

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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SEPTEMBER 1989





# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

*Publisher:* Richard W. Helbock  
*Editor, The Midwest:* Alan H. Patera  
*Editor, The Northeast:* Tom Clarke  
*Editor, The Southeast:* David Bruce Robinson  
*Editor, The West:* Richard W. Helbock  
*Editor, The Second Section:* Robert G. Munshower, Jr.  
*Advertising Manager:* Cathy R. Clark

MAILING ADDRESS:  
P.O. Box 135,  
LAKE OSWEGO, OR 97034  
PHONE: (503) 657-5685

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## PUBLISHER'S PAGE

### BLOWING OUR HORN

Boy, oh boy, do we have a number for you this time! From David Robinson's stampless covers to Bob McCurdy's modern USPS cancels, and from Alan Patera's classic geographical approach to the settlement and postal history of the Sand Hills to Ted Gruber's and Dick Long's postmark cataloging of Nevada and Washington Territory, we have a wonderful feast of high-quality postal history research. This is exactly the kind of fascinating and varied content that I have long hoped to see in the pages of *LA POSTA*. To all of you who have authored and edited material for this particular issue, my sincere thanks. The combination of your special talents in our pages has raised *LA POSTA* to a new level of excellence. This number represents a new yardstick, against which we will be able to measure our progress in the future.



Before I begin receiving reports from readers living in "the earlier time zones", I will hasten to add that the content of this issue does have a slightly Western bias. The bias results primarily from Ted Gruber's massive effort in cataloging the postmarks of Elko County, Nevada. Elko is the largest -- in terms of number of offices -- of Nevada's counties, and Ted and I were most desirous of presenting the entire county in one piece, rather than breaking it up into two or more installments. The result, when combined with the work of Dick Long and Tim Boardman in Washington Territory, is a Western Section about twice as long as normal.

These postmark cataloging projects are, in my opinion, extremely important basic postal history research. Naturally, because of their format, they do not always make fascinating reading, but they are critically important from the standpoint of solidifying our base of postal history literature. Other postmark cataloging projects are now ongoing for California (by John Williams publishing in *Western Express*), New Mexico Statehood (by Tom Todsén, for whose ad please see our "Classifieds" under Towns: Wanted), Arizona Statehood (soon to be released by the *Western Postal History Museum*), and Rhode Island (according to Larry Merolla). Projects such as these require a tremendous amount of organization, a great deal of dedication on the part of the compiler, no small measure of skill in executing proper tracings, and tons of co-operation from collectors and dealers able to contribute information. Once accomplished, however, a statewide postmark catalog provides

a beacon for attracting new collectors and will stand forever as a monument to the scholarship of those who compiled it. I am all in favor of statewide postmark catalogs. We will not attempt to publish them all in *LA POSTA*, but we will certainly be pleased to offer all possible assistance to any individual or group involved in such a project.

Ken Schoolmeester informs us that plans for the Postal History Seminar at FLOREX (November 2, 1989) are well along. He has already received reservations from postal historians from as far away as Texas, Arizona and Michigan, and preliminary indications are that this should be an important and worthwhile get-together. I can promise you that at least two of *LA POSTA*'s editors and I are eagerly anticipating the event. We will be there, and we look forward to meeting many of you there. Ah, sunny Florida in November! After our unusual cool and rainy Oregon summer this year, it sounds too good to be true.

*Richard Hillborn*

### LA POSTA POCKET GUIDE SERIES EXPANDS

The *LA POSTA* Pocket Guide Series has now been expanded to include nine different state checklists! Recent additions of ALASKA, UTAH, COLORADO and NEVADA have brought the popular series to within only three of providing a complete coverage for all Western states and territories.

All volumes measure just 3 3/4 by 7 1/4 inches and can fit conveniently in pocket or purse. Each checklist contains a complete alphabetical listing of all the post offices which have ever operated in the state. For each office, the listing includes the county, the dates of operation, and a Scarcity Index number which rates the relative scarcity of postmarks from that office on a scale from 1 to 9. A table in each volume gives market equivalents in dollars for each Scarcity Index number.

The Following Volumes are Available (postpaid):

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## REMOND PRODUCES WINDSONG

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Elsewhere in this issue of *LA POSTA* you will find an advertisement announcing the availability of a new postal history publication called *Windsong*. The first issue of *Windsong*, dated June 15, 1989, has come to hand, and it is a rather unusual publication.

Issue No. 1 consists of 20 pages (8.5x11 inch booklet format) of typewriter (courier) text printed by offset machine. Only one illustration is included; a cover illustrated in both reduced and normal size by photocopy. The presentation is clear and readable, although the long lines of print on a solid page of text can be a little overpowering.

The most interesting aspect of *Windsong* is what it says; not how it is said. Geoffrey Remond bills his journal as "a bi-monthly commentary on American Postal History...", and, while this issue contains articles dealing with DPO collecting, postal history market mechanics, and private perforation stamps on cover, each subject is treated with a heavy dose of opinion. Opinion, or commentary, is typically restricted to editorial pages in most postal history publications. Over the years some dealers, feeling a need to speak out on a variety of subjects, have produced "house organs"; usually one-to-four page letters expanding or amplifying the dealer's position on this or that matter of concern in the hobby. Wesley A. Crozier of Fair Haven, NJ has produced one of the more widely distributed of such house organs in recent years. *Windsong* promises to be more than a house organ. True, Remond is a postal history dealer and part of the coverage of *Windsong* is given to a "Dealer's Corner", but the scope of the publication -- the range of postal history subjects considered -- suggest that, over time, it might develop into a true forum for debating controversial issues within the hobby.

The articles appearing in *Windsong* No. 1 are well-written.

Remond is quite articulate, and, while one may not always agree with his opinions on a particular subject, the reader will find his arguments carefully reasoned and thoughtfully presented. Remond's prose occasionally drops into the vernacular, but this reviewer found that to be no great distraction.

My overall impression of the first issue of *Windsong* is favorable. The subscription price of \$3 per number and \$18 per year seems a shade high, but perhaps the informational content of Remond's expertise in a wide variety of fields will justify the expense... Opinions, as we have long been led to believe, are cheap, but useful knowledge is worth almost any price.

RWH

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## BEECHER RESPONDS TO HELBOCK'S ARTICLE ON DOMESTIC AIR RATES

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Henry Beecher of Portland, Oregon, took the time to write a lengthy and detailed critique of Richard Helbock's article, "U.S. Surcharge Air Mail Fees to Europe and Beyond" of which Part I appeared in the June-July issue of *LA POSTA*. Henry's comments are keyed to the pages which contained the article as follows:

p. 26: American countries not enjoying 2-cent letter rates in 1924 included Chile (not until 13 Aug 25), Venezuela (30 Jul 28), Martinique (not after 31 Jan 23), and the following never: St. Pierre & Miquelon, French Guiana, Surinam and Guadalupe. "Spain" included the enclaves on the north coast of Africa (Cueta, Melilia, etc.) as they have always been, politically and postally, an integral part of Spain, and the Sp. PO in Tangier, and Andorra, but no protectorates or colonies until the 1930's.

p. 27: CAM 5 was discontinued 10 Apr, resumed 1 Jun 1926. CAM 8 connected spatially with the Govt. route, but not temporally, so circumstances in which use of both routes would be expeditious were few. CAM 10 was inaugurated 1 Apr between Jacksonville and Miami; extended to Atlanta 15 Sep; discontinued 31 Dec 26. CAM 13 went only between Philadelphia and Washington; discontinued 10 Oct when CAM 15 inaugurated. (There was service between NY and Phila. for one week starting 4 Sep in connection with the Sesquicentennial Expo., but it was not a CAM route; it was treated as an extension of the Zone 1 part of the Govt. transcontinental route.) CAM 15 was discontinued 30 Nov 26.

p. 27: Because of schedule time, the overnight service between NY and Chicago had no utility in connection with any further Govt. service, but only in connection with some CAM routes terminating in Chicago. For letters to foreign countries it would be expeditious only for some mail deposited to make the right connections eastbound (possibly westbound in a few cases to some western Canadian destinations).

p. 27: On CAM service, the rate variation was not by the total number of miles a letter was carried on CAM route, but according to the total length of each CAM route. All except CAM 8 were less than 1,000 miles, so rate was 10 cents on each route except CAM 8, on which it was 15 cents (regardless of distance carried). No 20 cent rate was ever in effect. [Don't ask me for the rationale for charging more to go 100 miles on the long route than 900 miles on the shorter routes. The language in statute and PMG Order is ambiguous enough that for a few years I thought the rates varied by total miles carried, and supposed that FFCs on CAM 8 flown from Medford to Seattle and bearing 15 cents postage were overpaid.]



p. 27: The July 1926 *Guide* is the annual complete volume, not a Supplement. See both pp. 83 and 198 for clue for deducing the surcharges.

p. 30: Again, July 1928 not a Supplement. The earliest publication of the new rates was in the Aug 28 Supp., because the July volume was not published until later. The 6 Jul 32 tariff was also in the July annual volume.

p. 30, col. 2: All the 2-cent international rates ended between Sep 31 and Apr 32. So, by Jul 32, the only reduced rates were 3 cents/ounce (only to PUAS members). You are not quoting from Jul 38 Supp., but from the *Guide* Part II annual volume.

By the 1938 surcharge scheme, the charge to UPU-rate countries did not remain at 8 cents/ounce, but 8 cents for first ounce. For 2-ounce letter, the total charge which had been 16 cents became 11 cents. There was much greater effect (reduction) for categories of Postal Union mail other than letters. There was not in 1938 "an unnecessarily complicated rewording", but the adoption of a different and fairer basis. I would guess that complaints had come through the UPU International Bureau that the US was not complying with provisions of the UPU convention.

**Note 1:** The exceptions were Spain and its "possessions on the north coast of Africa" (Ceuta, etc.), which are not "colonies", the Spanish protectorate in Morocco (from 2 Dec 32), and the colonies of Guinea and Rio de Oro (from 7 Feb 38).

pp. 30-31: The charge for air service within the US for mail going abroad did not remain the same from 21 Jun 38 through Sep 46: effective 26 Mar 44 (when domestic airmail rate went from 6 cents to 8 cents/ounce) this charge became 8 cents/ounce, ordi-

nary (surface) postage included (PB 18703, 21 Mar 44); and effective 1 Oct 46 it became 7 cents/ounce (PB 18963, 17 Sep 46). The service was not discontinued until 1 Jul 48 (PB 19144, 29 Jun 48).

[ED: *LA POSTA* is indebted to Henry Beecher for sending along the corrections and additions to set the record straight. Author Helbock, far from cowering in a corner licking his wounds, will be back in the next issue with a discussion of the surcharges required on US mail to provide air service by foreign carriers in Europe.]

## PREXIE POSTAL HISTORY

### (Vol. 2, *La Posta* Monograph Series)

Five authors discuss the collecting and exhibiting of the 1938 Presidential Series as a postal history subject in this generously illustrated, 100-page book. Terence Hines, Walt Cole, Robert Dalton Harris, Stephen Suffet and Richard Helbock each present a different aspect of *Prexie Postal History* to aide collector enjoyment of this rapidly growing specialty. The book includes a 6-page Appendix based on the work of Henry Beecher, which publishes for the first time the international air mail rates in effect from 1938 to 1945 from the United States to all other nations.

**Price: \$12.00 postpaid**

**Order from:**

**LA POSTA PUBLICATIONS**

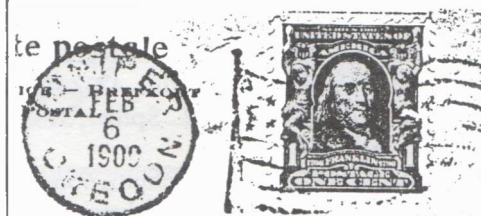
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### OAKLAND, CALIFORNIA, ERROR 4-BAR REPORTED

Ronald Ward sends along an illustration of a prominent spelling error recently in use on a 4-bar handstamp.



### NEW HANDSTAMP FLAG DISCOVERED

Richard Helbock reports discovery of a previously unlisted handstamp flag cancel from Juniper, Oregon. Up until now, the only handstamp flag reported from Oregon was a device used at Helix in Umatilla County. Juniper Post Office, which closed in 1912, was located only six miles from Helix, and it must be assumed that the Juniper postmaster was so favorably impressed with the Helix flag that he decided to use one of his own.

The two discovery examples of the Juniper flag date from Oct 19, 1908, and Feb 6, 1909; a period which coincides with the known use of the Helix flags. Helix postmaster S. T. Isaac was compensated \$501 during the fiscal year ending June 30, 1909. Juniper postmaster Charles E. McLellan received \$29 for the same year.



## STATE DOANE CO-ORDINATORS

The following people have begun listings of Doane Cancel use for the state indicated. These state co-ordinators will eventually produce a statewide listing of all Doanes used within their respective states. Please send information concerning the use of any Type 1, Type 2, or Type 3 Doane cancels directly to the contact person for the appropriate state. Information on Doane use in states with no listed co-ordinator may be sent to *LA POSTA*, until such time as we are successful in attracting a volunteer to compile data for the unrepresented states.

ALABAMA - Philip E. Arnold, P.O. Box 55514, Birmingham, AL 35255  
ALASKA - Richard W. Helbock, Box 135, Lake Oswego, OR 97034  
ARIZONA - Dr. Owen Kriege, 370 Deer Pass Dr., Sedona, AZ 86336  
ARKANSAS - Jim Felton, Box 56371, Little Rock, AR 72215  
CALIFORNIA - Randy Stehle, 16 Iris Court, San Mateo, CA 94401  
COLORADO - Charles Boubelik, Box 1737, Boulder, CO 80306  
CONNECTICUT -  
DELAWARE -  
FLORIDA - Deane R. Briggs, M.D., 160 East Lake Howard Dr., Winter Haven, FL 33881  
GEORGIA - Robert Crossley, 3925 W. Carol, Phoenix, AZ 85051  
IDAHO - Lynn Langdon, 223 S. Broadway, Buhl, ID 83316  
ILLINOIS - Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201  
INDIANA -  
INDIAN TERRITORY (See OKLAHOMA)  
IOWA - Dr. James Williamson, 1686 Alpha, Dubuque, IA 52001  
KANSAS - Jim Felton, Box 56371, Little Rock, AR 72215  
KENTUCKY - A. Burns Speer, 4308 Westport Rd., Louisville, KY 40207  
LOUISIANA - Erin R. Gunter, 8865 Syble Drive, Baton Rouge, LA 70814  
MAINE - Raymond G. Woodman, RFD 3, Box 488, Auburn, ME 04210  
MARYLAND - Ronald Ward, P. O. Box 59608, Washington, DC 20012-9608  
MASSACHUSETTS - Barton Kamp, 43 Zenith Dr., Worcester, MA 01602  
MICHIGAN - David Ellis, 4732 Amberwood Ct., Carlsbad, CA 92008  
MINNESOTA - Roy L. Spiller, 5133 Oliver Ave. So., Minneapolis, MN 55419  
MISSISSIPPI -  
MISSOURI - Robert Schultz, 755 Gascogne Dr., St. Louis, MO 63141  
MONTANA - Giles R. Cokelet, 62 Burrows Hills Dr., Rochester, NY 14625  
NEBRASKA -  
NEVADA - Ted Gruber, Box 13408, Las Vegas, NV 89112  
NEW HAMPSHIRE -  
NEW JERSEY - William C. Coles, Jr., 36 Medford Leas, Medford, NJ 08055  
NEW MEXICO - Dr. Thomas K. Todsén, 2000 Rose Lane, Las Cruces, NM 88005  
NEW YORK - Jack Haefeli, Box 8645, Albany, NY 12208  
NORTH CAROLINA - Tony Crumbley, Box 215, Newell, NC 28126  
NORTH DAKOTA - Gordon Twedt, Box 280, Maddock, ND 58348  
OHIO - Bart Billings, 90 Le Sabre Way, Zephyrhills, FL 34248  
OKLAHOMA - Hal Smith, 2109 Briarcliff, Bethany, OK 73008  
OREGON - Richard W. Helbock, Box 135, Lake Oswego, OR 97034  
PENNSYLVANIA - F. R. McKain, 2337 Giant Oaks Dr., Pittsburgh, PA 15241  
RHODE ISLAND - Lawrence Merolla, 12 Angela Ct., No. Providence, RI 02909  
SOUTH CAROLINA - Bob Stets, P.O. Box 142, Walterboro, SC 29488  
SOUTH DAKOTA - Ken Stach, 1124 Cinderella, Pampa, TX 79065  
TENNESSEE -  
TEXAS - Jack Smith, Sr., Box 334, Burnet, TX 78611  
UTAH - Stan Sanders, 2743 Blair Street, So. Salt Lake, UT 84115  
VERMONT -  
VIRGINIA - C. L. James, 2519 N. 9th Street, Arlington, VA 22201  
WASHINGTON - Richard Helbock, Box 135, Lake Oswego, OR 97034  
WEST VIRGINIA - Alyce Evans, P. O. Box 286, Bonsall, CA 92003 or  
- Wayne Farley, 2633 SE 20th Pl., Cape Coral, FL 33904  
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WYOMING - Charles Boubelik, Box 1737, Boulder, CO 80306

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## A NOTE ON THE BENNINGTON, IND. TER., TYPE 1 DOANE

Larry Merolla, a student of Indian Territory postmarks, reports that he has some doubt that the Type 1 Doane illustrated in *LA POSTA*, Vol. 20, No. 3 (June-July 1989) is actually a "pure" Doane cancel. According to Larry, the double circle datestamp has been recorded with dates of Nov. 4 and Dec. 9, 1904; and Dec. 11, 1906. In each of these cases the dcds appears with a cork or target killer -- not the Type 1 Doane bars! Furthermore, upon close inspection, the bars appear a bit high with respect to the postmark dial (see illustration).

Larry's conclusion is that the example is a composite postmark made up from the local attachment of a non-standard dcds and the bars from a Doane-type handstamp. Unfortunately, no other 1905 examples of Bennington postmarks are known, and we must await their discovery for further evidence.



## MILLS PHILATELICS

**WE ARE MOVING !!**

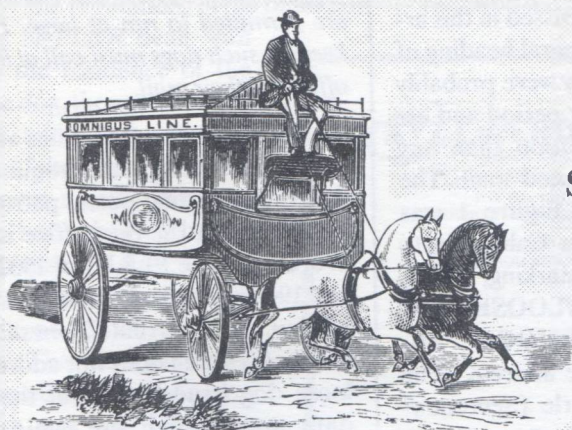
"Stamps - Covers"

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- ASDA, New Jersey - Sep. 8 - 10
- SESCAL, Los Angeles, CA - Oct. 13-15
- B.P.E., London - Oct. 17 - 22
- CHICAGOPEX '89, Chicago, IL - Nov. 3-5
- ASDA, New York - Nov. 9 - 12
- WORLD STAMP EXPO '89, Nov. 17 - Dec. 3





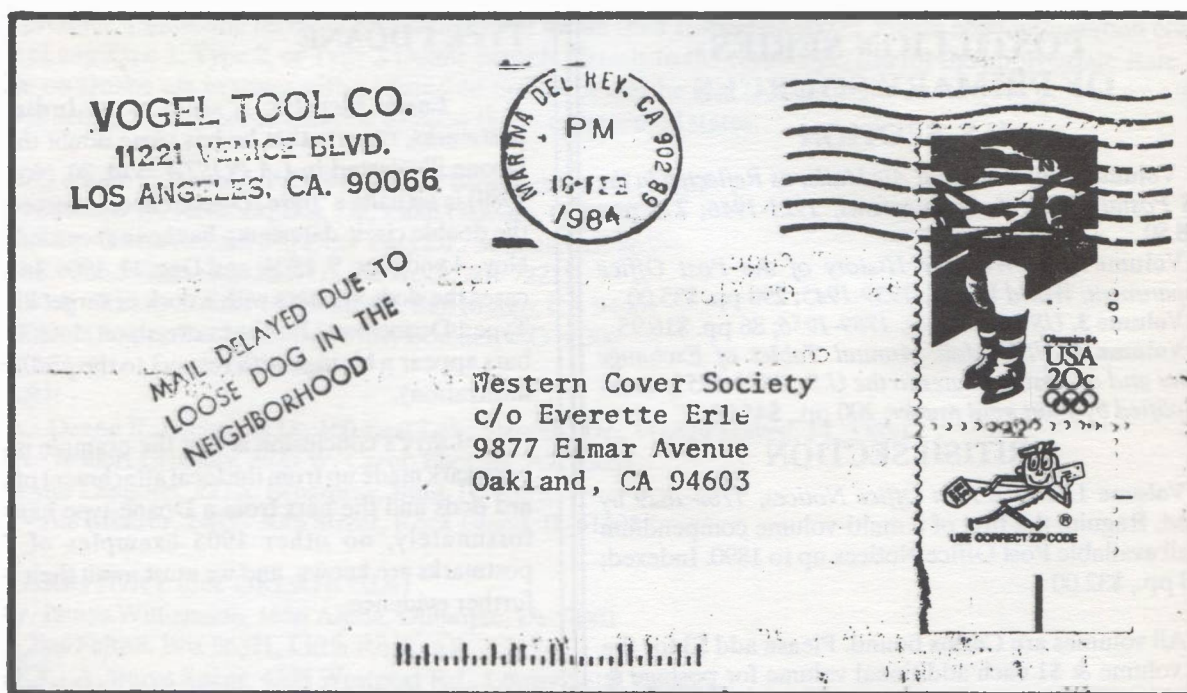


Figure 1. A "loose dog" cover dating from 1984.

## AUXILIARY MARKINGS

### POSTMAN'S BEST FRIEND?

By Randy Stehle

One of the most popular areas currently pursued in auxiliary markings is interrupted mail. This broad field includes such diverse items as crash covers (air, sea and land),

*LA POSTA* is pleased to welcome back Randy Stehle, who continues his popular series on Auxiliary Markings after a year and a half hiatus. Randy has been working on a multi-part series on Nonstandard 20th Century Townmarks, which will begin appearing in our pages shortly. The Auxiliary Marking Series will also appear from time to time.

damaged mail, stolen mail, and mail delayed by postal strikes. In some cases its truly amazing that the post office has delivered such pieces after what they have been through.

The markings discussed in this article fall under the general heading of interrupted mail. They were probably detained for a shorter period and arrived in better condition than any other type of interrupted mail. The cover illustrated in Figure 1 was mailed from southern California to Oakland in 1984. The marking, "MAIL DELAYED DUE TO/LOOSE DOG IN THE/NEIGHBORHOOD" appears to the left of the address. The addressee, Everett Erle (Secretary-Treasurer of the Western Cover Society), is an acquaintance of the author, and it can be stated as fact that the dog in question belonged to Mr. Erle's neighbor.

The 1913 edition of *Postal Laws and Regulations (PL&R)* states in Sec. 710:

*Carriers are not required to deliver mail at residences where vicious dogs are permitted to run at large. Persons keeping such dogs must call at the post office for their mail.*

The 1924 *PL&R* contains a similar regulation, except the requirement that the offending postal patron pick his mail up at the post office is gone. Wording in the *PL&Rs* of 1932, 1940 and 1948 is identical to that in the 1924 edition. The current *Domestic Mail Manual (DMM)* does not address the loose dog issue at all, but the exact date upon which the subject was dropped from the official rules is unknown. The presence of markings related to this subject on mail of recent vintage indicates that an "unofficial"

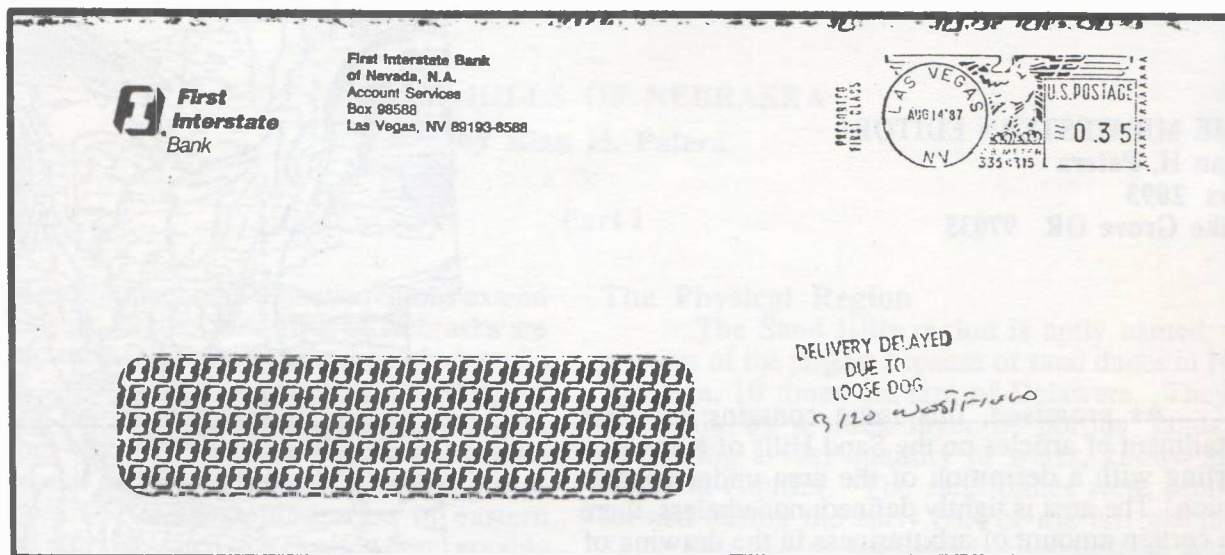


Figure 2. A "loose dog" cover from 1987.

procedure still exists when it comes to dangerous dogs.

Figure 2 illustrates a cover mailed within the City of Las Vegas in 1987. The marking reads, "DELIVERY DELAYED/DUE TO/LOOSE DOG/3120 West Field." The last line is in the carrier's handwriting. The person who acquired this cover informed the author that the letter was addressed to his parents. The address on the cover -- 3120 West Field -- was not that of his parents, but of the offending dog, a white pit bull terrier.

While regulations in the older editions of *PL&R* dealt with only the residence of the loose dog, these two covers were addressed to neighbors of the dog. Figure 3 illustrates a cover that may have been delayed by the addressee's dog. The manuscript marking reads, "Dog at Mailbox/Mailman". There is also a hand-stamped date on the cover, which was sent locally in Maine in 1987. Of course, the dog at the mailbox still could have been a neighbor's dog.

The only other marking of this type which the author has seen was featured on the cover of the July 1953 issue of *Covers* magazine, the now defunct publication of Van Dahl Publications of Albany, Oregon. The cover in question was mailed within Charlotte, North Carolina, in 1946, making it the earliest such cover known to the author by almost four decades. The marking is a manuscript reading, "Gen Dely/Vicious Dog/carrier's initials." This reference to a General Delivery suggests a throwback to the 1913 *PL&R*, which required the patron to pick up his mail

at the post office. Quite likely, this practice is still followed today in some localities.

There should be many more "loose dog" markings around given the huge number of dogs and the current popularity of pit bulls and other potentially dangerous breeds. In 1985 alone, 6,312 mail carriers were bitten by dogs. The author would appreciate any comments on this article or suggestions for future articles. Write him at 16 Iris Court, San Mateo, CA 94401.

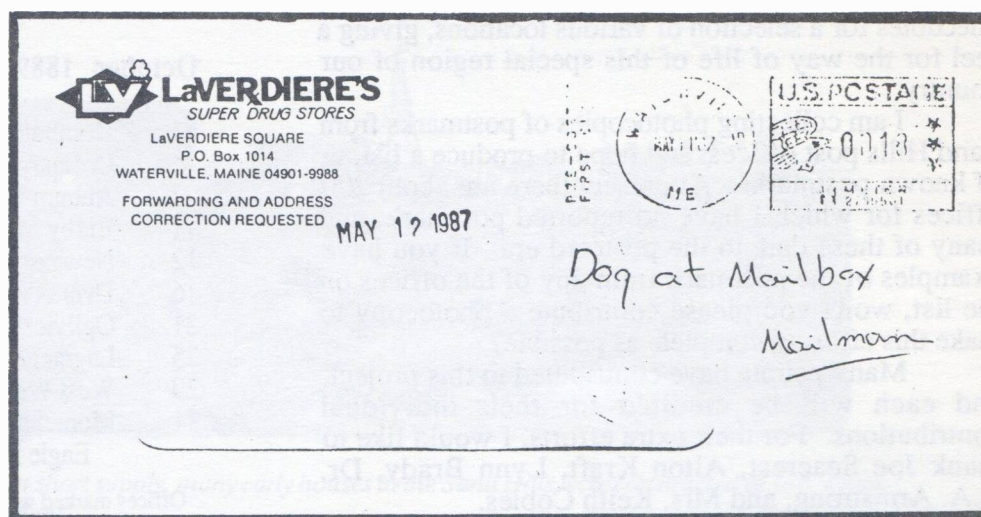


Figure 3. "Dog at Mailbox/Mailman".



## THE MIDWESTERN EDITOR

Alan H. Patera

Box 2093

Lake Grove OR 97035

As promised, this issue contains the first installment of articles on the Sand Hills of Nebraska, starting with a definition of the area under consideration. The area is tightly defined; nonetheless, there is a certain amount of arbitrariness in the drawing of any definitive boundary. It was tempting to select only complete county units, but this would either include large areas that are not properly Sand Hills, or would exclude areas of large counties that really are within the Sand Hills. Many of the river valleys in the eastern part of the area have extensive incursions into the sandhills, but their post offices have been included anyway; however, many market centers for ranchers in the Sand Hills scattered about the periphery have been excluded. There is no way to draw a line that is satisfactory to everyone concerned, but hopefully by drawing a tight boundary and enumerating those offices thus included there will be an acceptance of this definition of the Sand Hills as a collectable unit.

This first section includes the definition of the study area with an historical introduction to the Sand Hills. There will likely be two continuation articles in future issues dealing with individual towns and post offices. Rather than giving a short statement about each office - which would likely be extremely repetitive - there will be descriptions, photos and anecdotes for a selection of various locations, giving a feel for the way of life of this special region of our country.

I am collecting photocopies of postmarks from Sand Hills post offices, and hope to produce a listing of known postmarks. At present there are about 200 offices for which I have no reported postmark, and many of these date to the postcard era. If you have examples of the postmark from any of the offices on the list, won't you please contribute a photocopy to make this effort as complete as possible?

Many people have contributed to this project, and each will be credited for their individual contributions. For their extra efforts, I would like to thank Joe Seacrest, Alton Kraft, Lynn Brady, Dr. A.A. Armstrong, and Mrs. Keith Cobles.



### Post Office Centennials

#### September 1889-1989

- 5 Hartfield\* VA
- 6 Gilboa WV
- 11 Guinda CA
- 12 Wolcott CO
- 13 Baird MS
- 14 Summerland CA
- 16 Davis Station SC
- 17 Minturn CO
- 28 Erskine MN

#### October 1889-1989

- 1 Humboldt\* MN
- 5 Ordinary VA
- 7 Auburn WY
- 11 Bixby MN, Woody CA
- 12 Newcastle WY
- 16 Dyer NV
- 21 Ogilvie\* MN, Wilbur WV
- 25 Lagrange WY
- 29 West Warwick\* RI
- 31 Montchanin DE, Hovland MN, Lindsay CA, Eagle Mills AR

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

# SAND HILLS OF NEBRASKA

by Alan H. Patera

## Part 1

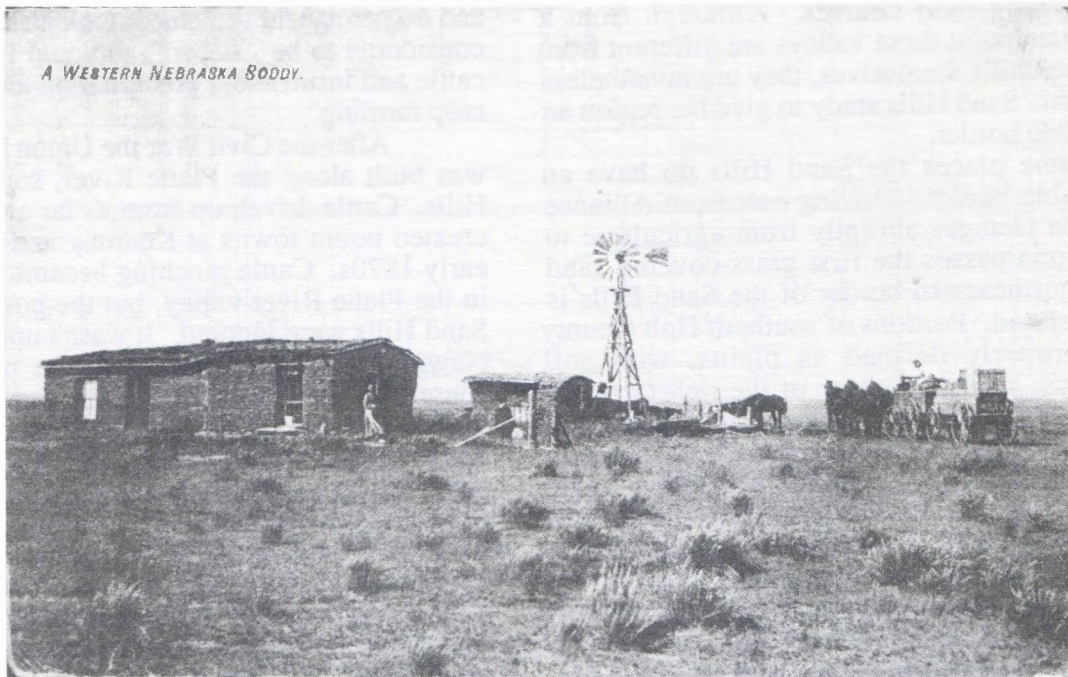
Most physiographic or climatic regions extend into several states, but the Sand Hills of Nebraska are an entity unto themselves within the boundaries of a single state. Collectors of the postal history of Nebraska find the state manageable enough to collect state-wide, but much of the available material and all of the Territorial and Early Statehood period postal history is confined to the settled areas of eastern Nebraska and a few selected places elsewhere, notably along the Oregon Trail.

To the north of the Oregon Trail in central and western Nebraska is a vast area that was not settled until very late and never supported a very large population. The area under consideration contains several counties with fewer than 1,000 people in 1980. The postal material available is recent, but not abundant; collecting it is fun, and generally inexpensive.

## The Physical Region

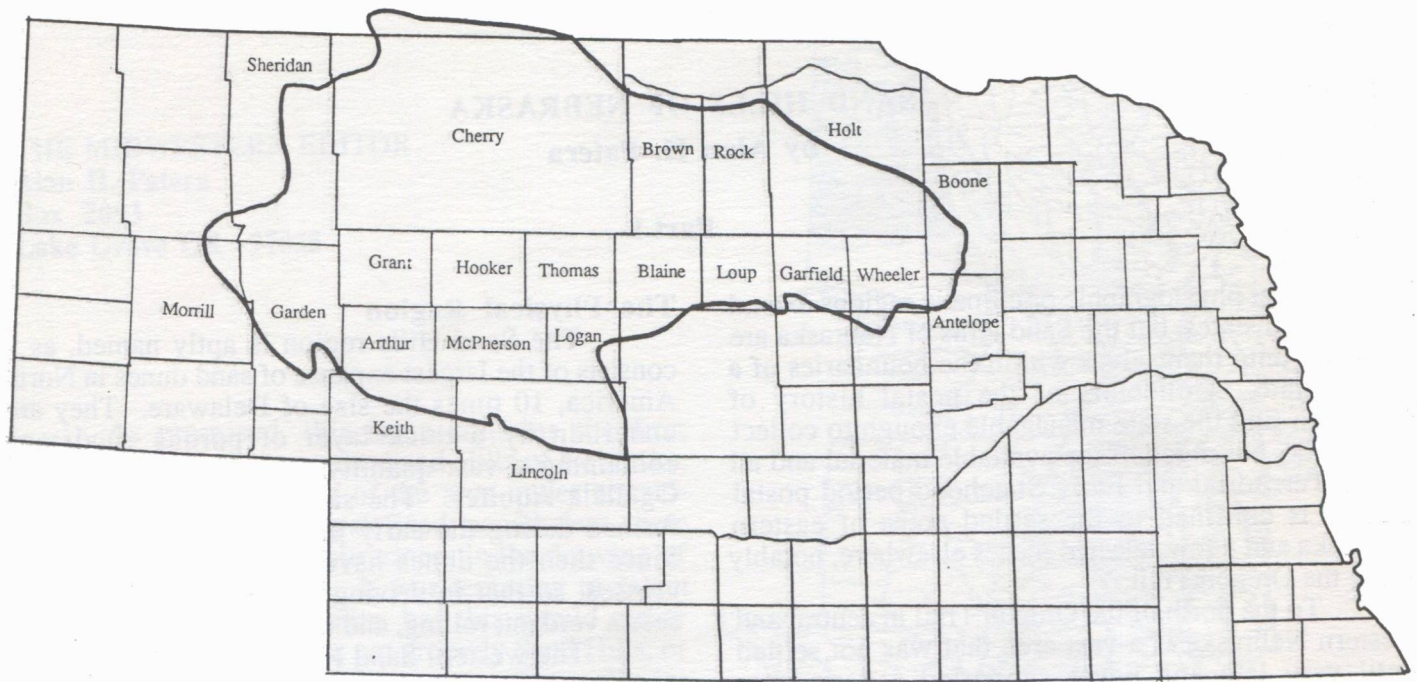
The Sand Hills region is aptly named, as it consists of the largest expanse of sand dunes in North America, 10 times the size of Delaware. They are underlain by a thick layer of porous sandstone containing a vast quantity of water, known as the Ogallala Aquifer. The sand dunes were probably formed during the early part of the last glaciation. Since then the dunes have been stabilized by lush grasses, so that in driving through them today one sees a verdant, rolling, and treeless landscape.

The western Sand Hills are characterized by many small lakes in the valleys between the sand ridges. These lakes have no outlets, and many are alkali. The eastern Sand Hills are drained by a number of small rivers that flow northeastward to the Niobrara River or southeastward to join the Platte, notably the Dismal River and the various branches of the Loup River.



*With trees for lumber in short supply, many early houses in the Sand Hills were constructed of sod, which supplied excellent insulation.*





*The Sand Hills region of Nebraska as defined by this study project.*

The river valleys were originally lush grassy areas and marshlands, with extensive stretches of woodland. The valleys were settled for agriculture, and many of the longer-lived settlements were established along their courses. Although from a vegetative standpoint these valleys are different from the grassy sandhills themselves, they are nonetheless included in this Sand Hills study to give the region an easily definable border.

In some places the Sand Hills do have an easily definable border. Driving east from Alliance the landscape changes abruptly from agriculture to ranching as one passes the first grass-covered sand dune. The northeastern border of the Sand Hills is less easily defined. Portions of southern Holt County are more properly defined as plains, with soil characteristics similar to those of the rich farmland south of the Platte River. However, these areas are ringed and have sandy areas interspersed between them, so they also are included in this study of the Sand Hills. Amelia and Chambers, two of the 35 post offices still operating in the Sand Hills, are located in areas more suitable for crop agriculture than where the sandy hills predominate. Again, most areas north of Ainsworth and Bassett in northern Brown and Rock counties have been designated as part of this study, although some maps have excluded these areas.

## The History

The Sand Hills were ignored by settlers until late in the 19th century. Located just north of the main route of westward migration, forays into them were done only for the purpose of hunting buffalo, and no permanent settlement took place. The area was considered to be "desert", too cold in the winter for cattle and insufficient precipitation and poor soils for crop farming.

After the Civil War the Union Pacific Railroad was built along the Platte River, south of the Sand Hills. Cattle driven up from as far away from Texas created boom towns at Kearney and Ogalalla in the early 1870s. Cattle ranching became well developed in the Platte River valley, but the possibilities of the Sand Hills were ignored. It wasn't until 1879 that the Newman Brothers discovered the potential of the "desert". They were running a cattle ranch on the northern fringe of the Sand Hills to serve the Pine Ridge Indian Reservation. During a severe snow storm some of their herd wandered south into the Sand Hills; when they were rounded up in the spring the cattle were found to be in excellent condition, better nourished than the ones that had not been lost. This precipitated the establishment of ranches during the 1880s in this forgotten area of Nebraska, followed by a few small towns, and the formation of a number of new counties to administer the needs of the rural population.



Since that time the enduring economy of the Sand Hills area has been cattle ranching. The river valleys have supported farming, and thus has encouraged the growth of a few small towns, particularly in the eastern portions of the Sand Hills. Indeed, except for a few merchants and the railroads, there has been little other employment in the Sand Hills since the days of the potash industry. The ranches tend to be large, with 91% of the area in landholdings of over 1,000 acres (1969 data).

## Settlement

The earliest post office to be established in the Sand Hills was at Willow Springs in 1873, in what became Garfield County. Settlers located along the bottom lands of all the rivers flowing out of the eastern Sandhills, where the rich bottom lands were well-suited to agriculture. The post office of The Forks, also in Garfield County, was established in 1875; it became Burwell in 1884 and was designated the county seat of Garfield County. Burwell's location in the bottom lands in the southwestern corner of the county technically places it outside the boundary of the Sand Hills, but as it serves as a

supply center for the ranches in the hills that surround it - and as it occupies the only niche of Garfield County not in the Sand Hills - Burwell has been included in the statistics for this study. Thus accepted, Burwell with its 1400 residents becomes the third largest town in the Nebraska Sand Hills, the first-place honor going to Valentine.

By the end of the 1870s there were 9 post offices in the Sand Hills, all of them in the eastern part and six of them established in 1879. For the next several years there were several new communities begun each year, all in the eastern fringes of the area.

In 1885 the Fremont, Elkhorn and Missouri Valley Railroad was constructed along the Niobrara River valley to Chadron, passing through the northern edge of the Sand Hills. This railroad was eventually to enter Wyoming to provide rail service to Casper and the Wind River Valley, but through rail service was unnecessary for the boost the line gave to settlement in the northern Sand Hills. As the railroad progressed westward post offices were established for the new towns of Bassett, Ainsworth, and Valentine - all to be county seats within a year.

By 1883 there had been 33 post offices established in the northern and eastern Sand Hills, of



*A portion of an 1879 map of Nebraska with the Sand Hills border superimposed upon it. In 1879 there were no settlement features shown in the entire area.*



which 7 are still operating. The potential of the area for agriculture had become apparent, and the next five years encompass the first boom in settlement as evidenced by post office establishments. By the end of 1888 there had been 74 more post offices established, of which 20 are still in operation. The single most important year for establishments was 1886, when 21 new offices were placed in operation; and they were not only on the fringes. Brewster and Purdum in Blaine County were established in 1884, and by 1888 the CB&Q had built their railroad through the heart of the Sand Hills, giving rise to post offices at Dunning, Thedford, Hyannis, Bingham and Lakeside. Mullen, destined to become the metropolis of the central Sand Hills, joined the other towns along the rail line in 1889.

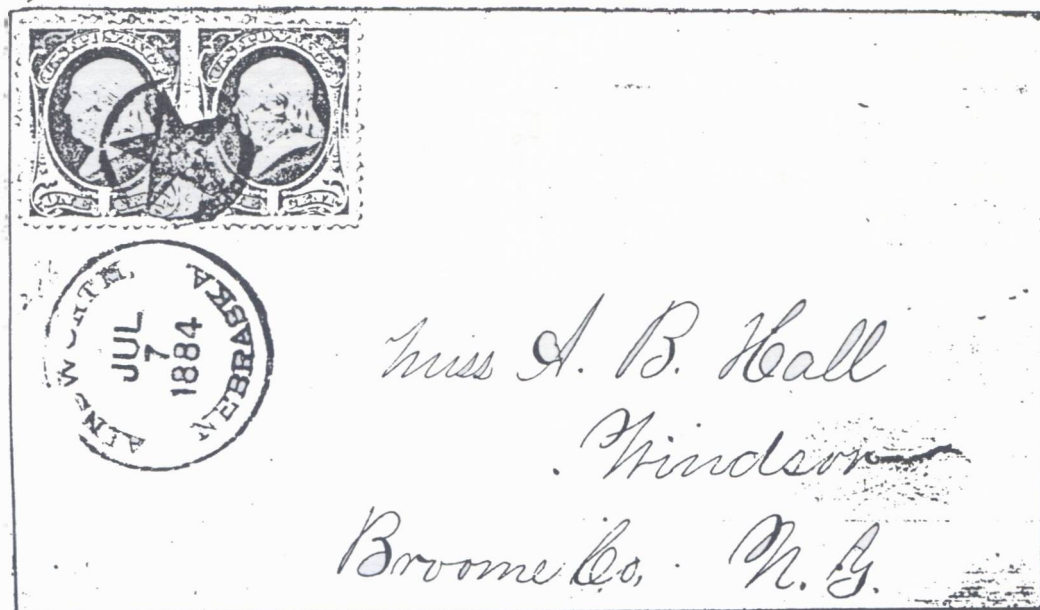
Original settlement was done under the Homestead Act, which allowed farmers to claim a section of land by constructing improvements and residing on the land. This program worked fine for the rich farmland of eastern Nebraska, where hard work enabled a family to support themselves from the land. In the Sand Hills there were very few areas that could be profitably farmed on that small an area, so after an initial influx of settlers settlement activity subsided. Only 52 more post offices were added before the end of the century. In the years 1893-1895, during the period of President Benjamin Harrison's administration, only four post offices were established in the Sand Hills.

