA ROSA & DUNCANS MILLS, 1913 F (985-Q-1) on PPC. E\$8
116. SEATTLE & SEWARD, ca.1940, F (X-14-p) on PPC. E\$8
117. SEATTLE & SEWARD, 1940 F (X-14-g) on PPC. E\$8
118. STITES & LEWISTON, 1908, G (906.4-D-1) on PPC. E\$5
119. STOCKTON & FRESNO, 1913 F (963-AF-1) on PPC. E\$8
120. TUOLUMNE & OAKDALE, 1937, clear (989-F-1) on cvr. E\$4
121. TUOLUMNE & STOCK., 1908, F (989-G-1) on PPC. E\$5
122. UKIAH & SAN FRAN., 1899, F (New Type) on cvr. E\$8
123. VAUGHN & ALBUQ., 1921, F (928-I-1) on PPC. E\$8
124. WASH. & WIL., 1891, VG (305-R-3) on GPC. E\$4
125. WELCH & JENKIN, 1943, F (290.4-A-1) on PPC. E\$6
126. WELLS & BELL., 1913 VG (New Type) on PPC. E\$4

R.F.D.s (Richow Types)

127. Ariz., Yuma, 1907 mss. (scribble) on PPC. E\$5
128. Calif., Denair, ca.1910 mss (scribble) on PPC. E\$5
129. Kentucky, Jeffersontown, ca.1908 mss (scribble) on PPC. E\$4
130. Nebr., Tobias, ca.1910 mss. (scribble) on PPC. E\$4
131. N.C., Apex, Rte.2, ca.1908 mss (scribble) on PPC. E\$4
132. N.D., Finelgal, 1909 mss. (Route & Date) on PPC. E\$5
133. Oreg., Bay City, 1923 mss. (Date & Scribble) on cvr. E\$5
134. Oreg., Beaverton, Rte.1, ca.1910 mss (Scribble) on PPC. E\$5
135. Oreg., Oakland, 1909 mss (Scribble) on PPC. E\$5
136. Oreg., Salem, ca.1910, Rte. 9 mss (Scribble) on PPC. E\$5
137. Wash., Selah, ca.1910, mss (Scribble) on PPC. E\$5
138. Wash., Yelm, 1912, Rte.2 mss (Town, Rte. & Date) on PPC. E\$6

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41-45	2.25	3.92	5.61	10.68
46-50	2.50	4.36	6.24	11.88
51-55	2.75	4.78	6.84	13.02
56-60	3.00	5.22	7.47	14.22
61-65	3.25	5.66	8.10	15.42
66-70	3.50	6.10	8.73	16.62
71-75	3.75	6.52	9.33	17.76
76-80	4.00	6.96	9.96	18.96
81-85	4.25	7.40	10.59	20.16
86-90	4.50	7.84	11.22	21.36
91-95	4.75	8.26	11.82	22.50
96-100	5.00	8.70	12.45	23.70
101-110	5.50	9.58	13.71	26.10
111-120	6.00	10.44	14.94	28.44
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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]

ANNOUNCEMENTS

MAY AND NOVEMBER Mail Sales. 800 Lots postal history. Free Lists. RPO, Streetcar, Machines, Expositions, DPOs, RFD, Military, Naval, Misc. cancels. RLG, 2218 Burns, St. Louis, MO 63114 [20-5]

TOWNS: FOR SALE

ALASKA CLEARANCE (Before 1930). Free list. Includes some better postmarks, better picture post cards, and some neat combinations. Hal Smith, 2109 Briarcliff, Bethany, OK 73008 [20-4]

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

AIRMAIL COVER Collection with Wyoming Focus, a logical extension of a town cancel collection. CAM 35 (Western), 73, 74, and 93 (Challenger, Monarch and Frontier Airlines) and part of 12, 18, and 26 relating to Wyoming and adjacent states practically complete, plus government flights, crashes, jets, airport dedications, etc.; approximately 420 AAMS-listed and 70 unlisted covers written up and mounted on 8.5x11 pages and 50+ unmounted miscellaneous; irreplaceable in this condition and completeness: \$1,250. Also AAMS Catalogue, 5th Ed., 5 vols. \$100.00. Dan Meschter, 1004 Glenwood Avenue, Wenatchee, WA 98801. [20-3]

TOWNS: WANTED

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]

CALIFORNIA - VENTURA County, Oxnard and nearby towns; covers, postcards, postal history and maps wanted. Send xerox or write first. William Collyer, Box 4987, Saticoy, CA 93004 [20-5]

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]

