

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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NOVEMBER 1989





# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover depicts a "Swamp Scene in Florida" as originally illustrated in *People's Family Atlas* of 1885. At that time, Florida had a population of less than 300,000, and scenes like this typified much of the landscape.

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# PUBLISHER'S PAGE

## UPWARD AND ONWARD...

The number of people who subscribe to *LA POSTA* has remained rather constant for the past three years. We have gained 20 to 30 new subscribers each issue, but these gains have been partly offset by non-renewals and mortality. In summary, *LA POSTA* subscriptions have been growing very slowly from about 1,100 to 1,200 since 1986, and this slow growth has been encouraged by me.

*LA POSTA* is a "hand-made" journal. I have attempted to explain our production limitations in earlier columns, and, upon at least one occasion, even mentioned that we were pursuing a path of limited growth. Well, the time has come when we can no longer comfortably afford to maintain current production levels. There are simply too many other jobs buzzing in and out of Raven Press. We produce *Western Express*, the *War Cover Club Bulletin*, the *PMCC Bulletin*, and journals and newsletters for such diverse state postal history societies as Alaska, Oregon, Wyoming, Long Island, New Jersey and Pennsylvania. In addition, as you may have noticed, we publish books, monographs auction catalogs and checklists.

The best possible solution for us is to mechanize part of the *LA POSTA* production process, and that means contracting out our collating, folding and stapling. We have done that with issue, and plan to continue doing it in the future if it works out well. Since this very time consuming activity will now be preformed outside our shop, we are free once again to encourage growth in subscriptions. In fact, since outside production costs will increase less than proportionally for increased press runs, it is to our considerable benefit to increase subscriptions.

At this point you may be asking yourself, "Why is Helbock telling me this? What benefit is it to me if *LA POSTA* increases the number of subscribers?" The answer is -- potentially -- a lot!

Whether you are a postal history collector, dealer, or simply like to read postal history articles, an increased subscription base is likely to bring you real benefits. If we can increase the number of our subscribers from 1,200 to say 2,000, there will be more opportunities to buy and sell postal history through our pages. There will be a wider pool of authors to provide articles. We will reach more people and our enjoyment of the hobby will be enriched by their participation.



Those of you who were *LA POSTA* subscribers back in 1982 know exactly what I am talking about. At that time there were only about 200 of you. We were just too few in number to attract more than a few kind-hearted, sympathetic dealers to advertise in our pages. Buying and selling postal history in *LA POSTA* was severely hampered by our limited numbers. We published the same dedicated authors over and over. As we began to grow rapidly during the mid-1980's, *LA POSTA* began to change. Our content expanded. Ads to buy and sell began to appear regularly as readers recognized that we were reaching a market. *LA POSTA* became a legitimate force in postal history.

Now it is time to take the next step. I believe we can all benefit from an increased subscription base, and I am asking your help in attaining it. The target I have in mind is 2,000 subscribers by the end of 1990, and with your help we can achieve that goal.

In order to provide some incentive for you to help me in achieving this subscription goal, I hereby announce the following **Recruiter Awards**:

1) Existing *LA POSTA* subscriptions will be extended one number for each new subscriber recruited between now and December 31, 1990. In other words, if six new subscribers sign up for *LA POSTA* and say that you recruited them, then your subscription will automatically be extended for one year; or,

2) Advertisers will receive \$4.00 credit toward any ad (except Classified) in *LA POSTA* for each new subscriber recruited between now and December 31, 1990. Along these lines, *LA POSTA* Subscription Forms for distribution at shows, shops, etc., will be mailed to anyone requesting them from us. Simply drop us a note or give us a call, and we'll send you a batch of printed Subscription Forms; and,

3) A contest will be held beginning now and ending December 31, 1990, to determine who can recruit the greatest number of new *LA POSTA* subscribers. Recruiter Scores will be published in each issue of Volume 21, and the Top Three Recruiters will be awarded prizes at the conclusion of the period.

Now, I realize that these are not the kind of high-powered incentives that are likely to make you rush out and begin banging on doors to look for new subscribers, but they should, at least, add a little spice to the game. People subscribe to *LA POSTA* because they see it is a good and useful publication. If you show your copies to friends, I believe some of them will become subscribers. Libraries are another good possibility, and, while we have never attempted to encourage library subscriptions, we never-the-less number a few libraries among our existing subscribers. Perhaps the easiest thing to do, is to send us names of people who might



like to subscribe. We will send them a sample copy in your name and a subscription form. If they subscribe, you'll get the credit. If not, at least they'll get a complimentary *LA POSTA*.

I hope you will all read this in the spirit in which I intend. The growth of *LA POSTA* from our present level to 2,000 subscribers is not a life or death matter. We will go on trying to bring you the best publication we can regardless, but I do believe the time for growth is propitious and I think we can have some fun in making it happen together.

*Richard W. Hellock*

## HURRICANE HUGO REPORT

Bob Stets writes to let his many friends know that he and his wife, Margaret, survived Hugo with relatively minor discomfort. The winds in Walterboro reached an estimated 60 miles per hour, knocking down a few trees and causing fairly minor damage. Bob lost electricity and his town experienced some food and gas shortages as folks from nearby Charleston began driving the 30 miles to Walterboro to find essentials they could not acquire locally.

Bob reports that communities north of Charleston were not near as fortunate, with the village of McClellanville almost totally destroyed by 130-mile-per-hour winds and a 17-foot tidal surge. The storm cut a path 60 miles wide through South Carolina from the sea to the mountains, and then turned north to Charlotte, North Carolina.

The entire experience was very frightening, and we can only rejoice that the loss of life remained small. *LA POSTA* wishes our subscribers in South Carolina well including Arleta Eskridge, Bob Anderson, E. B. Cantey, Harry McDowell, Harvey Teal and Sunbelt Covers & Stamps of Columbia; Richard Morgan of Greenville; Mark Swetland of Hilton Head Island; Frederick Knoche of Mount Pleasant and Joe Holleman of Summerville. Our thoughts were with you during the storm, and we hope you all came through as well as Bob.

## INDIANA GROUP MEETS

The 9th Annual Meeting of the Indiana Postal History Society was held at the Convention Center in Indianapolis on September 17, 1989. President Art Hadley of Columbus and Secretary-Treasurer Zane Stohler of Winchester were re-elected. Phillip S. Jones, also from Columbus, was elected as the new Vice-President. Howard A. Wallace of South Bend and Vincent A. Ross were re-elected Directors.

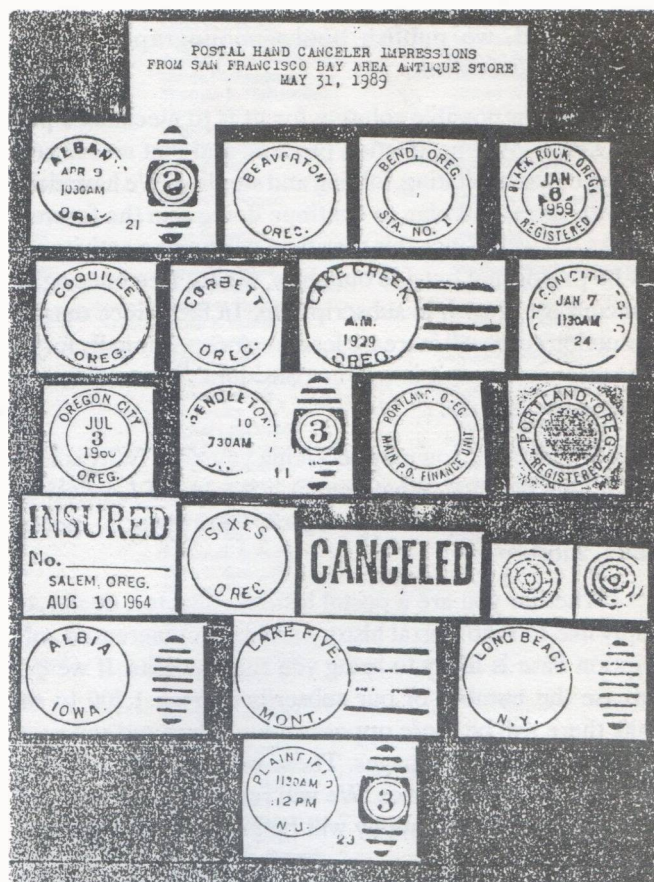
IPHS is an Indiana non-profit corporation with 47 active members. Annual dues are \$5 and members receive a

quarterly newsletter. Membership applications are available from Zane Stohler, 808 Lawn Street, Winchester, IN 47394.

## FOUR-BAR FORERUNNERS



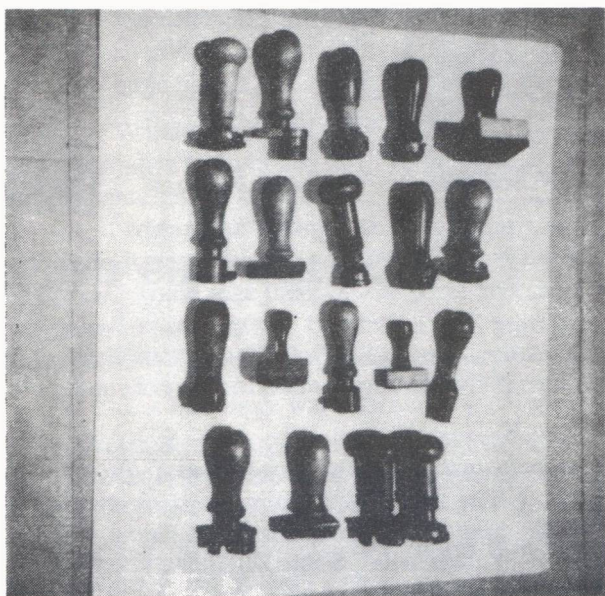
Bob Summerell, P. O. Box 39597, Downey, CA 90241, sends along an example of the 4-bar styles duplex postmark used in New Vernon, Pennsylvania in 1898. Bob would like to hear from other readers who have knowledge of use of postmarks similar to this which date from before 1900. The basic design was obviously adopted by the U.S. Post Office Department for its standard postmarking equipment in small offices after 1905, but Bob is curious about the distribution, manufacture and use of these pre-1900 designs. Can anyone help?





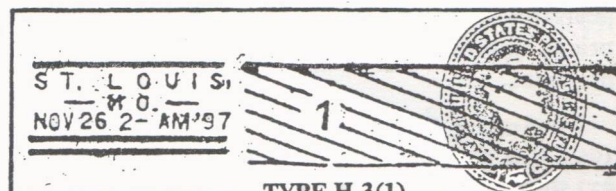
## CACHE OF HANDSTAMP POSTMARKERS FOUND

H. E. "Bill" Menker of Palo Alto, California, discovered a small cache of handstamp postmarkers in a Bay Area antique shop over the summer. In a effort to advise collectors of the existence of these markers, Bill made impressions of each and these are illustrated here in reduced form. Both rubber and steel handstamps were included in the group, and all were mounted on wooden handles as shown in the accompanying illustration. Postal regulations required that such handstamps be turned-in to the Department for destruction, but a fair number managed to find their way into private hands and occasionally they have been used to make modern "examples" of earlier postmarks.



## BOOKS IN REVIEW

*THE BARRY STORY*, Reg Morris and Robert J. Payne, Volume 3, *The Catalog of Rectilinear Markings, and Index*. Published by the authors, 1989. 178 pp., 8.5x11-inch format, bound in soft leatherette material. Available from Bob Payne, 363 Bethany St., Thousand Oaks, CA 91360 or Reg Morris, 7360 Martingale, Chesterland, OH 44026. Price: \$16.50 postpaid.



ST. LOUIS, MO. - November 26, 1897

I have reviewed with enthusiasm the two previous volumes in this trilogy, and was awaiting with considerable anticipation this -- the cornerstone volume. I was not disappointed! Morris and Payne have combined their considerable research skills and knowledge to produce a set of reference works on the interesting and distinctive Barry machine cancels which will long stand as a goal to be attained by other authors in the field.

The books are cleanly illustrated, well-organized and easy to follow, and, with Volume 3 in place, provide all the information necessary for a novice to become well versed in the subject of Barry machine cancels. Volume 3 includes an illustrated survey of the rectilinear markings, which includes a total of 902 different dies in use at 138 different cities and stations. The rectilinears were by far Barry's most widely distributed type. By comparison, only 37 cities used Barry ovals and 23 used Barry circular postmarks.

In addition to the extensive rectilinear catalog, Volume 3 contains an Index to all three volumes which features a Rarity Factor for each and every postmark/cancel type along with known dates of use. Most Barry machine impressions are fairly common, and it should still be possible to build an impressive collection with only modest cash outlay. There are, however, just enough scarce and even rare examples to make Barry collecting a challenge.

If you've been thinking of starting a new postal history specialty, Barry machine cancels might just be the thing. But, whether or not you are a potential Barry collector, the modest expense of this set of reference books (\$16.50 each) combined with their high information content and quality production level, makes them a must for the postal history library.

RWH

## U.S. COVERS AND POSTAL HISTORY

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# THE JARRETT LIBRARY SALE - A REVIEW & COMMENTARY

By Dale Forster

The recent sale of David Jarrett's postal history library by a New York auction house has given us all a wonderful opportunity to add to our libraries. I hope many of you participated, but from the list of prices realized it certainly appears this sale did not attract the attention it warranted. The prices quoted below do not include the 10% buyer's premium.

Among the more general works, the Chase-Cabeen 1950 *First Hundred Years of Territorial Postmarks* brought \$37.50. Granted there is a reprint of this work, but certainly the original is worth more than that. A group of six *U.S. Stampless Cover Catalogs* from 1936 to 1978 brought \$20 against an estimate of \$50-\$75, and the Quarterman reprints of Wiltsee's *Gold Rush Steamers* and Staff's *Transatlantic Mails* offered together brought the same price.

The state postal histories were grouped in large lots. It is a fact that the major auction houses do not find it economical to offer lots which will realize less than \$50, but one would think they could at least list the titles of books in large lots! A lot described as "Oregon, Nine Books/Booklets" brought \$85, and "Colorado/Seven Books/Booklets" brought \$42.50. I have no doubt that these state lots included all the important works, many of which retail in the \$30-\$50 range, so this was a spectacular opportunity for those able to view the sale.

The Jarrett Library featured many important Government Documents. These *Tables of Post Offices*, *U.S. Official Registers*, *U.S. Postal Laws and Regulations*, *U.S. Mail Contracts*, etc., are essential primary source materials for the research-oriented postal historian. In most cases the realizations were well below the estimates, an exception being a group of nine U.S. Post Route maps which sold as one lot for \$3,250.

Philatelic periodicals were offered in seldom seen complete runs. The *Chronicle* of the U.S. Classics Society, 1948 to date, brought \$425 (Est. \$750-\$1,000). *Western Express*, 1950 to date, brought only \$260 against a realistic estimate of \$500-\$750. *La Posta* bucked the trend, bringing \$280 against an estimate of \$200-\$250. Our editor admits that his subscriber list for the first few years numbered only "about 40" brave souls, so the scarcity of the first few years of *La Posta* is not surprising.

Important early auction sales are invaluable references, and I should think that all U.S. cover collectors would want to own such things as the Knapp and Caspary sale catalogues. The three Knapp sales were a bargain at \$75, and the complete bound Caspary sales brought \$230 -- about

what the normally sell for at retail. Surprisingly, a bound set of the Lilly sales brought \$500 against a realistic estimate of \$150-\$200. It is a fact of life that many stamp collectors would never spend \$100 for a book, but do not hesitate to spend that amount or much more on a nice stamp. I have always thought postal historians were more appreciative of the value of a library, so the above realizations are a disappointment. In the future we will all look back at the results of this auction as a lost opportunity. A good deal of the blame for the disappointing realizations should go to the auction house for poor presentation and lotting.



Fred Robichaud



## THE COLLECTORS' DEN

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# BUYING AND SELLING U.S. COVERS FIFTY YEARS AGO

By Herman Herst, Jr.

While there were plenty of bargains in early covers fifty years ago, one had to do legwork to find them for there were not many dealers making a specialty of them. They did turn up, some in large lots, but few dealers wanted to be bothered with them. Often they would pencil prices on each one, put them in a corner of their counter or table, and hope for the best.

Victor Weiskopf was one of the early dealers who put any covers that came his way in a box of this sort. If covers came along with good stamps, such as Blackjacks or lower values of the 1869 issue, they never got to the box. He would soak them off the cover and sell them as stamps. Better to sell them that way shortly after buying them than have them unsold in that box on the counter.

The fact is that there were darned few collectors of covers at that time. There were few albums on the market designed to take covers. Most albums had printed pages and were designed for postage stamps.

Of course, there were covers available from the top dealers: Burger Bros., Robert Laurence, Economist, and those dealers who had real stocks of U.S.A. Seldom did they bother with covers priced up to \$20.00.. Those covers remained for the two or three newer and younger dealers of which this writer was one.

I was new at being a stamp dealer in 1933, and a visit to the Weiskopf office got me started on my collection of early Oregon covers -- a collection that, when I sold it in 1959 [Oregon's Centennial Year], was second only to the Oregon collection formed by Edwin Payne of Salem. In a box on the counter were a couple of dozen early Oregon covers all ad-

Herman "Pat" Herst, Jr. is, as nearly everyone knows, one of philately's most prolific authors of all time. We are proud to claim him as a fellow native Oregonian, but Pat's reputation was made on Nassau Street in New York City and he has lived for many years in Boca Raton, Florida. It is with great pleasure that we present one of Pat's latest anecdotes recalling the early days of buying and selling U.S. covers.

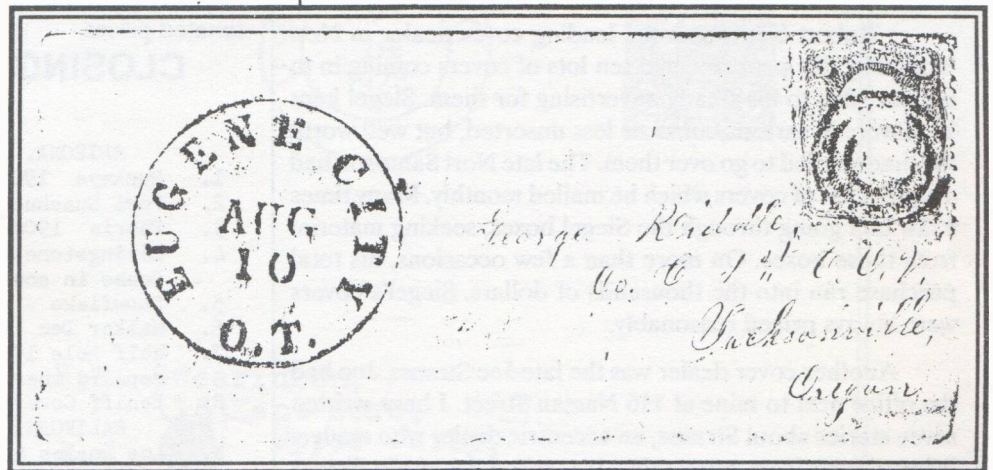


Figure 1. Eugene, Oregon, used its territorial postmark well into the 1860's, as this small cover from about 1863 clearly shows.

dressed to Henry Cummins, an Oregon citizen appointed by Lincoln to the Office of Immigration. Cummins was from Eugene, Oregon, and as late as 1867, this post office was still using a territorial marking on its mail (Figure 1). There were many other covers from the Willamette Valley, and I was happy to pay Weiskopf his price of 25 cents each.

I am rather proud to say that I feel I was the originator of the habit of collecting locality covers. In the days of the Depression, when one could buy an ordinary stampless cover of a small town for 25 cents or so, the hobby quickly grew. I arranged my entire stock of covers -- stampless and stamped -- by the locality of the post office which sent them out.

On an office wall I had a large map of the United States, large enough to show many individual cities and towns. From a pocket calendar I snipped small dates and pasted them over a state name, or an individual post office. I then made a 3-by-5 index card with the name of the state or town, to which I added the name of the collector of that office. It worked very well. If I had a small town in Kansas on a cover, I looked at the map which numbered Kansas as "27" for example. By referring to card "27", I had the name and address of a collector who wanted to buy Kansas covers.

Today it is almost incredible to realize the huge lots of early covers that came to dealer hands. The Harter Patent Medicine Company of Kansas City saved thousands of covers from its mail in the 1860's and 1870's. They took three large cartons when shipped to me. Many of the covers had originally contained remittances which someone in the Harter office noted on the envelopes. There were registered letters, many with 1869 stamps interspersed with Banknotes.

The Harter lot gave me hundreds of covers to fill the needs of collectors looking for covers from their area, espe-



cially Texas and Indian Territory. From a bankrupt stationery store, I bought a huge drawer cabinet which had been used to store greeting cards. It became a simple matter to find what I needed when someone wanted a cover from Utah or Vermont.

Robert Siegel was the leading cover dealer in New York City. He probably had ten lots of covers coming in to my one, due to his steady advertising for them. Siegel kept his covers in cartons, more or less unsorted, but well worth the time needed to go over them. The late Nort Sampson had a regular list of covers which he mailed monthly. Many times I saw him going through the Siegel boxes, seeking material from those boxes. On more than a few occasions, his total purchase ran into the thousands of dollars. Siegel's covers were always priced reasonably.

Another cover dealer was the late Joe Strauss. Joe had the office next to mine at 116 Nassau Street. I have written seven stories about Strauss, an eccentric dealer who made a living of sorts from cover sales. Joe visited dealers in distant sections of the city, relieving them of covers for which they had no buyers. Joe often put some of his better covers in my auction sales. One of the nicest covers he turned up was a pretty 9-cent 1869 (Scott's #72, now listing at \$13,500 on cover). The stamp unfortunately had a straight edge at one side, but the realized price of \$40 was very much a bargain; a fact for which Strauss was a long time in forgiving me. Of course, at the time the catalog value was just a few hundred dollars.

Also at 116 Nassau was Leroy Gardiner, who was a good source for covers in the morning. But a noon he would hit the bottle, and there was no use trying to talk business with him once the bottle came out.

Another cover dealer not many old timers will recall was Arthur Gilliardson. Arthur lived near Patterson, New Jersey, and he covered stamp dealers in Newark and other New Jersey towns where there were stamp shops. Once a week Arthur came to New York where he used my office to show his wares to his customers, usually after giving me the privilege of going through them first since I played the part of host.

John Fox should not be forgotten, although he came into the picture a little later than most of us. But John never carried a stock of covers. With John it was turnover. I recall cases of covers coming to his office. John allowed prospective buyers to go through the cartons just as they came in. I saw lots worth as much as \$5,000 get opened in the morning, and, as word got out around town that Fox had a new consignment, the cover addicts would head for his office, and form a line around the case. By evening it was empty.

The stamp business was quite different a half century ago and the cover business, as part of that trade, was no exception. What I wouldn't give now for the pleasure and privilege of letting my hands go through one of those large cover accumulations that came our way back then!

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2.	Fort Huachuca 1916 Cover	Fine	12.00
3.	Peoria 1908 PPC	Fine	19.00
4.	Livingstone 1904 Doane #10 Government Env. Doane in correct position not moved.		29.00
5.	Snowflake Type 4 Cover	Fine	20.00
6.	Walker Dec 1909 PPC	Fine	20.00
7.	Wolf Hole 1919 Bold Cancel Extra Fine repaired where opened Nice. 3 cent rate		20.00
8.	Zeniff Cover 1923 Just Fine		12.00
CALIFORNIA			
9.	Los Angeles & E. San Pedro RPO 1912 Fine		15.00
NEVADA			
10.	Cherry Creek in Octogen 1882 on Money order Form printed for Cherry Creek P. O. Very Unique and extra Nice Exhibit Piece.		45.00
UTAH			
11.	Beaver Ladies Envelope About 1889 Fine		25.00
12.	Bluff 1888 Cover Territorial. Light But Nice		35.00
13.	Coalville 1890 Jubo Circle /C/C.	Fine.	25.00
14.	Hyrum 1891 5 cent Grant on Cover	Fine	25.00
15.	Payson 1888 Cover Nice.	Fine	20.00
16.	Mammoth PPC DFO 1909	Fine	12.00
17.	Provo City (Red) UX5 card 1882	Fine	20.00
18.	Robinson PPC. 1909 DPO	Fine	10.00
19.	Terrace 1888 Cover. Nice Item.	Fine	45.00
20.	St. George About 1888 Cover	Fine.	25.00
21.	Silver City Cover 1901 # 295	Fine	20.00
WASHINGTON			
22.	Amboy PPC 1910 Doane	V.F.	7.00
23.	Alki 1901 Govt Business PC	Just Fine	24.00
24.	Alpha 1912 PPC DPO.	Fine	10.00
25.	McGowan Doane 1912 PPC	V.F.	10.00
26.	Bluecreek PPC 1909	Fine	14.00
27.	Castle Rock 1908 PPC Real Photo	Fine	10.00
28.	Douglas Doane 1913 PPC	Fine	10.00
29.	Eden 1911 PPC.	V.F.	9.00
30.	Eden Doane 1908 PPC	V.F.	15.00
31.	Theon PPC 1908	Fine	20.00
32.	Youngstown 1909 PPC	Fine	12.00
WYOMING			
33.	Border 1908 Doane PPC	Fine	12.00
34.	Dallas 1913 Dover	Fine	25.00
35.	Knight PPC 1911	Fine	15.00
36.	Newfork 1910 PPC	Fine	15.00
37.	Somerset Doane 1909 PPC	Fine	12.00
38.	Springer PPC 1913	V.F.	12.00

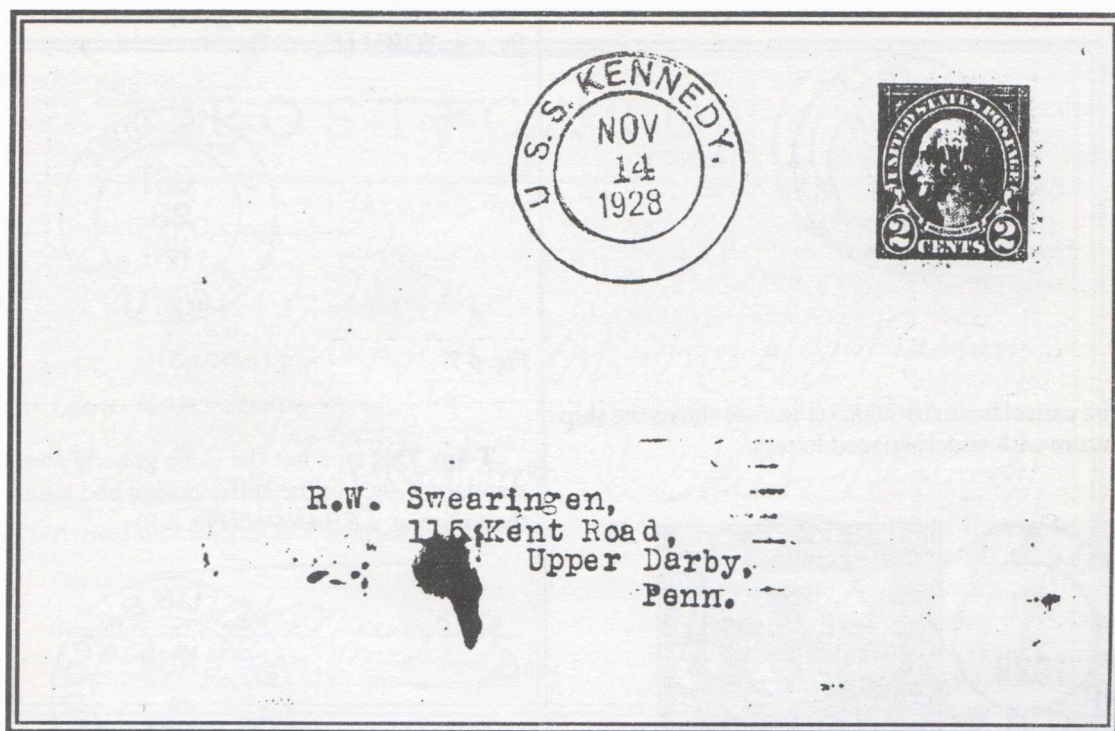
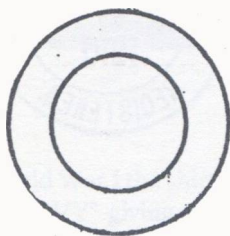


Figure 6-1. This cover bears a Locy Type 9 cancel from the U.S.S. KENNEDY.

## THE LOCY SYSTEM - PART 6

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

### TYPE 9



The Type 9 cancel is comprised of two concentric circles with wording between the circles. The type does not have killer bars. Type 9a appeared about the same time as Type 1, shortly after post offices were established aboard United States naval vessels. The first T-9 cancels had either REGISTERED, M.O.B. (Money Order Business), or PARCEL POST at the bottom of the circle and the ship name at the top. The cancels were intended for use specifically for those categories of mail. These early T-9a markings were actually variations because of the additional wording. The plain

T-9 with ship name at top and no wording at bottom did not appear until the early 1920's. It was often used to cancel first class mail.

### VARIATIONS

T-9 Ship name at top between the circles as in the example from the U.S.S. KENNEDY.

T-9r Ship name at top with widely spaced letters as in the cancel from KANE.

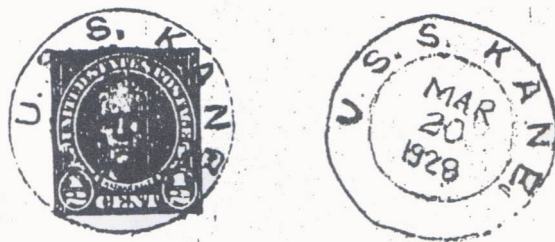


Fig. 6-2.



**T-9u** Ship name at bottom, e.g., *CONVERSE*.

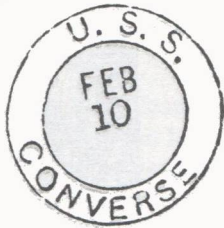


Fig. 6-3.

**T-9ru** The cancel from *BROOKS* (Fig. 6-4) shows the ship name at bottom with widely spaced letters.



Fig. 6-4.

**T-9n** The standard T-9 cancel with the ship's hull designation added is T-9n. The T-9n illustration is from the U.S.S. *MC CORMICK* (Destroyer #223).



Fig. 6-5.

**T-9nu** The Type 9 marking from the U.S.S. *KALK* shows her name and hull number (170) at the bottom of the circle. This is classed as T-9nu.



Fig. 6-6.

**T-9v** Ship name at top and "REGISTERED" at bottom is the form of the standard registry cancel and is designated T-9v, e.g. *IOWA* (Fig. 6-7).



Fig. 6-7.

**T-9pv** This type has the same general configuration as a standard T-9v, but the entire design and lettering are larger than normal. *LEBANON* (Fig. 6-8)



Fig. 6-8

**T-9psv** As in T-9pv, the design is larger than normal, but here the ship name is in serif lettering, e.g., *NORTH DAKOTA* (Fig. 6-9)



Fig. 6-9.

**T-9w** T-9w is the standard T-9 with the letters "M.O.B." (Money Order Business) added at the bottom; *PROMETHEUS*.



Fig. 6-10.

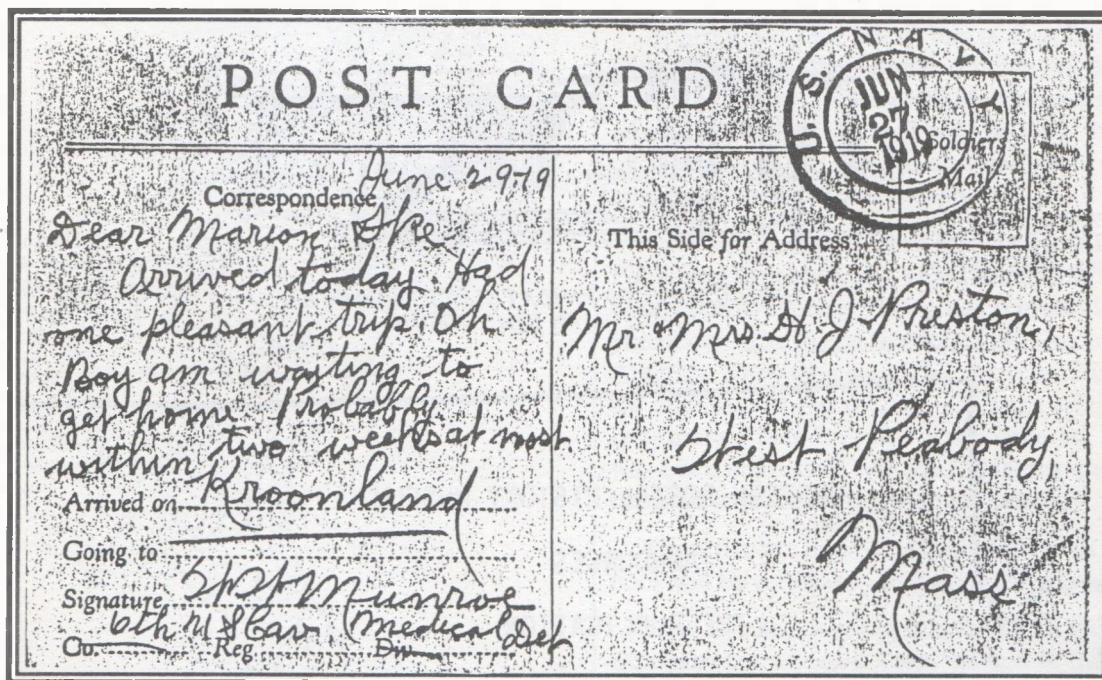


Fig. 6-12.

T-9x As in T-9v and 9w, T9-x has additional wording at the bottom. In this case "PARCEL POST" has been added; LANGLEY (Fig. 6-11).

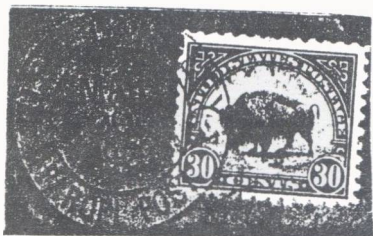


Fig. 6-11.

T-9rz During World War I the ship name was replaced by the wording "U.S. NAVY" giving us the "z" variation. The wide spacing of the word "NAVY" in the cancel from KROONLAND (Fig. 6-12) results in an additional "r" being added to this variety.



Fig. 6-13.

T-9vz The standard registry cancel with "U.S. NAVY" replacing the ship name (Fig. 6-13).



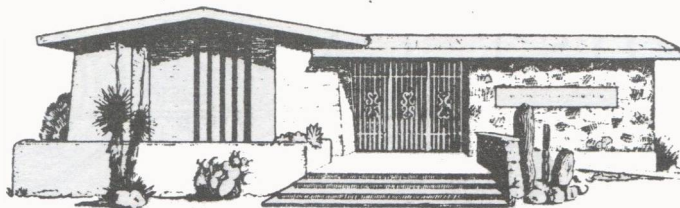
Fig. 6-14.

T-9rvz The illustrated cancel from U.S.S. AEOLUS (Fig. 6-14) has wide spacing of "U.S. NAVY", and "REGISTERED" added at the bottom of the circle.



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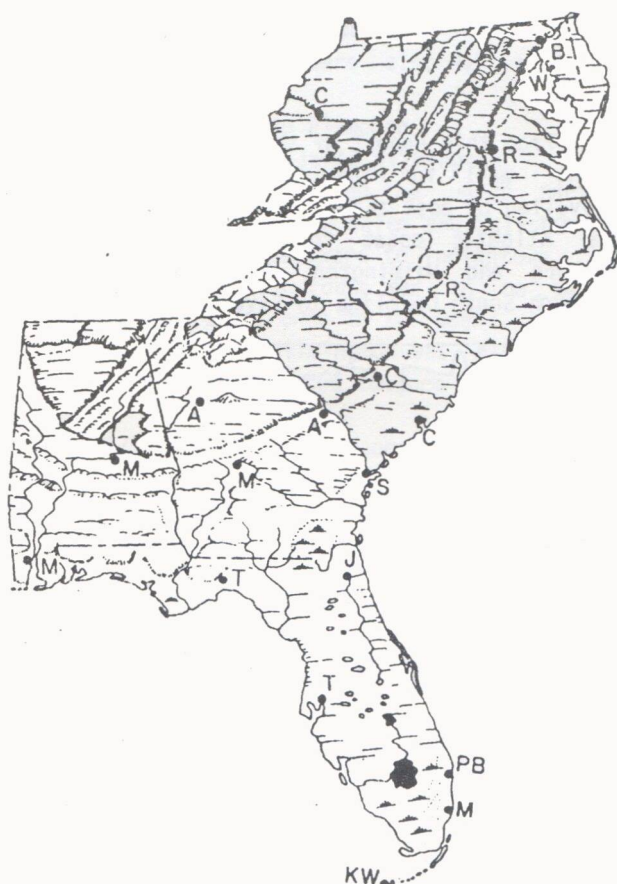
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## SOUTHEASTERN SECTION

**DAVID B. ROBINSON, EDITOR**  
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This month's issue of *LaPosta* allows me to serve as the host editor for **FLOREX**. Thanks to all of the efforts of Bill Helbock and Ken Schoolmeester, we are having a classic Postal History Seminar. With this in mind, I am very proud to have an expanded Southeastern Section this month featuring two southern articles.

**Bob Stets**, who held this editor's position for much longer than I have, has written on the early postal service in North Carolina. Bob's article features previously unreported letters sent to postmasters at North Carolina Post offices in the 1790's.

**Ken Schoolmeester** has extensively researched Green Cove Springs, Florida Post Offices and has written a very appropriate article for this month. The article is a fine mix of history and postal history.

I want to thank Bob and Ken for responding to my call for articles in such a fine way. Once again, if you have an article

(or even an idea for one) that you would like published, please feel free to write or call.

Appropriately for my travels of October 2 to 8, 1989 in connection with the annual reunion of the 319th Bomb Group Association, I have written a brief history of the Unit around a letter sent to my Uncle in 1945. It is truly a piece of living history, as I met the man who wrote notations on the cover some forty-four years ago.

I was very happy to learn that the Kenneth R. Laurence Publishing Company, Inc. (1007 Kane Concourse, Bay Harbour Islands, Florida 33154) has reprinted the 1929 Dietz Handbook, *The Postal Service of the Confederate States of America*. Their flyer states that the reprint is a "state-of-the-art duplicate of the original 439 page edition." When my copy arrived four days after it was ordered, I must say that I was quite impressed. At the \$75.00 pre-publication price, the book isn't for every postal historian.

Those that are interested in obtaining this long out of print book will be very happy that they can now obtain a copy.

I was also happy to see that the D. G. Phillips Publishing Company has released a new edition of the original *Herst-Sampson Catalog of Fancy Cancellations on Nineteenth Century Postage Stamps*. Their flyer states that Kenneth L. Gilman has edited an entirely new book taking into consideration the "great strides made in the study of U.S. covers and postal history since the earlier editions." Although my copy has not arrived yet, I know that it will live up to my expectations.

I want to thank all of you who have expressed kind support about my Father's condition of whom I wrote in earlier editions. His condition is much improved and his outlook is much brighter. Thank you for your support.

**P**

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# EARLY POSTAL SERVICE IN NORTH CAROLINA

By Robert J. Stets

Have you ever heard someone say, "There's hardly any official information available about the early U.S. post offices? That's not really true - there's a lot of official information available, but you have to search for it."

On a recent visit to the National Archives in Washington, I had the pleasure of examining some of the "Letters Sent by the Postmaster General" between 1789 and 1794. I was looking for data on early postmaster appointments in South Carolina, but came across some previously unreported 1792 circular letters sent to postmasters at North Carolina post offices and several interesting letters regarding North Carolina post offices in 1794.

These letters, together with information from Acts of Congress establishing early post roads, and a map of post roads in the U.S., published in 1796 by Abraham Bradley, Jr., both of which latter items were located in the Library of Congress, are used as a basis for this article, which moves back the date of establishment for several post offices in North Carolina from those currently published.

## EARLY NORTH CAROLINA POST OFFICES

The Report of the Postmaster General (PMG) for the fiscal year ending October 5, 1791, includes the following data about North Carolina offices:

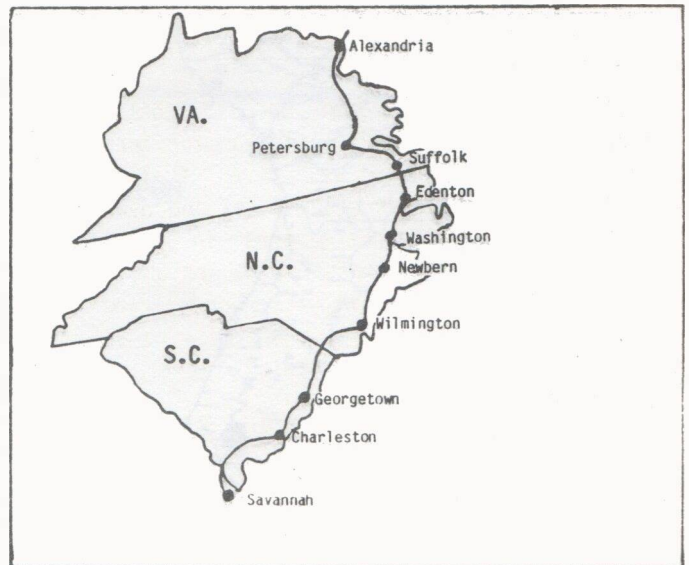
PLACES	AMOUNT COLLECTED	INCIDENTL EXPENSE	COMPEN- SATION	NETT REVENUE
EDENTON	267.00	10.00	53.40	203.60
WASHINGTON	138.00	-	27.60	110.40
NEWBERN	220.00	21.00	44.00	155.00
WILMINGTON	400.00	-	80.00	320.00
Totals(1)	1025.00	31.00	205.00	789.00

(1) calculated only for this article; not part of the original report.

The PMG further reports the following expense:

To John Hoomes, for transporting the mails from Suffolk, in Virginia to Savannah: \$ 6443.00

From this Report of the PMG, we see that in 1791, mail for the states south of Virginia travelled by post rider from Suffolk, Va. along the Atlantic coast through Edenton, Washington, Newbern and Wilmington, N.C., then southward through South Carolina to Savannah, Ga.



The Southern Mail Route in 1791

Persons living inland had to either call for their mail at these offices, or arrange to have it brought from those offices by some friend or private rider, which was extremely inconvenient.

As population in the interior grew, pressure was exerted on Representatives in Congress to provide more convenient service. The anticipated removal of the state capital of North Carolina from Edenton to Raleigh, and the recent move in South Carolina from Charleston to Columbia also increased pressure on Congress to provide postal service inland.

## THE 1792 CHANGES

On February 20, 1792, after months of political bickering in Congress, a "Post Office Law" was enacted. That law changed the route of the main North-South post road to a more interior location, requiring it to pass through Halifax, Tarborough, Smithfield and Fayetteville in North Carolina and Cheraw C.H., Camden, Columbia and Cambridge in South Carolina and Augusta in Georgia.

East-West connecting roads, or "cross posts" as they were called, were also set up in North Carolina:

From Halifax to Plymouth.

From Fayetteville to Wilmington.

From Halifax, through the upper part of N.C. westward to Salem and Salisbury.

From Edenton eastward to Indiantown.

Service on the main route was to be weekly; on the cross roads, once in two weeks. The old route from Suffolk to Wilmington was also continued, but service was reduced to once in two weeks.

In May, 1792, Col. John Hoomes, postmaster at Bowling Green, Va., and contractor for carrying the mails on the old route, was given full authority by PMG Timothy Pickering to set the new southern route, to commission postmasters in places where he considered it necessary to establish a post office, and armed with the bonds and forms required to establish those offices, he personally set out southward from Virginia.

#### THE 1792 POST OFFICES

General Post Office  
Phila. April 26, 1792

Col. John Hoomes,  
Sir,

I commit to you the power of fixing post offices and postmasters at all places on the roads south of Virginia where they are not already established. I am, Sir, &c T.P.

(Letters Sent A-457) (Timothy Pickering)

We do not know exactly when Col. Hoomes appointed postmasters along the new inland route "south of Virginia", but on June 7, 1792, PMG Pickering replied to a letter dated May 27, 1792 from Charles Gilmore, newly appointed at Halifax, N.C., in which he stated: "The road from Halifax to Salisbury is engaged, proposals for carrying the mails upon it once in two weeks having been made at two dollars and a half a mile, which I have readily accepted." (Letters Sent A-490)

Apparently Col. Hoomes was not able to complete arrangements so as to start the new routes by June 1, but on June 12, 1792, PMG Pickering sent circular letters to numerous new appointees, stating: "A commission for you is now enclosed."

Among the addressees were:

Buckner Davis Warrington(sic)  
Stephen Sneed Williamsboro

(cont.)

David Ray Hillsborough  
Smyth Moore Guilford C.H.  
Gottlieb Shober Salem  
George Lawmann Salisbury  
(Letters Sent A-527)

Then on June 18, 1792, PMG Pickering sent a circular letter to all postmasters, explaining the changes in postmaster commissions (from 20% to 40% at the lowest levels) which he was placing into effect "on the first day of July next, when the Post Offices on the new Roads will be opened."

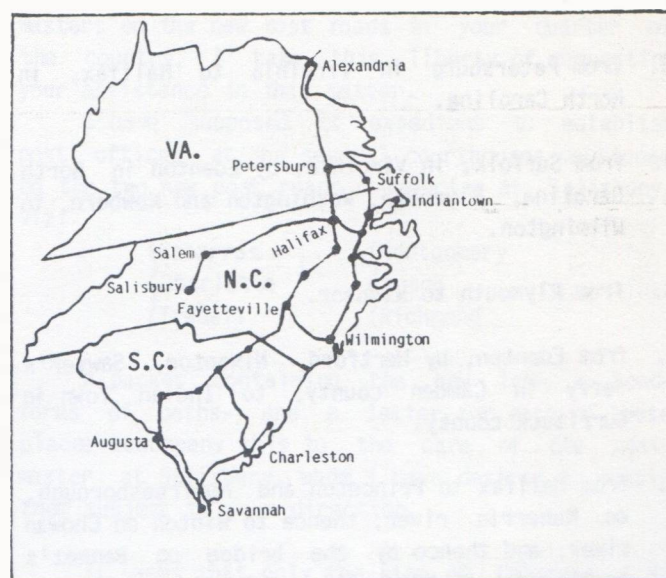
In addition to the offices named above, this letter was also sent to the following:

Charles Gilmore Halifax  
John Ross Tarborough  
John Bryan Smithfield  
John Sibley Fayetteville  
Martin R. Byrd Plymouth  
John G. Blount Washington  
(Letters Sent B-19)

Finally, on September 27, 1792, a similar circular letter was directed to the postmasters at the newly established offices on the second "cross post" road:

Sarah Decron Hertford  
W. William Lane Nixonton  
Enoch Sawyer Sawyer's Ferry  
Thomas Williams Indiantown

Thus we see that North Carolina, starting 1792 with only four post offices, ended that year with 20 offices!



The Southern Mail Routes in 1792



## THE 1794 IMPROVEMENTS

In 1794, Congress, pressured by numerous "memorials" from constituents, threw an extremely heavy burden on the Postmaster General by adding hundreds of new post roads to the nation.

"Discussions" in Congress were so time consuming that the "Post Office Law" was not finally passed until May 8, 1794.

Thereupon the PMG had to set up schedules for carrying the mails on these new roads (for some of which he couldn't even be sure of the distances), place advertisements for proposals to carry the mails in newspapers in the various states for six weeks, pressure politicians who had lobbied for the new roads into locating someone who would bid for those contracts, and find persons who were willing to accept the meager income of a postmaster along those roads!

How PMG Pickering managed to get all this accomplished by October 1, 1794 is revealed in several "Letters Sent by the Postmaster General" now in the National Archives.