Of course, some of the post offices that were being established did not make it. Either they were unsuitably located, or found themselves in competition for settlers with more favorably situated

Counties of the Sand Hills	No. of Post Offices	Now Open
Antelope - SW corner	3	0
Arthur - all	18	1
Blaine - all	14	3
Boone - NW corner	1	0
Brown - all	29	3
Cherry - all but Sparks in NE corner	91	7
Garden - all north of N. Platte River	10	0
Garfield - all	14	1
Grant - all	11	3
Greeley - northwest corner	1	0
Holt - southern half	18	2
Hooker - all	7	1
Keith - all north of N. Platte River	3	0
Lincoln - north of N. Platte River	5	0
Logan - all	12	1
Loup - all	17	1
McPherson - all	17	1
Morrill - northeastern third	2	0
Rock - all but along Niobrara River	24	3
Sheridan - southeastern half	17	3
Thomas - all	10	3
Wheeler - all	18	2
Total	347	35

rivals. Or perhaps the reasons for failure were more personal, as the postmaster moved on to other activities. Of the 132 post office established before 1900, 42 had already been discontinued by the end of the century.

There were large areas of grass covered sand dunes that were completely unsettled at the turn of the century, simply because there was no way to make a living from a small acreage. A few large ranches had been established to run cattle over this range, but under the provisions of the Homestead Act there was little incentive for additional settlers to enter the area. William Neville, the Populist representative from



A fancy cancel from Ainsworth, Nebraska, July 7, 1884. Any 19th century postmark from the Sand Hills is uncommon. (Courtesy of Lynn Brady)

Nebraska's 6th District, introduced legislation in 1902 that would allow the claiming of 1,280 acres, but the bill died in committee.

Moses Kincaid of O'Neill defeated Neville in the 1904 election, and continued pursuing the same land policy. He entered legislation designed to permit the homesteading of 640 acres in 37 western Nebraska counties. Known as the Kincaid Act, the provisions enabled settlers to raise cattle in areas where dry-land agriculture was impractical. The result was an additional and final surge of settlers in the heart of the Sand Hills, and because of the increased population additional post offices were established throughout the area.

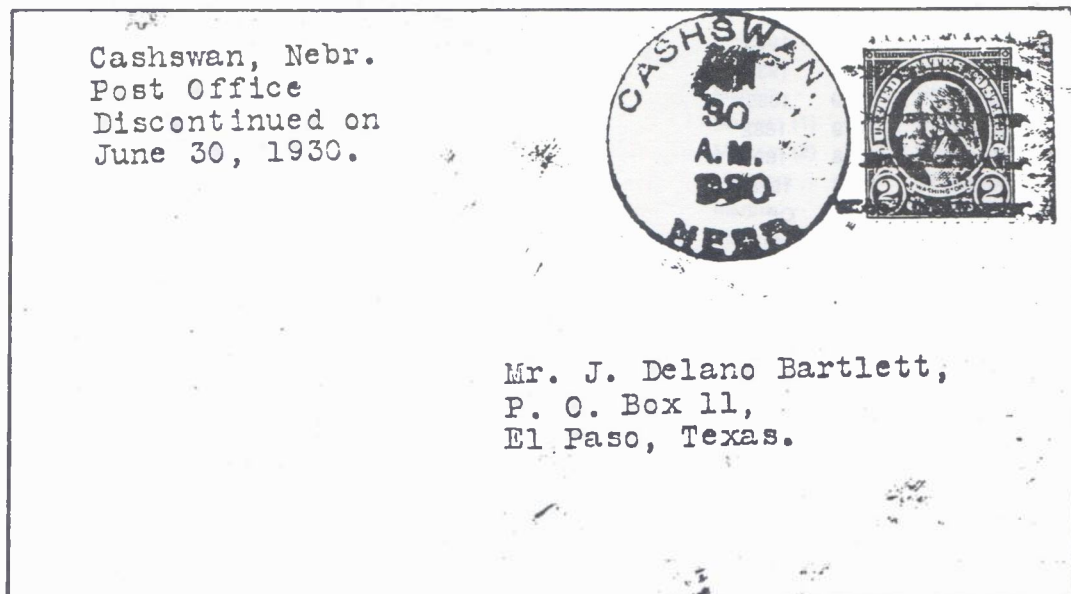
Starting in 1905 the Sand Hills experienced its second boom in post office establishments. In one sense this is curious, in that the experiment with Rural Free Delivery had been inaugurated, and many areas of the country were having their number of post offices decimated. Not so for the Sand Hills. The years 1906 and 1909 each saw 18 new post offices, and 1910 topped them with 19, rivalling the record year of 1886.

Post offices established after 1900 generally did not aspire to be towns. Most of them were on ranches in the Sand Hills, far removed from the railroads or even all-weather roads. The life expectancy of these offices was short - the last of the 19 offices established in 1910 closed in 1944. In fact, of the 174 offices established after 1900, only three

are still in operation as post offices, plus Rose, which still clings to life as a Community Post Office. Of the three survivors, Arthur and Stapleton managed to capture the county seat of their respective counties. If you think being the seat of county government is of little importance, reflect on the fact that Arthur is the only post office in Arthur County, and Stapleton is the only post office in Logan County. The third survivor is Ashby, which found itself a suitable location on the CB&Q line in northwestern Grant County.

Many of the post offices established in the Sand Hills were named by the postmaster after himself, or after other families in the area. Usually the names denote the family name, although on occasion a given name of a family member was used. In the case of Cashswan, in Cherry County, there is little doubt of the origin of the name -- the postmaster for all its 12 years was Cash Swan.

One of the factors that makes collecting the postal history of Nebraska Sand Hills so appealing are the many offices that didn't make it. Of just those offices established after 1900 there are 170 that are closed, all of which should theoretically be represented by postmarks on post cards. Many of these offices closed after two or three years, but many others lasted for decades. Their volume of mail may have never been very large, but the opportunity for locating postmarks for a collection of the Nebraska Sand Hills exists for all these offices.



*Even in 1930 there were collectors obtaining Last Day cancels. Do you know how Cashswan got its name? (Courtesy of Lynn Brady)*



## POST OFFICES OF THE NEBRASKA SAND HILLS

Office	County	Etab	Disc
Abby	Grant	1888	1894
Ainsworth	Brown	1882*	OP
Aksarben	Rock	1919	1921
Alkali	Brown	1909	1910
Almeria	Loup	1884	1984
Altai	Brown	1909	1918
Amelia	Holt	1885	OP
Anderson	Brown	1884	1886
Antioch	Sheridan	1891	1980s
Arabia	Cherry	1883	1919
Arden	Boone	1881	1918
Arlena	Cherry	1909	1910
Arthur	Arthur	1914	OP
Ashby	Grant	1908	OP
Audacious	Cherry	1916*	1918
Augustus	Logan	1886	1886
Badger Lake	Cherry	1910	1919
Bailey	Cherry	1891	1925
Baird	Wheeler	1902	1906
Balfe	Cherry	1914	1944
Ballagh	Garfield	1890	1945
Banner	Cherry	1903	1915
Bartlett	Wheeler	1886	OP
Bassett	Rock	1882	OP
Bayonne	Cherry	1914	1934
Beardwell	Brown	1909	1945
Benawa	Grant	1917	1919
Bertha	Keith	1901	1933
Big Creek	Cherry	1908	1925
Bingham	Sheridan	1888	OP
Blake	Garfield	1902	1933
Bliss	Holt	1884	1939
Boiling Spring	Cherry	1879	1885
Bone Creek	Brown	1879	1882*
Boulware	Cherry	1888	1890*
Braden	Arthur	1906	1928
Brewster	Blaine	1884	OP
Brighton	McPherson	1910	1916
Britt	Cherry	1898	1911
Brownlee	Cherry	1888	OP
Bucktail	Arthur	1916*	1973
Buell	Rock	1906	1908
Buffalo	Wheeler	1883	1895
Burgan	Brown	1907	1908
Burge	Cherry	1904	1937
Burwell	Garfield	1884*	OP
Butka	Rock	1886	1933
Calamus	Loup	1908	1917
Calora	Arthur	1912	1951
Capay	Rock	1887	1890
Capwell	Cherry	1915	1919
Carman	Arthur	1911	1945
Carson	Garfield	1906	1916
Cascade	Cherry	1899	1955
Cashwan	Cherry	1918	1930

Office	County	Etab	Disc
Cedar	Holt	1912	1921
Chambers	Holt	1884	OP
Chandler	McPherson	1909	1926
Cherry	Cherry	1907	1940
Chesterfield	Cherry	1896	1923
Cleman	Morrill	1896	1914
Clement	Cherry	1886	1889
Climax	Custer	1909	1927
Cody	Cherry	1886	OP
Colelesser	Sheridan	1899/	1924
Collins	Arthur	1909	1929
Compton	Cherry	1889	1902
Conley	Holt	1884	1888
Conquest	Cherry	1888	1892
Conterra	Cherry	1913	1934
Cooleyton	Loup	1885	1908
Cooper	Blaine	1906	1914
Cooper	Cherry	1895	1900*
Crane	Loup	1885	1887
Crescent	Hooker	1911	1911
Crookston	Cherry	1886	OP
Cullinan	Arthur	1910	1916*
Cumminsville	Wheeler	1880	1937
Curlew	Cherry	1902	1929
Dandale	Cherry	1916	1923
De Witty	Cherry	1915	1916*
Dean	Cherry	1907	1920
Deloit	Holt	1879	1911
Deverre	Garfield	1905	1933
Dewey Lake	Cherry	1911	1916
Dismal	Thomas	1916	1920
Donald	Hooker	1907	1922
Dorp	Logan	1882/	1901
Dougboy	Cherry	1919	1934
Duff	Rock	1892	1953
Dumas	Garfield	1905	1934
Dunning	Blaine	1887	OP
Dunwell	Hooker	1909	1933
Easton	Garfield	1901*	1905
Eclipse	Hooker	1905	1923
Edith	Blaine	1885	1917
Edward	Arthur	1909	1919
Eli	Cherry	1909	1982
Elizabeth	Cherry	1906	1928
Elliott	Rock	1888	1889
Ellsworth	Sheridan	1897	OP
Elsmere	Cherry	1899	OP
Elva	Grant	1911	1919
Enderslake	Brown	1908	1929
Ericson	Wheeler	1887	OP
Erik	Cherry	1908	1923
Erina	Garfield	1880	1921
Ethel	Cherry	1913	1921
Evergreen	Brown	1881	1883*
Fay	Cherry	1914	1914*

*Dates followed by an asterisk indicate a name change.*

Office	County	Estab	Disc
Fee	Cherry	1916	1918
Ferguson	Loup	1902	1929
Fern	Cherry	1909	1922
Fetterman	Grant	1916	1918
Flats	McPherson	1909	1972
Fora	Arthur	1915	1933
Ford	Logan	1907	1913
Fort Niobrara	Cherry	1880	1906
Fox	Loup	1914	1920
Francis	Wheeler	1883	1917
Frank	Blaine	1907	1920
Gables	Garfield	1909	1929
Gallop	Cherry	1891	1901
Gandy	Logan	1886	1976
Gard	Cherry	1919	1940
Garfield	Lincoln	1884	1916
Gem	Logan	1908	1923
Giles	Brown	1896	1931
Glenrose	Arthur	1906	1925
Goldville	Blaine	1906	1913
Goodland	Garden	1913	1922
Grace	Brown	1886	1893
Gracie	Rock	1905	1934
Grayson	Sheridan	1889	1928
Greenvalley	Holt	1896	1910
Gregory	Cherry	1897	1903
Gurney	Rock	1912	1912
Halsey	Thomas	1892	OP
Halstead	Brown	1888	1892
Hamilton	Sheridan	1908	1911
Hammond	Rock	1887	1937
Harlan	Cherry	1892	1921
Harmony	Cherry	1908	1925
Harold	Holt	1896/	1912
Harrington	Wheeler	1880	1888
Harrop	Loup	1912	***
Hawley	Blaine	1880	1898
Hazelton	Sheridan	1913	1914
Headquarters	Wheeler	1908	1917
Hecla	Hooker	1887	1944
Hewett	Garden	1910	1913
Hickory	Morrill	1910	1932
Hilldale	Garden	1911	1912
Hillside	Athur	1908	1933
Hinchley	Sheridan	1911	1930
Hire	Cherry	1911	1943
Hoagland	Logan	1912	1944
Hoffland	Sheridan	1916	1927
Homestead	Greeley	1904	1918
Hood	Cherry	1914	1919
Horsefoot	Rock	1905	1930
Huffman	Brown	1906	1914
Hunter	Sheridan	1910	1917
Hutchinson	Garden	1889	1913
Hyannis	Grant	1888	OP
Imhof	Thomas	1919	1933
Inez	Holt	1886	1930
Ingallston	Rock	1886	1895
Irwin	Cherry	1900*	1954

Office	County	Estab	Disc
Jennings	Sheridan	1913	1920
Jess	Sheridan	1890	1913
Johnstown	Brown	1883*	OP
Jordan	Garfield	1884	1901*
Josie	Holt	1911	1940
Junod	Cherry	1910	1912
Kennedy	Cherry	1886	1969
Kenomi	Sheridan	1907/	1920
Kent	Loup	1876	1907
Kewanee	Cherry	1888	1896
Key	Garfield	1905	1913
Kilgore	Cherry	1890*	OP
King	Cherry	1902	1933
Kirsch	Logan	1910	1915
Kola	Holt	1906	1935
Koshopah	Brown	1920	1957
Ladora	Blaine	1884	1888*
Lake	Cherry	1904	1922
Lakeland	Brown	1896	1917
Lakeside	Sheridan	1888	OP
Lakeview	Garden	1912	1915
Largo	McPherson	1891	1894
Lavaca	Cherry	1884	1944
Leat	Cherry	1915	1920
Lemley	McPherson	1891	1907
Lena	Arthur	1891	1960
Lewanna	Cherry	1907	1933
Lilac	McPherson	1891	1936
Linscott	Blaine	1887	1921
Lisle	Wheeler	1907	1922
Little	Holt	1881	1913
Logan	Logan	1884	1950
Long Pine	Brown	1881	OP
Lucky Valley	Grant	1911	1920
Lucy	Blaine	1905	1915
Lund	Cherry	1911	1930
Mabelo	Brown	1886	1895
Malvern (1)	Rock	1898	1913
Malvern (2)	Rock	1920*	1930
Marmora	Cherry	1891	1895
Martha	Holt	1904	1933
Martindale	Cherry	1910	1916
Mary	Brpwm	1908	1938
Matteson	Cherry	1912	1916
Mayflower	McPherson	1906	1919
McCann	Cherry	1879	1915
McPherson	McPherson	1889	1894
Meldon	Cherry	1892	1895
Melpha	Cherry	1925	1937
Melrose	Arthur	1910	1935
Mentorville	Antelope	1882	1903
Merriman	Cherry	1886	OP
Metzinger	Rock	1925	1934
Middleport	Wheeler	1883	1888
Midvale	Brown	1885	1922
Moffitt	Garden	1907	1915
Moore	Hooker	1912	1933
Moran	Wheeler	1881	1890
Moulton	Loup	1883	1940



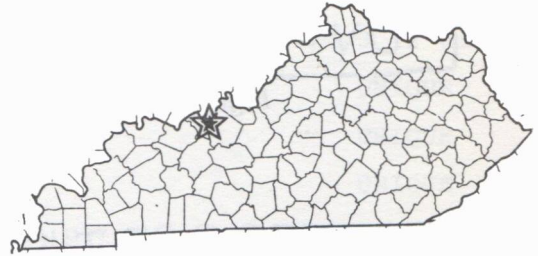
<u>Office</u>	<u>County</u>	<u>Estab</u>	<u>Disc</u>
Mullen	Hooker	1889	OP
Mumper	Garden	1896	1943
Munson	Loup	1879	1880*
Myrtle	Lincoln	1886	1914
Natick	Thomas	1887	1888
Nattick	Thomas	1910	1916
Nenzel	Cherry	1888	OP
Nesbit	Logan	1890	1922
Newboro	Wheeler	1896	1935
Newport	Rock	1884	OP
Newton	Cherry	1897	1928
Ney	McPherson	1907	1912
Noark	McPherson	1914	1916
Norway	Thomas	1887	1935
Nunda	Loup	1884	1889
Oasis	Cherry	1892	1918
Omega	McPherson	1888	1919
Ono	Wheeler	1885	1907
Oren	Keith	1906	1919
Orlando	Garden	1891	1930
Ovitt	Loup	1911	1941
Pass	Cherry	1894	1900
Pawlet	Garden	1891	1920
Pearson	Cherry	1894	1896
Penbrook	Cherry	1884	1912
Perch	Rock	1886	1907
Pershing	Brown	1916	1922
Pibel	Wheeler	1892	1916
Pike	Brown	1906	1932
Pineglen	Brown	1884	1895
Ponylake	Rock	1910	1929
Prentice	Cherry	1906	1927
Prime	Loup	1890	1899
Pritchard	Claine	1905	1914
Pullman	Cherry	1890	1919
Purdum	Claine	1884	OP
Putnam	Cherry	1888	1891
Rackett	Garden	1910	1944
Ranger	Logan	1914	1918
Rankin	Blaine	1908	1912
Raven	Brown	1906	1922
Read	Arthur	1908	1916
Red Deer	Cherry	1910	1917
Reilly	Wheeler	1882	1886
Reno	Sheridan	1888	1891
Rex	Cherry	1914	1915
Rice	Arthur	1910	1933
Riege	Cherry	1888	1912
Ringgold	McPherson	1906	1967
Rita Park	Cherry	1908	1916
Rolf	Cherry	1905	1935
Rose	Rock	1905	OP
Rosevale	Garfield	1907	1917
Russell	Sheridan	1911	1911
Sandy	Wheeler	1890	1892
Scheding	Blaine	1907	1919
Seabrooke	Grant	1910	1913
Seeley	Lincoln	1892	1894
Selden	Rock	1899	1930

<u>Office</u>	<u>County</u>	<u>Estab</u>	<u>Disc</u>
Seneca	Thomas	1888	OP
Shamrock	Holt	1886	1888
Shebesta	Rock	1909	1920*
Sheridan	Wheeler	1885	1935
Sherman	Brown	1898	1899
Shidler	Thomas	1914	1915
Simeon	Cherry	1884	1953
Spade	Sheridan	1908	1923
Spear	Lincoln	1909	1913
Spragg	Rock	1888	1912
Stapleton	Logan	1912	OP
Sthraal	Loup	1880	1883*
Stoner	Rock	1912	1914
Strickland	Antelope	1880	1881
Strohl	Loup	1883*	1887
Summit	Thomas	1912	1935
Sunflower	Thomas	1909	1911
Sunnyside	Brown	1906	1919
Survey	Cherry	1909	1934
Swan	Holt	1886	1923
Sybrant	Rock	1895	1932
System	Cherry	1917	1917
Taylor	Loup	1880*	OP
Thacher	Cherry	1884	1889
The Forks	Garfield	1875	1884*
Thedford	Thomas	1887	OP
Thelma	Garden	1912	1915
Thompson	Holt	1883	1887
Thune	McPherson	1924	1951
Thurman	Rock	1886	1919
Tioga	Cherry	1914*	1921
Tonawanda	Holt	1904	1929
Tonic	Holt	1892	1914
Triangle	Keith	1906	1910
Trouble	Cherry	1916	1921
Tryon	McPherson	1893	OP
Turnip	McPherson	1910	1911
Valentine	Cherry	1882	OP
Valleyview	Loup	1914	1937
Valyrang	McPherson	1907	1932
Velma	Arthur	1914	1943
Vervine	Grant	1916	1932
Vian	Cherry	1910	1935
Vim	Antelope	1886/	1912
Wagner	Logan	1906	1919
Warren	Garden	1912	1921
Weir	Grant	1887	1889
Wells	Cherry	1909	1944
Wheeler	Wheeler	1881	1934
Whitman	Grant	1887	OP
Willard	Lincoln	1890	1922
Willett	Arthur	1914	1930
Willow Springs	Garfield	1873	1892
Winfield	Brown	1886	1914
Wood Lake	Cherry	1883	OP
Wrage	Cherry	1916	1934
Wright	Brown	1886	1887
Yucahill	Custer	1906	1917
Zella	Arthur	1910	1920

**CLOVERPORT, KENTUCKY  
REVISITED  
by Louis Cohen**

The post office of Cloverport, in Breckenridge County, Kentucky, was established October 16, 1828 with George La Heist as its first postmaster. He is credited with the postmarks shown here through the 1850s. Cloverport apparently was named for the abundance of clover in the area.

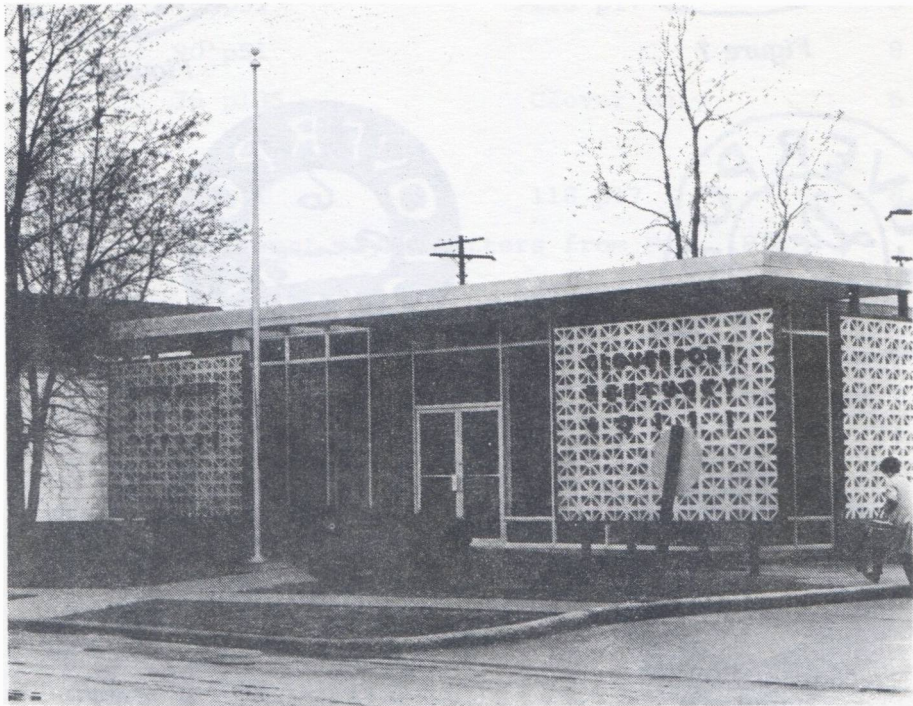
The postmarks are presented here in categories of general shape and configuration rather than chronological. It is simpler to form a "checklist" of these unusual marks by general shape. The three shapes are straight-line, oblong, and circular date stamp. I have made reference to Simpson (*Simpson's U.S. Postal Markings 1851-61*) by tracing number and the page; for example, Figure 2 is tracing 80, page 25 under the Simpson column. Similarly I have made reference to Atkins (*Postmarked Kentucky*); for example, Figure 2 is number 113, plate 7, under the Atkins column. The rarity is generally that indicated by Simpson.



I have neglected the sizes because the measurements on the same marks vary, depending on who has done the measuring.

The idea for this attempted complete illustration of the Cloverport marks came from "Fancy Townmarks of Cloverport, Kentucky" by David L. Jarrett in *The American Philatelist*, October 1975.

Corrections and additions are earnestly sought.



*Cloverport, Kentucky in 1980. Photo by Alan Patera.*



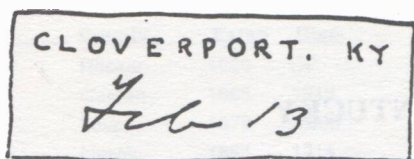


Figure 1



Figure 2



Figure 3

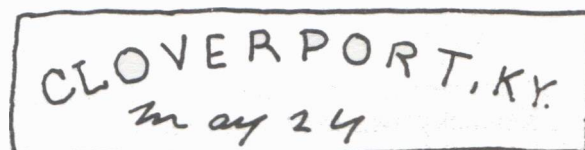


Figure 4



Figure 5

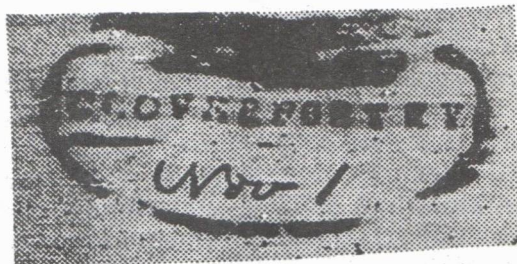


Figure 6



Figure 7



Figure 8



Figure 9



Figure 10



Figure 11

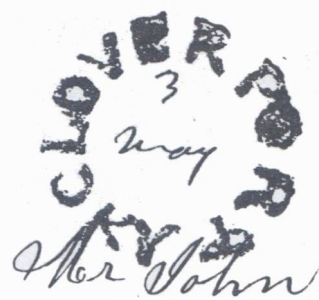


Figure 12

<u>FIGURE-YEAR</u>	<u>SIMPSON</u>	<u>ATKINS</u>	<u>RARITY</u>
<u>Straight Line</u>			
1-1857	78 p25		9 (2 to 3)
2-1860	80 p25	113 p17	UNIQUE
3-1851(?)	79 p25		UNIQUE
4-1847	CLOVR inked in		UNIQUE
5-1860	81 p25	112 p17	BLUE/GREEN (2 to 3)
6-1852		Eagle(?)	UNIQUE
<u>Oblong</u>			
7-1858	82 p25	111 p17	7 (7 to 10)
8-1860s(?)	83 p25	117 p17	7 (7 to 10)
9-1860	84 p25	116 p17	8 (4 to 6)
<u>Circle Date Stamps</u>			
10-1853	89 p51	114 p17	9 (2 to 3)
11-?	Thurman Collection, The Filson Club		
12-1860	88 p51	115 p17	8 (4 to 6)
13-1860	90 p51		8 (4 to 6)
14-1860	76 p135	Clover only	6 (11 to 15)
15-1860s(?)			
16-1856	91 p51	118 p17	8 (4 to 6)
17-1855	Different style letters from Fig. 18		
18-1848		47 p13	
19-1852			
20-1849		48 p13	
21-1850			
22-1870s			
23-1899	Negative W		
24-1884	Shield		
25-1880s			



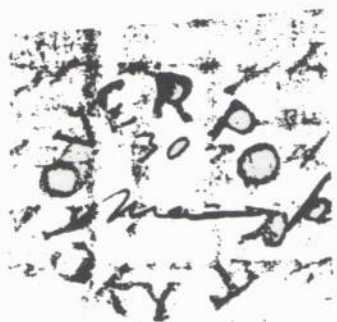


Figure 13



Figure 14



Figure 15



Figure 16



Figure 17



Figure 18



Figure 19



Figure 20



Figure 21



Figure 22



Figure 23



Figure 24



Figure 25



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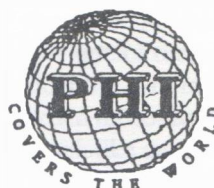
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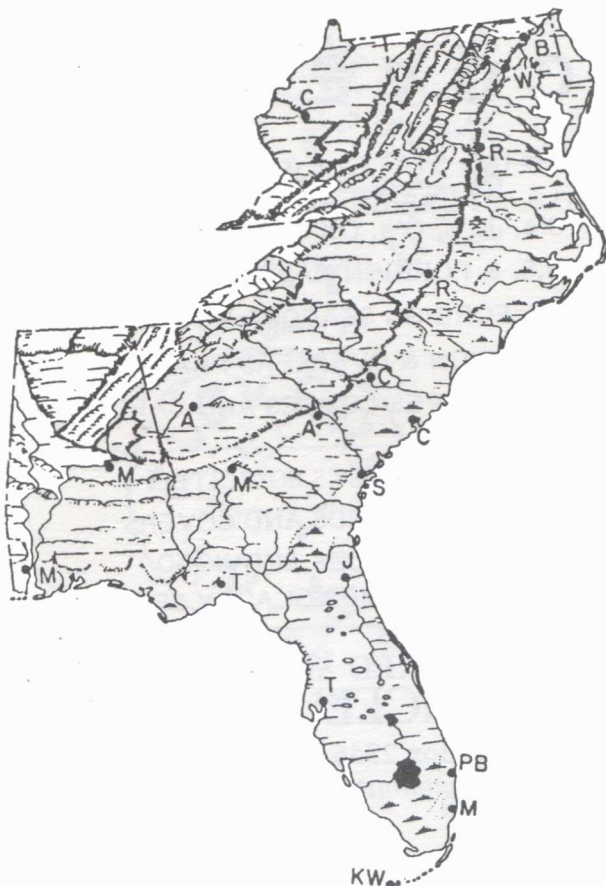
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## SOUTHEASTERN SECTION

DAVID B. ROBINSON, EDITOR  
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### EDITOR'S COMMENTS

With summer's heat and Virginia humidity in full force, my thoughts are straying towards Orlando in November. I am very much looking forward to the Postal History Seminar in Orlando.

My airline tickets have been purchased with a "non-cancellation" clause so there is no turning back now. This will be a very fine for us Southerners to show host to the rest of the Country. My good friend Ken Schoolmeester has done a wonderful job. If you have any questions about the agenda or have any hesitation at all about going, please call or write.

Unfortunately, I must issue another plea for articles. The regular readers of the Southeastern section should take note as we are clearly being shown up by the Western boys and girls.

Frank Stewart is exempted from this generalization as this month's section features another fine article of his on small town Maryland Postal History. If you at all have an ar-

ticle that you are thinking of or have one in draft form, let's talk.

In addition to Frank Stewart's article on Jerusalem, Maryland, your editor has written a Primer on Richmond, Virginia straight line markings. I have been very fortunate over the years to acquire several very nice straight line cancellations used in the 1790's and have written an illustrative study of their markings and particular uses. I hope you find it interesting.

I want to call your attention to the SOUTHEASTERN COVER OF THE MONTH this month, as it is the result of a 12 year search on my part. (You FLOREX judges please take note, this IS in my exhibit now.)

Thank you for all of your support and encouragement.  
SEE YOU IN ORLANDO!!!!!!!

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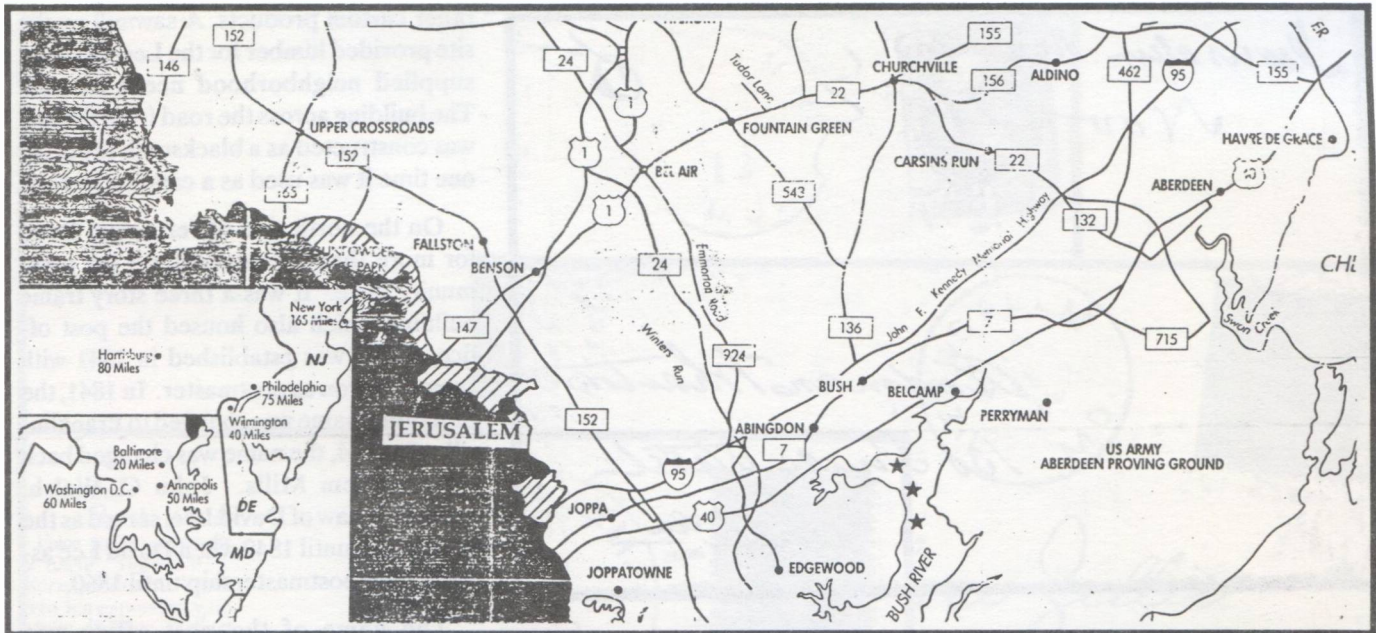


Figure 1. Jerusalem, Gunpowder State Park and surrounding Hartford County, Maryland, with inset showing location of Hartford County.

## JERUSALEM MILL, MARYLAND: A POSTAL HISTORY, 1841 TO 1923

BY FRANK M. STEWART

Jerusalem Mills, located on the Harford County side of the Little Gunpowder River, (SEE FIGURE 1) is known for its buildings with splendid architectural design and its beginnings which date to the Colonial period. The mill site is about five miles north of where the Little Gunpowder River enters the Gunpowder River at Joppatowne.

This old mill was built in 1772 by David Lee, a Quaker millwright from Bucks County, Pennsylvania, who came to Maryland looking for suitable water power sites on which to establish mills. Since the agricultural economy of Maryland at that time was largely dependent on tobacco, these millers contributed materially to the cultivation of grain, increasing the food supply for the Continental Army during the American Revolution. Lee purchased parts of land tracts known as "Bond's Water Mill" and "Jerusalem" on which the mill is located. Lee also bought more than ten other land tracts, totalling several hundred acres, which he used for growing wheat.

The mill's two tiers of alternating dormer windows which provide light for the upper story are believed to be the only ones of their type in Maryland. The lower level of the mill is constructed of stone, the upper part is finished in wood planking and the whole is crowned by a high-peaked roof which was covered with wood shingles until about 1940 when a metal roof was installed (SEE FIGURE 2). The ceiling and floors are supported by giant handewn white oak beams

and girders. Instead of being operated by a ponderous overshot or undershot wheel which turned vertically, the mill is thought to have been powered by a horizontal wheel in the basement to which the millrace channeled water through one side of the building and another end. This was an efficient but rare method of powering water mills in Maryland. When the entire mill was in operation, the surrounding area shook like an earthquake was in progress.

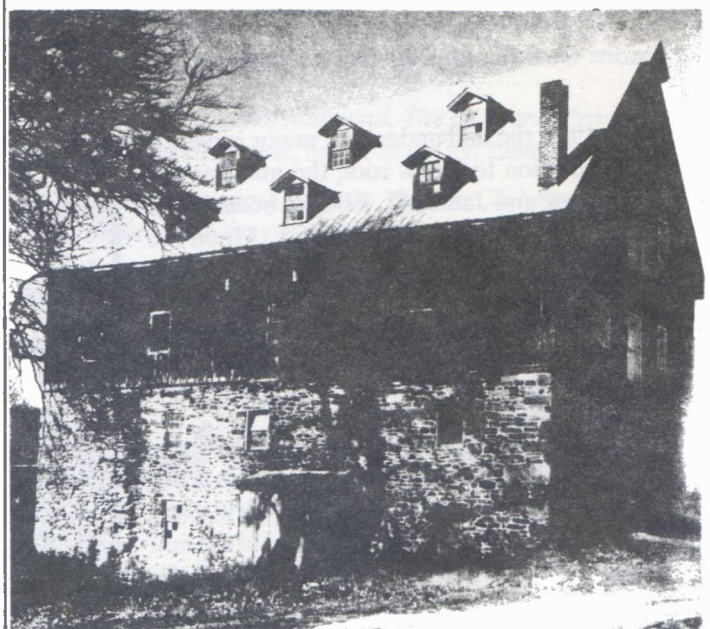


Figure 2. Jerusalem Mill.



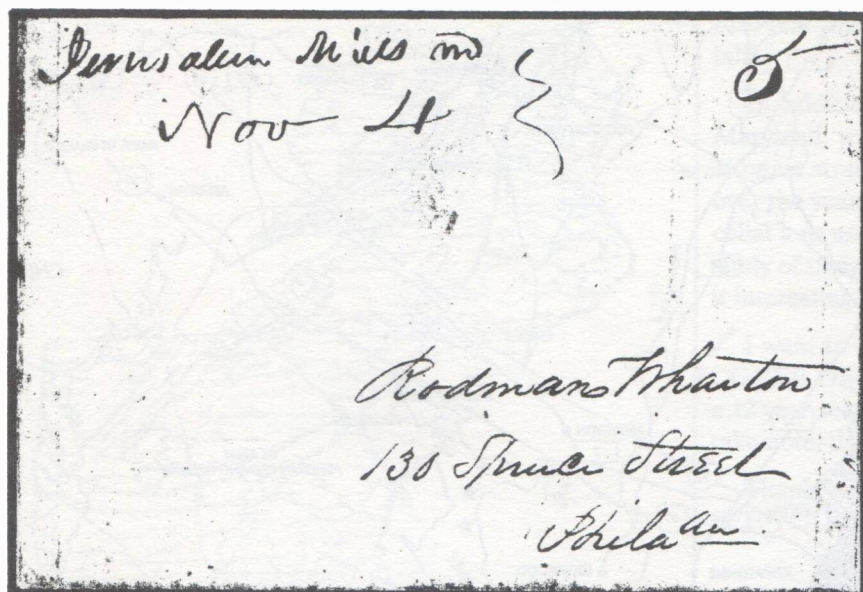


Figure 3. A Jerusalem Mill manuscript marking on an 1845 folded letter.

Upon the death of David Lee in 1815, he was succeeded in the milling business by his son, Ralph Lee, who expanded the market for flour by custom grinding it for the Passover feasts of the Jewish people in the City of Baltimore. Ralph Lee was succeeded by his son, David Lee, II, and under his management, the business flourished to attain its War Between the States peak.

In 1886, the mill was sold to Ezra Phillpis, thus ending a period of one hundred and fourteen years of ownership by the Lee family. During the next four decades, the mill was owned successively by Willima Wilson, A. Werner and Alexander Hurley before being purchased in the late 1920's by Harry S. Pyle. These gentlemen operated the mill for the patronage of the farmers of a wide section of Harford and Baltimore Counties during the Great Depression of the 1930's.

About 1940, the mill underwent major repairs and alterations. In addition to a new roof, the mill was converted to electric power and James O. Bridges became the last miller to operate the ancient mill. Upon the death of Bridges, the operation of the mill ceased, closing out an era of almost two centuries of service to the surrounding communities. Since 1960, the mill has been a part of the Gunpowder State Park.

Soon after the mill was originally established, a settlement grew up in the area of the mill with other industries being operated. The two-story stone building which is still standing to the rear of the mill was used as a gun factory. By the end of the Revolutionary War, the building also had become a crafts shop, turning out chair and table rungs and

other custom products. A sawmill on the site provided lumber for the Lees and also supplied neighborhood needs as well. The building across the road from the mill was constructed as a blacksmith shop. At one time it was used as a canning factory.

On the north side of Jerusalem Road for more than a century stood the community store. It was a three story frame building which also housed the post office, which was established in 1841 with James Herron as postmaster. In 1841, the post office name was changed to Franklinville. In 1844, the name was changed back to Jerusalem Mills. John C. Walsh, brother-in-law of David Lee, served as the postmaster until 1849 when David Lee assumed the postmastership until 1860.

The name of the post office was changed to "Jerusalem" in 1895 when David Lee's daughter, Elizabeth R. Lee, became postmistress. Upon her retirement in 1923 at the age of 85, the post office

was discontinued and merged with Franklinville. The store was closed in 1939 and converted into apartments. The building no longer stands.

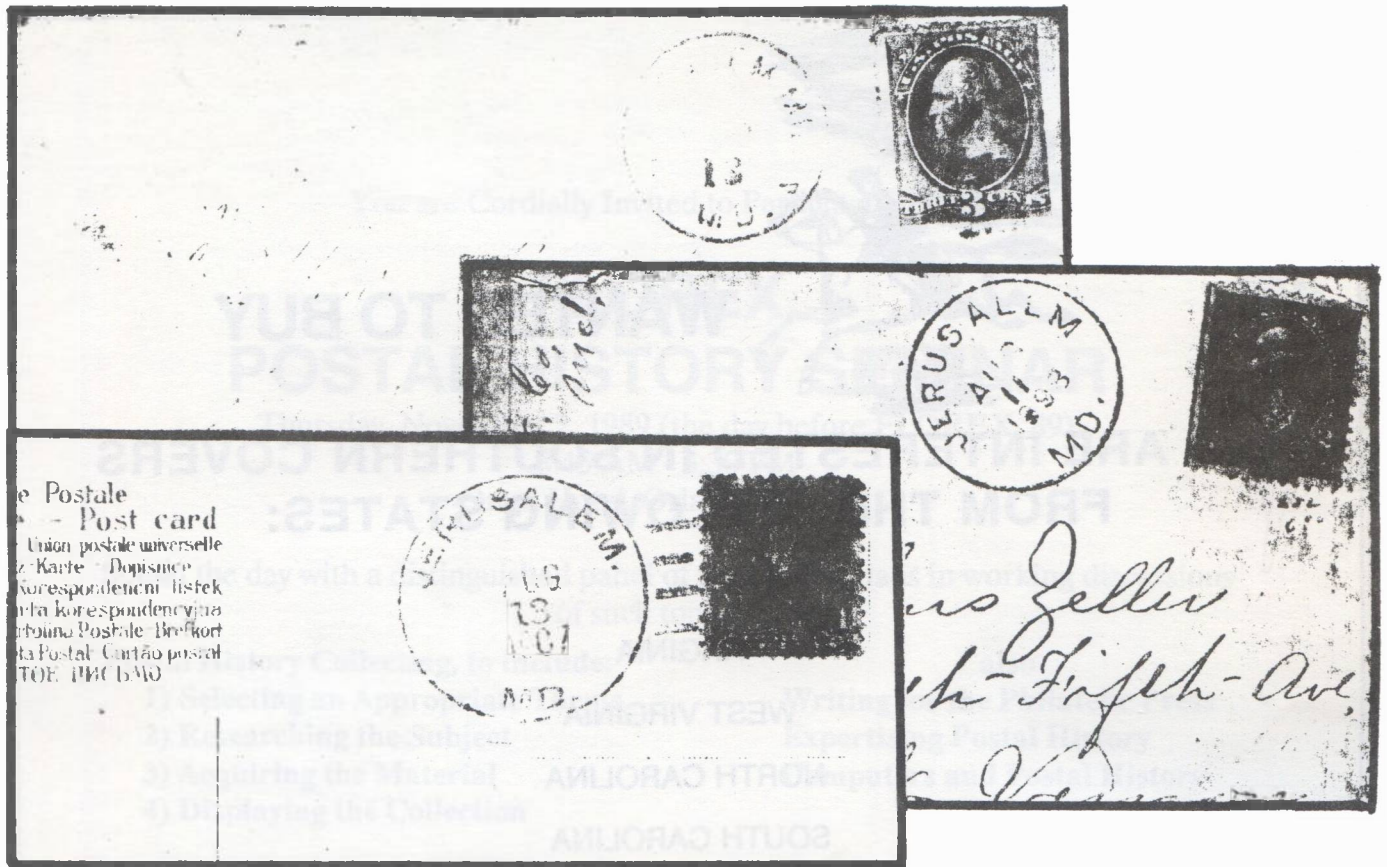
In 1841, when the post office was first established, the mail was received from a train at Magnolia. William McClaskey had a contract with the Post Office Department to carry the mail from Magnolia to Jerusalem Mills and on to Bel Air three times a week and from Magnolia by Abingdon and back thrice weekly. McClaskey was paid the sum of \$988.00 per year for his performance under the contract. Mail was carried in four horse post coaches.

Throughout the four score years of operation of the Jerusalem post office, numerous cancellations were in use. During the stampless period, manuscript cancels were applied to letters posted during the period of 1844 to 1851. FIGURE 3 illustrates an example of a manuscript marking applied to an 1845 folded letter.



Figure 4. Early 1850's Jerusalem Mills fancy circular datestamp.





Figures 5, 6, and 7. Postmarks of Jerusalem Mills and Jerusalem from the late 19th and early 20th centuries.

Between 1851 and 1855, a fancy circular datestamp, FIGURE 4, was used with red ink. The illustrated usage of this scarce cancellation was actually used in combination with a "PAID" marking and a manuscript "3 cts. paid" as there were no postage stamps available on this particular day in Jerusalem Mills.

During the 1860 to 1890 period, various circular datestamps were used with both black and blue inks at various times. FIGURE 5 illustrates an 1878 envelope usage with the datestamp in blue ink. The cover bears a three cent banknote.