TOWNS: WANTED

GREENPORT AND FARMS, N.Y. cover to and from, especially stampless - 1870. All other Long Island covers pre-1930. Highest prices paid. Ken Pitt, P.O. Box 87, Catharpin, VA 22018 [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 DOANE Cancels wanted from the following towns: Acequia, Bayview, Carson, Clawson, DeLamar, Delta, Ellis, Fletcher, Glengary, Heise, Herbert, Lago, Lookout, Leslie, Liberty, Midvale, Mount Idaho, Remington, Riverside, Roswell, Severance, Steele, Stricker, Thornton, Teton, Wapi and Westlake. Send photocopy with your price or for offer. Have Doanes from all states to trade. Lynn Langdon, 223 So. Broadway, Buhl, ID 83316. [20-5]

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, 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]

TOWNS: WANTED

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, Tridelpia, Unity, Washington Grove, Wheaton, Woodmoor. Elliot Chabot, 12929 Magellan Avenue, Rockville, MD 20853. [20-5]

NEW HAMPSHIRE DPOs, RR, RFDs wanted. Scarce 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]

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]

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-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]

WASHINGTON - SAN JUAN County Post offices: Argyle, Decatur, Deer Harbor, Doe Bay, Dolphin, Eastsound, Edwards, Friday Harbor, Griswold, Islandale, Lime Kiln, Lopez, McKay, Maple, Newhall, Ocean, Olga, Orcas, Oris, Port Stanley, Prevost, Richardson, Roche Harbor, Rosario, San Juan, Shaw, Thatcher, Waldron, Werner, West Sound. Covers or PPC. Write Jim Orcutt, 4548 - 52 Ave NE, Seattle, WA 98105 [20-5]

TOWNS: WANTED

WASHINGTON - WHATCOM County, Bellingham and nearby towns; covers, postcards, postal history and maps wanted. Send xerox or write first. William Collyer, Box 4987, Saticoy, CA 93004 [20-5]

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]

PNCs ON COVER: A compilation of all PNCs on commercial cover, including scarcity ratings for each plate number. Also includes separate listings of PNCs on FDC. \$7.00 postpaid. Also available, PNC Varieties: The only booklet devoted exclusively to PNC varieties. Over 1,100 listings. \$11 postpaid. Both booklets for \$16. Rob Washburn, Box 840, Skowhegan, Maine 04976. [20-5]

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]

THE DEVELOPMENT Of Mail Service in Hall Co., NE - By Alton Kraft. 84 - 8.5x11-inch pages with 47 photos. Starts prior to Est. of Hall County and gives sites, opening & closing, names of postmasters and local info. \$4.00 tax paid plus \$1.50 P & H. Available from Stuhr Museum, 3133 West Highway 34, Grand Island, NE 68801 [21-2]

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

WWII APO Covers. Paying \$1.00 each for clean, well struck examples of any APOs with 1942 year dates. Small covers only (no #10 or legal). No philatelic covers please. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [21-2]

FLAG CANCELS on cover. Oregon, Washington, Idaho and Montana. Send priced original or photocopy, or request my offer. John White (APS), 780 NW Wallula Avenue, Gresham, OR 97030. [21-2]

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]

MISCELLANEOUS: WANTED

WANTED: WISCONSIN PICTURE POSTCARDS. Esp. older street scenes. Also wanted hunting and fishing stamps and licenses, state revenue stamps, precancel and perfin stamps, especially collections and accumulations. Dorance Gibbs, 223 N. 20th Street, LaCrosse, WI 54601 [21-2]

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]

POSTMARKER HANDSTAMPS

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



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

other postal items



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]

LA POSTA BACK NUMBERS

The following LA POSTA back numbers are currently available. Quantities are quite limited for some numbers.

At \$2.00 each:

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Volume 11, No. 6
Volume 13, No. 2
Volume 13, No. 6

At \$3.00 each:

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Volume 14, No. 6
Volume 15, No. 1 - 6
Volume 16, No. 1 - 6
Volume 17, No. 1 - 6 (except 5)
Volume 18, No. 1 - 6
Volume 19, No. 1 - 6