### NORTH CAROLINA POST ROADS - 1794

Act of Congress dated May 8, 1794, established the following post roads, effective the first of June, next:

1. (part of the post road from Maine to Georgia):  
.... from Petersburg in Virginia, by Goldson's (Va.), Warrenton (N.C.), Lewisburg, Raleigh, Averysborough, Fayetteville and Lumberton to Cheraw Court House in South Carolina.....
2. from Petersburg in Virginia to Halifax, in North Carolina.
3. from Suffolk, in Virginia, by Edenton in North Carolina, Plymouth, Washington and Newbern, to Wilmington.
4. from Plymouth to Windsor.
5. from Edenton, by Hertford, Nixonton, Sawyer's ferry in Camden county, to Indian Town in Currituck county.
6. from Halifax to Princeton and Murfreesborough, on Meherrin river; thence to Winton on Chowan river; and thence by the bridge on Bennet's creek, to R. Mitchell's, which is on the post road from Suffolk to Edenton.
7. from Halifax, by Blountsville, Williamston and Dailey's to Plymouth.
8. from Halifax, by Warrenton, Oxford, Hillsborough, Martinville and Salem to Salisbury.
9. from Salisbury, by Cabarras Courthouse, to Charlotte, to return by Iredel Courthouse to Salisbury.
10. from Salisbury to Fayetteville, to go and return by the following route, alternately: by Montgomery, Anson and Richmond Courthouses, to Fayetteville; thence by Moore and Randolph Courthouses, back to Salisbury.
11. from Halifax, by Tarborough and Greenville, to Washington; and from Tarborough to Lewisburg.
12. from Newbern, by Kingston, Waynesborough and Smithfield, to Raleigh.
13. from Raleigh, by Chapel-hill, to Hillsborough; and from Chapel-hill to Chatham Courthouse.
14. from Hillsborough, by Person Courthouse, Caswell Courthouse and Rockingham Courthouse, to Germanton.
15. from Fayetteville to Wilmington; the mail to go alternately by Elizabethtown and return by South Washington, the cross roads near Duplin Courthouse and Sampson Courthouse.
16. from Salem, by Bethania, Huntsville, Rockford and Wilkes to Morganton, in North Carolina; and from Morganton, by Lincolnton (N.C.) to Pinckney Courthouse in South Carolina.

Unfortunately, the PMG did not send a circular letter in 1794, as he did in 1792, and the original records showing appointments of postmasters at these places were destroyed by a fire in the Treasury Department in the 1830's. Some years later, using whatever records were available, a "recreated" ledger was prepared, showing dates of "first returns" of various postmasters, and these records have been widely used in place of establishment dates.

However, a letter from the Postmaster General to the Post Office Committee of Congress, dated December 20, 1794, stated that all routes listed in the May 8, 1794 Post Office Law, had been put into operation except one between Baltimore, Md.

and Yorktown, Pa; one between Smithfield and Hick's Ford in Virginia; and one between Cheraw C.H. and Georgetown in South Carolina. Therefore, all North Carolina routes were in operation by December 20, 1794.

LETTERS SENT BY THE POSTMASTER GENERAL- 1794

June 5, 1794

Mr Gottlieb Shober,  
(P.M. Salem, N.C.)

Sir,

As you manifested an inclination to contract for carrying the mail between Salem and Morganton, I inclose(sic) an advertisement relative to it for your information. Mr. McDowell has divers other copies which he will have posted up at public places on the route. The whole road as far as Pinckney C.H.(S.C.) is to be comprehended in one contract. As soon as they are printed, I will send you the advertisements for all the post roads in the upper County(sic) of North Carolina and the neighboring parts of Virginia.

I am, sir & T.P.  
(Letters Sent C-297)

August 14, 1794

Nathl. Macon, Esq.  
(Warrenton, N.C.)

Sir,

I am sending you the commission for the Postmaster at Raleigh, be pleased to fill in the name. Sending commission for Lewisburg, also, having received no nomination for that office.

I am, sir & T.P.  
(Letters Sent C-392)

August 19, 1794

Hon. Nathl. Macon,  
Warrenton  
Sir,

Oxford is now mentioned in the list of places on the post road from Warrenton to Salisbury. No person has been named for postmaster there. If it is of any importance to establish a post office at Oxford, I shall be much obliged by your fixing on a suitable person to keep it. A packet of papers for the establishment accompany this.

I am, sir & T.P.  
(Letters Sent C-405b)

August 19, 1794

General Mebane,  
Sir,

You provided assistance in fixing postmasters at the places connected with Hillsborough. No persons having been recommended for Chapel Hill or Person C.H., I inclose (sic) packages of papers for postmasters at those places, which I pray you direct to such persons as you judge qualified. Mr. Winston said the post road should run by Caswell Old C.H., to accommodate a number of traders there. Since it may be proper to establish a Post Office there, I inclose (sic) a third packet for that place if you judge the establishment would be beneficial.

I am, sir & T.P.  
(Letters Sent C-404)

August 21, 1794

Hon. Nathl. Macon, Esq.  
Sir,

Your favor of the 1st came to hand this day recommending Mr. Thomas Rowlett for post master at Lewisburg. You may direct one of the two packets sent you to him.

I am, sir & T.P.  
(Letters Sent C-408)

August 22, 1794

John Steel, Esq.  
Sir,

The Gentlemen in Congress from your state not having recommended persons for post masters on the new post roads in your quarter of the country, I take this liberty of requesting your assistance in this matter.

I have supposed it expedient to establish post offices at the several courthouses mentioned on the two new post roads commencing at Salisbury, viz:

{ Cabarras	{ Montgomery
{ Charlotte	{ Anson
{ Iredell	{ Richmond

A packet containing the new law- a bond-forms of oaths- and a letter for each of those places accompany this to the care of the postmaster at Salisbury, whom I have desired to retain them subject to your direction.

It seems that only the site of Cabarras C.H. is fixed on, but that no buildings are yet erected there and I was told that for the present, letters



&c for that part of the country should be left at Capt. Paul Phifers. Whether he is a fit person for postmaster, you will know, and convey the packet to him or not, as you think proper. If unfit, be pleased to open the packet and alter the address of the letter.

I am, sir &c T.P.  
(Letters Sent C-412)

August 22, 1794

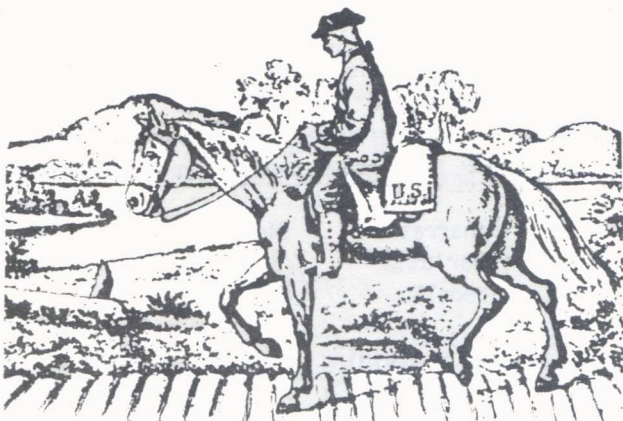
Mr. Gottlieb Shober  
P.M. Salem, N.C.  
Sir,

A number of packets for new post offices on your route have been forwarded. I must request you to pass them on as good conveyances present. One for the intended postmaster at Germanton now goes addressed to your care.

I am, sir &c T.P.  
(Letters Sent C-413)

NOTE: Not many of the "Letters Sent" have the address included, as this one does, making it necessary to read each letter to see if a clue can be found as to which state the letter relates.

Note, too that Mr. Shober, who, by now, had agreed to carry the mail through the "wilds" of western North Carolina and down into South Carolina, was now being asked to find some reliable means of getting their appointments into the hands of the postmasters along that route on which service had not yet begun.



A Typical Early Post Rider

A 1792 post rider in N.C. would have considered a "plank road" a luxury. When PMG Pickering proposed using a sulky to carry the mails, the contractor replied that a sulky could not pass on the "road" because of many ruts and stumps!

August 22, 1794

Col. McDowell  
near Morganton, N.C.

Sir,

On the 15th I addressed you on the subject of the Contract for carrying the mail from Salem by Morganton &c to Pinckney C.H. Packets have been sent for the postmasters on the route addressed to the persons who had been recommended for postmasters. But the packet for Lincolnton wanted an address, no gentleman having been named to me for postmaster there. I request you to enquire (sic) for a suitable person and to direct the packet for Lincolnton to him. I presume it will have been forwarded to you by the first good conveyance from Salem.

I am, sir &c T.P. (Letters Sent C-414)

August 22, 1794

William B. Grove, Esq.

Sir,

In this mail, packets are sent for the purpose of erecting post offices at Randolph C.H., Duplin C.H. (or near it), Elizabethtown, Sampson C.H. and South Washington. I have supposed much of the utility of a mail depends on the establishment of post offices at Courthouses and other settlements and places of resort. No persons were recommended to keep the postoffices at either of these places. If the accommodation of those places and the neighborhoods require the establishment of post offices at them, I beg you will enquire for suitable persons to keep them and direct the packets accordingly.

I am, sir, &c T.P. (Letters Sent C-415)

September 5, 1794

Thomas Blount, Esq.

Sir,

In your behalf, Col. Thomas put in proposals for carrying the mails from Tarborough by Nash C.H. to Lewisburg at four dollars and a half a mile. The proposals are accepted.

(Letters Sent C-440)

September 5, 1794

Mr. Stephen Sneed, Williamsboro

Sir,

Your proposals for carrying the mail in North Carolina were duly received and accepted to commence October 1:

from Halifax to Salisbury at 2 dollars a mile  
from Hillsboro by Person C.H. to Bethany (sic)  
for 1.75 a mile. (Letters Sent C-440)

September 5, 1794

James Bradley  
No. Hampton Cy, N.C.

Sir,

Your proposals have been accepted:

from Halifax by Hicks Ford to Charles Harris's  
on Nottoway River.

from Halifax by Tarboro and Greenville to  
Washington.

from Halifax by Princeton, Murphreesboro &  
to Edenton.

at the rate of 3 dollars and 1/3 per mile.

The contracts will be forwarded to the Post  
master at Halifax. (Letters Sent C-444)

September 5, 1794

John Troy, Salisbury

Sir,

Your proposals for carrying the mail  
from Salisbury to Fayetteville by the routes  
proposed in my advertisement are duly accepted.

(Letters Sent C-446)

September 5, 1794

Samuel Dayton, Salisbury

Sir,

Your proposals for carrying the mail  
from Salisbury by Cabarras C.H. to Charlotte to  
return by Iredell C.H. are accepted.

(Letters Sent C-446)

December 18, 1794

Jno. Sibley, Esq.  
(P.M. Fayetteville)

Sir,

I have received your letters of 30th of  
November and 2nd instant.

I have consulted Messrs. Grove & Gellaspie  
respecting the mode of carrying the Wilmington  
mail and they both recommend my authorizing you to  
carry it down uniformly by way of Elizabeth Town  
and return by way of South Washington &c which you  
may do immediately after receipt of this letter.

Mr. Gellaspie recommends the following persons  
for postmasters at the places annexed to their  
respective names, vizt.

Elizabethtown	.....Saunderson
So. Washington	John James
Duplin	James James
Sampson	Richd. Clinton
	(cont.)

In case no appointment shall have been made  
at those places before the receipt of this letter,  
you will please to address the packets necessary  
to open each office which now remain in your hands  
to the names before mentioned and send them in the  
first mail. Should anything more be wanted for  
the establishment of these offices, please to  
inform me immediately.

You will please to send on a set of papers to  
Mr. John Morse at Randolph Court House. From your  
recommendation of Mr. Morse, I have no doubt but  
he is a suitable person for Post Master at that  
place.

In case Mr. Joseph Lea is like to become a  
permanent resident at Moore C.H., I think it will  
be best to appoint him Postmaster at that place.

I am, Sir, &c C.B. (Chas. Burrall, Asst)

#### ABOUT THE POST ROAD MAP

The accompanying map of North Carolina was  
prepared from a much larger map located in the Map  
Room of the Library of Congress. It is described  
as "Map of the United States, Exhibiting the POST-  
ROADS, the situations, connections & distances of  
the POST-OFFICES, Stage Roads, Counties, Ports of  
Entry and Delivery for Foreign Vessels, and the  
Principal Rivers, by Abraham Bradley, junr."

The map was published about 1796 but represents  
the situation at some time during 1795. It was,  
moreover, a "negative" map- white letters on a  
black background- which does not reproduce well by  
offset printing, so I have redrawn it and also in-  
dicated the main N-S post road for 1791, '92 & '94.

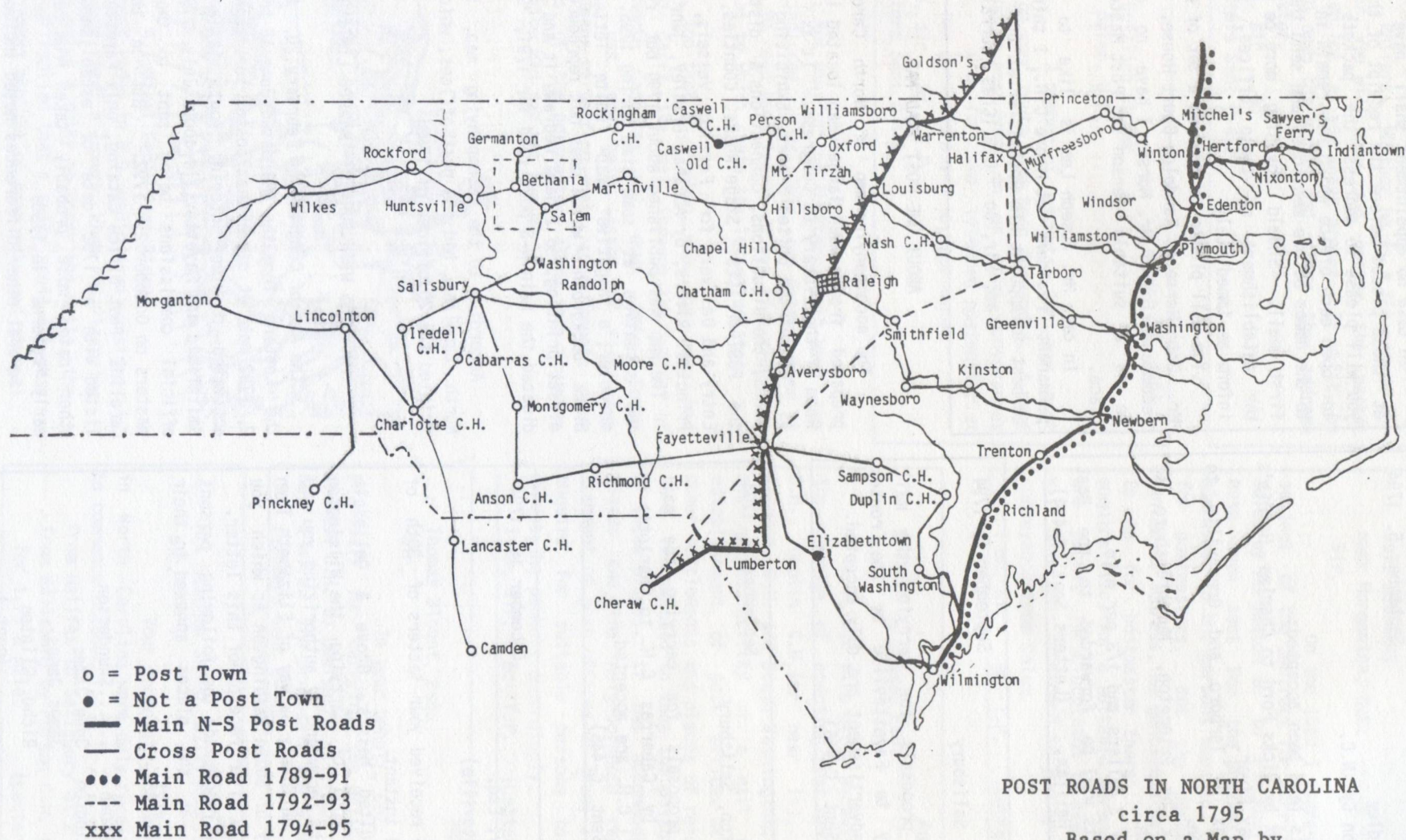
According to the accompanying map, by 1795,  
North Carolina had 56 post offices, which almost  
tripled the 20 offices of 1792!

#### PROBLEMS WITH CURRENT CATALOG LISTINGS

The Act of Congress of February 20, 1792 and  
the Letters from the PMG dated June 18 to October  
2, 1792 make it clear that postal service had been  
activated on the interior route via Tarborough,  
Smithfield and Fayetteville about July, 1792, with  
official commissions being sent to those post  
masters on October 2, 1792. But in the North  
Carolina Post Office Catalog, only Fayetteville is  
listed with a 1792 date of establishment, the  
other dates most probably taken from reports of  
early "returns" in 1793.

Several other differences noted include:







Anson C.H., Cabarras C.H. & Iradell C.H. (reported established 1801 or 1802) The letter to the Salisbury P.M. dated Aug 22, 1794 included commissions for the postmasters at these places.

Lexington (shown as a post town on 1795 map) is not reported established until 1800.

Moore C.H. (Carthage) reported established 1797 is shown as a post town on the 1795 map.

Nixonton listed on the 1792 post road authorized from Edenton to Indiantown is not reported until 1798; all other offices on that road show establishment dates of 1793; but all postmasters on this road were appointed by September 27, 1792!

Oxford reported est. 1815, was an office on a 1794 post road, and is shown as a 1795 post town.

Person C.H. reported est. 1806, is shown as a post town on the 1795 map.

Raleigh reported est. 1795, was an office on the new 1794 post road.

Sampson C.H. (no est. date), Duplin C.H. (est. 1809) and South Washington (est. 1820) are all shown as post towns on this 1795 map!

Trenton & Richland reported est. 1799 & 1806 respectively, show as post towns on this 1795 map!

Warrenton & Halifax reported est. 1793, were offices on 1792 post roads, & established in 1792.

Wilkes (reported established 1819, but shown on the 1795 map) All other offices on this road are reported established in 1794 or 1795. Wilkes is listed in "Table of P.O.'s of the U.S." for 1803, 1811 and 1813!

North Carolina specialists will note other new "early dates".

#### WOULD YOU LIKE TO KNOW MORE?

You will be able to obtain more information by visiting the National Archives at Washington, D.C. and examining the 50 rolls of microfilm which contain the file copies of "Letters Sent by the Postmaster General 1789-1839". A word of caution, though- the early letters, at least, are in chronological order and addressed, for the most part, by name only, with only a few indicating the post office to which they were addressed. So you have to either know the names of the postmasters at offices in which you are interested, or read much of every letter until you discover whether it refers to an office in which you are interested!

These rolls of microfilm can be purchased at \$20.00 a roll from National Archives Trust Fund, Washington DC 20408.

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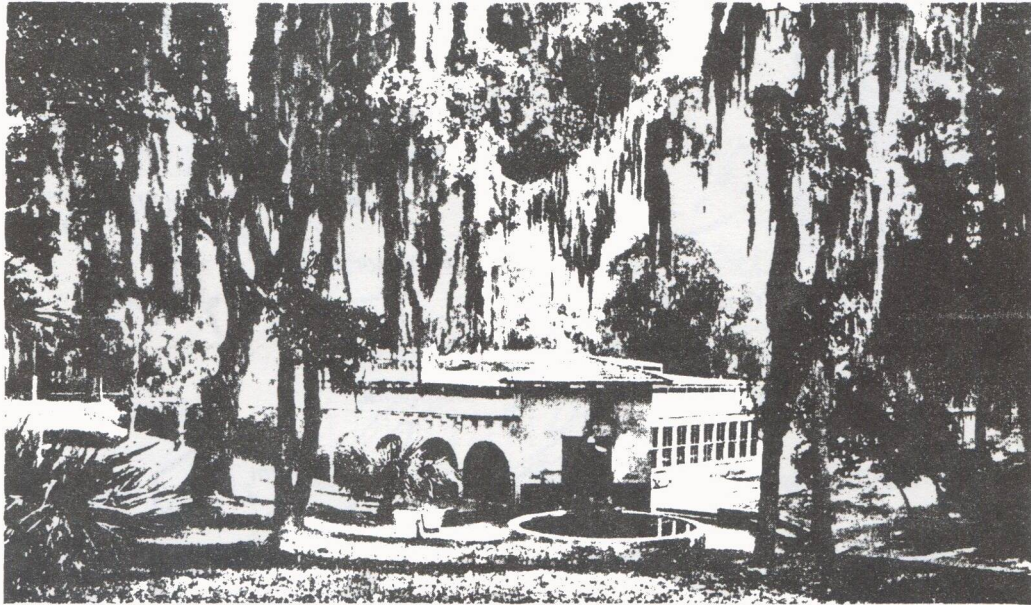
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WHAT DO YOU HAVE TO SELL? WE ARE INTERESTED IN COVERS FROM THE ABOVE-LISTED STATES BEFORE 1875 AND EXPECIALLY INTERESTED IN STAMPLESS COVERS. PLEASE SHIP INSURED WITH YOUR BEST ASKING PRICE OR FOR OUR OFFER.

DAVID B. ROBINSON

POST OFFICE BOX 35926

RICHMOND, VIRGINIA 23235



Spring and Bathing Pavilion, Green Cove Springs, Fla.

*Green Cove Springs became a major tourist mecca and resort as is shown in this post card view, circa 1910.*

## POST OFFICES OF CLAY COUNTY, FLORIDA

By Ken Schoolmeester

Green Cove Springs is the county seat of Clay County located in northeast Florida. The town is located on the west bank of the St. Johns River, which is one of only a few rivers that flows in a northerly direction. Clay county has been inhabited by various Indian cultures dating back to at least 5,000 B.C.

Although plantations had existed in Clay County during the Spanish and British periods; it was not until after 1821, when Florida became part of the U.S., that real settlements started. Ralph Waldo Emerson visited the St. Johns River area about 1821 and described it as a "*grotesque region... rapidly settled by public officers, land speculators, and desperadoes.*" To deal with the very many land squatters in the area in 1824, the U.S. Congress passed the "Donation Act". This allowed many of the squatters to receive a "donation" of land up to 640 acres.

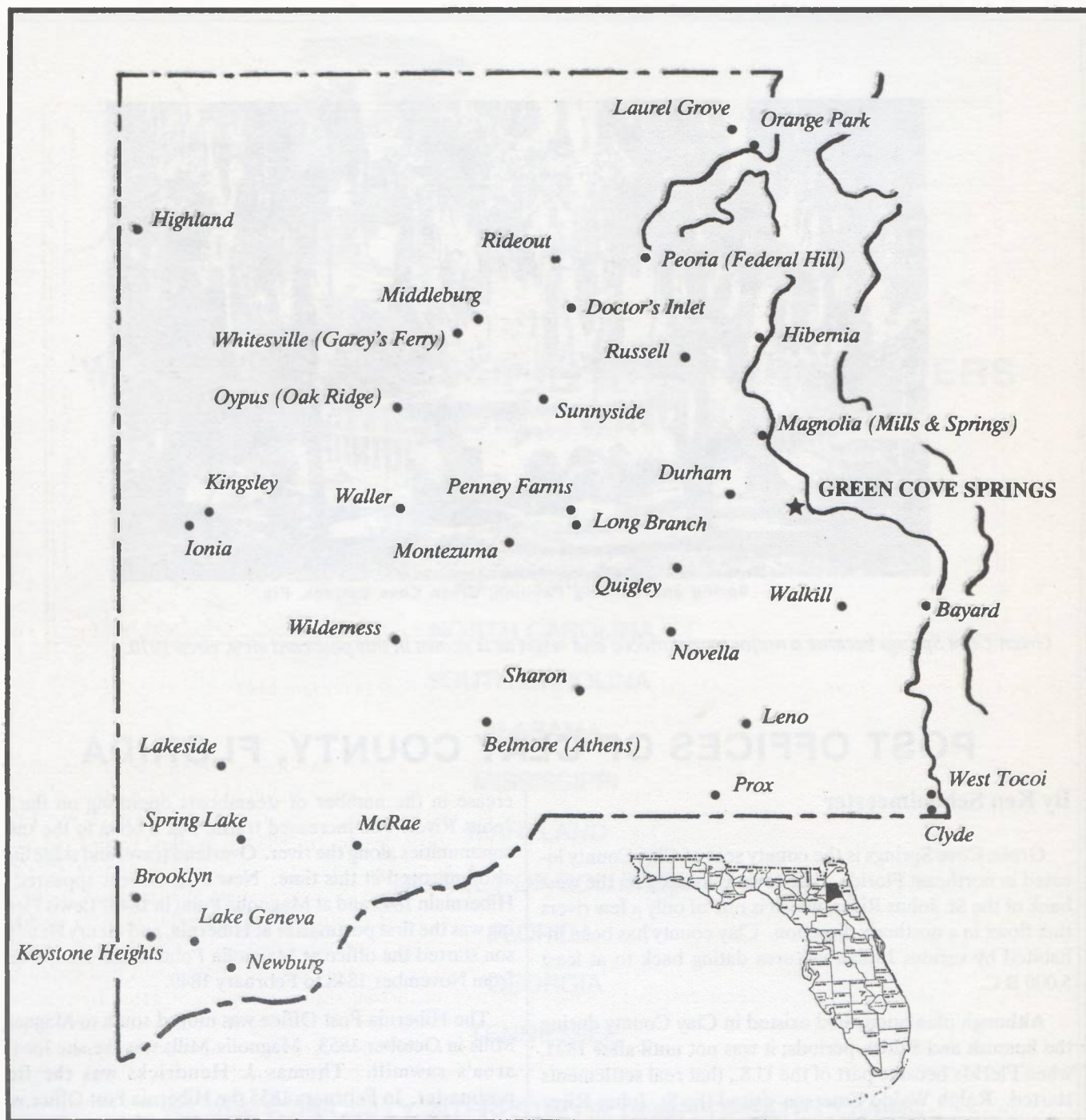
On February 13, 1828, a Post Office was established at Whitesville (present day Middleburg), the first town in Clay County. The postmaster was Samuel T. Garey. Malachia Hagan took over as postmaster in May. The second Post Office in Clay county was at Fort Harlee. It started September 7, 1839, in the midst of the Seminole Indian War (1836-1842). By 1840, the Seminole Indian War caused a great in-

crease in the number of steamboats operating on the St. Johns River. The increased traffic was a boon to the small communities along the river. Overland travel and stage lines also improved at this time. New Post Offices appeared at Hibernia in 1849 and at Magnolia Point in 1848. Lewis Fleming was the first postmaster at Hibernia, and Henry Henderson started the office at Magnolia Point which existed only from November 1848 to February 1849.

The Hibernia Post Office was moved south to Magnolia Mills in October 1853. Magnolia Mills was the site for the area's sawmill. Thomas J. Hendricks was the first postmaster. In February 1855 the Hibernia Post Office was re-established with Lewis Fleming again assuming the postmaster position. In April 1858 the Post Office at Fort Harlee closed for the last time.

Just to the south of Magnolia Mills, the settlement of White Sulfur Springs was developing. The community was known as White Sulfur Springs until 1866 when Caroline Henderson, the wife of Henry who had been postmaster at Magnolia Point, became Green Cove Springs' first postmaster. She had been referring to the area as Green Cove Springs since 1855 and so named that area when the Post Office at Magnolia Mills moved to Green Cove Springs in July 1866. She served only two months before Joseph Porter was appointed.

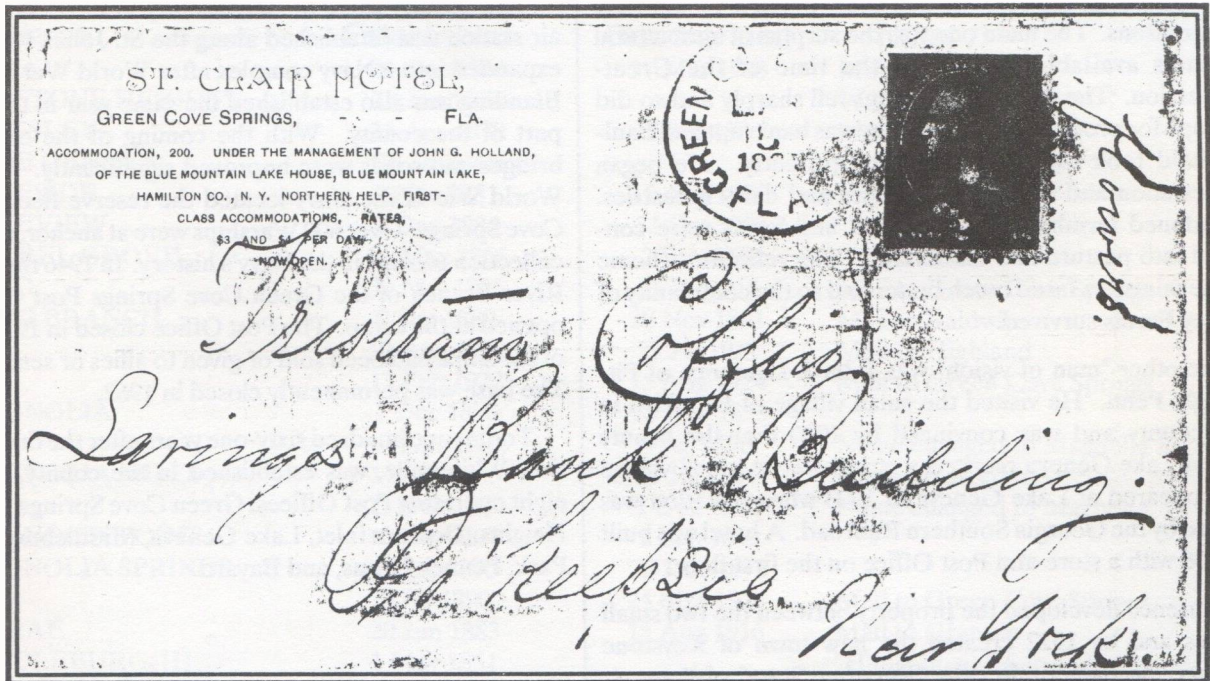




*Clay County post office location.*

In 1859, Clay county was formed from Duval county. The county was named in honor of the Whig leader, Henry Clay. Two years later on January 10, 1861, Clay county and the rest of the state seceded from the Union. Confederate Post Offices were located at Hibernia, with Lewis Fleming as postmaster; Magnolia Mills, with N.D. Benedict as postmaster; Middleburgh, with Thomas J. Braunnig as postmaster; and Trail Ridge, with John Hicks as postmaster. He resigned and B.H. Kaul took over in January 1862.

Most of Clay County was retaken by the Union troops in the Fall of 1864. During one Union attack on Middleburgh a single prisoner was taken, at least for a short while. Washington Branning, the local mail carrier, was ordered shot as a spy as the Federals crossed the creek retreating from Middleburgh. He asked for three minutes to say his prayers and the request was granted. Instead of (or perhaps in addition to) praying, Branning jumped into the creek and escaped by swimming underwater. The Federals fired more than 30 shots at him, and then resumed their retreat.



*Illustrated advertising from the St. Clair Hotel postmarked Green Cove Springs in the late 1880's.*

Following the war the county was in turmoil as was most of the South. In 1871 the county seat was moved from Whitesville to Green Cove Springs. The town continued to gain in prominence as the mineral springs and the climate were touted as a cure for bronchitis, consumption, and other maladies. Numerous hotels sprang up with the Qui-Si-Sana being the most elaborate with covered pool and bath houses. In the 1880's only the luxury hotels at Magnolia Springs and Green Cove Springs used electric lighting. Each hotel had its own generator and other equipment necessary for multiple circuits. The Court House was not electrified until 1913, and most of the county did not receive electricity until the early 1930's.

Many notables wintered at Green Cove Springs. Among them were President Cleveland and P.T. Barnum who wrote *"Even my monster illuminated street pageant in New York, which will draw many persons a hundred miles from home to witness it and which I would not miss seeing for a considerable sum, is not sufficiently powerful to draw me from this most charming and delightful winter retreat."*

At the northern end of the county, the town of Orange Park began to thrive. The Post Office was established in October 1877. In January 1880 former President Ulysses S. Grant, his wife and the Philip Sheridans checked into the hotel at Orange Park. In July, Buffalo Bill, Texas Jack, and Chief Sitting Bull registered at the same hotel.

Orange Park was founded by Washington G. Benedict of Boston. Benedict was a victim of the "orange mania" of the 1870's and the town was so named because of his very large orange grove nearby. In 1888 the "Yellow Fever Epidemic" struck the area and many persons died. The tourist trade did not pick up again for several years. During the late 1890's, the resort trade diminished considerably as other resorts, including Palm Springs, competed for the tourists and the health conscious. By 1920 the boom times had ended for most of the thriving resorts along the St. Johns River as well as the interior towns. During the one half century (1870-1920) of relative prosperity, new communities appeared and disappeared with few residents becoming wealthy. Most of the county was rural and these years were not affluent ones for them. The county residents were farmers and truck farming was the way of life. Also, there were lumber and turpentine camps which unfortunately were the source of much violence and crime.

The end of World War I saw the beginning of the great land boom in Florida. It was largely confined to the south and central parts of Florida. However, Clay county came to the attention of two northern millionaires, and they had a major impact on the development of the county.

The first was James Cash Penney. By 1920 Penney had built his chain store empire and decided to apply his business techniques and principles to farming. In 1925 he purchased 120,000 acres (about one third of the county) to



establish a scientifically managed agricultural community and a home for retired ministers.

The farming experiment had largely failed by 1930 for many reasons. The main one was the surplus of agricultural products available in 1929 at the time of the Great-Depression. The price for all crops fell sharply and so did the hope for profits. By 1932 Penney was bankrupt and Paul-Reinhold took over control of the property. He began reforestation and expanded the beef and dairy industries. Abandoned farmhouses were razed and farms were converted into pasture and timberland. The retirement home for the ministers fared much better and so the community of Penney Farms survived.

The other "man of vision" was John J. Laurence of Pittsburgh, Penn. He visited the small village of Brooklyn in Clay county and was convinced by 1920 that the beauty around Lake Geneva merited a new town. A small village had appeared at Lake Geneva in 1903 when a station was opened by the Georgia Southern Railroad. A hotel was built by 1908 with a store and Post Office on the first floor.

Laurence developed the property between the two small villages and by 1922 created the new town of Keystone Heights. So named after the "Keystone State" of Pennsyl-

vania and the "Heights" of the location (150 feet above sealevel).

The military came to Clay County in 1939. An auxiliary air station was established along the St. Johns River which expanded into a Navy complex after World War II. Camp-Blanding was also established the same year in the western part of the county. With the coming of the military the bridges and roads were improved significantly. Following-World War II the Navy located the reserve fleet at Green Cove Springs. Over 600 Warships were at anchor, the largest collection of ships in the Navy's history. In 1946 the St. Johns River Branch of the Green Cove Springs Post Office had opened at the camp. The Post Office closed in 1957 as most of the ships had been sold or given to allies or sent to Texas. The base was permanently closed in 1962.

Today, one hundred sixty-one years after the first Post Office, Whitesville, was established in the county, there are eight operating Post Offices: Green Cove Springs, Keystone Heights, Doctors Inlet, Lake Geneva, Middleburg, Orange Park, Penney Farms, and Bayard.

## CLAY COUNTY, FLORIDA - LIST OF POST OFFICES

Name	Established	Discontinued	Notes
ATHENS	15 Jun 1891	17 Sep 1894	Mail to Belmore
BAYARD	7 Sep 1855	20 Sep 1856	
		3 Sep 1885	
BELMORE	4 Nov 1885	30 Mar 1887	Mail to Green Cove Springs
	22 Jul 1889	30 Nov 1917	
BRIXTON	21 Aug 1901	31 Dec 1901	
BROOKLYN	24 Jul 1890	18 Jan 1924	Name changed to Keystone Heights
BROOKLYN LAKE	20 Aug 1877	30 Sep 1881	
CLAUDIA	5 May 1899	31 Aug 1899	Mail to Middleburg
CLYDE	11 Jun 1900	11 Nov 1901	Mail to Bostwick
DOCTORS INLET	26 Dec 1913		
DURHAM	28 May 1897	10 Mar 1900	Mail to Green Cove Springs
ENGLEWOOD	5 May 1886	28 May 1886	Mail to Ionia
FEDERAL HILL	23 May 1887	26 Oct 1894	Mail to Peoria
FORT HARLEY (HARLEE)	7 Sep 1839	26 Sep 1841	
	1 Aug 1843	19 Jul 1845	
	19 Mar 1850	15 Apr 1858	
GAREY'S FERRY	18 Jul 1843	1 May 1851	Name changed to Middleburgh
GREEN COVE SPRINGS	30 Jul 1866		Was Hibernia; Magnolia Mills
HIBERNIA	19 Jun 1849	17 Oct 1853	Name changed to Magnolia Mills
	16 Feb 1855	15 May 1931	Mail to Green Cove Springs
HIGHLAND STATION	28 Jun 1878	8 Jun 1882	Name shortened to Highland
HIGHLAND	8 Jun 1882	31 Jul 1954	Mail to Lawtey

## CLAY COUNTY, FLORIDA - LIST OF POST OFFICES

Name	Established	Discontinued	Notes
IONIA	29 Apr 1886	31 Mar 1903	Mail to Kingsley
KEYSTONE HEIGHTS	18 Jan 1924		Was Brooklyn
KINGSLEY	22 Apr 1878	29 Sep 1906	Mail to Starke
LAKE GENEVA	20 Jan 1908		
LAKESIDE	9 Nov 1881	15 Aug 1902	Mail to Theresa
LAKEVIEW	2 Dec 1886	31 Oct 1900	
LAUREL GROVE	15 May 1866	2 Feb 1869	
LENO	30 Nov 1895	31 Jul 1918	Mail to Green Cove Springs
LONG BRANCH	9 Sep 1889	28 Nov 1891	Mail to Baldwin
	10 Aug 1892	21 Jul 1911	Mail to Highland
	13 Feb 1922	15 Aug 1924	Mail to Green Cove Springs
MAGNOLIA	1 Dec 1870	23 Dec 1873	
	17 Apr 1882	9 Jul 1890	Name changed to Magnolia Springs
MAGNOLIA MILLS	17 Oct 1853	30 Jul 1866	Name changed to Green Cove Springs
	25 Dec 1870	1 Dec 1870	Name changed to Magnolia
MAGNOLIA POINT	10 Nov 1848	8 Feb 1849	
MAGNOLIA SPRINGS	1 Dec 1870	23 Dec 1873	
	9 Jul 1890	24 May 1926	Mail to Green Cove Springs
MC RAE	20 Jun 1883	15 Aug 1916	Mail to Grandin
MIDDLEBURG(H)	1 May 1851		"H" dropped 8 Sep 1893
MONTEZUMA	30 Apr 1907	30 Nov 1913	Mail to Belmore
NEWBURG	16 Feb 1891	27 Jun 1894	Mail to Brooklyn
NOVELLA	28 Jan 1884	13 Sep 1887	Mail to Sharon
	30 Jun 1890	28 Feb 1891	Mail to Sharon
	25 Feb 1893	17 Nov 1896	Mail to Sharon
OAK RIDGE	26 Jan 1889	21 Aug 1889	Mail to Middleburgh
ORANGE PARK	11 Oct 1877		
OYPUS	16 Feb 1898	31 Jul 1907	Mail to Middleburg
PENNEY FARMS	18 Nov 1926		
PEORIA	18 Sep 1886	30 Jan 1932	Mail to Doctor Inlet
PRESCOTT'S STORE	18 Aug 1857	17 Nov 1857	Name changed to Trail Ridge
PROX	31 Aug 1911	31 Mar 1916	Mail to Green Cove Springs
QUIGLEY	18 Dec 1894	5 May 1896	Mail to Green Cove Springs
RIDEOUT	16 Jul 1900	31 Dec 1903	Mail to Peoria
	13 Oct 1909	15 Jan 1921	Mail to Magnolia Springs
RUSSELL	8 Dec 1900	15 Apr 1907	Mail to Green Cove Springs
	22 Dec 1907	3 Oct 1911	Mail to Green Cove Springs
	10 Jan 1914	31 Jul 1955	Mail to Green Cove Springs
SAINT JOHNS RIVER	16 Feb 1946	31 Oct 1957	Branch of Green Cove Springs
SHARON	12 Jun 1884	15 Jun 1888	Mail to Picolata
	9 Feb 1889	14 Jul 1904	Mail to Belmore
SPRING LAKE	26 Mar 1890	18 Dec 1895	Mail to Lakeside
SUNNYSIDE	2 Dec 1908	15 Feb 1915	Mail to Middleburg
TRAIL RIDGE	17 Nov 1857	29 Mar 1867	Was Prescott's Store
	7 Feb 1868	10 Dec 1875	
WALKILL	29 Dec 1886	22 Apr 1888	Mail to Green Cove Springs
	13 Feb 1906	15 Jul 1913	Mail to Green Cove Springs
WALLER	2 Mar 1893	31 Dec 1917	Mail to Green Cove Springs
WEST TOCOI	24 Jan 1885	31 Oct 1925	Mail to Bostwick
WHITESVILLE	13 Feb 1828	18 Jul 1843	Name changed to Garey's Ferry
WILBY	13 Dec 1888	20 May 1890	
WILDERNESS	13 Jul 1874	25 Nov 1890	Mail to Belmore



establish a scientifically managed agricultural community and a home for retired ministers.

The farming experiment had largely failed by 1930 for many reasons. The main one was the surplus of agricultural products available in 1929 at the time of the Great-Depression. The price for all crops fell sharply and so did the hope for profits. By 1932 Penney was bankrupt and Paul-Reinhold took over control of the property. He began reforestation and expanded the beef and dairy industries. Abandoned farmhouses were razed and farms were converted into pasture and timberland. The retirement home for the ministers fared much better and so the community of Penney Farms survived.

The other "man of vision" was John J. Laurence of Pittsburgh, Penn. He visited the small village of Brooklyn in Clay county and was convinced by 1920 that the beauty around Lake Geneva merited a new town. A small village had appeared at Lake Geneva in 1903 when a station was opened by the Georgia Southern Railroad. A hotel was built by 1908 with a store and Post Office on the first floor.

Laurence developed the property between the two small villages and by 1922 created the new town of Keystone Heights. So named after the "Keystone State" of Pennsylvania and the "Heights" of the location (150 feet above sealevel).

The military came to Clay County in 1939. An auxiliary air station was established along the St. Johns River which expanded into a Navy complex after World War II. Camp-Blanding was also established the same year in the western part of the county. With the coming of the military the bridges and roads were improved significantly. Following-World War II the Navy located the reserve fleet at Green Cove Springs. Over 600 Warships were at anchor, the largest collection of ships in the Navy's history. In 1946 the St. Johns River Branch of the Green Cove Springs Post Office had opened at the camp. The Post Office closed in 1957 as most of the ships had been sold or given to allies or sent to Texas. The base was permanently closed in 1962.

Today, one hundred sixty-one years after the first Post Office, Whitesville, was established in the county, there are eight operating Post Offices: Green Cove Springs, Keystone Heights, Doctors Inlet, Lake Geneva, Middleburg, Orange Park, Penney Farms, and Bayard.

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Stets, Robert. "Confederate Post Offices in Florida", *The Heliograph*, 1989.

## Buying and Selling Postal History of the World I particularly need material from the following areas:

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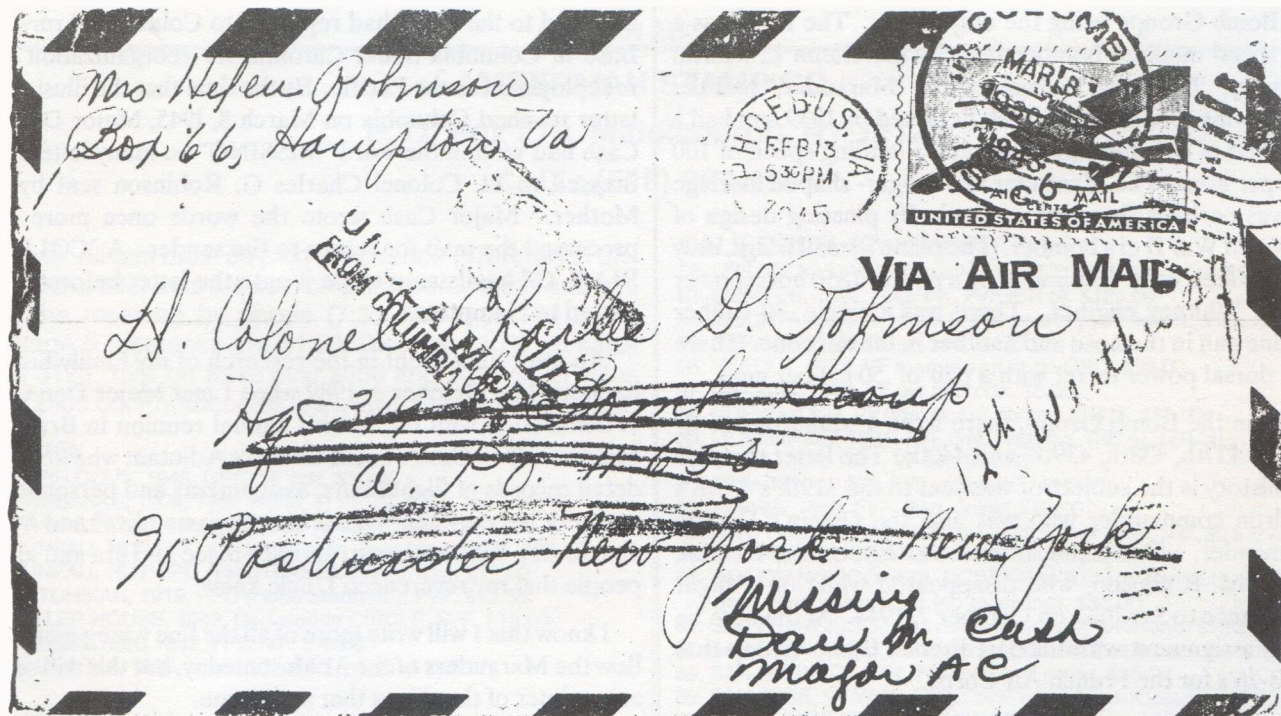


Figure 1

## LIVING POSTAL HISTORY

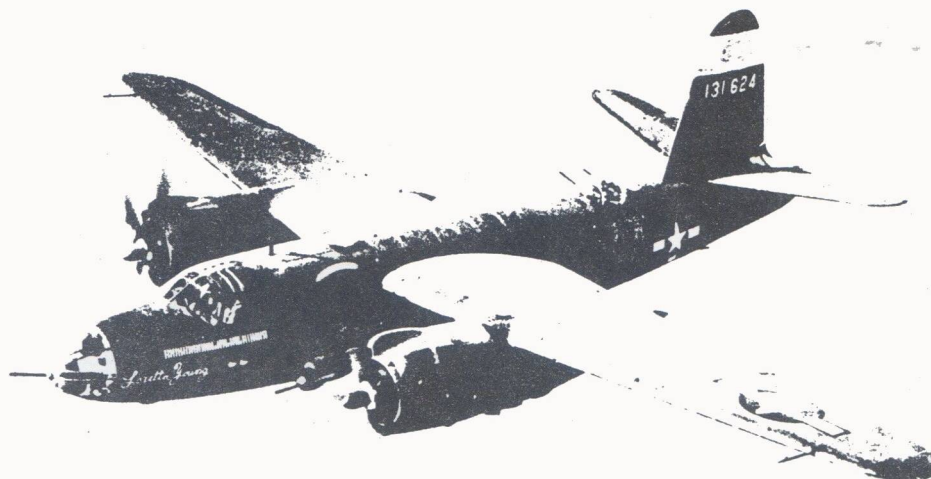
BY DAVID B. ROBINSON

It is truly one of the postal historian's greatest treats when he can merge both his collecting interest and an interest in family history. The illustrated cover in Figure 1 is such an example of the way that family history can come alive.

The illustrated cover was mailed from Phoebus, Virginia to Army Post Office #650 on February 13, 1945. Upon receipt by the Unit to which APO #650 was assigned, the cover was marked and returned as the officer to which it was addressed was missing and presumed lost.