FIGURE 6 illustrates a cover bearing an 1898 Jerusalem datestamp and accompanying target cancellation.

Doane cancels were used at Jerusalem during the early 1900's. FIGURE 7 illustrates a post card with a 4-bar Doane "2" 1907 cancel.

Since 1923, the few homes in the Jerusalem area have had their mail delivered by rural carriers out of either Franklinville (Baltimore County) or Joppatowne (Joppa Post Office).

Even though the Jerusalem Post Office has been discontinued, the history of the mill building continues. In 1980, an organization was formed to generate interest in preserving

and restoring the mill, currently in an advanced state of deterioration. Funds have recently been appropriated by the State of Maryland for the design of the required repair work. In late 1989, the actual restoration work is expected to begin. Once the mill is restored, it will be added to the list of State of Maryland historical sites when completed in 1991.

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"Harford Historical Bulletin Number 28," Spring, 1986; *The Historical Society of Harford County, Inc.*

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# A RICHMOND, VIRGINIA, STRAIGHT LINE PRIMER

By David B. Robinson

Augustine Davis was appointed Richmond's second postmaster by President George Washington on February 16, 1790 and served until July 1, 1802. A fire destroyed the Richmond Post Office in 1808. Davis may have actually held a first term as postmaster from 1786 to 1790 that is attributed to James Hayes who served from 1782 to 1786. The records that would establish the correct succession of postmasters were destroyed in the 1808 fire.

Augustine Davis was editor and publisher of the bi-weekly *Richmond Gazette* in addition to being postmaster. Davis held his office until the administration of Thomas Jefferson appointed a new postmaster. It has long been thought by students of Richmond Postal History that Davis used excess printing type from the newspaper to make the cancellation devices that he used to mark mail that originated or passed through the Richmond Post Office. Davis would use individual characters of type and form them together to make the device. The method was similar to "hot lead" type. While a number of the straight-line markings differ only in the placement of the letters and border lines, each straight line marking is unique in one or more ways as Davis would destroy or modify the previous day's marking to make the current day's marking.

Dan Warren in the 1973 *American Philatelic Congress Book* compiled original research that formed the basic straight line reference for Richmond Students. The Virginia Postal History Society's *Catalog* has expanded on the Richmond markings.

It has always been my belief that each Richmond straight line is a unique cancellation because of the fact that Davis modified the device the next

day. Warren catalogs sixteen different types according to the type style, abbreviation of the city name and number of border lines.

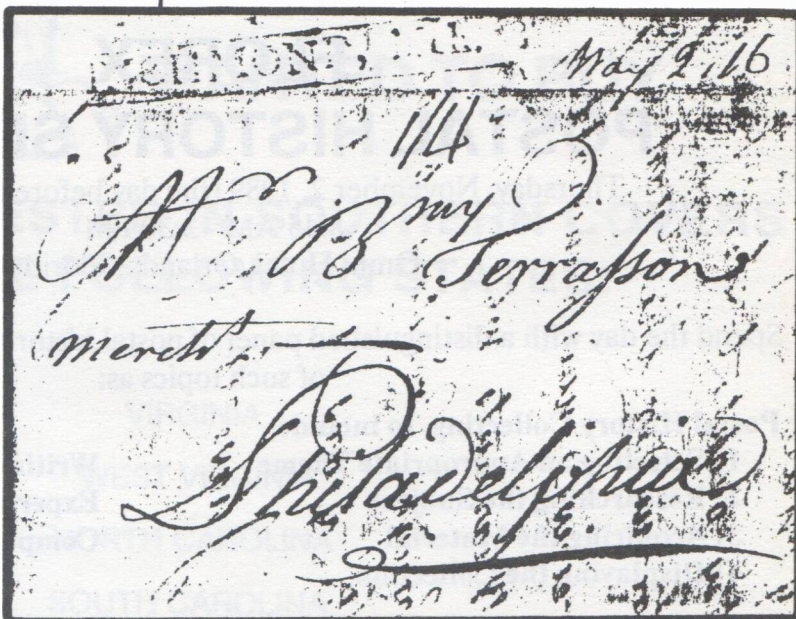


FIGURE 1 illustrates a 57x7mm black 1789 straight line sent to Philadelphia. The 2.16 rate paid the 200 to 300 mile charge under Continental Congress postal rates. This rate represented 2 pennyweights and 16 grains of silver. The letter was posted as a "way letter," one which was received by a mail carrier on his "way" between post offices and was delivered to the next one that he came to for entry into the postal system.

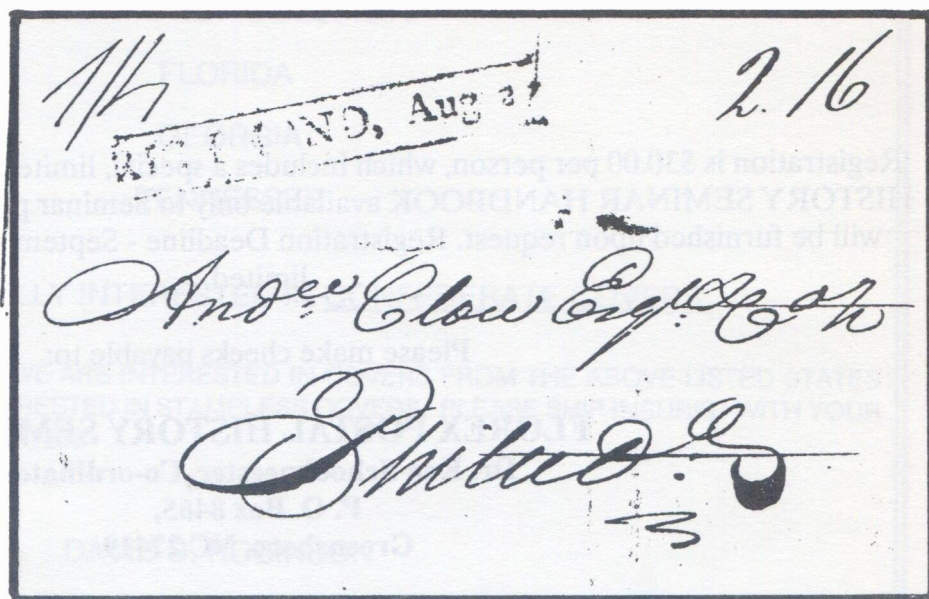


FIGURE 2 illustrates a 56x9mm black 1790 straight line on a folded letter sent to Philadelphia. The rate and usage is the same as that shown in FIGURE 1 except that the cancellation device is very different.



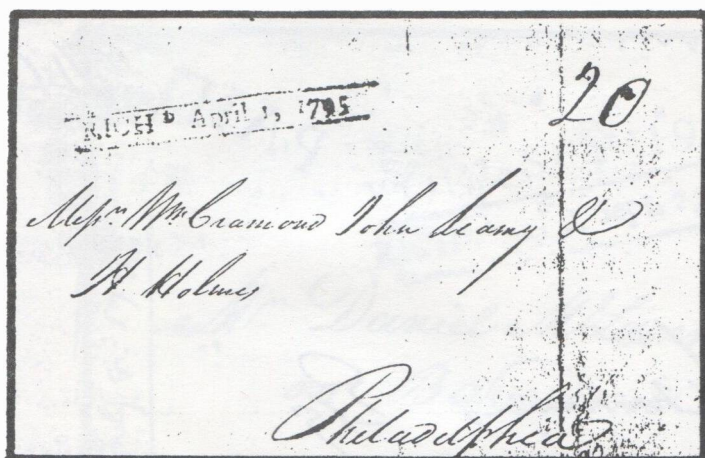


FIGURE 3 illustrates a 58x6mm black 1795 straight line on a folded letter to Philadelphia. The 20 cent manuscript rate represented an over 250 but less than 350 mile distance rate under Postage Rates of 1792. Because of the absence of a "paid" marking, it is known that the sender chose to have the addressee pay the letter's rate upon receipt.

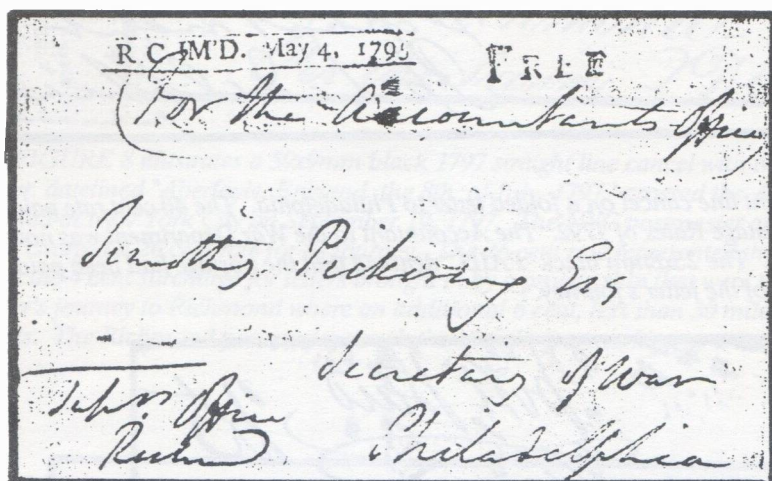


FIGURE 4 illustrates a 53x6mm black 1795 straight line with an accompanying 21x7mm black "FREE." The letter was sent to the Secretary of War in Philadelphia. Under Postage Rates of 1792, mail to certain high-ranking government officials was allowed to travel without charge. The manuscript notation, "For the Accountant's Office" denoted that the letter was from the Accountant's office for the State of Virginia."

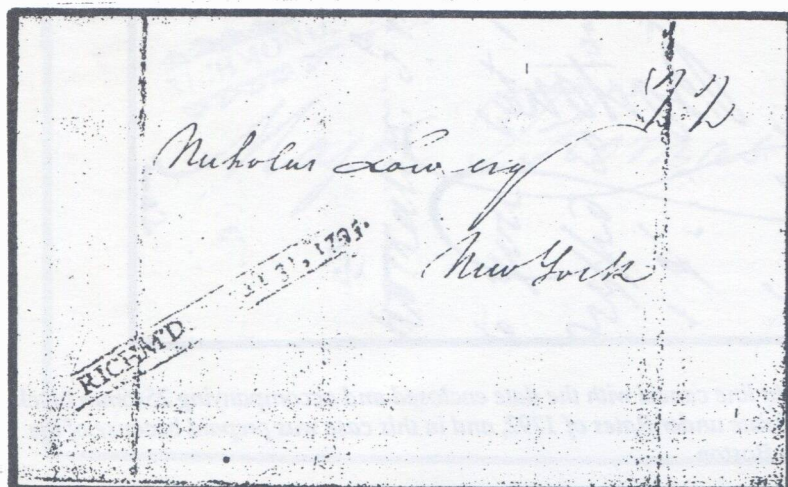


FIGURE 5 illustrates a 59x6.5mm black 1795 straight line on a folded letter sent to New York City. The 22 cent rate represented the 350 to 400 mile distance rate under Postage Rates of 1792. The letter travelled "unpaid" as evidenced by the lack of a "paid" marking.



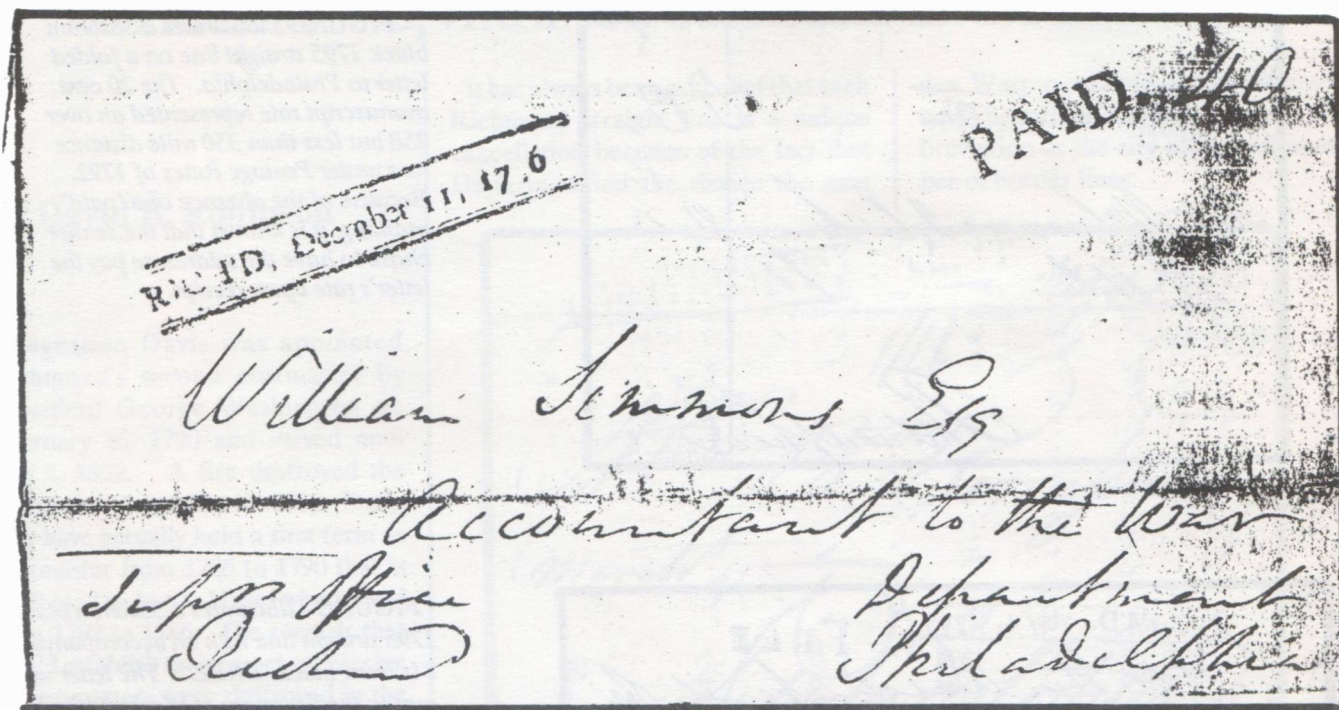


FIGURE 6 illustrates a 59x10mm black 1796 straight line cancel on a folded letter to Philadelphia. The 40 cent rate paid a double 20 cent, 250 to 350 mile distance rate under Postage Rates of 1792. The Accountant to the War Department was not a named office that could receive "free" mail at this time. The 25x8mm black "PAID." denoted that the postage had been paid by the sender to the Richmond postmaster in advance of the letter's journey.

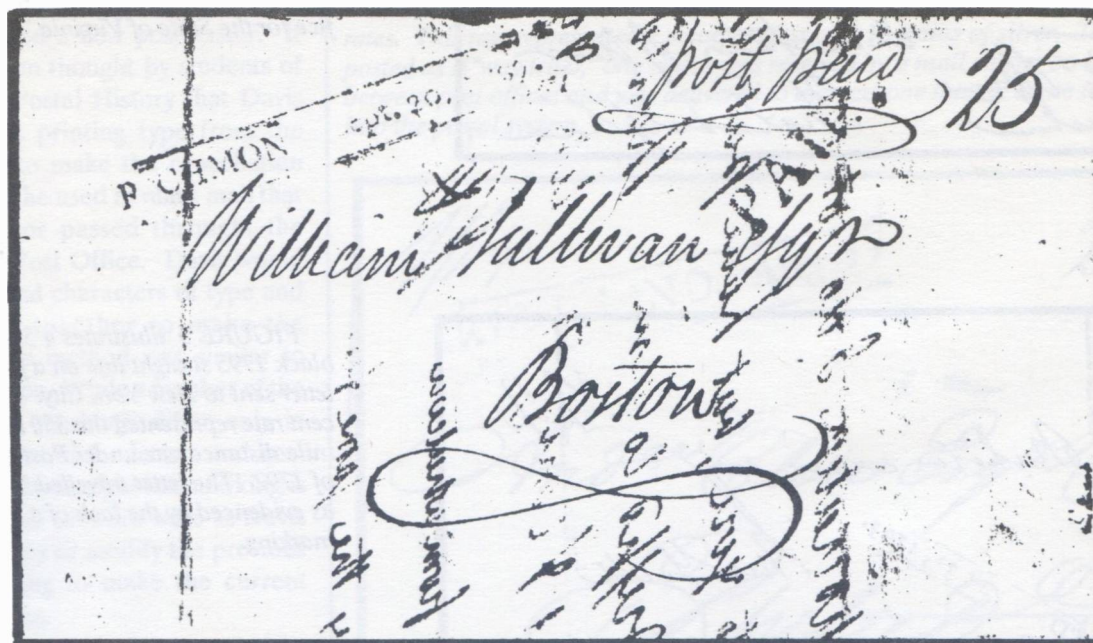


FIGURE 7 illustrates a 59x9mm black 1797 straight line cancel with the date enclosed and accompanying 25x6mm black "PAID." The 25 cent rate represents the over 450 mile rate under Rates of 1792, and in this case was prepaid because of the presence of the "paid" marking. The letter travelled to Boston.



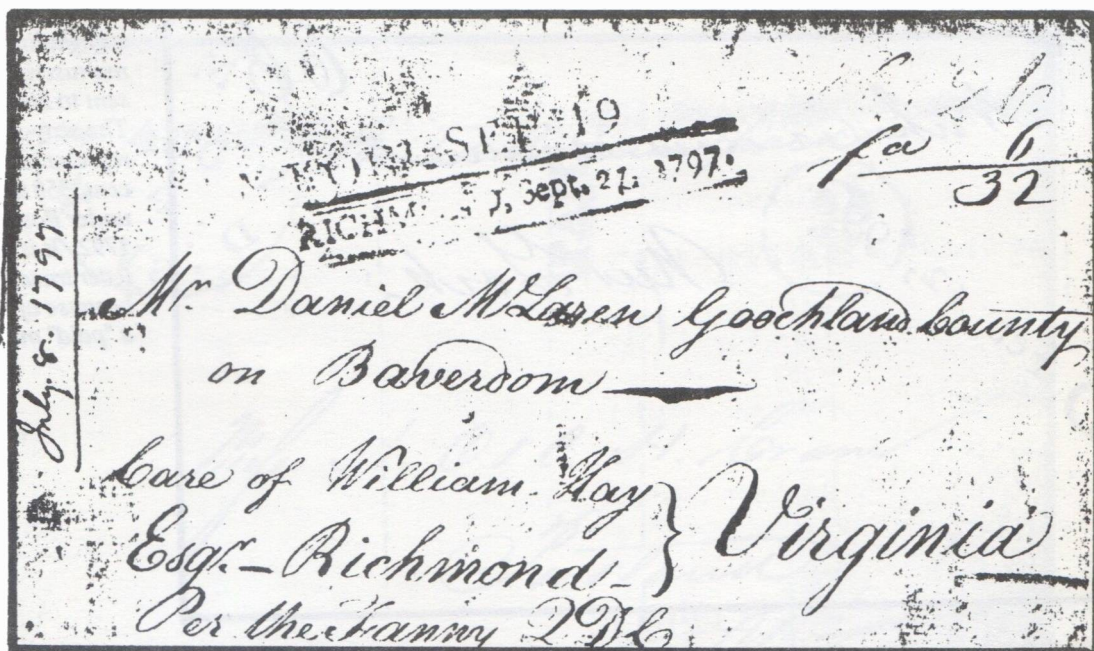


FIGURE 8 illustrates a 59x9mm black 1797 straight line cancel with two lines each above and below the dateline. This letter, datelined "Aberfoyle, England, the 8th of July, 1797," crossed the Atlantic by the sailing vessel "Fanny, QDC" and arrived in New York City on September 19, 1797. The NYC postmaster applied a brown "N. YORK SEP 19" receiving mark and charged a 26 cent rate for its journey. The 26 cent rate represented the 22 cent, 350 to 400 mile rate under Rates of 1792 plus the 4 cent surcharge for letters brought in by a private ship that were to be further forwarded. The 26 cent rate paid for the letter's journey to Richmond where an additional 6 cent, less than 30 mile rate was added, making the total unpaid rate 32 cents. The Richmond postmaster struck the straight line marking as a routing mark.

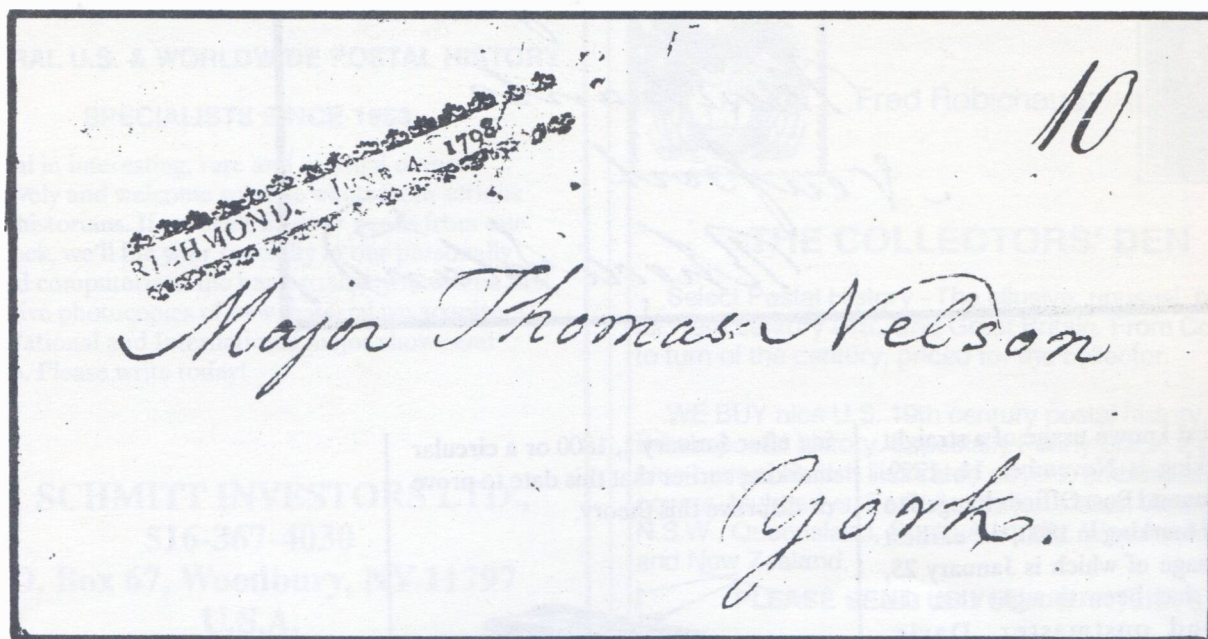


FIGURE 9 illustrates a 61x9mm black 1798 straight line cancellation between two rows of 15 ornaments. The manuscript ten cent rate was assessed as the 60 to 100 mile distance rate under Postage Rates of 1792. By the absence of a "paid" marking, it is known that the addressee paid the postage upon its arrival in Yorktown.



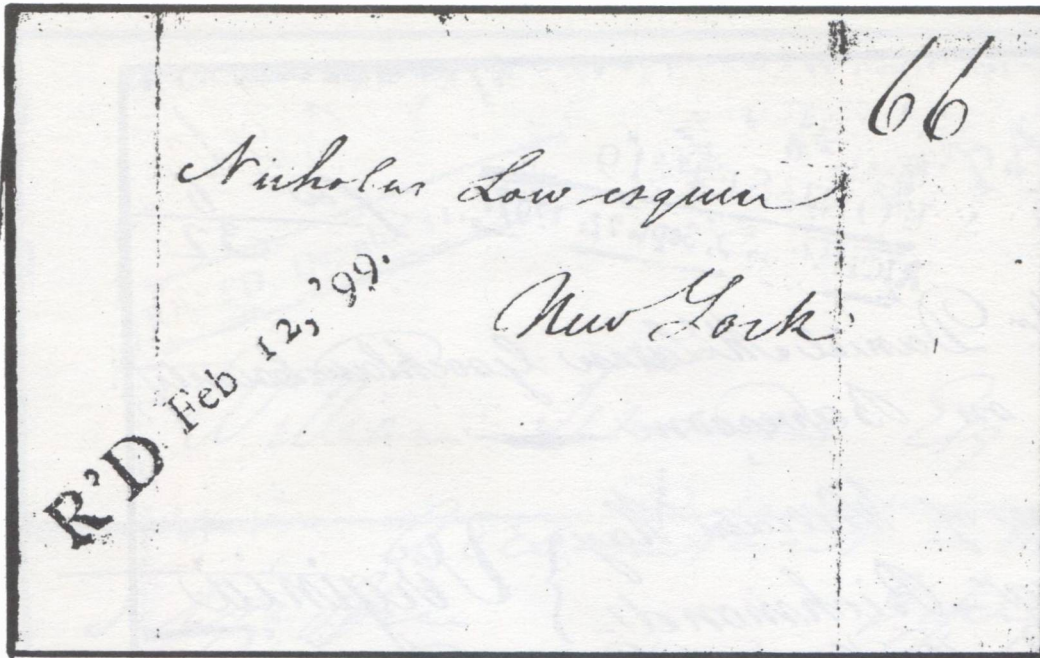


FIGURE 10 illustrates a 55x7mm black 1799 straight line cancel with a manuscript "66" cent rate sent to New York City. The sixty-six cent rate represented a triple 22 cent, 350 to 450 mile rate under Postage Rates of 1792. It is known that the letter travelled unpaid because of the absence of a "paid" marking.

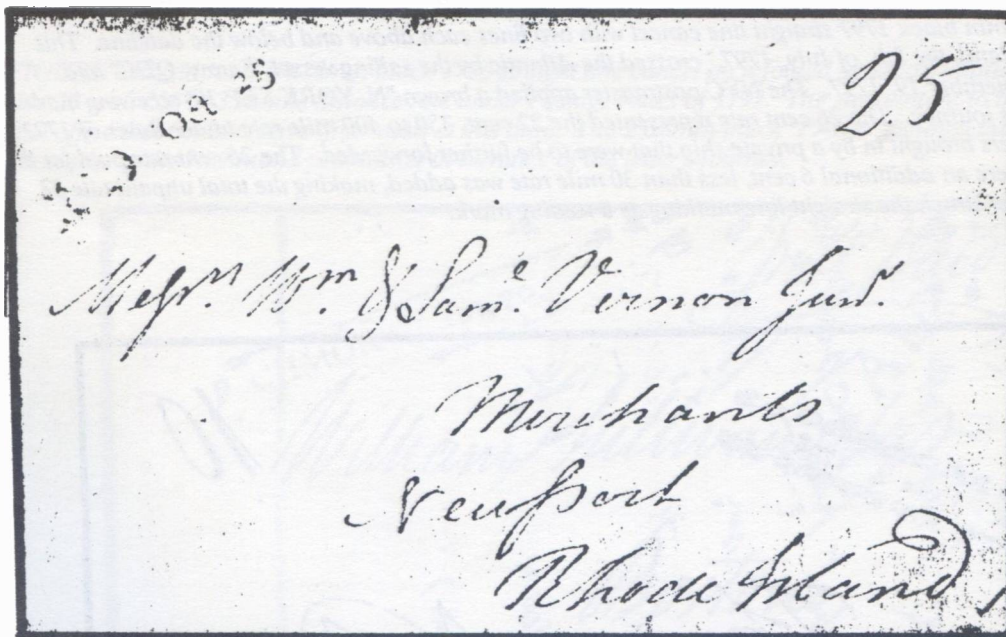
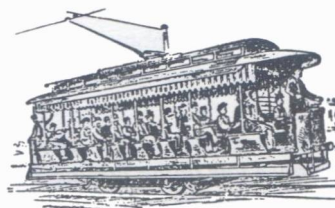


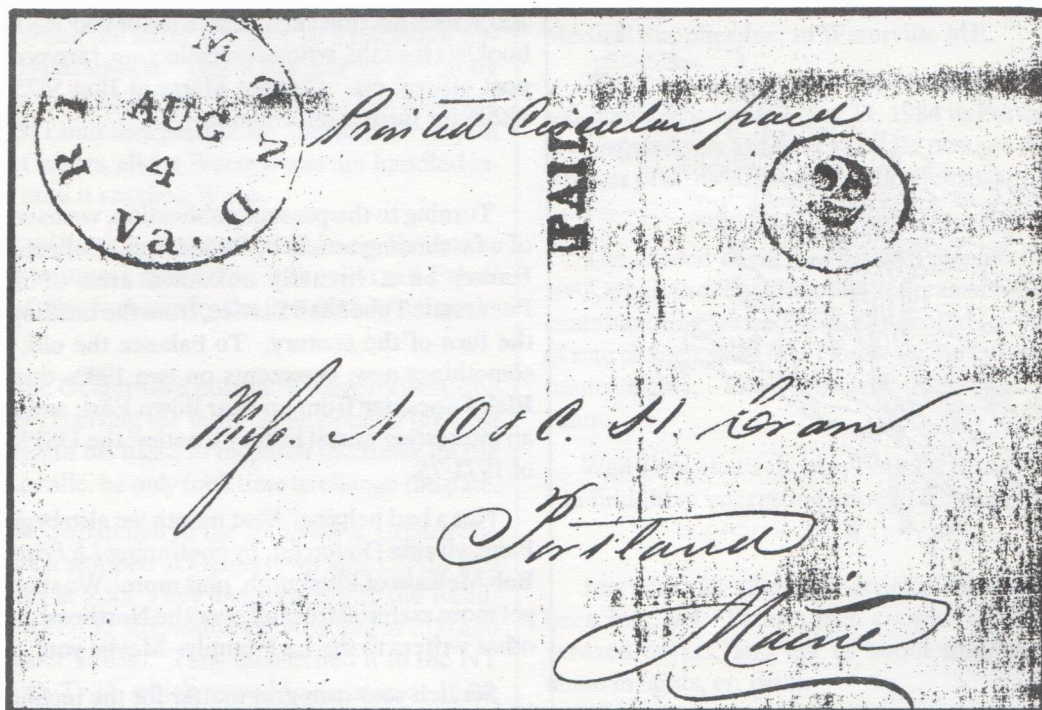
FIGURE 11 illustrates a 34x6mm black 1799 straight line cancel. The 25 cent rate represented the over 500 mile distance rate under Postage Rates of 1799. By the absence of a "paid" marking, it is known that the letter travelled "unpaid" to Newport, Rhode Island.

The latest known usage of a straight line marking is November 11, 1799. The Richmond Post Office changed to a circular marking in 1800, the earliest known usage of which is January 25, 1800. It has been thought that the Richmond postmaster, Davis, changed to a circular marking as a result of "good feeling" for the new century. Richmond Postal Historians have long sought a straight line mark-

ing after January 1, 1800 or a circular marking earlier that this date to prove or disprove this theory.



## SOUTHEASTERN COVER OF THE MONTH



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## NORTHEASTERN SECTION

**Tom Clarke, Editor**  
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A lot seems to be happening in the world of Northeastern postal history. The *Rhode Island Postal History Journal* has made its appearance under the editorship of **Thomas E Greene**, Box 3822, North Providence, RI 02911. He has three bi-monthly issues under his belt to date, containing ten articles. The most recent number is wholly devoted to the PH of the town of Centerdale (1849 to date), loaded with collateral engravings, covers, documents, ledgers. The Journal is a carefully and thoughtfully compiled creation and readers are encouraged to write to Tom regarding membership.

New Hampshire also has entered the ranks of journaled societies with the appearance beginning last June of *Granite Posts*, Journal of the NHPHS. Interested readers please contact **Russell White IV**, Box 4516, Manchester NH 03108-4516 for further information. Articles contained in the first four quarterlies include a list of unknown-on-cover POs, current Bicentennial commemorative cancels, various area and local postal histories, RFD, an auction, etc, etc.

Both journals make very interesting reading and we hope to have some of the very capable writers belonging to each to help contribute to future pages of *La Posta*.

The *Empire State PH Bulletin* quarterly has had a irregular past two years, but now is back on track, edited since the Fall 1988 issue by *La Posta* contributor **Martin Margulis**.

The ESPHS goes back to 1967, and contains a quite respectable roster of members. The *Bulletin* contains a healthy 100+ item auction each issue, a list of ESPHS PH books and booklets for sale, articles on collecting, rare postmarks, town post offices, etc. Contact Marty at Box 5475, Albany NY 12205 for further information

Turning to the present publication, we have the first part of a fascinating article by Philadelphia collecting "Dean" **Ed Harvey** on a virtually unknown area of investigation, Pneumatic Tube Mail Service, from the bustling days around the turn of the century. To balance the old, we have two somethings new, comments on two 1980s due covers from **Rick Lancaster** from up near down East, and an analysis of an interesting postal history frontier: the USPS style cancels of 1971-75.

Not a bad helping. Next month we also begin the lengthy Pennsylvania Doane list, by continuing *La Posta* contributor **Bob McKain** of Pittsburgh, plus more. We shall endeavor to get more material from all over the Northeast, and introduce other writers to the La P family. Maybe you.

Scratch your own gray matter for the inclination to write up a favorite cover, request information about an irritating mystery item, enshrine your own hometown's PH, gloss it with old photos from your childhood, get misty-eyed to see your personal *ould sod* in print. Write me about your idea for an article, and write me with suggestions, recriminations, commendations, or just enclose large sums in small denominations. But WRITE!

P.S. Anyone made plans yet for the Postal History Seminar at FLOREX in Orlando FL November 2? Even if it snows.

\* \* \* \*

## LETTERS:

[**John Kay**, who has helped mastermind the several state Postal History books, which have opened up much more intelligent collecting, has the encyclopedic knowledge and years of experience that allow him to make insightful, detailed comments on just about every topic postal. Here is another friendly reconstruction. For someone to spend money for covers which help to garner medals in one thing. More awards need to go to knowledge-leaders like John.]

Dear Tom,

I want to add a few remarks to the article on the Special Delivery [story in the July 1989 issue]. Use any of it you wish.

The post office, where a Special Delivery messenger attempted to deliver the letter, applied the handstamp "Fee Claimed by Office of First Address" to show that the Special Delivery Fee had been paid to the messenger, and was no longer available [for further payment].

Special Delivery letters, until 1944, were postmarked on the reverse side, by every post office which handled the individual letter. When the letter was part of a packet of letters it was not backstamped. This letter has no postmark between the Pitts & St Louis RPO and Waco TX, meaning that the Pitts & St Louis had placed the Special Delivery on top of a packet of letters, all for Waco, it was not handled individually again until it reached Waco.

Here is an explanation of the postmarks on the letter. The Geigertown postmark is in error, it should read Feb 1/ PM or Feb 2/ AM; this is shown by the first of the postmarks on the reverse.

The error in the Geigertown postmark was probably due to the postmaster receiving the letter as he opened the post office for the day. In his haste to dispatch the letter on the Reading & Coatesville, he only took time to change the date.

The letter was dispatched to the Reading & Coatesville RPO, Tr 701, which stopped at Geigertown at 6:11 AM and arrived at Reading at 6:50. They dispatched it to the Reading & Lancaster RPO, Tr 901, which left Reading at 7:00 and arrived in Lancaster at 8:40. They dispatched it to the NY & Pittsburgh RPO, Tr 15, which served Lancaster, at 10:28, and arrived in Pittsburgh at 6:50 PM.

It was then dispatched to the Pitts & St Louis RPO, Tr 155, leaving Pittsburgh at 7:25 PM and arrived in St Louis at 8:30 AM on Feb 3. The letter arrived in Waco at noon on Feb 4th, was stamped "Fee Claimed...", and was delivered. The "12 M" equals midday.

Thus, the letter traveled a total of 1760 miles in 54 hours.

## Two Returned for Postage Letters

by Rick Lancaster

Rick Lancaster, who wrote about some covers for us last time, has a few more for the reader's thoughts and perusal. (He then goes on to suggest that he's not really good enough of a writer for *La Posta* yet. I disagree!)

If you can talk to your wife on the phone, then you can write an article. The only difference is that your wife may not want to hear all the facts, but we do. So thanks, Rick, for another useful glimpse of postal life.

Dear Tom,

Enclosed are two covers mailed without postage in the 1980s. Each, with no return address, is handstamped "Returned For Postage." The receiving post office sent the covers to the Dead Letter Branch in Boston MA.

Opened there, and still not finding a return address, the letters were then forwarded postage due to the addressee, Medical Supplies Inc, in Waterville ME.

The first cover, posted during the 20 cents rate period, was machine canceled Nov 11, 1984 in Portland ME, on the reverse, and was charged 90 cents postage due. This equals 20 cents plus the 70 cents handling fee for the forwarding service.

The second cover was posted, most likely, after Feb 17, 1985, when the first class rate increased to 22 cents. The 70 cents handling fee had been eliminated (probably at the time of rate change, but I don't know for sure--perhaps a *La Posta* readermight). The cover was forwarded postage due 22 cents.


Well Tom, that's the story behind these two covers. Hope you find them interesting enough for *La Posta*.

\* \* \*

Just consider all of your articles, mini or not, that haven't been sent, yet. Send a nice couple of out-of-the-ordinary xeroxed covers, and tell us about their travels. See your name in lights, er, print.

And far as Modern Postal History is concerned, it may lack the allure that follows with encrusted, hundred year old stamps, with their sordid tales and limited availability, but I challenge anyone to go out tomorrow and consciously locate a current returned-for-postage letter. Yet I bet you can buy any number of oldies with all sorts of postage on them.... Humbling in a way. There's a lot of "gold" in the modern arena for those with the flair and care to see it.

It's good to see modern goodies called to our attention, too.

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Figure 1

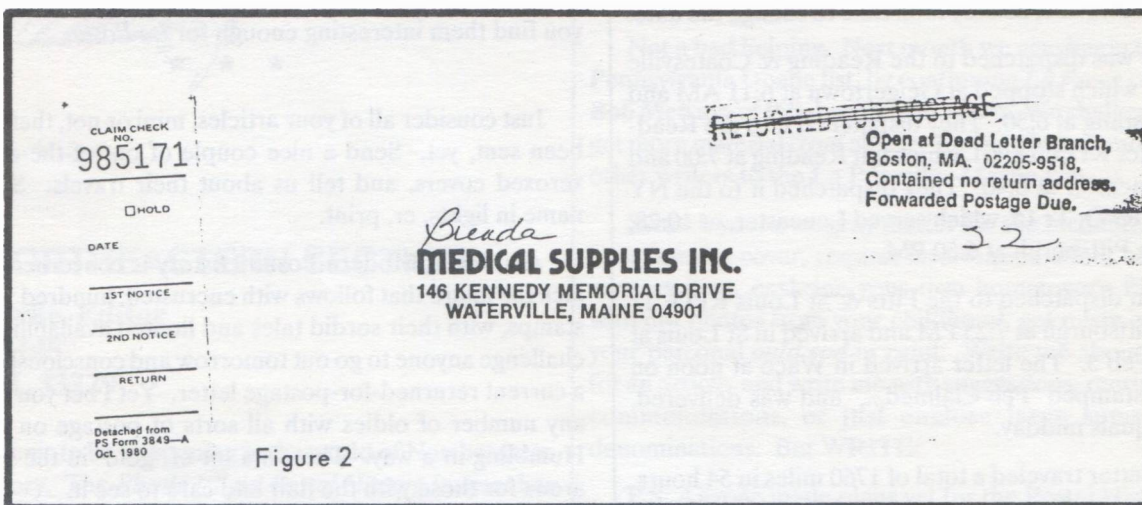


Figure 2

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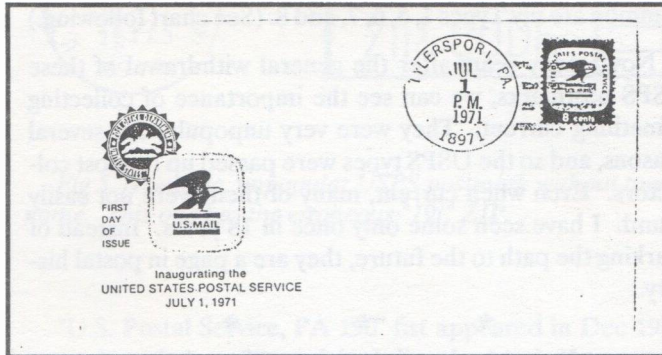
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# The Unpopular "USPS" cancels.

by Bob McCurdy

In 1970 the US Post Office Department became the US Postal Service. It was consecrated, as it were, July 1, 1971, a day on which all post offices were supposed to offer a special cacheted envelope with the new postmark. These first days are still a popular collecting interest to some. Whatever else happened in those tempestuous years, we at least have postmarks to study and collect.



Any significant change in postal operations is likely to be accompanied by some noticeable change in postmarks. In this case, the USPS developed a postmark without town name, but with its own name plus the state abbreviation and three-digit ZIP. The earliest date of use that I have found

Bob McCurdy works at the Philadelphia Mint and has an astounding collection of 20th century US postmarks. He has written a couple of articles for the *Post Mark Collectors Club Bulletin*. To quote him "I do not study post offices, postal history, canceling machines, etc, except insofar as I can avoid it. My business is with postmarks."

The Editor thinks Bob IS a postal historian, at least as far as the following topic is concerned. Bob is modest and quiet, pleasant, and verbally generous with his time and knowledge. Perhaps he will teach us more about modern cancels in future issues?

True, this article is not properly "Northeast" except insofar as I have been very happy to have Bob's input regarding my forthcoming Philadelphia catalog, and the fact that what he says certainly pertains to the populous cities and busy post offices located there.

Bob says, "I am sure many [postal history] collectors include modern material in their collections, as a matter of course." If not now, then perhaps after realizing the challenge that resides with modern cancels, you will.

for any of these USPS postmarks is Nov 1970, from Macon GA. That would have been "U.S.Postal Service, GA 310."



Fig 2 Providence RI (028xx) lost its name too during the USPS purge of 1971-5.

In this 1971-75 period, USPS types appeared in nearly every major post office. Only a few of the larger offices escaped, such as Chicago, and only one state never used them--Alaska. I have collected over 1360 different USPS cancellations from 49 states and Puerto Rico, as well as the countless slogans that accompany them.

The appearance of USPS postmarks was met with sorrow, dismay, and indignation by collectors, and with indifference or wonder by the rest of the public. Yet many people complained, understandably, about the loss of identity. Collectors bemoaned the apparent loss of town name postmarks. The reason for the change was that the USPS had largely begun the now common practice of canceling most mail generated in a region at a Sectional Center, where there was equipment to handle the quantity.

Apparently, this was supposed to achieve faster sorting and routing and cost savings, even if a letter mailed to a neighbor had to go fifty miles to a Sectional Center to be canceled, sorted, and returned to the local post office for delivery.

As for the postmarks themselves, the first question was, Why were such new types needed? If all the mail from Philadelphia PA for example was canceled "U.S.Postal Service, PA 191," why not at least use the name of Philadelphia? Most likely, since the canceling was being done at one place for a larger region, a common, generalized type seemed the best--automated--way to go.

However, by 1975, the Postal Service seemed to have realized that these postmarks were very unpopular, and it was decided that a number of test post offices, approximately twenty, would go back to using original names, but would retain the ZIP area designator in the dial. The Main Offices included those of Buffalo, San Francisco, Atlanta, Tulsa, Oklahoma City, Louisville, and so on: Thus "U.S.Postal Service, CA 940" became "San Francisco, CA 940."



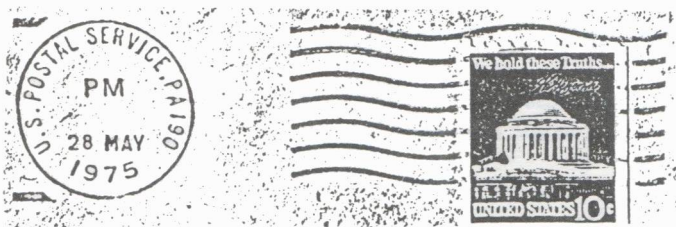


Fig 3 Philadelphia's USPS type dial with the Sectional Area ("zip code range") designation ZIP, 190, later changed to 191, the specific Philadelphia ZIP code.

The experiment met with unqualified public approval, and in that year, 1975, the official end came for all USPS type postmarks. But some are still seen even now, including new types never before used. For instance, Detroit has never stopped using them. From that office can be found "U.S. Postal Service MI 481," and "482" and the same without the state letters, as well as the replacement type, "Detroit, MI 481" and "482." No other office presents a picture so confused.

Within a year, all the larger post offices were using the new dies. Most had the ZIP area where the Sectional Center was located. Those offices which had already changed over during the experimental period, however, now had postmarks which showed the wrong ZIP area. Using the same example, "San Francisco, CA 940" had to be changed to "CA 941", because 941 is the specific ZIP for that city. Some offices never completely made this change. In spite of a depressing uniformity, a few new and inter

esting types emerged, and a few non-uniform dies were used. At least three USPS dies featured a full ZIP code: "NY 10001," "NJ 070601," and "TX 75261."

Of the standard Mark II type postmarks, two were seen only in the U.S. Postal Service format. They were "CO 804" (Golden) and "SC 293" (Spartanburg).

One of the strangest features of the USPS postmarks was the omission, in some types, of the state letters. An example would be "U.S. Postal Service, 446." At the time, the same type of postmark could be seen with the state letters included--OH 446. I have not been able to learn the reason for this difference, aside from perhaps a simple engraving error.

When first introduced, USPS postmarks were thought by many to be the postmarks of the future. I, for one, did not think so, because there was no permanent type; some new variety was seen each year. The five types which are the most common are my Types 1, 5, 6, 7, and 8. (See chart following.)

Now, many years after the general withdrawal of these USPS postmarks, we can see the importance of collecting something current. They were very unpopular for several reasons, and so the USPS types were passed up by most collectors. Even when current, many of them were not easily found. I have seen some only once in 18 years. Instead of marking the path to the future, they are a page in postal history.

