

# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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# LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: "Catching the Pouch from the Crane", a drawing by Baer, which originally appeared in *Scribner's* magazine in 1889, was reprinted in Marshall Cushing's *The Story of Our Post Office* in 1893. It makes a fitting illustration for our cover this time, for we are pleased to feature an article by Henry Berthelot about what happened to the mail if the "catch" failed.

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## PUBLISHER'S PAGE

### Bits and pieces...

Happy holidays, dear postal history friends! May 1990 bring you all good health, good cheer, and a few good covers to spice up your days.

The Postal History Seminar in Orlando has come and gone. It was a genuine pleasure to meet so many folks whom I had only known by name before. The proceedings are reviewed elsewhere in this issue, but I'd like to add one more thanks and job well done for **Ken Schoolmeester**. Ken was completely responsible for planning, coordinating, and hosting the Seminar, and he managed the whole show by working from his home in Greensboro, North Carolina -- some 500 miles from Orlando. Without Ken's untiring and devoted efforts, which dominated his non-business hours for over four months, there would have been no Seminar. Ken did not make a penny from this endeavor. He is not a professional philatelist, and took on the job of hosting this Seminar simply because he believed it was a good idea. If similar events are to take place in other regions of the country, it will take dedicated people like Ken to step forward and get involved. Ken has assured me that he will be happy to share what he learned from the experience with anyone who might be interested. He also informs me that he has a very few copies of the FLOREX Seminar handbook which he will send postpaid to anyone who sends \$15 with a request to Dr. Ken Schoolmeester, P.O. Box 8465, Greensboro, NC 27419. Any money left over from the sale of handbooks will go into an account which will help fund future postal history seminars in the Southeast.

I had planned to include a Type 1 Doane report in this issue of *La Posta*, but space limitations and subject matter (two state Doane listings) convinced me that it would be best to wait until our next issue. Similarly, we will rerun our listing of State Doane Coordinators in our next issue, and I am delighted to inform you that we now have a coordinator for each state.

What we do have on tap for you in this issue is a most varied holiday feast of postal history, which features some authors whose names are familiar, some who may be new to you, and an heroic effort by **Edward Harvey**, whose work appears in two separate sections. **Randy Stehle**, along with all of our friends in the Bay Area, was rudely jolted by Mother Nature in October, but, once he regained his composure and picked up the debris from his living room floor, the quake caused Randy to share some postal history insights of that earlier San Francisco quake with us.



**Henry Berthelot** of the New Orleans area is an author new to the pages of *La Posta*. A collector of auxiliary markings, Henry shares with us an interesting account of what happened in those days of rail conveyance of the mails when the exchange between a railway mail clerk and the station agent went awry.

**Tom Clarke's** Northeastern Section features the second part of **Edward Harvey's** exhaustive study of Philadelphia's Pneumatic Tube Mail, the first survey of Connecticut Doanes by **Ralph Edson** and **Jose Rodriguez** -- both authors new to *La Posta*, and an update of Philadelphia street car markings by our old friend and former Eastern Editor **Bob Stets**.

The West features continuations of two major ongoing projects involved with cataloguing state postmarks. **Tim Boardman** introduces and **Dick Long** catalogs the territorial postmarks of Pacific and Wahkiakum counties, Washington. **Ted Gruber** takes us on a tour of Eureka County, Nevada.

**Alan H. Patera** continues his postal historic examination of Nebraska's Sand Hills in the Central Section, and **David B. Robinson's** Southeastern Section is dominated this time by the first ever listing of Florida Doane Cancels. This Florida list, compiled by **Dr. Deane Briggs** with an extensive assist from **Herb McNeal**, is an excellent example of the kind of work that can be accomplished in a relatively short time by postal historians working together. Just last July, when Herb McNeal and I visited here in Portland, we talked of how nice it would be if there was a listing of Florida Doane cancels. Well, Herb and Deane put their heads and talents together, and now we have a Florida Doane list upon which we can build.

**Bob Munshower's** Second Section, which almost always brings our journal to its conclusion, features **Edward Harvey's** research on the Main Line of the fabled Pennsylvania Railroad. In addition to these major articles, our pages include -- as usual -- editorial comments, letters and reviews. All in all, I think most of you will find something of interest in this issue.

Many of you are probably reading *La Posta* for the first time. This issue begins our campaign to build the number of subscribers to 2,000 by the end of 1990, and we have mailed complementary sample copies to over 250 members of the **Modern Postal History Society** and the **Pennsylvania Postal History Society** this time. We hope you enjoy our journal enough to join us as subscribers

*Richard W. Hellmuth*



## LETTERS TO LA POSTA

Robert Trandem of Owatonna, MN, write:

"Being a postal history addict, I usually never pass up a chance to drop into an antique shop while spinning my wheels, so, when I spotted this one, I went in and made my wants known. The lady answered in the negative, but said I could check out a pile of paper on one of the back tables. Most of the stuff didn't interest me, but there were a couple of trade cards from the Columbian Expo. Then up comes this running chicken (see illus.) with a back side ad for a hardware store in Port Townsend, Washington. Well, I about froze in my boots for a split second. This is a lovely multi-color card and is believed to have been the model for the famed running chicken (or turkey) cancel.


I made a sketch of the bird using a real photocopy of the cover with the three running chicken cancels which fetched such a huge sum (inset in illustration). But is it a chicken or a turkey? Neither one in my opinion. Its a baby chick! Its too short and fat to be a chicken. The part taken as a comb is the top beak, tongue, then lower beak.

The above card is really intended as a comic item. No chick is going to chase a bug, however, they will respond to a pecking sound as made by a mother hen. To baby chicks this sound means food. You can hold a hatching egg to your ear and hear this pecking as these babies are getting their first meals.



Being brought up on a farm in the "bread basket" here in Minnesota, I would often play with these fascinating creatures as a lad. Whenever I wanted one to come to me, I would rap my fingernail on the floor and get a lapfull in a flash.

Now the age-old question. Which came first, the chicken or the egg? Now that ones easy. The GOOD BOOK has the answer. The adult pair! Someone has to "set" the egg. Must run for now. May your next find be a running chick cancel.



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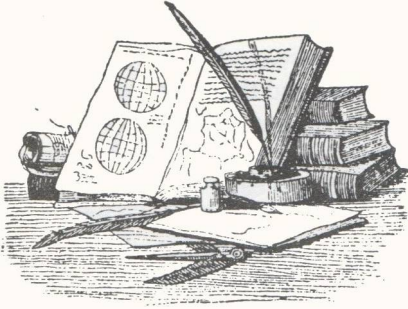
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## BOOKS IN REVIEW

*ARIZONA STATEHOOD POSTMARK CATALOG* By Robert B. Bechtel, Ph.D. Published by the Western Postal History Museum, Tucson, AZ, 1989, 272 pages. 8.5x11-inch format, wirebound, cardboard covers. Available from the publisher at \$30.00 postpaid.