APO #650 was assigned to the 319th Bomb Group, an

echelon of B-26 aircraft assigned to the Mediterranean Theatre of Operations. By the time the letter was sent, the group had completed 492 missions against axis targets in North Africa and Europe. The group had been based in Algeria, French Morocco, Algeria, Tunisia, Sardinia and Corsica. The Group received two distinguished unit citations for precision bombing in Italy--Rome 3 March 1944 and Florence 11 March 1944.





The 319th was one of only three groups in the Mediterranean Theatre of Operations that flew B-26's, the 320th and 17th Bomb Groups being the only others. The B-26 was a high speed medium bomber built by the Glenn L. Martin Company. The B-26, nicknamed the "Marauder," had the highest wing load of any aircraft designed by 1939 and had a top speed of 315 miles per hour and a landing speed of 100 miles per hour. The Marauder had a cigar-shaped fuselage and was perhaps the most aesthetically pleasing design of any World War II era bomber. The plane's small wings, only sixty-five feet, were dominated by a pair of 1850 horsepower Pratt & Whitney engines. There was a single .30 caliber machine gun in the nose and another in the tail cone. There was a dorsal power turret with a pair of .50 caliber guns.

Within the Bomb Group, there were 4 squadrons of B-26's, the 437th, 438th, 439th, and 440th. The letter that this brief history is the subject of was sent to the 319th's 437th's squadron commander who was also the Group's Deputy Commander. This young officer was my Uncle, Lt. Col. Charles M. Robinson, who disappeared while on a flight from France to Sardinia on October 7, 1944. At the time he was on assignment with the 31st French Bomb Group that flew B-26's for the French Air Corps.

Robinson's mother kept writing faithfully not knowing the fate of her letters. By the 6th of March, 1945, all personnel attached to the 319th had reported to Columbia Army Air Base in Columbia South Carolina for reorganization and redeployment to the Pacific. By the time that the illustrated letter reached Columbia on March 8, 1945, Major Dan M. Cash had written the word "MISSING" on many letters addressed to Lt. Colonel Charles G. Robinson sent by his Mother. Major Cash wrote the words once more and processed the mail for return to the sender. A "COLUMBIA S. C." handstamp made it onto the letter before it was routed to Hampton.

An important event in the research of my family history happened on October 3, 1989 when I met Major Dan Cash in connection with the 319th's annual reunion in Branson, Missouri. Dan Cash was the Group's Adjutant who kept the detail records of flight hours, assignments and personnel. I was very happy when "postal history came alive" and I was able to step back in time to another place and era and know people that my revered Uncle knew.

I know that I will write more of all the fine young men who flew the Marauders of the 319th someday, but this will serve as a primer of the things that may come.

## SOUTHEASTERN SECTION COVER OF THE MONTH

A classic Virginia advertising cover franked with a three cent 1857 postmarked with a blue target cancel and accom-

panying blue double circle "NORFOLK VA" datestamp of 15 November 1859. The year date slug is inverted in the cancellation device. Cover shown courtesy of Herb McNeal.



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TERMS: All lots must be paid in advance (VISA/MASTER-CARD available) Lots are sold on a first come basis and lots may be reserved by phone (7:30 AM- 6:00 PM EST). Postage & Insurance are \$1.00. Discounts: 10% on sales over \$125, 15% on sales over \$250 and 20% on all sales over \$400.00. Photocopies are available on lots for SASE.

## ALASKA

1. ELFIN COVE, 1948, GPC, VF cds. \$10.00
2. FAIRBANKS, 1906, Type 3 (Val. 4) VF, SL cvr tr. top. \$40.00
3. FRANKLIN, 1928, magenta cds (SR 3) FVF cvr. \$22.00
4. JUNEAU, 1914 PPC (Perseverance Gold Mine), FVF. \$25.00
5. JUNEAU, 1917 PPC (Taku Glacier), Forwarded. \$25.00
6. KETCHIKAN, 1919, PPC (Hotel Stedman), FVF. \$12.50
7. MILLER HOUSE, 1943, Dog sled to CIRCLE, FVF. \$10.00
8. NONDALTON, 1952, PPC, VF. \$10.00
9. UNALASKA, 1936, cover, VF cds Type 11. \$17.50

## ARIZONA

10. BENSON, 1906, PPC, VF (Southwestern Limited). \$20.00
11. BENSON, 1906, PPC, VF HELD FOR POSTAGE red, Fine. \$15.00
12. CAMP THOMAS, 1881, cover FVF, Type 3. \$85.00
13. CONGRESS, 1890, cover fine w/ Fancy Type 1. \$60.00
14. CORNVILLE, 1909, PPC, FVF. \$60.00
15. FORT GRANT, 1880, Type 1, cover Fine w/Sl. Flt. \$60.00
16. FORT HUACHUCA, 1904, Type 9, Fine. \$65.00
17. JEROME, 1899, Type 14, Fine on cover. \$35.00
18. JEROME, 1908, Type 23, VF cds. \$25.00
19. MARICOPA, Type 7, Fine. \$90.00
20. MINERAL PARK, 1882, crn. advt., Fine (smudge cl). \$35.00
21. MORENCI, 1904, fine cds on cvr w/good letter. \$25.00
22. PAYSON, 1893, Type 4, fine cds on cvr. \$35.00
23. SENTINEL, 1908, PPC, Type 6 magenta, FVF. \$50.00
24. SILVER KING, 1889, Type 5, FVF on cover. \$50.00
25. SOLOMONSVILLE, 1902, Type 10, fine cds on cvr. \$25.00
26. SPRINGERVILLE, 1910, PPC, Fine Type 8. \$20.00
27. WHIPPLE, 1896, Type 3 on cvr. FVF. \$65.00
28. WILCOX, 1898, FVF, Type 6 on cover. \$35.00
29. WILLIAMS, 1907, FVF cover w/Chinese advert. \$20.00
30. YOUNG, 1898, VF cds Type 1 on cover sl. reduced. \$65.00

## CALIFORNIA

31. ALTADENA, 1906, Reg. cover, FVF. \$15.00
32. BAKERSFIELD, 1885, fine cover. \$15.00
33. BANNER, 1891, VF Reg. cover. (SR 6). \$125.00
34. BUTTE VALLEY, 1897, UNCLAIMED, fine cover. \$35.00
35. DOWNIEVILLE, VF Wells Fargo cover. \$95.00
36. ESCONDIDO, 1891, VF Reg. cover. \$30.00
37. FAIRPLAY, 1898, FDVF, cover. \$27.00
38. FULLERTON, 1914, FVF cover. \$10.00
39. GILROY, 1866, VF with letter. \$15.00
40. GUADALOUPE, 1903, FVF cover. \$20.00
41. HAYWARDS, 1881, DCDS VF to Hague, Holland. \$40.00
42. HEMET, 1896, Hotel crn. card, VF. \$12.50
43. HURLETON, 1894, Butte Co., CL, VF, magenta. \$35.00
44. INGOMAR, 1896, FVF cds and cover. \$27.50
45. KLAMATHON, 1897, VF cds (first year), letter. \$35.00
46. LAGUNA BEACH, 1907, cds w/Doane, VF cover. \$7.00
47. LATROBE, 1902, VF cds with pair #279. \$25.00
48. LITTLE BEAR LAKE, 1918, PPC, VF. \$22.50
49. LOMA PORTAL, 1928, VF, cover. \$17.00
50. LOS ALAMOS, 3 banknote, 1870's, FVF cover. \$18.00
51. LOS ANGELES, 1890, FVF, cds DUE 1 w/#J1. \$35.00

## CALIFORNIA (Continued)

52. LOS NIETOS, 1875, 3 banknote, FVF, cds and cover. \$15.00
53. MENIFEE, 1891, Reg. cvr, FVF (SR 6). \$125.00
54. MOUNTAIN VIEW, Wells Fargo pasteup, st. line cl., Fine. \$45.00
55. NAPA, VF Wells Fargo oval. \$105.00
56. NEEDLE, 1888, VF manuscript cl on GPC. \$30.00
57. NIPOMO, 1909, VF cvr and cds. \$6.50
58. NUEVO, 1892, VF cds; sl. cvr. toning (SR 5). \$85.00
59. OLIVENHAIN, 1891, FVF cds, Reg. cvr. (SR 4). \$60.00
60. ORO LOMA, 1927, VF cvr. \$12.50
61. PASADENA, 1883, FVF with letter. \$15.00
62. PERRIS, 1893, FVF, Reg. cover. \$30.00
63. PRATTVILLE, 1880, Plumas Co. cl w/star killer, red. sl. \$37.00
64. SAN FRANCISCO, #11 cds, VF cover. \$26.00
65. SAN FRANCISCO, #65, DCDS VF to Bartons Ranch/by Butcher wagon. Rare destination (no receiving). \$35.00
66. SAN FRANCISCO, #93 pair w/fancys VF overland. \$150.00
67. SAN FRANCISCO, VF Wells Fargo oval. \$35.00
68. SAN JACINTO, 1897, FVF cds and cover. \$15.00
69. SAN JOSE, VF Wells Fargo oval with nice enclosure. \$90.00
70. SANTA CLARA, #65, FVF cds. \$15.00
71. SANTA CRUZ, #94, FVF cds. \$20.00
72. SESPE, 1927, GPC, FVF. \$9.00
73. SHINGLE SPRINGS, 1885, FVF (inverted date). \$18.00
74. SOLDIERS HOME, 1911, FVF. \$12.00
75. SONORA, 1850's stampless, rate 6, frwd. to Sacramento. \$60.00
76. STOCKTON, 6 PAID, stampless, FVF. \$40.00
77. VISTA, 1891, Reg. cvr, FVF. \$30.00

## INDIAN TERRITORY

78. ATOKA, 1901, FVF cds and cover. \$20.00
79. BANNER, 1880, FVF manuscript on roughly opened cover w/letter about mining. \$35.00
80. CANTONMENT, 1888, FVF DCDS on nice cover. \$105.00
81. CHECOTAH, 1893, FVF cds sl. tr. top. \$35.00
82. CLAREMORE, 1889, FVF cds and cover. \$50.00
83. DARLINGTON, 1891, Fine cds on cvr. sl. reduced. \$45.00
84. FORT RENO, 1880's, FVF cds and cover. \$85.00
85. FORT RENO, 1883, VF Reg. cvr w/circular registry stamp & letter. \$175.00
86. FORT RENO, 1883, FVF Reg. cvr. w/letter discussing "coming close to trouble with N. Cheyenne." \$135.00
87. FORT SILL, 1882, FVF cds and cover. \$70.00
88. FORT SILL, 1870's, FVF cds and cover. \$55.00
89. GRAY HORSE, 1890, 2nd month manuscript VF, cvr flty. \$55.00
90. GRAY HORSE, 1890, FVF cds; cvr flts. \$50.00
91. MUSKOGEE, 1903, FVF legal crn. card. \$12.50
92. MUSKOGEE, 1895, fine dr. crn. crd. \$25.00
93. PAWHUSKA, 1880's, Dept. Int. Ind. Agency. \$70.00
94. PAWHUSKA, 1903, Dept. Int. Penalty env. franked w/Scott #319, FVF. \$30.00
95. PIEDMONT, 1904, #319 with fancy A manuscript cl. \$35.00
96. SCULLIN, 1906, PPC (Street Scene Sulphur, IT). \$20.00
97. VINITA, 1890, FVF cds and cvr w/letter. \$30.00

## MONTANA

98. BANNACK CITY, VF cover 3 bnkn. w/target. \$45.00
99. BOULDER VALLEY, 1886, FVF DCDS and cover. \$65.00
100. BOZEMAN, 1884, FVF cds on GPC. \$15.00
101. BUTTE CITY, 1884, VF cds on GPC. \$15.00
102. DEER LODGE CITY, 1889, FVF cover. \$40.00
103. FORT ASSINABOINE, 1880's, Good/Fine strike on FVF cover. \$50.00
104. GLENDALE, 1885, VF cds on GPC. \$85.00
105. GLENDALE, 1886, VF cds on GPC. \$80.00



# AMBERMAN MAIL SALES - NET PRICE SALE #4

(NOT AN AUCTION)

## MONTANA (Continued)

- 106. HAMILTON, 1883, VF manuscript on cr. GPC. \$65.00
- 107. LIVINGSTON, 1886, VF on GPC. \$28.00
- 108. MARTINDALE, 1915, PPC, DCDS magenta, VF. \$12.50
- 109. HELENA, 1869, #94, MONTANO, VF cover. \$70.00
- 110. HELENA, 1889, full back Hot Springs Advt., FVF cover. \$40.00
- 111. MISSOULA, 1884, Fine cds & cover, red. rt. sl. \$25.00
- 112. ROSEBUD, 1887, VF, DCDS and cover. \$40.00
- 113. QUARTZ, 1889 (Sept), FVF magenta DCDS, sl. reduced. \$75.00

## NEVADA

- 114. AUSTIN, N.T., VF Wells Fargo oval and cover. \$85.00
- 115. BAUVARD, 1910, PPC, Fine. \$35.00
- 116. CARSON CITY, 1896, cover, FVF. \$15.00
- 117. FALLON, 1910, PPC, FVF. \$7.50
- 118. GARDNERVILLE, 1901, cvr., Fine, red. sl. left. \$20.00
- 119. GERLACH, 1937, FVF cover. \$5.00
- 120. HAMILTON, N.T., Fine Wells Fargo oval. \$50.00
- 121. LOVELOCKS, 1910, PPC, Fine. \$30.00
- 122. MCGILL, PPC, FVF Doane cl. \$10.00
- 123. RUTH, 1912, PPC, FVF. \$10.00
- 124. VIRGINIA CITY, N.T., FVF Wells Fargo oval. \$40.00
- 125. VIRGINIA CITY, 1906, Fine. \$8.00
- 126. WELLS, 1907, PPC, VF. \$7.00
- 127. WINNEMUCCA, 1906, PPC, Good/Finer. \$10.00

## NEW MEXICO

- 128. ALBERT, 1906, FVF Ty 3 cds & killer. \$27.50
- 129. ALBUQUERQUE, 1894, FVF cds & cover. \$35.00
- 130. CERRILLAS, 1883, Type 2, FVF. \$35.00
- 131. DEMING, 1890, FVF cds and cover. \$12.00
- 132. EAST LAS VEGAS, 1886, FVF to Mora. \$25.00
- 133. EAST LAS VEGAS, 1890, FVF, magenta, Advt., reduced sl. left. \$15.00
- 134. FORT BAYARD, 1906, PPC, FVF. \$17.50
- 135. FORT STANTON, 1885, triple cds w/star, FVF. \$75.00
- 136. FORT STANTON, 1907, PPC, VF cds DOANE. \$35.00
- 137. FORT WINGATE, DCDS Type 4 on repaired cvr. \$40.00
- 138. GLENCOE, 1911, PPC, Fine. \$35.00
- 139. KINGSTON, Type 4, Fine cds & cvr. \$20.00
- 140. LACUEVA, 1891, Type 4 FVF cds & cvr. sl. reduced. \$50.00
- 141. LUCERO, 1901, FVF Type 2, cover. \$20.00
- 142. MESILLA, 1906, FVF cds DOANE w/excellent COWBOY LETTER. \$35.00
- 143. MOUNTAINAIR, 1908, Type 2, PPC, Fine. \$20.00
- 144. OLD ALBUQUERQUE, 1894, Fine Type 4 cds and cover. \$25.00
- 145. ROSWELL, 1890, magenta DCDS w/Star, FVF. \$17.50
- 146. SAN PEDRO, 1890, fine cds and cover. \$40.00
- 147. SANTA RITA, 1914, from MEXICO and ADVERTISED in Santa Rita; opened a little rough @ Top. \$55.00
- 148. TUCUMCARI, 1909, Reg. Dept. Int. w/Scott #337 to ELMER. OK. Unclaimed, sm. cvr. fts., still nice. \$55.00
- 149. WAGON MOUND, 1897, FVF cds rec'd. MORA & CLEVELAND. \$40.00
- 150. WAGON MOUND, 1904, Type 6 FVF cds & cover. \$15.00
- 151. WATROUS, 1886, Fine Type 4 cds w/letter; sl. reduced. \$20.00

## OKLAHOMA

- 152. ALTUS, 1908, Fine cds and cover. \$15.00
- 153. AMORITA, 1907, PPC, VF cds. \$45.00
- 154. ARAPAHO, 1894, FVF cds on reduced cover. \$30.00
- 155. BRAMAN, 1904, FVF GPC. \$12.00
- 156. CHILOCCO, 1907, Fine cds & cvr. \$20.00
- 157. DELHI, 1903, VF cds rec'd MANGUM, O.T., \$37.50
- 158. EL RENO, 1899, FVF. cds, Advt. crn card. \$15.00
- 159. ETOWAH, 1899, FVF cds & cvr. \$80.00
- 160. FALLIS, 1909, PPC, FVF. \$7.50
- 161. GOLTRY, 1907, PPC, FVF. \$12.00
- 162. GUTHRIE, 1893, VF cds & GPC. \$25.00
- 163. GUTHRIE, 1895, Front & Full Back Advt., Fine cds; sl. damage to stamp. \$40.00

## OKLAHOMA (Continued)

- 164. HYDO, 1904, Good/Fine cds w/enclosure. \$20.00
- 165. KOMALTY, 1911, PPC, FVF. \$30.00
- 166. LAWTON, 1913, VF cds and cover. \$6.00
- 167. MUSKOGEE, 1900, Real Photo Post Card, FVF. \$25.00
- 168. OKLAHOMA, 1894, Reg. cvr w/8-cent COLUMBIAN on back and st. line "OKLAHOMA/OKLA. T., reg. cl. \$85.00
- 169. WEATHERS, 1916, FVF cds. \$25.00
- 170. WATERLOO, 1901, FVF cds & cvr. \$65.00

## UTAH

- 171. FARMINGTON, 1885, FVF cds, cvr. sl. damage. \$45.00
- 172. GUNLOCK, 1906, Reg. cvr, FVF. \$30.00
- 173. HATTON, 1907, P.O. Reg. Rec., VF. \$12.50
- 174. KONOSH, 1904, VF cds franked w/#323. \$20.00
- 175. MURRAY, 1895, Registered cvr, fine cds. \$65.00
- 176. OGDEN, 1903, RFD 2, Scarce, VF cvr, sl. reduced. \$50.00
- 177. SAINT GEORGE, 1893, VF cds & cvr. \$25.00
- 178. SALT LAKE CITY, 1870, Fine with VF rec'd stamp on reverse BAKER BROS. \$35.00
- 179. SALT LAKE CITY, 1872, rec'd SAN FRAN/T.GREEN obn reverse. \$35.00
- 180. WEBER, 1899, Good/Fine cds, VF cvr. \$45.00

## WASHINGTON

- 181. ELLENSBURGH, 1881, DCDS, Fine cvr. \$75.00
- 182. NEW TACOMA, 1883, Fine cds tied Scott #182 w/letter & legal crn. card. \$60.00
- 183. NORTH YAKIMA, 1892, Reg. cvr., VF cds w/Scott #226. \$38.00
- 184. SEATTLE, 1883, Fine cds & cover. \$50.00

## END OF SALE

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Lists All Territorial and Statehood postmasters by office from 1867 to 1987.

The last Alaska postmaster directory, *Directory of Alaska Postoffices and Postmasters, 1867-1963*, by M.B. Ricks, was published over 20 years ago and has been out of print for many years. An additional 24 years of postmasters are listed, including many corrections to the Ricks' book.

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## NORTHEASTERN SECTION

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

What a hectic summer this has been!

This editor graciously thanks previous *La Posta* Editor **Bob Stets** for suggesting in July that his preliminary Philadelphia catalog be printed and offered in October at SEPAD, the Southeastern Penna. and Delaware Stamp Club's annual exhibition. Not that much new work had to be done--five years of intensive computer cataloging and research had already been invested. But the psychology of it all! "Over the cliff," as an old buddy used to say, and let's drag up the always applicable, "No pain, no gain."

So, double, even triple-time work days became the norm for the next two months till everything was laid out, pasted up, and presented to the printer (our own *La Posta* presses) finally by Sep 16. More than once the decision was made to call it all off, to let it go till next year, if ever. Fortunately a little sleep does wonders.

The point is, other things had to slide to make way. **Ed Harvey's** intriguing four-part article on the pneumatic tube service will continue NEXT issue. Other items too must be held in momentary abeyance.

Meanwhile **Bob McKain** in Pittsburgh, has been madly sorting and typing his Doane lists. And then retyping, because of the fine response of *La Posta* readers. His original,

pridefully-long 450 towns, within weeks, was revised to the present 850 plus listing, and counting....

We offer the list intact, to give this editor a wee break, and to offer the Doane collector a chance to match his goodies against Bob's research without the annoyance of a two month hiatus. Keep those cards and letters coming in to Bob.

And may others, please, follow this writer's lead in self-abuse by writing up dreams and other material that has lain around too long. No putting off. We need some fairly simple "favorite cover" writeups, too--a xerox and a brief appreciation will suffice. Or give in to that secret desire to see your favorite town put on the postal history map.

There is a Northeast Prexie article in the works, and some more from New York. We've covered all other states this past year but one. (Does anyone still live in Massachusetts?) Our greed to please the reader will never end.

Some interesting reading has come by. Concerning the article on the Vermont Norton patent cancel (**Donald B Johnstone's**, July 1989), interested readers should read the Summer 1989 *US Cancellation Club News*, "The First Norton Postmark Patent," a copy of the 1859 patent report. The September *NJPH*, the New Jersey PH Journal has a fine variety of reading: local hunts for covers, new handstamp discoveries, Jersey perfin, parcel post, etc, with many of illustrations. Write Editor **E E Fricks**, 26 Windmill Drive, Clementon NJ 08021.

Last, a hands across the continent comment from **Henry Beecher** of Portland. He references **Rick Lancaster's** notes on Dead Letter handling.

"Dear Mr. Clarke,

On Rick Lancaster's article in Sept. *La Posta*: Yes, the Dead Letter handling charge was eliminated effective 17 Feb 85, the day of the rate change, as announced in Postal Bulletin 21493 (9 Jan 85), deleting Domestic Mail Manual sections 159.53b and 159.554.

People say postal rates just go up--but it's hard to beat a 100% reduction. I have seen no explanation of the decision to drop this fee, which began in 1915. My guess is that enough people had got the word, since 17 Nov 74, that mail without postage would not be delivered (or, though not publicised, that unpaid letters lacking return addresses would be delivered belatedly at a stiff charge); so perhaps it was felt to be no longer cost-effective to try to collect the Dead Letter Fee?

Sincerely

**Henry W Beecher"**

More points in favor of the nourishment and nifty nuances afforded by modern postal history.



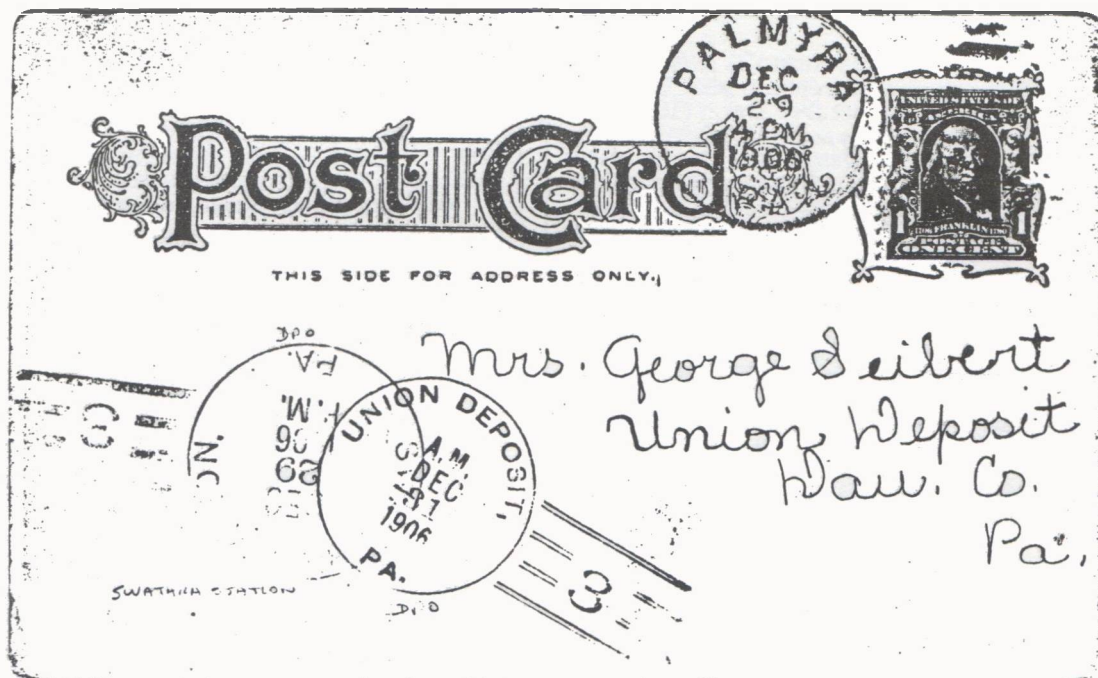


FIG 1 A Type 2 Union Deposit used as a receiving stamp, and a Type 3 Swatara Station transit, sent from Palmyra PA)

## Pennsylvania Doane Cancels

by Bob McKain

This is the initial listing for Pennsylvania Doane Cancels in *La Posta*. Some time ago, John Kay put together such a list and his input has been incorporated here. Our first effort lists approximately 851 towns, and hopefully with reader help, it will continue to grow toward completeness. Pennsylvania had the largest number of post offices in operation during the Doane period and, to the best of my records, leads in the number of Doane handstamps.

As most readers are aware, Doane collecting has become very popular, and journals such as *La Posta* contain updated state lists on a regular basis. Many state postal history societies also maintain current lists.

Doanes are fairly easily recognized, but in quite a few cases are not too easy to interpret. All Doane cancels contain a circular dial and are accompanied by either four or five bars CONTAINING A NUMERAL. Herein lies the rub. Most Doanes are reported on postcards which utilized the green one-cent Franklin. When improperly or lightly struck, the numeral blends in with the stamp's color, and in several instances we are stuck with only a good guess as to what the numeral contained is. For instance, a 2 looks like a 3, and the 3 could be an 8, etc.

There are three Doane types: Type 1, 2, and 3. Our current listing consists of 56 Type 1 Doanes, 471 Type 2s (and 4 questionable), and 324 Type 3s (and 11 questionable), and 4 unknowns. Hopefully as more examples are documented, the number of question marks will decrease. Interestingly, Mohnton PA, used a Type 3 with "RECD" in the handstamp. It is the only one this writer has seen reported thus far and is illustrated below.

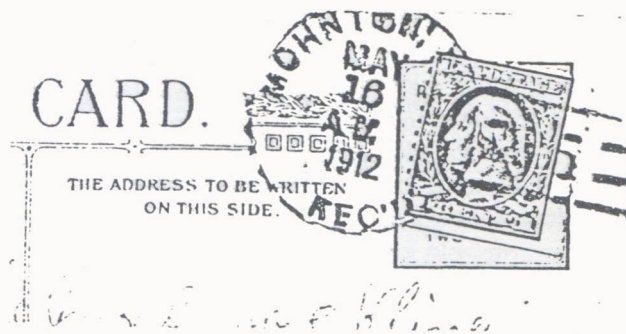


Fig 2

The number within the bars was intended to indicate the top yearly postal dollar volume in hundreds of dollars done by that post office. In other words, the numeral 1 tells us that

less than \$100 in postal revenue was taken in, a 2, between \$101 and \$200, and so on. This was not always the case as volume of business varied in both directions from the time the Doane was ordered and the time the post office put it into use.

Type 1 was issued in 1903 and contains five solid bars in the killer, along with the numeral. The earliest Pennsylvania Type 1 reported to date is from Embreeville, May 1, 1903. It is also known that some offices had more than one type of Doane cancel. Usage of two Type 1 Doanes at Embreeville is reported, but more verification is needed to document this.

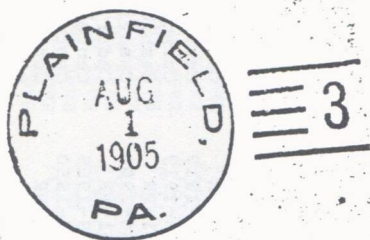


FIG 3

Type 2 consists of four hollow bars as the killer. Sometimes the bars became clogged with ink and it is difficult to distinguish between this and the next type.

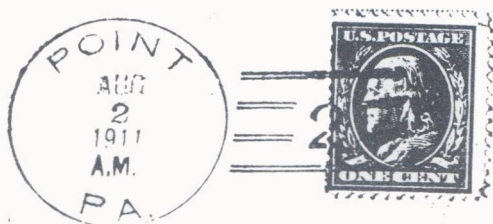
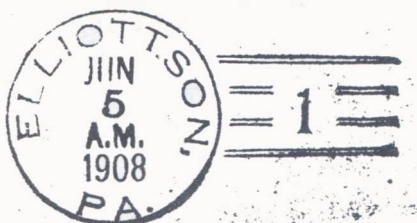


Fig 4

The Type 3 Doane utilizes a four solid killer bars plus the numeral.

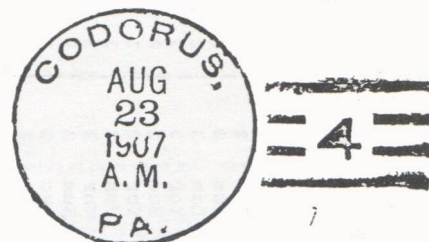
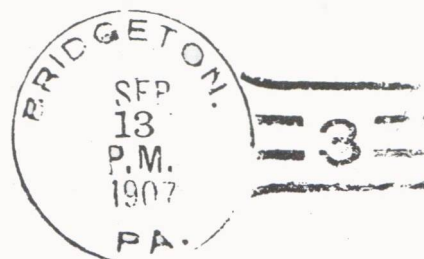


Fig 5

Complicating the picture is the fact that several Pennsylvania towns used a close spaced "Four Bar" cancel concurrently with the Doane. Four Bars are not Doanes and they are not included in Doane lists. For comparison, though, a typical close-spaced four bar from Moyer is shown along with the wide-spaced Four Bar variety used through today.

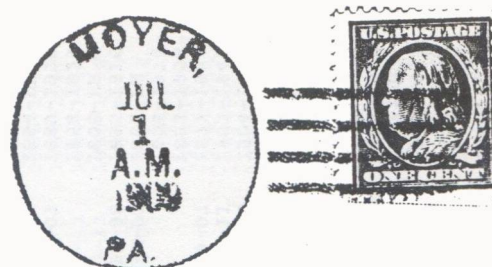


Fig 6

At this stage it is impossible to place any kind of scarcity rating on Pennsylvania Doanes. Except for unusual circumstances, of course, a "1" would be more scarce than a "3" owing to the smaller volume of mail postmarked, etc.

The writer is indebted to many collectors for the information presented here. Any collectors who have additions to this list, please report them to Bob McKain, 2337 Giant Oaks Drive, Pittsburgh PA 15241.



## PENNSYLVANIA DOANE CANCELS

## TOWN

COUNTY TYPE NUMBER

EKU

LKU

STATUS

TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS	TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS
Abbottstown	Ada	2	4	02-10-08	11-20-12	1800-PR	Bittersville	Yor	2	2	06-04-08	05-11-11	1885-1929
Academy Corners	Tio	3	2	10-27-06	12-31-06	1876-1930	Blackgap	Fra	1	1?	06-26-06	12-17-10	1895-1930
Airydale	Hun	3	1	04-21-09	02-02-11	1895-1918	Blairs Mills	Hun	3	4	08-16-06	12-24-06	1883-PR
Akeley	War	2	4	10-05-11		1904-1963	Blooming Valley	Cra	3	3	12-25-07	03-24-10	1835-1917
Alba	Bra	3	4	11-30-07		1827-PR	Blue Bell	Mon	2	2	02-23-06		1839-PR
Allen	Cum	2	1	04-11-04	04-28-08	1828-1978	Bodines	Lyc	2	2	08-12-10	08-26-11	1887-PR
Allens Mills	Jef	2	2	04-28-10	01-01-12	1874-1928	Bohemia	Pik	2	?	09-15-09		1904-1920
Allensville	Mif	3	3	02-10-06		1818-PR	Bonview	Lan	2	?	05-10-06		1892-1906
Allport	Cle	2	3	11-04-08	03-09-11	1885-PR	Boston	All	2	4	12-31-06		1867-PR
Alum Rock	Cla	2	1	05-14-09		1905-1960	Bowersville	Jef	2	1	04-15-08	05-19-11	1903-1929
Amberson Valley	Fra	3	2	12-22-06	02-14-07	1894-1915	Bradley Junction	Cab	2	2	09-11-06		1897-1945
Ames	Cle	2	1	03-25-05	07-18-06	1904-1907	Branchdale	Sch	3	3	08-12-12		1850-PR
Andover	Ful	1	1	02-02-10	06-26-11	1903-1941	Brandt	Sus	3	3	06-07-06	-12	1875-1932
Andrews Settlement	Pot	2?	2	04-17-07	07-09-07	1877-1924	Brickerville	Lan	3	2	07-06-06	07-11-32	1830-1929
Angels	Way	2	1	07-26-09		1883-1958	Bridgeton	Yor	3	3	12-31-05	09-13-07	1875-1957
Ansonville	Cle	3	1	02-21-10		1856-1974	Bridgewater	Buc	2	2	01-12-09		1833-1929
Aquashicola	Car	3	3	01-01-07	08-31-07	1862-PR	Brillhart	Yor	2	1	12-17-06	08-12-07	1876-1933
Archspring	Bla	2	2?	08-17-08	09-12-08	1895-1916	Broad Top	Hun	2	3	05-07-08	04-19-09	1835-PR
Armagh	Ind	2	2	10-01-08		1805-PR	Brodheads ville	Mnr	2	3	02-27-06	10-09-09	1852-PR
Arroyo	Elk	2	3	10-05-10		1858-1929	Brookdale	Sus	3	?	07-15-06		1854-1908
Asaph	Tio	3	3	08-07-06	05-06-07	1889-1938	Brookside	Lyc	2	1	10-02-07	01-24-10	1882-1925
Aspers	Ada	2	3	05-03-06	06-23-20	1884-PR	Brownfield	Fay	2	5	05-17-05	01-02-08	1887-PR
Atlantic	Cra	3	5	11-11-06		1872-PR	Brownsburg	Buc	2	3?	12-31-06		1894-1933
Audell	Way	2	1	07-25-11		1903-1916	Brunnerville	Lan	2	2	02-14-10	12-31-21	1861-PR
Avella	Was	2	1	11-09-05	08-30-11	1887-PR	Bryn Athyn	Mnt	3	5	04-24-12		1902-PR
Avis	Cli	2	5	04-20-05	03-03-10	1904-PR	Brysonia	Ada	3	1	04-27-06	11-09-07	1890-1909
							Buckingham Valley	Buc	3	2	06-20-07		1892-1956
							Buckmanville	Buc	3	2	09-27-06		1862-1922
							Buena Vista Spring	Fra	2	3	08-16-06		1897-1932
36 Bachmanville	Dau	1	2	07-30-06		1872-1942	Bullion	Ven	2	2	12-13-07	04-08-09	1877-1915
Balliett	Ven	3	1	04-21-10		1874-1910	Burdine	All	2	5	06-15-06		1905-1923
Bamford	Lan	3	2?	07-24-09	01-25-10	1900-1916	Burlington	Bra	3	4	01-09-08		1818-PR
Bannerville	Sny	2	1	01-19-05		1866-1905	Burnt Cabins	Ful	3	1	04-15-09		1851-PR
Barclay	Bra	2	2	10-30-07	02-25-11	1866-1911	Burrows	Mck	2	1	03-20-08	08-09-09	1882-1919
Bard	Bed	3	2?	10-01-07	06-19-08	1874-1909	Burtville	Pot	3	2	11-03-10		1854-PR
Barneston	Che	2	2	12-24-06		1869-1936							
Barnitz	Cum	1	1	04-09-06	04-11-08	1880-1939	Cabel	Num	2	2	04-27-09	03-27-10	1879-1910
Barnsley	Che	3	2	11-15-07		1887-1950	Calcium	Ber	1	1	06-15-06	08-27-08	1885-1944
Bausman	Lan	1	1	06-20-06		1889-PR	Calvin	Hun	1	3	12-31-08		1851-PR
Beadling	All	3	3	05-05-08		1890-1955	Cambra	Luz	2	2	07-11-06		1838-PR
Beallsville	Was	2	5	06-01-06		1822-PR	Camden	All	3	2	12-23-08		1881-1915
Beargap	Num	2	1	06-18-08	03-13-09	1895-1909	Camp Hill	Cum	2	5	11-23-07		1905-PR
Beaumont	Wyo	2	?	05-01-06	05-07-06	1880-1917	Canoe creek	Bla	3	3	11-12-08		1894-1912
Beaver Springs	Sny	2	7	01-24-05		1855-PR	Carbon Center	But	2	1	05-04-06	12-16-07	1874-1917
" "	Sny	3	1	06-16-06	10-03-10	1855-PR	Carney	Wyo	2	2	01-25-05		1869-1909
Beaver Valley	Col	2	2	04-01-07	12-22-10	1832-1919	Carroll	Cli	2	1	04-13-10		1853-1918
Bedford Springs	Bed	2	1	07-20-05	09-10-07	1865-1919	Carsonville	Dau	3	4	08-15-08	04-26-12	1878-1917
Bedminster	Buc	3	3	05-19-09		1851-PR	Cashtown	Ada	2	3	12-07-06	08-14-13	1833-PR
Beechview	All	3	1	12-21-08		1906-1909	Cassville	Hun	2	3	02-18-08	08-11-10	1843-PR
Belsano	Cab	3	2	12-14-08		1851-PR	Cedar Lane	Lan	3	3	09-29-06	02-19-07	1878-1909
Bergey	Mnt	2	1	10-03-06	03-24-08	1889-1959	Centerbridge	Buc	3	2	01-25-08		1893-1921
Bernharts	Che	1	1	08-27-08	03-03-09	1895-1950	Centerport	Ber	3	?	12-29-08		1893-PR
Bernville	Ber	3	4	10-04-06	09-11-07	1832-PR	Center Square	Mnt	2	3	11-14-07	01-01-09	1893-PR
Berrysburg	Dau	3	4	12-24-06	10-19-11	1824-PR	Ceylon	Gre	1	1	01-21-08		1868-1917
Big Cove Tannery	Ful	2	1	10-01-10	12-01-10	1909-1964	Chalkhill	Fay	3	2	06-11-07		1899-PR
Biglerville	Ada	2	5	08-20-06	04-16-08	1886-PR	Chandlers Valley	War	2	2	04-09-09		1894-PR
Birmingham	Hun	2	1?	04-23-08		1817-1963	Chaneysville	Bed	3	2	04-07-11	10-17-11	1855-1938
Bismarck	Leb	2	3	01-02-07	08-06-07	1871-1918	Charmian	Fra	3	3	03-07-07	06-21-12	1892-1972

TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS	TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS
Charteroak	Hun	2	3	03-17-08		1892-1928	Duboistown	Lyc	2	3	06-25-07	04-19-09	1874-1935
Cheat Haven	Fay	2	2?	02-02-05	08-24-1?	1905-1927	Duhring	For	3	2	02-02-07		1889-1914
Cherry Valley	Was	2	1	03-11-08		1850-1928	Dundaff	Sus	3	3	09-25-07		1820-1916
Chrome	Che	2	1	11-20-05		1870-1909	Dutch Hill	Cla	2	?	07-25-08		1889-1928
Churchtown	Lan	3	4	04-13-06	03-02-08	1807-1973	Dyerstown	Buc	2	1	01-25-09		1883-1910
Cito	Ful	3	1	11-08-07	09-15-13	1900-1954							
Clarington	For	2	2	04-02-08		1852-PR	Eagle Foundry	Hun	2	1	01-02-08	01-30-11	1851-1911
Claytonia	But	3	2	08-15-08		1897-1933	Eagles Mere Park	Sul	1	2	06-17-04	06-30-04	1903-PR
Cloe	Jef	2	2	01-15-08	03-29-20	1892-1964	East Earl	Lan	3?	2	12-23-06	02-27-08	1890-PR
Cly	Yor	2	4	07-25-08		1898-1938	East Millsboro	Fay	3	4	03-05-09		1904-PR
Coalmont	Hun	3	3	04-29-11		1854-1969	East Salem	Jun	2	2	07-18-06	09-12-06	1852-1906
Codorus	Yor	3	4	08-23-07	06-22-10	1828-PR	Eastpoint	Tio	2	3	01-06-12		1894-1934
Cokeville	Wes	1	?	08-28-09	10-08-10	1872-1951	East Sandy	Ven	2	1	09-23-09	04-04-10	1837-1911
Colegrove	Mck	2	3	09-23-08		1862-1959	East Sharon	Pot	2	1	12-24-06		1850-1909
"	Mck	3	3	12-24-09	02-23-14	1862-1959	Eatonville	Wyo	2	2	09-12-06	11-17-10	1892-1922
Colfax	Hun	2	2	06-15-09		1869-1935	Eberlys Mill	Cum	2	1	12-12-07	05-30-11	1894-1915
Collamer	Che	1	2	12-27-06	-09	1849-1935	Echo	Arm	3	2	-11		1857-1940
Collins	Lan	3	1	10-01-06		1883-1913	Edenville	Fra	2	2	07-17-06	06-03-11	1882-1934
Colona	Bea	3	2	04-03-08		1904-1915	Edgegrove	Ada	3?	2	01-04-06	01-28-07	1891-1915
Comly	Mtr	3	1	05-24-06		1870-1907	Edgemere	Pik	2	1	01-31-11		1892-1938
Conoquenessing	But	3	4?	07-18-08	03-19-13	1872-1962	Edmon	Arm	1	2	04-10-11		1892-PR
Coolspring	Jef	2	2	03-12-07		1895-PR	Ehrenfeld	Cab	2	5?	02-15-08		1892-1972
Cora	Hun	2	1	12-08-07	02-12-09	1884-1904	Eighty Four	Was	2?	1	08-26-07	01-23-11	1898-1966
Cornwall	Leb	2	?	10-16-06	11-19-06	1833-PR	El Dorado	Bla	2	2	08-24-06	06-08-08	1905-1916
Coryville	Mck	2	1	08-10-07		1873-PR	Elgin	Eri	2	3	08-12-08	10-14-10	1878-PR
Coupon	Cab	3	5	12-07-08		1894-PR	Elk Grove	Col	3	2	09-30-09	05-16-10	1905-1914
Craley	Yor	2	1	02-14-07	05-12-11	1880-PR	Elkin	Ind	2	?	01-16-09		1890-1913
Cranberry	Ven	3	3	03-30-07		1835-PR	Elk Lake	Sus	3	2	02-25-04	07-23-09	1842-1917
Creamery	Mnt	3	2?	03-27-07	04-15-08	1880-PR	Elliotson	Cum	2	1	05-16-07	07-23-08	1895-1911
Cressman	Buc	2	3	10-23-06	03-07-11	1889-1915	Elliottsville	Fay	2	1	10-25-10		1886-1939
Cross Creek	Was	2	1	11-20-05	10-15-07	1900-1972	Elmer	Pot	3	2	06-15-06	12-03-06	1881-1926
Crowl	Num	3	1	08-23-06	10-11-12	1888-1953	Elroy	Mnt	3	1	12-19-06		1890-PR
Cyclone	Mck	1	?	05-29-07		1885-PR	Elverson	Che	3	4	04-29-07	05-20-10	1899-PR
							Embreeville	Che	1	1	05-01-03		1830-1967
							"	Che	1	3	02-06-07		1830-1967
Dallas City	Mck	1	2	09-09-07	11-16-08	1878-1953	Emigsville	Yor	2	5	04-08-08		1850-PR
Danboro	Buc	2	2	08-16-07	12-21-07	1894-PR	Emmaville	Ful	3	1	07-28-10	12-26-11	1862-1933
Dane	Ful	3	1	12-16-07	07-14-15	1906-1917	Enhaut	Dau	3	9	02-06-08		1892-1957
Dean	Cab	2	2	12-15-11		1890-1967	"	Dau	2?	3?	08-04-11	09-11-11	1892-1957
Decorum	Hun	2	2	04-27-11	12-22-11	1884-1934	Enid	Ful	2	2	03-07-08		1888-1935
Deer Lick	Gre	3	3	02-01-10	12-22-13	1886-1930	Enterline	Dau	2	2	11-12-09	09-08-11	1856-1917
Defiance	Bed	3	3	03-04-08	03-13-12	1889-PR	Epton	All	2	?	10-11-06		1886-1932
Derry Church	Dau	3	9	01-20-06	10-02-07	1858-1918	Esterly	Ber	2	2	12-25-06		1894-1954
Dewart	Num	3	1?	09-06-09		1858-PR	Evansville	Ber	2	?	03-20-06		1904-PR
De Young	Elk	2	3	09-13-07		1893-PR	Exchange	Mtr	3	2	12-31-06	12-20-09	1857-1935
Dickes Mountain	Ful	3	1	01-09-08		1894-1934	Expedit	Cab	3	3	05-17-09		1896-1929
Dilltown	Ind	1	1	06-24-04		1887-PR							
Dime	Arm	2	2	12-26-09	10-12-10	1881-1914	Fagleysville	Mnt	2	1	10-29-06		1858-1915
Dingmans Ferry	Pik	3	5	09-01-09		1893-PR	Fagundus	War	3	2	02-13-11		1871-1918
Dixonville	Ind	2	3	11-30-10	12-23-11	1868-PR	Fairdale	Sus	2	2	05-24-07		1829-1954
Donaldson	Sch	3?	3	01-03-06	08-13-09	1846-1974	Fairland	Lan	1	1	02-14-07	03-11-07	1889-1910
Donegal	Wes	3	2	03-24-09		1819-PR	Fairville	Che	2	2	07-19-07		1849-1949
Dover	Yor	2	5	05-22-06	07-25-12	1816-PR	Fallbrook	Tio	3	?	03-13-06		1895-1925
Doyleburg	Fra	3	4	10-19-07	05-28-08	1894-PR	Falling Springs	Per	2	2	12-27-06		1867-1907
Doyles Mills	Jun	3	2	11-28-08		1894-1953	Fayetteville	Fra	2	5	06-16-06	10-06-06	1826-PR
Drumore	Lan	3	3	02-20-08		1815-PR	Felix	Som	2	1	03-10-08	03-13-09	1887-1911
Dryville	Ber	2	1	09-23-05	10-03-06	1853-1933	Fenelton	But	2	3	07-24-11		1890-PR
Dublin Mills	Ful	2	1	09-24-07	08-18-10	1851-1915							



TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS	TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS
Fern	Cla	3	2	04-22-09		1885-1959	Greenbrier	Num	3	1	05-06-08		1837-1934
Fetterville	Lan	3	1	04-13-06		1894-1926	Greenfield	Eri	1	3	05-05-06		1822-1905
Fiedler	Cen	2	1	02-02-07		1885-1911	Greentown	Pik	2	3	01-09-07	01-12-12	1889-PR
Fields Station	Lyc	2	1	10-31-08		1894-1933	Grimville	Ber	2	1	08-27-06		1830-1924
Finland	Buc	2	1	03-28-10	04-11-13	1886-1916	Grip	Ind	2	?	02-02-08		1890-1911
Fisher	Cla	2	2	08-24-08		1860-PR	Grovania	Mtr	1	1	03-24-10	10-18-10	1882-1914
Fishers Ferry	Num	2	1	02-21-07	11-24-11	1894-1934	Guldens	Ada	2	1	04-06-09	06-11-12	1904-1940
Fisherville	Dau	2	2	09-19-08	11-30-08	1851-1936	Gumbles	Pik	3	1	05-21-12		1900-1914
Fitz Henry	Wes	3	4	09-14-06	03-10-09	1850-1915	Guys Mills	Cra	2	5	12-19-06	08-21-11	1894-PR
Fiveforks	Fra	3	1	06-22-06	01-31-08	1895-1909							
Flagstone	Pik	2	3	02-13-06	08-24-08	1883-1909	Hallowell	Mnt	3	2	08-01-08		1901-1959
Flicksville	Nam	2	2	03-18-08	06-05-09	1837-1975	Hamilton	Jef	2	3	07-08-07		1852-PR
Flinston	Cab	3	4	05-18-10		1888-PR	Hamlington	Way	2	3	07-29-07	10-27-08	1829-1909
Florin	Lan	3	3	07-01-09	08-30-09	1882-1968	Hammersley Fork	Cli	3	2	10-??-10		1893-1972
Font	Che	2	3	03-24-07		1882-1924	Hanlin Station	Was	2	2	07-20-08	10-08-10	1866-1964
Forks	Col	2	2	08-19-07		1858-1934	Harrow	Buc	2	1	06-28-06	07-19-07	1904-1938
Fort Littleton	Ful	3	2	03-28-07		1851-PR	Hanover Junction	Yor	1	2	11-02-07		1854-1941
Fortney	Yor	2	1	-08		1882-1913	Harveyville	Luz	2	2	08-23-08	06-26-12	1829-1917
Frampton	Cla	2	1	12-21-09	02-06-11	1854-1913	Hays Grove	Cum	2	1	07-17-06	03-25-10	1894-1913
Franconia	Mnt	2	2	04-08-10		1828-1963	Hazzard	Was	3	4	09-01-11		1898-1947
Frank	All	3	3	05-16-07		1884-1971	Heart Lake	Sus	2	2	07-17-05		1889-1935
Franklinville	Hun	1	3	07-02-07	04-06-08	1861-1934	Hecktown	Nam	3	2	04-03-08	04-18-08	1827-1915
Frankstown	Bla	2	1	03-24-09		1846-1930	Heilmandale	Leb	3	1	12-17-08		1858-1913
Frazer	Che	2	3	01-28-07		1830-PR	Helfenstein	Sch	2	1	06-15-07		1876-PR
Freestone	Fra	2	?	10-17-07		1889-1954	Henrietta	Bla	3	2	03-26-07	11-30-12	1872-1935
Friedensburg	Sch	2	2	04-26-06	09-26-13	1894-PR	Hensel	Lan	2	1	01-12-07	03-28-10	1886-1939
Fuller	Jef	1	1	01-14-08	09-28-08	1875-1915	Hepburnville	Lyc	3	2	08-22-07		1900-1972
Furlong	Buc	3	1	12-21-08		1886-PR	Hereford	Ber	2	2	01-08-07		1830-PR
Furniss	Lan	2	2	10-02-05	08-09-07	1889-1934	Herrick Center	Sus	3	3	11-23-06	09-07-07	1893-PR
							Hershey	Dau	3	1	03-07-07	04-10-07	1905-PR
Ganister	Bla	2	3	07-12-07		1883-PR	Hiawatha	Way	3	2	06-03-07		1906-1933
Garman's Mills	Cab	3	1	01-11-08?		1894-1914	Hickory Hill	Che	2	1	05-24-07	03-16-12	1895-1932
Geigers Mills	Ber	2	2	01-26-07		1894-1929	Hicks Run	Cam	3	1	06-06-07	11-30-09	1905-1912
Gelatt	Sus	2	?	03-13-08?		1878-1969	Higbee	Gre	2	2	12-30-07	08-16-11	1890-1911
Gem	Ful	2	1	01-19-04		1886-1913	Hilliards	But	2	3	02-13-06		1876-PR
George School	Buc	2	5	12-26-05	05-09-07	1897-1960	Hillside	Wes	2	2	12-08-06	12-16-07	1856-1953
Georgeville	Ind	2	2	11-17-11		1874-1934	Hoboken	All	3	2	06-24-08		1880-1920
Gibbon Glade	Fay	2	4	06-04-08	03-31-09	1891-PR	Hockersville	Dau	2	1	07-30-06	12-17-06	1852-1917
Gilbert	Mnr	2	2	01-12-07	04-29-08	1868-PR	Hogestown	Cum	3	1	10-15-09	04-19-13	1818-1914
Gilbertsville	Mnt	3	3	08-10-05		1854-PR	Holbrook	Gre	2	2	07-14-08	08-27-10	1869-PR
Gipsy	Ind	2	3	06-23-10	02-13-11	1891-PR	Holicong	Buc	3	3	-10		1881-PR
Girty	Arm	1	1	02-13-06	08-18-08	1877-1932	Hollsopple	Som	3	5	12-17-07	11-12-09	1881-PR
Glenburn	Lac	3	3	11-27-09	05-16-10	1878-1919	Holmes	Del	2	2	09-25-06		1890-PR
Glencoe	Som	2	3	06-24-06	10-30-09	1881-PR	Honey Grove	Jun	2	2	07-16-06	01-23-07	1854-PR
Glenfield	All	3	2	08-27-07	09-07-09	1876-1969	Hublersburg	Cen	3	3	08-26-07		1893-PR
Glenhope	Cle	3?	3	05-31-06	06-13-10	1895-PR	Huff	Ind	3	3	07-02-06		1892-1954
Glenloch	Che	3	3	05-23-10	07-15-12	1869-1953	Hulmeville	Buc	2	5	03-17-06	05-31-10	1874-1971
Glen Olden	Del	2	6	11-21-08		1874-1955	Humberston	Fay	3	1	03-18-09		1902-1913
Glen Riddle	Del	2	3	09-14-04		1854-1973	Hunters Run	Cum	2	2	03-17-09	02-04-10	1894-1915
Glen Summit Springs	Luz	3	3	08-07-07		1905-1912	Hunterstown	Ada	3	2	11-12-07	11-16-08	1826-1918
Gold	Pot	3	2	10-14-10		1880-1938	Huntington Mills	Luz	1	2	09-11-03		1882-PR
Gordon	Sch	2	5	10-09-06	04-10-08	1858-PR	Huntsdale	Cum	3	3	11-20-06	02-27-11	1882-1955
Gradyville	Del	2	2	03-06-07		1890-PR	Hustontown	Ful	3	3	10-06-08	-10	1862-PR
Grafton	Hun	2	2	11-28-06	05-04-10	1873-1925	Hyde	Cle	2	1	01-18-09		1904-PR
Graters Ford	Mnt	3	3	08-08-06		1894-1907							
Grays Run	Lyc	2	2?	05-04-08		1894-1912	Ickesburg	Per	3?	3	10-01-06	09-17-10	1894-PR
Graysville	Hun	2	?	10-31-10		1824-1920	Idaville	Ada	2	3	12-29-04	05-30-10	1860-PR

TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS	TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS
Iddo	Ful	2	1	02-14-10	01-16-13	1905-1913	Lamar	Cli	2	2	07-21-10		1839-PR
Idlewood	All	?	?	07-06-06		1882-1907	Landis Store	Ber	2	2	11-10-04		1894-1956
Imler	Bed	3	1	03-19-07	06-08-10	1895-PR	Landis Valley	Lan	2	1	10-13-06	-07	1857-1913
Inkerman	Luz	2	3	02-04-07	02-24-07	1885-1913	Landisville	Lan	2	1	07-18-07	08-07-07	1832-PR
Intercourse	Lan	3	3	08-29-06	10-12-08	1828-PR	Landrus	Tio	2	2?	07-12-07		1882-1914
Irishlane	Luz	2	1	12-21-04		1895-1905	Landstret	Som	3	2	09-19-08	11-26-08	1901-1926
Irishtown	Ada	2	1	03-29-07	08-13-07	1886-1914	Lanes Mills	Jef	3	2	08-25-11		1894-1942
Ironore	Yor	3	1	12-24-08	05-19-11	1883-1923	Langdondale	Bed	2	2	12-31-07	01-30-08	1892-1972
Ithan	Del	3	2	09-03-06		1889-1956	Lanse	Cle	2	4	07-04-07	09-20-09	1898-PR
Ivison	Cab	3	1	04-25-10		1887-1918	Lapps	Lan	3	2	01-23-08	08-22-08	1894-1914
							Lashley	Ful	3?	1	01-01-10	02-15-10	1892-1938
Jackson Center	Mer	2	2?	08-14-08	12-24-09	1893-PR	Laughlintown	Wes	3	2	06-02-08	06-13-31	1813-PR
Jacksonwald	Ber	3	1	08-16-07	09-02-07	1870-1956	Laurel	Yor	3	3	02-14-06	04-22-12	1875-1962
Jacobs Mills	Yor	2	1	03-18-07	09-09-09	1878-1913	Laurel Lake	Sus	2	2	11-??-09		1903-1915
Jarrettown	Mnt	2	3	08-21-05	01-06-08	1866-1971	Laurelton	Uni	2	4	08-05-08	04-12-11	1856-PR
Jefferson Line	Cle	2	?	09-22-09		1854-1915	Lawn	Leb	2	?	04-20-10	02-10-11	1889-PR
Jones Station	All	3	2	02-15-09		1886-1909	Ledger	Lan	2	1	12-31-06	01-21-08	1885-1914
Jordan	Leh	1	1	12-20-06	12-29-06	1872-1955	Lees Crossroads	Cum	2	2	10-12-07	09-22-08	1895-1908
Jubilee	Lac	1	2	12-06-07	02-03-08	1893-1910	Lemasters	Fra	3?	3	04-13-06	03-05-09	1877-PR
Jumonville	Fay	3	3	09-21-06		1879-1916	Lenover	Che	1	?	01-14-08		1884-1933
Juneau	Ind	2	1	04-14-11		1900-PR	Leolyn	Tio	3	2	10-12-11	12-23-11	1905-1944
							Lickdale	Leb	3	3	11-28-06	02-11-08	1884-1935
Kammerer	Was	2	1	05-20-09		1873-1927	Limekiln	Ber	2	2?	12-28-06	03-30-07	1870-PR
Kantz	Sny	2	1	04-22-10	05-13-10	1858-1912	Limeport	Leh	3	2	04-25-08	08-29-11	1867-PR
Kasson Brook	Wyo	3?	1	04-08-07	07-09-11	1889-1913	Lime Ridge	Col	2	2	12-22-09		1905-1918
Kauffman	Fra	1	2	11-27-06	12-21-10	1889-1915	Linden	Lyc	3	3	07-30-08	09-27-10	1845-PR
Kearney	Bed	3	3	03-09-08	07-19-09	1884-1937	Linden Hall	Cen	2	3	08-21-07	11-01-07	1905-1932
Keelersburg	Wyo	3	1	04-??-08	06-19-11	1894-1917	Line Lexington	Buc	2	3	03-22-06	05-21-07	1827-PR
Kellam	Way	2	1	04-19-07	10-21-08	1890-1912	Linglestown	Dau	2	3	03-27-06	03-09-08	1828-PR
Kelly Station	Arm	3	3	04-09-08	05-08-10	1892-1955	Linhart	All	2	2	10-28-08		1897-1943
Kelton	Che	2	?	10-04-10		1871-PR	Little Marsh	Tio	2	3	04-24-06		1833-PR
Kemblesville	Che	3	3	01-08-10		1823-PR	Livermore	Wes	2	4	12-20-05	03-17-10	1828-1950
Kempton	Ber	2	2	01-14-05	03-21-07	1881-PR	Llanerch	Del	3	4	03-01-07		1897-1946
Kennard	Mer	3	3	03-19-06		1864-1966	Llewellyn	Sch	2	4	04-10-09		1846-PR
Kent	Ind	2	2	08-31-09		1832-PR	Lock No. 3	All	3	2	08-21-07		1890-1946
Kerrmoor	Cle	2	5	03-02-08		1893-1968	Loleta	Elk	2	4	02-15-05	10-07-07	1900-1913
Kersey	Elk	2	5?	02-05-07	03-06-10	1894-PR	Lookout	Way	2	2	05-12-10		1889-1969
Kilmer	Jun	2	2	02-22-06	04-23-06	1890-1934	London Grove	Che	3	3?	08-21-06	05-13-15	1810-1934
King	Bed	3	1	04-27-07	08-25-10	1883-1911	Longsdorf	Cum	2	2	07-31-09		1891-1916
Kirby	Gre	2	2	07-22-08	05-24-09	1837-1954	Lorenton	Tio	3	1?	04-10-06		1891-1907
Kizers	Lac	3	2	03-14-07		1894-1908	Lost Creek	Sch	3	4	10-09-11		1877-PR
Klahr	Bla	3	1	04-18-08	09-05-11	1900-1931	Lovejoy	Ind	2	1	03-06-07	06-01-07	1904-1919
Klinesville	Ber	2	1	10-07-07		1825-1928	Loyalsock	Lyc	3	2	12-11-06	02-14-12	1854-1915
Klingerstown	Sch	3	2	11-11-07		1818-PR	Lucknow	Dau	3	1	02-16-07	10-22-09	1905-1937
Kratzerville	Sny	2	2	02-12-06	05-14-13	1855-1934	Luthersburg	Cle	2	1	01-18-08	10-20-11	1894-PR
Kresgeville	Mnr	2	2	04-18-06	01-12-07	1846-PR	Lynnport	Leh	2	3	03-24-10	07-04-10	1870-PR
Kress	Tio	3	3	07-06-07		1900-1921	Lynnville	Leh	2	1	12-25-09		1820-1925
Krumsville	Ber	2	2?	07-06-07	12-31-07	1885-1920							
Kuhn	Som	2	1	02-23-08	12-28-10	1884-1916	Mackeyville	Cli	3	2	01-13-08		1877-PR
Kunkletown	Mnr	2	3	12-18-05	04-03-27	1845-PR	Maddensville	Hun	2	2	12-23-07	12-23-10	1849-1963
Kylertown	Cle	2	5	12-15-06	12-12-11	1854-PR	Mahanoy	Num	2	2	10-11-07	02-09-09	1827-1911
							Mahantango	Jun	2	1	09-22-04		1879-1905
Labott	Yor	2	1	10-06-08		1895-1909	Mainville	Col	2	2	04-18-08	06-20-09	1866-1923
Lafayette	Mck	2	?	08-09-10		1895-1910	Maitland	Mif	3	2	01-03-06		1873-1934
Lake Cary	Wyo	3	2	04-08-06	03-06-07	1883-1918	Manns Choice	Bed	2	4	11-17-06		1894-PR
Lake Sheridan	Lac	3	1	07-26-07	08-09-09	1906-1954	Mannsville	Per	2	1	04-21-08		1867-1915
Lake Winola	Wyo	2	2	08-11-05	03-21-09	1887-PR	Manoa	Del	2	3	10-12-06		1882-PR



TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS	TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS
Mapleton Depot	Hun	3	3	02-15-07		1852-PR	Mosiertown	Cra	?	1	-05		1862-1911
Marble	Cla	3	2	12-25-07	03-24-08	1888-PR	Mountain Grove	Luz	2	2	08-04-06	11-22-06	1873-1917
Marchand	Imd	2	2	08-08-06		1842-PR	Mountain Sunset	Ber	2	2	07-09-07		1890-1919
Marsh	Che	2	1	05-31-07		1828-1928	Mount Bethel	Nam	2	3	01-05-07		1828-PR
Marsh Hill	Lyc	3	1	04-22-08	09-22-11	1909-1947	Mount Cobb	Lac	2	2	07-21-06		1879-1911
Martha Furnace	Cen	2	2	10-18-08	12-24-08	1833-1937	Mount Hope	Lan	2	1	01-03-07	02-23-09	1831-1920
Marticville	Lan	3	2	11-09-06		1894-1916	Mount Nebo	Lan	2	1	07-15-07		1849-1920
Marwood	But	2	4	09-03-06		1902-PR	Mount Pocono	Mnr	2	9	05-10-05	07-31-06	1836-PR
Mascot	Lan	2	1	07-22-09	12-02-10	1890-1934	Mount Pleasant Mills	Sny	3	4	10-23-07	12-03-07	1855-PR
Masthope	Pik	2	2	07-23-07		1853-1937	Mountrock	Cum	2	1	02-09-06	08-29-06	1895-1907
Masten	Lyc	3	1	12-10-06	10-24-08	1906-1942	Mount Royal	Yor	2	1	02-28-07	11-23-08	1870-1912
Mateer	Arm	3	1	09-21-10		1898-1933	Muddy Creek Forks	Yor	3	3	04-13-06	09-04-17	1905-1966
Mattawanna	Mif	3	3	06-27-06	10-24-12	1872-PR	Muir	Sch	3	2	02-15-13		1892-PR
Mausdale	Mtr	3	1	05-14-07	11-26-08	1889-1918	Muncy Valley	Sul	3	4	05-13-07	10-17-10	1878-PR
Mawrglen	Lyc	3	?	11-09-08		1884-1935	Munderf	Jef	3	?	11-20-07		1886-1933
Maytown	Lan	3	4	04-19-08	12-29-11	1824-PR	Myerstown	Leb	3	?	12-31-(8?)		1813-PR
McAlevys Fort	Hun	3	3	02-12-06	04-17-12	1894-1938							
McCall Ferry	Lan	3	3	10-19-06	11-01-06	1906-1911	Narvon	Lan	3	2	11-11-07	04-27-08	1889-PR
McCartney	Cle	2	3	08-13-08		1892-1934	Nauvoo	Tio	2	2	06-11-06		1850-1907
McClellandtown	Fay	3	1?	07-06-10		1828-PR	Neale	Arm	3	3	06-25-08		1889-1908
McClure	Sny	2	6	11-02-06	06-19-16	1872-PR	Neath	Bra	1	1	09-29-06	07-27-08	1870-1955
McCrea	Cum	2	1	07-12-06	08-17-08	1892-1955	Needmore	Ful	3	2	09-10-08	03-27-11	1872-PR
McElhattan	Cli	2	2	07-02-06		1854-PR	Neelyton	Hun	2	1	07-02-10	04-25-11	1886-PR
McEwensville	Num	3	3	02-10-10	04-11-26	1826-PR	Neffs Mills	Hun	2	3	12-09-07		1894-1942
McFord	Yor	2	3	08-27-06		1888-1906	Neffsville	Lan	2	2	04-17-08	05-11-11	1829-PR
McGrann	Arm	3	2	11-08-09		1906-PR	Neshannock Falls	Law	3	4	12-19-11	03-07-12	1854-1916
McKean	Eri	2	4	02-19-17		1837-PR	New Buena Vista	Bed	3	2	03-21-11		1905-1945
McKees Half Falls	Sny	3	1	08-22-06	08-29-16	1894-1919	Newburg	Cum	3	4	03-28-07	04-17-14	1894-PR
McKibben	Ful	1	1	05-19-08		1893-1911	New Columbus	Luz	3	1	06-19-08		1849-1918
McKnightstown	Ada	3	2	06-01-06	01-03-11	1868-PR	New Danville	Lan	2	1	10-02-06	04-02-13	1856-1939
McSparren	Lan	3	2	05-21-08	01-24-11	1887-1937	New Freeport	Gre	2	3	07-13-06		1853-PR
Mechanicsburg	Cum	2	3	12-31-08		1893-PR	New Grenada	Ful	2	2	02-01-10	07-20-14	1851-1941
Mehoopany	Wyo	3	3	04-09-07	11-19-09	1842-PR	New Hanover	Mnt	3	1	03-02-10	12-24-15	1829-1934
Mentzer	Hun	2	1	08-07-07		1889-1913	New Kingstown	Cum	2	3	05-05-08	03-08-11	1851-PR
Metal	Fra	3	2	01-08-07	07-03-09	1884-1935	New Lebanon	Mer	3	3	12-18-07	06-03-11	1849-1934
"	Fra	3	3	12-24-09	09-08-11	1884-1935	New Lexington	Som	3	1	04-10-09		1850-1931
Middlebury Center	Tio	3	4	05-26-11	09-06-11	1893-PR	New Millport	Cle	2	3	08-10-09	01-17-10	1856-PR
Midvale	Fra	1	1	03-28-07	02-02-10	1881-1942	New Park	Yor	3	3	06-04-07	11-13-18	1871-PR
Mifflinville	Col	3	3	04-02-07	12-24-07	1827-PR	New Ringgold	Sch	2	3	08-11-06	07-13-08	1861-PR
Mill City	Wyo	3	1?	08-13-07	08-15-07	1865-1957	New Tripoli	Leh	2	4	07-27-08		1831-PR
Millmont	Uni	3	4	03-30-10		1882-PR	Niagara	Way	1	1	07-31-06		1878-1909
Millstone	Elk	2	2	11-19-07	12-23-07	1872-1912	Nordmont	Sul	2	3	08-05-12		1886-1935
Mineral Point	Cab	3	2	01-02-08	08-07-12	1855-PR	Normalville	Fay	3	3	06-01-10		1890-PR
Modena	Che	2	3	11-19-06		1873-PR	North Berwick	Col	2	1	06-19-07		1904-1911
Mohnton	Ber	3	5	10-23-08		1906-PR	Northbrook	Che	2	?	-08		1871-1972
Mohnton, Pa Recd**	Ber	3	5	10-20-11	05-16-12	1906-PR	Northcraft	Ful	3	1	07-13-09		1905-1941
Montandon	Num	2	3	09-23-07	04-22-08	1867-PR	Northfork	Pot	1	1	04-14-08	08-16-09	1872-1913
Montello	Ber	2	1	11-23-06	07-11-07	1892-1931	North Hope	But	3	4	01-02-07	08-31-07	1848-1909
Monterey	Ber	2	1	07-07-09		1847-1942	" "	But	2	1	01-19-09		1848-1909
Montsera	Cum	3	1	07-07-08	10-06-09	1888-1915	North Oakland	But	3	1	06-14-07		1856-1907
Mooreburg	Mtr	2	2	11-06-09		1893-1935	Nossville	Hun	2	1	09-13-07	01-17-08	1862-1913
Mooredale	Cum	2	2	03-22-06		1885-1906	Nuangola	Luz	2	1	03-14-07	08-06-09	1898-PR
Moorestown	Nam	2	2	09-08-06		1855-1907	Numidia	Col	3	1	08-14-07		1841-PR
Mortonville	Che	3	3	04-07-08		1852-1970							
Morwood	Mnt	2	1	09-03-06		1888-1978	Oakhall Station	Cen	3	2	11-01-07		1905-1967
Moselem Springs	Ber	2	1	09-05-07		1874-1908	Oaks	Mnt	3	4	08-12-07	-09	1871-PR
Mosgrove	Arm	3	3?	05-22-08	01-03-10	1886-1938	Oakville	Cum	2	3	01-18-07	09-24-12	1848-1959

TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS	TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS
Obelisk	Mnt	2	1	01-21-07		1882-1978	Potter Brook	Tio	2	?	04-25-06	03-30-07	1874-1935
Oberlin	Dau	2	3	08-29-06	02-28-08	1883-1956	Potts Grove	Num	2	3	08-02-07	06-14-12	1894-PR
Odessa	Cle	2	?	11-08-09		1890-1918	Powell	Bra	3	4	09-15-06	12-24-10	1872-1966
Odin	Pot	2	2	10-17-07		1884-1909	Powls Valley	Dau	2	2	07-30-06	07-13-08	1894-1934
Ogdensburg	Tio	3	2	03-23-07	11-09-09	1893-1955	Poyntelle	Way	3	3	08-29-07	04-06-09	1891-PR
Okeson	Jun	2	1	07-09-07	12-24-20	1892-1925	Prescottville	Jef	2	2	03-13-07	11-09-09	1889-1913
Oliphant Furnace	Fay	3	4	12-22-08	08-23-10	1878-PR	Primos	Del	3	3	09-10-06	06-02-08	1889-1966
Oliveburg	Jef	2	1	03-22-05		1894-PR	Proctor	Lyc	3	2	05-14-07	01-16-11	1885-1953
Ono	Leb	3	2	02-16-07	03-24-08	1853-PR	Progress	Dau	3?	2	11-28-06	04-09-09	1862-1940
Onset	Leb	3	1	11-27-05	11-23-10	1890-1922	Prospectville	Mnt	3	2	07-07-06	07-08-08	1854-1967
Opp	Lyc	2	1	03-06-07	06-08-11	1886-1938	Prosperity	Was	2	?	03-10-10		1850-PR
Oregon	Lan	1	2	04-04-05	08-29-07	1846-1912							
Oregon Hill	Lyc	3	2	03-23-12		1869-1917	Queen	Bed	2	2	10-22-07	04-09-09	1884-PR
Ore Hill	Bla	3	2	03-16-09		1878-1942	Quincy	Fra	2	3	09-03-04	09-21-08	1830-PR
Orwin	Sch	2	2	04-07-10	09-10-12	1870-PR							
Osterburg	Bed	3?	3	12-12-06	06-09-08	1894-PR	Rauchtown	Cli	2	2	12-17-06	05-05-08	1884-1942
Oxford Valley	Buc	3	2	12-24-07	12-07-12	1849-1928	Rea	Was	2	1	11-20-05	07-02-09	1905-PR
							Rebuck	Num	2	2	07-17-08	02-10-11	1894-PR
Pardoe	Mer	3	3	03-11-08	05-18-08	1873-1953	Rector	Wes	2	2	08-23-07	08-27-12	1898-PR
Parke	Yor	3	3	02-20-07		1877-1918	Redbank	Cla	2	3	07-30-07		1904-1930
Parkwood	Ind	3	2	08-24-11		1870-1930	Reeds Gap	Jun	2	1	08-14-05	01-24-08	1895-1907
Patchinsville	Cle	3	2	04-06-07	11-25-07	1861-1908	Reidenbachs Store	Lan	3	1	10-02-06		1894-1918
Paxtonville	Sny	2	2	12-21-09	12-23-09	1871-PR	Reinerton	Sch	2	?	09-23-07		1894-PR
Peach Bottom	Yor	1	1	03-10-06	11-28-11	1814-1913	Reitz	Som	2	1	03-22-10		1886-1922
Peale	Cle	?	?	06-06-07		1884-1914	Rendham	Lac	2	5	11-16-05	09-19-11	1890-1917
Pearl	Ven	2	?	06-01-08	06-09-09	1879-1913	Republic	Fay	3	1	09-30-07		1905-PR
Penbrook	Dau	3	5	09-21-06	01-07-09	1891-PR	Retreat	Luz	2	2	05-10-07	11-23-14	1900-1952
Pen Mar	Fra	2	3	02-24-06	08-19-07	1883-1967	Revere	Buc	2	2	02-18-07		1886-PR
Penn	Lan	2	1	04-10-06		1851-1906	Rexis	Ind	2	3	04-17-07		1901-1909
Pennsdale	Lyc	3	4	06-13-07		1889-PR	Reynolds	Sch	3	1	12-10-07	12-31-10	1868-1911
Pennsylvania Furnace	Hun	3	4	11-21-06	07-06-09	1882-1973	Reynoldsdale	Bed	2	1	05-26-11	08-18-11	1904-1921
Penryn	Lan	1	2	04-30-06		1891-PR	Richmond	Nam	2	1	08-02-09		1810-1926
Pentz	Cle	2	1	03-08-06	01-15-07	1894-1916	Richmond Furnace	Fra	2	1	03-25-08	03-11-11	1872-1965
Perkiomenville	Mnt	2	3	01-13-08		1854-PR	Riddlesburg	Bed	3	4	12-25-07		1894-PR
Perulack	Jun	2	1	01-04-05	02-21-11	1896-1934	Rimer	Arm	2	4	01-29-08		1868-1951
Peru Mills	Jun	2	1	07-20-05		1850-1906	Rittenhouse	Luz	1	1	03-27-05		1886-1907
Philipston	Cla	2	2	12-13-06	12-10-07	1868-1924	Riverside	Num	2	4	01-10-06	12-23-10	1870-PR
Pikescreek	Luz	2	2	12-20-04		1895-1908	Rock Glen	Luz	1	2	01-29-07	01-21-08	1883-PR
Piketown	Dau	3	1?	02-20-09		1892-1934	Rockhill Furnace	Hun	3	4	03-25-10		1888-PR
Pine Bank	Gre	3	2	07-30-06		1877-PR	Rockport	Car	2	2	10-19-08		1895-1916
Pineglen	Cen	2	2	11-28-08		1895-1909	Rogersville	Gre	2	3	05-28-06		1845-PR
Pinehill	Som	2	2	09-16-07	04-06-09	1895-1918	Rosengrant	Wyo	2	1	09-22-08	10-29-08	1893-1914
Pipersville	Buc	2	3	10-04-06	05-13-07	1845-PR	Rossfarm	Jun	2	1	01-24-08		1899-1910
Pitman	Sch	3	3	10-04-07		1850-PR	Rossmoyne	Ind	2	?	12-24-09		1897-1917
Plainfield	Cum	1	3	08-01-05	12-30-11	1849-PR	Rossville	Yor	2	2	08-27-07	08-25-09	1817-PR
Pleasant Ridge	Ful	2	1	12-27-07	11-08-09	1878-1933	Rough And Ready	Sch	3	1	04-06-12		1851-1927
Plowville	Ber	2	1	04-24-07		1894-1911	Rouseville	Ven	3	?	07-07-08	08-24-09	1862-PR
Pocono Manor	Mnr	2	1	06-29-05	09-03-06	1904-PR	Rouzerville	Fra	2	2	03-21-07	12-14-10	1898-PR
Pocono Pines	Mnr	2	1	07-15-06	08-21-08	1905-PR	Royalton	Dau	2	3	12-24-07	12-29-0(9?)	1892-1959
Point	Bed	2	2	06-28-07	08-02-11	1882-1935	Royer	Bla	2	2	08-16-07		1874-1935
Point Pleasant	Buc	3	4	07-14-10	04-16-14	1828-PR	Ruff Creek	Gre	1	1	10-15-03		1894-1910
Pompeii	Nam	2	1	07-22-08		1904-1910	Rummel	Som	3	2	03-07-12		1884-1938
Pond Hill	Luz	3	1?	08-23-06	12-09-09	1888-1925	Rummerfield	Bra	2	3	07-11-05		1893-1963
Poplarrun	Bla	2	1	10-24-08		1895-1909	Runville	Cen	2	1	06-11-06	10-12-08	1897-1928
Porters Sideling	Yor	2	1	05-11-07	12-24-20	1862-PR	Rushville	Sus	3	2	12-28-09		1824-PR
Port Kennedy	Mnt	3	5	08-17-08	09-23-08	1846-1973	Rutland	Tio	2	3	05-20-07	08-10-10	1828-1957
Portville	All	3	1	06-12-06		1902-1910	Ryeland	Ber	3	3	12-23-07	05-09-13	1893-1920



TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS	TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS
Ryot	Bed	2	?	07-02-09		1895-1910	South Burgettstown	Was	2	3	01-29-07	05-22-11	1883-1918
Sabbeth Rest	Blä	3	2	03-03-08	01-27-09	1852-1911	South Canaan	Way	2	3	07-28-09		1830-PR
Sackett	Elk	3	?	-11		1892-1945	South Connellsville	Fay	2	1	06-12-07	10-22-08	1905-PR
Saegersville	Leh	2	2	01-14-07	12-24-07	1828-1953	Southdale	Luz	2	1	04-26-07	11-21-08	1903-1913
Saginaw	Yor	2	1	11-11-07		1894-1915	South Eaton	Wyo	2	1	05-07-06	08-05-11	1854-1913
Saint Benedict	Cab	2	3	11-27-07	08-13-08	1902-PR	South Gibson	Sus	2	3	11-18-06	09-22-08	1853-PR
Saint Thomas	Fra	2	4	04-04-06	03-22-11	1824-PR	South Sterling	Way	3	3	07-06-07		1839-PR
Salfordville	Mnt	2	2	09-10-06		1840-PR	Speers	Was	3	3	08-20-07	12-20-11	1882-1920
Salina	Wes	2	3	12-21-07		1868-PR	Spinnerstown	Buc	3	2	03-23-09		1825-PR
Saltillo	Hun	2	?	11-01-07		1871-PR	Spraggs	Gre	2	2	-07		1894-PR
Saluvia	Ful	3	1	-07	11-29-11	1876-1945	Sprankle Mills	Jef	2	2	10-30-07		1894-PR
Saville	Per	2	1	02-18-08	10-22-10	1832-1920	Springhope	Bed	3	2	05-11-16		1895-1932
Sawyer City	Mck	2	?	08-07-08		1877-1910	Springrun	Fra	3	2	06-15-06	05-21-07	1895-1908
Saxman	Cab	2	1	12-24-08		1905-1922	Springtown	Buc	2	1	11-01-09		1805-PR
Scandia	War	2	2	12-14-05	12-26-12	1886-1917	Springvale	Yor	2	1	02-14-07	02-25-11	1879-1918
Scenery Hill	Was	2	1	11-28-05	06-06-10	1867-PR	Spruce Creek	Hun	3	3	03-10-11		1829-PR
Schellburg	Bed	2	4	12-05-06	10-23-11	1813-1924	Starkville	Wyo	3	1	11-27-06	11-13-07	1892-1909
Schoneck	Lan	2	2	02-19-08	03-21-08	1837-1973	Starlight	Way	2	2	03-16-06		1886-PR
Schuyler	Num	3	2	08-15-07	07-08-11	1890-1923	Starners	Cum	2	1	09-26-07	03-20-11	1905-1915
Scotland	Fra	2	5	07-23-06	11-04-10	1849-PR	State Line	Fra	2	2	04-14-06	10-17-10	1830-PR
Scottsville	Wyo	2	1	01-13-09		1842-1911	Staudtsville	Sch	2	?	02-01-09		1893-1918
Secane	Del	2	3	09-16-04		1886-1966	Steam Valley	Lyc	2	?	01-20-07		1872-1913
Seelyville	Way	2	5	03-25-07	08-12-10	1873-1955	Steinsburg	Buc	2	?	10-09-07		1894-1941
Selea	Hun	2	1	11-19-08	02-08-12	1884-1914	Steinsville	Leh	3	1	12-21-07		1858-1953
Shade Gap	Hun	1	2	08-10-07		1905-PR	Stevens Point	Sus	2	2	08-02-07		1884-1934
Shade Valley	Hun	2	1	03-09-10		1868-1943	Stevensville	Bra	2	1	08-24-06		1837-PR
Shady Grove	Fra	2	2	12-12-07	09-30-09	1852-PR	Stone Church	Nam	2	2	09-21-09		1905-1942
Shaft	Sch	2	?	11-12-12		1880-PR	Storstown	Cen	1	3	03-09-06	09-24-12	1879-1918
Shanksville	Som	2	3	09-22-06		1832-PR	Strausstown	Ber	2	3	12-24-07		1867-PR
Sharpe	Ful	2	1	05-14-13		1904-1935	Strawberry Ridge	Mnt	3	2	08-23-06	04-08-09	1891-1935
Shawane	Luz	1	?	04-18-05	07-18-05	1894-PR	Strodes Mills	Mif	3	1	07-16-07	12-22-23	1894-1928
"	Luz	3	4	05-08-07	06-15-08	1894-PR	Suedberg	Sch	2	2	04-08-08	05-27-08	1884-1934
Shawmut	Elk	2	?	01-14-08		1866-1942	Sugar Notch	Luz	2	3?	10-15-07	11-04-07	1869-1915
Shehawken	Way	2	1	07-30-07	08-11-08	1905-1921	Sulphur Springs	Bed	3	2	10-13-06	08-24-08	1888-1935
Shelly	Buc	2	3	10-08-07		1879-1955	Sunderlinville	Pot	1	2	10-13-05	06-14-06	1862-1923
Shelocta	Ind	2	2?	11-12-06	05-23-12	1837-PR	Sunnyburn	Yor	1	2	12-24-04	12-24-06	1888-1955
Shenks Ferry	Yor	?	?	04-09-06		1892-1908	Suplee	Che	2	2	-07		1871-PR
Sheridan	Leb	2	3	08-27-06	02-05-08	1865-1968	Surgeons Hall	All	2	1	06-14-06		1830-1907
Shermans Dale	Per	3	3	07-19-09	04-03-11	1894-PR	Swam	Yor	3	1	01-09-07	02-15-07	1892-1915
Sheshequin	Bra	1	2	08-28-07		1810-1916	Swanville	Eri	2	2	11-21-08	04-07-09	1872-1913
Shindle	Mif	2	1	08-26-09	11-25-09	1897-1916	Swarts	Gre	1	1	01-27-09	02-02-10	1894-1914
Shoenersville	Leh	3	2	02-16-07	10-15-07	1854-1907	Swatara Station	Dau	3	3	07-12-06	05-27-08	1860-1957
Shoff	Lan	3	2	04-12-06	06-07-10	1896-1909	Sweden Valley	Pot	2	3	06-13-10		1864-1912
Different postmarkers used, however Doane Type and Number unchanged							Swiftwater	Mnr	2	3	06-23-09		1882-PR
Sidman	Cab	2	3	06-06-08	05-20-09	1904-PR	Sylvan	Fra	2	2	10-27-09	09-13-17	1837-1953
Siko	Way	3	1	08-16-09		1883-1912	Table Rock	Ada	2	2	11-22-07	08-11-11	1854-1957
Simon	Way	3	1	08-16-07		1884-1907	Temple	Ber	3	3	12-10-08	12-06-09	1857-PR
Sinnamahoning	Cam	2	3	03-03-10		1860-PR	Thomasdale	Fay	3	1	09-04-08		1906-1911
Sittler	Sch	3	3	10-16-06	03-14-10	1883-1916	Thomasville	Yor	3	3	07-05-08		1870-PR
Slate Hill	Yor	2	2	03-14-08		1905-1940	Three Springs	Hun	2	1	01-06-08	04-06-09	1820-PR
Smicksburg	Ind	3	4	01-27-08	10-19-09	1893-PR	Threetuns	Mnt	3	3	07-07-06		1895-1918
Smiths Ferry	Bea	3	3	02-24-07		1894-1969	Thurston	Wyo	2	1	05-01-06	05-29-09	1898-1917
Smiths Station	Yor	2	1	07-30-06	08-23-07	1894-1942	Tiadaghton	Tio	3	4	-07		1882-1936
Snyders	Sch	2	2	03-18-08	08-27-09	1893-1940	Tidal	Arm	2	2	07-01-07		1888-1940
Snydersville	Mnr	3	2	06-23-06		1836-1938	Time	Gre	?	?	-09		1884-1924
Solebury	Buc	3	1	04-15-11		1878-PR	Tinicum	Buc	3?	1	08-14-06	10-15-07	1884-1958

TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS	TOWN	COUNTY	TYPE	NUMBER	EKU	LKU	STATUS
Tippecanoe	Fay	2	2	07-02-07	12-14-08	1851-1919	West Middletown	Was	3	5	02-09-11	12-16-11	1801-PR
Trade City	Ind	2	1	10-15-07	08-25-09	1879-1931	West Moshannon	Cle	2	3	04-28-11		1892-1925
Trappe	Mnt	2	3	08-16-05	06-30-06	1832-1929	Westover	Cle	2	5	08-09-04	12-17-07	1893-PR
Trauger	Wes	3	5	12-31-07	01-09-08	1890-1955	West Willow	Lan	3	2	01-09-07	06-07-09	1879-PR
Tredyffrin	Che	2	2	05-14-07	07-17-07	1889-1935	Weyant	Bed	3	1	07-15-09		1895-1920
Tresco	Sus	3	1	05-10-06		1897-1909	Wheatfield	Ind	3	1	08-13-08		1905-1911
Trevose	Buc	3	4	02-17-08		1882-1967	Whitaker	All	3	3	10-07-07		1904-PR
Trumbauersville	Buc	3	3	02-01-18		1822-PR	Whitehall	Mtr	1	1	12-18-08		1895-1909
Tulpehocken	Ber	3	1	10-04-06	12-25-07	1855-1943	White Haven	Luz	1	1	05-24-07		1905-PR
Twinlakes	Pik	3	1	08-01-11	05-29-15	1906-1965	Whitemarsh	Mnt	2	4	05-13-05	02-13-11	1895-1961
Tyler Hill	Way	3	2	07-18-06		1905-PR	Whiteoak	Lan	2	1	03-09-08	08-25-09	1895-1924
Tylersport	Mnt	2	2	04-11-05		1895-PR	Whitepine	Lyc	1	1	12-22-06		1895-1934
Tylersville	Cli	2	2	02-01-11		1854-PR	Whites Valley	Way	2	1	09-04-07	04-16-10	1894-1938
							Whitford	Che	3	3	08-26-08	08-29-08	1884-1962
Union Deposit	Dau	2	3	12-31-06	12-25-07	1855-1963	Whitsett	Fay	3	1?	01-23-08		1888-PR
Union Furnace	Hun	2	4?	10-30-07	06-12-09	1828-1923	Widnoon	Arm	3	3	09-20-07		1880-PR
Unityville	Lyc	2?	2	10-01-06	03-04-08	1840-PR	Wila	Per	2	2	08-21-08		1904-PR
Upper Darby	Del	3	3	10-12-14	12-18-14	1849-PR	Wildwood	All	3	2	09-03-09		1880-PR
Upper Strasburg	Fra	2	2?	10-09-07	11-21-10	1894-PR	Williams Mill	Cum	2	2	08-23-07	12-15-08	1873-1911
Urey	Ind	2	2	04-18-11		1891-1916	Windsor	Yor	3	4	07-16-07		1815-PR
							Wingerton	Fra	3	1	04-16-08	08-07-08	1884-1910
Valencia	But	2	3	09-19-10	11-02-10	1879-PR	Winslow	Jef	2	2	12-22-06		1888-1923
Valier	Jef	3	4	09-28-08		1885-PR	Winwood	Way	2	3	07-09-07	03-11-10	1896-1911
Van Voorhis	Was	2	1	07-15-07		1903-PR	Wismer	Buc	2	2	08-27-07		1872-1956
Venango	Cra	3	4	08-20-09	07-19-10	1849-PR	Witmer	Lan	3	2	04-05-06	08-22-11	1875-PR
Vera Cruz	Leh	2	1	10-31-07		1905-1956	Woodbine	Yor	3	4	10-01-06	09-10-07	1878-1964
Vernon	Wyo	2	1	05-22-07	08-27-09	1854-1933	Woodbourne	Buc	2	3	03-22-05	11-29-11	1882-1953
Vinco	Cab	2	2	01-17-08	06-30-11	1880-1915	Woodlawn	Bea	3	?	04-14-10		1877-1928
Virginville	Ber	2	3	09-29-06	03-20-09	1864-PR	Woodmont	Mnt	3	1	12-04-07		1895-1933
							Woodward	Cen	2	3	03-27-11		1846-PR
Waddle	Cen	2	2	01-17-06	09-28-11	1892-1925	Wormleysburg	Cum	3	4	06-27-07	03-21-13	1893-PR
Wagontown	Che	3	2	04-02-09		1828-PR	Wysox	Bra	2	4	03-18-08	03-25-10	1810-PR
Wakefield	Lan	1	3	08-24-04	04-08-09	1853-1916							
Wallisrun	Lyc	2	1	04-18-11		1895-1922	Yerkes	Mnt	3	2	01-19-07		1882-1980
Walnut	Jun	2	2	05-07-12		1833-1968	Yorkana	Yor	1	1	07-24-08		1875-1909
Walsail	Cam	3	1	07-22-10		1891-1914	York New Salem	Yor	2	2	11-22-06		1874-PR
Wanamakers	Leh	3	2	02-20-07	03-09-08	1888-1966	Yostville	Lac	2	2	04-08-10		1878-1913
Wanamie	Luz	3	4	05-12-09		1871-1966	Youngdale	Cli	2	1	03-10-09		1892-1927
Warminster	Buc	1	1	09-12-07		1823-PR							
Warren Center	Bra	3	3	06-18-06		1893-PR	Zehner	Luz	3	2	11-01-06	08-25-10	1880-1918
Warrens ville	Lyc	3	2	12-24-07	04-02-09	1842-1966							
Warwick	Che	2	2	11-29-05	01-15-35	1868-1935							
Waterfall	Ful	2	1	10-22-08	08-26-12	1884-PR							
Waterton	Luz	3	1	09-22-08		1873-1915							
Wattersonville	Arm	2	1	04-03-08	09-19-11	1904-1928							
Wawa	Del	2	3	08-30-09		1880-1976							
Waynesville	Dau	3	1	07-09-09	01-30-12	1883-1917							
Webster Mills	Ful	2	2	03-24-09	03-26-09	1886-1953							
Weidmanville	Lan	2	1	02-15-07		1892-1909							
Weisenburg	Leh	2	1	02-17-08		1893-1927							
Wellersburg	Som	2	2	09-29-06		1892-PR							
Wells Tannery	Ful	2	2	10-16-06		1894-PR							
Welsh Hill	Sus	3	1	08-11-06	02-26-07	1899-1913							
Wescosville	Leh	1	2?	07-01-06	06-04-08	1845-PR							
Wesleyville	Eri	2	3	02-26-07	12-02-10	1831-PR							
West End	Bed	3	2	04-23-08	10-29-09	1848-1918							
West Hanover	Dau	2	3	01-01-07	04-18-12	1821-1927							



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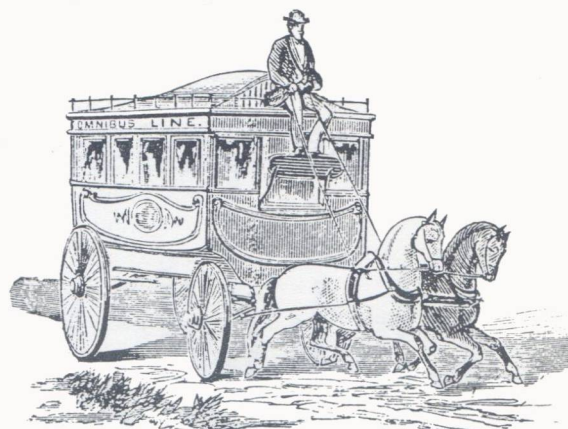
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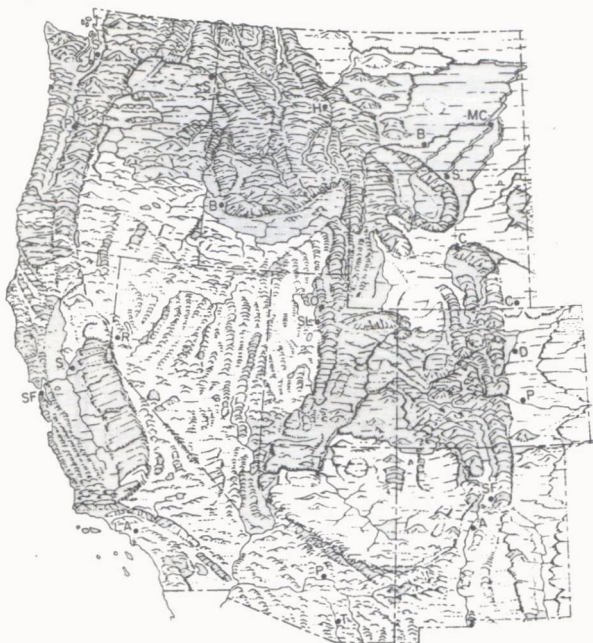
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## WESTERN SECTION

**Richard Helbock, Editor**  
**P. O. Box 135**  
**Lake Oswego, OR 97034**

We have two interesting articles by authors who are relatively new to our pages for this issue. **James Orcutt**, a doctor and professor of ophthalmology at the University of Washington, shares with us a fascinating 1859 letter by Rich Stark, the purser of the famous Puget Sound steamer *Eliza Anderson*. Rich in historic and postal historic details, Stark's letter provides some unique on-the-scene insights on the "Pig War" in the San Juan Islands, American and British attitudes in the Puget Sound country, and early day mail delivery in the region. Orcutt fills us in on the background necessary to better appreciate Stark's comments in light of the contemporary scene. Rich Stark was the younger brother of Benjamin Stark, one of the founders and guiding spirits of Portland, Oregon. The Stark Brothers came from a family of pioneer-spirited merchants from New London, Connecticut.

**Bob Summerell** played detective to learn more about the town from which his unusual Conrad, Yukon Territory, postmark originated. Bob discovered the Conrad split-ring postmark on a recent postmark hunting expedition, but, when he sought to learn a bit about the marking, he found - much to his delight -- that the standard references on Yukon Territory postal history listed Conrad as an "unknown" town. In addition, there were almost no details as to the identity or nature of the settlement, so Bob began digging. He presents us with the results of his excavations.