\* \* \*

[ED: I thought it would be good to append to Bob's interesting, though brief, analysis of this interesting aspect of modern postal history, portions of a letter he sent me, which included more information, for my sake, concerning Philadelphia. It follows.]

Dear Tom:

Your letter of the 24th is here, and I see that it will be best if I answer it in parcels, so to speak. That may even help you keep things sorted out.

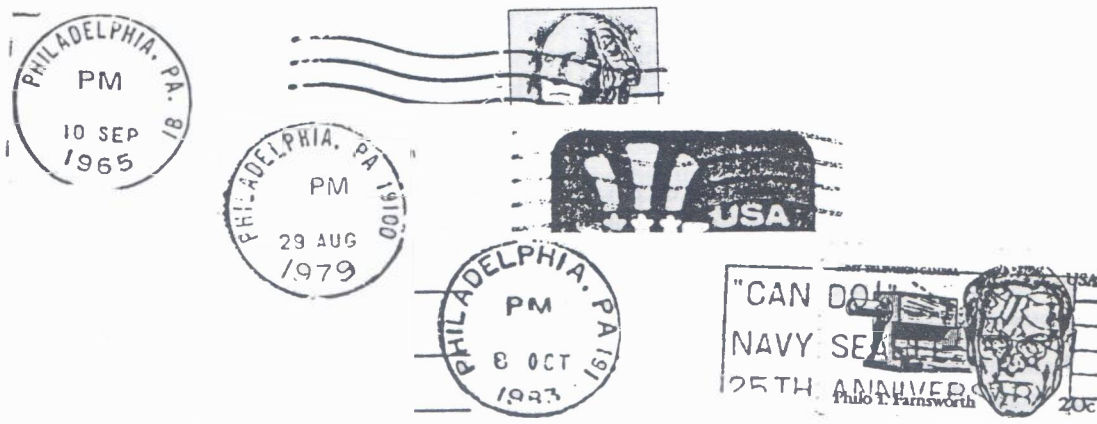


Fig 4 The ubiquitous Mark II machine cancel; a) as appeared prior to the USPS creation; b) and c) examples of the replacement version with town name returned to the dial (after 1975).

I will tell you about USPS types and ZIP area types this time. I am sure you are certain you are familiar with "U.S. Postal Service" type postmarks, where Fort Lauderdale would be seen as "U.S. Postal Service, FL 333." The current ZIP area type you see every day: "Ft. Lauderdale, FL 333." The USPS type postmarks were used almost everywhere in the US 1970-75, some types still showing in some areas, though the practice was generally discontinued in 1975.

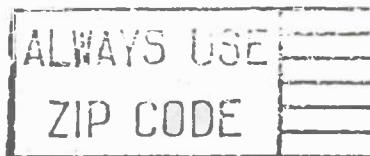


Fig 5 New style, unpopular USPS postmark without town name. This one has the erroneous "19(" ZIP.

"U.S. Postal Service, PA 190" first appeared in Dec 1974 to my knowledge. The original die--the Mark II type--actually had the 190 like this: "19(," the last digit appearing to

be a zero doctored to appear as a 1. In Mar 1975 I decided to ask what it was supposed to be. A whole month later, I received a reply, but no information. Apparently as a result of my inquiry, the die began to appear as a clear "190." The "19(" type disappeared. The 190 itself disappeared not long after. Other 190 and 191 USPS types were last seen by me in 1979.

When I first started to study and collect USPS types in 1970, I needed some way to identify them to other collectors and keep track of them myself. So I assigned type numbers to them as I went along. I did not know then what machines many types were [canceled with]. I will send you a type chart for SOME types (there are at least 35 of them in all).

These are the only known USPS types used from Philadelphia:

	EKU	LKU
U.S.P- S-, PA 190 Type 1	Dec 12 1974	Jul 6 1975
U.S.P- S-/PA 190 Type 6	Dec 19 1978	Dec 10 1979
U.S.P- S-/PA 191 Type 6	Mar 11 1975	Dec 7 1979
U.S.P- S-/PA 191 Type 16	Oct 20 1975	May 9 1976

**UNITED STATES POST OFFICE**

OUR REF: VJL: A.E. Lazzaro:dt      597-5481      DATE: April 21, 1975

SUBJECT: Poor Postmarks      P.O. CL

TO: Mr. Robert J. McCurdy  
2125 South 63rd Street  
Philadelphia, PA. 19142

Dear Mr. McCurdy:

Receipt is acknowledged of your recent letter concerning your observation of the illegible Zip Code as it appears on the envelopes cancelled at the Philadelphia Post Office.

This matter was made the subject of an investigation and immediate corrective measures were taken to alleviate any doubt of the Zip Code included in the postmark cancellation.

Your interest in the postal service in bringing this matter to my attention is appreciated.

Sincerely yours,

*Vincent J. Logan*  
Vincent J. Logan  
Postmaster

1975 Post Office response to my letter of inquiry.





TYPE 1

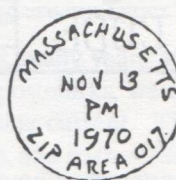


TYPE 2



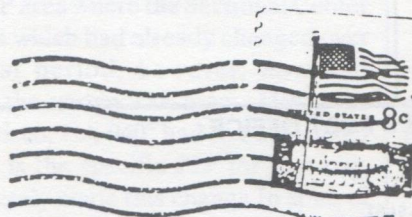
TYPE 3

24 mm.



TYPE 4

21/22 mm.



TYPE 5



TYPE 5A



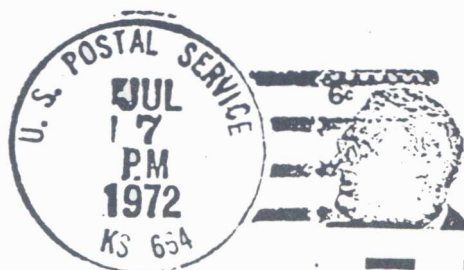
TYPE 6



TYPE 7

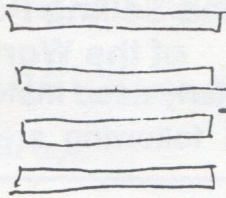


U.S. Postage 8c  
TYPE 8

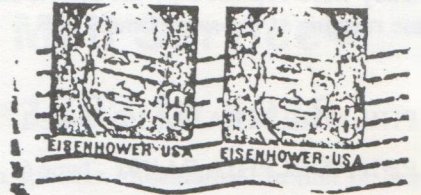


TYPE 8A





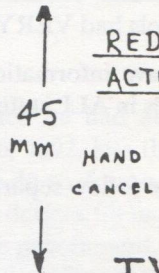
TYPE 9



TYPE 10



TYPE 11



REDUCED FROM  
ACTUAL SIZE

TYPE 12



TYPE 13

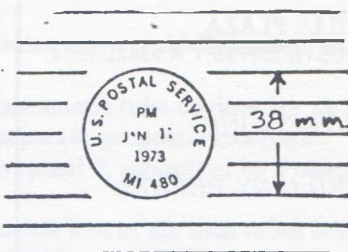


REDUCED FROM  
ACTUAL SIZE  
38 mm DIA.

TYPE 14



TYPE 15



REDUCED FROM  
ACTUAL SIZE

TYPE 16



TYPE 17



TYPE 19



They were replaced by the ZIP area types--as you see, some running at the same time:

EKU

PHILADELPHIA, PA 191 Type 1 Apr 7 1974

PHILADELPHIA, PA/191 Type 6 Oct 22 1974

PHILADELPHIA, PA 191 Type 16 Jul 11 1976

Of course, other ZIP area types exist which were never seen in the USPS format. All are current [1988]. As you see some of these cancels had VERY short lives.

By the way, I have information of the kind mentioned above for ALL cities in ALL states where such cancels were used.

Other subjects to follow separately,

Yours,

Bob

Bob would like to correspond with anyone who has further information about his USPS types, or anyone who would like further information from him about them: Bob McCurdy, 7221 Walnut Street, Upper Darby PA 19082.

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# America's Own Pneumatic Tube Mail Service-- Philadelphia, the Primary User, 1893 to 1918

By Edward T. Harvey

## BEGINNINGS

A news item appeared in the Saturday morning, Feb 18, 1893 edition of the Philadelphia Public Ledger stating:

*The official test of the mail carrying tube of the Pneumatic Transit Company was successfully made at the Post Office yesterday by Postmaster-General Wanamaker in the presence of a distinguished company. Dinner followed at the Continental Hotel where addresses were made by Postmaster-General Wanamaker, Postmaster Field, Supreme Court Justices Williams....and others.*

Thus had culminated a campaign by John Wanamaker to secure an experimental pneumatically operated tube line to test its possibilities for expediting the movement of mail. Such a design was briefly mentioned in his report for 1889, again urged in 1890 and Wanamaker sent representatives abroad to study foreign systems, particularly that of Berlin.

In his report for 1891, he went into more detail as to his desires for tube service in the larger cities of the United States. He included data on many foreign pneumatic tube

systems with much specific information on that of Berlin. His efforts finally bore fruit when Congress included in the Act of Jul 13, 1892 authority to investigate rapid dispatch of mail by means of pneumatic tubes or other means. He had wanted \$100,000 but Congress only allotted \$10,000.

## INITIAL BIDS

PMG Wanamaker, once he had authority, wasted no time--he advertised Jul 26, 1892, less than two weeks after the Act authorized him to do so, for no-cost submissions of descriptions of pneumatic devices for mail matter and for offers to test at no cost to the government. The advertisement stated that the Department preferred testing in the cities of New York, Brooklyn, Philadelphia, Chicago, or Washington, DC and between adjacent cities, or between a post office and sub-station or transportation terminal. The descriptions were to be accompanied by proposals offering to lease or sell the line to the United States.

There were eight submissions based on this advertisement. The terms were that unless the bidder had an acceptable line in existence, he would have to install one at his own expense, with no guarantee of reimbursement. Only one bidder out of eight, submitting "Proposal No. 3," had the

- 1889 Annual report of the PMG mentions pneumatic tubes as a means of improving mail service.
- 1890 Annual report stated that experts have been sent to Berlin, Paris, and London to study their tube systems.
- 1891 Annual report describes pneumatic tube systems in foreign countries and surveys cities on the United States which could benefit from similar services.
- 1892 Post Office appropriation includes \$10,000 to examine more rapid dispatch of mail by means of pneumatic tubes.
  - Jul 26, PMG advertises for proposals to submit pneumatic tube devices for no cost testing.
  - Sep 15, Committee named to examine the eight separate proposals received.
  - Sep 29, Committee recommends acceptance of Proposal 3, submitted by Pneumatic Transit Company of New Jersey.
  - Post Office accepts Proposal 3 which is to lay a double line of six inch tubes between the Main PO, Ninth and Chestnut Sta, at no cost to the government, and with a one year no cost test period, with no liability to the government at its expiration.
- 1893 Feb 17, The finished pneumatic tube line is successfully tested with PMG Wanamaker present.
  - Mar 1, Official use begins for one year period at no cost to the government.
- 1894 Mar 1, The no cost period expires and a four year contract is signed for use of the pneumatic tubes.

Thus did the pneumatic tube mail begin in the United States. There were several year's delay expanding the system in Philadelphia and to other cities, delays caused by the desire of the postal authorities to choose standards best suited to their needs. Eventually there would be additions in Philadelphia's networks of tube mail and they will also be established in NYC, Brooklyn, Boston, Chicago, and St Louis.

Fig 1: Chronology of the beginning of Pneumatic Tube Mail transport in the United States.



temerity to accept the own-expense challenge. As outlined by the committee in its report of Sep 29, 1892 which examined the merits :

*No. 3: Pneumatic Transit Company of New Jersey*

*Will put down line between main post office in Philadelphia and sub-station at Third and Chestnut Streets, without cost to Government and without obligation to purchase or lease. After one year's trial will lease or will sell at cost if desired by Government.*

## MECHANICAL CONSIDERATIONS

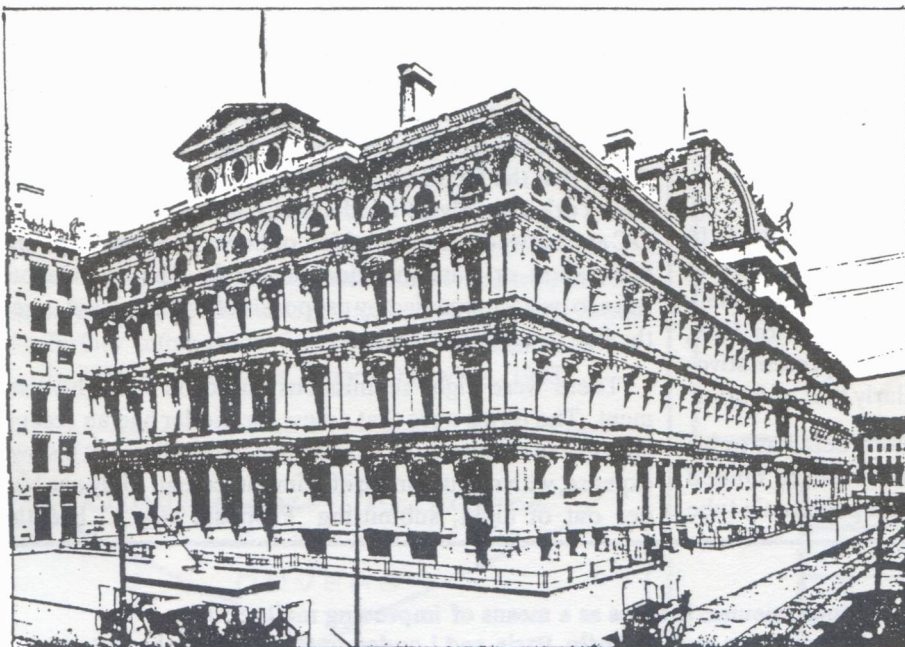


FIG 2: Federal Building; the public area of Main PO, first floor on Ninth Street. This view about 1900. The PO moved here in 1884.

The main post office was in the Federal Building at Ninth Street which extended from Market to Chestnut Street. The sub-station was at East Chestnut Street Station (near the future Bourse Building) at 323 Chestnut Street, somewhat closer to Fourth Street than to Third. In the experiment the choice for connection was logical as it would require only slightly over half a mile length and would be in a straight line down Chestnut, bending only for entry at each terminus. It might have been more than coincidence that this was the connection suggested as a possibility two years before, first by Philadelphia Postmaster Field, and echoed by Philadelphia PMG Wanamaker.

It is understandable that, taking all of the risk, the Pneumatic Transit Co. of New Jersey (in some reports referred to as the New Jersey Rapid Transit Co.) would

choose the least expensive route. However, the selection of a sub-station such as East Chestnut did not result in as fair a test of the system's desirability as would have one of the rail stations, either the Reading Terminal or Broad Street Station. The mechanical feasibility of tube systems had been proven in Berlin, Paris, and Vienna. It should have been more important to prove whether, with larger diameter tubes, the large volume between important points could be handled. East Chestnut was not an important station. Its volume was not sufficient to employ carriers; it was used as a collection point and for registry and money orders.

In any event, the Pneumatic Transit Co. (PTC) went ahead with a double line of parallel tubes, each with an in-

side diameter of about 6-1/8 inches, at an estimated cost to them of \$25,000 (later claimed to be closer to \$50,000). Originally scheduled for completion by Dec 1, 1892 (local ordinance usually forbade breaking paving after Dec 1 or the first heavy frost), the line was finally tested on Feb 17, 1893. Motive power came from steam supplied from the excess available at the Main PO by permission of the Treasury Department, which had jurisdiction over the building.

After the test the system was officially opened by the POD Mar 1, 1893 and operated without cost to the government for one year. A contract was then written for a four year term starting Mar 1, 1894, at a rental of \$3,450 per annum. Till Jul 1, 1896 this cost was paid by the PO out of the appropriation for mail messenger service.

A copy of the original proposal of Sep 2, 1892 by the PTC and details of the construction is shown. Except for carrier sizes, the text of the details section gives a good general idea of how all pneumatic postal systems operated in the United States.

## THE PNEUMATIC RAPID TRANSIT COMPANY

The Pneumatic Transit Company, the owner and operator of the new Philadelphia system was newly incorporated as of Jan 8, 1892 under the laws of the State of New Jersey, with authorized capital of 1,000,000, divided equally into 50,000 shares each of common and preferred stock with a par value of \$10/share. Their proposal was signed by William J Kelly, President and C T Harrop, Secretary. Horace Geiger was Treasurer. According to a Postal Inspector's

WM. J. KELLY, President.

MORAOE GEIGER, Treasurer.

CHARLES T. HARROP, Secretary.

THE  
PNEUMATIC TRANSIT COMPANY,

Subject ---

No. 906 WALNUT STREET.

RAPID DISPATCH OF MAILS.

Philadelphia, Sept. 2nd, 1892.



3

(3)

Hon. John Wanamaker,

Postmaster General,

Washington, D. C.,

Dear Sir,-

In response to advertisement made by you relating to proposals for rapid dispatch of mail matter by means of pneumatic tubes, etc., the PNEUMATIC TRANSIT COMPANY submits the following statement and proposal:

STATEMENT.

The Pneumatic Transit Company is incorporated under the laws of the State of New Jersey and its charter bears date January 7th, 1892.

The Company owns by purchase the right to use in the State of Pennsylvania that system of pneumatics covered by the Letters Patent of Henry Clay and Chas. A. Lieb.

The Letters Patent issued to Henry Clay are dated Nov. 4, 1894 and numbered 307,437; and the Letters Patent issued to Chas. A.



The POSTMASTER GENERAL.

THE PROPOSITION OF THE PNEUMATIC TRANSIT CO. IN RESPONSE TO ADVERTISEMENT OF JULY, 26, 1892.

PROPOSAL.

This company proposes to lay pneumatic tubes, each with an inside diameter of about 6½ inches, in Chestnut Street, Philadelphia, connecting the main post office at Ninth and Chestnut Streets with the sub post office on Chestnut Street, below Fourth Street.

This company will pay all expenses connected with the introduction of the system into streets and post-office buildings, and the maintenance and operation of the same while there, and removal from post-office buildings when requested by your department.

All damage done to the buildings or property in any way will be paid by the company.

The work of laying the tubes and introducing the system will commence immediately after this proposal has been accepted, and will be completed as soon as possible, say within 10 weeks.

When completed, we propose the Government shall test the system for a period of one year, this test to be without cost to the United States. This company waives all claim against the United States for any expense attending the construction, tests or preparation for said tests, or any expense attending the same. We request, however, the use, not exceeding 50 horsepower, of the surplus steam in the boilers in the post-office building at Ninth and Chestnut Streets during the period of said tests.

After the system has been given a fair trial, we will lease the same from year to year to the United States, or will sell, assign and transfer to the United States at cost, the plant so constructed, with the right on the part of the Government to operate it.

For a more detailed description of the system and its capacity for rapid mail delivery, we submit as a part of our proposition the following:

DETAILS.

We will lay in the bed of Chestnut Street at a depth of, say, 4 feet, so as to get below the frost line, two parallel iron tubes, each with an exterior diameter of 6½ inches and an interior diameter of 6¼ inches. These tubes will be made with great care to obtain the greatest possible uniformity in dimensions, and a smooth surface, especially on the interior. They will be coated inside and out with material to prevent oxidation and render them smooth. Especial pains will be taken in the construction of joints to have them smooth on the interior to avoid the escape of air or the entrance of moisture and to allow for expansion and contraction due to changes of temperature. These tubes will be laid solidly, and in a method satisfactory to the director of the department of public works.

A continuous current of air, supplied by steam air compressor, will flow from the main post office through one tube to the sub post office, and return through the other tube, there being no openings for escape of air at any point in this loop of tube until it reaches the end at the main post office where it is discharged in front of the supply pipe of the air compressor. To maintain a perfectly steady flow of air, and to collect any moisture that may be present, a reservoir or closed chamber will be interposed between the air compressor and the line of tube.

Cylindrical carriers containing mail matter will be placed in the tube without interrupting the flow of air or allowing it to escape by means of a simple device termed a transmitter. Immediately on entering the tube the carrier is carried along by a current of air and upon its arrival at the sub post office it automatically operates a device known as a receiver, which allows it to pass out of the tube with the escape of only a slight puff of air.

In a similar manner carriers can be sent from the sub post office to the main post office in the return line of tube, thus requiring one transmitter and one receiver at each office. The carriers will be constructed of brass, or other suitable material, about 16 inches long and 5 inches in diameter inside, having packing rings upon the exterior near each end that fit the tube so as to prevent the air passing by the carrier and to allow easy movement of the carrier through the tube. Such carriers will hold at least 150 letters of ordinary size, and at least 10 such carriers conveying, say, 1,500 letters can be sent every minute, or at the rate of 90,000 letters per hour. Should it at any time be desirable to connect this line of tubes with any other office or building, branch tubes can be constructed. At the point where the branch tubes connect with the main line, a switch is placed that will deflect the carriers into the branch tube or allow them to pass on in the main line, as may be desired. This switch is operated by an electric current from the sending station conducted through wires of a cable laid in the ground alongside of the tubes. Any number of branch tubes having electrically controlled switches may connect with the main line tubes.

Thus it will be seen that with such a system carriers can be dispatched from the central station to any substation and from any substation to the central station. When it is desirable to send carriers from one substation to the other, they must be sent to the central station and from there be sent to their destination.

The electrical devices for operating the switches are very simple and can be operated by any unskilled person.

THE PNEUMATIC TRANSIT CO.,  
WILLIAM J. KELLY, President.  
C. T. HARBOP, Secretary.

FIG 3 and 4: Page one of the six page proposal plus the basic Proposal and Details section. Except for carrier sizes, the text of the details gives a good general idea of how all the pneumatic postal systems operated in the United States. The Details describe methods of selectively switching carriers through electrical contacts. But the state of electrical art could not handle the speeds and weights of the carriers with reliability. Later, when several stations were in line, the carriers popped out at each station and had to be reinserted for the next.

report in 1907 their statutory principal office was at 106 Market Street, Camden NJ and had a Philadelphia address at 1038 Ridge Avenue. But in 1892-3 the Philadelphia office was at 906 Walnut Street.

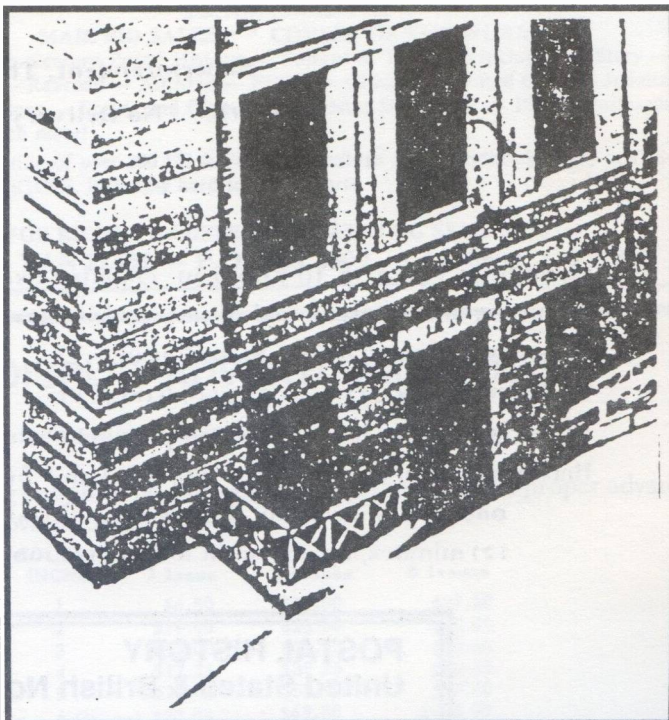
One particular personality connected with the PTC was a designer and inventor, Birney C Batcheller, who then and later held many patents governing the apparatus used in tube systems, particularly the larger tube sizes. The Philadelphia system was laid out and supervised by him. His patents placed such an imprint on the tube systems used in the United States POs that they are generally referred to as "Batcheller systems." The impression is that in Philadelphia he worked as a consultant for, rather than as an employee of, the PTC. Later, Batcheller became chief engineer for the American Pneumatic Service Co. which as a division of Lamson Co. controlled the subsidiaries which operated the pneumatic tube systems for POs in Boston, New York, Brooklyn, Chicago, and St Louis.

## BOURSE BUILDING

In early 1893 when the pneumatic mail tubes were connected to the East Chestnut Station, the Bourse Building had not yet been built. Ground was broken for it in Oct 1893. The Bourse was and still is located on Ranstead Street, which is between Market and Chestnut Sts, and extends the full block Fourth to Fifth Streets. The building was officially opened Oct 1, 1895 to serve as a mercantile exchange in a portion of Philadelphia that is still the center of financial and commercial activity.

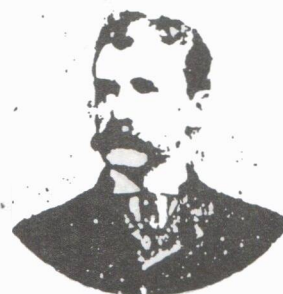
According to Kay and Smith's Pennsylvania Postal History, the East Chestnut Station was closed Apr 1, 1895, six months before the Bourse officially opened. However, in the Public Ledger Almanac for 1896, dated Dec 1895, Station 20 is listed as being in the Bourse Building. Since the Philadelphia Bourse Building is just around the corner from 323 Chestnut Street, the reconnection of the tubes was a comparatively minor undertaking. (Wood blocks were commonly used as street paving.) Indications are that the tubes were out of operation from Apr 1 until at least the building was finished and not perhaps until the tubes were relocated. Nevertheless it seems that Station 20 was located in the Bourse sometime in late 1895.

It was classified as a Receiving Sub-Station with no regular carrier delivery. Jan 1, 1898 it was renamed Bourse Station and upgraded to Carrier Station. But it was a special kind of carrier station, perhaps unique, in that its deliveries were limited to occupants of that building alone. Bourse Station continued with the 6 inch tubes connected to the Main PO until the demise of the tube system in Philadelphia Jun 30, 1918; the Station finally closed Jun 1, 1919.



*FIG 5 and 6: Bourse Building. Till NYC started up its first tube line Oct 15, 1897, the Bourse Building housed the only tube station in the US. An enlargement shows the below-street entrance to the Station at 4th and Ranstead Sts. Registered mail was canceled but regular mail was sent to the Main PO for cancels and sorting. Three carriers made deliveries to offices only within this building.*





THOMAS J. MCGINNIS.  
Superintendent Sub-Station No. 20.

**SUB-STATION NO. 20 (Bourse Building),**  
**N. W. Cor. 4th and Ranstead Streets.**

**Superintendent, Thomas J. McGinnis.**  
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First-class matter is sent through pneumatic tubes at intervals.

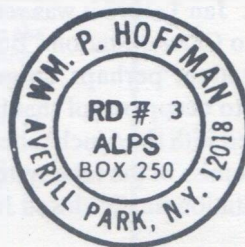
Between 9.00 a. m. and 7.00 p. m., third and fourth-class matter is dispatched at intervals of one-half hour from 8.30 a. m. to 7.00 p. m., arriving at main office by tube in two (2) minutes, by wagon in fifteen (15) minutes.

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# THE NEVADA POSTMARK CATALOG

## Part XII: Elko County

by Ted Gruber

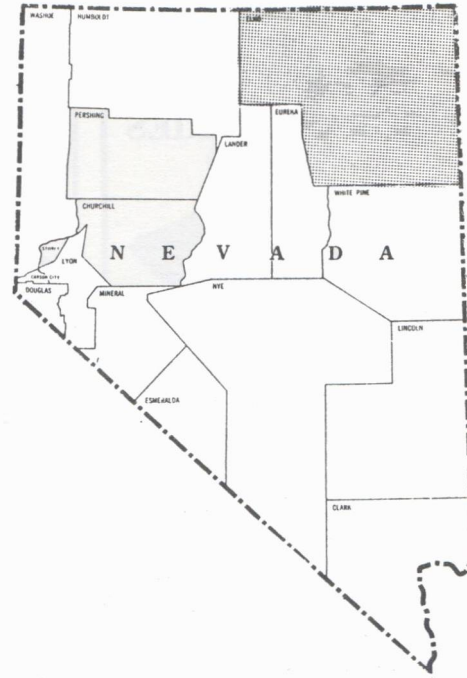
Elko County is a vast region that occupies most of north-eastern Nevada. It was created from Lander County on March 5, 1869. The county boundaries were changed in 1871, when the northern part of Lander County was added to Elko County on the west, and again in 1875, when a triangular area in the southwestern part of the county was ceded to Eureka County. The area of Elko County is over 17,000 square miles, or about one-sixth the total area of Nevada.

Camp Halleck was the first post office to operate in what is now Elko County. Although the Ruby Valley post office opened more than six years earlier, it did not operate within the boundaries of present Elko County until 1869. The United States Army established Camp Halleck in July 1867 to protect emigrant traffic on the Overland and Humboldt River routes. It was also anticipated that Camp Halleck would safeguard the workers building the Central Pacific Railroad once it reached the area. The Camp Halleck post office was established in October 1868, and within a month railroad construction crews were laying track through the Humboldt River valley, passing 12 miles north of Camp Halleck.

In 1870 wood and brick buildings replaced the camp's primitive dugouts and tents, which gave the place a more permanent appearance. Throughout the 1870s and early 1880s the camp was a stabilizing force in the region and also provided economic benefits for towns and ranches in the area. Camp Halleck was officially designated a fort in April 1879, although the post office name was not changed to Fort Halleck until May 1880. The government abandoned Fort Halleck in 1886 because it was felt the expense involved in its maintenance did not justify its existence. The remaining two officers and 43 enlisted men were transferred to Fort McDermitt in Humboldt County. The Fort Halleck post office continued to exist long after the fort was abandoned. As late as 1903 the post office reportedly supplied mail to 100 people in the area, but it was finally discontinued in May 1907.

The construction of the transcontinental Central Pacific Railroad through Nevada in 1868 and 1869 was largely responsible for the formation and early settlement of Elko County. As the Central Pacific built eastward, the towns of Carlin, Elko, Wells, and Toana were founded and quickly received post offices. The railroad also stimulated the development of ranching areas and new mining districts in Elko County.

The rails of the Central Pacific reached Carlin in December 1868, and the Carlin post office was established that same



month. The railroad soon selected Carlin as a division point and platted a townsite. Carlin became an important freighting center serving the mining districts at Eureka, Austin, Hamilton, and other places. In 1871 Carlin had 800 residents, but by 1880 this figure fell to half that amount. Carlin continued to exist as a railroad town of 400 to 650 people until 1965. That year the Newmont Mining Company began open-pit gold mining just north of Carlin, and this gave a needed boost to Carlin's economy. The growth that resulted from this operation has increased Carlin's population to about 1,200.

The railroad reached Elko in late December 1868. On December 29 railroad representatives surveyed a townsite and named it Elko. The Central Pacific sold townsite lots on January 15, 1869, and two weeks later the Elko post office was established. Almost immediately the new town became a busy place as freight and passenger traffic to and from Hamilton, Mountain City, Bullion, and the southern Idaho gold fields passed through Elko. The Nevada legislature created Elko County in March 1869 and made Elko the county seat. By June Elko contained businesses of all types and a population of 2,000.

As regional mining activity declined in the 1870s, Elko's importance as a freighting center did too. In spite of this, Elko was named as the first location of the University of Nevada in 1873. The university opened in October 1874 with a first year enrollment of seven students and remained in Elko until 1885, when it moved to Reno.

In 1880 the population of Elko was 800, and it stayed close to this figure until the construction of the Western Pacific Railroad in 1907 helped stimulate the town. In addition, mining activity at such places as Midas, Jarbidge, and Edgemont also brought prosperity to Elko. Civic improvements were made, including a new court house. Elko continued to grow and by 1916 had a population of 2,500. This figure climbed to 4,000 by 1940.

Today Elko is the commercial center for much of north-eastern Nevada. Its 9,000 residents make it the largest city in rural Nevada. Ranching and tourism are the primary industries.

The springs and meadows known as Humboldt Wells were a popular resting place for emigrants traveling west during the 1850s and 1860s. The Central Pacific reached Humboldt Wells in February 1869 but made few improvements. The first post office established here in July 1869 was simply named Wells, but it closed in February 1870. Over the next year other businesses opened, and Humboldt Wells became the point of departure from the railroad for the Clover Valley and points southward, including Sprucemont, Schellbourne, and Egan Canyon. This increased activity resulted in the re-establishment of the Wells post office in February 1871. Although the post office was always named Wells, the town continued to be called Humboldt Wells until 1873.

Wells attained a population of 250 by 1880, and this figure has increased gradually over the years. Railroad activity has been a primary industry in Wells; after the completion of the Oregon Short Line in 1926, three railroads served the town. Because Wells is situated at the intersection of US highway 93 and Interstate 80 (formerly US 40), highway traffic has contributed to the town's economy in recent years. Wells now has about 1,200 residents.

The Central Pacific reached Toana in March 1869 and established it as its last division point within Nevada. Toana immediately became a shipping point for Hamilton, Pioche, and southern Idaho. The Toana post office opened in August 1869 but only operated for five months. It was later re-established in January 1872. Even though the post office name was always spelled Toana, several of the reported postmarks exhibit the preferred local spelling, Toano. Toana had its peak population of perhaps 250 in the 1870s and continued to function as a railroad division point until 1904. The town received its final blow in 1906 when the Nevada Northern Railway decided to build its line to Ely from the new town of Cobre, one mile to the east. In March of that year Toana lost its post office when it moved to Cobre.

Three other Central Pacific towns received post offices between 1871 and 1875. Tecoma, about three miles east of the Utah state line, had a post office from 1871 to 1872 and again from 1873 to 1921. This village of about 60 people was a small but important shipping point for ranches as far away as Idaho. Halleck was the nearest station to Fort Halleck

and has had a post office since 1873, except for a brief period in 1949 and 1950. Even after Fort Halleck closed, Halleck station served as a shipping point for area ranches. Early in this century Halleck had a population of 150. Deeth, located between Elko and Wells, obtained a post office in 1875. By 1880 several businesses and residences had clustered here, and Deeth became an important shipping point for mining districts to the north and farms and ranches to the south. The town gained more importance in 1910 when a road was constructed to Jarbidge, which enabled Deeth to obtain the valuable freight and passenger business destined for that booming mining camp. About this time Deeth had 250 residents, but after a fire destroyed much of the town including the post office in 1915, Deeth declined. Railroad and highway activity kept Deeth alive in later years, and today about 75 people still live there.

The Ruby Mountains dominate the physical geography of southern Elko County. This imposing range extends south from Wells for nearly 100 miles and rises to an altitude of over 11,000 feet. On each side of the mountains are several fertile valleys that are fed by creeks and streams whose sources are high in the mountains. Elko County's earliest settlers realized the agricultural potential of these valleys as early as 1859, and during the next decade farms and ranches were founded as the individual valleys were settled. After the completion of the Central Pacific Railroad in 1869, more farms and ranches were started in these valleys, and post offices were established to serve them. Most such post offices were located on a ranch owned by the postmaster or his family. When a postmaster retired, the office usually moved to the residence of his replacement, but in some cases it simply closed. Many of the ranch post offices were short-lived and did not generate large volumes of mail, which can be seen by examining the small number of reported postmark types from these offices. There were, however, several offices that existed well into this century, and it is not surprising that their postmarks are relatively common.

The Ruby Valley stretches for about 70 miles along the eastern edge of the Ruby Mountains. The principal settlement in the valley is Ruby Valley, whose post office is now a community post office (CPO) of Wells. During its long life, the Ruby Valley post office operated in at least six different locations. When it was established in April 1862, it was located at the Overland Mail station in the extreme southern end of the valley, in an area which is now in White Pine County. Fort Ruby was established two miles northeast of the station in September 1862 to protect the Overland Mail route; the Ruby Valley post office provided mail service to the soldiers stationed there. Traffic on the Overland Route decreased substantially after the Central Pacific Railroad was completed in May 1869, and Fort Ruby was abandoned that September. About this time the post office moved north into Elko County to serve the ranches in the central portion of the valley. The Post Office Department site location reports show five different locations for the Ruby Valley post



office between 1879 and 1943, which provides a good indication about how frequently this office changed sites.

The Arthur post office served the northern part of the Ruby Valley starting in 1881. In 1887 the post office was discontinued, but it was re-established in 1889 and operated until 1951. Some references state that the post office was named for Chester A. Arthur, president of the United States when the office was established. It is more likely that the office was named for Arthur Gidney, its first postmaster. The Post Office Department site location reports show four different locations for the Arthur post office between 1881 and 1937.

The Cave Creek post office served about 150 people in the southern part of the Ruby Valley from 1887 to 1929. Two post offices, Fair Play (1879-1893) and Schley (1898-1903), served small populations in the north-central part of the valley. Lurline was an unsuccessful Mormon farming community in the northern part of the valley and had a post office from 1915 to 1919. The Secret post office operated at the Murphy Ranch in the extreme northern part of the valley, in an area that is also known as Secret Pass.

The Clover Valley joins the Ruby Valley on the northeast. It extends south from Wells for about 35 miles and is now traversed by US highway 93. The first post office in the valley was established in October 1872 and was named Clover Valley. Even though it provided the only postal service for the 150 or so residents of the valley, the office was discontinued in September 1873.

The unusual circumstances that caused this began in April 1871 when a post office named Clover Valley was established at a small Mormon settlement that was geographically located in Lincoln County, Nevada. Even though a boundary survey completed in December 1870 showed that the area was in Nevada, the residents did not accept this survey and still insisted that they were in Utah. When the post office was established, it was thus listed in Utah records and was not correctly placed in Nevada until September 1873. On the same day the Clover Valley post office in Lincoln County was transferred to the Nevada records, the Clover Valley post office in Elko County was discontinued to avoid having two post offices in Nevada with the same name. Why officials chose to discontinue the Elko County office rather than rename it is unknown.

Several other post offices have operated in the Clover Valley. The Elaine post office operated briefly in 1880 at a stage station on the road between Wells and Sprucemount. A post office named Clover was established in 1896 at or near the site of the old Clover Valley settlement. It operated until 1903, and later from 1921 to 1924 during which time it used the original Clover Valley name. The Wood post office (1900-1902) was located on a small ranch and served about 50 people in the surrounding area. Warm Creek (1907-1909) was also situated on a ranch and reportedly supplied mail to 100 to 150 people.

Tobar was the most successful settlement in the Clover Valley. It began in 1908 as a construction camp for the Western Pacific Railroad as that line was being built across the valley. The post office was established in 1911, and by 1913 promoters were optimistically advertising the agricultural development at Tobar. Although the anticipated growth did not materialize, Tobar did become the commercial center for the valley. Its location on the railroad made it an ideal shipping point for nearby cattle ranches and mining companies. In 1918 the post office was renamed Clover City, but the name reverted to Tobar in 1921. The town gradually declined over the next 20 years, until by 1942 the post office and all other businesses had closed.

The Mound Valley is located about 35 miles south of Elko on the western side of the Ruby Mountains. Six different post offices have existed in the valley over the years. The first post office in Mound Valley was named Cottonwood and served a stage station on the road between Elko and Hamilton. The office was located at the nearby Porter Ranch, but it operated only from December 1869 to July 1870. The next post office in the valley was Dry Creek, established in February 1874 and named for its location on a small tributary of Smith Creek. The Dry Creek post office moved to a new location and was renamed Mound Valley in March 1879. Mound Valley post office existed until March 1881.

The 75 or so residents of the valley were without postal service until the Skelton post office was established in 1884. In the early 1900s the Skelton post office was located in a general store owned by John Hylton, who came to the valley in the early 1870s. He petitioned the Post Office Department to change the name of the office to Hylton, which it did in May 1911. The office operated under this name until it was discontinued in November 1913.

Albert Hankins purchased the Hylton store in 1916. Hankins did not want to perpetuate the name Hylton when he applied for a post office, and the old name Skelton was rejected because of its similarity to Shelton, Nebraska. One of Hankins' children suggested the name of the comic strip character Jiggs, and a post office so named was established in December 1918. The Jiggs post office served the valley until it closed in 1980.

North of Mound Valley is the South Fork Valley, which stretches for 15 miles along the South Fork of the Humboldt River. At the point where the Elko-Hamilton road crossed the river, George Shepherd ran a stage station that was the first stop south of Elko. The Coral Hill post office operated at Shepherd's Station from March 1870 to July 1871. When the post office was re-established in February 1874, it took the name South Fork, but in a little over two months the name was changed back to Coral Hill. The Coral Hill post office operated until March 1877.

In the upper end of the South Fork Valley several small creeks meet to form the South Fork of the Humboldt. Here the Eureka Flour Mill Company constructed a three-story

grist mill in 1881. Farmers from the surrounding valleys made the mill an immediate success. A small settlement named Lee formed around the mill site and gained a post office in February 1882. Lee remained a stable agricultural town well into this century. Between 1935 and 1943 the Bureau of Indian Affairs purchased several area ranches and made Lee the headquarters for the South Fork Indian Reservation, home of the Te-Moak Shoshone tribe. The Lee post office operated until 1983.

The Lamoille Valley is situated northeast of the South Fork Valley. It extends north from the base of the Ruby Mountains along Lamoille Creek to the Humboldt River, a distance of about 15 miles. The town of Lamoille has long been the commercial center for this valley. It began in 1869 when John Walker built a small store, saloon, blacksmith shop, and hotel on Lamoille Creek at the point where the Camp Halleck road crossed the road that ran down the valley. This settlement was known as The Crossroads until the Lamoille post office was established here in August 1872. The post office operated until October 1874, again from May 1880 to August 1882, and again from May 1883 to April 1882, when it became a CPO of Elko. The only other post office to operate in the Lamoille Valley was Voight. This office was located at the Henry Voight Ranch in the lower part of the valley and operated from 1892 until 1907.

The Pleasant Valley is a small valley immediately southwest of the Lamoille Valley. The Blaine post office provided postal service to the valley's 50 residents beginning in 1884. It was located on what became the Brennan Ranch and operated until 1914.

The Huntington Valley extends south from the South Fork of the Humboldt along the western edge of the Ruby Mountains and into White Pine County, a distance of 25 or 30 miles. The first post office in the valley was Huntington, established in March 1873. It was stated on the application for the post office that the new office would serve 380 people, but this claim is most likely exaggerated. The Huntington post office operated in at least two different locations before being discontinued in 1904. The only other post office in the Huntington Valley was Sherman, which operated from 1903 to 1915 at the ranch of Valentine Walther. In 1923 the Huntington post office was re-established and operated until 1931.

In northern Elko County, several widely scattered ranches or ranching areas obtained post offices. The White Rock post office served about 100 people on ranches along Silver Creek. It operated from 1871 to 1872 and also from 1873 to 1925. The Fairlawn post office served a small ranching settlement in Squaw Valley near Midas and operated from 1888 to 1904. The North Fork post office was established in 1889 in the center of a stock-raising district along the North Fork of the Humboldt River. By 1910 North Fork developed into a community of about 75 people and a few businesses. The post office operated until 1944. The O'Neil post office operated in two periods between 1894 and 1925.

It was located about 50 miles north of Wells on one of the large sheep and cattle ranches owned by the O'Neil family and supplied mail to about 40 people in the area. The Alexander post office was on the Alexander Ranch in the lower North Fork Valley from 1895 to 1901. The Anderson post office served ranches in the Independence Valley near Tuscarora from 1900 to 1905. The Beaver post office served a ranching area northwest of Deeth from 1896 to 1908. The San Jacinto post office was located on the San Jacinto Ranch about eight miles northeast of Contact and operated from 1898 to 1938. In 1926 it became a station on the new Oregon Short Line Railroad.

Metropolis was to be the center of a large irrigation and reclamation project about 12 miles northwest of Wells. The scheme was developed by the Pacific Reclamation Company in 1910. By the end of 1911 Metropolis boasted a luxurious three-story brick hotel, an eight-mile railroad spur linking the town with the Southern Pacific's main line, and over 500 residents. The town seemed to be a place of great promise, but in 1912 legal problems over downstream water rights severely reduced the amount of land that could be irrigated. Despite this, Metropolis had its peak years in 1913 and 1914, but after that farmers began to leave because of drought and general discontent. The farms that did remain operated successfully until the late 1920s when further drought and the great depression forced the people to go elsewhere. The post office that opened in November 1911 finally closed in 1942. Afton was a smaller, less successful farming settlement about 20 miles north of Metropolis; it had a post office from 1914 to 1918.

Mining has also played a significant role in the development and economy of Elko County, although arguably not to the extent that it has in other Nevada counties. Most of the mining camps were located in the northern or eastern parts of the county. Gold and silver were the minerals of primary interest, but some districts also produced copper, lead, zinc, and other minerals.

Tuscarora was the largest and most important mining town in Elko County during the 19th century. The Tuscarora mining district formed in 1867 after prospectors discovered placer gold about two and one-half miles southwest of the present townsite. Only limited work took place until 1871, when silver veins were discovered on the east side of Mount Blitzen. This discovery resulted in a minor rush to the district, and although a townsite was laid out and a post office established, excitement soon wore off. The Tuscarora post office closed in October 1872 and remained closed until April 1873, perhaps because the postmaster decided to move elsewhere before the cold winter arrived.