It gives me no pleasure to review Robert Bechtel's *ARIZONA STATEHOOD POSTMARK CATALOG* here in the way I feel I must review it. I have been aware that Dr. Bechtel was working on this project for at least 8-10 years, and have long anticipated what I expected to be a major contribution to the pitifully small number of state postmark catalogs. Furthermore, I have nothing but respect for the men and women associated with the Western Postal History Museum, and was delighted to learn that they were publishing Dr. Bechtel's work. The WPHM was even kind enough to present me with a review copy. Given all these positive factors, perhaps you can better understand my sadness when I tell you that this is book which appears to have been rushed too quickly into print.

There can be no quarrel with Dr. Bechtel's intense efforts to accumulate and arrange chronologically by post office a massive amount of information on Arizona's 1912-1978 postmarks. I know very well what kind of labor is involved in a project such as this, and I compliment Dr. Bechtel on this aspect of his project.

My first problem with the project concerns the decision to illustrate only the postmark dial from duplex 4-bars and steel hand stamps. If the point of illustrating a postmark to make identification simple, what sense does it make to illustrate only the dial when the most obvious difference lies in the spacing of bars in a 4-bar killer? Saving space is not a convincing argument. This was the first negative thing that struck me about the catalog, and, if everything else had been done well, I would simply have mentioned this identification problem in passing. Unfortunately, not everything else was done well.

The next problem with the catalog arose when I began to try to use it as a catalog. In his introduction, Bechtel lists and explains Values ranging from 1-7, each being assigned a dollar range with "7" representing 100+ dollars. Well and good, but what then is the meaning of Value "8" for Owens, Mowry or Mescal, or Value "9" for Mineral Park? There are other examples. My guess is that the 8 and 9-level values

resulted from some sort of editorial decision to reduce the number of values to only 7, but the sloppy proofing which allowed them to exist in the final manuscript calls into question the reliability of all Bechtel's values.

Sloppiness is not confined to postmark values. The catalog typically lists dates of operation following the name of each post office, and these listings are replete with errors -- errors which in some cases contradict the postmark type dates of use which follow. I can not in good conscience recommend Dr. Bechtel's catalog as a source of information regarding Arizona post office operating dates. There are just too many mistakes.

At a deeper level, I am also troubled by the kind of values assigned to the various Arizona statehood postmarks by Dr. Bechtel. First, let me say that I am not an expert in the market for Arizona statehood postmarks, but I do know that it, like most other state postmark markets, is very narrow with probably less than two dozen active collectors. Bechtel lists only seven contributors in his introduction, but less us assume that there may be three times that many who are actually in the market for Arizona statehood postmarks.

It has always been a bit of a puzzle, particularly with regard to Arizona and New Mexico, why postmark collectors would be willing to pay huge premiums for a postmark dated December 1911, when the same postmark -- same town, same type -- dated March 1912 sold for much, much less. Well, obviously the answer lies in the "Territorial Mystique". Arizona and New Mexico became states early in 1912. Statehood postmarks have never been collected with the same gusto as territorials.

Now we have Dr. Bechtel and his Arizona Statehood Catalog, which tells us that a 4-bar from Maxton dated 4/18/1912 to 12/31/1912, and which is presumably identical to the Territorial Type 3 listed in Kriege from 21 Mar 07 to 22 Nov 10, is worth "7" (\$100+) when the territorial use is only worth a Kriege "4" (\$35-75). Give me a break! This argument in favor of higher values for Statehood examples than Territorial examples of the same postmark is just too silly to justify comment. Unfortunately, there may be some among us who choose to believe Bechtel's values (simply because they are in print) and will try to sell their "rare" statehood postmarks accordingly. This is a perfect example of why I say that this book was rushed into print before its time. Not is it plagued by lots of sloppy work that could have been proofed away, it is also not well thought through.

Dr. Bechtel appears to have been operating in a vacuum when he made the critical decisions about how to publish the results of his study. Where is the effort to co-ordinate with Kriege, the recognized expert on Arizona Territorial postmarks? Where is there any sense that the author understands the kind of identification work that has been published on machine cancels. The Phoenix machines cover most of 5 pages. Wouldn't it have been nice if the author had made some effort to identify them by manufacturer?



Despite all the horrible things I just said about this book, I am still going to conditionally recommend its purchase. First of all, the price is quite fair in the context of size and production, i.e., the WPHM is not making much money on the sale of this book. Secondly, if used in conjunction with a more reliable Arizona post office book -- such as *Arizona Post Offices* by Patera & Gallagher -- there is a lot of useful information on statehood postmarks contained herein. Basically, this book could be "fixed" in a second edition. The errors can be corrected, and the value guide could be brought into line with reality. It's too bad that someone didn't take the time to fix it before it was published.

RWH

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## FLOREX POSTAL HISTORY SEMINAR: A QUALIFIED SUCCESS

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The Postal History Seminar held in Orlando, Florida, on November 2nd, the day before the FLOREX '89 stamp show was a popular event judging by comments heard by this reporter. A total of 33 persons attended the 6-member panel discussion organized by **Dr. Ken Schoolmeester** of Greensboro, NC.

**Harvey Tilles** opened the day's proceedings with a discussion and slides featuring his unusual postal history subject of Security Devices. Panelists **Lowell Newman**, **Brian Green** and **Bill Bomar** then expressed their views regarding the selection of a topic around which to build a postal history collection.

**Gini Horn** of the American Philatelic Research Library began deliberations of the morning's second topic -- researching postal history. Ms. Horn prefaced her remarks by admitting that librarians were the people who knew "where to hide it and how to find it." Among the other interesting items and advice, Ms. Horn announced that the 100-year Index to the American Philatelist was "on the way" and that we can all look forward to its publication in the not too distant future. Panelists and participants from the audience including **Herman "Pat" Herst** added their views and comments at the conclusion of Ms. Horn's remarks. One of the more unusual items to emerge from this discussion was Brian Green's description of Civil War "Kite Mail" above the Potomac River.

The final morning session was devoted to "acquiring and displaying" postal history. As might have been expected, this subject area generated a fair amount of fireworks, including some rather frank exchanges among those who exhibit postal history in competition, those who judge exhibits, and those who are tired of hearing about the problems faced by postal history exhibitors and judges. **Dan Barber**, for example, argued that we might better spend our time by considering ways of displaying postal history to the public than

by arguing over the merits and demerits of competitive exhibiting. Brian Green reminded everyone that postal history is, after all, a hobby, and that if we don't keep that point in perspective, we might find our hobby going that way of button and bird's egg collectors -- two of the most popular hobbies of the late 19th and early 20th centuries, notable today largely by their absence. Brian's point was that we ought to make postal history exciting to the public when we exhibit or display, and not worry about the judges.