Washington Territorial Postmark enthusiasts who have been following **Dick Long's** pioneering catalog efforts will discover that Pacific & Wahkiakum counties, originally scheduled for publication in this issue, are not here. Fear not! This installment will appear in our next issue. Dick finished the work, but an editorial decision forced postponement.

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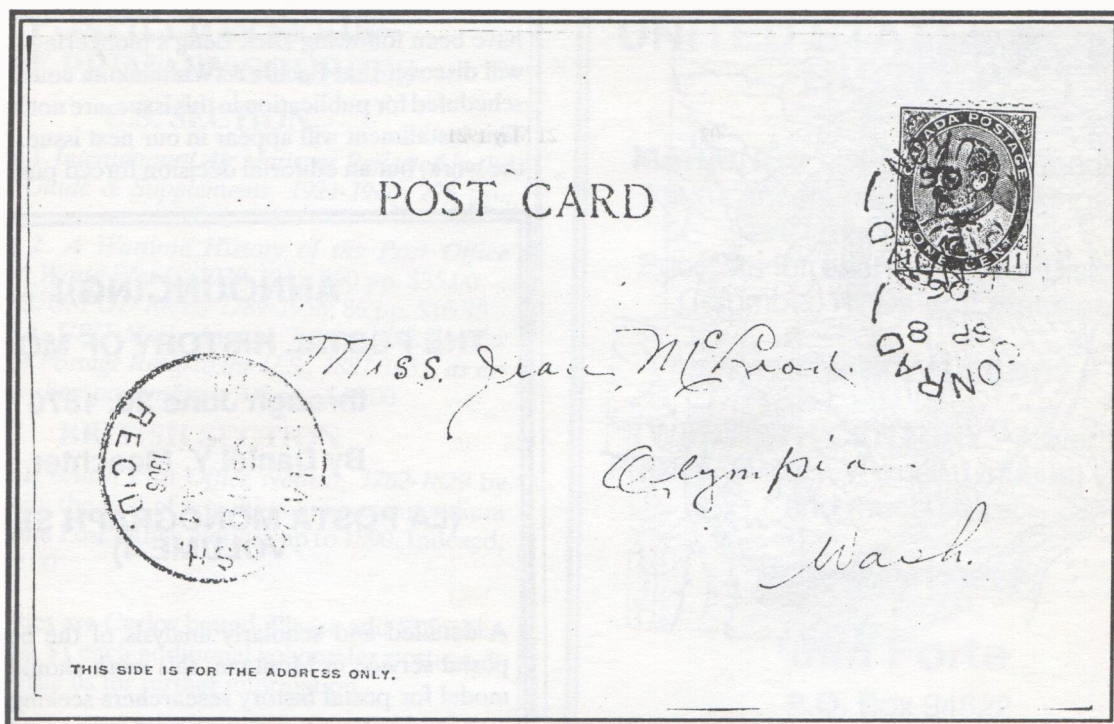


Figure 1. Post card mailed from Conrad, Yukon Territory, in 1906.

## CONRAD, YUKON TERRITORY - A SHORT PORTRAIT IN FAILURE

By Bob Summerell

The post card illustrated in Figure 1 was postmarked on September 8, 1906, at Conrad, Yukon, and received 10 days later in Olympia, Washington. This souvenir betokens an all too common story of quest for quick riches and subsequent financial failure. Conrad came quickly on the scene, but died quickly also. Unfortunately, little has been recorded about Conrad (or Conrad City), so, far from being an exhaustive study of this remote community, what follows is more in the nature of a brief profile based on what I have been able to learn.

Bob Summerell is a free-lance biomedical writer/editor and self-described "postal history prospector." Bob describes his passion as "postal archaeology", and defines it as an attempt to bring dignity to the delicate human aspects of digging through personal memorabilia, correspondence, and photographs in an effort to add clarity to times past. *La Posta* is pleased to present this latest piece of research by Bob, and we look forward to his byline in future issues.

Conrad, like so many mining towns whose "boom" never occurred, really had just one final claim -- that of financial misfortune and personal loss. Contributing to this sad history was the fact that Conrad came into being well after the main gold rush to the Klondike had passed, and the eager prospectors had departed for new strikes in Alaska. By the end of 1900, there were eight post offices operating in Yukon Territory: Fort Cudahy, Dawson, Tagish Lake, Pelly, Bonanza, Dominion, Hunkers and White Horse. Communications and transportation, including postal service, were, by this time, operating rather smoothly to Dawson. The Territory was entering an era of steady consolidation and development as opposed to its earlier years of "reckless exploitation." Such an atmosphere, while still rugged in nature, fostered the search for gold and other resources on a less-than-grand scale, giving birth to a host of new communities in the Yukon such as Conrad.

Table 1 lists the new post offices established in Yukon Territory in chronological order during the early years of the twentieth century. Note that there were at least a few new offices established in almost every year up to the time of the First World War.

**TABLE 1 - POST OFFICES ESTABLISHED IN YUKON TERRITORY, 1902-1914**

Town/Post Office	Established	Discontinued	Notes
CARIBOU CROSSING	12 Jun 1902	1 Oct 1904	NCT: Carcross
LAST CHANCE	20 Jun 1902	21 May 1921	
STEWART RIVER	20 Jun 1902	Operating	
GRANVILLE	20 Jun 1903	20 Nov 1966	
GOLD RUN	28 Oct 1903	Oct 1907	
SULPHUR	28 Oct 1903	Jul 1922	
CARCROSS	1 Oct 1904	Operating	
PARIS	1 Oct 1904	Feb 1943	
LOWER DOMINION	1 Oct 1904	Aug 1918	
BULLION CREEK	1 Oct 1904	1 Mar 1905	NCT: Kluane
KLUANE	1 Mar 1905	1 Jan 1921	
RADFORD (READFORD)	19 Aug 1905	31 Dec 1952	
CONRAD	1 Jul 1906	12 Dec 1910	
LIVINGSTONE CREEK	8 Feb 1908	1 Oct 1915	
CARMACKS	1 Aug 1908	Operating	
ROBINSON STATION	1 Feb 1909	31 May 1915	
BLACK HILLS	1 Aug 1910	25 Oct 1924	
GLACIER	1 Aug 1910	1 Dec 1910	NCT: Glacier Creek
MINTO BRIDGE	1 Nov 1910	1 Jul 1921	
GLACIER CREEK	1 Dec 1910	28 Aug 1963	
CHAMPAGNE	1 Jun 1911	10 Aug 1944	
THISTLE CREEK	1 Jul 1911	1 Jun 1923	
GLENBOYLE	1 Mar 1913	1 May 1918	
SCROGGLE CREEK	1 May 1913	30 Jul 1925	
TESLIN	1 May 1914	Operating	
MAYO LANDING (MAYO)	19 Jun 1914	Operating	

Conrad, however, had the dubious distinction of being one of only two of these new bonanza towns to lose its post office before the end of 1910. Gold Run, as may be noted, was the other. What are some of the scanty facts known about Conrad which caused the town to come into being, and, perhaps more interestingly, what did not happen at Conrad which led to its early demise?

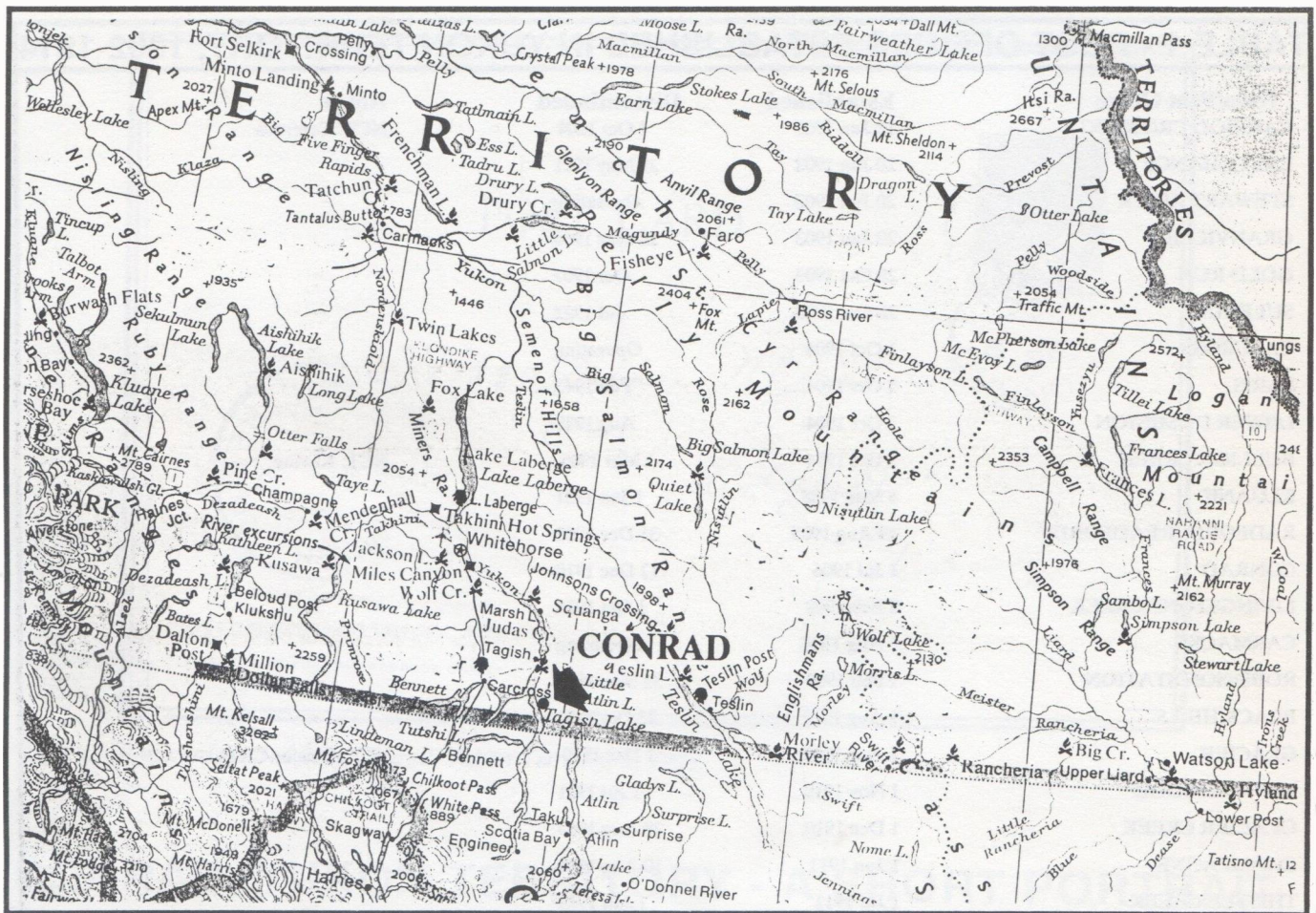
A glance at the map (Figure 2) reveals that Conrad, even by Yukon Territory standards, is a bit "off the beaten path". Located a little southeast of Carcross, the town was situated very near the British Columbia border. From its beginnings, Conrad did have overland access to the White Pass and Yukon Railway, completed in 1899 from Skagway to White Horse. Mail and other freight was probably hauled overland to the depot at Carcross for dispatch to Skagway or White Horse. The post card illustrated in Figure 1 bears a Carcross transit mark dated two days after the Conrad postmark. Still, its location out of the mainstream and certainly far from the original Klondike discoveries did not help nourish the community. But, in the end, lack of expected

gold, or at least the quality of gold anticipated by mining interests spelled the town's real doom.

The brief history of Conrad is intertwined with that of nearby Montana Mountain, and the Montana Mine. First claims were made on Montana Mountain in 1899, and by 1904 all of the suspected gold veins there had been staked-out. In 1905, however, a certain Colonel Joseph H. Conrad, New York developer and financier, purchased all claims on Montana Mountain. He formed the Conrad Consolidated Mines, and immediately began mining exploration. As word of this new enterprise spread, about 300 people soon founded a rough settlement along Windy Arm of Tagish Lake. As was the case with most such ventures, Conrad was initially a tent community.

An aerial tramway was constructed from Conrad, up the side of Montana Mountain to the horizontal passageway of the mine itself. The first tramway was completed in 1906, but it remained unused because no gold deposits were discovered in the Mountain Hero tunnel. Undaunted by this in-





Map of Yukon Territory and northern British Columbia showing the site of Conrad.

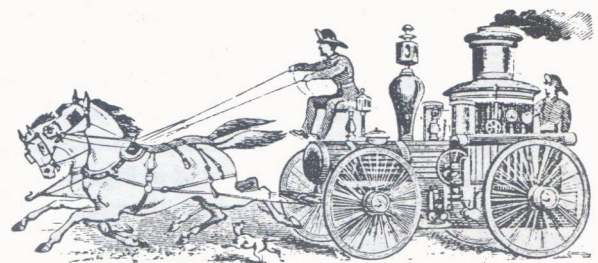
initial failure, Conrad Consolidated Mines subsequently built more tramways and even constructed a refining mill. Despite these efforts, high-grade gold ore in any significant quantities was never found. In 1911, Joseph Conrad was finally forced into bankruptcy. Only a small amount of low-grade ore was actually milled before operations at Montana Mine were terminated.

Sporadic attempts at mining have been made at Montana Mountain over the years since Conrad was abandoned. Most recently, in 1980, United Keno Hills Mines refurbished the old Montana Mine workings. Today, at a point 63.5 miles from Skagway; 35.3 miles from the Alaska Highway on Klondike Highway 2, "sections of the old government wagon roads that once linked Carcross, Conrad and other mining claims, are visible (still) on either side of the highway." At 65.9 miles from Skagway on the same highway is the access road west to Montana Mine.

According to Robert Woodall's research, there were no postmarks known from Conrad. The example illustrated herein is believed, therefore, to be a discovery, and the author would be delighted to hear from anyone with additional information regarding this Yukon ghost. Please write him direct at P. O. Box 39597, Downey, CA 90241.

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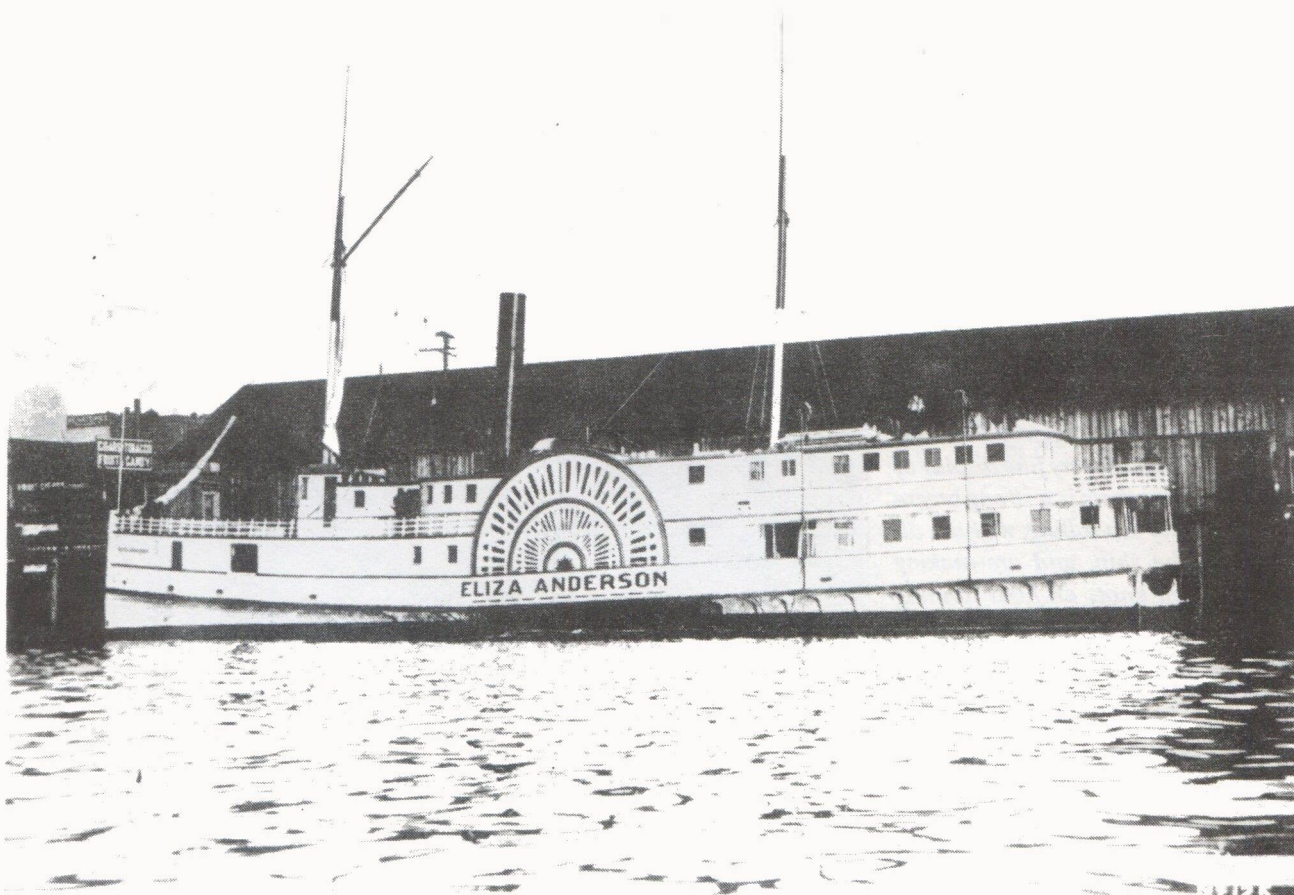


Figure 1. Sidewheeler "Eliza Anderson."

## "I HAVE NEVER SEEN A SHIP MAKE SO MUCH MONEY TRAVELING SO SLOW"

**Rich C. R. Stark**  
Correspondence aboard  
the Puget Sound steamer  
"Eliza Anderson"

**By James C. Orcutt**

The steamer *Eliza Anderson* was one of the longest lasting, best known and most profitable ships on Puget Sound. The 140-foot sidewheel steamer was built in Portland by

Samuel Farman for the Columbia River Steam Navigation Company. The *Eliza Anderson* was launched November 27, 1858, but was never placed into service on the Columbia River. A Puget Sound consortium, headed by the Wright Brothers, purchased the *Eliza Anderson* and brought her to Puget Sound, arriving in Victoria March 21, 1859. The ship was placed on the Fraser River route to Fort Langley, carrying \$40,000 in gold dust before the month was out.

The *Eliza Anderson* was recruited to carry passengers to Olympia on July 9, 1859, arriving the same day as the steamer *Julia*. The *Eliza Anderson* remained at dock while the *Julia*

began the Olympia to Victoria mail run which continued until she was chartered on August 9 by the U.S. Army to carry artillery and 165 men under the command of Lt. Col. Silas Casey from Fort Steilacoom to occupy San Juan Island. She returned on August 17, 1859 for an additional 180 soldiers, delivering them to San Juan Island the same day. The *Eliza Anderson* filled in on the Victoria mail run while the *Julia* was preoccupied transporting troops.

Rich C. R. Stark, purser on the *Eliza Anderson*, describes a typical trip on the Olympia to Victoria mail route during this period in a letter to



his brother and mother in New London, Connecticut...

*On Board Str. Eliza Anderson*

*August 19, 1959*

*My Dear Brother.*

Thinking of home this evening, calling to my mind that the mail steamer will be due at Olympia tomorrow afternoon, and unless I write you tonight I shall not have another opportunity. I do not expect to make a very fine display of penmanship, for there is a strong breeze and quite heavy sea rolling; we have all sail set on the ship, and are making about fourteen knots an hour running from Victoria to Port Townsend across the Straits of Fuca. Most of the passengers have "turned in", [as it was now past 12 o'clock] and I can retire to my little office in comparative quiet. I go no sleep last night, and but two or three hours during the day, today, and cannot turn in again until after daylight. Therefore I must write, or do something to occupy my mind in order to keep awake. We have been for a few weeks past (as I have written you in a previous letter) laid up at Olympia but are this week carrying the mail for the Str. Julia, which is occupied in carrying troops from the different stations around the Sound, to San Juan Island. That you may know somewhere near my whereabouts, (and if you look on a map of Washington Territory and Vancouver's Island, you can form a pretty correct idea) I will give you a description of the route, which we are now running. Leaving Olympia, we come down Sound to Port Townsend, touching at Steilacoom, Seattle, Port Madison, Tekelet and Port Ludlow; from thence to Victoria, touching at Dungeness, Whidbey's Island and San Juan; from thence across the Gulf of Georgia to Semiahmoo and Bellingham Bay, landing in the Bay at Whatcom and Sehome, there to lay six hours, in order to change the mails and coal the ship, and then return to Olympia by the same route; it is a long run, and before we get over it becomes very tiresome and tedious, with the exception



Figure 2. Cover postmarked Port Townsend on April 21, 1859, to Steilacoom, and likely carried on the Olympia to Victoria mail route.

of the six hours at Bellingham Bay and the necessary time for changing the mails, discharging freight, and passengers at the different ports, we are in constant motion night and day. The regular time for leaving Olympia is on Monday morning, and the time allowed to return there, is on Thursday night, this week we did not leave until Tuesday night, consequently are later in the week, getting back. It is pretty hard work, on account of being up so much nights, the crew have their regular watch, but I must be on hand, (in order to get the mails, changed, and collect packages, so that the passengers have a place to sleep, etc.) at every port, what sleep I get in the nights are "cat naps", in my chair, taken, whenever I can catch them. Withal, the route is quite a pleasant one, especially in the summer time, plenty of excitement all the while; In the winter, I expect it is not quite as agreeable, for I am told, there are apt to be strong South West winds, which always makes a heavy sea. Puget Sound, so far as its general appearance goes, is not unlike Long Island Sound, a splendid sheet of water. It is studded with little Towns, most of which depend on their saw mills for business. At Teekalet are four large mills, capable of sawing 60,000 ft. of

lumber per day, and there are never less than twelve vessels loading at any time, and among them can be seen some of the finer clipper ships, sailing from New York and Boston.

I really hope our boat will run here altogether for I think I can do much better for myself, than when on Fraser River; although my regular salary is the same, I have much better chance to make a little by commissions, etc., and if I choose, there are always capital opportunities to speculate in a small way. But I, must lay aside my letters for a little while, the Mate has just called me for Port Townsend, and when we are again underway, I will resume...

The route left Olympia on Monday morning at 4 AM stopping at Steilacoom, Seattle, Port Madison, Teekalet (Port Gamble), Port Ludlow, Port Townsend, Dungeness, Whidbey Island (Ebey's Landing on the west side of Whidbey Island just north of the current location of the Keystone ferry dock), San Juan Island and Victoria. From Victoria the steamer sailed for Semiahmoo and Bellingham Bay where coal was readi-



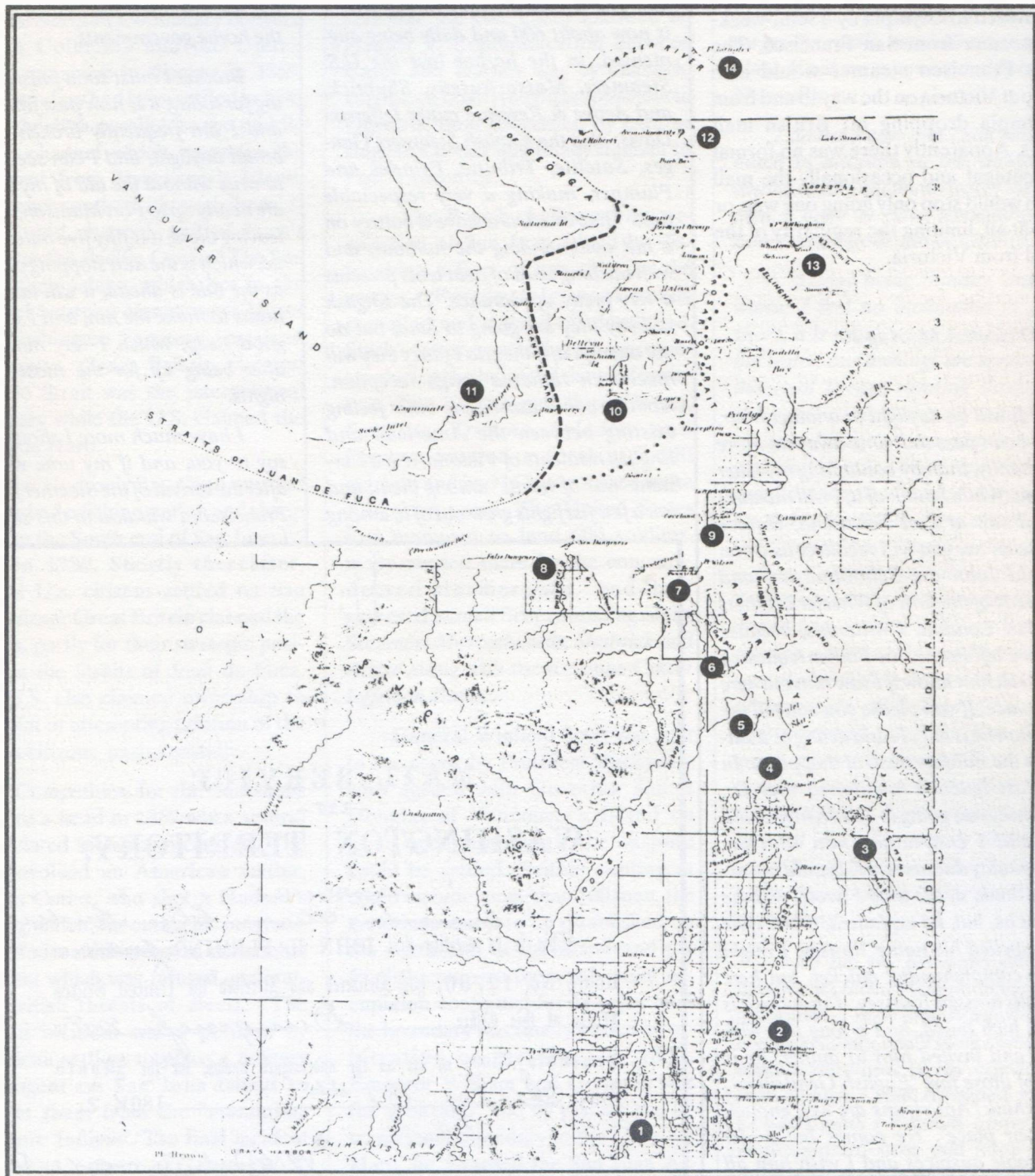


Figure 3. Map by the Surveyor General of Washington Territory, 1859, showing the stops along the Olympia to Victoria Mail Route. As follows: 1) Olympia; 2) Fort Steilacoom; 3) Seattle; 4) Port Madison; 5) Tekalet; 6) Port Ludlow; 7) Port Townsend; 8) Dungeness; 9) Coveland (Ebey's Landing); 10) San Juan (Camp Pickett); 11) Victoria; 12) Semiahmoo; 13) Whatcom; and, 14) Fort Langle. The disputed boundary claimed by Great Britain is shown as "....." and by the United States as "-----".



ly available. The steamer returned to Victoria and the route was then retraced, arriving in Olympia Thursday night.

The mail to Puget Sound was delivered to Olympia by a semi-weekly steamer from San Francisco. The San Francisco steamer would also stop at Victoria on the way to and from Olympia dropping off British mail bags. Apparently there was no formal agreement and occasionally the mail ship would stop only going one way, or not at all, limiting the regularity of the mail from Victoria.

3 O'clock A.M., Aug 20

It will be daylight in another hour, and I can pass that time away no more pleasantly, than by continuing my letter to you. While I think of it, I will mention that I saw at Port Townsend, Horace Wheeler, he, you will recollect as a son of old John the Schoolmaster, and formerly of the firm of Wheeler Brothers of New London. I write this, because when I left home, his Father requested me to let him know if I saw him out here any place. If you please you can tell the old man he is at P.T. and acting as a sutler to the military post, at that place. In my last letter, I mentioned that Dr. Reamsey was going to call on me, he did so, and I entertained him with the "hospitality due his rank", I could not exactly think, at the time I wrote, who he might be, but, he explained, to me if he had spelled his name Rimsey, I might have comprehended quicker, but here he calls himself Ramsey. I suppose it is more high toned, had a long talk with him, and invited him to dinner; he is one of those fine "English Gentlemen", who think "Americans are well enough in their place". He comes out under favorable auspices and I wish him all the success he deserves; a common remark to men coming is, "you will do well, if you stay in the country."

You will perceive by the papers what is going on at San Juan, as yet there has been no collision between the troops stationed there, and the English

"men of war". I was on shore there yesterday, and received from Col. Casey (who is in command) dispatches for Gen. Harney, at Vancouver, they will be forwarded special express from Olympia; The American force on the Island is now about 600 and daily being augmented; in the harbor lays the U.S. Steamers, Massachusetts, Shubrick, and Active & Revenue cutter Jefferson Davis; also the English Steamers Ganges, Satellite, Tribune, Pyiades and Plumper, making a very respectable fleet. The Americans have a battery on a hill commanding the harbour, and with the long lines of neat tents presents a very pretty appearance. The English still say they are going to land, but do not attempt it; if they do I fancy they will meet with rather a rough reception. Nothing could exceed the bitter feeling existing between the American and English residents of Victoria, it is a constant "war of words" among them, and not a few fist fights grow out of it, among

the "roughs". The Governor of Washington Territory has instructions from Gen. Harney, in the event of a rupture, to call out volunteers. How it will all end, yet remains to be seen; both parties are extremely anxious to hear from the home governments.

Brother I must soon finish my writing for today, it is now past four o'clock and I am frequently broken off, it is broad daylight, and I can see very well to write without the aid of my lamp; we are nearly up to Port Madison, and after leaving there, it is fifty five miles to Seattle, which is the next stopping place; and as the tide is ahead, it will take us five hours to make the run, and I shall get a good sleep, which I very much need, after being up for the most of three nights.

I have much more I should like to say to you, and if my time will allow after the arrival of the Steamer from San Francisco, I will add to this sheet, and

MAIL SERVICE  
-IN-  
WASHINGTON TERRITORY.

*Commanding Steamer Eliza Anderson*

This is to Certify that JOHN R. FLEMING, *Contractor* on Route No. 12730, has Delivered and Received the United States Mails at this Office, *Dungeness W.T.* in Schedule Time, so far as the undersigned knows, for the Month ending *July 31st* 186*X* 2

*V. Davis Dpt. P.M.*

Figure 4. Mail service voucher issued to the "Eliza Anderson" stating mail had been delivered in Scheduled Time to Dungeness, W.T.

*also acknowledge the receipt of your letter of July 20, which I am expecting to get by her.*

The Northwest boundary between British Columbia and the United States remained in dispute in 1859. The boundary had been settled in 1846 along the 49th parallel "to the middle of the channel which separates the continent from Vancouver's Island; and thence southerly through the middle of said channel, and of Fuca's Straits to the Pacific Ocean." The San Juan Archipelago, which lies in the channel between Vancouver's Island and Washington Territory, remained in dispute. Great Britain claimed Rosario Strait was the international boundary while the U.S. claimed the Canal de Haro.

The Hudson's Bay Company had established a fishing station and sheep farm on the South end of San Juan Island in 1850. Shortly thereafter, several U.S. citizens settled on San Juan Island. Great Britain claimed the islands, partly for their strategic position on the Straits of Juan de Fuca. The U.S. also claimed ownership to the point of attempting taxation of the British citizens, unsuccessfully.

Competition for the San Juans came to a head in 1859 when several interrelated incidents occurred. The first involved an American settler, Lyman Cutler, who shot a Hudson's Bay pig which was eating his potatoes. The Hudson's Bay agent demanded payment which was refused, generating British threats of arrest. The second incident was a petition by American settlers to place a military contingent on San Juan Island to protect them from the "marauding Northern Indians". The final incident was the appearance of General W. S. Harney on the scene. General Harney, Commander of the Department of Oregon, ordered Captain George Pickett and his troops from Bellingham to San Juan Island on July 27, 1859. The occupation of San Juan Island was ostensibly for protection of the settlers from the Northern Indians,

but it has been suggested the occupation may have been for Harney's political gain or possibly to involve the United States in a foreign war, unifying the country to avoid the imminent civil war. Lt. Col. Casey followed on August 9. Communication between Casey and Harney was by dispatch, carried on board the *Eliza Anderson* to Olympia, then forwarded by express stage to Cowlitz and finally steamer to Fort Vancouver.

The British challenged the occupation of San Juan Island by dispatching a fleet of gun ships to the scene. Fortunately, cool heads prevailed and a stand-off developed. Stark's letter quoted herein was written during the height of the confrontation. The English gun ships *Ganges*, *Sattelite*, *Tribune*, *Pylades* and *Plumper* carried a total of 2,140 marines and had 167 guns aimed at the American camp. The United States had managed to land 600 soldiers, many carried there by the commandeered steamer *Julia*, and had gathered a small fleet consisting of the Steamers *Massachusetts*, *Shubrick* and *Active* along with the Revenue Cutter *Jefferson Davis*.

General Winfield Scott was sent to the scene by President Buchanan, who agreed with Governor James Douglas of Vancouver's Island on joint occupancy until the dispute could be settled. Neither contingent could include more than 100 men, the American camp to be established on the south end of the island and the English camp on the north. Joint occupation continued for 13 years until the boundary was finally settled by arbitration on October 21, 1872. Emperor William I of Germany was the arbitrator, and by placing the international boundary in the Canal de Haro, he awarded the San Juan Archipelago to the United States.

*Olympia,*

*Sunday, August 21, 1859*

*We arrived all safe at this place yesterday afternoon, and after setting up my business of the trip, and a good meal*

*and sleep of 12 hours, I feel inclined this morning, to continue my letter to you; the mail Steamer is not yet in, but momentarily expected. Tomorrow morning at 11 o'clock we are off again for Victoria and Ports of the Sound; if we get the mails, we shall return to this place, if not, we resume our old place on Fraser River.*

*I do not know that I can write you much in addition to this already extended letter until the arrival of the mail, then I hope to have something from home either from you or Charles.*

*Today being Sunday, and very warm, I feel no inclination to go on shore, it is much more comfortable on the water, our awnings are spread, and the cool breeze running through, is delightful; turning over my thoughts for an item, I find that yesterday was just a year since I sailed from New York, how quick the time has passed away; when I landed in Portland, if any one had told me I should have stayed in this country a year, I should have at least thought that they might be mistaken, for the look ahead two or three years at that time, seemed a lifetime, but as I became acquainted with the manners and customs of the people, all feelings of homesickness vanished, and the first thing I know, a year has gone by. Don't understand me say I never think of home now, it is far different I assure you, for I look forward just as anxiously to the time when I may be permitted to look in on you in New London, as the day I landed in Portland.*

*So far, my pecuniary prospects have far exceeded my most sanguine expectations. I have had steady business at a good salary, and I think I have been more economical in my expenditures than though I had remained in New London; what I mean is, I have saved in proportion; here, you know everything costs more than in New London, yet, more than double for instance washing. I pay a Chinaman \$3.00 for wash, and he will wear out a shirt in a few times washing. A day or two ago, I had occasion to buy a pair of boots, the first I have bought since I have been away, and I could not get any kind of a*



pair for less than \$12.00. Everything is in this proportion.

You will recollect, I was a month on the passage out, and almost another month before I commenced business, having only 10 moths of the time to work in still I find on figuring up my worldly possessions that I have \$756.50 in cash (or as good) on hand. Which added to \$400.00 that Benj. has or will send you, will make \$1156.50 saved in ten months. If I can do as well the next year I am content.

What I have written you on this point, you must consider as confidential, of course, I do not object to Mother or Chas. reading it; I tell you that you may know, exactly what I have done.

I observe by a Portland paper, which I have just received, that the Bark Industry has just arrived at that place from New York, she has had a very long passage, 243 days I think, having experienced rough weather on the voyage, and her cargo is much damaged. I did not notice Benj's. name among the list of consignees, and for that reason I suppose you did not send him the cask of ale which you talked of doing at the time I left home.

The Bark N. P. Perdins, formerly of New London, is loading lumber at this place for San Francisco. I went on board of her yesterday, and with the exception of the whale boats hung to her sides, she looked the same as when I last saw her at home. She is owned by a firm in San Francisco, and employed in the Puget Sound lumber trade.

Eliza Anderson was a slow ship, usually not making over 12 knots, but it was said of the steamer "I have never seen a ship make so much money traveling so slow". The mail contract, worth \$36,000 yearly, combined with the passenger rate of \$20 Olympia to Victoria provided adequate income. Compared to \$29 in 1989 for passenger steamer Seattle to Victoria the rate was quite expensive.

As Stark mentions, the steamer's purser was also able to take advantage

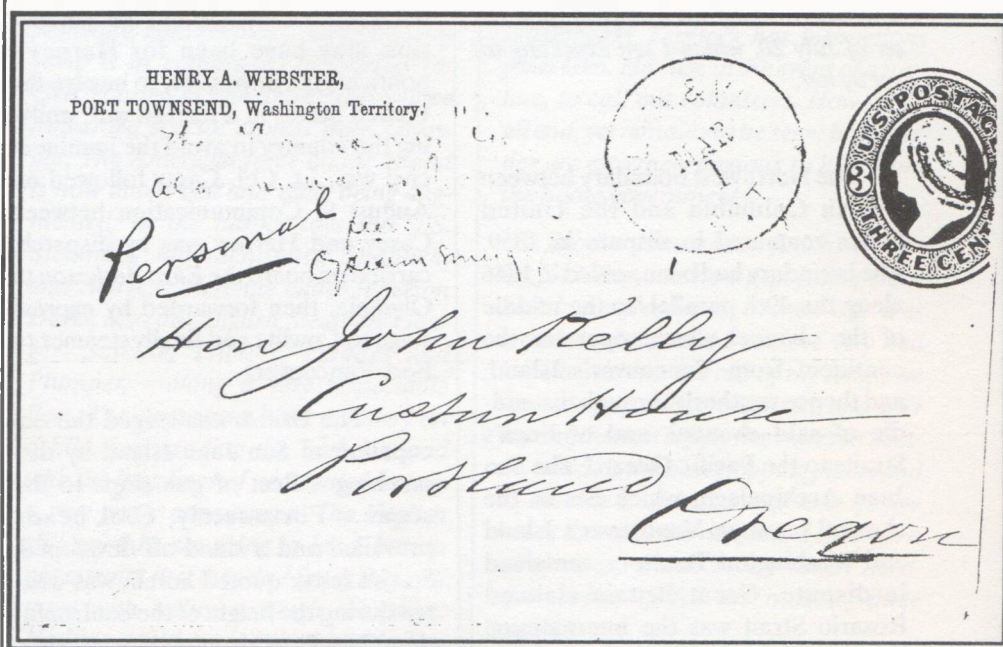


Figure 5. This cover bears a OLYA & VIC./AGT. postmark from the late 1870's and may have been carried by the "Eliza Anderson". A route agent replaced the earlier closed pouch service on the Olympia to Victoria route during the 1870's.

of "capital opportunities to speculate in a small way". Pusers were known to provide banking services at a discount to townspeople, providing additional personal income. In fact, a Mr. Finch later installed a steam calliope on board the Eliza Anderson to announce her arrival.

11 o'clock P.M.

I heard the Steamer's gun a few minutes ago and have got up to see if I had any letters; I have seen the express agents and find I have none; it must be that they are directed to Victoria; we shall leave here at 4 o'clock tomorrow morning when I shall no doubt find them on our arrival at Victoria.

The Steamer will be off at 4 o'clock in the morning and I must close my letter.

With kind love to mother & Chas.

I remain yours always

/s/ Rich C. P. Stark

The Julia returned to the Olympia to Victoria mail route in late August of 1859, at which time the Eliza Anderson returned to the Victoria to Fort Langley run. The Julia, being of shallow draft, was unable to maintain the route in winter so the Eliza Anderson returned to stay on December 12, 1859, continuing on the route well into the 1880's. The Eliza Anderson underwent several trials and tribulations during her lifetime including sinking at dock in Seattle due to disuse, only to be raised and again placed on the Victoria route. The steamer was later seized and charged with smuggling Chinese. Her final voyage occurred in 1897 when she sailed to Alaska carrying prospective prospectors. The ship was finally damaged and came to her final resting place on Kodiak Island, her passengers never reaching the gold fields.

The steamer sailed successfully and profitably for 38 years becoming one of the best known vessels in Puget Sound maritime history.

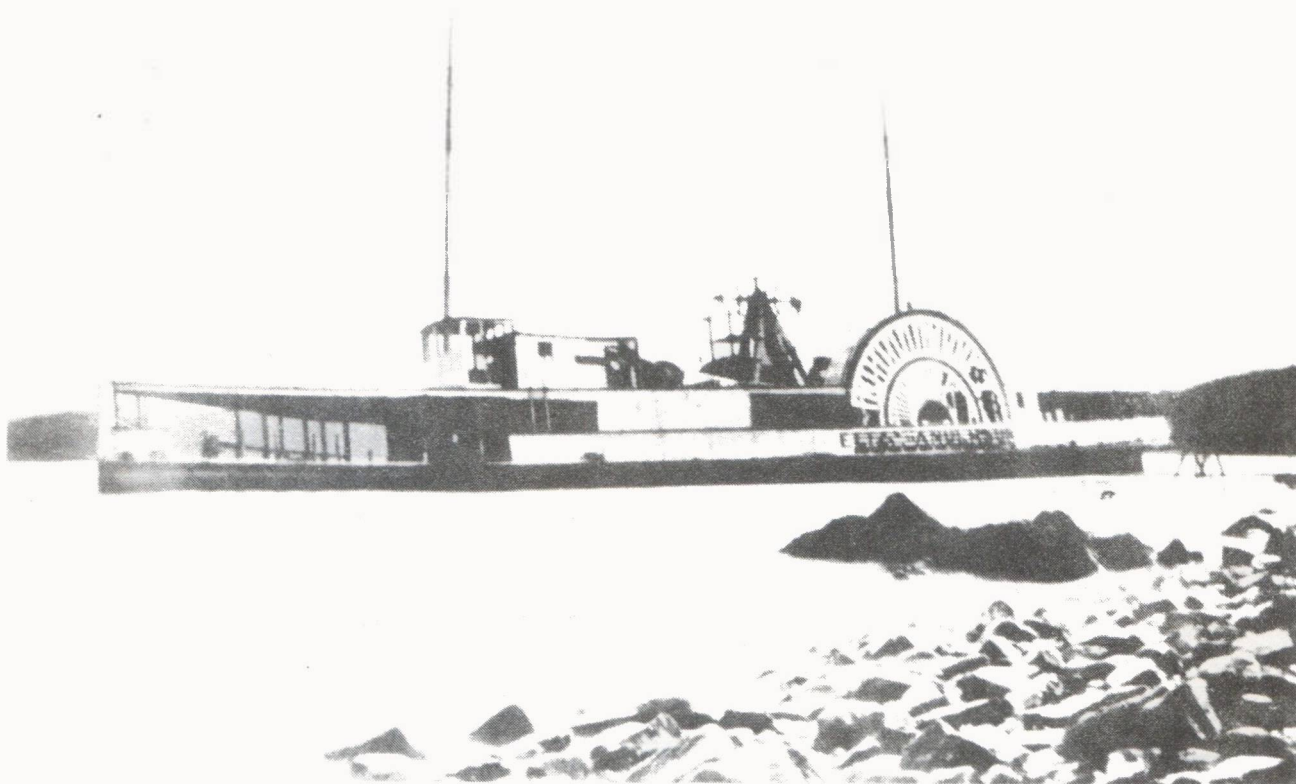


Figure 6. The "Eliza Anderson" on the rocks at Kodiak Island, circa 1897.

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## THE MIDWESTERN EDITOR

Alan H. Patera

Box 2093

Lake Grove OR 97035

With the growth of interest in postal history in recent years there has been an explosion in the number of periodicals devoted to the subject. The last issue of La Posta alone listed three new publications. A quick count gives me 23 state-oriented periodicals, and at least five more generalized publications.

This indeed reflects the vigorous interest in postal history, but it is also curious in a way. Read through many of these publications and you will see the editor requesting, even pleading, for articles to publish. It seems that a growing number of collectors does not necessarily translate into a growing number of authors. A number of publications have sputtered because of an uneven flow of material, and a few have succumbed because of the inability to maintain enough material to publish.

Most postal history publications represent the work of one dedicated individual - the editor. Publications of a collecting society may have a small group of active members that work hard to make sure the publication has a flow of material to allow it to succeed. But when no material is submitted, the editor must take it upon himself to write the material if the publication is to continue. This is a practice that is OK in a pinch, but hardly an ideal situation.

La Posta is unique in that we have five editors, and believe me, each of us has at times had to scrape for material. I had a run of a couple of years where articles just flowed in, and the Central Section pretty much took care of itself. Lately things have been slow. I have undertaken the really fun project of the postal history of the Nebraska Sand Hills, but after that concludes in the next issue or two I am aware of nothing that will be coming in. So I hereby issue my own plea for articles I can use in La Posta.

The subscribership of La Posta is uneven in distribution. It started out just covering the western states, so there is a large core of collectors of western postal history. Later sections were added to cover the Central section and the East, which was later split into the Northeast and Southeast. There are a greater share of subscribers from the West and from the East than there are from the Midwestern states, and I'm perplexed as to why. Wisconsin and Iowa have old, well-established postal history societies, and Ohio and Illinois have vigorous collecting groups. Yet there are some states which have had no articles submitted, and some which are represented only by



contributions from a few individuals. As a native Iowan that has traveled extensively throughout the Central Section I know there are a great many postal history stories to be told, and I sure wish I could find some people to help me tell them.

### Post Office Centennials

#### November 1889-1989

- 16 Crystal Bay\* MN
- 18 Benoit MS, Gunnison MS
- 20 Grace MS
- 21 Saint Rose\* LA
- 25 Yoder KS
- 26 Randall MN
- 29 Jessieville AR, Ordway CO,  
Willow River MN

#### December 1889-1989

- 2 Onyx CA
- 11 Springdale\* WA
- 12 Uppergrade WV
- 14 Emmons MN
- 20 Shady Side MD
- 28 Klemme IA, Badger MN

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



# SAND HILLS OF NEBRASKA

## Part 2

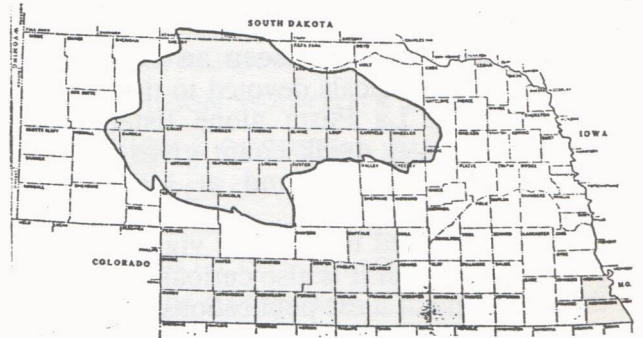
by Alan H. Patera

### Population of the Sand Hills

After the initial settlement of the Sand Hills in the last two decades of the 19th century the population continued to increase until about 1920. This reflects both additional settlement under the Kincaid Act, as well as the fact that most of the settlers were young and proceeded to have large families. After 1920 new settlement had ceased, and it became more difficult for the grown children of the original settlers to make a life for themselves. The younger folk moved to the towns, and some of the smaller operators gave up altogether and moved away.