Mining activity continued on a small scale at Tuscarora until the summer of 1876 when new silver discoveries were made. These rich strikes increased Tuscarora's population from about 50 to over 3,000. Even though this figure fell to about 1,400 by 1880, Tuscarora remained the largest town in Elko County with nearly twice the population of Elko, its



nearest rival. Tuscarora even made an unsuccessful bid to secure the county seat from Elko.

The mines continued to be successful, especially from 1882 to 1884, but after 1885 the boom began to settle. Production in the big mines was down, but additional discoveries were made and Tuscarora once again began to prosper. However, even these discoveries were exhausted by 1895. Attention then shifted from silver to gold, focusing primarily on the Dexter Mine, discovered in 1888. The Dexter was worked until 1905, and from then until 1912 the mine tailings were reworked using improved recovery methods. Later attempts to revive the district met with only limited success. Today about 75 people still live in Tuscarora.

The Cope mining district was organized in 1869 after a party of prospectors led by A. J. (Jesse) Cope discovered placer gold and silver ore bodies. The town of Cope, soon renamed Mountain City, formed around the activity. The initial attention focused on placer gold operations, but after the surface gold was removed, the miners realized that the silver ore bodies held more potential. Mountain City received a post office in February 1870, and by August of that year the town contained an assortment of businesses and about 600 residents. For the next two years Mountain City prospered. However, the district began to decline in 1873 with decreased production in the mines. Although mining continued until 1882, the population fell. It stood at just 50 according to the 1880 census. Later production was small and intermittent except for a modest revival from 1904 to 1907.

The discovery of copper at Rio Tinto in 1932 brought new life to Mountain City. Rio Tinto, located about two miles from Mountain City, was an orderly company town that existed until the copper deposit was exhausted. During this time Mountain City thrived as the business center for Rio Tinto. In later years automobile traffic has helped keep Mountain City alive, and even today about 100 people remain.

The area between Mountain City and Tuscarora included several smaller mining camps founded in the 1870s and early 1880s. Cornucopia was the largest of these mining towns, reaching a population of 1,000 during 1874 and 1875. It had a post office from 1873 to 1883. Columbia was the longest existing of these towns. Its post office served the Bull Run district and operated in two periods between 1879 and 1902. Falcon was an outgrowth of the Tuscarora boom and had a post office only for seven months in 1878. Good Hope and Island Mountain were smaller camps that each had post offices from 1884 to 1887.

The town of Bullion was located in the Railroad mining district in southwestern Elko County. It had a post office from 1871 to 1934. Bullion was a town of several hundred people between its peak years of 1871 to 1884. Mining stopped after 1887, and by 1890 less than 75 residents remained. Renewed interest in the mines in 1905 brought

new life to Bullion, and the mines continued to make small but regular shipments well into this century.

Mineral discoveries near Spruce Mountain in 1869 and 1870 resulted in the creation of several small mining districts that combined to form the Spruce Mountain district in 1871. A mining camp known as Sprucemont developed around the activity and soon had 200 residents. However, the mining operations were only marginally successful, and by 1880 the district's population numbered about 50. Over the years mining activity continued at irregular intervals and with varying degrees of success. The post office that served the district operated in six different periods under three different names: Sprucemont from 1872 to 1880 and again from 1880 to 1884, Sprucemont from 1886 to 1895, Spruce from 1895 to 1896 and again from 1901 to 1902, and finally Sprucemont again from 1929 to 1935.

There were several smaller mining towns in Elko County that received post offices in the 19th century. Buel was a small mining camp a few miles south of the Central Pacific tracks near the Utah state line. It had a post office from 1871 to 1878. The short-lived Silver Zone post office served the mining district of the same name east of Wells from 1872 to 1873. The Bayard post office, active from 1886 to 1889, was the first post office to serve the placer gold miners in the Charleston district. This area was then served by the Charleston post office from 1895 to 1951; in later years ranching in this region helped keep the post office alive. The Bueasta post office operated from 1896 to 1898 to serve the placer gold miners along the Bruneau River. New gold and silver discoveries near the old mining camp of Island Mountain led to the founding of Gold Creek in 1896. Gold Creek post office was established in 1897, and even though the initial mining excitement only lasted two or three years, the post office operated until 1929. The Contact post office opened in 1897 to serve a gold and copper mining area about 50 miles north of Wells. Contact was a regular copper producer after 1905, especially during World War I and World War II. Highway travel on US 93 helped keep the Contact post office operating until 1968, although during the last six years of its life it was a rural branch of the Jackpot post office.

Midas was one of Elko County's more important 20th century mining towns. Gold discoveries in 1907 resulted in the creation of the Gold Circle mining district, and the mining camp that formed around the activity was known as Gold Circle. When an application was made for a post office later that year, postal officials rejected that name because there were then eight other Nevada post offices whose names began with the word "Gold". For this reason the name Midas was selected instead. Word of the new mineral discoveries spread, and in 1908 a mining rush increased the population of Midas from 100 to 2,000. However, it soon became apparent that the town had developed far faster than the mines, and by the end of the year only about 250 people remained. The peak period of mineral production for Midas was 1916-1922 when the Elko Prince mine was active. Smaller mining

operations continued until 1942, and later that year the post office closed.

Jarbridge was another significant mining town of 20th century Elko County. This isolated town had its beginnings when gold was discovered along the Jarbridge River in 1909. Newspaper reports greatly exaggerated the potential mineral wealth of the new discoveries, and by March 1910 a mining rush brought 1,500 people to Jarbridge. However, most of them left once it became obvious that the published reports were false. By May 1910 the population fell to around 300, where it remained for most of Jarbridge's active mining life. For the next eight years small mining operations made regular shipments of gold and silver. Then, in 1918, the Elkoro Mines Company purchased many of these claims and made improvements upon them. This company operated until 1932, and during this time it made Jarbridge the largest gold producer in Elko County. In 1986 the Jarbridge post office became a CPO of the Jackpot post office and continues to serve the 50 or so residents that remain.

There were several smaller mining towns in Elko County that received post offices in this century. The Rowland post office opened in 1900 near the former site of the Bueasta post office. Rowland never amounted to more than three or four dozen people, and after 1920 most of them engaged in cattle raising. Rowland's post office operated until 1942. Edgemont was a significant gold and silver producer that received a post office in 1901. Peak years for this camp were 1905-1909, when the Montana Gold Mining Company's operations made Edgemont the largest gold producer in the county. The district continued to make small productions until 1917 when a snowslide destroyed the mill and other buildings. The post office closed the next year. The Aura post office opened in 1906 just south of the former Columbia post office after new gold discoveries were made in the Bull Run district. Aura's mines lost importance after 1909 but did produce small quantities of gold and silver until 1919. Mizpah was a small mining camp that formed after gold was discovered in the old Dolly Varden mining district in 1905. The camp had a post office for five years starting in 1907. The Pavlak post office operated from 1915 to 1921 at a small mine two miles south of Jarbridge.

Four major railroads have been constructed through Elko County. The first of these was of course the Central Pacific, which became the Southern Pacific in 1899. In this century the Nevada Northern built from the Southern Pacific main line south to the copper mines at Ely. The Western Pacific, which extends between Oakland and Salt Lake City, built across Elko County in 1907 and 1908. Finally, the Oregon Short Line extended a branch line from Rogerson, Idaho, to Wells in 1926. Several of the railroad stations on the Southern Pacific, the Nevada Northern, and the Western Pacific obtained post offices early in this century. No new stations on the Oregon Short Line gained post offices, but that railroad did service the previously existing towns of Contact and San Jacinto.

When the Southern Pacific completed the Lucin Cutoff across the Great Salt Lake in 1904, the new line bypassed the railroad division point at Terrace, Utah. The railroad established a new division point about ten miles into Nevada and named the place Bauvard. The new town obtained a post office in June 1904. The next year the Southern Pacific created the town of Montello three miles northeast of Bauvard and moved its facilities there. The Bauvard post office followed, but it retained its original name until 1912. At its peak Montello was a major railroad shipping point and had a population of 800. Over the years railroad services have kept Montello alive. Today it is a sleepy railroad town of 180 people.

The Nevada Northern Railway began construction of its line to Ely from a point on the Southern Pacific about 30 miles east of Wells in November 1905. The station at the junction was named Cobre, and it received the post office from nearby Toana in March 1906. By 1910 Cobre had grown to 60 people and was a busy little railroad community. The Cobre post office was closed from May 1927 to June 1929, but during this period the Cobre & Ely RPO continued to provide postal service for the town. As late as 1940 there were still 45 people living in Cobre, but as traffic on the Nevada Northern decreased, the town declined. The Cobre post office closed in 1956.

Several other railroad stations on both the Southern Pacific and the Nevada Northern received post offices early in this century. Ryndon, a station on the Southern Pacific 12 miles northeast of Elko, had a post office from January 1903 to March 1904. Currie, on the Nevada Northern, received a post office in August 1906. Over the years Currie remained a small railroad shipping point with 25 to 50 residents. Traffic on US 93 helped keep the post office open until 1971. Gosiute, a Nevada Northern station south of Currie, had a post office only for eight months in 1907. The place where the rails of the Western Pacific intersected those of the Nevada Northern became known as Shafter. It had a post office from 1908 to 1957.

Owyhee is the headquarters for the Duck Valley Indian Reservation. The post office was established in 1889 but was discontinued the next year. It was re-established in 1899, and at that time it was stated that the new post office would serve "20 government employees and 500 Indians, many of whom receive mail". The town of Owyhee continued to serve the Indian reservation over the years and now has a population of about 700.

A total of 94 post offices have operated in what is now Elko County. Six of these offices were established after the 1920 cutoff date for this series. Eleven post offices are presently operating in the county, not counting the three community post offices at Jarbridge, Lamoille, and Ruby Valley.

In the initial Elko County report, 205 different postmark types have been documented representing 63 of the 88 pre-

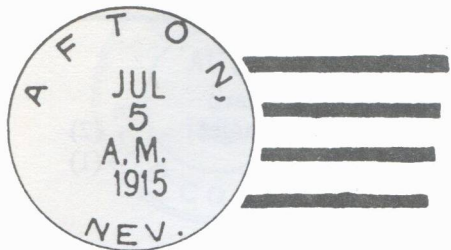


1920 post offices. Elko, with 17 postmark types, has more types listed than any other town. Deeth is next with 11 types, while Carlin follows with 10. Eight other post offices have six or more types reported.

Any collectors having pre-1920 postmarks from the 25 un-reported Elko County post offices, new types of postmarks

for the towns listed in this report, or postmarks which extend the usage dates for reported types, are kindly asked to submit photocopies of these items for inclusion in the updated Elko County report. The author may be contacted at PO Box 13408, Las Vegas, NV 89112.

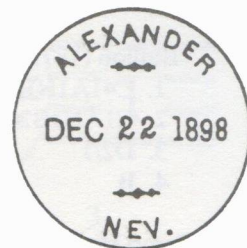
TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Afton (1914-1918)					
1.	B	5 Jul 1915			
2.	B	3 Jun 1918			
Alexander (1895-1901)					
1.	C1A12S1B31.5	22 Dec 1898	4 Jan 1900	target	(2)
Anderson (1900-1905)					
1.	C1AN1B28	Jan 1902		target	
Annaville (1872-1874)					
No examples reported.					
Arthur (1881-1887,1889-1951)					
1.	C31B1N1RRRB29	20 Jun 1886		target	
2.	C1AN1BBR27.5	10 Oct 1890			(1)
3.	C1AN1BBR28	6 Aug 1897			(1)
4.	C1AN1B28	9 May 1898			(1)
5.	D2/2	2 Jun 1905	19 Jan 1910		
6.	A	25 Feb 1910	30 Aug 1910		
Aura (1906-1921)					
1.	A	13 Jul 1911	26 Dec 1916		
Bauvard (1904-1912)					
1.	D2/1	7 Oct 1904	26 Dec 1907		
2.	D3/6	1 Jun 1908	13 Jan 1911		
3.	B	16 Jun 1911	3 Feb 1912		
Bayard (1886-1889)					
No examples reported.					
Beaver (1896-1908)					
No examples reported.					
Blaine (1884-1914)					
1.	C1AN1BBR27.5	3 Jul 1896	6 Jul 1898		(3)
2.	C1AN1B28	18 Feb 1901			(1)
3.	D2/1	14 Sep 1904			(4)
4.	A	12 Feb 1908	19 Feb 1912		(2)
Brattain (1904-1906)					
No examples reported.					
Bueasta (1896-1898)					
1.	C1AN1B28	10 May 1897		target	
Buel (1871-1878)					
1.	C1AA1BBR24	1 Aug 1872	Aug 187?	cork	
2.	C1AA1BBR24	13 Dec 1875			



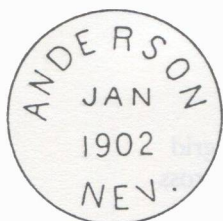
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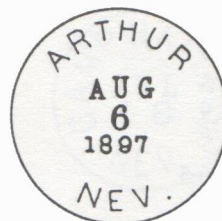
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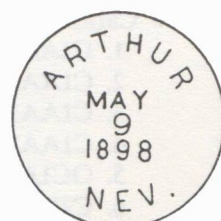
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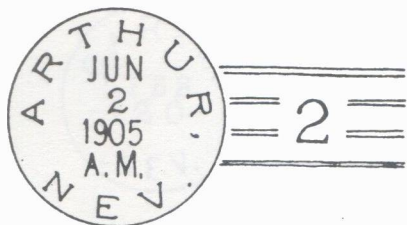
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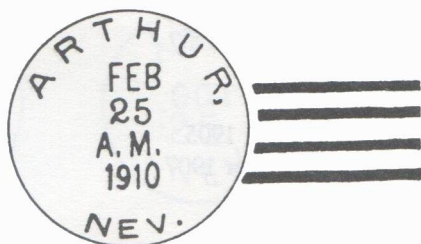
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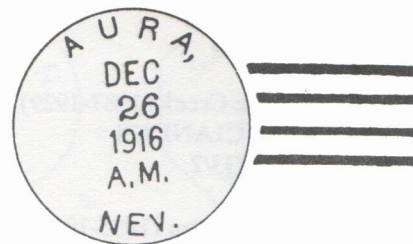
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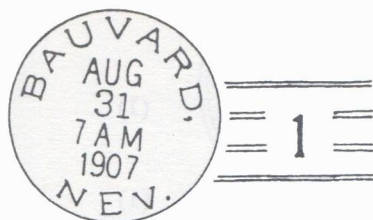
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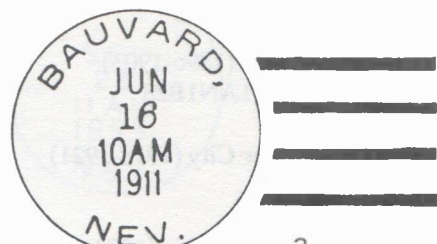
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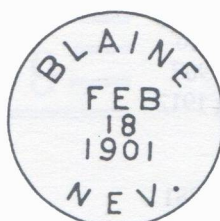
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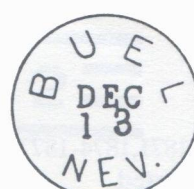
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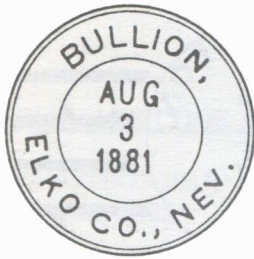
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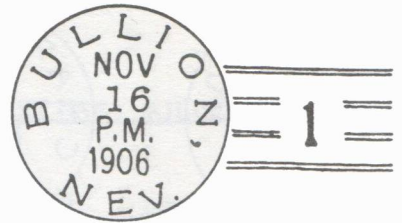
TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Bullion (1871-1934)					
1.	C41A1N1B32.5	4 May 1881	3 Aug 1881	star	
2.	C1AN1B26.5	10 Sep 1883	9 Oct 1900	target	(2)
3.	D2/1	13 Feb 1905	27 Mar 1910		(1)
4.	B	20 Feb 1916			
Camp Halleck (1868-1869,1869-1880)					
1.	C1AA1BBR23.5	18 Jul 1870		daisy	
Carlin (1868-date)					
1.	C1AA1BBR24.5	20 Feb 1872		target	
2.	C1AA1BBR23.5	14 Mar 1874		target	
3.	C1AA1BBR25.5	25 Oct 1876		target	
4.	C1AA1BBR24.5	21 Apr 1878	10 Jan 1884?	circular grid	
5.	OC1AN1RRB26.5	30 Mar 1885	13 May 1885	maltese cross	
6.	C21BN1B29.5	25 Nov 1887	31 Mar 1889	target	
7.	C21AS1RRB31	9 Dec 1892	9 Apr 1898	bars	(1)
8.	C1AT1B27.5	26 Sep 1895		cork	
9.	D2/9	30 Mar 1905	11 Oct 1911		
10.	A	19 Sep 1907	29 Sep 1913		
Cave Creek (1887-1929)					
1.	C1AN1B28	1 Jan 1905	May 1906		
2.	D3/2	30 Apr 1907	14 Dec 1913		
Charleston (1895-1951)					
1.	C1AN1B28	18 Nov 1897	6 Sep 1900	target	(2)
2.	D2/1	19 Dec 1904	11 Dec 1911		
3.	B	27 Dec 1918			
Clover (1896-1903)					
1.	C1AN1B28	29 Oct 1900			(1)
Clover City (1918-1921)					
1.	B	31 Mar 1919	7 Jul 1920		(1)
Clover Valley (1872-1873,1921-1924)					
No pre-1920 examples reported.					
Cobre (1906-1927,1929-1956)					
1.	D3/4	1 Sep 1906	7 Apr 1910		
2.	A	3 Nov 1907	20 Dec 1907		
3.	B	12 Aug 1912	26 Feb 1916		
Columbia (1879-1882,1883-1902)					
1.	C31A10N1RRB26	21 Oct 1881			(1)
2.	C1AN1BBR25	6 Oct 1891?			(1)
3.	C1AN1B28	1 Sep 1898	20 Sep 1898		
Contact (1897-1962)					
1.	C1AN1B27.5	21 Dec 1898	16 Jan 1902	target	(1)
2.	C1AN1B28	3 Jun 1907		ovate grid	
3.	B	27 May 1912	19 May 1917		
Coral Hill (1870-1871,1874-1877)					
No examples reported.					



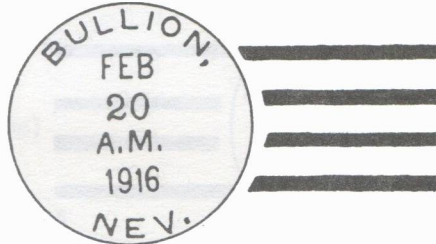
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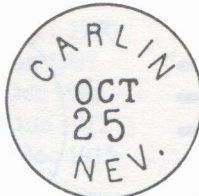
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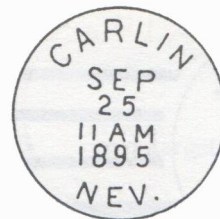
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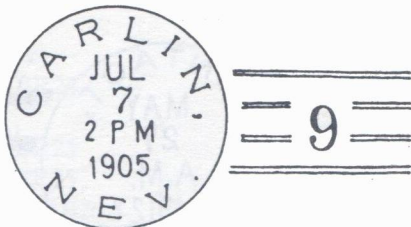
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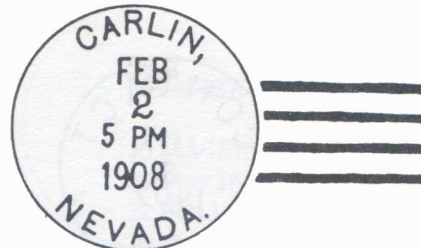
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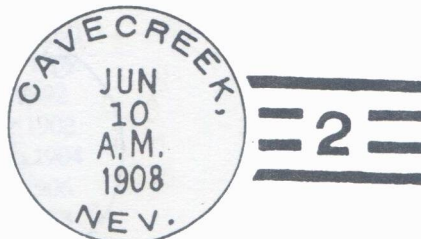
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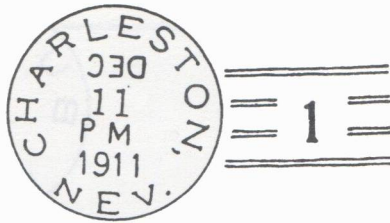


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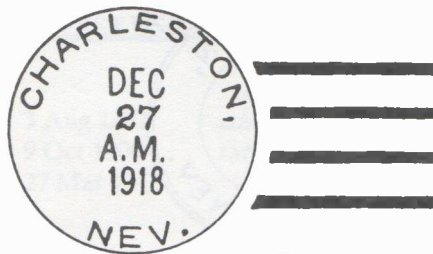




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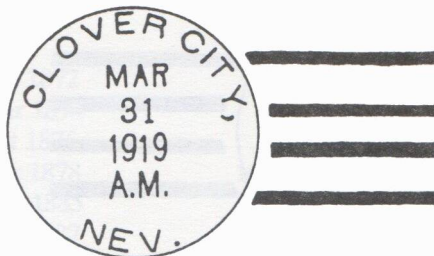
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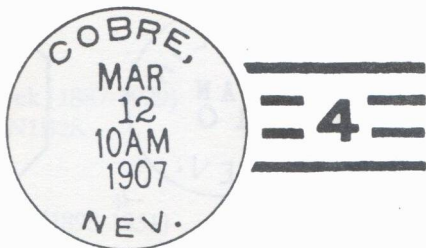
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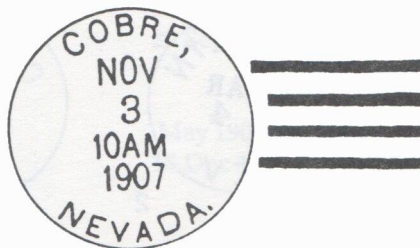
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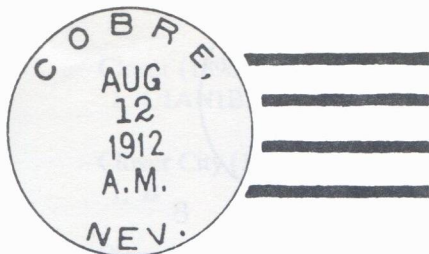
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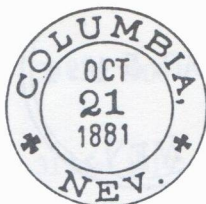
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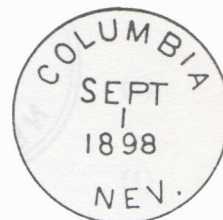
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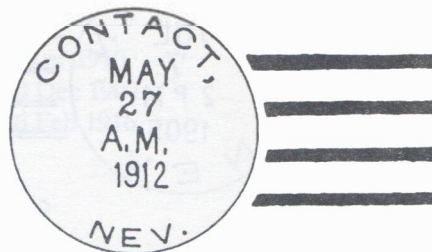
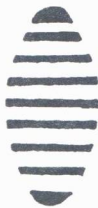
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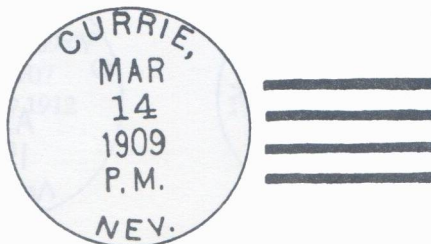
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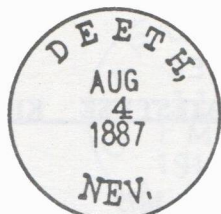
1

TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Cornucopia (1873-1883)					
	1. C1AA1BBR25	29 Jul 187?	4 Mar 1879	pinwheel	
Cottonwood (1869-1870)					
No examples reported.					
Currie (1906-1971)					
	1. A	27 Jan 1908	30 Aug 1911		
Deeth (1875-date)					
	1. M	10 May 1881			
	2. C1AN1B27.5	22 Jun 1884	26 Jul 1885	target	
	3. C1AN1RRB27.5	4 Aug 1887		maltese cross	
	4. C1AN1BBR28	11 May 1895	4 Sep 1895	target	
	5. C1AT1B27.5	16 Nov 1897			
	6. C1AS1B28	21 Dec 1897			(1)
	7. C1AT1B28.5	19 Dec 1900	3 Jan 1902	ovate grid	(1)
	8. C1AT1B29.5	4 Jan 1907	12 Oct 1907	ovate grid	
	9. A	1 Dec 1908	27 Mar 1912		(1)
	10. B	26 Jun 1912	30 Dec 1913		
	11. B	16 Dec 1915	24 Dec 1921		(1)
Dry Creek (1874-1879)					
No examples reported.					
Dutton (1907-1913)					
	1. A	2 Jul 1910	28 Jul 1910		
Edgemont (1901-1918)					
	1. C1AN1B28.5	14 Feb 1903	22 Sep 1903	cork,target	
	2. D2/4	9 Nov 1904	24 Aug 1912		(1)
	3. B	20 Dec 1913	19 Jul 1916		(1)
Elaine (1880)					
No examples reported.					
Elko (1869-date)					
	1. C1AA1BBR24	20 Dec 1869	20 Jul 1870	cork,target	
	2. M	29 Dec 1869			
	3. C1AA1BBR25	10 Jul 1873	25 Jan 1875	cork	
	4. C1AA1BBR25	31 Jan 187?	30 May 187?	cork	
	5. C1A11N1RRB26.5	11 Jun 1878	22 Feb 1879		(1)
	6. C1AA1BBR26.5	12 Jan 188?	16 Dec 188?	cork	
	7. C1AN1B27	3 Dec 1883	10 Apr 1884	cork	(2)
	8. OC1AN1BBR25	22 Mar 188?			
	9. C1AN1B27	1 Jun 1888		cork	
	10. C1AN1B27	10 Feb 1891			
	11. C1AT1B28	11 Jan 1892			(1)
	12. C1AT2B28	3 Jun 1892	22 Mar 1894	cork	(1)
	13. C1AT1B29.5	8 Mar 1902	3 Jul 1903	ovate grid	
	14. C1AT2B29.5	13 Feb 1904	9 Jun 1904	ovate grid	
	15. C1AT1B29.5	2 Apr 1906	13 Nov 1913	ovate grid	
	16. C1AT7B25.5	8 Nov 1913	14 Nov 1917	ovate grid	
	17. REG	18 May 1915			

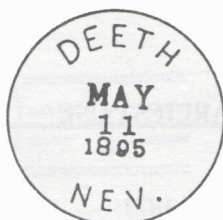




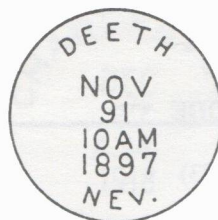
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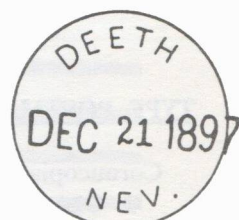
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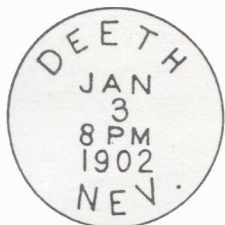
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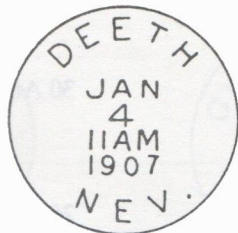
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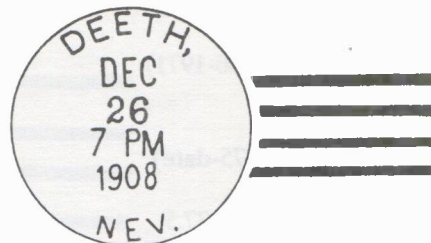
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7



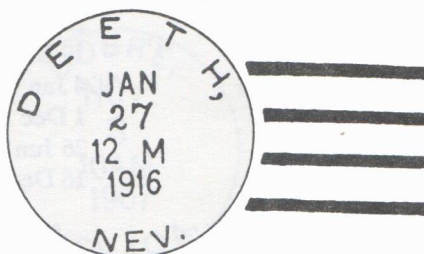
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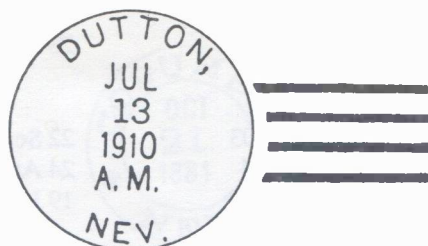
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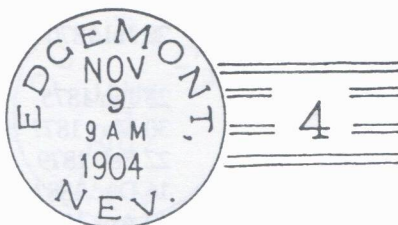
11



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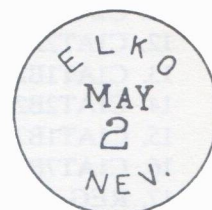
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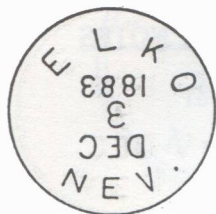
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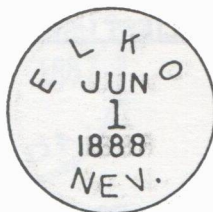
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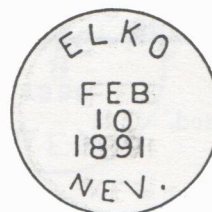
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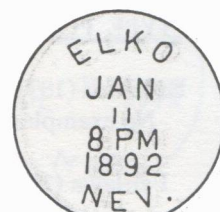
8



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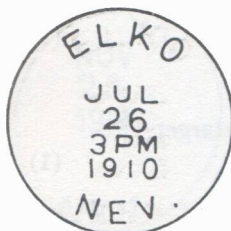
12



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1917



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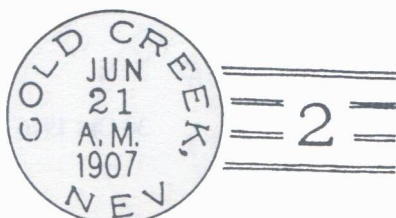
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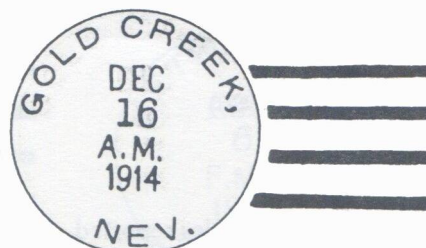
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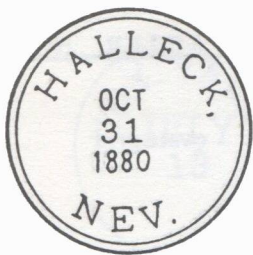
2



3



TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Excelsior (1871-1872)					
No examples reported.					
Fairlawn (1888-1904)					
1.	C21AN1B29.5	21 May 1889		target	
2.	C1AN1BBR27.5	Jan 1894	13 Mar 1894		
Fair Play (1879-1893)					
1.	C21AN1RRB30	20 Dec 1887		star	
2.	C1AN1BBR27	10 Jul 1888	19 Feb 1889		(1)
Falcon (1878)					
1.	C1AA1BBR25.5	27 Apr 1878			(1)
Fort Halleck (1880-1907)					
1.	C21BS1B33	29 Nov 1880	1 Nov 1887	target	
2.	C21AN1RRB27	4 Nov 1884	27 May 1885	target	
3.	C1AN1B28	23 Nov 1895			(1)
Gold Creek (1897-1929)					
1.	C1AN1B27.5	22 Feb 1899	20 Aug 1904	target	
2.	D2/2	17 Aug 1905	13 Oct 1911		(1)
3.	B	18 Jul 1913	7 May 1917		
Good Hope (1884-1887)					
No examples reported.					
Gosiute (1907)					
No examples reported.					
Halleck (1873-1949,1950-date)					
1.	C21AN1RRB32	31 Oct 1880	19 Sep 1883	target	(2)
2.	C21BS1B32.5	Dec 1887			
3.	C1AN1BBR28	8 Dec 1892	10 Jun 1894	cork	(1)
4.	C1AS1RBB28.5	3 Jul 1895		scarab	
5.	C1AT1B27.5	2 Mar 1900		target	
6.	D3/3	19 Jun 1906	21 May 1907		
7.	A	2 May 1909	22 Feb 1910		
8.	B	25 Nov 1914			
Huntington (1873-1904,1923-1931)					
1.	M	Nov 189?			
2.	C1AN1B28	26 Nov 1903	29 Jan 1904		
Hylton (1911-1913)					
1.	B	22 Sep 1911	20 Dec 1911		
Island Mountain (1884-1887)					
No examples reported.					
Jarbidge (1910-1986)					
1.	A	20 Jun 1911	30 Oct 1916		
Jiggs (1918-1980)					
No pre-1920 examples reported.					



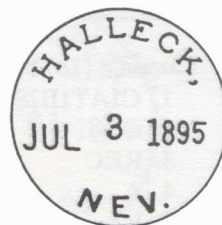
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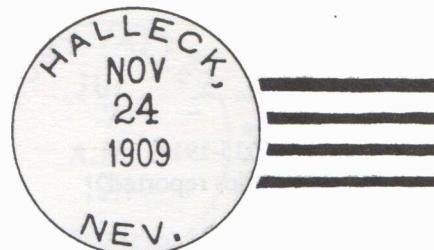
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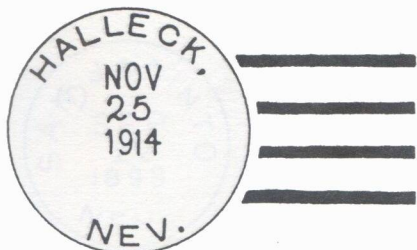
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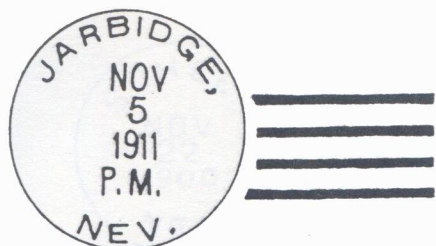
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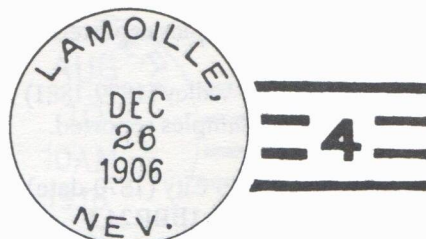
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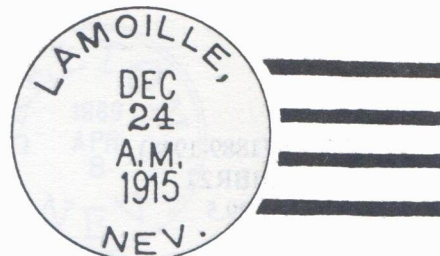
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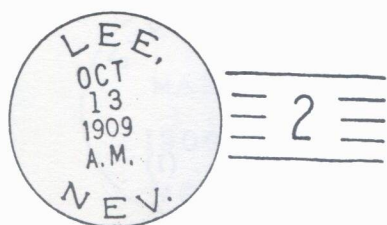
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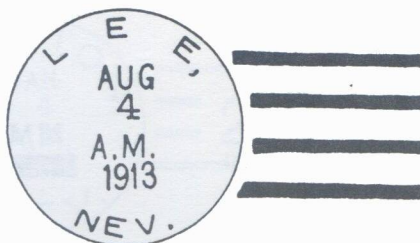
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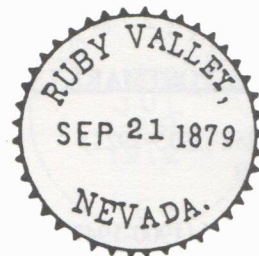
TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Lamoille (1872-1874,1880-1882,1883-1982)					
1.	C1AT1B28.5	25 May 1906		ovate grid	
2.	D3/4	4 Jul 1906	19 Jun 1907		
3.	REC	5 Jun 1909			(5)
4.	A	15 Feb 1911	7 Aug 1912		
5.	B	24 Dec 1915	6 Feb 1919		
Lee (1882-1982)					
1.	M	19 Aug 1888	27 Jun 1892		
2.	D1/2	22 Apr 1904	3 Jan 1910		
3.	B	4 Aug 1913	25 Jul 1917		(2)
Lurline (1915-1919)					
No examples reported.					
Metropolis (1911-1942)					
1.	B	6 Aug 1912	1 Mar 1915		(2)
Midas (1907-1942)					
1.	A	16 May 1908	15 Apr 1910		
2.	B	12 Feb 1913	22 Feb 1921		(2)
Mizpah (1907-1912)					
No examples reported.					
Montello (1912-date)					
1.	C1AT1B30	29 Jul 1912	26 Jan 1915	ovate grid	
Morton (1890-1892)					
No examples reported.					
Mound Valley (1879-1881)					
No examples reported.					
Mountain City (1870-date)					
1.	C1AA1BBR24.5	25 Nov 187?		target	
2.	C1AN1B28	9 Dec 1882	28 Jul 1883	star	(2)
3.	C1AN1BBR27.5	21 Oct 1890		target	
4.	C1AN1BBR27	31 Oct 1893	11 May 1898		(1)
5.	C1AN1B28.5	27 Oct 1904		ovate grid	
6.	D3/4	6 Feb 1908	30 Dec 1911		
7.	B	10 Feb 1916	13 Feb 1918		
North Fork (1889-1944)					
1.	C1AN1BBR27	30 Nov 1898	14 May 1899	cork	(3)
2.	C1AN1B29.5	May 1905		ovate grid	(4)
3.	D2/2	20 Jun 1905	16 Jan 1910		
4.	B	11 Jun 1912	23 Oct 1924		
O'Neil (1894-1897,1898-1925)					
1.	A	7 Feb 1910			
Owyhee (1889-1890,1899-date)					
1.	C1AN1B29	7 Jan 1907	20 May 1907	ovate grid	
2.	A	20 Jan 1909	27 May 1910		(1)
3.	A	10 Jan 1912			



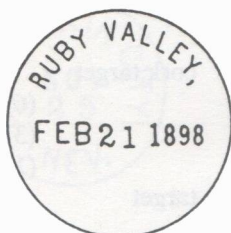
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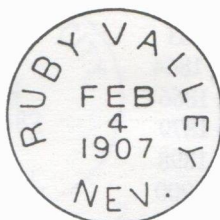
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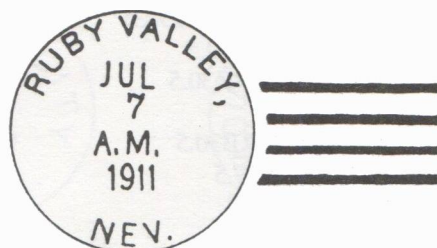
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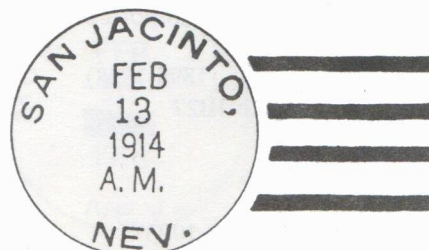
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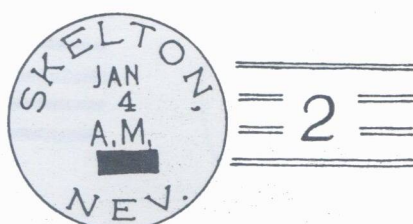
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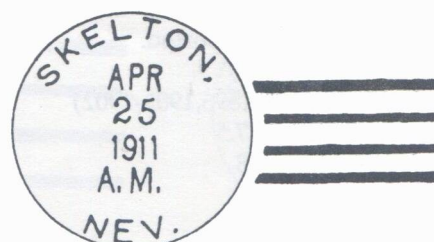
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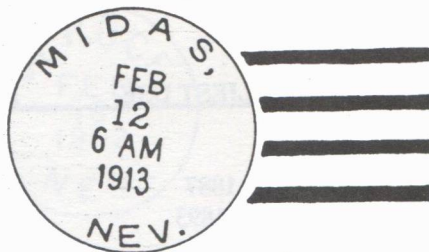
5



TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Pavlak (1915-1921)					
1.	B	19 Jul 1916			(1)
Rowland (1900-1942)					
1.	C1AN1B28	7 Dec 1900	1 Jun 1910	manuscript	(1)
Ruby Valley (1862-1983)					
1.	C1XA1BR29.5	13 Jul 1863			
2.	C1AA1BBR30.5	20 Aug 1864	23 Jan 1867	cork,target	
3.	M	15 Sep 1866			(6)
4.	C2BS1RRB30.5	21 Sep 1879	12 May 188?		(3)
5.	C1AS1B29.5	21 Feb 1898			(1)
6.	C1AN1B28	16 Apr 1900	4 Feb 1907	target	
7.	A	24 Dec 1909	9 Dec 1915		
Ryndon (1903-1904)					
No examples reported.					
San Jacinto (1898-1938)					
1.	C1AN1B27	22 Sep 1899			(1)
2.	A	22 May 1908	2 Jul 1913		
3.	B	13 Feb 1914			(1)
Schley (1898-1903)					
1.	C1AN1B27.5	22 Nov 1900			(1)
Secret (1916-1918)					
No examples reported.					
Shafter (1908-1957)					
1.	B	15 Apr 1915	7 Oct 1919		(1)
2.	A	4 Aug 1916	10 Aug 1916		
Sherman (1903-1915)					
1.	C1AN1B28	14 Dec 1906	13 May 1907		
2.	A	12 Feb 1908	5 Aug 1910		
Silver Zone (1872-1873)					
No examples reported.					
Skelton (1884-1911)					
1.	C21AN1RRB30	8 Apr 1889	17 Jan 1892	maltese cross	(2)
2.	C1AN1BBR27.5	22 Feb 1895			(1)
3.	C1AN1B28	1? Mar 1900			(1)
4.	D2/2	3 Jun 1904	24 Sep 1908		
5.	A	31 Jan 1910	25 Apr 1911		
South Fork (1874)					
No examples reported.					
Spruce (1895-1896,1901-1902)					
1.	C1AN1B27.5	30 May 1896			(1)
2.	C1AN1B28	18 Feb 1902		target	



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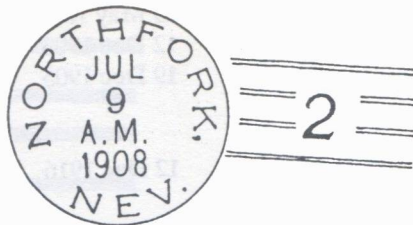
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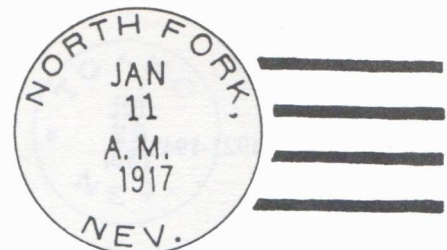
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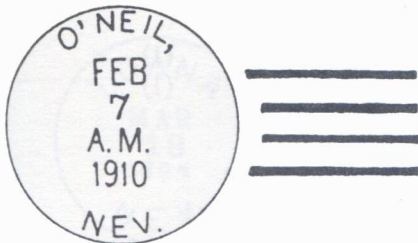
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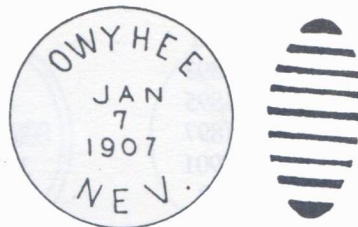
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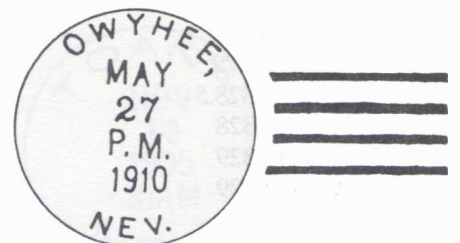
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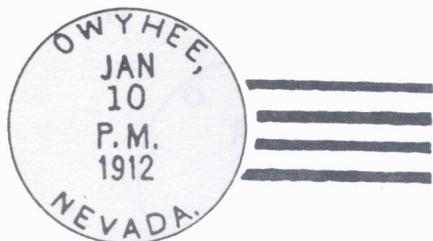
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TYPE	POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Sprucemont (1886-1895,1929-1935)					
1.	C21BN1B30	6 Aug 1887	20 Jul 1889	star	
2.	C1AN1BBR27.5	17 Apr 1893	18 Sep 1894	target	(1)
Sprucemont (1872-1880,1880-1884)					
1.	M	1 Jun 1873			
2.	C41AN1B27	14 Mar 1882			
3.	C41AN1RRB34	13 Jun 1883	target		
Stofiel (1891-1897)					
1.	C1AN1BBR27.5	10 Jul 1893			(1)
Summit (1908-1909)					
1.	A	22 Dec 1908			(1)
Tecoma (1871-1872,1873-1921)					
1.	C1AN1B26.5	12 Sep 1883	12 Mar 1894	target	
2.	C1AN1B28	21 Jul 1903	Dec 1907	target	
3.	C1AN1B28.5	3 Jul 1909	3 Oct 1912	ovate grid	(2)
4.	B	26 Dec 1914	29 Mar 1916		(2)
Toana (Toano) (1869-1870,1872-1906)					
1.	C1AN1BBR23.5	4 Feb 187?			
2.	C1A11N1RRB24	18 Oct 1880	2 Jun 1886	star	(7)
3.	C1AN1B26	8 Mar 1892			(1,7)
4.	C1AN1BBR27	18 Mar 1894		cork	(1)
5.	C21BS1RRB31	11 Mar 1895	19 May 1896	target	(1)
6.	C1AN1B28	20 Feb 1901	12 Dec 1903		(7)
7.	D3/4	13 Nov 1905	19 Dec 1905		
Tobar (1911-1918,1921-1942)					
1.	B	20 Jul 1915	12 Dec 1916		
2.	B	26 Dec 1917			
Tuscarora (1871-1872,1873-date)					
1.	C1AA1BBR25.5	19 Dec 1882?	15 Jul 1884	cork	
2.	OC1AN1BBR25.5	8 Dec 1886	8 Apr 1889	cork	
3.	C1AN1B28	25 Jun 1891	16 Sep 1893	cork	(1)
4.	C1AN1B29	29 Nov 1893			(1)
5.	C1AT1B28.5	29 Nov 1895		cork	
6.	C1AT1B28	25 Dec 1897	20 Aug 1898	cork	
7.	C1AT1B29	20 Mar 1901	31 Mar 1901	ovate grid	
8.	C1AT1B29	8 Apr 1909	21 Dec 1916	ovate grid	
Voight (1892-1907)					
1.	C1AN1B27.5	Sep 1898			(1)
2.	D1/?	30 Nov 1904			(1)
Warm Creek (1907-1909)					
No examples reported.					
Weiland Station (?)					
No examples reported.					