Lunch was interesting. The Omni Hotel restaurant was completely overwhelmed with "at least a 20-minute wait" for a table, and many of the Seminar participants trooped off to the nearby Greyhound Bus Depot cafeteria -- one of the lesser known culinary delights of Orlando!

The first afternoon session was devoted to writing for the philatelic press. **Richard Helbock**, Brian Green, **Lowell Newman**, and **Gini Horn** all contributed brief prepared comments, and members of the audience joined in the discussion. It was particularly enlightening to have **Herman Herst's** comments on this subject.

Brian Green began the second afternoon session with a discussion and slide show featuring expertising. Mr. Green's point was that he has found it most useful in determining authenticity to build his own reference collection by purchasing defective and damaged copies of stamps, scarce postmarks, etc.

The use of computers as a tool in postal history was the final session in the afternoon. **Richard Helbock** delivered some remarks explaining some of the ways in which he uses a computer to organize, research and write about postal history. Much of the discussion focused on the use of scanners and fax machines for storing, improving and transmitting images of covers and postmarks. There was a lively discussion, and, when asked for a show of hands, the overwhelming majority of those in attendance admitted to using computers for at least word processing and data base activities in postal history already.

Although much smaller in terms of attendance than the January Seminar in Tucson, participants seemed to enjoy themselves at the Orlando Seminar. All those involved, including **Dr. Schoolmeester**, the panel and members of the audience, are to be congratulated for their part in this ground-breaking postal history effort in the southeastern United States.

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*The 1906 earthquake and fire destroyed 514 city blocks in the heart of San Francisco's financial and residential districts. This view shows some of the ruins looking toward Van Ness Avenue.*

## AUXILIARY MARKINGS: "BURNED OUT" IN THE 1906 SAN FRANCISCO EARTHQUAKE & FIRE

By Randy Stehle

What happens to mail delivery when disaster, in this case a large earthquake, strikes? This article will touch on some aspects of how the Post Office Department (POD) responds to such a situation. This is not the definitive article on the subject, but instead is more of an introduction and invitation for others to delve deeper and discover the full story.

On October 17, 1989, the San Francisco Bay Area experienced a 7.1-magnitude earthquake. The damage has been estimated at 7 billion dollars and 62 people lost their lives. The fire in the Marina District and collapse of the Bay Bridge and freeway caused major problems in getting around. There was no mail delivery in San Francisco the day following the quake. People who lost their homes could pick their mail up at the general delivery window of their post office. As far as the author knows, no special markings were

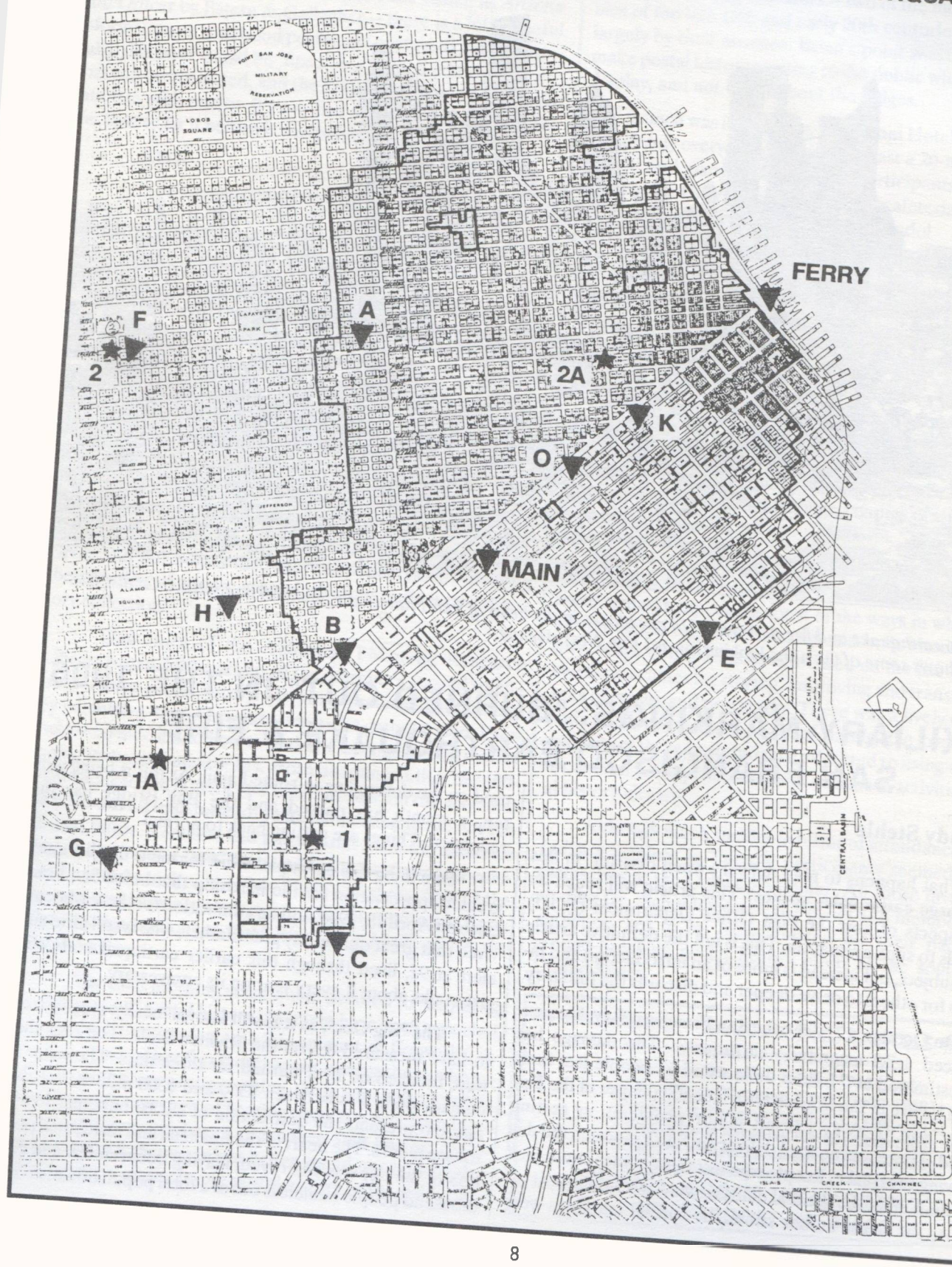
used on the delayed or re-routed mail. As this is being written, a month has passed and the Bay Bridge has just reopened. Things are getting back to normal.

One thing this earthquake did for me is instill a much greater appreciation for the hardship that befell San Francisco on April 18, 1906, and an admiration for those who survived that great quake. My grandfather, who is still alive and alert at 91, lived through this earlier earthquake. He still gives talks about it every year on its anniversary.