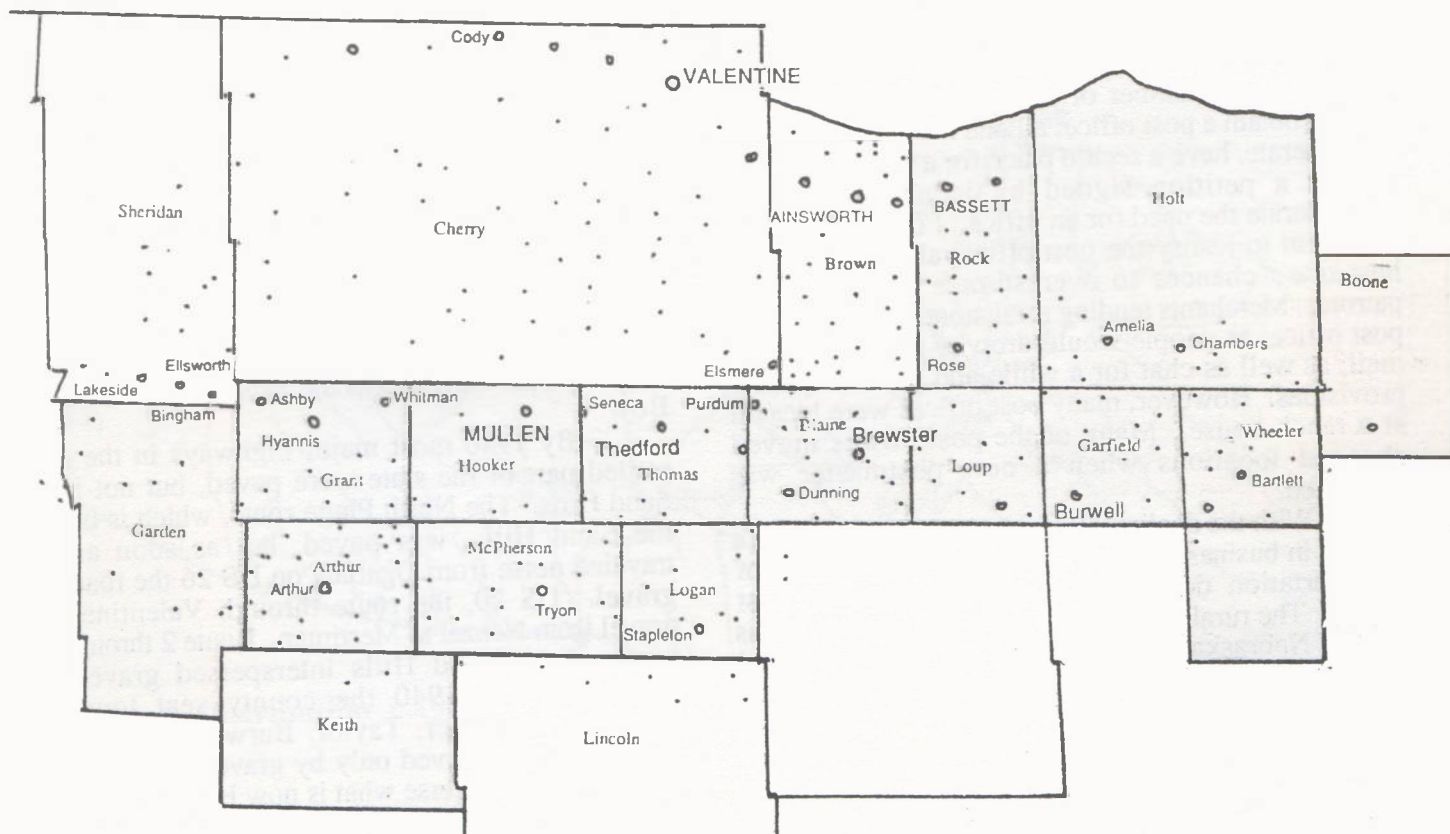
In some areas population continued to increase up to 1930 and beyond, but since World War II the population trends have been decidedly downward. The larger towns along the North Platte River - Grand Island and North Platte - have gained considerable population at the expense of the Sand Hills, and even Valentine has grown as the more rural areas about it lost population.

The chart below lists the counties associated with the Sand Hills. It shows the date the county was established and the 1980 population of the county. The last two columns show the population within the



Sand Hills boundary I have defined in Part 1 of this study. For those counties that have only part of their area included within the Sand Hills I have estimated the Sand Hills population using the Minor Civil Divisions figures provided in the census. The one column shows the population as of 1980; the last column shows the population for the same area within the Sand Hills in 1920. The table shows that all areas within the Sand Hills have lost population since 1920. Many areas have lost more than 50% of their population. Note that the Holt County Sand Hills area held a greater percentage of its 1920 population; and

County	Established	Population 1980	Population In Sand Hills	
			1980	1920
Antelope	1 Mar 1871	8,675	270	400
Arthur	31 Mar 1887	513	513	1412
Blaine	5 Mar 1885	867	867	1778
Boone	1 Mar 1871	7,391	0	50
Brown	19 Feb 1883	4,377	4300	6550
Cherry	23 Feb 1883	6,758	6700	11600
Garden	2 Nov 1909	2,802	300	450
Garfield	8 Nov 1884	2,353	2353	3496
Grant	31 Mar 1887	877	877	1486
Holt	13 Jan 1860	13,652	1710	2150
Hooker	29 Mar 1889	990	990	1378
Keith	27 Feb 1873	9,364	200	350
Lincoln	7 Jan 1860	36,455	800	1900
Logan	24 Feb 1885	983	983	1596
Loup	6 Mar 1855	859	859	1946
McPherson	31 Mar 1887	593	593	1692
Morrill	1908	6,085	100	150
Rock	23 May 1857	2,383	2300	3600
Sheridan	25 Feb 1885	7,544	650	1920
Thomas	31 Mar 1887	973	973	1773
Wheeler	17 Feb 1877	1,060	1060	2531
			27398	46808



### ***Sandhills Post Offices***

*The distribution of post offices that have operated in the Sandhills; discontinued offices are shown by a dot, while one can trace the routes of the railroads by the lines formed by the circles identifying the currently operating offices.*

#### **Counties of the Sand Hills**

Antelope - SW corner  
 Arthur - all  
 Blaine - all  
 Boone - NW corner  
 Brown - all  
 Cherry - all but Sparks in NE corner  
 Garden - all north of N. Platte River  
 Garfield - all  
 Grant - all  
 Greeley - northwest corner  
 Holt - southern half  
 Hooker - all  
 Keith - all north of N. Platte River  
 Lincoln - north of N. Platte River  
 Logan - all  
 Loup - all  
 McPherson - all  
 Morrill - northeastern third  
 Rock - all but along Niobrara River  
 Sheridan - southeastern half  
 Thomas - all  
 Wheeler - all

#### **No. of Post Offices Now Open**

3	0
18	1
14	3
1	0
29	3
91	7
10	0
14	1
11	3
1	0
18	2
7	1
3	0
5	0
12	1
17	1
17	1
2	0
24	3
17	3
10	3
18	2
<b>Total</b>	<b>35</b>



recall that this area is mixed sandhills and prairie soils, more suited for agriculture than areas further west.

In the latter part of the 19th century a growing population in a rural area translated quite readily into a growth in the number of post offices. It was quite easy to obtain a post office; all one had to do, it seems, is be literate, have a secure place for a post office, and submit a petition signed by local residents to demonstrate the need for an office. Fifty patrons was sufficient to justify the post office, although it never hurt one's chances to overestimate the number of patrons. Merchants tending rural stores liked to have a post office, as people would drop by to pick up their mail, as well as chat for a while and purchase a few provisions. However, many post offices were located at a ranch house. Many of the post offices moved changed locations when a new postmaster was appointed.

With the decline of population there has been a decline in business activity, and improved methods of transportation decreased the need for small post offices. The rural character of the postal service in this area of Nebraska is indicated by the ratio of closed post offices to those still operating. For the nation as a whole there have been about five offices closed for every one still open; in the Sand Hills there have been nine closed for every operating office. There have been a total of 347 post offices that have operated within the boundary I have defined for the Sand Hills, and only 35 operate today. The rural post offices died out one by one until they all disappeared by the 1940s.

The smaller towns have lost business to the larger ones and are similarly disappearing. The remaining post offices are almost all on the main East-West transportation routes, and in the coming years the smaller of them will likely close. The larger towns will survive, but look for the continued reduction in the number of post offices until only a handful are left. Look for further population decline in the results of the 1990 census, and probably for many years thereafter. It is unlikely that the Sand Hills will ever become completely depopulated, but it looks as if it is destined to become one of the lonliest areas in our country.

## Transportation in the Sand Hills

All the major transportation routes in the Nebraska Sand Hills are East-West routes. There are three railroad routes, one crossing at the northern periphery, another along the North Platte River (outside the Sand Hills proper), and one through the heart of the Sand Hills. The three routes are roughly parallel, and only the spur from Grand Island up to Burwell can be considered as having north-south significance.

The highway routes exhibit the same characteristics. U.S. Highway 20 follows the route of the northernmost railroad, town for town. U.S. Highway 30 and Interstate 80 follow the North Platte River route of the southernmost railroad. Through the heart of the Sand Hills Nebraska Highway 2 parallels the railroad from Alliance east to Broken Bow.

Off the railroad routes, Nebraska Highway 91 continues east from Highway 2 at Dunning, passing through the railhead at Burwell until it exits the eastern end of the Sand Hills. The only other East-West route is Highway 92, which terminates at Arthur in the west and continues through the county seat towns of Tryon and Stapleton until it exits the Sand Hills near Broken Bow.

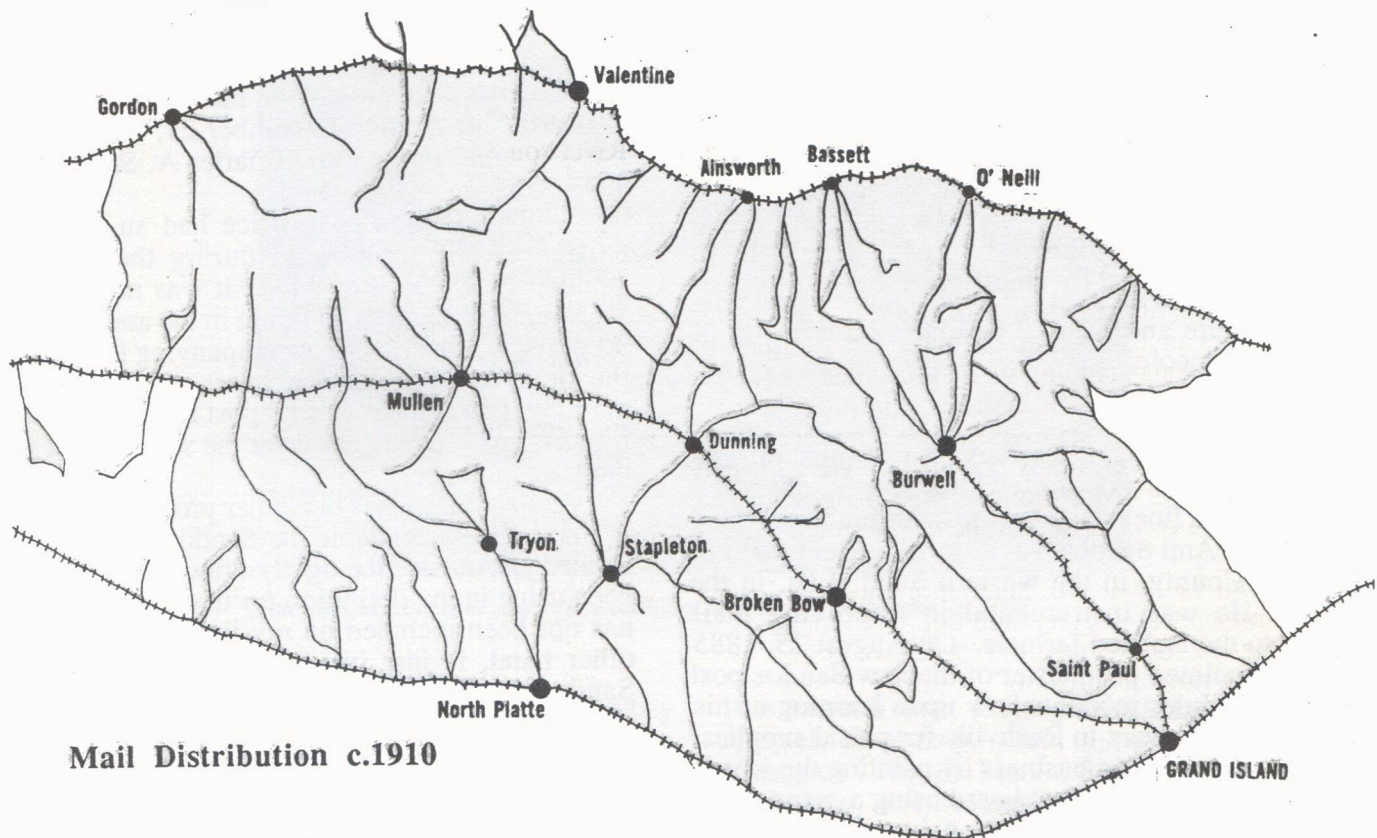
By 1940 most major highways in the more settled part of the state were paved, but not in the Sand Hills. The North Platte route, which is outside the Sand Hills, was paved, but as soon as one traveled north from Ogallala on US 26 the road was gravel. US 20, the route through Valentine, was gravel from Nenzel to Merriman. Route 2 through the heart of the Sand Hills interspersed gravel and pavement. In 1940 the county seat towns of Thedford, Brewster, Taylor, Burwell, Arthur, and Stapleton were served only by gravel roads. And if you wanted to traverse what is now Highway 92 from Arthur to Tryon you had better carry a shovel to dig yourself out.

The North-South routes were never as important as the East-West routes, as there were no population centers that needed to be connected. Today there are several paved roads that enter the Sand Hills from the north or the south to terminate on Nebraska Highway 2, but only two routes continue across the Sand Hills: Nebraska Highway 61 goes north from Ogallala through Arthur, Hyannis and Merriman to Martin, South Dakota; and US Highway 83 continues north from North Platte through Stapleton, Thedford and Valentine. In 1940 Highway 61 did not exist north of Arthur, and the only north-south stretch of pavement in all of the Sand Hills was a section of US 183 from North Platte to Tryon.

Off these main traveled routes the routes were generally unimproved except for short stretches in isolated locations. The horse and buggy proved a servicable means of transportation far longer than in areas where roads were improved for auto traffic.

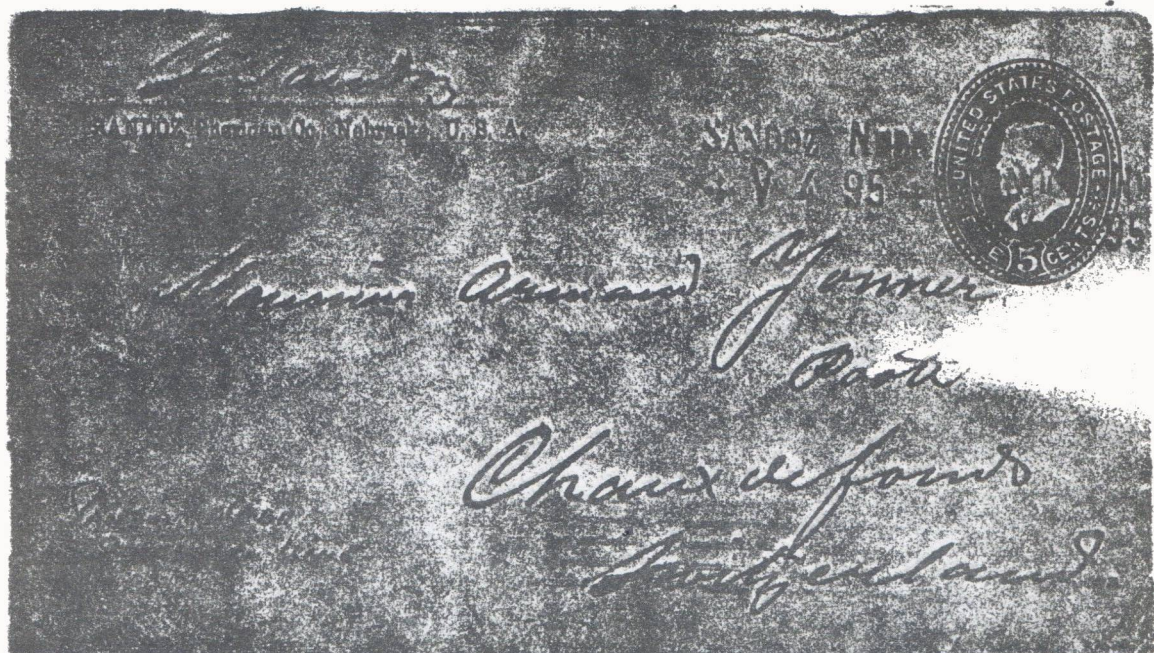
For mail distribution the railroads were indispensable. From every major post office along the rail lines mail routes serviced the post offices of the interior. In the Towns section there are descriptions of the distribution and carrying of mail from the railroad delivery points to the dispersed population on the ranches of the Sand Hills. Given the condition of the roads and the occasionally severe weather the celerity of the mails was no sure thing.





**Mail Distribution c.1910**

*This map show the mail routes supplying mail to the many rural post offices. The east-west deliniation of the railroads allows for the easy division of the Sandhills into the northern fringe, the southern fringe, and the Heart of the Sandhills, determined by the collection point on the railroad. Most letters traveling from one division to another had to travel outside the Sandhills to reach its destination. This is true for a letter from southern Cherry County to reach the county seat at Valentine. The towns that have survived were the ones that were mail distribution and collection centers.*



*Unusual straight-line postmark on cover posted at Sandoz, Nebraska, sent by and probably canceled by Jules Sandoz.  
(Courtesy of Charles Winter)*



## The Towns: Part 1

Much of the information in this section has been supplied by various residents of the Sand Hills, according to their specific interests. It is therefore not comprehensive, but rather has greater depth for some localities than others. Other information has come from postal records, regional geographies, and the nicely done An Atlas of the Sand Hills, published by the Conservation and Survey Division of the Institute of Agriculture and Natural Resources, University of Nebraska, Lincoln.

### Sandoz

One other book deserves specific mention, Old Jules, by Mari Sandoz, which has a deserved reputation as a fine book about frontier life in the Sand Hills. Jules Ami Sandoz was a Belgian who settled in Sheridan County, in the western Sand Hills, in the 1880s. He was instrumental in improving mail service to the isolated farmers. On August 25, 1885 he was appointed postmaster of the new Sandoz post office. Old Jules recounts how upon learning of his appointment he went to Rushville for postal supplies, and set him self up in business by painting the words POST OFFICE on a 6-foot board using a corncob for a paint brush and axle grease for paint.

Jules Sandoz was only postmaster for little over a year, as Virginia F. Lamoureux was appointed to the position on September 14, 1886. The post office was closed in 1888, but Jules revived it when he was again appointed postmaster on March 1,

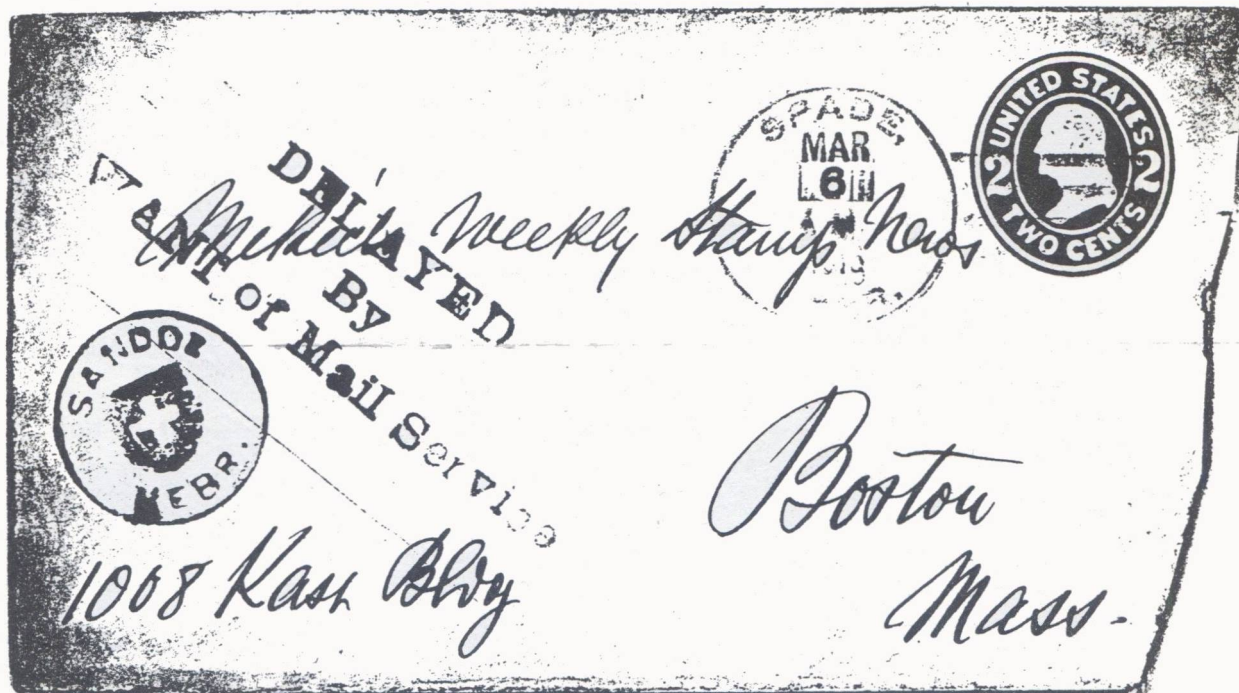
1895. The office was closed again at the end of summer, but apparently the role of postmaster agreed with old Jules, for he took on the postmaster position at nearby Grayson on December 21, 1897. He held this post until replaced by Charles A. Smith on May 12, 1901.

The Sandoz post office had an intermittent existence, operating again during the spring and summer of 1897, after which it was no more. Old Jules remained a colorful figure in the area for another 30 years, however. The accompanying illustration of the delayed mail service bears a bold "Sandoz" marking, but as there was no post office of that name by this time it is unclear what the significance of the marking might be.

Sandoz creates one other problem. According to maps I have available the Sandoz post office was located just outside the tightly-drawn boundary I have been using in my definition for the Sand Hills, thus it has not been included on my list. Grayson, on the other hand, is just inside the boundary. Perhaps Sandoz should be included in the list of Sand Hills post office on the basis of its well-known association, and because Old Jules was postmaster at both.

### Potash

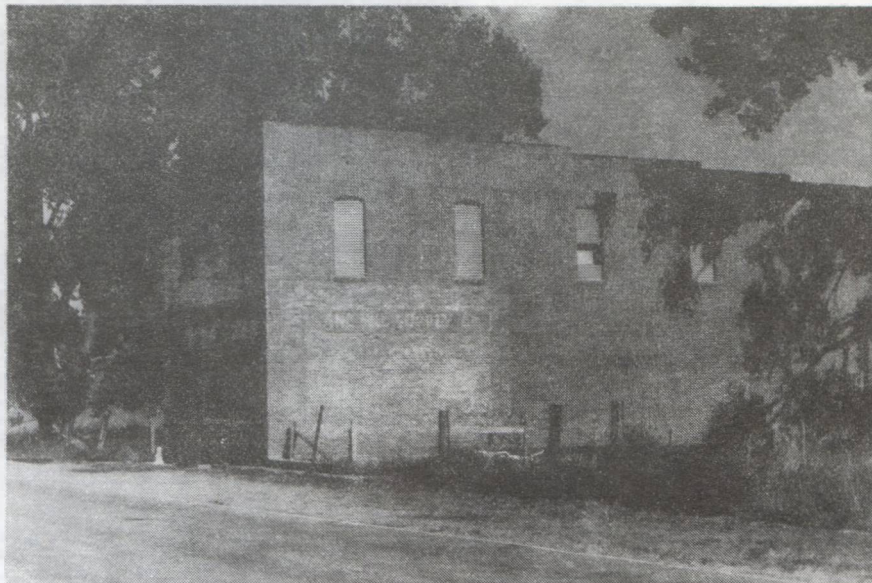
The western Sand Hills saw the development of a potash industry. The brackish lakes of southern Sheridan County were shown to have a high potash content. John Snow, Carl Modisett and T.C. Stevens organized the Potash Production Company in



Sandoz had no post office at the time this cover was sent.

Courtesy of Alton Kraft.





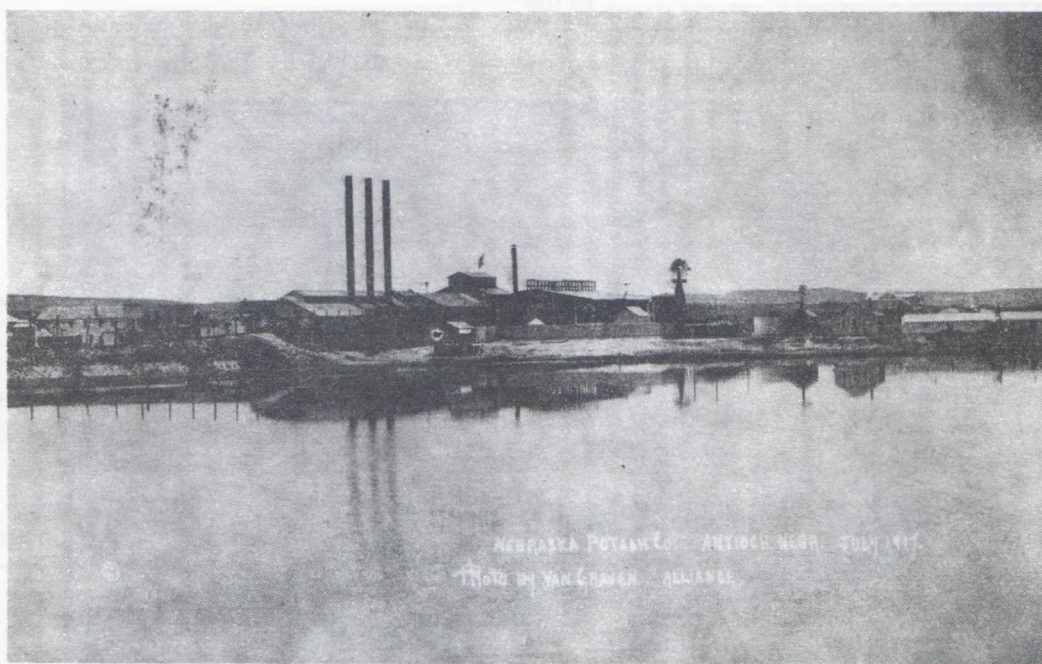
*Abandoned store and post office building in Antioch, Nebraska, in 1987.*

1911 and filed a mineral claim on Jesse Lake. They erected a small evaporation plant and began production of low-grade potash.

Nebraska potash became important during World War I, when high-quality German potash was unavailable. The Potash Reduction Company built a large plant with eight evaporators at Hoffland in 1915. Seeing the commercial success of the operation, competition rushed to the area. In 1916 when the American Potash Company was organized, building a plant at Antioch, which they soon expanded. Within the next several years seven plants were constructed in

the Antioch area. Other producers were the Alliance Potash Company, with a modern plant on Big Sturgeon Lake, the Hord Alkali Products Company at Lakeside, the Nebraska Potash Works, National Potash Company and the Western Potash Company at Antioch, and the Standard Potash Company at Lakeside. There was also one works built in Cherry County, the Merriman Potash Products Company plant at Merriman.

Antioch had become a city, with perhaps 2,000 residents in the immediate area. Eight miles east, Lakeside had been a tiny ranching community of



*The potash works at Antioch, Nebraska.*



75 souls, and suddenly found itself a bustling town of 500. Hofflund had not even been an inhabited location and found itself a new town of 400 people.

Immediately after the end of World War I it was expected that German potash would again become available. The market for Nebraska potash collapsed and the plants folded. After a year there had still been no shipments of German potash and reserves were depleted, so the Nebraska plants went back into operation, but by summer of 1920 there was ample supply from Europe and the Sand Hills plants folded for good.

With the collapse of the industry the towns that relied upon the potash economy also collapsed. Lakeside has survived as a post office; Antioch still has a few residents and the foundations of the potash plants, but the post office closed down a few years ago.

## Lakeside

by Alice J. Dentler

Lakeside is located at the extreme southern edge of Sheridan County, and is the westernmost of the Sand Hills post offices still in operation. It is situated by an alkali lake just across the railroad tracks from the east-west Nebraska State Highway 2.

Lakeside was created as a town in 1886 when the railroad located a depot there. The town was named because of the large alkali lake just northeast of town. Unlike some of the smaller lakes of the area, Lakeside's lake had never been known to dry up.

The need for a post office was immediate after the railroaders and homesteaders started living in the area. Homesteaders came from the east; several from the Chicago area were to prove their claims and own

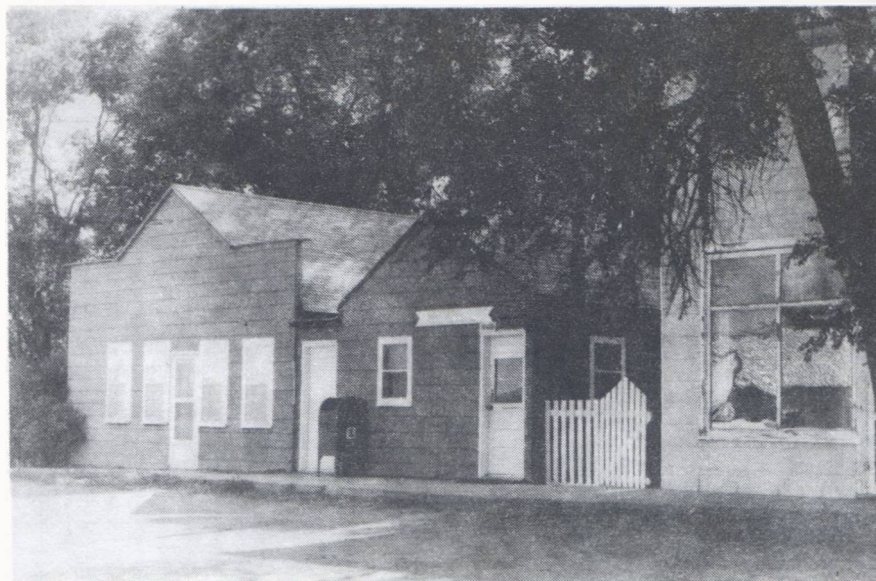
land near the town. These homesteaders had been made aware of the Homestead Act by newspaper ads placed by Jules Sandoz. The post office was established on July 28, 1888, just five days after a post office was established at nearby Reno (which became Antioch in 1891).

During World War I, Lakeside became a 'boom town' due to the sudden expansion of the potash industry. Potash was important as a fertilizer for southern cotton crops, and much of it was imported from Germany. With this supply cut off by the war, many investigated potential domestic supplies of this much-needed mineral. A chemist from the Omaha area discovered that potash was present in all the alkali lakes around Lakeside and Antioch, and efforts to mine it began.

Large potash plants were built at Lakeside and at Antioch, eight miles west. The lakes were pumped and the potash processed into a salt-like substance for shipping to the fertilizer plants. During the boom, Lakeside boasted a population of nearly 500 people.

The post office was housed in the Lakeside Mercantile Store, which was owned and operated by the husband of postmaster Josephine Marcy. On July 22, 1919 Lakeside was devastated by fire, starting on the main street just down from the post office. The story is told how Mrs. Marcy collected all the letters in the post office and placed them in a pouch to take to her home -- so they would not be lost should the store burn. The fire destroyed the Opera House, the Central hotel and the newspaper office; only three buildings on main street were spared, but one of them was the Mercantile, housing the post office.

Being on the railroad, all mail came to Lakeside by train. In the early days, the only mail route leaving Lakeside was to the south. This route was carried by two men, Luther Phipps and John



*Post office, Lakeside, Nebraska, in 1987.*

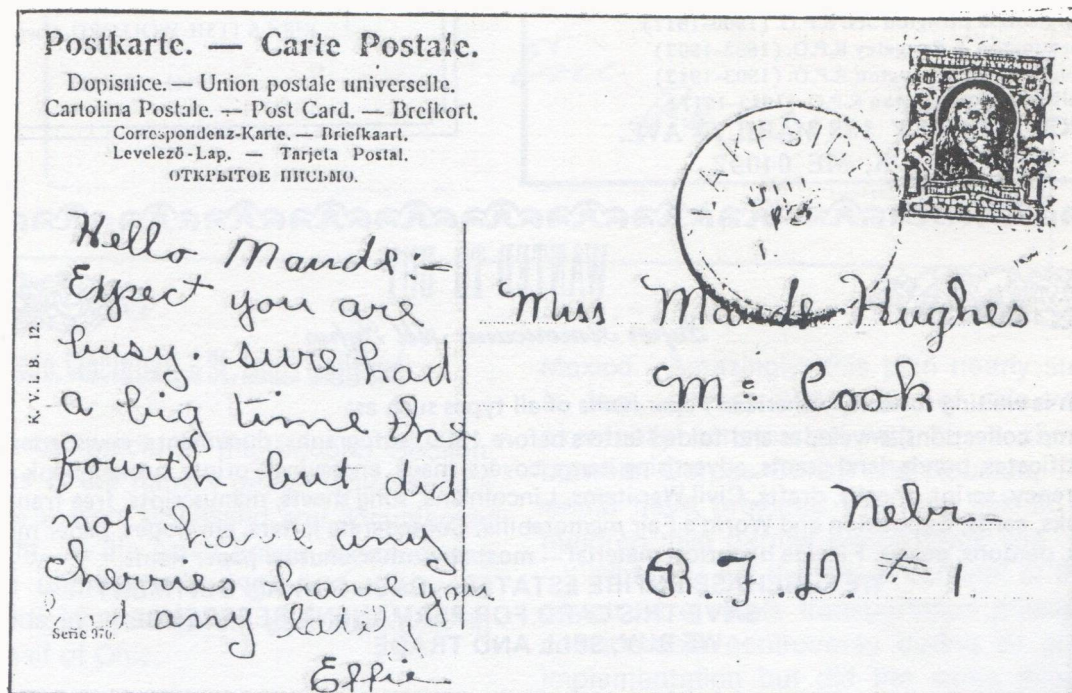
Lunsford. They traveled with a team and wagon carrying mail to the Pawlet post office, located on the Pawlet Ranch. There they changed horses and proceeded west to Orlando, where they stayed overnight before making the return trip. The Pawlet post office was discontinued at the end of 1920, but the ranch is still in operation under the ownership of Victor and Martha Eldred.

Service to the outlying post offices north of Lakeside came out of the Ellsworth post office, which is located eight miles east of Lakeside. The Ellsworth post office was established on October 19, 1897. At various times the Ellsworth post office supplied mail to the post offices at Hamilton, Strasburger, Spade, Sandoz, Jess, Luella, Kenomi, and Grayson.

One early carrier from Ellsworth was George Beckler. His parents had come from the Chicago area to Homestead, and his mother, Florence Beckler, was the postmaster at Hamilton. George had a "Reo" truck in which he carried the mail. One summer the customers on the northern part of his route complained that their catalogs from Sears and Montgomery Ward had not arrived. It seems that George had 'borrowed' them to 'pave' a sandy cut on the mail route where his truck was continually getting stuck. He placed the catalogs in the tracks where his truck wheels would go, giving him the needed traction.

The outlying post offices were normally housed on a ranch or at a school house in some location where it was convenient for area residents. Neighboring ranchers would ride horses or walk to pick up their mail, which was usually delivered once a week. They would also take their cream to the post office, from where the mail carrier would transport it to Lakeside or Ellsworth and send it by train to a creamery. This service was free to the customer. Many ranchers also raised turkeys. They would kill them - but not dress them - and place them on the train at Lakeside for Omaha, where they would be dressed and sold.

The outlying post offices closed one by one, and the mail route took on the character of a Rural Route. Spade was the last of the outliers to close in 1923. In 1938 the first mail route out of Lakeside to the north began. The first carrier on this new route was Walter Bare. The route out of Lakeside provided 3-day per week service until 1985, when the service was improved to 6-days a week. The route covers 90 miles, serving some of the same families that had been served by the smaller post offices. Lakeside still has the route to the south, covering 105 miles six days per week. In 1989 the post office serves approximately 100 families in Sheridan and Garden counties.





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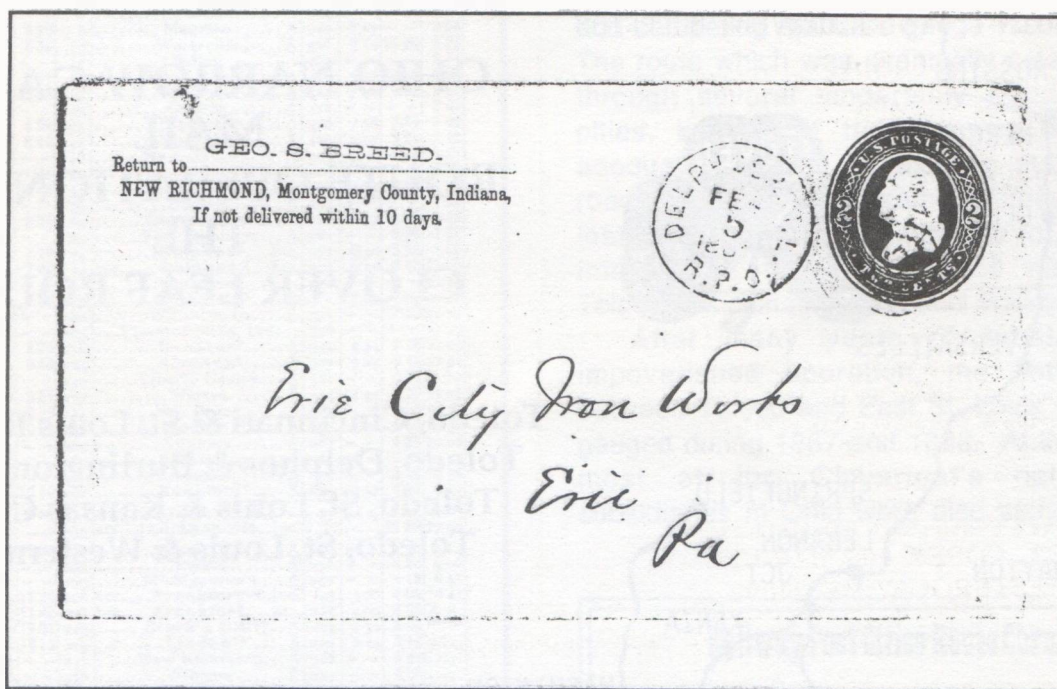
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NEW YORK



# The Second Section

## Narrow Gauge Railway Mail Routes of the Clover Leaf Route

by  
Robert G. Munshower, Jr.



### The Toledo, Cincinnati & St. Louis Railroad

In an earlier article in the Second Section, the operations of the narrow gauge Ohio River & Western Railway were discussed and documented at some length. In the same article, mention was made of the unprecedented growth of narrow gauge railroads in the midwest and especially in the western half of Ohio.

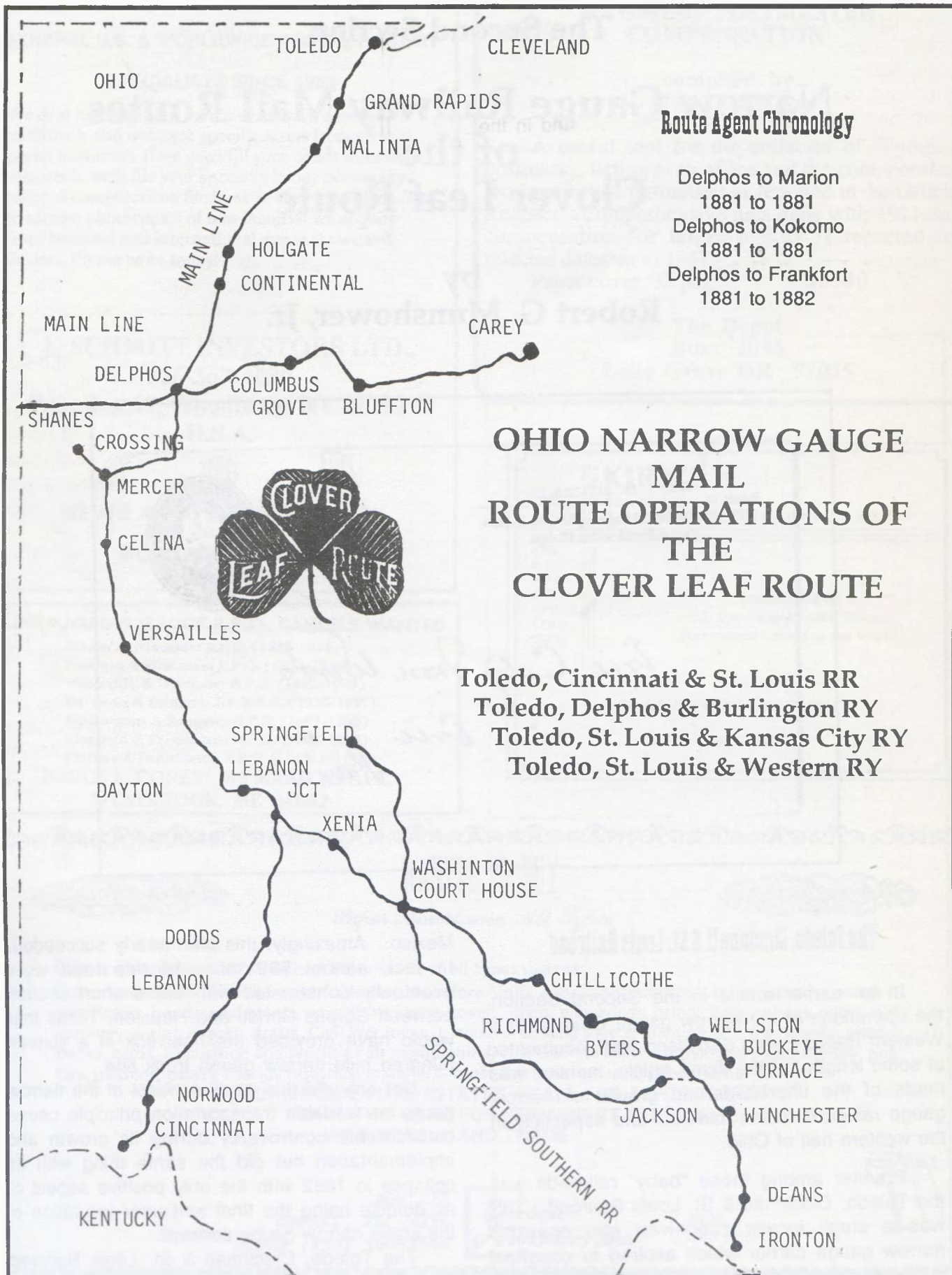
Premier among these "baby" railroads was the Toledo, Cincinnati & St. Louis Railroad. This was a small locally conceived and operated narrow gauge carrier which aspired to construct a line of road from Toledo, Ohio to the Gulf of

Mexico. Amazingly, this plan nearly succeeded. In fact, almost 800 miles of this road were eventually constructed with but a short section between Corpus Christi and Houston, Texas that would have provided the final link in a sixteen hundred mile narrow gauge trunk line.

Not only did this novel concept of the narrow gauge as a viable transportation principle cause considerable controversy during its growth and implementation but did the same thing with its collapse in 1882 with the only positive aspect of its demise being the final and utter refutation of the entire narrow gauge concept.

The Toledo, Cincinnati & St. Louis Railroad had been chartered from its beginning as a





vehicle to first test, then prove, the validity of the notion of the narrow gauge as a viable transportation concept. Conceived with the idea of becoming a through narrow gauge trunk line offering great economies of operation and in the transportation of people and freight between the Great Lakes and St. Louis. The railroad had to charter and construct several other railroads while at the same time acquiring others. Two of these other roads had to be converted from standard to narrow gauge.

## Route Agent and Railway Post Office Route Chronology

Dayton & Wellston Agt.  
1881 to Aug 1882  
Dayton & Wellston RPO  
Aug 1882 to Nov 1883  
Dayton & Ironton RPO  
Nov 1883 to Mar 1915  
(NG to 1887)

Mix.	1	9	5	Mix.	June 21, 1899	Mix.	8	4	2
A M	18 05	12 20	16 00	LVE.	Central time: ARR.	A M	P M	P M	P M
15 30	—	—	—	1	Toledo 1 (Union Station)	8 45	10 35	5 55	—
5 55	8 27	12 41	5 19	2	Yards	—	—	—	3 34
6 15	8 40	12 53	5 30	3	Maumee	8 57	—	—	3 23
6 30	8 50	1 01	—	4	Waterloo	9 14	10 08	3 14	—
7 00	9 01	1 12	5 47	5	Bailey	—	—	—	3 04
7 20	9 11	1 21	5 56	6	Grand Rapids	7 50	8 50	2 55	—
7 37	9 20	1 28	—	7	McClure	7 48	8 42	2 47	—
8 23	9 26	1 31	8 05	8	Grelton	—	—	—	2 42
9 41	9 41	1 38	8 18	9	Malinta	7 38	8 32	2 28	—
10 00	9 49	1 54	—	10	Holgate	7 47	8 20	2 21	—
10 18	9 58	2 03	—	11	New Uvaria	—	—	—	2 12
11 50	10 07	2 11	8 42	12	North Creek	7 43	8 58	2 04	—
12 10	10 14	2 17	—	13	Continental	—	—	—	1 54
12 30	10 19	2 22	8 58	14	Dupont	6 53	8 47	1 48	—
1 32	10 34	2 36	—	15	Cleveland	—	—	—	1 32
2 16	10 45	2 53	7 18	16	Fort Jennings	6 30	8 25	1 20	—
2 16	10 55	3 06	7 25	17	Delphos lve.	6 25	8 18	1 05	—
2 47	11 08	3 13	—	18	Delphos arr.	—	—	—	12 53
3 40	11 26	3 29	7 52	19	Venedocia	6 00	7 52	12 45	—
4 30	11 45	3 50	—	20	Ohio City	—	—	—	12 31
4 50	11 51	3 58	—	21	Willshire, O.	—	—	—	12 15
5 16	12 05	4 10	8 28	22	Pleasant Mill, Ind.	—	—	—	12 05
5 32	12 35	4 42	8 58	23	Decatur	5 34	7 18	11 34	—
5 49	12 49	4 58	—	24	Bluffton	5 09	6 48	11 22	—
6 00	1 08	5 18	9 21	25	Liberty Centre	—	—	—	11 07
6 16	1 18	5 33	9 33	26	Warren	4 47	6 20	10 54	—
6 30	1 40	5 58	9 54	27	Van Huren	—	—	—	10 32
6 45	2 03	6 24	—	28	Marion	4 32	6 05	10 08	—
6 58	2 13	6 36	—	29	Swayze	—	—	—	9 57
7 10	2 18	6 43	—	30	Sycamore	—	—	—	9 54
7 25	2 35	7 10	10 48	31	Greentown	—	—	—	9 37
7 40	2 48	7 23	—	32	Kokomo	—	—	—	9 32
7 55	2 58	7 33	—	33	(Via I. D. & W.)	—	—	—	—
8 10	3 07	7 42	—	34	Indianapolis lve.	—	—	—	—
8 25	3 10	7 45	—	35	Runnsville	—	—	—	—
8 40	3 20	7 55	—	36	Forest	—	—	—	—
8 55	3 30	8 05	—	37	Michigantown	—	—	—	—
9 10	3 40	8 15	—	38	Frankfort lve.	—	—	—	—
9 25	3 50	8 25	—	39	Frankfort arr.	—	—	—	—
9 40	4 00	8 35	—	40	Clark's Hill	—	—	—	—
9 55	4 10	8 45	—	41	Linden	—	—	—	—
10 10	4 20	8 55	—	42	New Richmond	—	—	—	—
10 25	4 30	9 05	—	43	Wingate	—	—	—	—
10 40	4 40	9 15	—	44	Mellott	—	—	—	—
10 55	4 50	9 25	—	45	Veederburg	—	—	—	—
11 10	5 00	9 35	—	46	Silverwood	—	—	—	—
11 25	5 10	9 45	—	47	Cayuga	—	—	—	—
11 40	5 20	9 55	—	48	Ridge Farm	—	—	—	—
11 55	5 30	10 05	—	49	(Via I. D. & W.)	—	—	—	—
12 10	5 40	10 15	—	50	Indianapolis arr.	—	—	—	—
12 25	5 50	10 25	—	51	Metolfe	—	—	—	—
12 40	6 00	10 35	—	52	Brocton	—	—	—	—
12 55	6 10	10 45	—	53	Oakland	—	—	—	—
1 10	6 20	10 55	—	54	Charleston lve.	—	—	—	—
1 25	6 30	11 05	—	55	Charleston arr.	—	—	—	—
1 40	6 40	11 15	—	56	Lerna	—	—	—	—
1 55	6 50	11 25	—	57	Nooga	—	—	—	—
2 10	7 00	11 35	—	58	Stewardson	—	—	—	—
2 25	7 10	11 45	—	59	Mode	—	—	—	—
2 40	7 20	11 55	—	60	Cowden	—	—	—	—
2 55	7 30	12 05	—	61	Herrick	—	—	—	—
3 10	7 40	12 15	—	62	Ramsey	—	—	—	—
3 25	7 50	12 25	—	63	Fillmore	—	—	—	—
3 40	8 00	12 35	—	64	Coffeen	—	—	—	—
3 55	8 10	12 45	—	65	Donnellson	—	—	—	—
4 10	8 20	12 55	—	66	Sorento	—	—	—	—
4 25	8 30	1 05	—	67	New Douglas	—	—	—	—
4 40	8 40	1 15	—	68	Alhambra	—	—	—	—
4 55	8 50	1 25	—	69	Edwardsville	—	—	—	—
5 10	9 00	1 35	—	70	Glen Carbon	—	—	—	—
5 25	9 10	1 45	—	71	Madison Yard	—	—	—	—
5 40	9 20	1 55	—	72	East St. Louis	—	—	—	—
5 55	9 30	2 05	—	73	St. Louis lve.	—	—	—	—
6 10	9 40	2 15	—	74	(Union Station)	—	—	—	—

Additional Trains—Leave Decatur 46 00 a.m., arriving at Delphos a.m. Leave Charleston 46 10 a.m., arriving at Frankfort 5 50 p.m. Leave Decatur 47 00 a.m., arriving at Frankfort 8 40 p.m.