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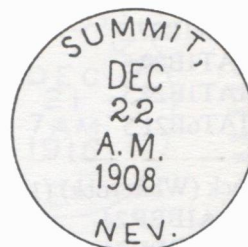
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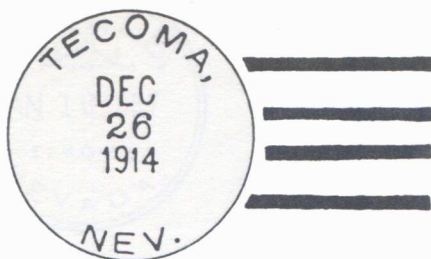
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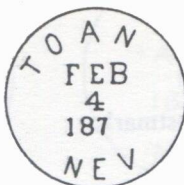
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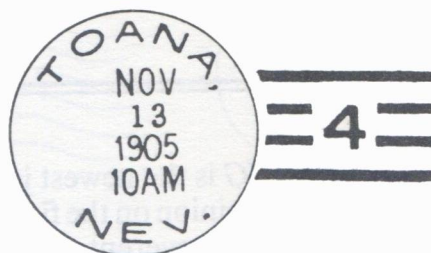
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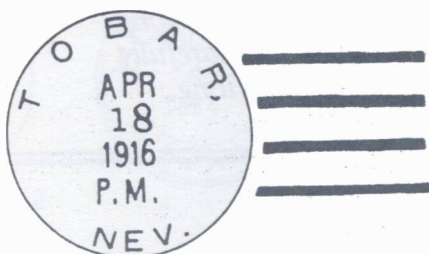
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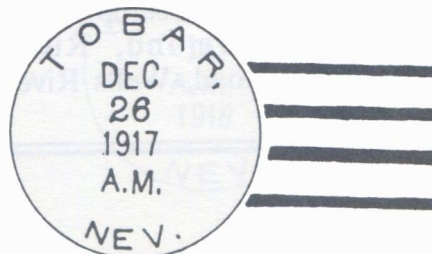
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TYPE POSTMARK CODE	EARLIEST USE	LATEST USE	KILLER	NOTES
Wells (1869-1870,1871-date)				
1. C21BN1RRB27	2 Jun 1879	25 Feb 1882	star	
2. C1BN1RRB27	19 Apr 1883	15 Jul 1888	target	
3. C21B1,12S1RBBB32	16 Jan 1887			(1)
4. C21B1S1RRBB33.5	5 Apr 1889	7 Nov 1892?	target	
5. C1AN1B28.5	26 Sep 1893		cork	(4)
6. C1AN1B27.5	12 Aug 1898			(1)
7. C1AT1B29.5	28 Mar 1907	21 Nov 1913	ovate grid	
8. C1AT1B29.5	2 Dec 1915	7 Jun 1917	ovate grid	
9. C1AT6B21.5	25 Mar 1919	4 Sep 1919		
White Rock (Whiterock) (1871-1872,1873-1925)				
1. C1AA1BBR24	14 Aug 187?			(1)
2. C1AA1BBR24.5	18 Jun 188?	11 Nov 188?	cork,target	
3. C41BN1B27.5	19 Oct 1882	4 Oct 1884	circular grid	
4. C1AN1BBR27	21 Mar 1891	23 May 1891		(3)
5. C1AN1B27	9 Feb 1905			(4)
6. B	15 Feb 1915	10 Jul 1916		
Wood (1900-1902)				
No examples reported.				

Notes:

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- (1) Earliest example is on piece.
- (2) Latest example is on piece.
- (3) Both examples listed are on piece.
- (4) Not illustrated.
- (5) Receiving postmark used as a sending postmark.
- (6) Postmark reads "Ruby".
- (7) Postmark reads "Toano".

## WINDSONG

WINDSONG is the newest journal of commentary and opinion on the field of American postal history. Irreverent, serious, frivolous, bemusing and not competitive in content with any journal known to me. A prospectus of intent may be had for a SASE. A sample issue is \$3.00. Geoffrey Remond, Rural Enterprises, Fish Pond Road, Wells River, Vermont 05081-9610.

*I turn mine ear unto the wind  
and listen for its song.  
Sometimes it sings so beautifully  
and others sings so strong.  
But always there are notes so clear,  
I hope they are not wrong,  
that I may listen carefully  
and I may listen long.*



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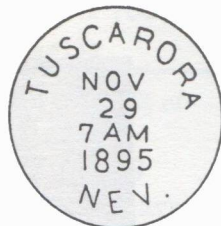
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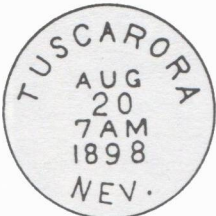
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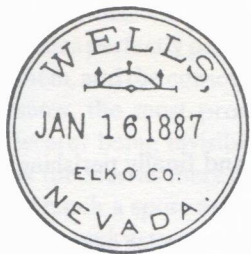
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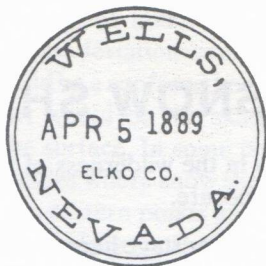
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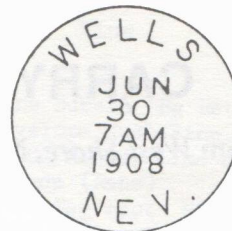
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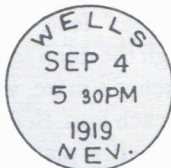
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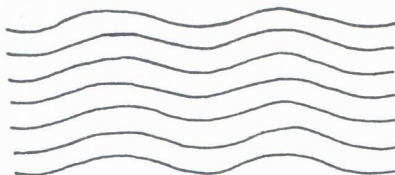
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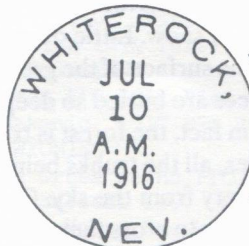
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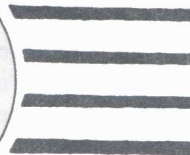
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Thompson's Carson Valley Express in an oval adorns this cover postmarked in Carson Valley, Nevada, in April 1858. The cover, part of the famous Pardon Brown correspondence discovered by the late Len Persson, was carried by Snowshoe Thompson across the Sierra Nevadas. One of only two Thompson Express covers known, this cover was sold in January 1989 by Richard C. Frajola, Inc., at a hammer price of \$27,000. This illustration appeared in the catalogue of the sale.

## CARRYING MAIL ON SNOW SHOES

[Reprinted from *West Shore*, No. 188 (Jan. 11, 1890)]

In many places in the mountains of the west communications is maintained between isolated valleys by means of snow shoes at times when severe storms prevent any other mode of transportation. This is a more common occurrence in California, in the Sierra Nevada (Snowy mountains), which received their name from the early Spanish residents of California. They are, indeed, snowy mountains, and well it is for the Sacramento valley that they are, for their melting snows keep the rivers full of water and fertilize what would otherwise be a most barren and desolate region.

Snow falls in the Sierra Nevada to great depth, often thirty feet, and all routes of travel are for a time blocked and all landmarks obliterated. It is wonderful what a transformation is effected by a deep fall of snow. Little depressions are filled up and the contour of the surface of the ground is completely changed. Familiar trees are buried so deep that their appearance is altered, and, in fact, the forest is transformed into a thicket of tree branches, all the trunks being covered from sight by the white drapery from the sky. One must be very familiar with the mountains to cross them at such times, and more than one has lost his way in attempting it, losing

his way in the wilderness of tree tops and finally perishing from exposure.

Regular stage lines cross the Sierra Nevadas in a number of places, maintaining connection between the valley towns and those of the summit ridges. When snow falls the wheels are taken off and the stage is mounted upon runners, or else an open sled is used. Snow shoes are fastened upon the horses' feet, otherwise they could make no progress through the deep snow. These consist of an iron plate about ten inches square, which is firmly secured to the shoe, one upon each foot. Before this device was adopted, about 1865, when the first plates, made of wood, were tried, the stage line was stopped on some routes for weeks at a time, though when a heavy crust had formed upon the snow, regular trips across its frozen surface were unsafe or impossible. On the route from Quincy to Oroville, for seven or eight years, a sled drawn by dogs was the only method of carrying mail or express until the horse snow shoe was invented. Even now there are times when communication by stage is entirely cut off for several days, and at those times the lighter mails are carried by men on snow shoes. There are mail routes in the mountains that in summer time are carried by mounted messenger, and in winter he discards his horse for the more serviceable snow shoe. For many years Snowshoe Thompson carried the

# LAMAR PETERSON AUCTION 156

BOX 17463, HOLIDAY, UT 84117

BIDS reduced over 2nd High Bid. Min Bids 50% of estimates, unless noted. Photos Available.

**CLOSING DATE: SEPT. 30, 1989**

## ARIZONA

## ESTIMATES.

1.	DosCabezos	1910 PPC	Fine	30.00
2.	Holbrook	Type 9 Cover	1896 F	15.00
3.	"	Type 10 Cover	1899 F	15.00
4.	"	Type 11 Cover	1904 F	15.00
5.	"	Type 13 Cover	1921 F	10.00
6.	Houck	New Type 1909 PPC Rcv	Mrk F	60.00
7.	Naco	1907 PPC	Just Fine	22.00
8.	Vernon	1911 PPC	VF	30.00
9.	Vivian	Extra Fine 1911 Rcf	g Mark	
	Nice Doane.			50.00
CALIFORNIA				
10.	Eureka Mills	1894 VF	Repaired	
	where opened.			40.00
11.	Forest City	1890 Purple Cancel	VF	
	Cover			25.00
12.	Keswick	1912 GPC	Fine	25.00
COLORADO				
13.	Campbird	1910 Cover	NOS F	20.00
14.	Fairplay	Just Fine 1908	Cover	20.00
15.	Graneros	1907 Fine	Red Doane	25.00
16.	Herman	1912 Fine	Doane PPC	20.00
17.	Watkins	1907 Doane PPC	Rcv Mark F	15.00

## IDAHO

18.	Black Pine	1913 PPC	VF	20.00
19.	Carl	1909 Doane PPC	Scarce Fine	36.00
20.	Stone (Straight Line)	Unusual		
	1909 Red PPC	Fine		25.00

## NEVADA

21.	Antelope Doane	Suberb Rg Rctp		45.00
22.	Ehret #10 Envelope	Just Fine 2 letters		
	missing 1921 CC Nevada	Lime and Rock		
	Co. Ehret Nevada (Rare)			200.00
23.	Illipah	1904 Reg Rctp	Nice	25.00
24.	Manhattan Reg	Marking Red F 1906		14.00
25.	Nelson #10 Extra	Fine Marking 1921		30.00
	Cover (Techatticup Mine)	C.C.		
26.	Palisade Doane	Extra Fine Rg Rctp		20.00
27.	Prospect Fine	1912 Reg Rctp.		25.00
28.	Rhyolite Doane	Ex. Fine Reg Rct.		20.00
29.	Strawberry 1903	Fine Reg Rct.		20.00

## NEW MEXICO

30.	Kelly Doane	1906 Fine PPC.		20.00
31.	Negra Rcvg	Mark struck over other		
	marking making it harder to read			65.00
	This marking (Very Rare)	1910		
32.	Estancia	1903 Fine PPC		15.00
33.	French	1910 Rdv Mark VF		12.00
34.	Naranjos	1909 PPC Very Fine		25.00

## UTAH

35.	Avon	1913 PPC Very Fine.	Scarce	30.00
36.	Upton	1910 Fine PPC		20.00
37.	Sterling	1894 Territorial	Fine	40.00

## WASHINGTON

38.	Larson	PPC 1911 Fine	Nice	35.00
39.	Panakanic	1917 PPC VF		30.00

## WYOMING

40.	Dale Creek Doane	PPC F. Scarce		40.00
41.	Fort Russell	1907 PPC	Fine	20.00
42.	Little Horse Creek (Doane)	Fine		
	Scarce Doane			34.00
43.	Marquette	1908 Fine PPC		20.00
44.	Rothwell	Fine PPC.	Nice	25.00

mail across the summit between Placerville, California, and Carson City, Nevada, only abandoning it when the completion of the Central Pacific across the mountains opened a more serviceable route. His shoes, upon which he had made hundreds of trips across the Sierra summit near Lake Tahoe, and by means of which he had rescued many people from almost certain death in the snow, now hang, or did a few years ago, as an ornament in the dining room of a Carson City hotel.

The snow shoe used in our western mountains is not the one made so familiar to readers of illustrated papers and magazines in the east by descriptions of Canadian snow shoeing clubs and of life and adventures in the forests of Maine and Canada. The Canadian, or Indian, shoe is simply a network of threads or sinew, in a frame of wood, and when fastened upon the feet the wearer makes progress by walking, the shoes keeping his feet from sinking far into the snow. Quite different is the kind used in the west. This is the Scandinavian shoe, or skate, a strip of wood six to ten feet long and four inches wide, turned up in front like a sled runner, and slightly grooved underneath. With these upon his feet the wearer glides over the surface of the snow somewhat like a skater on ice. He carries a long, stout pole, which he uses as a brake and a rudder in going down hill and as a means of propulsion in climbing an acclivity.

The skill and speed of an accomplished snow shoer is simply marvelous. Care must always be taken to keep the skates perfectly parallel, for the least deviation would spread them, and the consequences would be a confused heap in the snow, the most prominent part would be the skates, the wearer being invisible below the surface. In some portions of the Sierras there are communities where snow shoeing is as much a sport as skating on the eastern ponds and rivers. Men and women, boys and girls, indulge in the sport, and racing down the steep mountain sides is a pastime much indulged in.

On the first page of this issue of West Shore [also the cover of *LA POSTA*] is an engraving that shows the least pleasant side of the snow shoer's life. A storm is raging in the mountains and he has undertaken the task of conveying mail across the summit. A selection of the most important portion of the mail has been made, and with this securely strapped upon his back, and his feet warmly wrapped in gunny sacks, he has started upon a journey that involves much exposure and fatigue, with a brave heart and a determination to succeed in his undertaking. Such trips are not unattended with danger, as snow shoes sometimes break and leave their wearers in a sad plight, and small avalanches rush down the mountain sides and threaten death to every unfortunate creature in their path. The snow shoe plays an important part in the winter life of our western mountains.



# RANDY STEHLE MAIL AUCTION NO. 25

## 16 IRIS COURT

## SAN MATEO, CA 94401

### CALIFORNIA

1. ADAMS, 1909 VF ms. on PPC (08-80) E\$6
2. ALAMORIO, 1914 G light 4-bar on PPC (09-17) E\$5
3. ATCHISON, 1910 G 4-bar on PPC (03-12) E\$5
4. BARTLETT SPRINGS, 1911 VG duplex on PPC (73-35) E\$4
5. BIG FLAT, 1935 VG 4-bar on GPC (35-41) E\$6
6. BACA, 1912 F 4-bar on PPC (72-45) E\$3
7. BROWNELL, 1909 VG 4-bar on PPC (92-12) E\$4
8. BULLARDS BAR, 1911 VG target on PPC (64-14) E\$6
9. CAHUENGA, 1906 F Doane o/s rec'd on PPC (04-07pd) E\$5
10. CAMP ANZA, 1843, F duplex on cover (43-46) E\$4
11. CASA VERDUGO, 1908 F Doane on PPC (06-13) E\$5
12. CRANMORE, 1906 F target on PPC (88-28) E\$4
13. FARALLONE, 1915 VG 4-bar on PPC (09-18) E\$6
14. FULDA, 1907 F 4-bar rec'd on PPC (09-18) E\$6
15. GLEN ALPINE, 1912 G light 4-bar on PPC (04-18pd) E\$4
16. GRAFTON, 1909 F 4-bar on PPC (54-25) E\$4
17. GRAND ISLAND, 1907 VG Doane on PPC (84-19) E\$5
18. HARBISON CANYON, 1930 F 4-bar on GPC (27-36) E\$8
19. HERNANDEZ, 1907 VG target on PPC (92-36) E\$4
20. INCLINE, 1909 F 4-bar on PPC (07-10) E\$6
21. LEON, 1908 F 4-bar on PPC (93-11) E\$6
22. LEWIS, 1906 VG cds rec'd on PPC (79-27) E\$4
23. LYON SPRINGS, 1908 VG 4-bar on PPC (07-14) E\$8
24. MELROSE, 1907 VG Doane on PPC (87-08) E\$4
25. MIDLAND, 1910 G 4-bar on PPC (08-14) E\$8
26. MURRIETTA, 1912 F 4-bar on PPC (83-24) E\$4
27. NAPA SODA SPRINGS, 1928 F 4-bar on PPC (82-29) E\$4
28. NIMSEW, 1910 VG Doane on PPC w/nick @ rt. (80-25) E\$4
29. NOYO, 1914 VG Doane on PPC (59-18) E\$5
30. ORANGEHURST, 1911 VG 4-bar on PPC (08-16) E\$10
31. PERRY, 1907 VG Doane on PPC (05-16) E\$8
32. PISMO, 1912 VG 4-bar on PPC (94-23) E\$4
33. POINT LOMA, 1908 VG 4-bar on PPC (93-36) E\$4
34. PRIZE, 1907 VG target on PPC (00-19) E\$5
35. RANGER, 1907 F 4-bar on PPC (07-15) E\$10
36. SANTA RITA, 1912 VG 4-bar rec'd on PPC (09-14) E\$8
37. SILSBEE, 1909 VG 4-bar rec'd on PPC (07-09) E\$8
38. SKAGGS, 1926 VG 4-bar on PPC (95-27) E\$3
39. SPRINGS, 1909 F 4-bar on PPC (09-12) E\$10
40. TAYLOR, 1908 F duplex on PPC (87-22) E\$4
41. TOBIN, 1909 VG 4-bar rec'd on PPC (08-15pd) E\$5
42. TWIN OAKS, 1927 F 4-bar on cover (26-31) E\$8
43. UNION, 1912 F 4-bar on PPC (00-24) E\$5
44. UPPER MATTOLE, 1915 F 4-bar on PPC (71-43) E\$5
45. VISTA GRANDE, 1911 F 4-bar on PPC (08-13) E\$6
46. WALDO, 1909 F 4-bar on PPC (98-15) E\$6
47. WESTGATE, 1911 VG 4-bar on PPC (09-15) E\$8
48. WILBUR SPRINGS, 1934 VG 4-bar on PPC (09-45) E\$4
49. WILD, 1928 F 4-bar on GPC (28-31) E\$10
50. WITTER/REC'D, 1907 G cds on PPC (01-13) E\$4

### COLORADO

51. AMETHYST, 1908 G duplex on PPC (92-09) E\$5
52. CHEROKEE PARK, 1914 G light 4-bar on PPC (hotel) (13-19pd) E\$5
53. CONIFER, 1911 F 4-bar on PPC (94-29) E\$8
54. DOVER, 1910 F Doane on PPC (05-31) E\$6
55. ELKTON, ca.1910, G duplex on PPC (95-26) E\$6
56. PRIMERO, 1907 F 4-bar on PPC (01-33) E\$6
57. PROWERS, ca.1910 G light 4-bar bar (98-33) E\$5
58. TURRET, 1904 VG target on PPC (98-39) E\$8

### FLORIDA

59. CELERY CITY, 1912 G spotty 4-bar on PPC (11-13) E\$12
60. CORONADO, 1911 VG 4-bar on PPC (94-23) E\$4
61. EGMONT, 1910 G 4-bar on PPC ("T" not struck) (00-10) E\$6
62. FIRIAY, 1911 VG 4-bar on PPC (04-12) E\$10
63. FOGARTYVILLE, 1906 G Doane on PPC (99-15) E\$8
64. HAWKS PARK, 1911 F 4-bar on PPC (94-24) E\$4
65. HIBERNIA, 1914 F 4-bar on PPC (49-31) E\$4
66. HOLLER, ca.1910, VG 4-bar on PPC (93-24) E\$6
67. LEVON, 1907 F 4-bar on PPC (01-14) E\$8
68. NEW BERLIN, 1905 VG Doane rec'd on PPC (75-33) E\$4
69. PABLO BEACH, 1910 VG 4-bar on PPC (86-25) E\$4
70. PAOLA, 1913 VG 4-bar o/s on PPC (80-55) E\$3
71. PINELEVEL, 1912 VG 4-bar (repaired by P.O.) on PPC. DPO. E\$4
72. RIVERDALE, 1911 VG 4-bar on PPC (09-33) E\$5
73. THE SPRINGS, 1893, VG target on cvr. w/ear @ rt. not affecting cancel. c/c of local store (90-98) E\$8
74. WAYLONZO, 1913 VG target on PPC (89-16) E\$5
75. WILSON, 1916 VG 4-bar on PPC (15-33) E\$5

### IDAHO

76. ROCKVILLE, 1910 F target on PPC (85-09) E\$8
77. SOUTH BOISE, 1910 G light 4-bar on PPC (07-15) E\$6
78. WARM RIVER, 1909 F 4-bar on PPC (07-24) E\$8

### MINNESOTA

79. CYPHERS, 1911 F 4-bar on PPC (09-33) E\$4
80. ERIE, 1911 F 4-bar on PPC (05-38) E\$4
81. JEVNE, 1909 G target on PPC (02-24) E\$4

### MINNESOTA (Cont.)

82. NORTH SAINT PAUL, 1908 F 4-bar on PPC (87-36) E\$4
83. RICH VALLEY, 1909 VG 4-bar on PPC (95/29) E\$4
84. SYLVAN, 1909 VG 4-bar on PPC (95/29) E\$4

### MISSOURI

85. BALM, 1907 F Doane on PPC (85-10) E\$5
86. NOWEN, 1908 F 4-bar on PPC (07-23) E\$4
87. CLAYTON, 1910, F duplex on GPC (85/13) E\$4
88. CRITTENDEN, 1909 VG 4-bar on GPC (97-31) E\$4
89. EVE, 1890 G target on GPC (84-14) E\$5
90. FREDERICKSBURG, 1913 VG 4-bar om GPC (93-22) E\$4
91. HAHATONKA, 1924 VG 4-bar on PPC (95-37) E\$3
92. LEEDS, 1918 VG 4-bar on PPC (80-29) E\$4
93. LIGHT, 1916 F 4-bar on PPC (94-23) E\$4
94. RUEGG, 1913 F 4-bar on PPC (03-38) E\$4
95. WARDSVILLE, 1911 VG Doane rec'd on PPC (81-33) E\$3
96. YARROW, 1909 F Doane on PPC (04-19) E\$5

### MONTANA

97. BOWLER, 1909 VG light Doane on PPC (94-36) E\$4
98. HARDY, 1914 F 4-bar on PPC (88-15) E\$8
99. LEE, 1911 VG 4-bar on PPC (88-38) E\$4
100. SLOAN, ca.1912 G 4-bar on PPC (10-37) E\$4

### NEBRASKA

101. DUNLAP, 1913 F 4-bar on PPC (88-35) E\$4
102. EDHOLM, 1908 F 4-bar on PPC (92-33) E\$4
103. GOODWIN, 1910 VG Doane on PPC (92-40) E\$4
104. NEW HELENA, ca.1910 VG 4-bar on PPC (75-10) E\$8
105. OMEGA, 1915 G 4-bar on PPC (88/19) E\$8
106. OREN, 1908 F 4-bar on PPC (06-19) E\$10
107. ROKEBY, 1914 G 4-bar on PPC (84-19) E\$6

### NORTH DAKOTA

108. ADDISON, 1911 VG light 4-bar on PPC (88-20) E\$5
109. BERDELLA, 1910 F 4-bar on PPC (09-16) E\$10
110. BURKEY, 1914 F 4-bar on PPC (05-16) E\$8
111. HOMEN, 1912 VG 4-bar on PPC (95-33) E\$4
112. NORTH CHAUTAUQUA, 1905 VG target on PPC w/gum stain @ left (02-31) E\$4
113. TAFT, ca.1910, F 4-bar on PPC (08-14) E\$12
114. THORSON, 1910 F Doane on PPC (05-12) E\$12
115. WIPRUD, 1908, VG 4-bar on PPC (04-14) E\$10

### OREGON

116. BIGGS, 1912 VG 4-bar om PPC (86-54) E\$3
117. BONITA, 1917 G 4-bar on PPC (09-43) E\$4
118. SOUTH FOREST GROVE, 1908 VG 4-bar on PPC (06-14) E\$8
119. SPRINGWATER, 1914 VG 4-bar on PPC (74-14) E\$5
120. WOODSTOCK, 1907 F Doane on PPC (91-12) E\$5

### SOUTH DAKOTA

121. BIGBEND, ca.1911, VG 4-bar on PPC (09-13) E\$12
122. COX, ca.1911, G 4-bar on PPC (08-23) E\$5
123. SEIM, 1909 VG light 4-bar on PPC (01-18) E\$8
124. VESTA, 1908 G cds on PPC (95-09) E\$8
125. WATERBURY, ca.1911 clear watery 4-bar on PPC (83-13) E\$4

### TEXAS

126. JAPONICA, 1909 G 4-bar rec'd on PPC (80-18) E\$4
127. LELA, 1910 VG 4-bar rec'd on PPC (02-17) E\$5

### WASHINGTON

128. CAMANO, 1915 VG 4-bar on cover (03-24) E\$5
129. CLIFTON, 1908 VG 4-bar on PPC (84-13) E\$5
130. CLYDE, 1908 VG 4-bar o/s on PPC (91-32) E\$4
131. DUNLOP, 1908 F cds rec'd on PPC (94-11) E\$4
132. EPLEY, 1909 F Doane on PPC (06-14) E\$8
133. EVANS, 1908 VG target on PPC (03-20) E\$8
134. FORT CASEY, 1911 VG 4-bar on PPC (00-32) E\$5
135. FT. LAWTON STA., 1909 G duplex on PPC (05-09) E\$8
136. KRUPP, 1911 G 4-bar on PPC (01-19) E\$4
137. PUGET, ca.1911 F 4-bar on PPC (04-28) E\$5
138. SHERLOCK, 1909 VG Doane on PPC (91-15) E\$4
139. SUMMIT, ca.1908 VG 4-bar on PPC (78-10) E\$8

### WISCONSIN

140. NATIONAL HOME, 1909 F 4-bar on PPC (75-32) E\$4
141. RANGE, 1910 VG Doane on PPC (98-11) E\$6
142. RIB FALLS, 1908 F 4-bar on PPC (77/11) E\$6

Standard auction rules apply. Abbreviations: o/s = overstruck.  
Minimum Bid \$3.00 please.

Phone bids accepted. (415) 344-3080

AUCTION CLOSES: OCTOBER 2, 1989 (10 PM PST)

# Island & San Juan Counties

By Tim Boardman

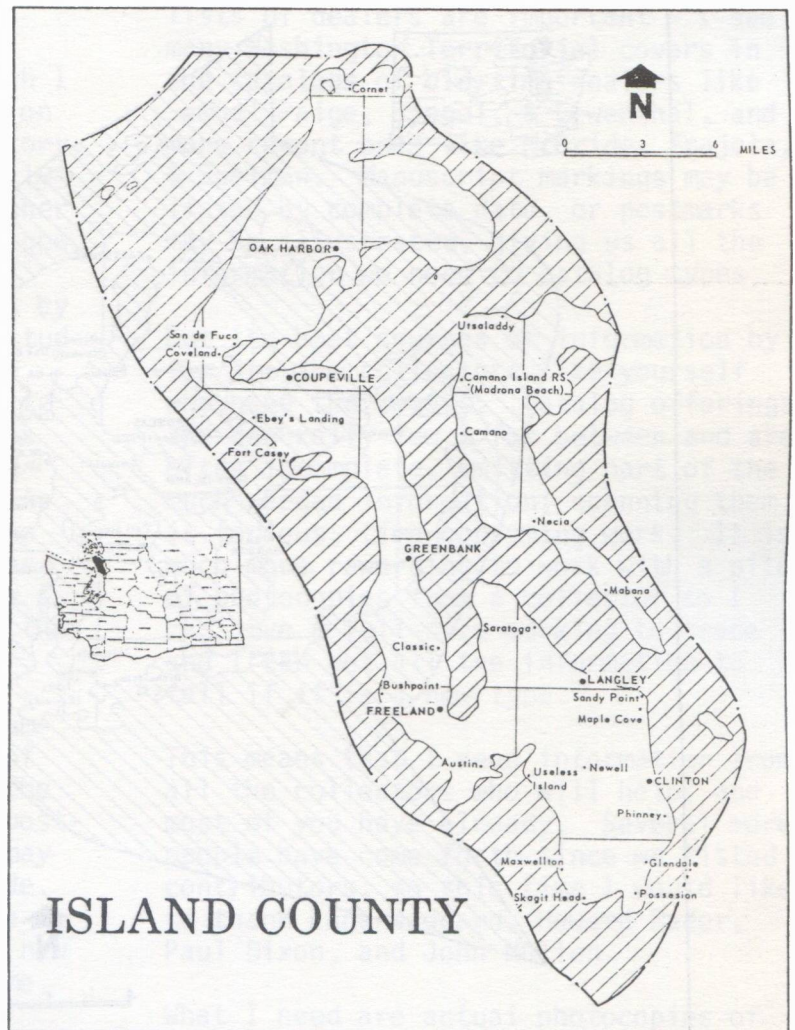
Island County was one of the original eight counties that were in existence when Washington Territory was created in 1853. The name is descriptive of the county terrain. Today it is the second smallest county in Washington, however, at the time of its formation, the county included land that would become Whatcom, Skagit, and Snohomish counties. Today both San Juan and Island are the only two Washington counties that are comprised solely of islands.

Brought into existence on January 6, 1853, Island County was the last of five counties formed between January of 1852 and January 1853. It was parcelled from part of King County that three weeks prior to this time was part of Thurston County. The islands in the county include Whidbey, Camano, Smith, Ben, Ure, Hackney, Deception, and Minor. The most significant of these is Whidbey island which is the second largest island in the lower 48 states and houses the Whidbey Island Naval Air Station.

The earliest settler on Whidbey Island was Colonel Isaac Ebey who is credited with giving Olympia, the State Capitol, its name. Ebey set up a trading post on the island opposite Port Townsend and enjoyed a thriving business. He also served as U.S. customs agent which probably contributed to what became known as the *Pig War* which will be discussed later with San Juan County.

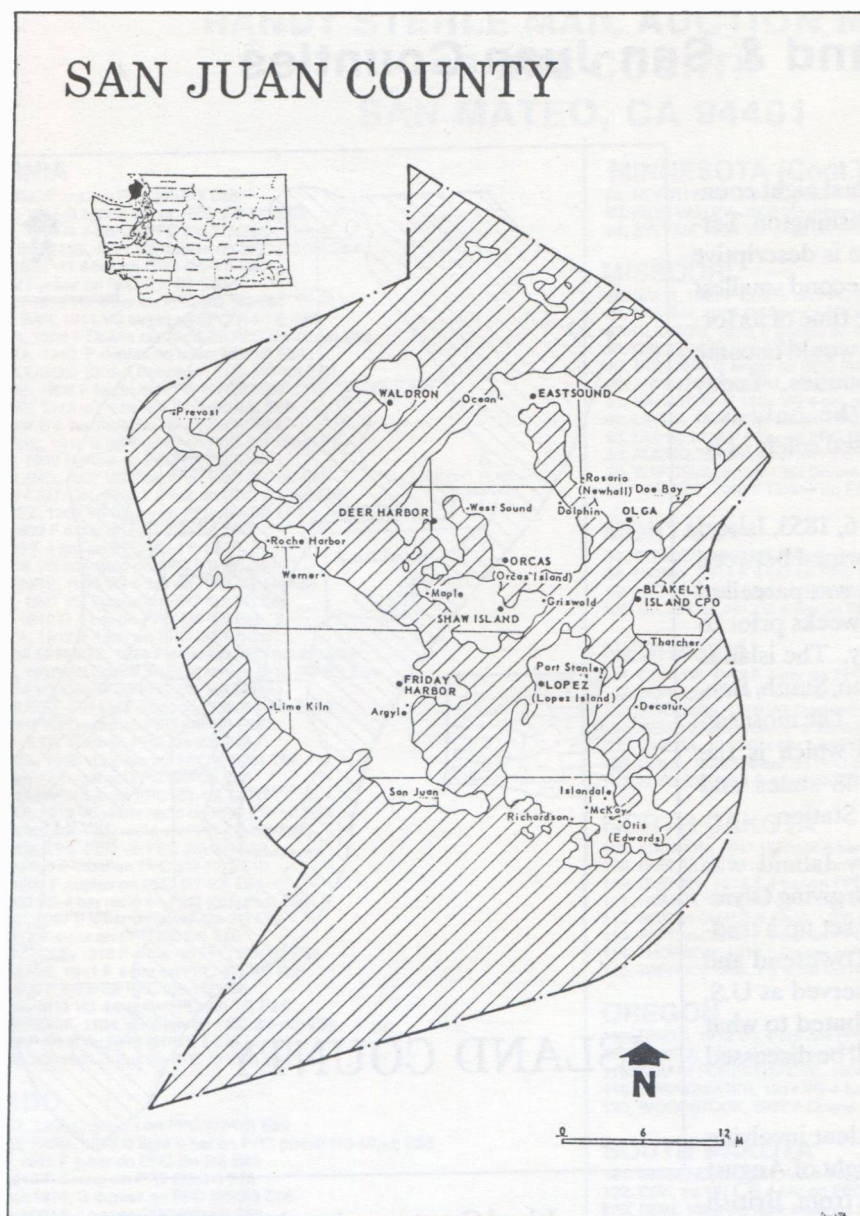
Probably the most memorable incident involving Colonel Ebey was his death. On the night of August 11, 1857 a band of Haida Indians from British Columbia attacked him, killed him and took his head as a trophy of their conquest. The Indians were seeking revenge for the death of one of their chiefs due to a skirmish with the USS Massachusetts at Port Gamble. Apparently, the only thing that would satisfy their anger was the head of a white chief. Unfortunately for Colonel Ebey the Indians perceived him to fit that bill. The perpetrators escaped and kept the head until a Hudson's Bay employee, at great risk to his men and himself, successfully negotiated the return of the head. In honor of Ebey and his contributions, the town of Ebey's Landing (1861) was named in his memory.

The only surviving post offices from territorial days are Coupeville (1864-Op), and Oak Harbor (1861-1862, 1876-Op). Coupeville was named after its founder Thomas Coupe and is the county seat. In its early days Coupeville proved to be a popular haven for retired sailors and earned a nickname as being *The Port of Sea Captains*. Oak Harbor was so named for the number of Oak trees found in the area.



Island County may have been established early in the history of Washington, but San Juan County almost became a British possession. Officially, all of what would become San Juan County was part of Whatcom County. The truth was that this area was a no-man's land that both America and Great Britain claimed and at times hotly disputed. The incidence that became known as the *Pig War* was one such incident. Initially the parties involved included an American, Lyman Cutler, an Englishman, Charles Griffin, and Griffin's pig. The incident occurred on June 15, 1858 on San Juan island. Apparently, Cutler had planted potatoes on his land to see how they would fair in the region. Griffin had a pig that must have had free reign to roam the island. This irritated Cutler who warned Griffin to keep his pig out of his potatoes. Griffin response was for Cutler to keep his potatoes out of his pig. Well, Cutler did just that for the next time the marauding pig came into Cutler's potato patch he shot the pig dead. This infuriated Griffin. Cutler offered to pay for the pig, but Griffin would have nothing of the trans-





the decision was made that the San Juans were indeed the possession of the United States. One year later on October 31, 1873 Washington's smallest county, San Juan, was formed.

San Juan County encompasses 172 named islands with another 300 or so unnamed rocks. The name comes from the Spanish explorers who traveled through the region between 1775 and 1790. The County seat is Friday Harbor (1876-Op) and is one of two territorial offices still in existence. The town was named after a Hudson's Bay employee that came from Hawaii who chose John Friday as his English name. The other operating office from the territorial period is Waldron (1880-Op) so named for Thomas W. Waldron who was a captain's clerk on the U.S.S. Porpoise.

The two counties studied in this issue contain a fascinating history that in this limited space can only be briefly touched upon. The variety of names used throughout the region

action threatening that he was going to send for a gun boat from Vancouver Island and have Cutler arrested and tried in a British court. An attempt to arrest and fine Cutler pursued which proved unsuccessful. When General Harney visited the Americans on the island the ordeal was fervently relayed to him along with a request for troops to protect the settlers for which Harney sent 68 men. The same day the Americans arrived, a British war ship arrived. The whole incident escalated almost to the point of war until both sides saw the folly in the argument over a dead pig and decided to agree to joint occupation of the regions. This joint occupation continued until 1872 when Emperor William I of Germany sat in arbitration over the issue. On October 21, 1872

displays the diversity of cultural and ethnic influence responsible for these labels. The Spanish were the first to explore the region and names such as Orcas, Lopez, and San Juan are evidence of their influence. The English followed and some of the names they left are still evident such as Waldron, Blakely, and Richardson. Finally the native Indians, who were the first inhabitants, left their mark upon the region with names such as Skagit, Samish, and Utsaladdy. The background and diversity of the area make both counties a fascinating historical study and an interesting region to collect.

# POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

## ISLAND & SAN JUAN COUNTIES

This is the third in a series in which I am cataloging all the postmarks used on first-class mail in Washington Territory. The format is similar to that generally used by authors who have worked on other states like New Mexico, Alaska, & Oregon.

It is convenient to arrange postmarks by county, and in our first article we studied Franklin County after making some remarks about our format. Then Cowlitz County appeared, and this time we look at a pair that are usually associated with each other, Island & San Juan. As you will see, postmarks from these two counties are scarce, and even the ones we are familiar with, like Coupeville & East Sound, are missing from many of the collections that we have studied.

Each postmark of a town is given a number, in chronological order by date of first use. It should be noted that the numbers may be permanent if all the postmarks have been discovered, or they may be changed later if new finds are made. All catalogs like these are more like progress reports than final ones, as new discoveries are made from time to time.

After the number assigned to a postmark you see a formidable combination that we call the Postmark Code. This is a device that we use to describe postmarks, and it is particularly useful when we have no drawing or photo to go by. It is just a thing to fall back on when it is needed, and it is not something that a person needs to consider unless it is useful to know things like the shape & diameter of the marking or the way that the territorial name appears.

In assigning 18 letters of the alphabet to the different territorial designations I left a few blanks in case new ones were discovered, and now I must use letter P for WASH TERRY - add this to your catalog.

A project like this one depends upon the gathering of information from many sources. Auction catalogs and price lists of dealers are important - I see many Washington Territorial covers in the catalogs of old-time dealers like Samuel Paige, Siegel, & Lewenthal, and more recent ones like McBride, Frajola, & Spelman. Manuscript markings may be listed by complete date, or postmarks may be illustrated, giving us all the information we need to catalog types.

But the best sources of information by far are the collectors like yourself who have the covers. Catalog offerings are generally few & far between and are often incomplete, omitting part of the much-needed information; scanning them is tedious, time-consuming work. It is much more rewarding to work with a pile of photocopies from a collector so I can have a full-size marking to trace and I can get all the information to tell if it is a new type.

This means that I need information from all the collectors who will help, and most of you have already. Several more people have come forth since we listed contributors, so this time I would like to thank Lane Woodard, Howard Mader, Paul Dixon, and John Mullen.

What I need are actual photocopies of covers with postmarks from Washington Territory - these will be dated from earliest 1850's through Nov 11, 1889. Often the back of an envelope has a receiving mark or forwarding mark from the Territory too. If the postmark has only day & month but no year, the year can sometimes be gotten from a letter enclosed, or from a receiving mark.

Even a single cover or small group is worthwhile, for we never know which one will extend our date range for the type. Please send copies to me at PO Box 472, Bandon OR 97411. If you have a large collection and you'd rather work with me by county, my next article will be about Pacific & Wahkiakum Counties.

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# ISLAND COUNTY TERRITORIAL POSTMARKS

## COUPEVILLE (1864-date)

1.	M	7 Mar 1866	27 Jan 1869	Manuscript
2.	C1HA1BBR26.5	19 May 1871		Target
3.	C41JN1B27.5	7 Dec 1880		Fancy Cork
4.	C21LN1RRB27.5	15 May 1883		Target
5.	C1JN1B27.5	11 Sep 1883	27 Nov 1883	Target
6.	C1JN1BBR26.5	27 Jan 1888	23 Feb 1888	Target
7.	C1JS1B32	18 Nov 1888		
8.	C10IS1B33	27 Nov 1888	10 Aug 1889	Target

## COVELAND (1857-1861, 1861-1864, 1870-1881)

1.	M	20 Apr 1879		
2.	C1JA1BBR25	30 Oct 1880		

## EBEY'S LANDING (1861)

No examples reported

## OAK HARBOR (1861-1862, 1876-date)

1.	M	24 Sep 1877		
2.	C10A1B27	21 Sep 1883	29 Oct 1885	Fancy Cork
3.	C2KN1RRB26	31 Oct 1887		Fancy Monogram
4.	C1-1S1B33			

## PHINNEY (1884-1892)

No examples reported

## SKAGIT HEAD (1858)

No examples reported

## USELESS (1883-1893)

No examples reported

## UTSALADDY (1865-1910)

1.	M	6 Jan 1867	14 Feb 1870	Manuscript
2.	M	Feb 1867		
3.	C1JA1BBR24.5	3 Apr 1873	19 Nov 1873	Target
4.	C21LN1RRB27.5	7 May 1879	2 Jan 1881	Star in Circle
5.	C21ZS1B32.5	27 Feb 1883	18 Aug 1883	
6.	C21LN1RRB34	15 Jun 1885		

*Coupeville WS  
Jan 27. 1869*



1

2

3

4

5



6



8



2

*Oak Harbor W.T.  
9/24/97*

1



2



3



(4)

*Utsalady  
Jcy 28/90*

1

*Utsalady  
Nov. 10/69*

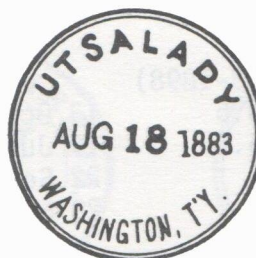
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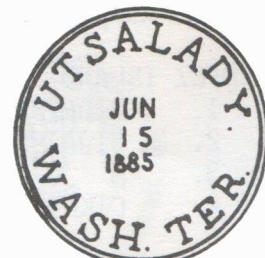
3



4



5



6

COUPEVILLE 1 is scarce but not too difficult; I have recorded 6 so far.  
 COUPEVILLE 2 is quite rare, with 3 noted. Year is certain on just the one.  
 COUPEVILLE 3 appears to be very rare; just 1 noted in a collection.  
 COUPEVILLE 4 is rare; 1 noted in a collection.  
 COUPEVILLE 5 is rare; 1 in a collection and 1 illustrated in the Landis catalog.  
 COUPEVILLE 6 appears rare for a late one, with just 2 noted in collections.  
 COUPEVILLE 7 - The only example I have was sold in McBride auction November 1983.  
 See the catalog for a photo at about 50% size.  
 COUPEVILLE 8 appears in auctions & collections; I have recorded 7 so far. It was used after statehood with the TY deleted.

COVELAND 1 is very rare; I have only the 1 report from a collection.  
 COVELAND 2 is not so rare, with 5 recorded. Attribution by year is difficult.

OAK HARBOR 1 is very rare, with just a single example recorded.  
 OAK HARBOR 2 is also rare, with 2 recorded.  
 OAK HARBOR 3 - Just the single example in a collection.  
 OAK HARBOR 4 must exist as a territorial marking but I have recorded just 1 dated after statehood with the territorial designation deleted.

UTSALADY 1 appears in our records 6 times, and I note a 7th in the Chase-Cabeen catalog dated 19 Feb 1878. Is this supposed to be 1870? I show 2 styles.  
 UTSALADY 2 is cataloged separately because it is similar to a county postmark.  
 See Chase-Cabeen: "Utsalady Puget Sound Whitney Island Washington Ter".  
 UTSALADY 3 is not difficult - I note at least 7 in collections so far.  
 UTSALADY 4 is another for which I note 7 examples in collections.  
 UTSALADY 5 is rare, with only 2 recorded to date.  
 UTSALADY 6 is very rare - only the Chase-Cabeen illustration is recorded so far.