The "Big One", as it is still known locally, is estimated to have measured 8.3 on the Richter Scale. The fires that were touched off by it burned for three days. The value of damage done was between \$350 and \$500 million, but this figure represents the destruction of 28,000 buildings in 514 square blocks. The heart of the financial and residential portion of the city was destroyed, leaving between 150 and 225 thousand people homeless out of a total population of about

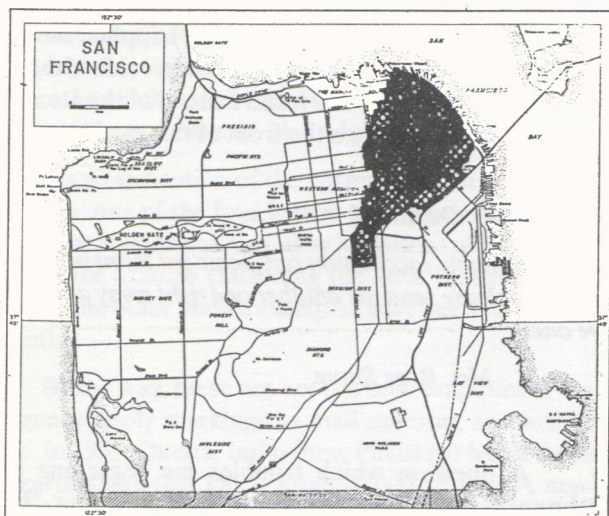


**MAP 1.**  
**THE BURNED AREA OF SAN FRANCISCO FOLLOWING THE 1906 EARTHQUAKE & FIRE**





350,000. Map 1 illustrates the extent of the burned out portion of San Francisco resulting from the 1906 earthquake.



Map 2. San Francisco showing the extent and location of the burned area detailed in Map 1.

The May 3, 1906 *Postal Bulletin* (PB #7979) listed stations of the San Francisco post office that were temporarily discontinued due to the earthquake. Station O, located in the Emporium Department Store on Market Street (shown by the letter "O" on Map 1) and Station K, two blocks north-east ("K" on Map 1) were mentioned as being closed in the *Postal Bulletin* notice. Also closed were 22 numbered, contract stations. These were postal stations operated by non-POD employees, and were typically located in a drug store or other retail business.

What is odd about the PB listing is that Stations A and B, both located within the burned area, should have been destroyed but were not mentioned. Station E was located on the border of the burned area and may or may not have been damaged. Locations of all the lettered stations are shown on Map 1. The only named San Francisco station at the time was the Ferry Station, located in the Ferry Building at the foot of Market Street. I

believe it escaped the fire.

With at least four lettered stations closed, distribution of in-coming mail must have been difficult. The Main Post Office on Mission Street ("MAIN" on Map 1) was saved from the fire by valiant and determined employees, who fought the blaze alongside the San Francisco Fire Department. A temporary station was also established near the eastern end of Golden Gate Park, far from the devastated area. In addition to the large numbers of homeless, 57 miles of city streets were rendered impassable.

Refugees were provided with shelter either in the form of tents, small one-room cottages built by the thousands (a few of which still survive), or housed in army barracks at the Presidio, the U.S. military reservation which occupies a sizeable section of the San Francisco Peninsula about two miles west of the burned area. Many thousands of other displaced San Franciscans simply moved in with their relatives. Most of the refugees erected signs outside their temporary quarters to tell the world (and the POD) they were there.

City officials seem to have kept close tabs on the homeless. Reports in local newspapers during the months following the quake emphasized the rapidly decreasing numbers still housed in city shelters. A typical article in the December 12, 1906, edition of the *San Francisco Chronicle* (eight months after the quake) reported that there were only 13,762 refugees -- 9,167 in cottages and 3,895 in tents at 14 camps, as well as 670 in Army Barracks. The last of the camps did, however, remain open for several years. The rapid return of refugees to permanent housing created a major building boom in the city. Of the 28 thousand structures destroyed, 20,500 had been replaced within three years.

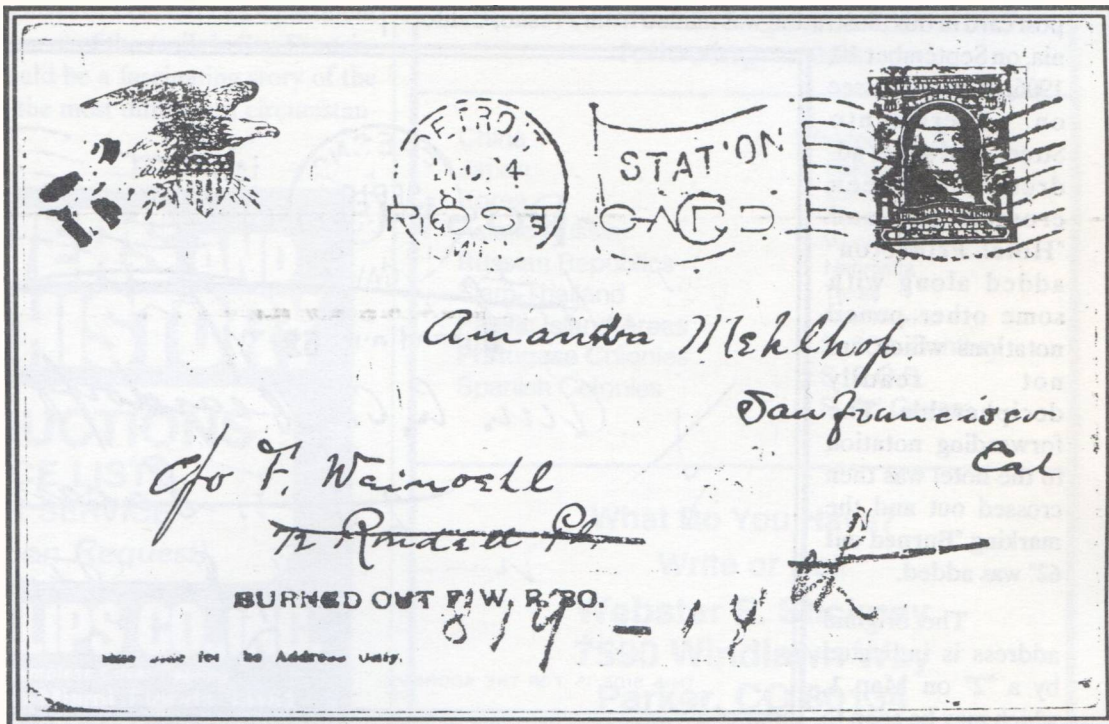


Figure 1.



Against this background of massive dislocation and relocation of the city's residents, the Post Office still had to deliver the mail. Figure 1 illustrates a post card mailed on December 24, 1906, from Detroit, Michigan, to a person living on "Rondell Pl" in San Francisco. This street address has been crossed out and "814 - 14th" written in. Additionally, the marking "BURNED OUT F.W.R. 80" has been applied. A look at Map 1 indicates that the original address (shown as "1") was in the southern portion of the burned area. The new address (shown as "1A") was about seven block northwest and only two blocks from the edge of the burned area.