Undercapitalized from the start, the road faced disastrous competition from the parallel and competing standard gauge Wabash Railroad. The route which was eventually selected crossed through several moderately sized midwestern cities, but all of these towns were already adequately served by existing standard gauge roads. It was these same railroads who were loathe to admit the existence of, much less interchange freight with, the narrow gauge Toledo, Cincinnati & St. Louis Railroad.

After many years of substandard and impoverished operation, the entire trackage between Toledo and East St. Louis was standard gauged during 1887 and 1888. At the same time, most of the Cloverleaf's narrow gauge subsidiaries in Ohio were also standard gauged.

## Railway Post Office Route Chronology

Delphos & Veederburg RPO  
Aug 1882 to Dec 1882  
Delphos & Charleston RPO  
Dec 1882 to May 1883  
Delphos & East St. Louis RPO  
May 1883 to June 1883  
Delphos & St. Louis RPO  
June 1883 to Feb 1885  
Toledo, Delphos & St. Louis RPO  
Feb 1885 to July 1885  
Toledo & Frankfort RPO  
July 1885 to Nov 1897  
Frankfort & St. Louis RPO  
July 1885 to Nov 1897  
(NG to 1887 and 1888)



Afterwards the company went through several bankruptcies and name changes. After purchasing, then losing, the Chicago & Alton Railroad, it was acquired by the Nickel Plate Road along with the Wheeling & Lake Erie Railway and the Lake Erie & Western Railway.

Most of the trackage of the old Toledo, Cincinnati & St. Louis Railway remained intact



TOLEDO, DELPHOS & BURLINGTON RAILROAD.											
Gen. J. M. CONSE, President, New York.						I. H. BURGOON, Superintendent of Transportation, Delphos, O.					
J. IRVINE, Vice-President, Toledo, O.						H. Z. EATON, Cashier, Paymaster and Purchasing Agt., Toledo, O.					
R. G. BUTLER, Gen. Manager, " H. STEWARD, Sec'y and Treasurer, New York.						G. G. GRUND, Act'g Gen. Freight and Passenger Agt., Toledo, O.					
W. J. SIERMAN, Chief Engineer, Toledo, O.						G. H. TIER, Master Mechanic, Delphos, O.					
J. W. McELVAIN, Auditor, " General Offices—Toledo, Ohio.											
Mix.	Acc.	Exs.	Ms.	December 12, 1880.				Ms.	Exs.	Acc.	Mix.
(Columbus time.)											
A.M.	P.M.	A.M.	P.M.					P.M.	A.M.	P.M.	A.M.
16 00	14 10	18 10	01	ve.... Toledo <sup>1</sup> δ	arr.	181	4 30	8 35	2 45		
6 20	4 55	8 25	3	..... City Park.....		178	4 15	8 25	2 14		
6 45	5 05	8 38	7	..... Miami.....		174	4 02	8 05	1 45		
6 50	5 12	8 43	0	..... South Toledo δ		172	3 52	8 00	1 28		
7 25	5 23	8 57	12	..... Presque Isle.....		169	3 30	7 49	1 00		
7 42	5 30	9 05	15	..... Waterville δ		166	3 30	7 42	12 40		
8 00	5 43	9 14	19	..... Bailey Post Office.....		162	3 20	7 30	12 19		
8 45	6 00	9 34	25	..... Grand Rapids δ		156	2 58	7 10	11 22		
9 20	P.M.	6 40	29	..... McClure.....		152	2 43	A.M.	10 57		
9 40		10 00	33	..... Grellon.....		148	2 28		10 32		
10 15		10 15	35	..... Malinta.....		146	2 18		10 15		
11 05		10 42	42	..... Holgate <sup>2</sup> δ		139	1 50		9 25		
11 35		10 57	46	..... New Bavaria.....		135	1 35		8 50		
11 50		11 05	48	..... Pleasant Bend.....		133	1 27		8 47		
12 12		11 17	51	..... North Creek.....		130	1 15		8 28		
12 26		11 24	53	..... Wisterman.....		128	1 05		8 16		
12 42		11 49	58	..... Dupont δ		123	12 45		7 35		
12 49		12 00	61	..... Evansville.....		120	12 28		7 15		
1 00		12 05	62	..... Huntstown.....		119	12 23		7 08		
1 04		12 15	64	..... Muntanna.....		117	12 15		7 57		
1 18		12 24	66	..... Douglass.....		115	12 01		6 43		
1 35	Mix.	12 34	69	..... Fort Jennings.....		112	11 55	Mix.	6 25		
1 50	A.M.	12 40	74	arr. Delphos δ	arr.	107	11 35	P.M.	16 00		
1 50		1 00	74	ve. Landeck.....		107	11 30		6 30	A.M.	
2 04		1 14	77	..... Venedocia.....		104	11 02		6 35		
2 12		1 32	81	..... Jonestown.....		97	10 46		6 11		
2 14		1 47	84	..... Elgin.....		95	10 33		6 08		
2 33		1 55	86	..... Shasta.....		93	10 25		6 08		
2 40		2 01	88	..... Enterprise <sup>4</sup> δ		91	10 18		6 08		
2 52		2 09	90	..... Dull.....		89	10 09		6 05		
3 10		2 18	92	..... Abanaka.....		87	10 00		6 02		
3 23		2 25	94	..... Willshire, O.....		81	9 36		5 58		
3 28		2 47	100	..... Pleasant Mills, Ind.....		78	9 23		5 50		
3 30		3 00	103	..... Decatur <sup>5</sup> δ		72	9 00		5 27		
3 47		3 41	113	..... Peterson.....		68	8 40		5 14		
3 54		3 55	117	..... Curryville.....		64	8 26		5 03		
3 54		4 01	118	..... Craigville.....		63	8 20		5 00		
3 54		4 21	123	..... Bluffton <sup>6</sup> δ		58	8 00		4 50		
3 54		4 45	129	..... Liberty Centre.....		52	7 36		4 32		
4 09		4 58	132	..... Bohmer.....		49	7 23		4 09		
4 18		5 03	133	..... Buckeye.....		48	7 18		4 01		
5 00		5 25	137	..... Warren.....		44	7 00		4 30		
5 00		5 55	145	..... Van Buren.....		36	6 30		4 10		
5 00		6 30	155	..... Marion <sup>7</sup> δ		20	5 50		4 00		
5 00	P.M.	6 15	165	..... Roseburg.....		21	A.M.	A.M.			
5 00		6 15	165	..... Swazy <sup>8</sup> .....		16					
5 00		6 15	170	..... Sycamore Corners.....		11					
5 00		6 15	172	..... Greentown.....		9					
5 00		6 15	176	..... Vermont.....		5					
5 00		6 15	182	..... Kokomo <sup>9</sup> .....		0					
				ARRIVE	LEAVE						

CONNECTIONS.—<sup>1</sup> With railroads diverging for the east, west and north. <sup>2</sup> With Chicago Division Baltimore & Ohio R. R. <sup>3</sup> With Pittsburg, Fort Wayne & St. Louis R. R. <sup>4</sup> With C. V. W. & St. L. R. R. for Van Wert, & with Grand Rapids & Indiana R. R. <sup>5</sup> With Fort Wayne, Alliance & Cincinnati R. R. <sup>6</sup> With Pittsburg, Cincinnati & St. Louis R. R. <sup>7</sup> Indianapolis, Peru & Chicago R. R., and Frankfort & Kokomo R. R.

Trains marked \* run daily, except Sunday; + Coupon stations; δ Telegraph stations; 6 meals.

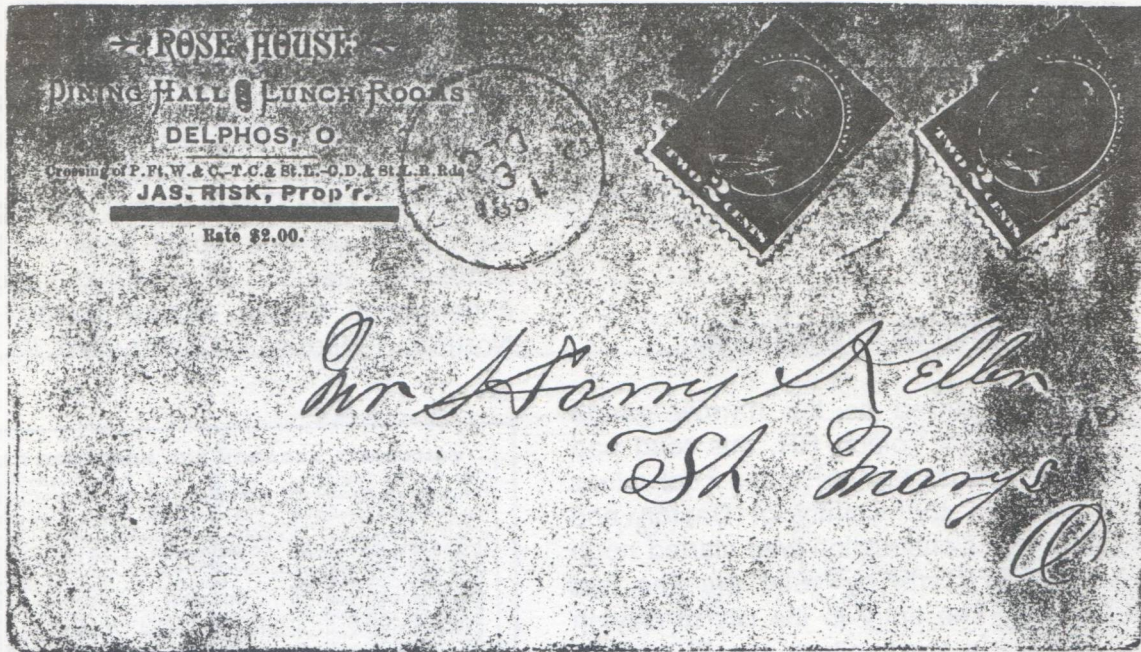
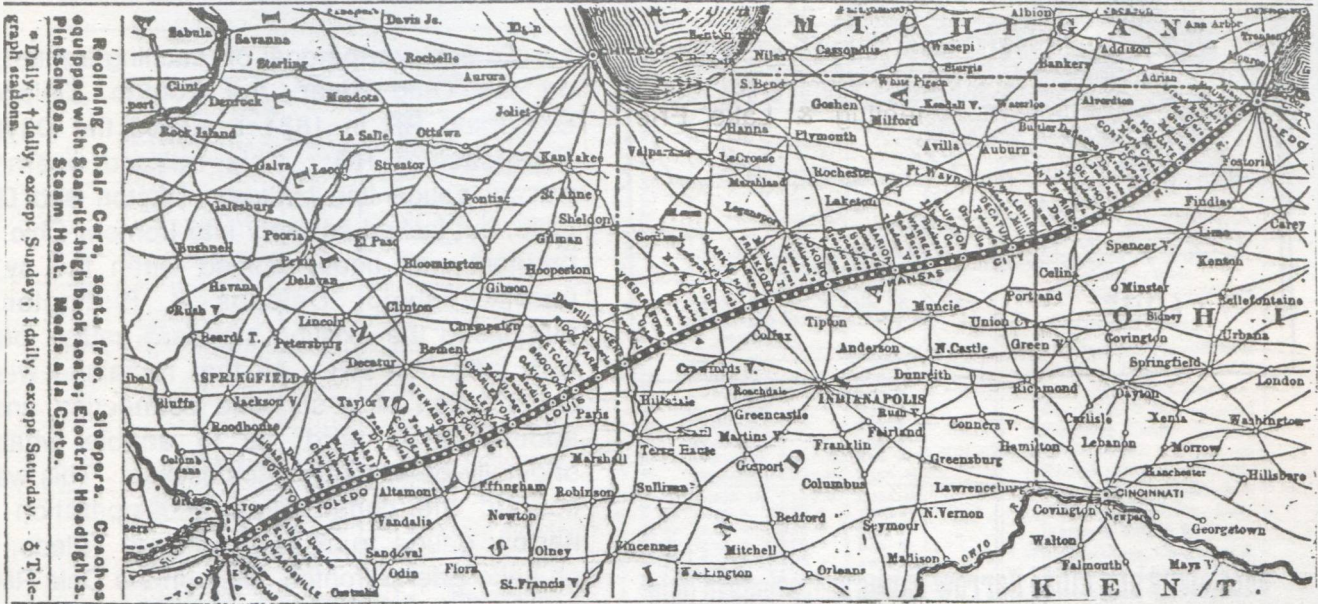
## Corporate Chronology

On May 21, 1881 the  
Frankfort & Kokomo RR (5-81)  
was absorbed by the  
Toledo, Cincinnati & St. Louis Railway (NG)  
which acquired the  
Tuscola, Charleston & Vincennes RR (7-81)  
Charleston, Neoga & St. Louis RR (7-81)  
Vermillion & State Line RR (7-81)  
On March 2, 1882 the  
Toledo, Cincinnati & St. Louis RY (NG)  
acquired the  
Frankfort, St. Louis & Toledo RR (3-82)  
which was composed of the  
Kokomo & Marion RY (4-76)  
Marion & Ottawa RR (4-76)  
and on March 2nd, 1882 the  
Toledo, Cincinnati & St. Louis RY (NG)  
absorbed the  
Toledo, Delphos & Burlington RY (NG) (3-82)  
and on May 8th, 1883 the  
Toledo, Cincinnati & St. Louis RY (NG)  
absorbed the  
Cincinnati Northern RY (5-83) (NG-94)  
Spring Grove, Avondale & Cincinnati RY (5-83)  
then on June 28th, 1884 the  
Toledo, Cincinnati & St. Louis RY (6-84) (NG)  
was sold under foreclosure and emerged as the  
Toledo, St. Louis & Kansas City RR (NG to 1888)



until the Norfolk & Western Railway acquired the Nickel Plate. Large sections of the former route were abandoned or sold off, a process that continues under the present owner, the Norfolk Southern Railroad.





### TOLEDO, ST. LOUIS & KANSAS CITY R.R.—Clover Leaf Route.

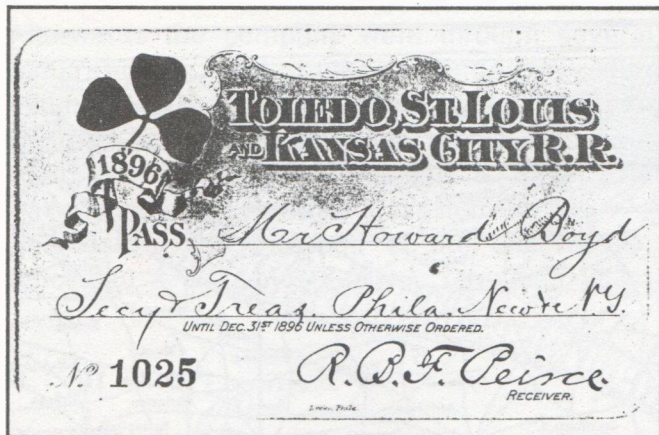
437

SAMUEL HUNT, Receiver, Toledo, O.  
 E. O. REED, Acting Auditor, "  
 M. L. CROWELL, Paymaster and Cashier, "  
 W. S. WOOD, Freight Traffic Manager, "  
 C. C. JENKINS, General Passenger Agent, "  
 J. W. SHERWOOD, General Superintendent, "  
 L. T. WESTWICH, Division Supt., St. Louis, Mo.  
 FRED. G. BOYD, Trav. Pas. Agent, Toledo, O.  
 J. E. DAVENPORT, District Passenger Agent, 505 Olive Street, St. Louis, Mo.

A. W. ECCLESTONK, Eastern Passenger Agent, 353 Broadway, New York.  
 N. B. BAIRD, Traveling Passenger Agent, 505 Olive Street, St. Louis, Mo.  
 W. J. SCOTT, Division Freight Agent, 508 Hauser Building, St. Louis, Mo.  
 N. McKINNON, Supt. of Telegraph, Toledo, O.  
 C. B. McVAY, Purchasing Agent, "  
 D. F. MILNE, Superintendent Car Service, "  
 F. F. GRAVER, Contracting Agent, General Offices—Toledo, O.

R. HOSBURY, Gen. Live Stock & Produce Agent, Toledo, O.  
 F. N. DOWLER, General Eastern Freight Agent, 353 Broadway, New York.  
 A. A. PERRY, Commercial Agent, Buffalo, N. Y.  
 A. W. CLUSH, Commercial Agent, Detroit, Mich.  
 F. A. BARNER, Acting Agent, 459 The Arcade, Cleveland, O.  
 L. L. TAAYR, Commercial Agent, Exchange Building, Kansas City, Mo.





## Subsidiary and Allied Narrow Gauge Operations in Ohio

A number of existing small narrow gauge railroads in Ohio were acquired and operated by the Toledo, Cincinnati & St. Louis Railroad. Each was quite unique and the history of each is interesting in its own right. Almost every one of these smaller narrow gauge railroads operated route agencies or railway post offices for varying periods of time.

### Dayton, Covington & Toledo Railroad

Originally chartered as the narrow gauge Dayton, Covington & Toledo RR, this road had been built primarily to tap the many coal mines and coal fields in the vicinity of Dayton and Chillicothe, Ohio. Construction was started north of Dayton in 1878 and by 1880 the line had entered Dayton. The entry to the city of Dayton was secured via a third rail on the Pittsburgh, Cincinnati & St. Louis Ry. Things then began to look up for the little narrow gauge road when in 1880 it was made a part of the growing narrow gauge trunk line, Toledo, Delphos & Burlington RR. The Toledo, Delphos & Burlington RR continued to push its own tracks south until it reached Versailles, Ohio, where it made a connection with the Dayton, Covington & Toledo RR.

As the Toledo, Delphos & Burlington RR continued to expand south and east, it began to cast its corporate eye on both the Ohio River and the city of Cincinnati, Ohio as terminals and sources of additional traffic to the growing

## Dayton & Southeastern Railroad

To achieve the goal of reaching Ironton, Ohio on the Ohio River, the Toledo, Delphos & Burlington RR in 1881 acquired the Dayton & Southeastern RR. This railroad operated a narrow gauge line between Dayton and Deans, Ohio, but lacked an entry into Ironton, Ohio. This problem was neatly solved when the by then parent Toledo, Delphos & Burlington RR purchased the existing standard gauge fourteen mile long Iron RR. All that remained was the construction of a six mile connection and the addition of a third rail to enable what had originally been thought impossible. This was, of course, the construction and operation of a narrow gauge trunk railroad from Toledo, Ohio on Lake Erie to Ironton, Ohio on the Ohio River.

## Cincinnati Northern Railroad

Now that an outlet to the Ohio River had been achieved, the Toledo, Delphos & Burlington RR began to plan for an extension of its line into the booming railroad and commercial hub of Cincinnati, Ohio. The logical starting point for such an expansion would begin in the city of Cincinnati itself. This would result in the construction of the narrow gauge Cincinnati Northern Railroad. Constructed in 1880 and

CINCINNATI, LEBANON AND NORTHERN RAILWAY.													
Geo. HARRIS, President.							A. J. LOVE, Master Transportation.						
P. L. DODD, Jr., Auditor & G. F. & P. A.							General Offices—Cincinnati, Ohio.						
Sun.	Ex.	Acc.	Mail	Ma.	June 24, 1880.		Ex.	Acc.	Mail	Sun.	CONNECTIONS.—With railroads diverging. With Ohio & North-western R.R. With Cin. Wash. & Balt. R.R.		
P. M.	P. M.	P. M.	P. M.	A. M.	LEAVE	ARRIVE	A. M.	P. M.	P. M.	A. M.			
6:30	10:00	11:00	16:45	0	Cincinnati	8:20	1:10	8:40	9:45				
6:39	6:10	1:05	6:55	1	Oak Street	8:10	1:00	6:30	9:35				
6:42	6:12	2:02	6:58	2	Avondale	8:06	12:57	6:27	9:32				
6:46	6:15	2:06	7:02	3	Idlewild	8:01	12:53	6:24	9:28				
6:49	6:21	2:05	7:05	4	Ivanhoe	7:58	12:50	6:21	9:25				
6:49	6:25	2:11	7:06	4	Hopkins Avenue	7:56	12:49	6:17	9:24				
6:51	6:25	2:12	7:08	5	Norwood	7:53	12:47	6:16	9:22				
6:53	6:28	2:15	7:10	5	East Norwood	7:51	12:45	6:13	9:20				
6:55	6:30	2:17	7:12	6	McCullough's	7:48	12:42	6:10	9:17				
6:56	6:31	2:18	7:13	6	Lester Road	7:46	12:41	6:09	9:16				
6:57	6:33	2:20	7:15	6	Pleasant Ridge	7:44	12:39	6:07	9:14				
6:59	6:37	2:25	7:18	7	Woodford	7:40	12:35	6:03	9:09				
6:59	6:38	2:26	7:19	7	Kennedy	7:39	12:34	6:02	9:08				
6:59	6:43	2:30	7:24	9	Silverton	7:34	12:29	6:07	9:04				
6:59	6:46	2:33	7:27	10	Schenck	7:31	12:26	6:04	9:01				
6:59	6:48	2:35	7:29	10	Milledale	7:30	12:24	6:03	8:59				
6:59	6:48	2:35	7:29	10	Terre Alta	7:29	12:23	6:02	8:58				
6:59	6:48	2:35	7:29	10	Blue Ash	7:28	12:22	6:01	8:55				
6:59	6:48	2:35	7:29	10	Montgomery	7:27	12:21	6:00	8:55				
6:59	6:48	2:35	7:29	10	Hazlewood	7:26	12:20	5:59	8:45				
6:59	6:48	2:35	7:29	10	Bacon	7:25	12:19	5:58	8:42				
6:59	6:48	2:35	7:29	10	Miltonson	7:24	12:18	5:57	8:32				
6:59	6:48	2:35	7:29	10	Mason	7:23	12:17	5:56	8:24				
6:59	6:48	2:35	7:29	10	Lebanon	7:22	12:16	5:55	8:20				
6:59	6:48	2:35	7:29	10	Dodd's	7:21	12:15	5:54	8:16				
6:59	6:48	2:35	7:29	10	Lebanon	7:20	12:14	5:53	8:10				
6:59	6:48	2:35	7:29	10	Lebanon	7:19	12:13	5:52	8:04				
6:59	6:48	2:35	7:29	10	Lebanon	7:18	12:12	5:51	7:58				
6:59	6:48	2:35	7:29	10	Lebanon	7:17	12:11	5:50	7:52				
6:59	6:48	2:35	7:29	10	Lebanon	7:16	12:10	5:49	7:46				
6:59	6:48	2:35	7:29	10	Lebanon	7:15	12:09	5:48	7:40				
6:59	6:48	2:35	7:29	10	Lebanon	7:14	12:08	5:47	7:34				
6:59	6:48	2:35	7:29	10	Lebanon	7:13	12:07	5:46	7:28				
6:59	6:48	2:35	7:29	10	Lebanon	7:12	12:06	5:45	7:22				
6:59	6:48	2:35	7:29	10	Lebanon	7:11	12:05	5:44	7:16				
6:59	6:48	2:35	7:29	10	Lebanon	7:10	12:04	5:43	7:10				
6:59	6:48	2:35	7:29	10	Lebanon	7:09	12:03	5:42	7:04				
6:59	6:48	2:35	7:29	10	Lebanon	7:08	12:02	5:41	6:58				
6:59	6:48	2:35	7:29	10	Lebanon	7:07	12:01	5:40	6:52				
6:59	6:48	2:35	7:29	10	Lebanon	7:06	12:00	5:39	6:46				
6:59	6:48	2:35	7:29	10	Lebanon	7:05	11:59	5:38	6:40				
6:59	6:48	2:35	7:29	10	Lebanon	7:04	11:58	5:37	6:34				
6:59	6:48	2:35	7:29	10	Lebanon	7:03	11:57	5:36	6:28				
6:59	6:48	2:35	7:29	10	Lebanon	7:02	11:56	5:35	6:22				
6:59	6:48	2:35	7:29	10	Lebanon	7:01	11:55	5:34	6:16				
6:59	6:48	2:35	7:29	10	Lebanon	7:00	11:54	5:33	6:10				
6:59	6:48	2:35	7:29	10	Lebanon	6:59	11:53	5:32	6:04				
6:59	6:48	2:35	7:29	10	Lebanon	6:58	11:52	5:31	5:58				
6:59	6:48	2:35	7:29	10	Lebanon	6:57	11:51	5:30	5:52				
6:59	6:48	2:35	7:29	10	Lebanon	6:56	11:50	5:29	5:46				
6:59	6:48	2:35	7:29	10	Lebanon	6:55	11:49	5:28	5:40				
6:59	6:48	2:35	7:29	10	Lebanon	6:54	11:48	5:27	5:34				
6:59	6:48	2:35	7:29	10	Lebanon	6:53	11:47	5:26	5:28				
6:59	6:48	2:35	7:29	10	Lebanon	6:52	11:46	5:25	5:22				
6:59	6:48	2:35	7:29	10	Lebanon	6:51	11:45	5:24	5:16				
6:59	6:48	2:35	7:29	10	Lebanon	6:50	11:44	5:23	5:10				
6:59	6:48	2:35	7:29	10	Lebanon	6:49	11:43	5:22	5:04				
6:59	6:48	2:35	7:29	10	Lebanon	6:48	11:42	5:21	4:58				
6:59	6:48	2:35	7:29	10	Lebanon	6:47	11:41	5:20	4:52				
6:59	6:48	2:35	7:29	10	Lebanon	6:46	11:40	5:19	4:46				
6:59	6:48	2:35	7:29	10	Lebanon	6:45	11:39	5:18	4:40				
6:59	6:48	2:35	7:29	10	Lebanon	6:44	11:38	5:17	4:34				
6:59	6:48	2:35	7:29	10	Lebanon	6:43	11:37	5:16	4:28				
6:59	6:48	2:35	7:29	10	Lebanon	6:42	11:36	5:15	4:22				
6:59	6:48	2:35	7:29	10	Lebanon	6:41	11:35	5:14	4:16				
6:59	6:48	2:35	7:29	10	Lebanon	6:40	11:34	5:13	4:10				
6:59	6:48	2:35	7:29	10	Lebanon	6:39	11:33	5:12	4:04				
6:59	6:48	2:35	7:29	10	Lebanon	6:38	11:32	5:11	3:58				
6:59	6:48	2:35	7:29	10	Lebanon	6:37	11:31	5:10	3:52				
6:59	6:48	2:35	7:29	10	Lebanon	6:36	11:30	5:09	3:46				
6:59	6:48	2:35	7:29	10	Lebanon	6:35	11:29	5:08	3:40				
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6:59	6:48	2:35	7:29	10	Lebanon	6:32	11:26	5:05	3:22				
6:59	6:48	2:35	7:29	10	Lebanon	6:31	11:25	5:04	3:16				
6:59	6:48	2:35	7:29	10	Lebanon	6:30	11:24	5:03	3:10				
6:59	6:48	2:35	7:29	10	Lebanon	6:29	11:23	5:02	3:04				
6:59	6:48	2:35	7:29	10	Lebanon	6:28	11:22	5:01	2:58				
6:59	6:48	2:35	7:29	10	Lebanon	6:27	11:21	5:00	2:52				
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6:59	6:48	2:35	7:29	10	Lebanon	6:25	11:19	4:58	2:40				
6:59	6:48	2:35	7:29	10	Lebanon	6:24	11:18	4:57	2:34				
6:59	6:48	2:35	7:29	10	Lebanon	6:23	11:17	4:56	2:28				
6:59	6:48	2:35	7:29	10	Lebanon	6:22	11:16	4:55	2:22				
6:59	6:48	2:35	7:29	10	Lebanon	6:21	11:15	4:54	2:16				
6:59	6:48	2:35	7:29	10	Lebanon	6:20	11:14	4:53	2:10				
6:59	6:48	2:35	7:29	10	Lebanon	6:19	11:13	4:52	2:04				
6:59	6:48	2:35	7:29	10	Lebanon	6:18	11:12	4:51	1:58				
6:59	6:48	2:35	7:29	10	Lebanon	6:17	11:11	4:50	1:52				
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6:59	6:48	2:35	7:29	10	Lebanon	6:15	11:09	4:48	1:40				
6:59	6:48	2:35	7:29	10	Lebanon	6:14	11:08	4:47	1:34				
6:59	6:48	2:35	7:29	10	Lebanon	6:13	11:07	4:46	1:28				
6:59	6:48	2:35	7:29	10	Lebanon	6:12	11:06	4:45	1:22				
6:59	6:48	2:35	7:29	10	Lebanon	6:11	11:05	4:44	1:16				
6:59	6:48	2:35	7:29	10	Lebanon	6:10	11:04	4:43	1:10				
6:59	6:48	2:35	7:29	10	Lebanon	6:09	11:03	4:42	1:04				
6:59	6:48	2:35	7:29	10	Lebanon	6:08	11:02	4:41	1:00				
6:59	6:48	2:35	7:29	10	Lebanon	6:07	11:01	4:40	1:00				
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6:59	6:48	2:35	7:29	10	Lebanon	6:03	10:57	4:36	1:00				
6:59	6:48	2:35	7:29	10	Lebanon	6:02	10:56	4:35	1:00				
6:59	6:48	2:35	7:29	10	Lebanon	6:01	10:55	4:34	1:00				
6:59	6:48	2:35	7:29	10	Lebanon	6:00	10:54	4:33	1:00				
6:59	6:48	2:35	7:29	10	Lebanon	5:59	10:53	4:32	1:00				
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6:59	6:48	2:35	7:29	10	Lebanon	5:57	10:51	4:30	1:00				
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6:59	6:48	2:35	7:29	10	Lebanon	5:55	10:49	4:28	1:00				
6:59	6:48	2:35	7:29	10	Lebanon	5:54	10:48	4:27	1:00				
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6:59	6:48	2:35	7:29	10	Lebanon	5:52	10:46	4:25	1:00				
6:59	6:48	2:35	7:29	10	Lebanon	5:51	10:45	4:24	1:00				
6:59	6:48	2:35	7:29	10	Lebanon	5:50	10:44	4:23	1:00				
6:59	6:48	2:35	7										

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## DAYTON AND SOUTH-EASTERN RAILROAD.

Mixed.	Mail.	Accom.	Mls.	November 8, 1880.	Mls.	Mail.	Accom.	Mixed.	
8 15 A. M.	2 15 P. M.			lve. Cincinnati arr.	3 35 P. M.			9 35 A. M.	J. E. GIMPERLING, Receiver, Dayton, O.
10 30 A. M.	4 55 P. M.			lve. Dayton lve.	1 15 P. M.			7 15 A. M.	F. SPRAGUE, Auditor,
10 55 A. M.	7 15 A. M.	10 25 P. M.		lve. Toledo arr.		6 35 A. M.			E. F. PHOR, Purchasing Agt., Dayton, O.
2 05 P. M.	10 05 "	1 10 A. M.		" Lima "		3 20 "			W. E. COOPER, Mas. Mech., Dayton, O.
3 20 "	11 10 "	2 20 "		" Sidney "		1 45 "			
3 44 "	11 42 A. M.	2 43 "		" Piqua "		1 21 "			
4 00 "	12 02 N. M.	2 59 "		" Troy lve.		1 00 A. M.			
4 30 P. M.	12 55 N. M.	3 45 A. M.		arr. Dayton lve.		12 01 N. M.			
	3 35 P. M.			(Cleve., Col., Cin. & Ind. R. W.)					
	6 00 P. M.			lve. Cincinnati arr.	5 30 P. M.	10 50 P. M.	10 30 A. M.		STANDARD OF TIME— Columbus time.
				arr. Dayton lve.	3 05 P. M.	8 35 P. M.	8 00 A. M.		
				(Dayton & Union R. W.)					CONNECTIONS.
11 05 A. M.	4 15 A. M.			lve. Indianapolis arr.	6 05 P. M.				With Cincinnati, Hamilton & Dayton; Dayton & Michi- gan; Cleveland, Columbus, Cincinnati & Indianapolis; Pittsburg, Cincinnati & St. Louis, Xenia & Richmond Branch; Dayton & Union; New York, Pennsylvania & Ohio; and Dayton, Cov- ington & Toledo R. Ws.
3 10 P. M.	7 40 "			" Union City lve.	2 50 P. M.				With Pittsburg, Cincinnati & St. Louis, Little Miami Division and Springfield Branch.
6 30 P. M.	10 30 A. M.			arr. Dayton lve.	12 50 N. M.				With Columbus, Washington & Cincinnati R. W.
				lve. Indianapolis arr.		5 55 P. M.	12 35 N. M.		With Pittsburg, Cincinnati & St. Louis, Cincinnati & Muskingum Valley Div.; and Springfield Southern R. R.
				" Richmond lve.	3 00 "		10 10 A. M.		With Marietta & Cincinnati R. R.
				" Dayton lve.	1 00 P. M.		8 00 "		With Marietta & Cincinnati R. R., and Scioto Valley R. W.
				arr. Xenia Junction lve.	12 15 N. M.		6 35 "		With Scioto Valley R. W.
				lve. Cincinnati arr.	3 00 P. M.		6 55 "		
				arr. Xenia Junction lve.	12 20 N. M.		4 38 "		
				lve. Columbus arr.	12 20 N. M.	8 30 P. M.	8 20 "		
				arr. Xenia Junction lve.	10 30 A. M.	7 25 P. M.	6 35 A. M.		
				lve. Dayton lve.	11 15 A. M.	7 40 P. M.	5 00 A. M.		
3 15 P. M.	5 15 P. M.	7 00 A. M.	0	" Xenia lve.	10 10 "	6 25 "	3 20 "		
6 00 "	8 25 "	8 10 "	17	" Xenia Junction lve.	9 8 "	6 15 "	3 10 "		
	6 30 "	8 20 "	18	" Jamestown lve.	9 7 "	6 15 "	2 00 "		
6 30 "	7 10 "	9 15 "	30	" Allentown lve.	8 5 "	6 25 "	1 55 A. M.		
7 40 "	7 40 "	9 40 "	37	" Washington C. H. lve.	7 8 "	6 45 "	1 40 "		
10 30 P. M.	8 20 "	10 20 "	48	" Musselman's lve.	6 7 "	6 40 "	1 30 N. M.		
1 30 A. M.	8 40 "	11 45 A. M.	70	lve. Chillicothe lve.	6 5 "	6 00 "	8 00 P. M.		
3 00 "	10 30 "	12 20 N. M.	80	arr. Scioto Valley Jn lve.	3 4 "	5 40 "	7 35 "		
3 05 "	10 23 "		81	" Byers Junction lve.	3 3 "	4 00 "	6 30 "		
5 10 "	11 45 P. M.		104	" Coalton lve.	3 30 "	3 30 "	6 00 "		
9 40 "	12 10 N. M.		110	arr. Wellston lve.	3 00 A. M.		2 15 P. M.		
10 15 A. M.	1 00 A. M.		115						
				(Marietta & Cincinnati R. W.)					
				lve. Musselman's arr.	3 43 A. M.	2 50 P. M.			
				arr. Hamden lve.	3 12 A. M.	12 58 N. M.			
				" Athens lve.	1 06 A. M.	11 54 A. M.			
				" Parkersburg lve.	11 15 P. M.	10 30 A. M.			
				arr. Marietta lve.	10 55 P. M.	9 00 A. M.			
				(Baltimore & Ohio R. W.)					
				arr. Washington, D. C. lve.	10 40 A. M.	8 50 P. M.			
				" Baltimore lve.	9 10 A. M.	7 30 P. M.			
				" Philadelphia lve.	11 30 P. M.	4 00 P. M.			
				arr. New York lve.	8 55 P. M.	12 55 N. M.			
				(Scioto Valley R. W.)					
				lve. Scioto Valley Jn arr.					
				arr. Waverly lve.					
				arr. Portsmouth lve.					

J. E. GIMPERLING, Receiver,  
Dayton, O.  
F. SPRAGUE, Auditor,  
E. F. PHOR, Purchasing Agt.,  
Dayton, O.  
W. E. COOPER, Mas. Mech.,  
Dayton, O.

STANDARD OF TIME—  
Columbus time.

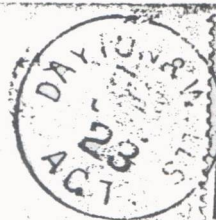
## CONNECTIONS.

- With Cincinnati, Hamilton & Dayton; Dayton & Michigan; Cleveland, Columbus, Cincinnati & Indianapolis; Pittsburg, Cincinnati & St. Louis, Xenia & Richmond Branch; Dayton & Union; New York, Pennsylvania & Ohio; and Dayton, Covington & Toledo R. Ws.
- With Pittsburg, Cincinnati & St. Louis, Little Miami Division and Springfield Branch.
- With Columbus, Washington & Cincinnati R. W.
- With Pittsburg, Cincinnati & St. Louis, Cincinnati & Muskingum Valley Div.; and Springfield Southern R. R.
- With Marietta & Cincinnati R. R.
- With Marietta & Cincinnati R. R., and Scioto Valley R. W.
- With Scioto Valley R. W.
- With Marietta & Cincinnati R. R.

### Route Agent and Railway Post Office Route Chronology

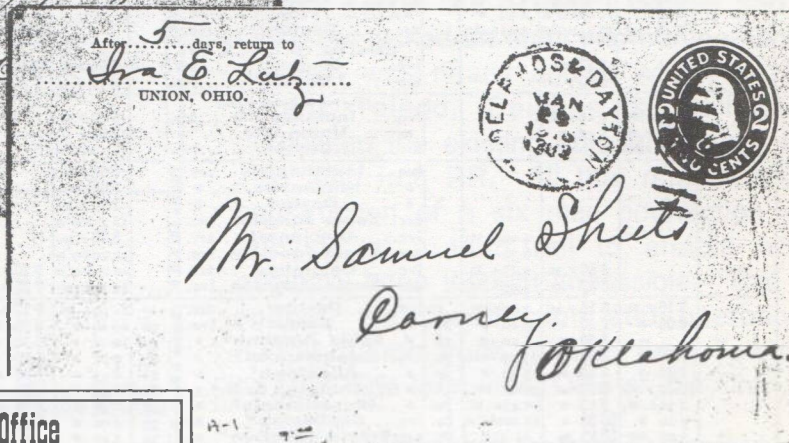
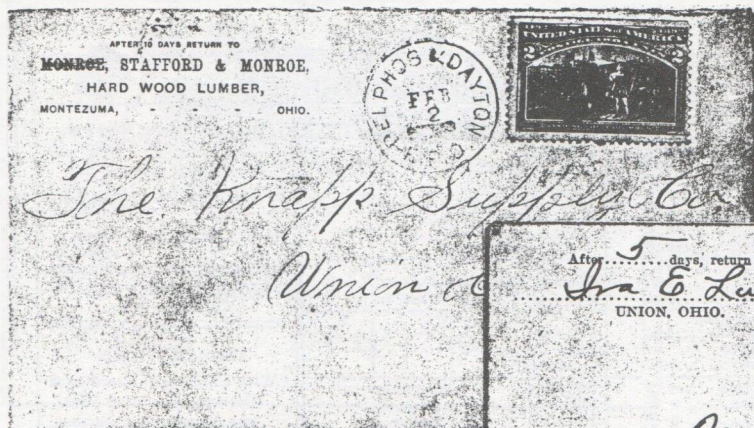
Dayton & Wellston Agt.  
1881 to Aug 1882  
Dayton & Wellston RPO  
Aug 1882 to Nov 1883  
Dayton & Ironton RPO  
Nov 1883 to Mar 1915  
(NG to 1887)

He  
Sweet  
Sweethearts



Cassine Frame  
2 Prospect Cleveland  
Ohio  
Dec 11





### Route Agent and Railway Post Office Route Chronology

Toledo, Delphos & Dayton Agt.  
 Apr 1881 to Aug 1882  
 Toledo, Delphos & Cincinnati RPO  
 Aug 1882 to Feb 1885  
 Delphos & Cincinnati RPO  
 Feb 1885 to June 1887  
 Delphos & Dayton RPO  
 June 1887 to Aug 1922  
 (NG 1881 to 1893)

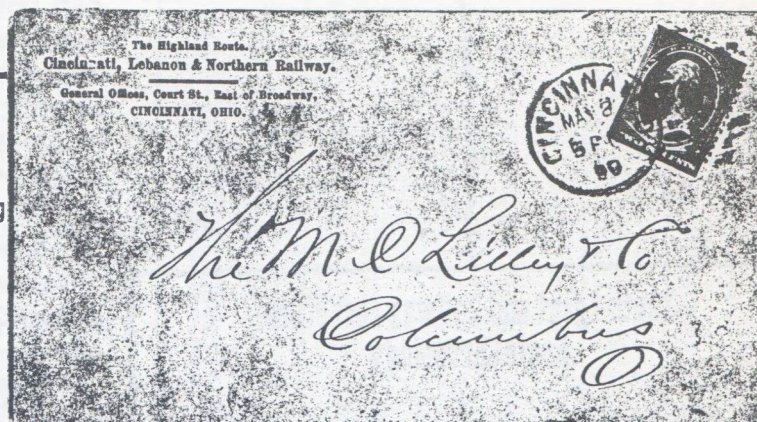
CINCINNATI, DAYTON AND CHICAGO RAILROAD.							
J. E. GIMPERLING, Superintendent, Dayton, O.							
No. 357	No. 311	Mls	December 22, 1892.	Mls	No. 316	No. 302	
1:40 P.M.		0	lve... Delphos <sup>1</sup> ...arr.	96		11:35 A.M.	
2:09 "		9	Spencerville	87		11:06 "	
3:23 "	7:45 A.M.	30	Cellina <sup>2</sup>	66	8:00 P.M.	9:52 "	
4:39 "	7:00 "	54	Versailles <sup>3</sup>	41	6:46 "	8:36 "	
5:08 "	7:28 "	65	Covington <sup>4</sup>	31	6:19 "	8:08 "	
6:19 "	7:39 "	70	Pleasant Hill	26	6:05 "	7:55 "	
6:29 "	7:47 "	74	Ludlow <sup>5</sup>	22	5:55 "	7:47 "	
6:38 "	7:50 "	76	West Milton	20	5:49 "	7:39 "	
6:50 "	8:45 "	95	Dayton-Union Depot	1	5:00 "	6:50 "	
6:40 P.M.	8:55 A.M.	96	arr... Dayton <sup>6</sup> ...lve.	0	4:50 P.M.	6:40 A.M.	

CONNECTIONS.—<sup>1</sup> With Toledo, St. Louis & Kansas City R.R., and  
 Pittsburg, Ft. Wayne & Chicago Ry. (Penn. Co.) <sup>2</sup> With Lake Erie &  
 West. Ry. <sup>3</sup> With Cleve. Cin. Chic. & St. Louis Ry. <sup>4</sup> With Pittsburg,  
 Cincinnati, Chicago & St. Louis Ry. <sup>5</sup> With Cleve. Cin. Chic. & St.  
 Louis Ry. <sup>6</sup> With railroads diverging.

### Route Agent Chronology

Holgate & Shanes Crossing  
 1880 to 1880  
 Holgate & Warren  
 1880 to 1880  
 Toledo & Warren  
 1880 to 1881  
 Toledo & Marion  
 1881 to 1881

Note: These listings are tentative and have been  
 extracted from the Green Book and are still  
 subject to verification.





## Railway Post Office Route Chronology

Dodd's (Sta) & Cincinnati RPO

June 1887 to June 1892

Lebanon & Cincinnati RPO

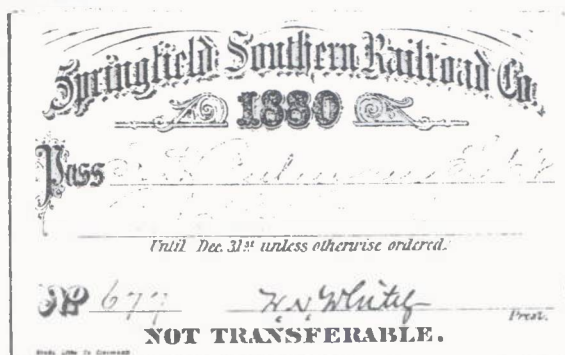
June 1892 to Nov 1916

(NG 1887 to 1893)

1881 the narrow gauge Cincinnati Northern RR operated from Cincinnati to Lebanon, Ohio until the Toledo, Delphos & Burlington RR constructed a 23.2 mile connection between Lebanon and Lebanon Jct. This connection was located five miles east of Dayton directly on the Toledo, Delphos & Burlington RR mainline. By 1882 the Toledo, Delphos & Burlington had, in effect, two mainlines, one from Toledo to Ironton and the second from Toledo to Cincinnati (via Dayton).

The Cincinnati Northern operated only three railway mail routes during its corporate existence. One, the Dodd's & Cincinnati Agt., was in operation from 1877 to 1882 when it was superceded by the Dodd's & Cincinnati railway post office. This route operated until the line again reached Dayton in 1893 and was thereafter operated as the Lebanon & Cincinnati RPO.

Do not confuse this Cincinnati Northern Railroad with the Cincinnati, Northern Railway which later became the Cincinnati, Jackson & Mackinaw, later to become a part of the New York Central. Ironically, this line had also been originally constructed as a narrow gauge railroad, the Celina, Van Wert & State Line Railroad.



Springfield, Jackson & Pomeroy Railroad

Another coal hauling narrow gauge railroad which operated in the same area as the Dayton & Southeastern RR was the Springfield, Jackson & Pomeroy RR. Although it connected with the

Dayton & Southeastern at Washington Court House, being parallel to the Dayton road, it was never acquired by the Toledo, Delphos & Burlington. The Springfield, Jackson & Pomeroy RR originated large amounts of coal for the cities of Dayton, Ironton and Cincinnati. For this reason alone it became a valuable feeder line for the Toledo, Delphos & Burlington. By 1879 it had been renamed the Springfield Southern RR and was made standard gauge by 1880. It ultimately became a part of the Detroit, Toledo & Ironton Railway.