# SAN JUAN COUNTY TERRITORIAL POSTMARKS

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## ARGYLE (1886-1912)

1. C21JN1RRB33 26 Mar 1887

## DOE BAY (1881-1954)

No examples reported

## EAST SOUND (1872-1895)

1. C1D11N1B24	9 Oct 1885	16 Nov 1886	Large Star
2. C1JN1BBR27	15 Mar 1888	18 Sep 1888	Cork
3. C1JN1BBR28	9 Oct 1888	17 Jan 1889	Target

## FRIDAY HARBOR (1876-date)

1. C1J-BBR26.5 22 Sep 1886 Target

## LIME KILN (1879-1888)

No examples reported

## LOPEZ ISLAND (1873-1898)

1. C1DM2BBM25.5	13 Oct -		Manuscript
2. C1JA1BBR25.5	17 Jul -		
3. M	22 Sep 1886		Manuscript
4. C1KN1RRB26	29 Sep 1887	30 Nov 1888	Maltese Cross

## MAPLE (1886-1892)

No examples reported

## MC KAY (1880-1881)

No examples reported

## ORCAS ISLAND (1873-1898)

1. C1JN1BBR27 13 Nov 1883 Target

## RICHARDSON (1887-1953)

1. OV22D1S1RRB38 10 Sep 1888

## ROCHE HARBOR (1882-1964)

1. C41JN1IIB30	4 Oct 1886
2. C1JN1 - -	28 Sep 1888 or 9

## SAN JAUN (1861-1866)

No examples reported

## SAN JUAN (1873-1886)

1. C41JN1B30 19 Apr 1883

## WALDRON (1880-date)

No examples reported



1



1



2



3



1



1



2

*Lopez Island W T  
Sept 22 - 86*

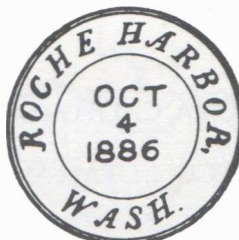
3



4



1



1



1

ARGYLE 1 is unique - I have recorded only the one.

EAST SOUND 1 is very scarce, with just 3 recorded covers so far.

EAST SOUND 2 is somewhat scarce, but is not too difficult.

EAST SOUND 3 appears about as scarce as ES 2, is similar in appearance, but has very different spacing between T and S, and is about 1mm larger in diameter.

FRIDAY HARBOR 1 appears rare - I note just the single example.

LOPEZ ISLAND 1 is rare; I have just the one, on a 3¢ envelope U82.

LOPEZ ISLAND 2 is rare; I have just the one.

LOPEZ ISLAND 3 comes from the Landis catalog illustration. An 1886 example in an old auction on a registered cover may be the same one.

LOPEZ ISLAND 4 is somewhat scarce, but I have recorded several in collections.

ORCAS ISLAND 1 is rare; I note just the one.

RICHARDSON 1 appears in my records from the Landis catalog illustration at about 80% of size. One described as a sawtooth oval and dated 1888 was offered in the December 1956 Paige auction of the Darlington collection - perhaps the same cover?

ROCHE HARBOR 1 is very rare; I note just the single example in a collection.

ROCHE HARBOR 2 is taken from a crude drawing in the Landis catalog.

SAN JUAN 1 is in my records as just the single example so far.



# THE SECOND SECTION

**Robert G. Munshower, Jr.**  
**Editor**

## RAILWAY MAIL SERVICE

**EIGHTH DIVISION**

Foreign Mails, Steamboat Service and

LIST OF EXPRESS POUCHES

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\*\*\* OREGON, UTAH AND WASHINGTON \*\*\*

**APRIL, 1909**

**Schedule of Mail Trains**

**O. W. WHITMAN,**  
**ASTORIA, OREGON.**



**A.G. Spalding 69**

**Seattle,**

**Wash**





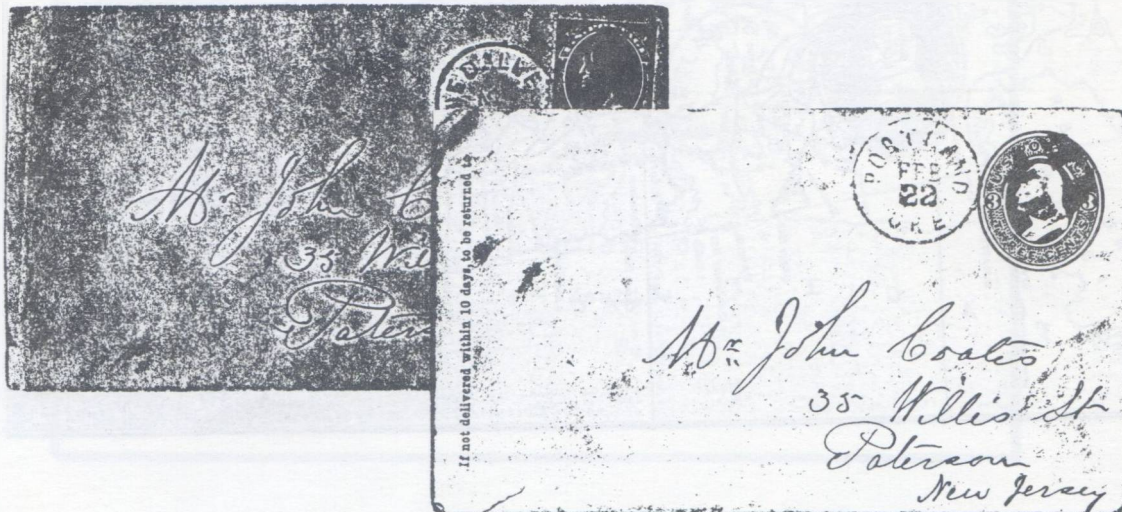


Portland, Feb. 21st, 72

Dear Father,

I take this chance of writing you a few lines in hopes they will find you all enjoying good health as Joe and I are at present. I am not working on the Northern Pacific now, as they are not doing anything in the shops. I got up all the machinery and run it about a week when orders came to shut up the whole concern. So that left me out of a job, but I am going to work soon I think, for the Oregon Central RR which starts from here running south connecting with the O&C RR at Junction City 110 miles from hear. I am figuring on getting charge of two pile driving engines out at the front (of construction, Ed). If I get it I will make 6 or 7 dollars per day. I can not tell for a certainty until tomorrow or next day wether I will get it or not. We have had a great deal of rain the past few days and the river has raised about 15 feet and is nearly up in the town and still raising. Joe is still working in the O&C RR shop. They are not very busy at present. J. Lotor has gone on an inspecting tour at Coos Bay about 200 miles south on the coast to inspect a lot of steam boilers. They have got 25 miles of track laid on the N.P. RR and expect to lay it to the Sound next summer 40 miles farther. The O&C RR is now 136 m long. The O.C. 25 and expect to lay 85 this year. There will be lots of business in RR building this year. I am thinking of taking up a homestead or pre-empting some land on the Sound somewhere in the nieghborhood of Bellingham Bay where the coal mines are. I have not got a paper for 3 weeks but it is on account of the snow blocade on the UP RR. They have had a pretty rough time there this winter. Do you know where James is and how is Henry getting along in the oyster business?..... I must close for now as it is nearly time for the boat to sail. I will send you a small book of a description of Portland and vicinity and a paper once in a while.

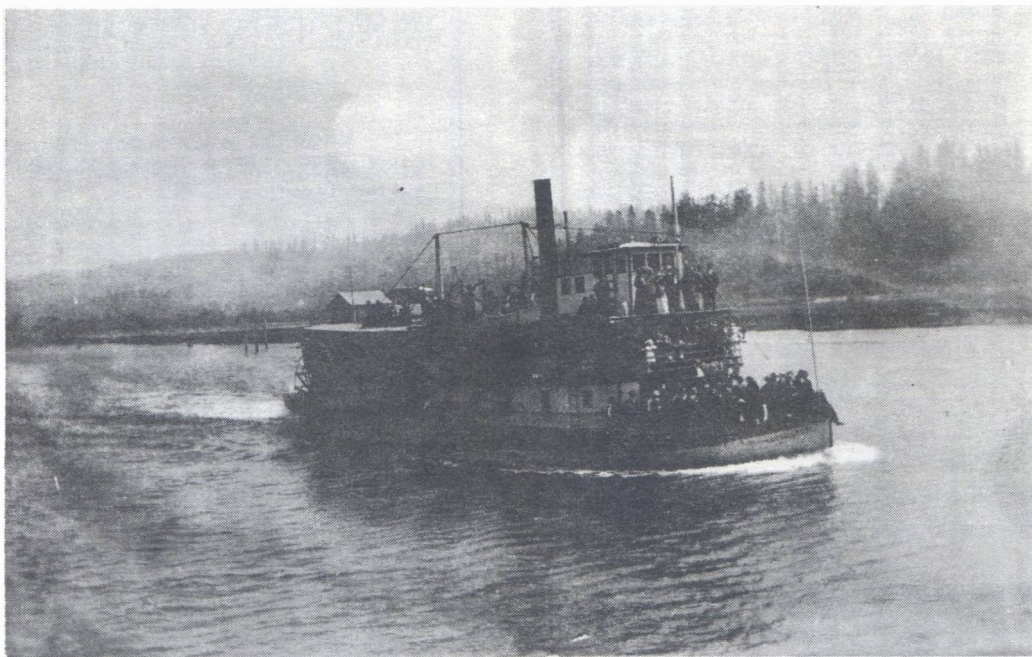
W.C.



1. Ogden & San Francisco RPO
2. Palisade & Eureka RR
3. Payette & New Plymouth RR
4. Omaha & Ogden RPO
5. Oroville & Sacramento RPO
6. Petaluma & Lakeville RR
7. Oroville & Spokane RPO
8. Pasco & Portland RPO
9. Pajaro & Santa Cruz RPO
10. Perris & Temecula RR
11. Park City & Salt Lake City RR
12. Phoenix & Maricopa RR
13. Plumas Jct & Clio RR
14. Placerville & Sacramento RPO
15. Pollasky & Fresno RR
16. Pocatello & Portland RPO
17. Pokegama & Thrall RR
18. Pomeroy & Starbuck RR
19. Portland & Dallas RPO

20. Portland & Corvallis RPO
21. Portersville & Coalinga RPO
22. Portland & Astoria RPO
23. Portland & Seaside RPO
24. Portland & Sheridan RPO
25. Port Townsend & Quilcene RR
26. Potholes & Yuma RR
27. Prescott & Crown King RPO
28. Preston & S.L.C. RPO
29. Raymond & Berendo RR
30. Redrock & Silverbell RR
31. Red Bluff & Sacramento RPO
32. Redlands & Los Angeles RPO
33. Reno & Goldfield RPO
34. Reno & Virginia City RPO
35. Richmond Depot & Oakland RR
36. Rincon & Silver City RPO
37. Riverside & Los Angeles RPO
38. Robe & Hartford RR

39. Rumsey & Elmira RPO
40. Rockport & Anacortes RPO
41. Sacramento & San Francisco RPO



The river steamer *Dispatch* carried mail on the Coquille & Bandon R.P.O. See page 95.



**OGDEN & SAN FRANCISCO R. P. O.**  
Southern Pacific Co. (R-San Fran.)  
Rt. 176001. Through run, 788.82 m's. Short run, Sacramento to  
San Francisco, 92.06 m's.; Colfax to Sacramento 54.94 m's.

Feb. 7, 1909	a3	a4	a5	a6	a7	a8	a9	a10	a11	a12	a13	a14	a15	a16	a17	a18	a19	a20	a21	a22	a23	a24	a25	a26	a27	a28	a29	a30	a31	a32	a33	a34	a35	a36	a37	a38	a39	a40	a41	a42	a43	a44	a45	a46	a47	a48	a49	a50	a51	a52	a53	a54	a55	a56	a57	a58	a59	a60	a61	a62	a63	a64	a65	a66	a67	a68	a69	a70	a71	a72	a73	a74	a75	a76	a77	a78	a79	a80	a81	a82	a83	a84	a85	a86	a87	a88	a89	a90	a91	a92	a93	a94	a95	a96	a97	a98	a99	a100	a101	a102	a103	a104	a105	a106	a107	a108	a109	a110	a111	a112	a113	a114	a115	a116	a117	a118	a119	a120	a121	a122	a123	a124	a125	a126	a127	a128	a129	a130	a131	a132	a133	a134	a135	a136	a137	a138	a139	a140	a141	a142	a143	a144	a145	a146	a147	a148	a149	a150	a151	a152	a153	a154	a155	a156	a157	a158	a159	a160	a161	a162	a163	a164	a165	a166	a167	a168	a169	a170	a171	a172	a173	a174	a175	a176	a177	a178	a179	a180	a181	a182	a183	a184	a185	a186	a187	a188	a189	a190	a191	a192	a193	a194	a195	a196	a197	a198	a199	a200	a201	a202	a203	a204	a205	a206	a207	a208	a209	a210	a211	a212	a213	a214	a215	a216	a217	a218	a219	a220	a221	a222	a223	a224	a225	a226	a227	a228	a229	a230	a231	a232	a233	a234	a235	a236	a237	a238	a239	a240	a241	a242	a243	a244	a245	a246	a247	a248	a249	a250	a251	a252	a253	a254	a255	a256	a257	a258	a259	a260	a261	a262	a263	a264	a265	a266	a267	a268	a269	a270	a271	a272	a273	a274	a275	a276	a277	a278	a279	a280	a281	a282	a283	a284	a285	a286	a287	a288	a289	a290	a291	a292	a293	a294	a295	a296	a297	a298	a299	a300	a301	a302	a303	a304	a305	a306	a307	a308	a309	a310	a311	a312	a313	a314	a315	a316	a317	a318	a319	a320	a321	a322	a323	a324	a325	a326	a327	a328	a329	a330	a331	a332	a333	a334	a335	a336	a337	a338	a339	a340	a341	a342	a343	a344	a345	a346	a347	a348	a349	a350	a351	a352	a353	a354	a355	a356	a357	a358	a359	a360	a361	a362	a363	a364	a365	a366	a367	a368	a369	a370	a371	a372	a373	a374	a375	a376	a377	a378	a379	a380	a381	a382	a383	a384	a385	a386	a387	a388	a389	a390	a391	a392	a393	a394	a395	a396	a397	a398	a399	a400	a401	a402	a403	a404	a405	a406	a407	a408	a409	a410	a411	a412	a413	a414	a415	a416	a417	a418	a419	a420	a421	a422	a423	a424	a425	a426	a427	a428	a429	a430	a431	a432	a433	a434	a435	a436	a437	a438	a439	a440	a441	a442	a443	a444	a445	a446	a447	a448	a449	a450	a451	a452	a453	a454	a455	a456	a457	a458	a459	a460	a461	a462	a463	a464	a465	a466	a467	a468	a469	a470	a471	a472	a473	a474	a475	a476	a477	a478	a479	a480	a481	a482	a483	a484	a485	a486	a487	a488	a489	a490	a491	a492	a493	a494	a495	a496	a497	a498	a499	a500	a501	a502	a503	a504	a505	a506	a507	a508	a509	a510	a511	a512	a513	a514	a515	a516	a517	a518	a519	a520	a521	a522	a523	a524	a525	a526	a527	a528	a529	a530	a531	a532	a533	a534	a535	a536	a537	a538	a539	a540	a541	a542	a543	a544	a545	a546	a547	a548	a549	a550	a551	a552	a553	a554	a555	a556	a557	a558	a559	a560	a561	a562	a563	a564	a565	a566	a567	a568	a569	a570	a571	a572	a573	a574	a575	a576	a577	a578	a579	a580	a581	a582	a583	a584	a585	a586	a587	a588	a589	a590	a591	a592	a593	a594	a595	a596	a597	a598	a599	a600	a601	a602	a603	a604	a605	a606	a607	a608	a609	a610	a611	a612	a613	a614	a615	a616	a617	a618	a619	a620	a621	a622	a623	a624	a625	a626	a627	a628	a629	a630	a631	a632	a633	a634	a635	a636	a637	a638	a639	a640	a641	a642	a643	a644	a645	a646	a647	a648	a649	a650	a651	a652	a653	a654	a655	a656	a657	a658	a659	a660	a661	a662	a663	a664	a665	a666	a667	a668	a669	a670	a671	a672	a673	a674	a675	a676	a677	a678	a679	a680	a681	a682	a683	a684	a685	a686	a687	a688	a689	a690	a691	a692	a693	a694	a695	a696	a697	a698	a699	a700	a701	a702	a703	a704	a705	a706	a707	a708	a709	a710	a711	a712	a713	a714	a715	a716	a717	a718	a719	a720	a721	a722	a723	a724	a725	a726	a727	a728	a729	a730	a731	a732	a733	a734	a735	a736	a737	a738	a739	a740	a741	a742	a743	a744	a745	a746	a747	a748	a749	a750	a751	a752	a753	a754	a755	a756	a757	a758	a759	a760	a761	a762	a763	a764	a765	a766	a767	a768	a769	a770	a771	a772	a773	a774	a775	a776	a777	a778	a779	a780	a781	a782	a783	a784	a785	a786	a787	a788	a789	a790	a791	a792	a793	a794	a795	a796	a797	a798	a799	a800	a801	a802	a803	a804	a805	a806	a807	a808	a809	a810	a811	a812	a813	a814	a815	a816	a817	a818	a819	a820	a821	a822	a823	a824	a825	a826	a827	a828	a829	a830	a831	a832	a833	a834	a835	a836	a837	a838	a839	a840	a841	a842	a843	a844	a845	a846	a847	a848	a849	a850	a851	a852	a853	a854	a855	a856	a857	a858	a859	a860	a861	a862	a863	a864	a865	a866	a867	a868	a869	a870	a871	a872	a873	a874	a875	a876	a877	a878	a879	a880	a881	a882	a883	a884	a885	a886	a887	a888	a889	a890	a891	a892	a893	a894	a895	a896	a897	a898	a899	a900	a901	a902	a903	a904	a905	a906	a907	a908	a909	a910	a911	a912	a913	a914	a915	a916	a917	a918	a919	a920	a921	a922	a923	a924	a925	a926	a927	a928	a929	a930	a931	a932	a933	a934	a935	a936	a937	a938	a939	a940	a941	a942	a943	a944	a945	a946	a947	a948	a949	a950	a951	a952	a953	a954	a955	a956	a957	a958	a959	a960	a961	a962	a963	a964	a965	a966	a967	a968	a969	a970	a971	a972	a973	a974	a975	a976	a977	a978	a979	a980	a981	a982	a983	a984	a985	a986	a987	a988	a989	a990	a991	a992	a993	a994	a995	a996	a997	a998	a999	a1000	a1001	a1002	a1003	a1004	a1005	a1006	a1007	a1008	a1009	a1010	a1011	a1012	a1013	a1014	a1015	a1016	a1017	a1018	a1019	a1020	a1021	a1022	a1023	a1024	a1025	a1026	a1027	a1028	a1029	a1030	a1031	a1032	a1033	a1034	a1035	a1036	a1037	a1038	a1039	a1040	a1041	a1042	a1043	a1044	a1045	a1046	a1047	a1048	a1049	a1050	a1051	a1052	a1053	a1054	a1055	a1056	a1057	a1058	a1059	a1060	a1061	a1062	a1063	a1064	a1065	a1066	a1067	a1068	a1069	a1070	a1071	a1072	a1073	a1074	a1075	a1076	a1077	a1078	a1079	a1080	a1081	a1082	a1083	a1084	a1085	a1086	a1087	a1088	a1089	a1090	a1091	a1092	a1093	a1094	a1095	a1096	a1097	a1098	a1099	a1100	a1101	a1102	a1103	a1104	a1105	a1106	a1107	a1108	a1109	a1110	a1111	a1112	a1113	a1114	a1115	a1116	a1117	a1118	a1119	a1120	a1121	a1122	a1123	a1124	a1125	a1126	a1127	a1128	a1129	a1130	a1131	a1132	a1133	a1134	a1135	a1136	a1137	a1138	a1139	a1140	a1141	a1142	a1143	a1144	a1145	a1146	a1147	a1148	a1149	a1150	a1151	a1152	a1153	a1154	a1155	a1156	a1157	a1158	a1159	a1160	a1161	a1162	a1163	a1164	a1165	a1166	a1167	a1168	a1169	a1170	a1171	a1172	a1173	a1174	a1175	a1176	a1177	a1178	a1179	a1180	a1181	a1182	a1183	a1184	a1185	a1186	a1187	a1188	a1189	a1190	a1191	a1192	a1193	a1194	a1195	a1196	a1197	a1198	a1199	a1200	a1201	a1202	a1203	a1204	a1205	a1206	a1207	a1208	a1209	a1210	a1211	a1212	a1213	a1214	a1215	a1216	a1217	a1218	a1219	a1220	a1221	a1222	a1223	a1224	a1225	a1226	a1227	a1228	a1229	a1230	a1231	a1232	a1233	a1234	a1235	a1236	a1237	a1238	a1239	a1240	a1241	a1242	a1243	a1244	a1245	a1246	a1247	a1248	a1249	a1250	a1251	a1252	a1253	a1254	a1255	a1256	a1257	a1258	a1259	a1260	a1261	a1262	a1263	a1264	a1265	a1266	a1267	a1268	a1269	a1270	a1271	a1272	a1273	a1274	a1275	a1276	a1277	a1278	a1279	a1280	a1281	a1282	a1283	a1284	a1285	a1286	a1287	a1288	a1289	a1290	a1291	a1292	a1293	a1294	a1295	a1296	a1297	a1298	a1299	a1300	a1301	a1302	a1303	a1304	a1305	a1306	a1307	a1308	a1309	a1310	a1311	a1312	a1313	a1314	a1315	a1316	a1317	a1318	a1319	a1320	a1321	a1322	a1323	a1324	a1325	a1326	a1327	a1328	a1329	a1330	a1331	a1332	a1333	a1334	a1335	a1336	a1337	a1338	a1339	a1340	a1341	a1342	a1343	a1344	a1345	a1346	a1347	a1348	a1349	a1350	a1351	a1352	a1353	a1354	a1355	a1356	a1357	a1358	a1359	a1360	a1361	a1362	a1363	a1364	a1365	a1366	a1367	a1368	a1369	a1370	a1371	a1372	a1373	a1374	a1375	a1376	a1377	a1378	a1379	a1380	a1381	a1382	a1383	a1384	a1385	a1386	a1387	a1388	a1389	a1390	a1391	a1392	a1393	a1394	a1395	a1396	a1397	a1398	a1399	a1400	a1401	a1402	a1403	a1404	a1405	a1406	a1407	a1408	a1409	a1410	a1411	a1412	a1413	a1414	a1415	a1416	a1417	a1418	a1419	a1420	a1421	a1422	a1423	a1424	a1425	a1426	a1427	a1428	a1429	a1430	a1431	a1432	a1433	a1434	a1435	a1436	a1437	a1438	a1439	a1440	a1441	a1442	a1443	a1444	a1445	a1446	a1447	a1448	a1449	a1450	a1451	a1452	a1453	a1454	a1455	a1456	a1457	a1458	a1459	a1460	a1461	a1462	a1463	a1464	a1465	a1466	a1467	a1468	a1469	a1470	a1471	a1472	a1473	a1474	a1475	a1476	a1477	a1478	a1479	a1480	a1481	a14
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# **OROVILLE & SPOKANE R. P. O.**

Great Northern Rwy. Co. (Spok.)

Through run 228.25 m's. Short run, Marcus to Spokane, 101.72 m's.  
Rt. 171042 part, Oroville to International Boundary Line (n.o.);  
171045 International Boundary Line (n.o.) to Curlew; 171027 part, Curlew to Danville; 171026 Boundary Line (n.o.) to Marcus; 171028 part, Marcus to Spokane.

b255		Mar. 3, 1909	b256
6 30	lv	Oroville, Wash.	7 35
9 35		Ferry, Wash. (n.j.)	4 40
10 10		Curlew, Wash.	4 05
10 40		Danville, Wash. (n.j.)	3 40
10 55		Grand Forks, B. C.	3 20
11 00			3 15
12 50			1 10
b257	c255	b255	b256
5 46	4 00	1 00	12 50
5 56	4 17	1 20	12 30
9 30	7 52	5 00	9 10
9 40	8 05	5 10	9 00
9 50	8 15	5 20	8 50
10 05	8 25	5 30	8 40
10 08	8 30	5 35	8 35

## **Car Assignment.**

NOTE.—Department authorizes one half line of cars at 40' rate, trs. 255 and 256, Marcus and Spokane. Cars furnished are 50' in length. 21' apartment car (fw) trs. 257 and 258.

Train 255 meets train 256 at Marcus, Wash. 12 50  
" 255 " 258 at Colbert, Wash. 5 00  
" 257 " 256 at Buckeye, Wash. 9 20

# **PASCO & PORTLAND R. P. O.** Spokane, Portland & Seattle Rwy. Co., 232.29 m's. (Port.) Rt. 171058.

a3	a1	Dec. 26, 1908	a4	a2
10 20	9 30	lv Pasco, Wash.	5 40	1 10
10 25	9 35	lv Kennewick, Wash.	5 34	1 04
1 33	11 46	lv Roosevelt, Wash. (d.s.)	3 02	10 47
2 56	12 45	lv Columbus, Wash. (d.s.)	1 51	9 48
4 00	1 48	lv Lyle, Wash.	12 50	8 53
6 51	4 48	lv Vancouver, Wash.	9 55	6 20
7 10	5 05	lv North Portland, Or. (n.o.)	9 35	6 00
7 30	5 25	ar Portland, Oregon	9 15	5 40

30' apartment car (fw).

Tr. 1 meets tr. 4 bet. Columbus and Granddallies, Wash. 1 20

TR. 1 WEST		FROM	TR. 4 EAST	FROM
b. Sixprong, Wash.	McCreedy	a	Return tr. 1	Granddallies
a. Return tr. 2	Columbus	b	Sixprong, Wash.	McCreedy
a. Wright, Wash.	Lyle	a	S. Pas & Seat. tr. 15	Pasco
a. Centerville, Wash.	"	a	" tr. 4	"
a. Goidendale, Wash.	"	a	Day & Pasco tr. 101	"
a. Port & S. F. tr. 15	Portland	a	Walla Walla, Wash.	"
via Cottage Grove.	"	"	"	"
a. Port & Port. tr. 6	"	"	"	"
a. Port & Sea. tr. 24	"	"	"	"

# **PAJARO & SANTA CRUZ R. P. O.**

Southern Pacific Co., 21.09 m's. Rt. 176021 (L. San Fran.)

b126	b124	*c32	h122	Jan. 10, 1909	h121	h125	b31	*c31
5 50	12 40	10 45	9 30	lv Pajaro, Cal. (n.o.)	9 15	12 15	5 30	5 30
6 00	12 50	10 55	9 40	lv Watville (n.j.)	9 05	12 05	5 20	5 20
6 28	1 18	11 30	10 10	lv Aptos, Cal. (n.j.)	8 30	11 30	4 55	4 55
6 55	1 45	11 59	10 40	ar S. Cruz, Cal.	8 05	11 05	4 30	4 30

15' apartment car (fw). S. San Fran. Pajaro & S. Cruz R. P. O.  
Service in this line is performed by clerk of S. F. Paj. & S. C. R. P. O.

a128	b32	ADDITIONAL TRAINS:	a127	e123
8 45	10 45	lv Pajaro, Cal. (n.o.)	ar	6 45
9 50	11 59	ar Santa Cruz, Cal.	lv	5 35

TR. 121 EAST.		FROM	TR. 81 EAST.	FROM
b. S. F. & P. G. tr. 27	Pajaro	b	S. F. & P. G. tr. 28	Pajaro
b. S. F., S. J. & L. A. tr. 22	"	b	S. F., S. J. & L. A. tr. 18	"
		b	" tr. 21	"

TR. 125 EAST.		FROM	TR. 122 WEST	FROM
b. S. F., Paj. & S. C. tr. 23	Pajaro	b	S. F. & S. Cruz tr. 521	S. Cruz

# **PERRIS & TEMECULA R. R.**

A. T. & S. F. Rwy. Co., 26.73 m's. Rt. 176074 part. (Los Ang.)

b19	b5	Jan. 3, 1909	b6	b20
5 10	11 10	lv Perris, Cal.	ar	7 20
5 35	11 35	lv Elsinore Jct. (n.o.)	ar	6 55
5 40	11 40	ar Elsinore, Cal.	lv	6 50
5 48	11 50	ar Elsinore Jct. (n.o.)	ar	6 42
6 15	12 20	ar Murrietta, Cal. (n.j.)	ar	6 20
6 35	ar	lv Temecula, Cal.	lv	6 05

# **PARK CITY & SALT LAKE CITY R. R.**

Denver & Rio Grande R. R. Co., 35.48 m's. Rt. 169013. (Ogden.)

a101	Dec. 20, 1908	a102
3 45	lv Park City, Utah	ar 10 05
5 30	ar Salt Lake City, Utah	lv 8 15

Closed Pouches.		TR	Closed Pouches.	
m Park City, Utah.			From Salt Lake City, Utah.	
Salt Lake City, Utah		a 101	(See Pouch List)	
Omaha & Ogden tr. 4		a 101		
via Ogden				

Mountain time.

# **PHOENIX & MARICOPA R. R.**

Maricopa & Phoenix R. R. Co., 35.35 m's. Rt. 168004. (Los Ang.)

b5	a1	Sept. 17, 1908	a2	b6
5 30	7 00	lv Phoenix, Ariz	ar	7 00
5 46	7 20	lv Tempe, Ariz	ar	6 42
8 15	ar	Maricopa, Ariz.	lv	5 45

Closed Pouches.		TR	Closed Pouches.	
From Phoenix, Ariz.			From Maricopa, Ariz.	
(See Pouch List.)			Phoenix, Ariz.	
			Tempe, Ariz.	

# **PIOCHE & CALIENTE R. R.**

San Pedro, Los Ang. & Salt Lake R. R. Co., 34.55 ms. Rt. 175021. (Los Ang.)

a400	Nov. 22, 1908.	a401
10 00	lv Pioche, Nev.	ar 7 15
12 30	ar Caliente, Nev.	lv 4 45

Mountain time.

# **PLUMAS JCT. & CLIO R. R.**

Sierra Valleys Rwy. Co., 36.17 m's. Rt. 176064. (R. San Fran.)

b1	Mar. 19, 1908.	b2
1 20	lv Plumas Jct., Cal.	ar 12 45
3 00	lv Beckwith, Cal.	ar 11 05
5 00	ar Clio, Cal.	lv 8 40

# **PLACERVILLE & SACRAMENTO R. P. O.**

Southern Pacific Co., 64.37 m's. (R. San Fran.)  
Rt. 176005, Placerville to Sacramento; 176105, Fair Oaks to Fair Oaks Jct. (n.o.)

b263	a63	May 24, 1908	a64	b264
12 40	6 50	lv Placerville, Cal.	ar	6 30
1 05	7 07	lv El Dorado, Cal. (d.s.)	ar	6 12
3 25	8 41	lv Fair Oaks Jct., Cal. (n.o.)	ar	4 30
3 43	8 58	lv Fair Oaks, Cal.	ar	4 22
3 52	9 08	lv Fair Oaks Jct., Cal. (n.o.)	ar	4 15
5 00	9 55	ar Sacramento, Cal.	lv	3 25

11' apartment car (fw). Trains 263 and 264.  
21' apartment car (fw). Trains 263 and 264.  
Train 63 meets train 264 at Natomas. 8  
" 64 " 263 at Mills. 4

TR. 63 WEST.		FROM	TR. 64 EAST.	FROM
a. Sac. & San F. tr. 31	Sacramento	b	Represa, Cal.	Folsom
a. R. Bluff & Sac tr. 111	"	b	Clarksville, Cal.	Whit. S.
a. Oro. & Sac. tr. 53	"	b	Sac. & San F. tr. 121	B. S.
		b	Oro. & Sac. tr. 55	Sac. S.

# **POLLASKY & FRESNO R. R.**

Southern Pacific Co., 24.71 m's. Rt. 176075. (L. San Fr)

a73	b31	b71	Nov. 5, 1908	a70	b72
2 35	12 35	8 20	lv Pollasky, Cal.	ar	8 10
3 45	2 35	9 30	ar Fresno, Cal.	lv	7 00

# **POKEGAMA & THRALL R. R.**

Klamath Lake R. R. Co., 26.32 m's. Rt. 173020. (R. S. Fran.)

b2	Sept. 28, 1908	b1
10 45	lv Pokegama, Oregon	ar 5 30
1 30	ar Thrall, Cal.	lv 3 00

Supplied by Thrall, Cal.

# **POMEROY & STARBUCK R. R.**

Oregon R. R. & Navigation Co., 30.98 m's. Rt. 171014. (Spok.)

a61	Mar. 14, 1909	a62
10 20	lv Pomeroy, Wash.	ar 8 45
12 25	ar Starbuck, Wash.	lv 4 45



# POCATELLO & PORTLAND R. P. O.

Oregon Short Line R. R. and Oregon R. R. & N. Co's, 730.42 m's.  
Rt. 170002 Pocatello to Huntington; 173003 Huntington to Pocatello; 173005 part, Umatilla to Portland. (Port)

Feb. 14, 1909							
Ta5	Ta1			Ta6	Ta2		
5 45	7 45	lv. Pocatello, Idaho	ar	1 00	11 55		
7 43	9 27	Minidoka, Idaho		10 30	10 58		
9 10	10 53	Shoshone, Idaho		8 45	8 40		
11 45	1 50	Mountain Home, Id. (d.s.)		5 32	5 58	a22	
7 55	1 40	Nampa, Id.		3 30	4 18	12 20	
8 13	2 05	Caldwell, Ida		2 59	3 48	12 04	
9 16	3 20	Ontario, Or		1 43	2 53	10 58	
9 25	3 30	Payette, Idaho		1 33	2 45	10 49	
9 50	3 57	Weiser, Idaho		1 03	2 25	10 20	
4 55	6 30			12 10	1 45		
		Huntington, Or. (n.j.)					
4 10	5 40			10 55	12 55		
6 10	7 35	Baker City, Or		8 50	10 30		
7 30	8 55	Union Sta. (n.o.)		7 29	9 05		
8 05	9 30	La Grande, Or		6 50	8 35		
11 05	12 25			2 50	5 05		
		Pendleton, Or					
11 05	12 25			2 50	4 30		
1 00	2 15	Umatilla, Or.		1 00	2 55	a4	
3 00	1 05			12 50	2 50	12 40	
4 00	2 15	Heppner Jct., Or. (n.o.)		11 48	1 52	11 38	
4 20	2 35	Arlington, Or.		11 27	1 15	11 18	
6 15	3 32	Grant, Or. n.o. (d.s.)		10 31	12 11	10 25	
5 20	3 37	Biggs, Or.		10 26	12 05	10 28	
5 55	4 15	The Dalles, Or. (d.s.)		9 35	11 20	9 45	
5 55	4 20			9 35	11 15	9 45	
6 45	5 10	Hood River, Oreg.		8 45	10 20	8 05	
8 55	7 10	East Portland, Or. (n.o.)		6 05	7 50	7 05	
9 00	7 20	Portland, Or.	lv	6 00	7 45	7 00	
		Additional Trains:					
		Pendleton, Or.	ar	5 05			
		Heppner Jct. n.o.		2 18			
		Biggs, Or.		12 47			
		The Dalles, Or.		12 05			
		Portland, Or.	lv	9 15			

## Car Assignment.

NOTE. Department authorizes one line of cars at 60' rate and one line at 40' rate. All cars furnished are 60' in length.

## WESTBOUND.

Train 1, one letter car, Pocatello to Portland.

Train 5, one 60' letter car, Pocatello to Portland.

## EASTBOUND.

Train 8-2, one letter car, Portland to Pocatello.

Train 6, one letter car, Portland to Pocatello.

Mountain time Pocatello to Huntington; Pacific time Huntington to Portland.

# PORTLAND & DALLAS R. P. O.

Southern Pacific Co., 444.6 m's. Rt. 173004. (Port)

Aug. 16, 1908							
a77	h75			h74	a76		
7 40	4 15	lv. Portland, Or.	ar	10 15	5 50		
8 05	4 40	Oswego, Or. (n.j.)		9 50	5 28	a14	
6 36	9 46	St. Joseph Sta. (n.o.)		8 15	3 46	7 54	
6 45	9 54	McMinnville, Or. (d.s.)		8 06	3 37	7 47	
7 08	10 10	Whiteson, Or. (n.o.)		7 57	3 25	7 37	
		Bridwell Sta. (n.o.)		7 45			
		Amity, Oreg.					
7 20	10 30	Sheridan Jct. (n.o.)		7 35	2 55	7 18	
11 05	7 30	Dallas, Or.	lv	7 00	2 20		

20' apartment car (fw). \* Portland & Sheridan R. P. O.

Train 72 meets train 74 at Springbrook

75 " 76 bet. Tuatatin & Sherwood

For other trains of this line between St. Joseph Sta. (n.o.) and Whiteson (n.o.), see Port & Corvallis R. P. O.

TR. 75 SOUTH.		FROM		TR. 76 NORTH.		FROM	
b. Return tr. 76	Tuatatin	b. Return tr. 75	Sherwood				
b. Port. & Sher. tr. 3.	McMinnville	b. Amity, Oreg.	Bridwell				
b. Amity, Oreg.	Bridwell	b. Return tr. 77	Newberg				
b. Independence, Or	Dallas						
b. Monmouth, Or		TR. 77 SOUTH.	FROM				
		b. Return tr. 74	Sherwood				
		a. Port. & Corv. tr. 1.	St. Jos. Sta.				

# PORTLAND & CORVALLIS R. P. O.

Southern Pacific Co., 97.94 m's. Rt. 173002. (Port.)

Aug. 16, 1908							
b7	*b3	a1		a2	*h4	b8	
1 00	4 10	7 20	lv. Portland, Or.	ar	6 20	10 30	11 50
2 20	4 30	8 39	South Forest Grove		4 37	8 55	10 30
	6 15	9 13	Yamhill (d. s.)		3 55	8 12	
	6 36	9 36	St. Joseph Sta. Or. (n.o.)		3 35	7 54	
	6 45	9 44	McMinnville, Or. (d.s.)		3 27	7 47	
	6 55	9 54	Whiteson, Or. (n.o.)		3 15	7 37	
		10 00	Amity, Oreg.		3 05		
		10 11	McCoy, Or. (d.s.)		2 52		
		10 29	Derry Station, Or. (d.s.)		2 34		
		10 44	Independence, Or.		2 20		
		11 25	C. & E. Crossing, Or. (n.o.)		1 35		
		11 30	Corvallis, Or.	lv	1 30		

# PORTERSVILLE & COALINGA R. P. O.

Southern Pacific Co., 31.26 m's. Portersville to Coalinga; 18.20 m's. Coalinga to Hanford. Rt. 176066 part, Portersville to Exeter; 176007 Exeter to Visalia; 176018 Visalia to Coalinga. (L. San Fran.)

Nov. 8, 1908							
*h11	*a61	a65	a63		a60	a66	*a62
				4 05	lv. Portersville, Cal.	ar	11 53
8 17	9 30			4 40	Exeter, Cal.		11 15
8 42	9 50			5 10	Visalia, Cal.		10 55
	10 10			5 40			10 35
	10 35	8 55		7 55	Goshen, Cal.		8 49
	11 00	9 25		8 20	Hanford, Cal.		8 10
	11 00			8 27	Armona, Cal.		8 00
	12 40			9 50	Coalinga, Cal.	lv	6 30

15' apartment car (fw). \* Fresno & Coalinga R. P. O.

Tr. 63 meets tr. 62 at Goshen. 5 40  
For other trains of this line see San Fran. & Visalia and San Fran. & Los Angeles R. P. O's.

TR. 60 EAST.		FROM		TR. 63 WEST.		FROM	
a. S. F. & Vis. tr. 35	Goshen	Armona		a. S. F. & Los A. tr. 84	Exeter		
a. Fresno, Cal		Goshen		a. " " tr. 107	Goshen		
TR. 66 EAST.		FROM					
a. S. F. & L. A. tr. 7	Goshen			a. " " tr. 9			
a. S. F. & L. A. tr. 108				via Kern			

# PORTLAND & ASTORIA R. P. O.

Steamboat Service, 100.00 m's. Rt. 173100.  
(Steamers Hassalo and Under)

Oct. 25, 1900.							
c	RPO			b	RPO	b	
8 00	7 00	lv. Portland, Or.	ar	6 08	4 00		
12 00	10 00	St. Helen, Or. (d.s.)		2 08			
	10 30	Kalama, Wash.		1 08			
	11 30	Rainier, Or.		12 00			
	7 00	Mayger, Or.		11 00			
	8 00	Astoria, Or.	lv	7 00	7 00		

# PORTLAND & SAN FRANCISCO R. P. O.

Southern Pacific Co. { North Div. Port.  
South Div. R. San Fran.  
Through run North Division 343.06 m's. South Division 432.88 m's via Marysville; 407.13 m's via Willow.

Runs divide at Ashland, Oreg. Short run Portland to Roseburg 199.26 m's. Short run Red Bluff to Sacramento 136.22 m's; Chico to Sacramento 97.12 m's.

Rt. 173001 Portland to Ashland; 176003 Ashland to Roseville; 176001 part, Roseville to San Francisco; 176022 Tehama to Davis.

May 29, 1909							
a15	a11	Ta13	Ta17		Ta15	Ta14	a12
7 45	8 15	1 30	4 15	lv. Portland, Or.	ar	7 15	11 15
7 59	8 20	1 35	4 20	East Portland, Or. (n.o.)		7 10	11 10
8 27	9 07	2 14	5 04	Oregon City, Or.		6 31	10 31
8 18	10 13	2 55	6 02	Woodburn, Or.		5 50	9 50
8 58	11 03	3 31	6 45	Salem, Or. (d.s.)		5 13	9 13
10 13	11 26	3 44	7 01	Turner, Or. (d.s.)		4 57	8 55
10 57	12 13	4 18	7 50			4 18	8 18
10 57	12 33	4 18	7 50	Albany, Or.		4 18	8 18
11 31	1 12	4 53	8 27	Halsey, Oreg. (d.s.)		3 40	7 38
12 02	1 43	5 20	9 04	Junction City, Or. (d.s.)		3 10	7 07
12 32	2 18	5 44	9 35	Eugene, Oreg.		2 43	6 42
12 41	2 25	5 51	9 42	Springfield, Or.		2 31	6 31
1 26			10 30	Springfield, Or.			
3 08	6 30	Ta15		Cottage Grove, Oreg.		1 48	5 53
3 55	7 15	2 17		Drain, Or. (d.s.)		12 54	5 02
5 30		3 45				11 20	3 35
8 45				Roseburg, Or. (d.s.)			
9 00	4 05					11 05	3 25
11 09	6 26			Dothan, Or. (d.s.)		9 01	1 21
3 20	10 35			Medford, Or.		5 24	9 49
4 00	11 15			Ashland, Or. (n.j.)		4 55	9 20
4 15	11 35					4 35	9 05
7 20	2 25			Thrall, Cal.		1 37	6 04
8 10	3 10			Montague, Cal.		1 10	5 36
8 45	3 45			Gazelle, Cal. (d.s.)		12 45	5 12
9 05	4 30			Weed, Cal.		12 15	4 45
11 15	5 18			Sisson, Cal.		11 58	4 05
11 10	6 50					10 30	3 05
				Dunsmuir, Cal. (n.j.)			
11 25	7 05					10 20	2 55
2 25	10 45			Redding, Cal. (d.s.)		6 55	12 01
4 10	12 05					5 40	10 30
				Red Bluff, Cal.			
a31						Ta36	a32
5 10	4 20	12 15				5 30	4 30
5 33	4 45	12 40		Tehama, Cal.		4 58	4 05
6 25		1 40		Chico, Cal.		4 00	3 05
6 40		1 54		Durham, Cal.		3 42	2 50
7 55		3 20		Marysville, Cal.		2 12	1 30
8 25		3 55		Yuba City, Cal.		1 40	1 02
9 05		4 45		Wheatland, Cal. (n.j.)		1 00	12 20
				Roseville, Cal.			4 20

# **PORTLAND & SEASIDE R. P. O.**

Astoria & Columbia River R. R. Co. 119.38 ms. (Port.)  
Rt. 173019 Portland to Seaside; 173021 Warrenton to Fort Stevens Sta. (n.o.)

b202	a24	a22	Jan. 10, 1909	a21	a23	b203
1 15	6 00	8 00	lv. Portland, Or. ar	12 15	10 00	6 10
1 29	6 11	8 12	N. Portland (n.o.)	12 02	9 46	4 54
2 08	6 50	8 50	Houlton, Or. (d.s.)	11 18	9 03	4 11
2 50	7 38	9 33	Rainier, Or. ....	10 35	8 20	3 30
	7 59	9 57	Mayger, Or. ....	10 14	7 58	
	9 50	11 50		8 20	6 10	
b20	b32		Astoria, Or. ....	a21	b25	
6 00	9 15	11 55		8 15	5 55	2 45
6 20	9 35	12 15	ar. Warrenton, Or. lv	7 55	5 40	2 20
b38				a33	b35	
6 20			lv. Warrenton, Or. ar	7 54	2 10	
5 30			ar. Fort Stevens, Or. lv	7 42	2 00	
b37				a34	a36	
5 30			lv. Fort Stevens, Or. ar	7 41	12 30	
5 40			ar. Warrenton, Or. lv	7 28	12 15	
b20				a21	b25	
5 40	9 45	12 15	lv. Warrenton, Or. ar	7 27	5 40	11 25
6 15	10 30	12 55	ar. Seaside, Or. ....	6 50	5 00	10 45

17' apartment cars (fw).