It is my opinion that the "F.W.R" initials in the hand-stamp refer Frederick W. Reich, a German-born mail carrier. The 1907 *Official Register* lists all employees of the San Francisco Post Office. There were no clerks with the initials F.W.R., and Reich was the only carrier with them.

This brings up the question of exactly what happened to incoming mail. I assume there must have been forwarding lists for some of the displaced people. I also assume that some businesses reopened at their old addresses and some people rebuilt on their old lots. Of the \$500 million in damage, \$175 million was insured, and insurance companies reportedly paid out \$167 million in claims. I would have thought that a postal clerk was dealing with incoming mail, but the carrier was probably in a better position to know who was where.

The December date on the card in Figure 1 is the latest usage of a "Burned Out" marking I have encountered. By that time, quite a bit of rebuilding would have been accomplished. A different marking is shown in Figure 2. the post card in this illustration was mailed from Fresno, California, on September 10, 1906, to an addressee on Sacramento Street. The street address has been crossed out and "Hotel Princeton" added along with some other pencil notations which are not readily decipherable. The forwarding notation to the hotel was then crossed out and the marking "Burned out 62" was added.

The original address is indicated by a "2" on Map 1, which may be seen to have been located outside the burned

area, one block west of Station F. Hotel Princeton was located on Kearney Street, three blocks up from Market. It was burned in the fire (location noted by "2A" on Map 1). When it was discovered that the forwarding address was burned out, Mr. "62" (could be a carrier number) applied the hand-stamp. There is a return address on the other side of the card, so I assume it went back to Fresno instead of the Dead Letter Office. The message on the front of this card is quite appropriate:

*Dear Mr. Deardorff,*

*Lemuels vaccination certificate got burnt in S.F. fire, so will you please send me another one right away as he has to have one.*

*Mrs. Rose Suore*

A question which troubles me regarding these earthquake pieces is why wasn't the marking "FORWARDED" used instead of "BURNED OUT"? If the mail was returned to the sender, then "Burned Out" would be a useful bit of information. For mail that was forwarded to the addressee however, the "Burned Out" marking would have little meaning. Any delay in the delivery of mail had to be accounted for according to POD regulations. In this context the marking perhaps makes more sense.

Readers of my previous articles on the subject of auxiliary markings will recall that I rarely address the subjects of scarcity and value. The main reason for my lack of comments on value has been that there was no solid market for auxiliary markings, and it has only been quite recently that collector interest has taken a turn upward.

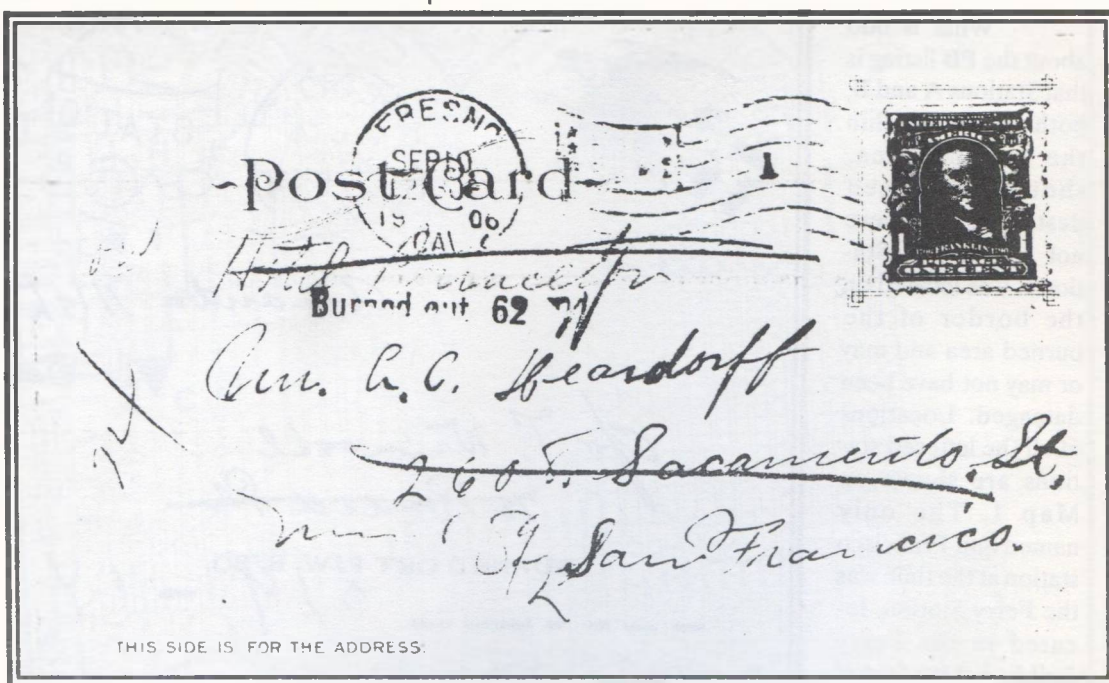


Figure 2.

The "Burned Out" markings discussed in this article are quite scarce. The author has seen one additional example of each of the two types illustrated here. Both dated from August 1906, which leads me to believe that the marking might not have been used in the weeks immediately following the quake. Considering the huge number of people and businesses which were burned out, these markings should be more common. I have no idea why so few exist.

As an indication of the current market value of these markings, one of the four known examples of this type sold in a recent auction conducted by McBrides of Portland. The lot sold for \$126.50 (including the 10% buyers premium). None of the other known examples have been on the market recently.

By the way, these are not the only examples of a postal agency apply markings to mail entering an earthquake zone. In 1935, Quetta, India (now Pakistan) had a devastating earthquake that killed some 40,000 people. A marking that reads: "Undelivered owing to earthquake disaster/Returned to Sender" was applied by the Indian postal agency. I have never seen one offered at auction or in any dealer's stock.

As mentioned in the introduction, this article is an attempt to give a broad overview of the situation regarding mail delivery after the 1906 earthquake and fire. Further research is needed to conduct a census of all known markings to establish earliest and latest dates of use. Determining the dates upon which the various postal stations reopened would also be useful. Salley's History of California Post Offices, 1849-1976 makes no mention of stations opening or closing during the period following the quake. There may be material in the National Archives or Post Office Department records pertaining to movement of the mails in San Francisco. The complete story could be a fascinating story of the POD forging ahead under the most difficult of circumstances.