SPRINGFIELD, JACKSON AND POMEROY R. R.											
W. N. WHITELY, Receiver. Geo. H. FERRY, President. H. L. CHAPMAN, Vice-President.						G. A. BARNES, Secretary. W. THORNBURG, Gen. Supt. General Offices—Springfield, O.					
April 13, 1879.											
Mail	Mix	Mis	LEAVE	ARRIVE	Mail	Mix	Mis	LEAVE	ARRIVE	Mail	Mix
P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.	P. M. A. M.
10 30	17 30	0	Springfield	108	10 55	140	0	Springfield	108	10 55	140
3 30	8 00	6	Thorp's	102	10 31	136	0	Thorp's	102	10 31	136
3 30	8 00	12	South Charleston	96	10 18	130	0	South Charleston	96	10 18	130
4 10	9 00	11	South Union	90	9 48	124	0	South Union	90	9 48	124
4 10	9 15	8	Blossing's	84	9 40	118	0	Blossing's	84	9 40	118
4 10	9 15	4	Jacksonville	84	9 40	118	0	Jacksonville	84	9 40	118
4 10	9 15	0	Parson's	78	9 35	112	0	Parson's	78	9 35	112
6 02	10 30	35	Washington O. H.	73	9 30	107	0	Washington O. H.	73	9 30	107
6 15	10 45	39	Hogus Road	69	9 25	103	0	Hogus Road	69	9 25	103
6 20	11 05	43	Good Hope	65	9 20	99	0	Good Hope	65	9 20	99
6 30	11 25	45	Ghorley's	63	9 20	97	0	Ghorley's	63	9 20	97
6 30	11 25	41	Iron Bridge	60	9 15	94	0	Iron Bridge	60	9 15	94
6 40	11 50	34	Greenfield	59	9 10	93	0	Greenfield	59	9 10	93
6 50	12 15	34	Bethesda Church	54	9 05	88	0	Bethesda Church	54	9 05	88
7 00	12 25	37	Spout Spring	51	9 00	85	0	Spout Spring	51	9 00	85
7 10	1 00	61	Trainbridge	47	8 55	81	0	Trainbridge	47	8 55	81
7 20	1 00	64	Dill's	44	8 50	78	0	Dill's	44	8 50	78
7 30	1 10	66	Storin's	42	8 45	76	0	Storin's	42	8 45	76
7 40	1 15	71	Harris	37	8 40	71	0	Harris	37	8 40	71
7 50	1 20	73	Summit	35	8 35	69	0	Summit	35	8 35	69
7 55	1 25	77	Farmersville	31	8 30	65	0	Farmersville	31	8 30	65
8 04	1 30	81	Waverly	25	8 25	61	0	Waverly	25	8 25	61
8 09	1 30	84	S. V. R. W. N. June.	24	8 25	61	0	S. V. R. W. N. June.	24	8 25	61
8 20	1 40	85	S. V. R. W. S. June.	21	8 20	58	0	S. V. R. W. S. June.	21	8 20	58
8 25	1 45	90	Given's	18	8 15	55	0	Given's	18	8 15	55
8 35	1 50	92	Rollins	16	8 10	53	0	Rollins	16	8 10	53
8 40	1 50	94	Heavertown	12	8 05	49	0	Heavertown	12	8 05	49
9 00	2 00	100	Cove	8	8 00	45	0	Cove	8	8 00	45
9 10	2 00	104	Simpson's	4	7 55	41	0	Simpson's	4	7 55	41
9 20	2 10	108	Jackson	0	7 50	37	0	Jackson	0	7 50	37
P. M. P. M.	P. M. P. M.	P. M. P. M.	ARRIVE	LEAVE	P. M. P. M.	P. M. P. M.	P. M. P. M.	ARRIVE	LEAVE	P. M. P. M.	P. M. P. M.

Mixed Trains leave Springfield 8 15 p.m., arriving at Jackson 7 05 a.m. Leave Jackson 7 30 p.m., arriving at Springfield 7 20 a.m.

**HORSE CREEK BRANCH.**—Trains leave Jackson for Euclidville (miles) 46 25 a.m., 46 30 p.m. Return, leave Euclidville 46 35 a.m., 46 55 p.m.

**CONNECTICUT.**—1 With railroad diverging, 2 With Little Miami Div. Pitts., C. & St. L. R. W., 3 With Can. & Musk. Val. Div. Pitts., C. & St. L. R. W., 4 to Dayton & So. East R. R., 4 with pass. & C. Cin. R. R., With Scioto Valley R. W. With Port Branch N. & Cin. R. R.

+ Daily, except Sunday.

A route agent operated between Springfield and Jackson, Ohio from 1879 to 1882 when a railway post office route was established. In 1882, the route terminals were changed when railway post office service was extended to



## Toledo, Delphos & Burlington Railroad

By 1882 the fortunes of the Toledo, Delphos & Burlington were in irreversable decline which prompted the directors to effect a merger of the Toledo, Delphos & Burlington and the Toledo, Cincinnati & St. Louis Railway. The Toledo, Cincinnati & St. Louis had been busily constructing its narrow gauge mainline between Kokomo, Indiana and East St. Louis, and as the stronger of the two narrow gauge roads, it would emerge as the survivor of the consolidation. This was to last until 1884, when it, too, would face collapse. The 1884 foreclosure, sale and reorganization of the Toledo, Cincinnati & St. Louis would force the sale of the narrow gauge lines between Delphos, Ironton and Cincinnati. Most of what had been the Dayton & Southeastern Railroad became the Dayton & Ironton Railroad and was standard gauged in 1887. The narrow gauge line north of Dayton became the Dayton & Chicago Railway. Both of these companies were merged in 1887 to form the Dayton, Ft. Wayne & Chicago Railway which was itself split in 1891 into the Cincinnati, Dayton & Chicago and the Cincinnati, Dayton & Ironton Railroads. In 1895 both lines were acquired by the Cincinnati, Hamilton & Dayton Railway. The narrow gauge between Dayton and Delphos was not standard gauged until 1891. Part of this trackage became the Dayton, Toledo & Chicago Railroad, which was

SPRINGFIELD SOUTHERN RAILROAD.											
W. N. WHITLEY, President.						A. WHITLEY, Treas. and G. T. A.					
H. L. CHAPMAN, Vice-President,						W. THORNHUGH, Gen. Supt.					
Jackson, O.						H. W. MEAD, Gen. Freight Agent.					
G. A. BARNES, Sec. and Purch. Agt.						General Offices—Springfield, O.					
Acc.	Mix.	Mail	Mls	May 2, 1880.				Mls	Acc.	Acc.	Mail
P. M.	A. M.	A. M.		LEAVE	ARRIVE				A. M.	P. M.	P. M.
4:35	4:00	7:25	0	Springfield <sup>1</sup>	108	10:00	6:25	8:30	8:00	6:25	8:30
4:55	10:30	6:45	6	Thorp's	102	9:35	6:45	8:10	8:00	6:45	8:10
5:15	11:05	7:00	12	South Charleston <sup>2</sup>	96	9:10	6:15	7:50	8:00	6:15	7:50
5:35	11:35	7:30	18	South Solon <sup>3</sup>	90	8:45	4:20	7:30	8:00	4:20	7:30
5:42	11:50	7:38	20	Blessing's	88	8:35	3:55	7:20	8:00	3:55	7:20
5:55	12:10	7:50	24	Jefferson <sup>4</sup>	84	8:20	3:20	7:10	8:00	3:20	7:10
6:05	12:10	8:05	27	Parrott's	81	8:05	2:55	6:55	8:00	2:55	6:55
6:10	1:00	8:10	31	Hegler's	79	8:00	2:30	6:50	8:00	2:30	6:50
6:30	2:00	8:30	35	Washington, C. H. <sup>5</sup>	75	7:30	2:00	6:30	8:00	2:00	6:30
6:44	2:20	8:45	39	Bugus Road	69	7:22	12:45	6:15	8:00	12:45	6:15
6:55	2:40	8:50	43	Good Hope	65	7:09	12:20	6:02	8:00	12:20	6:02
7:05	3:00	9:00	45	Ghormley's	63	6:58	12:00	5:50	8:00	12:00	5:50
7:20	3:20	9:25	49	Greenfield <sup>6</sup>	59	6:43	11:30	5:35	8:00	11:30	5:35
7:35	3:45	9:40	54	Bethesda Church	54	6:25	10:55	5:20	8:00	10:55	5:20
7:45	4:00	9:50	57	Spout Spring	51	6:15	10:35	5:10	8:00	10:35	5:10
8:00	4:20	10:05	61	Bainbridge	47	6:00	10:05	4:55	8:00	10:05	4:55
P. M.	4:44	10:15	64	Dill's	44	A. M.	9:10	4:15	8:00	9:10	4:15
4 Daily except Sunday.	5:55	10:20	66	Storm's	42	8:55	4:40		8:00	8:55	4:40
	6:33	10:43	71	Harris	37	8:05	4:16		8:00	8:05	4:16
	6:47	10:52	73	Summit	35	7:45	4:07		8:00	7:45	4:07
	7:15	11:10	77	Farmersville	31	7:05	3:49		8:00	7:05	3:49
	7:50	11:35	83	Waverly <sup>7</sup>	25	6:15	3:20		8:00	6:15	3:20
	8:10	11:45	84	S. V. R. W. N. Junc.	24	5:45	3:15		8:00	5:45	3:15
	8:10	11:45	85	S. V. R. W. S. Junc.	23	5:45	3:15		8:00	5:45	3:15
	8:42	12:02	90	Given's	18	5:10	2:57		8:00	5:10	2:57
	8:00	12:10	92	Robbins	16	4:55	2:50		8:00	4:55	2:50
	8:15	12:20	96	Beavertown	12	4:35	2:40		8:00	4:35	2:40
	8:45	12:35	100	Cove	8	4:05	2:24		8:00	4:05	2:24
	10:05	12:45	104	Simpson's	4	3:40	2:12		8:00	3:40	2:12
P. M.	10:30	1:00	108	Jackson <sup>8</sup>	0	3:15	12:00		8:00	3:15	12:00
	P. M.	P. M.		ARRIVE	LEAVE				A. M.	P. M.	P. M.

HORSE CREEK BRANCH.—Trains leave Jackson for Eurekaville (—miles) .. a.m., .. p.m. Returning, leave Eurekaville .. a.m., .. p.m.

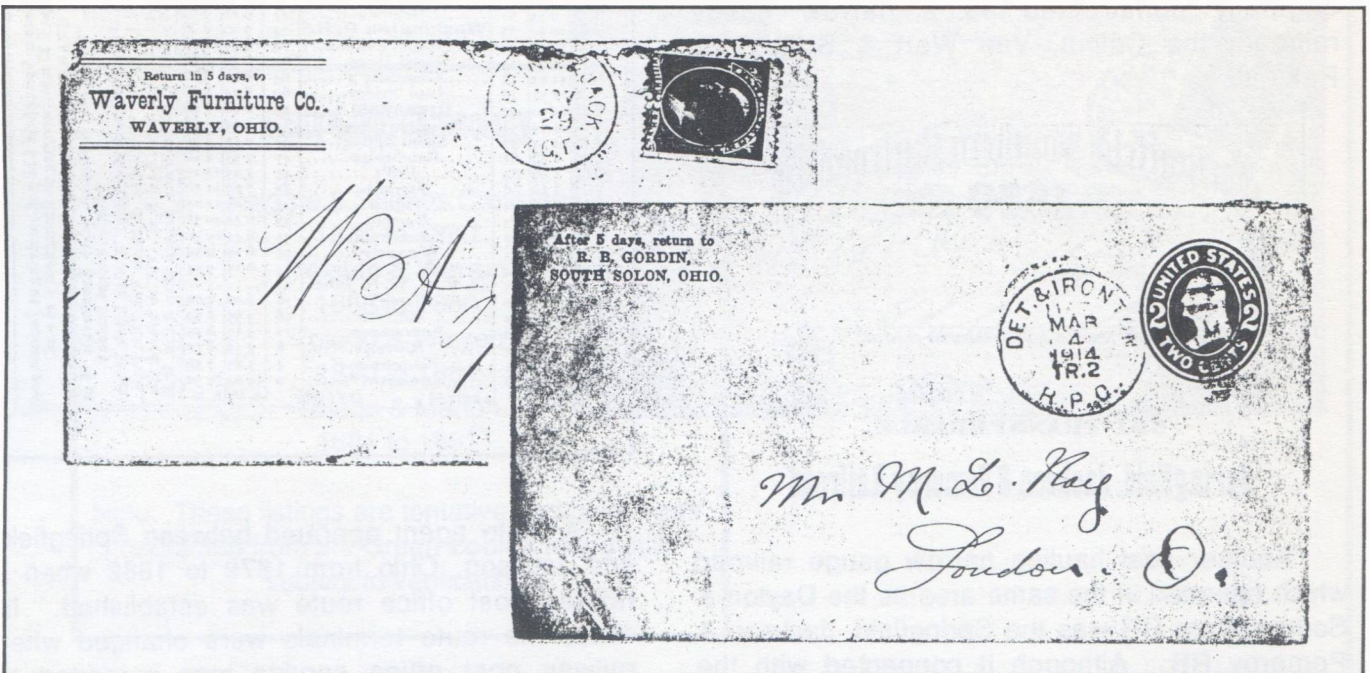
### EASTERN OHIO RAILROAD.

W. H. STEVENS, Gen. Supt. | C. B. STEVENS, Asst. Supt.  
General Offices—Cumberland, O.

Trains leave Cumberland 9:15 a.m., 4:15 p.m., arriving at Point Pleasant 9:55 a.m., 4:55 p.m. Returning, leave Point Pleasant 10:20 a.m., 5:15 p.m., arriving at Cumberland 11:00 a.m., 5:55 p.m.

CONNECTION.—<sup>1</sup> With Cleveland & Marietta R.R.

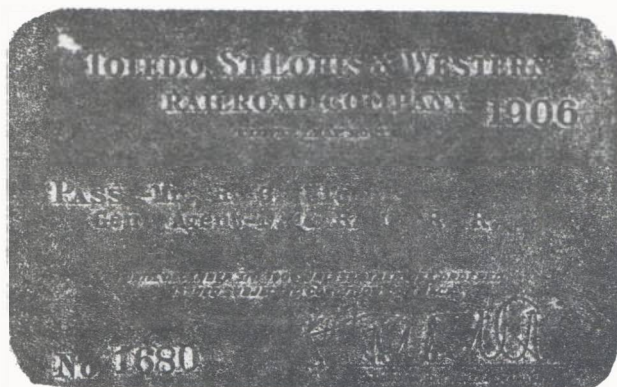
Wellston, necessitating a third rail over the narrow gauge tracks of the Dayton & Southeastern. All route markings of the Springfield, Jackson & Pomeroy and its successors are considered scarce to rare with few examples known.



abandoned in the 1920's.

The Cincinnati Northern was sold off in 1885 and renamed the Cincinnati, Lebanon & Northern Railway. It continued to operate as a narrow gauge carrier until 1893. When the Dayton & Ironton converted to standard gauge in 1887, the Cincinnati, Lebanon & Northern lost its entry to Dayton. In 1893 the Cincinnati, Lebanon & Northern was standard gauged and resumed operation into Dayton.

On May 12th, 1879 the  
Toledo & Maumee Narrow Gauge RR Co. (NG)  
Toledo, Delphos & Indianapolis RY  
Delphos & Kokomo RR  
Delphos, Bluffton & Frankfort RR  
became the  
Toledo, Delphos & Burlington RR (NG)  
which then acquired the  
Dayton, Covington & Toledo RR (NG) (6-80)  
Dayton & Southeastern RR (NG) (3-81)  
Toledo & Grand Rapids RY (4-81)  
Iron RR (SG to NG) (10-81)  
and on March 2, 1882  
the lines and companies of the  
Toledo, Delphos & Burlington RR (NG)  
were absorbed by the  
Toledo, Cincinnati & St. Louis RY (NG)



### **Toledo, Cincinnati & St. Louis Railway**

The parent Toledo, Cincinnati & St. Louis Railway continued to operate its narrow gauge trains between Toledo and East St. Louis. But by 1886 it again faced reorganization and this time emerged as the Toledo, St. Louis & Kansas City Railway. By June of 1887 the Cloverleaf Route, as the Toledo, St. Louis & Kansas City had become known, began standard gauging its mainline and

had the job completed by the following year. This removed all but a few traces of what had been the impossible grand narrow gauge trunk. In the same year most of the divested lines had been standard gauged by their new owners.

Delphos-Dayton to Ironton trackage  
which became the  
Dayton & Ironton RR (NG) (6-87)  
Dayton & Chicago RY (6-87)  
which became the  
Dayton, Ft. Wayne & Chicago RY (6-87)  
which was split on Feb. 7th, 1891 into  
Cincinnati, Dayton & Chicago RR (NG) (2-91)  
Cincinnati, Dayton & Ironton RR (2-91)  
which on July 14, 1895 became part of the  
Cincinnati, Hamilton & Dayton RY  
which was absorbed by the  
Baltimore & Ohio RY

### **Railway Mail Route Operations**

The assignment of route agent and railway post office terminals must have presented quite a problem for the Post Office Department. Unfortunately, the parallel and competing Wabash Railway had existing route agencies and railway post office routes already in operation between Toledo, Ohio and St. Louis, Missouri. To complicate things even further, the Toledo & Ohio Central/Kanawha & Michigan Railroads jointly operated a railway post office route between Toledo, Ohio and Charleston, West Virginia. This multiplicity of routes and similarity of terminal names was logically solved by the Post Office Department which ended the confusion by selecting Delphos, Ohio as well as Toledo, as the northern termini of the new mail routes. After 1881, all of the Toledo, Cincinnati & St. Louis Ry. mail routes would contain either Delphos or Frankfort in their route titles.

As per the usual practice, the use of various marking devices employed upon Toledo, Cincinnati & St. Louis Ry. mail routes bear little or no relationship to their respective titles and the periods of operation of these various routes. Unfortunately, examples of markings used from 1880 to 1885 are, for most purposes, non-existent, quite rare and are still being sought for inclusion in the Mobile Post Office Society Catalogue. Several of these routes previously



listed in the "Green Book" are now thought of have not been awarded or, at best, may have been temporary contracts awarded during the construction phase of the railroad. Recorded examples of 19th century markings are uncommon to rare. Known examples include the Delphos & St. Louis RPO, the Delphos & Dayton RPO and the Dayton & Wellston Agt/RPO handstamp used during both periods of operation. As of yet, no examples of the Dodd's (Sta) & Cincinnati or Lebanon & Cincinnati markings applied during the narrow gauge period of operation have been located.

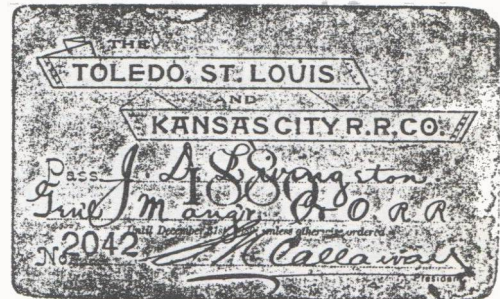
Other narrow gauge markings are known from the various railway mail routes in the Cincinnati area, but no others operated by the Toledo, Cincinnati & St. Louis Railway have been recorded. Known markings include those of the Springfield & Jackson Agt. and the Cincinnati, Batavia & Portsmouth Agt.

The Cincinnati Northern operated only three railway mail routes during its corporate existence. One, the Dodd's & Cincinnati Agt., was in operation from 1877 to 1882 when it was superseded by the Dodd's & Cincinnati railway post office. This route operated until the line again reached Dayton in 1893 and was thereafter operated as the Lebanon & Cincinnati RPO.

### Railway Post Office Route Chronology

Dodd's (Sta) & Cincinnati RPO  
June 1887 to June 1892  
Lebanon & Cincinnati RPO  
June 1892 to Nov 1916  
(NG 1887 to 1893)

Do not confuse this Cincinnati Northern Railroad with the Cincinnati, Northern Railway which later became the Cincinnati, Jackson & Mackinaw, later to become a part of the New York Central. Ironically, this line had also been originally constructed as a narrow gauge railroad, the Celina, Van Wert & State Line Railroad.



### Conclusion

Very little physical evidence remains today of what had been one of the more novel and controversial periods in the growth of America's railroads. A few remnants of the narrow gauge era remain as tourist railroads, museums or the rights-of-way of existing standard gauge railroads. Perhaps we as postal historians are luckier than most as we have been able to preserve one type of artifact concerning this unique era. These artifacts are in the form of the markings as applied by the route agents and clerks on these now long-forgotten narrow gauge mail routes.

The author, of course, would be most happy to correspond with anyone interested in narrow gauge mail route operations of any state. Direct all correspondence to: The Second Section, P.O. Box 13911, Boulder, Colorado, 80308.

DAYTON, LEBANON AND CINCINNATI RAILROAD.							
S. J. PATTERSON, President.				G. C. HODGSON, Aud. and G.F. & P.A.			
H. E. TALBOTT, Gen. Manager.				General Offices—Dayton, O.			
No. 218	No. 202	Mis	May 14, 1893.	Mis	No. 255	No. 243	
			LEAVE	ARRIVE			
1400 P.M.	10 05 A.M.	0	Dayton (Union Depot)	30	9 50 A.M.	6 30 P.M.	
405 "	8 10 "	1	Dayton (3d Street)	29	9 45 "	6 25 "	
417 "	8 22 "	7	arr. Lebanon Jn. lve.	23	9 33 "	6 11 "	
420 "	9 35 "	7	lve. Lebanon Jn. arr.	23	9 20 "	4 10 "	
432 "	9 49 "	10	Highlands	20	9 09 "	3 55 "	
441 "	9 59 "	12	Oak Ridge	18	9 01 "	3 45 "	
449 "	10 40 "	15	Centerville	16	8 53 "	3 35 "	
459 "	10 55 "	17	Rosedale	13	8 43 "	2 04 "	
505 "	11 07 "	18	Lytle	11	8 37 "	1 52 "	
523 "	11 30 A.M.	24	Kirby's	7	8 21 "	1 24 "	
545 P.M.	12 00 P.M.	30	Lebanon	0	10 00 A.M.	1 00 P.M.	
			ARRIVE	LEAVE			

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

PNEUMATIC POSTS, NAVAL COVERS, WESTERN POSTAL  
HISTORY, RAILROAD COVERS, BOOKS, MISCELLANEOUS

- 001 Northwestern Tube Sta - 1911 Duplex 3 strikes on cover
- 002 La Salle St Tube Sta - 1912 Duplex ppc
- 003 Bombing Squadron Four - 1912 3 bar Seasons Greetings in bars
- 004 USS Delaware - 1910 4 bar ppc
- 005 USS Franklin - 1910 4 bar ppc
- 006 USS Georgia - 1914 4 bar ppc (from Vera Cruz)
- 007 USS Nebraska - 1915 3 bar ppc Boston Mass in bars bit lite at top
- 008 USS Oklahoma - 1921 3 bar dble clr. lite o/s bit blurry
- 009 USS Utah - 1912 4 bar ppc
- 010 USS Vestal - 1913 3 bar Red Pensacola Fla in bars
- RAILROAD
- 011 Atch & Lenoro - 1905 unlisted misspelling
- 012 Bristol 7 Chatt - 1904 500-L-2 huge boot ill. advt cvr beautiful trim. at lwr rt xerox
- 013 Brooklyn So Shore - 1906 BR-6-B ppc as rec. mark
- 014 Chi. Elroy & Dul - 1904 860-D-1 ppc
- 015 Chi & Mil Ave - 1906 CH-6-A ppc lite o/s
- 016 Chi Oregon & Mpls - 1907 730-G-1 ppc
- 017 Cuth & Carrab - 1909 391-A-1 ppc
- 018 Den & Steamboat Spgs - 1910 962.2-D-1 ppc very fine on face of card VG partial on back
- 019 Eureka & San Fran - 1936 985-K-1
- 020 Houston & Brownsv. - 1913 493-G-1
- 021 Houston & Brownsville - 1914 493 unlisted type
- 022 Hous & Eagle Pass - 1907 476-I-1 ppc Hous bit lite
- 023 Johnstown & Rockwood - 1915 234-B-1 ppc Rockwood on stamp but readable
- 024 LA & Redondo Bch - 1940 998-E-1 cachet
- 025 Kite Shaped Route - 1914 Los Angeles & San Bernardino, Kite 993.1-A-1 ppc discoloring LL
- 026 Pittsburgh PA - 1908/16 2 ppc's 2 flags P1-8-A unlisted flag PA at bottom of dial
- 027 Pueblo & Alamosa - 1931 955-F-1
- 028 St. John & Chur, Ferry - 1908 876.8-A-1 ppc
- 029 Union Sta Balto MD - 1918 277-D-3
- 030 Wallis Sta & (San Ant) - 1898 unlisted partial strike rare
- 031 Northern Railroad - 1849 stock certificate
- 032 Santa Fe Prescott & Phoenix - 1896 HUGE ticket (2 ft.) Ashfork to Divide Colo & return by 5 diff railroads
- 033 Southern California Ry - 1899 ticket 2 ft. long Barstow to Divide Colo return by 5 railroads
- 034 Book - Oregon - 1950 Railroads Down the Valley Scarce, out of print HB 151 pages
- 035 Book - Kansas - 1963 Trolley Through the Countryside history of Kansas Interurbans Rare 383 pages
- Western States
- 036 Lompeg Ariz - 1916 4 bar bit blurred readable
- 037 Ballard Cal - 1913 Purple 4 bar ppc
- 038 Naval Air Station Cal - 1933 1st Day cachet cover
- 039 Alcott Sta Colo - 1907 2 Magenta straightlines "Missent" different Alcott Duplex, cds, fwd mks ppc
- 040 Arloa Colo - 1913 4 bar reg. card
- 041 Arloa Colo - 1908 cds reg. card
- 042 Ayer Colo - 1929 Purple 4 bar
- 043 Eastonville Colo - 1911 rec'd cds as b/s very fine
- 044 Bryant Colo - 1908 4 bar as rec. mark ppc
- 045 Carnero Colo - 1908 cds ppc

- 046 Concrete Colo - 1913 4 bar Concrete CC (Colo) did not print
- 047 Crescent Colo - 1910 4 bar ppc
- 048 Downers Colo - 1909 Doane (ers) on stamp ppc
- 049 Eggers Colo - 1934 4 bar ppc
- 050 Elkton Colo - 1899 rec'd cds as b/s (El) lite
- 051 Galatea Colo - 1913 Purple 4 bar as rec mark ppc
- 052 Greeley Colo - 1871 Red about readable cds
- 053 Griffith Colo - 1911 4 bar ppc (upside down)
- 054 Highland Lake Colo - 1910 4 bar as rec mark lite o/s
- 055 Highlandlake Colo - 1907 4 bar as rec mark ppc
- 056 Highlandlake Colo - 1907 cds as rec mark ppc
- 057 Kendrick Colo - 1920 4 bar ppc
- 058 Leonard Colo - 1912 4 bar ppc
- 059 Longview Colo - 1911 4 bar ppc
- 060 Mack Colo - 1907 Doane Purple o/s ppc
- 061 Mattison Colo - 1909 cds as rec mark o/s ppc
- 062 Mount Carbon Colo - 1908 cds ppc
- 063 Overland Colo - 1890's cds as b/s very fine
- 064 Pagosa Junction Colo - 1909 Duplex ppc
- 065 Pando Colo - 1910 Purple Doane ppc
- 066 Parma Colo - 1910 two 4 bars plus Monte Vista, Alamosa cds, Duplex, as fwd marks ppc
- 067 South Denver Sta Colo - 1901 regis. in three Purple straightlines as backstamp
- 068 Sunset Colo - 1904 three cds on large registered package envelope
- 069 Tabasco Colo - 1912 4 bar (sco) on stamp, ppc
- 070 Tincup Colo - 1908 4 bar on face of ppc, but in the clear, very fine strike
- 071 Wagon Wheel Gap Colo - 1926 Double Circle MOB
- 072 Waldorf Colo - 1909 4 bar on loop ppc
- 073 Mankato Kans - 1886 pretty oval, Jewell County Kansas fancy oval
- 074 Montana - 1875 Territorial check, Helena Mont., RN
- 075 Bliss Neb - 1914 4 bar ppc
- 076 Lincoln Neb - 1907 University Place flag, as b/s VF
- 077 Elk NM - 1913 Doane realphoto of Elk vs. Cloudcroft baseball game
- 078 Carrizozo/Lincoln NM - 1908 two 4 bars on legal size cover, Lincoln as backstamp
- 079 Kelly NM - 1905 Doane bit doublestruck ppc
- 080 Dover Okla - 1930 4 bar Purple
- 081 Meeker Okla - 1909 4 bar ppc
- 082 Taupa Okla - 1910 cds ppc
- 083 Scofield Ore - 1930 4 bar Blue
- 084 Seattle Wash - 1909 Exposition Station mach cancel

Bids close November 30th, 1989. \$2 minimum bid. High bid wins by small advance over second high bid. Buyer pays postage. Free xerox with SASE.

**(WANTED TO BUY FOR MY COLLECTION - OHIO  
RAILROAD COVERS, COLORADO RAILROAD  
COVERS. WILL BUY OR TRADE. Contact Bob  
Munshower, Bear Mountain Philatelic, P.O. Box  
13911, Boulder, Colorado, 80308. (303) 494-0842  
evenings.)**



# RANDY STEHLE MAIL BID SALE NO. 26

## 16 IRIS COURT

## SAN MATEO, CA 94401

### CALIFORNIA

1. ARBOLADO, 1911 VG 4-bar on PPC; cancel on stamp (10-15) E\$6
2. ARNO, 1907 G Doane forwarded mark on PPC (89-27) E\$3
3. ASILOMAR, 1919, VG 4-bar on PPC (14-35) E\$3
4. BEULAH HEIGHTS, 1908, F 4-bar on PPC (07-11) Est. \$8
5. BLACK DIAMOND, 1907 Doane on PPC (88-11) E\$5
6. CHRISTINE, 1910 VG Doane on PPC (74-12) E\$8
7. COLLEGE PARK, 1896 G cds on back of cover (88-99) E\$5
8. COLONY CENTER, 1906, G Doane rec'd on PPC (05-06) E\$5
9. CONLEY, 1907 F Doane on GPC w/filing holes. (81-10) E\$8
10. CORNWALL, 1907, VG Doane on PPC (90-11) Est. \$4
11. DAVISVILLE, 1906 VG duplex on PPC (68-07) E\$5
12. DENVERTON, 1907, VG Doane on PPC (88-11) E\$4
13. ECHO, 1911, F 4-bar on PPC (11-13pd.) E\$8
14. EDNA, 1909, F 4-bar rec'd on PPC (87-20) E\$5
15. ENTERPRISE, 1911 G lite target on PPC (78-26) E\$4
16. FLOYD, 1909, G Doane rec'd on PPC (06-11) E\$5
17. GIANT FOREST, 1926, VG 4-bar on PPC (15-27) E\$4
18. GENERAL GRANT NATIONAL PARK, 1924, F 4-bar on RP PPC (10-40) E\$4
19. GOLDENGATE/REC'D., 1896, G cds on back of cover (95-00) E\$4
20. HARDY, 1911, VG 4-bar on PPC (02-15) E\$8
21. HAWKINSVILLE, 1908, G duplex on PPC ("ILLE" not struck) (88/13) E\$5
22. HUNTERS, ca.1910, F Doane on PPC (88-30) E\$5
23. INCLINE, 1907, F 4-bar rec'd on PPC (2nd month) (1907-10) E\$8
24. INGLENOOK, 1911, G target on PPC (88-18) E\$4
25. INGOMAR, 1908, G duplex on PPC (90-21) E\$4
26. JERSEYDALE, 1918, G 4-bar on PPC (90-30) E\$3
27. LASSEN VIEW, 1940, G 4-bar on PPC (37-41) E\$8
28. LEESVILLE, ca.1910, VG 4-bar on PPC 'CAL' not struck (74-20) E\$4
29. MAY, 1913, G 4-bar on GPC w/one filing hole (81-20) E\$4
30. MAYFIELD, ca.1914, VG duplex on PPC (55-30) E\$4
31. MELBURNE, 1911, F 4-bar on PPC (01-18) E\$8
32. MINTURN, 1915, VG 4-bar on GPC w/one filing hole (84-22) E\$4
33. MYFORD, 1910, G cds on card w/stain in LR corner (94-14) E\$3
34. ORRS, 1909, G lite cds on PPC (99-11pd.) E\$3
35. PLEYTO, 1909, VG 4-bar o/s on PPC (84-25) E\$4
36. PRATTVILLE, 1909, G Doane on PPC (74-14) E\$4
37. SAINT JOHN, 1912 VG 4-bar on PPC (67-17) E\$8
38. SANTA RITA, 1907, F target on toned PPC (74-07) E\$6
39. SHELDON, 1910, VG 4-bar on PPC (60/13) E\$5
40. SHORR, 1905 F Doane rec'd on PPC (95-09) E\$5
41. SPAULDING, 1915, F duplex on PPC (08-21) E\$4
42. STAGG, 1906, G Doane on PPC (02-26) E\$5
43. SUGAR PINE, 1911, VG 4-bar rec'd on PPC (07-34) E\$4
44. TAYLOR, ca.1907, VG duplex on PPC (97-22) E\$4
45. TRIUNFO, 1919, VG 4-bar on PPC (17-36) E\$8
46. UNION, 1910, F 4-bar on PPC (00-24) E\$5
47. VALENCIA, 1908, F 4-bar o/s on PPC (93-29) E\$4

### COLORADO

48. BROOK FOREST, 1930, VG 4-bar on PPC (21-49) E\$4
49. DECKERS, 1909, F 4-bar on PPC w/no stamp (08-33) E\$5
50. DEUEL, 1904, Vg target on cover to Europe (83-07) E\$10
51. HAHNS PEAK, 1909, VG 4-bar on PPC (77-41) E\$4
52. HEIBERGER, 1909, VF 4-bar on PPC (08-25) E\$12
53. SUNSET, 1913, F 4-bar on PPC (83/21) E\$10
54. TURRET, 1907, G target on PPC (98-39) E\$6

### FLORIDA

55. BEAUCLERC, 1886, F target on cover (78-99) E\$10
56. BELLEAIR, 1918, watery G 4-bar on PPC (97-27) E\$4
57. FLORENCE VILLA, 1907, VG Doane on PPC (04-56) E\$4
58. FORT BARRANCAS, 1908, G 4-bar on PPC (03-43) E\$4
59. GARDENIA, 1888, Vg cds on back of cover w/edge faults (85-89) E\$10
60. GILMORE, 1909, F 4-bar on PPC (87-18) E\$6
61. NEPTUNE, 1908, VG 4-bar on PPC (95-08) E\$10
62. ORIENT PARK RUR. STA., 1934, G 4-bar on PPC. E\$5
63. PASSAGRILLE, 1917, VG 4-bar on PPC (89-18) E\$4
64. WALTON, 1908, VG 4-bar on PPC (07-44) E\$4

### IDAHO

65. CLEAR LAKE, 1908, VG Doane rec'd on PPC (05-18) E\$5
66. FALK, 1912 G 4-bar on PPC (10-22) E\$8
67. RUSSELL, 1909, Vg 4-bar on PPC (98-22) E\$5

### KENTUCKY

68. COIN, 1910, G target on PPC 'KY' not struck. (02-34) E\$4
69. POLLEYTON, 1915, VG 4-bar on PPC (83-29) E\$5
70. RORY, 1908, F 4-bar on PPC (03-09) E\$10

### MICHIGAN

71. ALPINE, 1913, F 4-bar rec'd on PPC (62-37) E\$4
72. BURTON, 1914, F 4-bar on PPC (78-36) E\$4
73. LIVINGSTON, 1912, G Doane on PPC (90-12) E\$5
74. PERE CHENEY, 1911 Vg 4-bar on PPC (74-14) E\$5
75. SHEPARDVILLE, 1910, VG 4-bar on PPC (87-35) E\$4
76. VERMILION, 1908, F Doane on PPC (98-22) E\$5
77. WOODVILLE, 1909, F 4-bar o/s on PPC (74-35) E\$3

### MISSOURI

78. FERGUSON, 1907, F Doane on PPC (68/12) E\$5
79. McELHANY, 1911 VG Doane on PPC (98-11) E\$5
80. SHRUM, 1912, VG 4-bar on PPC (98-37) E\$4
81. VIOLET, 1910, VG 4-bar on PPC (98-22) E\$5

### NEBRASKA

82. OPPORTUNITY, 1912, VG 4-bar on PPC (10-42) E\$4
83. ROSEVALE, 1908, VG 4-bar rec'd on PPC (07-17) E\$8
84. SOUTH OMAHA, 1893, F duplex on cvr with cc. of UNION STOCK YARDS. (84-12) E\$6
85. WEST LINCOLN, 1895, Vg cds on cover (88-07) E\$6

### OREGON

86. BARTON, 1907, F Doane rec'd on PPC (98-35) E\$3
87. MELVILLE, 1908, VG target on PPC 'ORE' not struck. (91-22) E\$8
88. ROCCA, 1911, F 4-bar on PPC (95-18) E\$15
89. SHAW, 1909, F 4-bar on PPC (87-37) E\$8

### SOUTH DAKOTA

90. ALKALI, 1911, VG 4-bar rec'd on PPC (94/14) E\$6
91. JORDAN, 1912, F 4-bar on PPC (10-33) E\$8
92. ORMAN, 1908, F Doane on PPC (08-14) E\$12
93. ZEAL, 1909, VG 4-bar on PPC (08-21) E\$8

### TEXAS

94. BABYHEAD, 1908, VG Doane on PPC (79-18) E\$5
95. LAMAR, 1908, F 4-bar on PPC (51-18) E\$6
96. SAN PATRICIO, 1907, VG Doane on PPC (48-29) E\$5

### WASHINGTON

97. ALFALFA, 1909, G 4-bar on PPC (04-31) E\$4
98. BORDEAUX, 1912, VG 4-bar on PPC (03-42) E\$4
99. EAGLECLIFF, 1908, G target on PPC (94-35) E\$4
100. EGYPT, 1909, VG Doane on PPC (92-10) E\$5
101. HOT SPRINGS, 1910, VG lite 4-bar on PPC (87-10) E\$4
102. PATAHA CITY, 1908, VG Doane o/s on PPC (creased) (79-08) E\$5
103. PILCHUCK, 1908, VG 4-bar on PPC (98-22) E\$5
104. PORT CRESCENT, 1905, F Doane on back of cover (89-15) E\$5
105. SHERLOCK, 1910, VG 4-bar on PPC (91-15) E\$4
106. WALVILLE, 1912, VG 4-bar on PPC (03-25) E\$4

### WEST VIRGINIA

107. ALASKA, 1907, F 4-bar on PPC (81-32) E\$4
108. BOX, 1909, F Doane on PPC (99-20) E\$5
109. BURNER, 1910, F 4-bar on PPC (04-18) E\$5
110. COALBURGH, 1887, F target on cover (65-94) E\$5
111. DUNLEVIE, 1906, F Doane on PPC (05-11) E\$8
112. FREW, 1922, VG 4-bar on PPC (89-31) E\$4
113. ILUKA, 1910, F 4-bar on PPC (89/35) E\$4
114. KANAWHA STATION, 1907, F Doane on PPC (65-38) E\$4
115. LOCK SEVEN, 1907, VG Doane rec'd on PPC; o/s (89-26) E\$4
116. SIGMAN, 1907, F Doane on PPC (88-33) E\$4
117. SIR JOHNS RUN, 1907, VG Doane on PPC (50-25) E\$5

### RPOs

118. ALBANY & YAQUINA, 1916, VG (900.1-A-1) on PPC. E\$5
119. ATCH. & LENORA, 1907, VG (908-E-2) on PPC. E\$5
120. BALTO. & WINCHESTER, 1910, VG (274-T-1) on PPC. E\$4
121. BEARDSTOWN & SHAW., 1916 VG New Type on PPC. E\$5
122. BROWNWOOD & CLOVIS, 1927, VG New Type on PPC. E\$5
123. CENTRALIA & SOUTHBEND, 1911, G (901.3-A-1) on PPC. E\$4
124. DENVER & CRAIG, 1932, F (962.2-B-1) on PPC. E\$5
125. DENVER & GR. JUNCT., 1905, VG (953-M-1) on PPC. E\$6
126. DENVER & GRAND JUNC., 1907, VG (953-K-1) on PPC. E\$5
127. DENVER & GRAND JUNCT., 1915, VG (953-L-1) on PPC. E\$5
128. DENVER & GRAND JCT./W.D., 1920, on PPC. E\$5
129. EL PORTAL & MERCED, 1913, F on PPC w/one filing hole. E\$5
130. FARGO & ORTONVILLE, 1920, F New Type on cover. E\$5
131. FORT KENT & HOULTON, 1907, VG (16-F-1) on PPC. E\$5
132. HOLD. & STERLING, 1908, F New Type on PPC. E\$5
133. OROVILLE & SACRA., 1909, G on PPC. E\$4
134. PLACERVILLE & SAC'TO., 1930, F New Type on cover. E\$5
135. POCOTELLO & PORT., 1908, VG (898-N-1) on PPC. E\$5
136. RED OAK & LINCOLN, 1913, New Type on PPC. E\$5
137. S.L.CITY & LOS ANG./N.D., 1905, F New Type on PPC. E\$5
138. SAN FRAN. & BAKERSF., 1926, VG New Type on PPC. E\$5
139. SAN FRAN. & S.L. OBISPO, 1918, F on PPC. E\$3
140. S.F., NEWARK & S.C., 1937 F (991-C-1) on cover. E\$5
141. SANTA ROSA & VAL JCT., 1908, F (984.1-A-1) on PPC. E\$6
142. WILLETS & SAN FRAN., 1914 F (985-T-1) on PPC. E\$6
143. WILLIAMS & LOS. ANG., 1907, VG on PPC. E\$3

Standard auction rules apply. Abbreviations: o/s = overstruck.  
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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

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 - COVERS and postmarks from the following towns of San Diego County for my "Heimat" collection: Apex, Bernardo, Escondido, Jesmond Dene, Lake Hodges, Moosa, San Pasqual, Silvano, Twin Oaks, and Vineyard. All except Escondido are DPOs. Please send description or photocopy with asking price. James Busse, P.O. Box 187, Escondido, CA 92025 [20-6]

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]

DISNEY, NEBRASKA, and any other covers that would enhance a thematic Disney collection. Ken Lawrence, Box 3568, Jackson, MS 39207 [20-5]

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]

**AD EXPIRATION DATE INDICATED AT END OF EACH AD, I.E., [20-5], MEANS AD WILL EXPIRE WITH THIS ISSUE**



## TOWNS: WANTED

IDAHO - 19th century Idaho covers wanted. Especially need nicer Idaho territorials. Mark Metkin, 1495 29th Ave., San Francisco, CA 94122. PH: (415) 664-9370 evenings. [20-6]

IDAHO DOANE Cancells 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 WANTED: Picture post cards, postmarks, stocks, checks and many other types of memorabilia wanted. Jim Bell, Box 1145, Sandpoint, ID 83864. PH: (208) 263-9134. [21-4]

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]

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]

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]

## TOWNS: WANTED

MINNESOTA - OTTERTAIL and Wilkin County DPOs including: Aastad, Arthur, Aurdal, Axel, Balmoral, Bangor, Basswood, Bateman, Beaver Dam, Berkey, Brushvale, Bureau, 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. Olof, 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 Todsen, 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. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [21-3]

OREGON - CLATSOP County post offices: Ahlers, Arch Cape CPO, Barbra, Ben Holiday, Casey, Chadwell, Denver, Fishhawk, Fort Clatsop, Graham, Grand Rapids, Hare, Hopkins, Lower Astoria, Medley, Mishawaka, NAS Tongue Point Br., Naval Air Station Br., Navy 10151 Br., Navy 10371 Br., Navy 13027 Br., Necanicum, Port Clatsop, Push, Seaside House, Skipanon (not MS), Summer House, Upper Astoria, Vinemaple, Westport RS, Wise. Steve Schumann, 2417 Cabrillo Drive, Hayward, CA 94545. [21-4]

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

## 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]

## LITERATURE: FOR SALE

NEVADA POST Office Book, illustrated history showing all town dates with many illustrations and rarity ratings. Sold at \$30. Selling remainders at \$15. Will not be reprinted. Peterson, Box 17463, Holiday, UT 84117. [21-4]

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]

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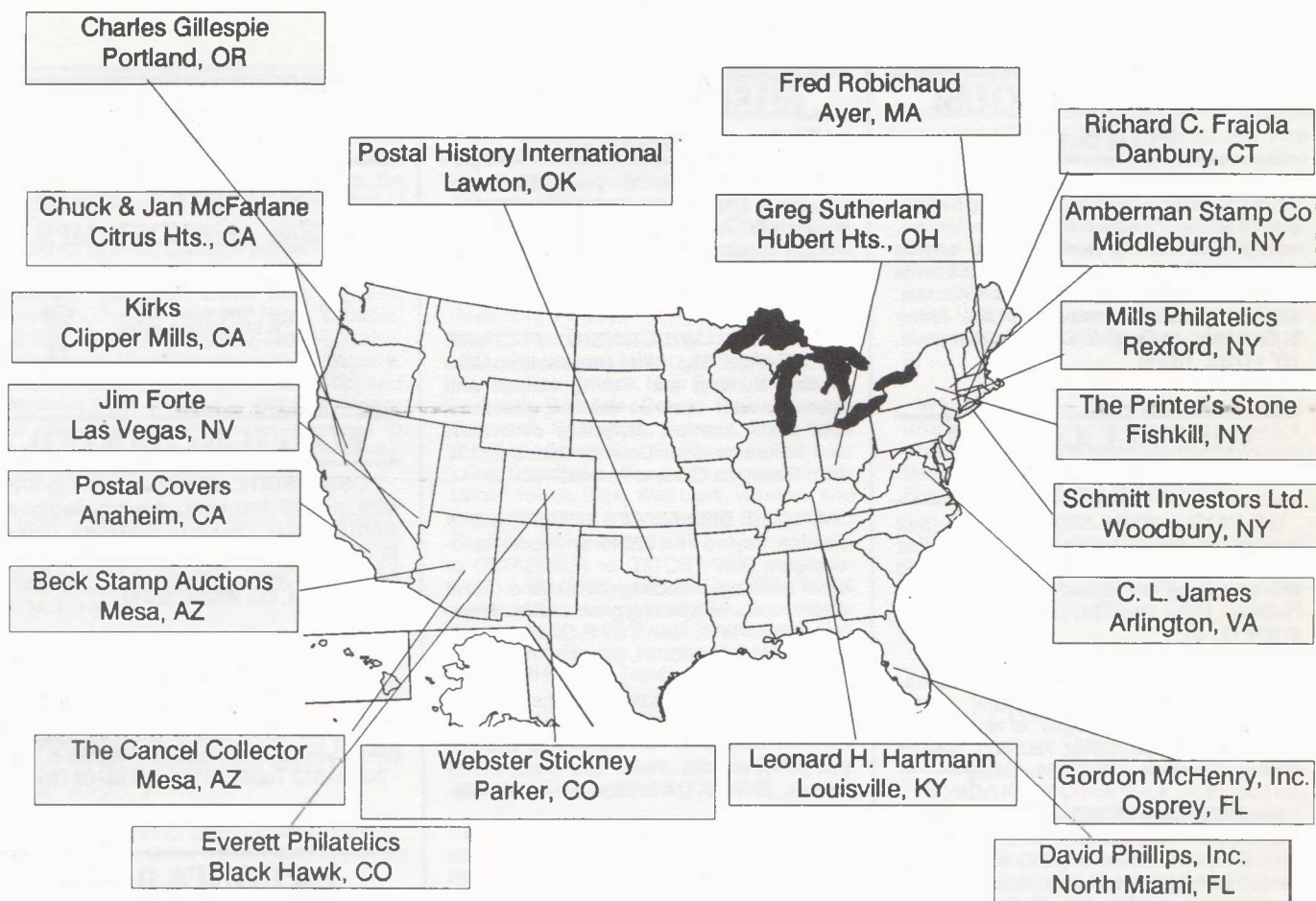
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