Trains 21 and 22 meet at Quincy, Oreg. .... 10 05

" 23 " 24 " " Mayger, Oregon. .... 7 59

Service between Warrenton and Fort Stevens Sta. n. o.), 3.82 ms., covered by closed pouches.

TR. 21 EAST.	FROM	TR. 22 WEST.	FROM
b. Fernhill, Ore. ....	R. R. Sta.	a. Return train 21.	Mayger
a. Return train 22.	Clatskanie	a. Fort Stevens, Oreg.	Warrenton
a. Seat. & Port. tr. 2.	Portland	a. Hammond, Oreg.	"
		a. Flavel, Or. ....	"
Tr. 23 East.	From	Tr. 24 West.	From
a. Return tr. 24.	Clatskanie	a. Return tr. 23.	Rainier
a. Port. & S. F. tr. 13.	Portland		
a. Seat. & Port. tr. 34	"		

# **PORTLAND & SHERIDAN R. P. O.**

Southern Pacific Co., 69.39 m's. (Port.)

Rt. 173002 part, Portland to Whiteson (n.o.); 173004 part, Whiteson (n.o.) to Sheridan Jct. (n.o.); 173009 Sheridan Jct. (n.o.) to Sheridan.

b7	*a1	h3	Aug. 16, 1908	h4	*a2	b8
1 00	7 20	4 10	lv. Portland, Or. ar	10 30	6 20	11 50
2 20	8 39	5 40	South Forest Grove	8 55	4 37	10 30
	9 13	6 15	Yamhill (d. s.)	8 12	3 56	
	9 36	6 38	St. Joseph Sta. Or. (n.o.)	7 54	3 35	
	9 44	6 45	McMinnville, Or. (n.o.)	7 47	3 27	
	9 54	6 55	Whiteson, Or. (n.o.)	7 37	3 15	
		7 00		7 35		
		7 21	Sheridan Jct., Or. (n.o.)	7 18		
		7 40	ar. Sheridan, Or. lv	7 00		

25' apartment car (fw). \* Portland & Corvallis R. P. O.

Train 3 meets train 2 bet. Reedville & Hillsboro 5 08

Train 4 " " 1 at Diller, Or. .... 8 45

For other trains of this line between St. Joseph Sta. (n.o.) and Sheridan Jct. (n.o.), see Port. & Dallas R. P. O.

TR. 4 NORTH.	FROM	TR. 3 SOUTH.	FROM
b. P. & Dallas tr. 74.	McMin'ille	b. Forest Grove, Or.	For Gr. Sta
b. Port. & Corv. tr. 1.	Gaston		
b. Forest Grove, Or.	For Gr. Sta		

# **PORT TOWNSEND & QUILCENE R. R.**

Port Townsend Southern R. R. Co., 27.38 m's. Rt. 171033. (Seattle)

b2	April 22, 1901.	b1
10 30	lv. Port Townsend, Wash. ar	3 00
12 30	ar. Quilcene, Wash. ....	1 00

# **POTHOLES & YUMA R. R.**

Southern Pacific Co. 12.97 m. Rt. 176098. (Los Ang.)

y553	1551	July 19, 1908.	c550	g552
4 50	1 00	lv. Potholes, Cal. ....	ar	8 30
5 35	1 45	ar. Yuma, Ariz. ....	lv	8 00
				2 00

# **PRESCOTT & CROWN KING R. P. O.**

S. F. Prescott & Phoenix Rwy. Co., 60.27 m's Prescott to Crown-king; 44.19 m's. Prescott to Poland  
Rt. 168006 part, Prescott to P. & E. Jct. (n.o.); 168013 P. & E. Jct. (n.o.) to Crown King; 168017 Poland Jct. (n.o.) to Poland.

p8	o8	May 31, 1908	o5	p7
9 00	7 25	lv. Prescott, Ariz. ....	ar	6 15
9 20	7 45			5 35
p27	o25	P. & E. Jct. Ariz. (n.o.)	o26	p28
9 35	7 55		5 55	5 05
10 35	8 50	Dewey, Ariz. (d. s.)	5 07	4 12
11 35	9 20	Huron, Ariz. (n. j.)	4 30	3 25
11 45	9 24	Poland Jct., Ariz. (n.o.)	4 25	
12 05	9 44		4 05	
p30		Mayer, Ariz. (n. j.)		
12 50	10 05		3 50	
1 10				3 20
p27		Poland Jct., Ariz. (n.o.)		
1 10				3 20
1 55		Poland, Ariz. ....		2 40
12 50	ar.	Crown King, Ariz.	lv	1 20

10' apartment car (fw).

Mountain time.

TR. 5 and 7 NORTH. FROM  
b. Ash. & Phoe. tr. i. Prescott

# **PRESTON & SALT LAKE CITY R. P. O.**

Oregon Short Line R. R. Co., 128.70 m's. (Ogden.)  
169007 Preston to Cache Junction; 169016 Logan Jct. (n. o.) to Jct. (n.o.) via Hyrum (15.92 m's.); 169003 part, Cache Junction to Ogden; 169001. Ogden to Salt Lake City.

a144	a12	Jan. 17, 1909	a11	a143	a141
12 20	7 00	lv. Preston, Idaho. ....	ar	8 40	9 40
1 35	8 18	Logan, Ut. (n. j.)	7 30	8 18	5 30
1 42	8 25	Logan Jct. (n. o.)	7 23	8 10	5 24
2 08		Hyrum (n. j.)		7 47	5 11
2 12		Wellsville, Ut. (n. j.)		7 35	5 00
2 27	8 37	Mendon Jct. (n. o.)	7 08	7 18	4 43
2 50	8 55	Cache Junction, Utah	6 50	7 00	4 25
	9 50	Brigham, Utah	5 50		
	10 30	Ogden, Utah	5 05		
	10 40		5 00		
	11 45	ar. Salt Lake City, Utah	lv	3 55	

20' apartment car (fw).

Mountain time.

Service in this line is performed by clerks of Butte & Salt Lake City R. P. O.

Clerk of Malad City & Salt Lake City R. P. O., trs. 131 and 132, performs service in car of this line between Brigham and Ogden. For other trains of this line see Butte & Salt Lake City and Malad City & Salt Lake City R. P. O.'s.

TR. 12 SOUTH.	FROM	TR. 11 NORTH.	FROM
a. Lewiston, Ut. ....	Webster	a. Butte & S. L. C. tr. 10	Ogden
Butte & S. L. C. tr. 7.	S. L. City	a. Mal. Cy & S. L. C. tr. 131	Brigham
		a. Lewiston, Ut. ....	Webster

# **RAYMOND & BERENDO R. R.**

Southern Pacific Co., 21.21 m's. Rt. 176054. (L. San Fran.)

a155	Feb. 7, 1909	a156
9 00	lv. Raymond, Cal. ....	ar
10 30	ar. Berendo, Cal. ....	lv

Closed Pouches.

From Berendo, Cal.

Raymond, Cal. ....

TR

a 156

# **REDROCK & SILVERBELL R. R.**

Arizona Southern R. R. Co., 20.30 m's. Rt. 168223. (Los Ang.)

a1	Aug. 4, 1907	a2
12 38	lv. Redrock, Ariz. ....	ar
2 38	ar. Silverbell, Ariz. ....	lv

# **DALLAS & INDEPENDENCE R. R.**

Ind. & Monmouth Rwy. Co., 10.89 m's. Rt. 173022. (Port.)

a55	a71	a69	Aug. 16, 1908	b64	a68	a70	a73
7 35	1 00	lv. Dallas, Or. ....	ar	6 40	11 30	6 55	
8 55	8 00	1 25	Monmouth, Or. ....	6 15	11 05	6 30	2 50
9 15	8 15	1 40	Independence, Or. ....	lv	6 00	10 50	6 15
					2 30		

Closed Pouches.

From Dallas, Or.

Monmouth, Or. ....

Independence, Or. ....

From Independence, Or.

Dallas, Or. ....

Monmouth, Or. ....

Port. & Dallas tr. 74

Closed Pouches.

From Monmouth, Or.

Dallas, Or. ....

Independence, Or. ....

Port. & Corvallis tr. 1

Port. & Dallas tr. 74



# RED BLUFF & SACRAMENTO R. P. O.

Southern Pacific Co. 136.97 m's. (R-San Fran.)

Rt. 176001 part, Red Bluff to Tehama; 176022 Tehama to Davis; 176001 part, Davis to Sacramento

b309	a11	May 29, 1909	a12	a14	b308
4 20 10 40	lv	Red Bluff, Cal.	ar	3 40 10 20	
4 45 11 05		Tehama, Cal.		3 15 8 55	
11 30 5 32 11 50		Wyo, Cal. (n.o.)		2 22 8 18	5 20
11 35 5 35 11 53		Orland, Cal. (d.s.)		2 18 8 13	5 15
6 14 12 50		Willow, Cal.		1 45 8 28	
7 07 1 41		Colusa Jct., Cal.		1 44 7 50	
7 16 1 53		Williams, Cal. (d.s.)		12 57 7 40	
7 44 2 18		Arbuckle, Cal. (d.s.)		12 35 7 15	
8 49 3 25		Woodland, Cal.		11 00 6 07	
9 15 3 45				10 40 5 45	
a112		Davis, Cal.	a111	a113	
3 59				10 28 5 30	
4 45 ar		Sacramento, Cal.	lv	10 05 5 05	

Tr. e311 lv. Wyo. 11 35; arr. Orland. 14 40  
Tr. e310 lv. Orland. 2 25; arr. Wyo. 2 30  
Train 11 meets train 12 at Delevan. 1 20

15' apartment car (fw).  
For other trains of this line see Ogden & San Fran., Oroville & Sac'to and Port. & San Fran. R. P. O's.

TR. 111-12 NORTH	FROM	TR. 111-12 SOUTH	FROM
a. Colusa, Cal.	Colusa Jct.	a. Return tr. 12.	Willow
a. Return tr. 11.	Maxwell	a. Colusa, Cal.	Colusa Jct.
a. Fruto, Cal.	Willow	a. Og & S. F. tr. 19.	Davis
a. Port. & S. F. tr. 14.	Red Bluff	a. Sac. & S. F. tr. 121	Sacram'to
		a. Oro. & Sac. tr. 55	

# REDLANDS & LOS ANGELES R. P. O.

Southern Pacific Co. (Los Ang.)

88.65 m's Eastbound. 74.25 m's Westbound.

Rt. 176084 part, Redlands to Brynmawr; 176079 part, Colton to Riverside; 176014 part, Brynmawr to Ontario; 176101 Ontario to Pomona; 176091 Pomona to Bassett (n.o.); 176014 part, Bassett (n.o.) to Los Angeles.

a311	a17	a21	July 19, 1908	a18	b20	a314
3 05	7 30	4 25	lv Redlands, Cal.	ar	2 35	7 00 5 00
3 15	7 38	4 33	Brynmawr, Cal.		2 25	6 46 4 58
	7 53	4 48			2 10	6 31
			Colton, Cal.	a222		
				2 07		
			Highgrove, Cal.	2 00		
			Riverside Jct. (n.o.)	1 53		
				1 50		
		a202	Riverside, Cal.	a219 a239		
		6 20		11 35 8 10		
		6 23	Riverside Jct. (n.o.)	11 32 8 05		
		6 31	Highgrove, Cal.	11 25 7 57		
		6 37		11 18 7 52		
		a15	Colton, Cal.	a18 a22		
8 00	6 40	4 48		11 15 7 50	6 26	
8 37	7 07	5 22	Ontario, Cal.	10 41 7 20	5 48	
	7 17	5 32	Chino, Cal. (n.j.)	10 28 7 08		
8 49	7 30	5 45	Pomona, Cal.	10 18 6 55	5 37	
	7 38	5 53	Lordsburg, Cal.	10 09 6 48		
	7 41	5 58	San Dimas, Cal.	10 03 6 40		
	7 50	6 05	Covina, Cal.	9 51 6 27		
	7 58	6 15	Baldwin Park	9 39 6 15		
9 17	8 06	6 22	Bassett, Cal. (n.o.)	9 33 6 07	5 05	
9 22	8 12	6 28	El Monte, Cal.	9 28 6 01	5 00	
9 37	8 24	6 38	Alhambra	9 20 5 48	4 49	
10 05	8 50	7 00	Los Angeles	8 55 5 25	4 25	

Train 22 meets train 21 at Baldwin Park, Cal. 6 15  
ADDITIONAL TRAINS:

a309	a307	a305	a303	a304	a306	a308	b310	a312
1 30	12 01	10 30	9 50	lv Redlands, Cal.	ar	10 20	11 00	12 29
1 40	12 11	10 40	10 00	ar Brynmawr, Cal.	lv	10 10	10 50	12 18

15' apartment car (fw).  
\*Riverside & Los Angeles R. P. O.  
For other trains of this line see El Paso & Los Angeles and Riverside & Los Angeles R. P. O's

TR. 21 WEST.	FROM	TR. 18 EAST.	FROM
a. Riverside, Cal.	Colton	a. El P. & L. A. tr. 9.	Ontario
a. Riv. & Los A. tr. 22	Covina	a. Declez, Cal.	Declez Sta
a. S. F., S.J. & L.A. tr. 9	Los Ang	a. S.L.C. & L. A. tr. 208	Colton
		a. El P. & L. A. tr. 4.	
		via Indio	
		a. Redlands, Cal.	

# RICHMOND DEPOT & OAKLAND R. R.

A. T. & S. F. Rwy. Co., 10.87 m's. Rt. 176086. (L-San Fran.)

a107	a141	a103	June 6, 1909	a106	a108	a104
4 40	11 15	7 45	lv Rich. Dep., Cal. (n.o.)	ar	8 05	8 25 10 25
			(Santa Fe Depot)			
5 05	11 40	8 10	ar Oakland, Cal.	lv	7 40	8 00 10 00

# RENO & GOLDFIELD R. P. O.

Southern Pacific Co. and Tonopah & Gold R.R. Co. 27.56 m's.

Rt. 176001 part, Reno to Hazen; 175010 Hazen to Fort Churchill; 176013 Fort Churchill to Tonopah Jct. (n.o.); 175007 Tonopah Jct. (n.o.) to Tonopah; 175011, Columbia Jct. (n.o.) to Goldfield.

a190	a24	Mar. 21, 1909	a23	
	12 15	lv Reno, Nev.	ar	7 40
	12 30	Sparks, Nev. (n.j.)		7 15
	1 40	Derby, Nev.		7 55
	2 17	Luva Sta., Nev. (n.o.)		7 02
	2 31	Hazen, Nev.		6 43
	3 00	Fort Churchill, Nev.		6 20
1 45	4 08	Wabuska, (n.j.)		5 10
2 15	4 40	Thorne (n.o.)		4 40
b192	7 00	Mina, Nev.		2 24 b191
8 25				1 12
8 55	8 45	Tonopah Jct. (n.o.)		1 02 5 00
9 22	9 12	Blair Jct. (n.o.)		12 35 4 30
	8 12	Columbia Jct. (n.o.)		11 35
	9 35			10 10
	10 50			9 00
	11 15	Tonopah, Nev.		9 01
a1	a25		a22	a28
8 20	11 25		8 51	6 00
8 31	11 35		8 31	5 44
a2	a26	Columbia Jct. (n.o.)	a21	a27
8 31	11 35		8 31	5 44
9 30	12 10	ar Goldfield, Nev. lv	7 30	4 40
		Columbia, Nev.		

Pacific time Reno to Sparks and Tonopah Jct. (n.o.) to Goldfield.  
Mountain time Sparks to Tonopah Jct. (n.o.)

26' apartment cars (fw). \*Mina & Keeler R. P. O.  
\*Tonopah & Stagg R. P. O.  
Train 21 meets train 2 at Columbia Jct., Nev. (n.o.) 8 31  
" 23 " 24 Blair Jct. (n.o.) 9 50  
For other trains of this line see Ogden & San Fran. R. P. O.

TR. 24 SOUTH.	FROM	TR. 23 NORTH.	FROM
a. Yerington, Nev.	Wabuska	a. Return tr. 24	Millers
a. Rawhide, Nev.	Schurz	a. Blair, Nev.	Blair Jct.
a. Hawthorne, Nev.	Thorne	a. Hawthorne, Nev.	Thorne
a. Bodie, Cal.		a. Dayton, Nev.	Fort Ch'hull
b. Mina & Keeler tr. 192	Mina	a. Virginia City, Nev.	
r. Oasis-Way	Coaldale	a. Reno & Va. City tr. 1	
b. Blair, Nev.	Blair Jct.	b. Wadsworth, Nev.	Derby
a. Return tr. 23		b. Ramsey, Nev.	Clarks
a. Ton. & Stagg tr. 10	Goldfield	a. Reno, Nev.	Sparks
a. Columbia, Nev.		a. Og. & S. F. tr. 23	
		a. " " " 2	

# RENO & VIRGINIA CITY R. P. O.

V. & T. Rwy., 52.31 m's. Rt. 175001. (R-San Fran.)

a4	a2	Oct. 1, 1908.	a1	a3
1 30	8 30	lv Reno, Nev.	ar	7 25 11 40
3 20	9 45	Carson City, Nev. (n.j.)		5 10 10 00
4 40	10 00			6 00 9 20
5 20	10 32	Mound House, Nev.		5 35 8 40
5 35	10 35			6 30 8 30
6 30	11 17	ar Virginia City, Nev.	lv	4 50 7 45

15' apartment car (fw).  
Service on Sundays performed by a clerk of Likely & Reno R.P.O.

TR. 2 SOUTH.	FROM	TR. 1 NORTH.	FROM
a. Genoa, Nev.	Carson	a. Og. & San Fran tr. 2	Reno
a. Minden, Nev.	"	a. Og. & San Fran tr. 23	"
a. Dayton, Nev.	M'dHouse		
a. Wabuska, Nev.	"		

# NILES & SAN JOSE R. P. O.

Southern Pacific Co., 18.42 m's. Rt. 179029. (L-San Fran.)

a93	b96	b92	b90	Feb 7, 1909	b93	b95	b97	a89
8 10	6 55	3 00	9 15	lv Niles	ar	7 55	1 05	5 05 5 37
8 50	7 30	3 40	9 50	ar San Jose lv	7 20	12 30	4 25	5 05

TR. 92 SOUTH.	FROM	TR. 93 NORTH.	FROM
b. S. F. & P. G. tr. 28	San Jose	b. Og. & S. F. tr. 4	Niles
b. Sta. A. San Jose	"	b. via Oak Pier	"
		b. San Francisco, Cal.	"
TR. 96 SOUTH.	FROM	TR. 95 NORTH.	FROM
b. S.F.S.J. & L.A. tr. 18	San Jose	b. Sac. & S. F. tr. 31	Niles
		b. San Francisco, Cal.	"
TR. 90 SOUTH.	FROM	TR. 97 NORTH.	FROM
b. Sta. A. San Jose	San Jose	b. Sac. & S. F. tr. 35	Niles
b. S.F., S.J. & L.A. tr. 22	"	b. S. F. & Vis. tr. 37	"

# **RINCON & SILVER CITY R. P. O.**

Rt. 176013 m's. (This line is in the 7th Division.)

a208	Nov. 8, 1908	a810
12 20 lv	Albuquerque, N. M.	ar 6 30
7 20 lv	Rincon, N. M.	ar 10 25
8 30	Nutt, N. M.	ar 9 30
9 30	Deming, N. M.	ar 8 30
9 50	Whitewater, N. M.	ar 8 15
11 25	Silver City, N. M.	ar 6 50
12 15 ar		lv 6 00

Mountain time.

# **RIVERSIDE & LOS ANGELES R. P. O.**

Southern Pacific Co., 73.06 m's. (Los Ang.)

Rt. 176079 part Riverside to Colton; 176014 part, Colton to Ontario; 176101 Ontario to Pomona; 176091 Pomona to Bassett (n.o.); 176014 part, Bassett (n.o.) to Los Angeles.

a202	Apr. 18, 1909	a228
6 20 lv	Riverside, Cal.	ar 8 10
6 23	Riverside Jct. (n.o.)	ar 8 05
6 31	Highgrove, Cal.	ar 7 52
6 37		ar 7 52
a19 a15	Colton, Cal.	a16
2 15 6 40		7 50 10 28
2 53 7 07	Ontario, Cal.	7 20 9 57
3 05 7 17	Chino, Cal. (n.j.)	7 08 9 41
3 20 7 30	Pomona, Cal.	6 56 9 31
7 38	Lordsburg, Cal.	6 42 9 21
7 41	San Dimas, Cal.	6 38 9 15
7 50	Covina, Cal.	6 25 9 04
7 58	Baldwin Park, Cal.	6 13 8 52
3 48 8 05	Bassett, Cal. (n.o.)	6 07 8 48
3 53 8 12	El Monte, Cal.	6 01 8 40
4 07 8 24	Alhambra	5 49 8 28
4 35 8 50 ar	Los Angeles, Cal.	lv 5 25 8 05

# **ADDITIONAL TRAINS:**

a231 a222 a210	a207 a215 a221 a223 a231
7 32 1 40 9 55 lv	Riverside, a 6 55 10 53 12 23 2 28 6 34
7 42 1 50 10 5	Highgrove, 6 45 10 43 12 13 2 18 6 10
7 50 1 57 10 3 ar	Colton, lv 6 37 10 35 12 05 2 08 6 01

12' apartment car (fw).

Trains 15 and 16 meet at Shorb, Cal.

\* Craftonville & Los Angeles R. P. O.

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

Tr. 202-15 WEST.	FROM	1 R. 22-209 EAST.	
a. San Bernardino	Colton	a. Red. & Los Ang. tr. 21	Bassett
a. El P. & Los Ang. tr. 8	El Monte	a. San Bernardino	Colton
a. Red. & L.A. tr. 18	Shorb	a. Ash. & L.A. tr. 2	
b. Los A. & S. Ana tr. 102	Los Ang.	a. S. L. C. & L. A. tr. 2	
		via Yermo.	

# **ROBE & HARTFORD R. R.**

Northern Pacific Rwy. Co., 13.68 m's. Rt. 171019. (Seat.)

a20	Nov. 1, 1908	a21
1 40	lv Robe, Wash.	ar 12 50
2 48		ar 11 50
p22	Granite Falls, Wash. (n.j.)	p19
2 40 12 25		11 25 11 50
3 10 1 10 ar	Hartford, Wash.	lv 10 50 10 50
3 50 1 50 ar	Snohomish, Wash.	lv 10 02 10 00

\* No. 19 will be run through to Robe and return as extra commencing Saturday, Nov. 14, 1908, and every second Sunday thereafter.

Supplied by closed pouches from Snohomish, Wash., and Bellingham & Seattle tr. 3.

# **RUMSEY & ELMIRA R. P. O.**

Southern Pacific Co., 51.41 m's. Rt. 176015. (R-San Fran.)

a79 a77	Feb. 7, 1909	a78 a50
1 00 lv	Rumsey, Cal.	ar 12 25
7 10 3 03	Winters, Cal. (n.j.)	10 40 6 35
7 40 4 05	Vacaville, Cal. (n.j.)	10 05 6 10
7 50 4 20 ar	Elmira, Cal.	lv 9 55 6 00

12' apartment car (fw).

Tr. 77 SOUTH.	FROM
a. Port. & S. F. tr. 19	Elmira

# **COQUILLE & BANDON R. P. O.**

Coquille River Transportation Co., 24.75 ms. Rt. 73092. (Port.)

Steamer "Dispatch"—mail room 6' x 10'.

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

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

Mail for this line is dispatched via Roseburg, Oregon.

# **ROCKPORT & ANACORTES R. P. O.**

Great Northern Rwy. Co., 54.34 m's. Rt. 171009. (Seat.)

a284 a224 a288	May 23, 1909	a287 a283
6 15 lv	Rockport, Wash.	ar 8 15
8 00	Sedro Woolley, Wash.	ar 8 15
8 15		ar 8 15
a400	Burlington, Wash.	a283
7 25 12 45		5 50 8 15
8 25 2 20 9 50 ar	Anacortes, Wash.	lv 5 00 7 15

20' apartment car (fw).

Tr. 280-400 WEST.	From	Tr. 283-279 EAST.	From
a. Blaine & Seat. tr. 277	Burl'ton	a. Blaine & Seat. tr. 271	Burl'ton
a. Bellingham, Wash.	"	a. " " " 272	"

# **SACRAMENTO & SAN FRANCISCO R. P. O.**

Southern Pacific Co. Rt. 176028 Sacramento to Oakland Pier (n.o.) via Niles; 176032 part, Tracy to Port Costa; 176001 part, Port Costa to San Francisco.

Through run 141.85 miles. Short run Sacramento to Tracy 66.74 m's; San Francisco to Lodi 106.07 m's via Niles, 117.59 m's via Port Costa. (L-San Fran.)

# **WESTBOUND.**

May 29, 1909	a31	a121	a81	a721	a723
Sacramento, lv	10 10	5 15		7 00	1 50
Galt, Cal.	11 10	8 08		7 58	3 02
Lodi, Cal.	11 30	6 23	6 55 a37	a135 a125	8 20 3 20
Stockton, Cal.	12 08	6 50	7 15 4 00	8 05 11 20	8 47 3 50
Lathrop, Cal.	12 25	7 12	7 32 4 17	8 30 11 50	
	12 45	7 30	7 50 4 37	8 48	
Tracy, Cal.			a37		
	1 10		7 52 4 43		
Antioch, Cal.			8 33		
Baypoint, Cal.			8 53		
Avon Sta. (n.o.)			8 59		
Port Costa, Cal.			9 12		
Vallejo Jct., Cal.			9 18		
Richmond Sta. (n.o.)			9 39		
Oakland, 16th St.			9 56	b87	
Livermore, Cal.	2 07	a89	5 34 6 25		
Radium (n.o.)	2 18		5 48 6 33		
Pleasanton, Cal.	2 22		5 48 6 35	a93 b95 a97	
Niles Cal.	3 00	5 38	6 14 6 59	8 00 1 07 5 15	
Haywards, Cal.	3 19	5 57	6 30 7 18	8 17 1 27 6 37	
Elmhurst Sta. (n.o.)	3 34	6 12	6 41 7 33	8 31 1 43 5 52	
Fruitvale, Cal.	3 43				
Oakland (1st St.)	3 52	6 30	6 55 7 50	8 50 2 02 6 08	
Oak Pier, Cal. ar	4 03	6 40 10 02	7 04 8 00	9 02 2 12 6 17	
San Francisco ar	4 28	7 08 10 28	7 28 8 28	9 28 2 48	

# **EASTBOUND.**

May 29, 1909	a110	a32	a38 a82	a90	a92	b88	a98
San Francisco, lv	2 15	9 00	4 00 7 40	6 40 1 20 4 40			
Oakland Pier, Cal.	2 40	9 29	4 27 8 07	7 07 1 48 5 07 7 07			
Oakland (1st St.)	2 49	9 39	4 36 8 16	7 17 1 57 5 16 7 10			
Fruitvale, Cal.		9 47	4 44				
Elmhurst Sta. (n.o.)	3 02	9 53	4 49 8 31	7 33 2 12 5 30 7 30			
Haywards, Cal.	3 14	10 08	4 58 8 41	7 47 2 26 6 50 7 48			
	3 30		5 08 8 52	8 12 2 48 6 14 8 07			
Niles, Cal.		10 28	5 15				
	3 30		8 57				
Pleasanton, Cal.	3 54	11 01	5 35 9 20				
Radium (n.o.)	3 56	11 03	5 37 9 21				
Livermore, Cal.	4 05	11 14	5 50 9 29				
	5 00	12 08	6 30 10 15				
Tracy, Cal.			a122				
	5 05	12 30	7 55 6 35	10 20			a136
Lathrop, Cal.	5 24	12 55	8 17 6 52	10 36	a124 a126	1 57	
	5 24	12 55	8 30 6 52	10 36		3 58 11 58 1 57	
	5 41	1 15	8 50 7 15	10 55		4 20 12 25 2 15	
Stockton, Cal.					a708		a724
	5 42	1 20	8 52 7 15	11 28	4 20		5 50
Lodi, Cal.	6 04	1 48	9 20 7 40	11 58	4 47		6 23
Galt, Cal.	6 20	2 07	9 38		5 02		6 38
Sacramento, Cal. ar	7 15	3 10	10 40		6 00		7 40

\* San Fran. & Visalia R.P.O.

† Motor train.

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

Oakland letter mail worked in tr. 31 by R. P. Clerk.

For other trains of this line see San Fran. & Santa Cruz, Stockton & Fresno and Livermore & San Fran. R.P.O's

20' apartment cars (fw). Trains 31 and 32.

15' apartment car (fw). Trains 12 and 122.

18' apartment car (fw). Trains 88 and 81.

— apartment car (f.w). Train 110.

Trains 31 and 122 meet bet Sacramento & Florin 10 25

" 31 " 32 " at Banta " 12 39

" 88 " 37 " bet. Pleasant'n & Liv'more 5 44

" 38 " 121 " at French Camp. 7 04



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

RAILROAD COVERS

- 001 Aberdeen & Miles City - 871-K-1 1914 TR 15  
002 Alburg & Boston S.R. - 41-Q-1 1907 TR 317  
003 Ark City & Lind - 930.2-A-1 1907 ppc stamp dam.  
004 Atchison & Stockton - 908-F-1 1936 TR 512  
005 Atch & Stockton - 908-UNL 1935 TR 512  
006 Atchison & Stockton - 908-F-2 1935 TR 512  
007 Bad Axe & Huron - 639-D-1 1935 TR 62  
008 Blaine & Seattle - 903-A-1 1935 TR 355  
009 Breck & Aberdeen - 878.3-A-1 1935 TR 192  
010 Bristol & Sx Falls - 886-C-1 1934 South  
011 Brownwood & Clovis - 484-C-1 1933 South  
012 Brownwood & Clovis - 484-C-1 1935 North  
013 Butte & S.L. City - 1919 TR 30, nice illus. dry cell colored advertising cover 890-K-1  
014 Centralia & Hoquiam - 901.4-A-1 1933 TR 87  
015 Champ & Milw - UNL 1903 TR 3 ppc  
016 Claremore & Lit. Rock - 453-C-1 1935 TR 116  
017 Coeur d'Alene & Spok - 906.1-A-1 1935 TR 11  
018 Denver & Silver Plume - 1909 TR 54  
019 Dul & Grand Forks - 878.6-A-2 1938 TR 36  
020 Duluth & Staples - 874-T-2 1935 two strikes  
021 Dunsmuir & S.(F.) - 982-G-1 1935 TR 6 lite stains  
022 Dunsm(u)ir & S.F. - 982-G-1 1935 TR 17  
023 Fort Worth Term RPO - 497-A-1 1912 fwd & rerouted cover  
024 Ft Worth & Galv - 473-F- 1934 TR 6  
025 Grangeville & Lewis - UNL 1912 TR 244  
026 Green R. & Port W.D. - 898-K-1 1935 TR 20  
027 Greens & Atlanta - 320-H-1 1910 TR 38 as b/s  
028 Gd Raps & Elkhart - 625-G-1 1907 TR 532 ppc  
029 Hank & B(ismark) - 880.2-D-1 1934  
030 Harling & Rio (G) - 493-D-1 1934 TR 14  
031 Harling & Rio G - 493-D-1 1934 TR 14  
032 Hibbing & Duluth - 879.2-B-1 1938 TR 2  
033 Hibbing & Duluth - 879.2-B-1 1938 TR 2  
034 Hope & Ardmore - 921.3-A-2 1935 TR 775  
035 Hope & Ardmore - 921.3-A-2 1935 Straightline "Missent" with Mineral Spgs Ark 4 bar  
036 Hope & N.O. (RPO) - 445-C-1 1935 TR 2  
037 Int Fls & Lit Fls - 881.3-A-1 1935 TR 34  
038 Int Fls & Lit Fls - 881.3-A-1 1937 TR 34  
039 Jack & Miami - 392-I-1 1911 TR 38 ppc  
040 James & Miles City - 874-V-1 1910 TR 4 ppc  
041 KC & Colo Sp'gs W.D. - 941-D-1 1907 TR 58 ppc  
042 KC & Tucumcari - 922-U-1 1934 TR 12  
043 Keokuk & Red Oak - 787.3-B-1 1915 TR 2 ppc  
044 Mich City & Lafay - 655-N-1 1915 TR 9  
045 Minn & Burlington - 783-D-1 1910 TR 31 ppc  
046 Millhall & Bellefonte - 166.4-A-1 1910 ppc  
047 Mont Jct & Barre - 47-A-1 1904 TR 66  
048 Nahcotta & Astoria - 904.5-A-1 1912 TR 2 ppc  
049 Norfolk & Wilm - 313-C-3 1900 TR 40  
050 Omaha & Ogden E.D. - 932-R-3 1911 TR 8 straightline Purple "Missent" ppc  
051 Pueblo & Alamosa - 955-I-1 1926 TR 116  
052 Pueblo Colo Trans Office - 1907 dble circ on mail shortage notice  
053 R. Island ILL Trans Clk - 745-R-1 1911 part on stamp  
054 Rutland Trans Clk - 45-A-6 1906 ppc  
055 St. Louis & Jackson - unlisted 1898 UX  
056 St. Paul & Jamestown - 874-AF-1 1912 ppc  
057 St. Paul & Spok 3rd Div. - 874-AS-2 1905 TR4 ppc  
058 St. Paul Wat & Aber - 883-I-2 1911 TR 27  
059 Seattle & Hoquiam - 901.4-E-1 1909 TR 28  
060 Seattle & Skagway - X-19-C 1928 west nice illus. Alaska steamship Co CC  
061 Wash & Bluemont - 301-C-2 1928 TR 6 beautiful cover  
062 Iowa RR Book - RR comm Iowa rpt 800 pgs, tons of Iowa railroad statistics 1891  
063 Michigan RR Book - comm of RR's, 450 pgs, as above 1880  
064 Chicago, Burlington & Quincy - cornercard (fancy) w/3c 1869  
065 Chicago, South Shore & S.B. - 1928 pass. TT 24 pgs  
066 Chicago, North Shore & Milw - 1928 pass. TT 27 pgs  
067 Georgia Southern & Florida - cornercard "Suwanee River Route" 1889  
068 Atlantic Coast Line - 1925 pass. TT 30 pgs illustrated  
069 Wabash - 1927 pass. TT 40 pgs illustrated  
070 Alabama Great Southern - 1937 annual pass  
071 Chicago Great Western - 1920 annual pass  
072 Chic. St. Paul, Minn & Omaha - 1907 annual pass  
073 Pittsburgh & Shawmut - 1929 annual pass  
074 Pacific Electric Ry. - 1938 annual pass  
075 Toronto Hamilton & Buffalo - 1932 annual pass

Bids close September 30, 1989. \$2 minimum bid. High bid wins by small advance over second high bid. Free xerox with SASE. Buyer pays postage. Phone bids 5-9 p.m. MST - (303) 494-0842.

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1 25	1 25	2 18	3 12	5 94
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31 35	1 75	3 04	4 35	8 28
36 40	2 00	3 48	4 98	9 48
41 45	2 25	3 92	5 61	10 68
46 50	2 50	4 36	6 24	11 88
51 55	2 75	4 78	6 84	13 02
56 60	3 00	5 22	7 47	14 22
61 65	3 25	5 66	8 10	15 42
66 70	3 50	6 10	8 73	16 62
71 75	3 75	6 52	9 33	17 76
76 80	4 00	6 96	9 96	18 96
81 85	4 25	7 40	10 59	20 16
86 90	4 50	7 84	11 22	21 36
91 95	4 75	8 26	11 82	22 50
96 100	5 00	8 70	12 45	23 70
101 110	5 50	9 58	13 71	26 10
111 120	6 00	10 44	14 94	28 44
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131 140	7 00	12 18	17 43	33 18
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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]

LONG ISLAND covers for sale: better stampless, towns, DPOs, county cancels, railroad, RPOs. Mention your specific interests. Daniel Knowles, 97-10 71st Ave., Forest Hills, NY 11375 [21-3]

VERMONT COVERS, stampless to 1930, sent on approval. Ask for general sampling or specific towns. Donald Nash, 612 Tophill, Tyler, TX 75703 [20-6]

### 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]

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]

**AD EXPIRATION DATE INDICATED AT END OF EACH AD, I.E., [20-4], MEANS AD WILL EXPIRE WITH THIS ISSUE**



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## TOWNS: WANTED

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]

INDIANA COVERS. Send priced or for offer made by check. Zane Stohler, 808 Lawn St., Winchester, IN 47394 [21-3]

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]

KENTUCKY, LEXINGTON & Fayette County: Stampless to US #1; Also Maps. Always looking. Mike Strain, 111 St. Mark, Sugar Land, TX 77478. [21-3]

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

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

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## TOWNS: WANTED

MINNESOTA - OTTERTAIL and Wilkin County DPOs including: Aastad, Arthur, Aurdal, Axel, Balmoral, Bangor, Basswood, Bateman, Beaver Dam, Berkeley, Brushvale, Burau, Candor, Center Grove, Childs, Dania, Dibley, Dora, Drexel, Edwards, Effington, Elizabethtown, Elmo, Erhards Grove, Essex, Faust, French, Friberg, Grand, Grenier, Gresham, Hepsy, Hillview, Hobart, Hoff, Ibsen, Inman, Joyce, Lake Lizzie, Lawndale, Lida, Mauston, Miller, Miller's Station, Monitor Falls, Myhre, New Rose Lake, Oscar, Paddock, Parkdale, Pearce Prairie, Phelps, Ramsdell, Redington, Roberts, Rush Lake, St. Oloff, Scambler, Spirit Lake, Ten Mile Lake, Trondheim, Town Site, Tumuli, Turtle Lake, Urbank, Vida, Wall Lake, Waseata and Woodside. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [21-3]

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

NEW MEXICO - Preparing statehood catalog. Need postmarks to end of 1987, even cut squares. Tom Todsén, 2000 Rose Lane, Las Cruces, NM 88005 [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]

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## TOWNS: WANTED

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]

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]

WEST VIRGINIA postal history wanted, all periods, from stampless Virginia to modern. Send photocopies/approvals. Wayne Farley, 2633 S.E. 20th Place, Cape Coral, FL 33904 [21-3]

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## 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]

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## LITERATURE: FOR SALE

A) POSTAL HISTORY OF UTAH (1849-1976); B) MISSOURI POST OFFICES (1804-1981); C) POSTOFFICES OF SOUTH DAKOTA (1861-1930); identifies DPOs, active POs, name changes and counties for time periods indicated. D) THE POSTAL CARD SPECIALIST, 15 issues (1972-75) articles and pricelists; E) THE MACHINE CANCEL FORUM (13 issues) pp. 1-62, No. 53-56). Price A-D, \$17.50 each; E, \$8.50. Donald Nash, 612 Top Hill, Tyler, TX 75703. [20-4]

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]

## LITERATURE: FOR SALE

NORTH CAROLINA Post Office Catalog - Alphabetical listing of over 7600 post offices with county, date established, date discontinued, mail to, first postmaster, remarks. 229 pages, prong bound. Sample page on request. \$31.50 postpaid from: Phil Perkinson, Box 550, Norlina, NC 27563. [21-4]

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]

## MISCELLANEOUS: WANTED

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]

STOCKS & BONDS, pre-1900 Paper Wanted. Especially Railroads, Mining, Telegraph, Autograph, Baseball, Unusual. Please contact Frank Hammelbacher, 65-09 99 St., Rego Park, NY 11374 (tel. 718-897-3699) (Fax: 718-897-3699) [21-3]

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]

## 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

## 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, La Crosse, 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]

## 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 [20-6]

## LA POSTA BACK NUMBERS

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

### At \$2.00 each:

Volume 10, No. 3  
Volume 11, No. 6  
Volume 13, No. 2  
Volume 13, No. 6

### At \$3.00 each:

Volume 14, No. 5  
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

## CHARLES GILLESPIE

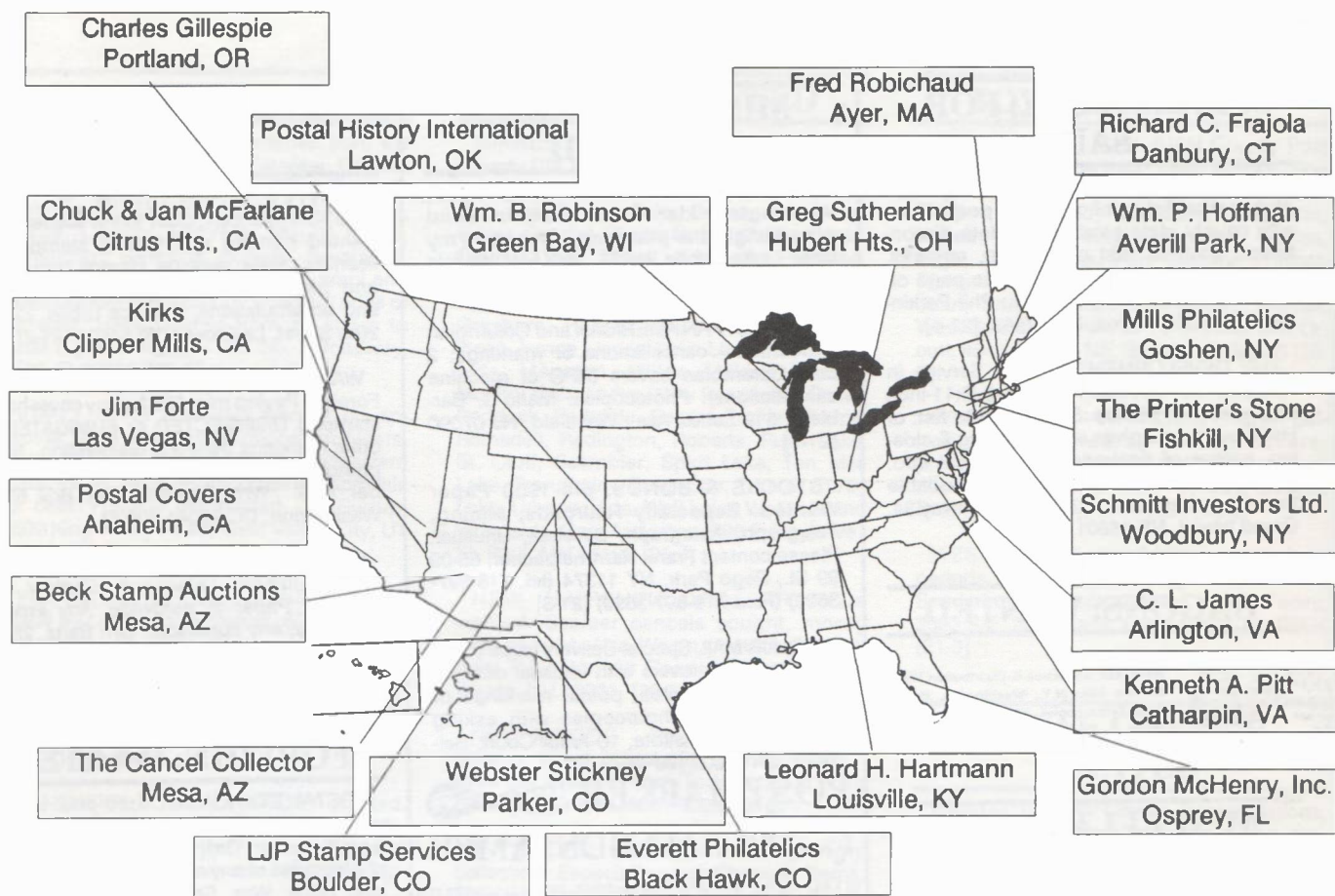
P.O. BOX 13145, PORTLAND, OR 97213  
(503) 288-2743

## MONTANA DPO AUCTION

- Lot 1. DEWEY, 1908, VF 4-bar on PPC (rp Big Hole River) Est. \$10
- Lot 2. FRENCH GULCH, 1912, about Fine DOANE on PPC. Est. \$5
- Lot 3. FULTON, 1911, about Fine 4-bar on PPC. Est. \$5
- Lot 4. HAWARDEN, 1910, Fine 4-bar on PPC. Est. \$5
- Lot 5. KNERVILLE, 1910, Fine cds & target on PPC. Est. \$5
- Lot 6. LANARK, 1931, Fine 4-bar on LDC. Est. \$3.
- Lot 7. NEWLON, 1912 about Fine 4-bar on PPC. Est. \$4
- Lot 8. PAOLA, 1928 G + 4-bar on cvr w/Gt. North RR cc (ruff open) E\$4
- Lot 9. PINECREEK, 1910, Fine DOANE on PPC. Est. \$5
- Lot 10. RENOVA, 1909 Fine DOANE on PPC. Est. \$5
- Lot 11. RIDGELAWN, 1908 Fine DOANE as rec'd on PPC Est. \$4
- Lot 12. SCOBAY, 1912, G + 4-bar on PPC. Est. \$3.
- Lot 13. SEXTON, 1902, VF cds as b/s on cover. Est. \$15
- Lot 14. STEARNS, 1909, VF 4-bar on PPC. Est. \$8.
- Lot 15. TAFT, 1909, Fine 4-bar on PPC (rp view of Taft) Est. \$6.

**BIDS CLOSE: September 30, 1989**





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### THE POSTAL HISTORY DEALERS MAP

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

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