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# INHERENT POSTAL PROBLEMS EXCHANGING MAIL "ON THE FLY"

By Henry J. Berthelot

*"The night was coal black, and it was awkward holding onto the mail sack with one hand, the other on the cross bar ... watching for the faint glow of the light on the crane ... The wind tried to steal your breath away ... there was both relief and satisfaction when I heard the "whing" of the pouch as it was snatched."*

from *Railway Post Office*, by L. E. Davis

In the formative years of the United States Railway Mail Service (RMS), the exchange of mail between a railway mail car and a station not on a train's scheduled stop was accomplished in elementary fashion. The train simply decelerated as it approached the area of the depot. As the train passed the depot, either the railway postal clerk<sup>1</sup> caught the outgoing mail pouch from the station agent and threw out the pouch containing mail destined for that community, or the station agent ran along side the tracks while he and the railway postal clerk interchanged mail pouches. This method of mail exchange, said to have been practiced on the New York & Washington Railroad line as early as 1865, potentially was hazardous to both men.

In time, new ideas were tested to improve the safety and efficiency of the mail exchanges. RMS administrators ultimately decided that the safest and most efficient method of exchanging mail between a moving train and station not on the train's scheduled stop was to use a mail crane. The first mail cranes were crude, wooden "F-shaped" devices. In later years, mail cranes constructed of steel replaced the wooden devices and became standard equipment throughout the RMS. The stationary mail cranes were utilized in conjunction with movable "catcher arms" mounted to the doorways of the railway mail cars. The pouch containing the particular community's outbound mail was attached with a breakaway fastening to the mail crane by the station agent. As the train passed the station, the railway postal clerk, manning the catcher arm, endeavored to hook that pouch and take it on board the mail car.

Henry J. Berthelot, an attorney in the New Orleans area, is a collector and student of auxiliary markings. *LA POSTA* is delighted to welcome Mr. Berthelot as an author new to our pages. Here he takes us on a fascinating tour of markings associated with a particular kind of disruption of mail service.

The slang term "catch", coined by railway postal clerks, was used to describe that part of the exchange in which mail was taken aboard the train. Actually, the word had different meanings depending upon the context in which it was utilized. Used as a verbal, the word expressed the action of the railway postal clerk getting the pouch containing the particular community's outbound mail into the train; used as a nominal, it referred to the act of the mail being taken aboard the train, or denoted the mail that was taken aboard. The catch was accomplished in all types of weather conditions,

<sup>1</sup>Regulations issued pursuant to Post Office Department Order No. 354, dated 1 August 1882, declared that all former designations of employees in the RMS were obsolete and that RMS employees thereafter were to be known as "railway postal clerks." This designation is used herein.



*"Catching the Pouch from the Crane", Scribblers, 1889.*



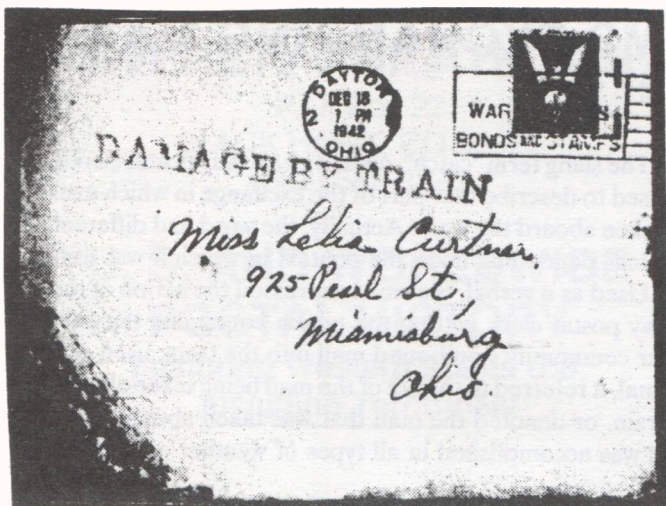


Figure 1. Sent 18 December 1942 from Dayton to Miamisburg, OH, this envelope had its lower left-hand corner amputated by a train wheel. The truncated "DAMAGE BY TRAIN" marking, applied in purple-colored ink, evidenced the mishap.

during the day or at night, and at train speeds which sometimes exceeded sixty-five miles per hour. Owing to the speed of the train, the phrase "catching on the fly" came into vogue and was used in the RMS to refer to that method of collecting mail.

On board a train traveling at such speeds, the railway postal clerk only had seconds -- an one chance -- to complete his duties. He not only had to make his catch, but he also had to throw out the pouch containing that community's inbound mail at the designated depot site. Thus, the railway postal clerk's duties involved two separate, albeit related tasks. Taken together, those two tasks comprised exchanging mail on the fly.

While the efficiency of mail exchanges greatly was increased over the years, there remained the potential of injury or death to the railway postal clerk as well as destruction of or damage to the mail pouch and ultimately to the mail enclosed therein. Additionally, if the railway postal clerk did not make his catch, forgot to discharge a pouch, or discharged the wrong pouch, the mail in that pouch was delayed in reaching its recipient. Accounts about exchanging mail on the fly are legion; some of those accounts are quite amusing.

Postal officials used various auxiliary postal markings, mostly affixed with a handstamp and in the familiar magenta-colored ink, to identify mail items that were damaged during an exchange or unduly delayed by a railway postal clerk incorrectly performing his duties. In some instances, owing to the lack of an appropriate handstamp, postal officials applied markings in manuscript. On other occasions, they prepared and attached to, or sent with the item, an explanatory note. The purpose of this article is to identify postal problems inherent to exchanging mail on the fly and to illustrate mail items which bear auxiliary markings that were used over the years by United States postal officials to denote mail damaged during such exchanges or delayed by errors of the railway postal clerk. All illustrations used herein have been reduced in size.

In late 1949, the RMS reorganized and was designated the Postal Transportation Service (PTS). That reorganization had no effect on the manner in which damaged and/or delayed mail was identified.

There were numerous postal problems involving the catch and the delivery of mail from the moving railway mail



Figure 2. On the envelope's reverse side (A), the 13 January 1931 Chicago & St. Louis RPO cancel with the manuscript marking "Damaged by Catcher" above and the railway postal clerk's signature below the cancel explains the damage to this registered letter from Henton, IL, to Wadsworth, OH (B).



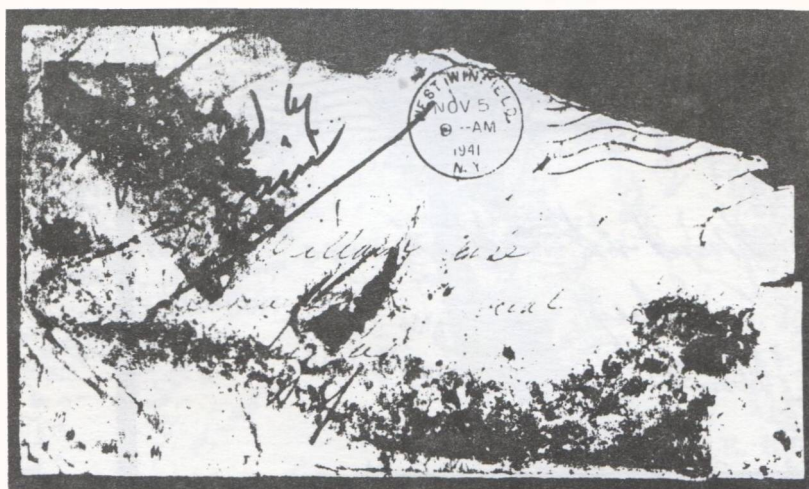


Figure 3. The manuscript marking "Damaged by Train" on this 5 November 1941 cover from West Winfield to Herkimer, NY, denotes the damage caused when one of the two mail pouches being delivered was pulled beneath the eastbound NY Central mail train.