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Volume 4
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Volume 7
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The Index for Vol. 1 - 8 is \$2.00;
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P.O. Box 135,
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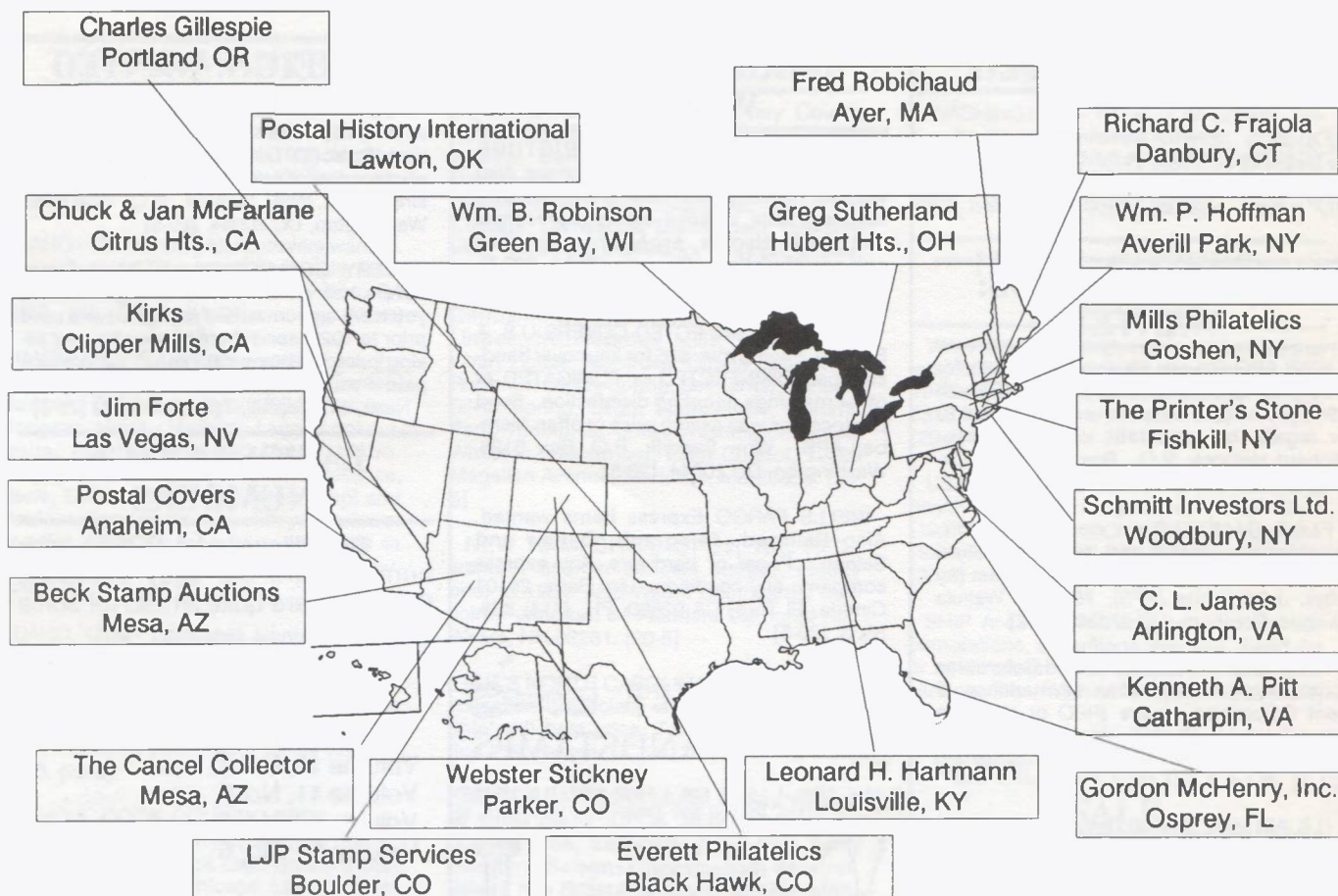
CHARLES GILLESPIE

P.O. BOX 13145, PORTLAND, OR 97213
(503) 288-2743

POSTAL HISTORY AUCTION

- Lot 1. SULZER, ALASKA, 8/22/1912, Fine + Type 1 on PPC.
Lot 2. RYEPATCH, NEVADA, 1/1/1909, Fine 4-bar on PPC.
THE FOLLOWING LOTS ARE ALL FLAG CANCELS:
Lot 3. BEAVERTON, OREG., 9/11/1931 Fine Type A14 on cover.
Lot 4. TILLAMOOK, OREG., 4/13/1923, Fine Type A14 on small cvr.
Lot 5. COLVILLE, WASH., 4/1/1927, Fine light Ty A14 on cover.
Lot 6. KALAMA, WASH., 5/6/1936, Fine light Ty A14 on about Fine cvr.
Lot 7. NORTH YAKIMA, WASH., 2/27/1911, Fine Type 4 (Ovate Flag) on cover
Lot 8. ASPEN, COLO., 3/19/1915, about Fine Type B14 on cover.
Lot 9. WEST BAY CITY, MICH., 7/27/1905, Goog + Ty B14 on PPC.
Lot 10. NEW YORK, NY, 4/17/1899, Fine STATION O, Ty F14(1) cn cvr.
Lot 11. WASHINGTON, DC, 11/2/1895, about Fine Ty D13(2) (no halyard) on cover.

BIDS CLOSE: July 31, 1989



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