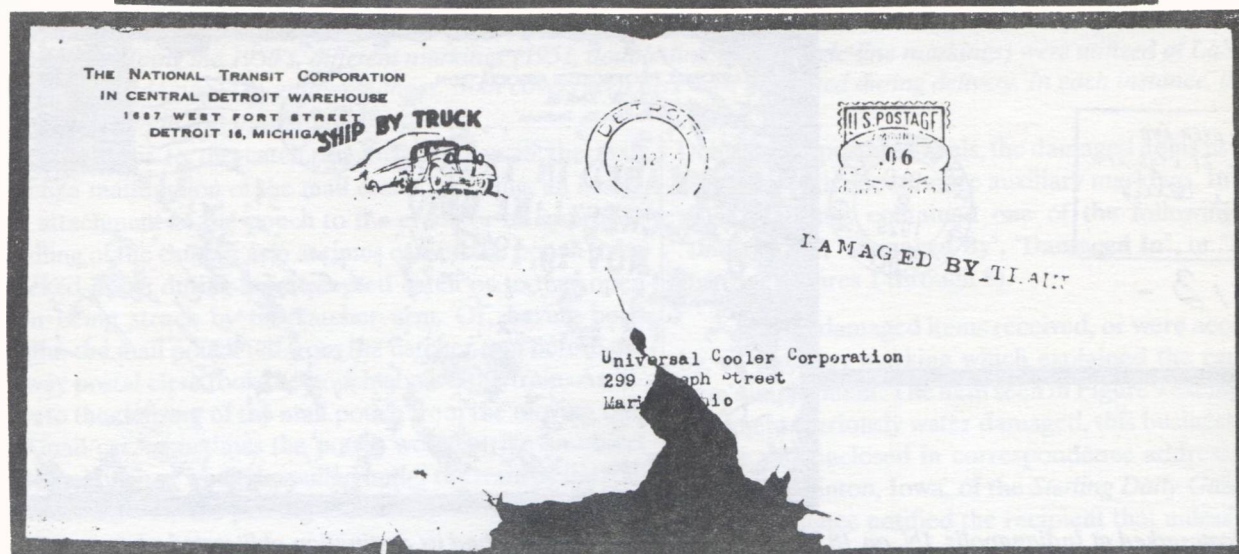
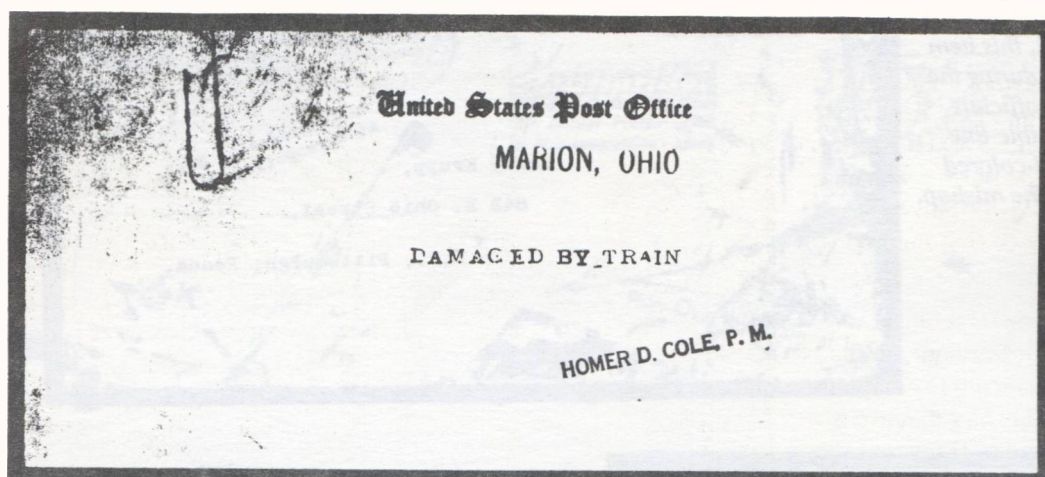


Figure 4. A single-line handstamp in magenta-colored ink, affixed to a separate notice (A) from the Marion, OH, postmaster as well as to the envelope (B) evidences the cause of the mutilation to this 12 April 1945 letter from Detroit, MI. The damage was sustained during delivery of the mail.



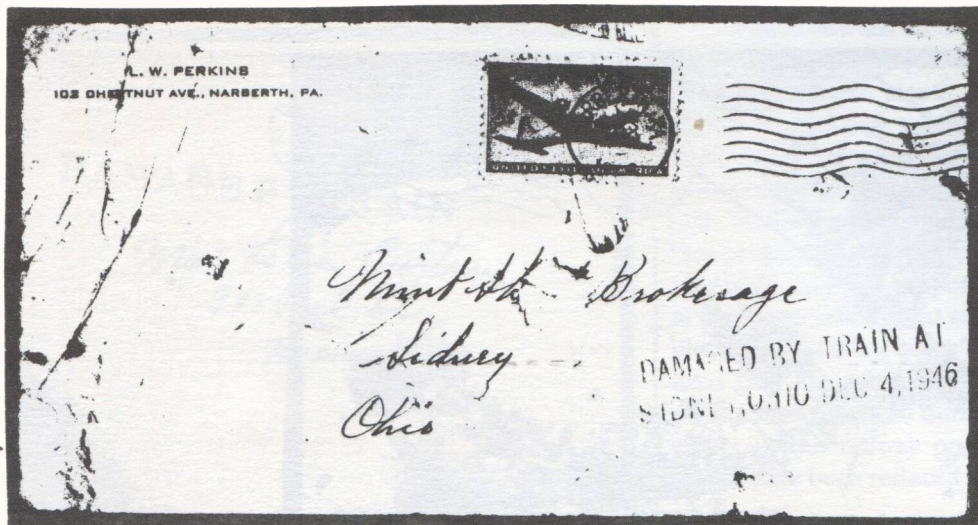


Figure 5. This letter was sent from Narberth, PA., on 3 December 1946. A double-line marking in red-colored ink concisely explains that the damage was done at Sidney, OF, on the 4th of December. The damage occurred as the mail was thrown from the train.

Figure 6. Mailed 6 September 1938 from Coraopolis to Pittsburgh, PA, this item was damaged during the catch. Postal officials affixed the double-line marking in red-colored ink to denote the mishap.

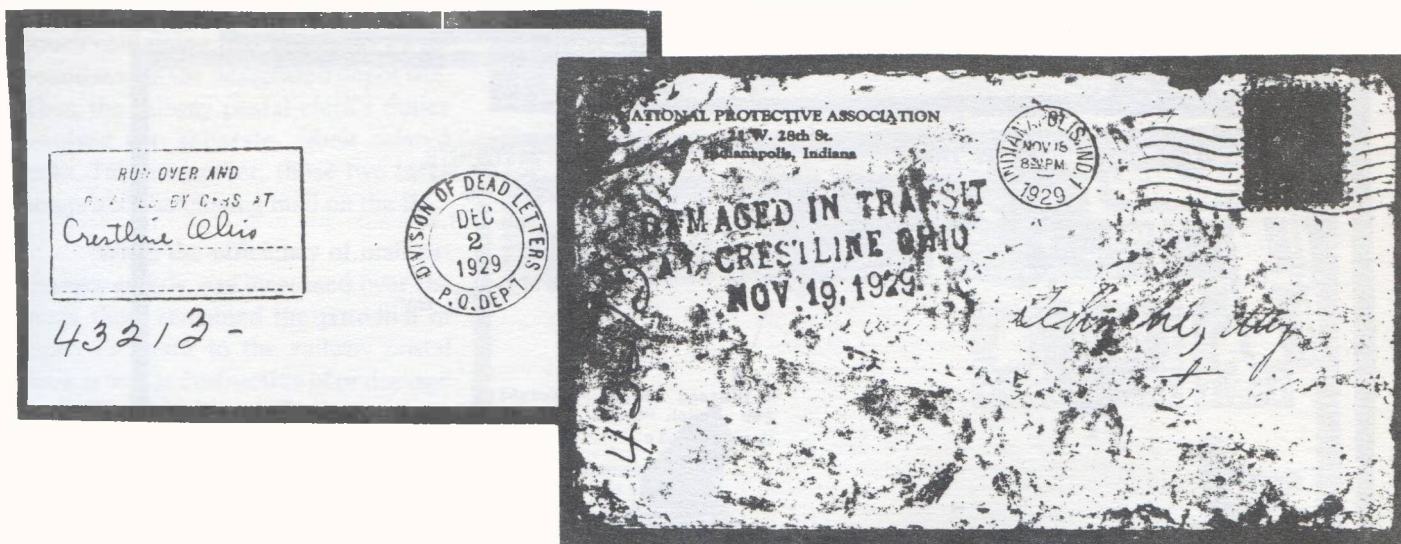


Figure 7. Postmarked at Indianapolis, IN, on 18 November 1929, this envelope had its destination obliterated when it was run over at Crestline, OH. Two auxiliary markings were used in this instance: A boxed, four-line handstamp applied in purple-colored ink by the Dead Letter Office (this office had the authority to open mail matter) along with the DLO's 2 December 1929 circular date stamp on a separate notice (A); and a three-line handstamp, struck in magenta-colored ink, on the envelope (B). The latter marking probably was affixed at Crestline.



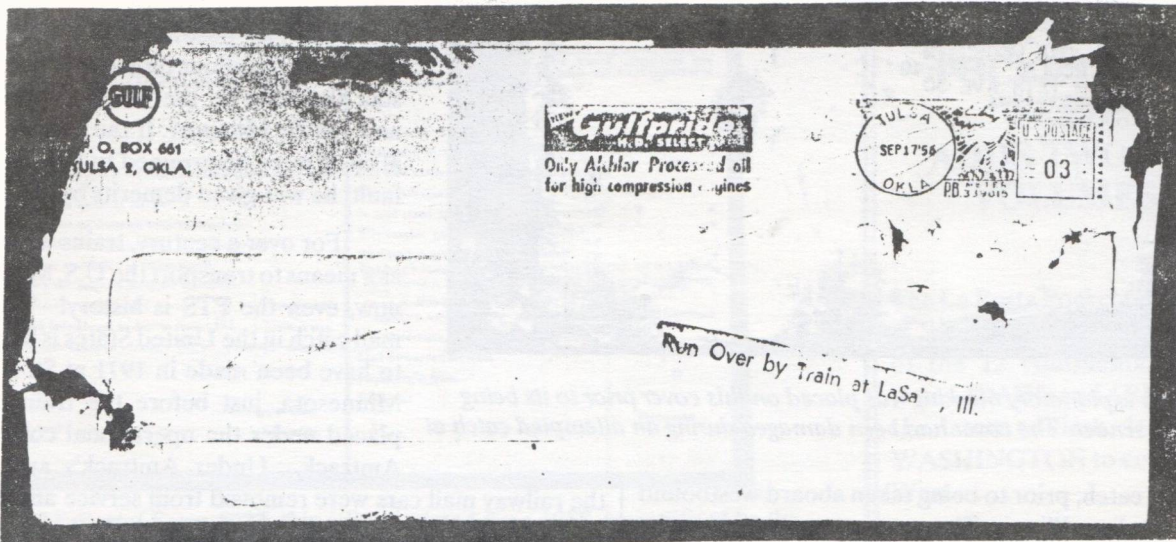


Figure 8. During the 1950's, different markings (1951, double-line; 1956, single-line markings) were utilized at LaSalle, IL, to denote mail damaged in mail exchanges. Both covers seen here were mutilated during delivery. In each instance, the marking was applied in magenta-colored ink.

car. As relates to the catch, an imperfection in the mail pouch, a malfunction of the mail crane fastening, an incorrect attachment of the pouch to the crane or an improper handling of the catcher arm at times caused the pouch to be knocked-down during an attempted catch or to tear open upon being struck by the catcher arm. Or, having been caught, the mail pouch fell from the catcher arm before the railway postal clerk took the pouch aboard the train. As relates to the delivery of the mail pouch from the moving railway mail car, sometimes the pouch would strike an object and burst open or would be pulled under the train by the suction created from the passing of the remaining cars.

In any of the above-noted instances, if the mail pouch opened, its contents usually were scattered -- sometimes for miles -- along the tracks. Those mail items, in various states of impairment, were collected as much as possible.

Delivered to postal officials, the damaged items usually were identified with one or more auxiliary markings. In the main, those markings contained one of the following phrases: "Damage By", "Damaged By", "Damaged In", or "Run Over By" (See Figures 1 through 8).

Not all damaged items received, or were accompanied by, an auxiliary marking which explained the cause of the item's impairment. The item seen in Figure 9 exemplifies this statement. Seriously water damaged, this business reply envelope was enclosed in correspondence address to a subscriber in Clinton, Iowa, of the *Sterling Daily Gazette*. That correspondence notified the recipient that unless renewed, her newspaper subscription was to expire on 22 May 1949. The business reply envelope had been enclosed to facilitate her response. Unfortunately, on 10 May 1949, the mail pouch containing that correspondence fell from the catcher arm



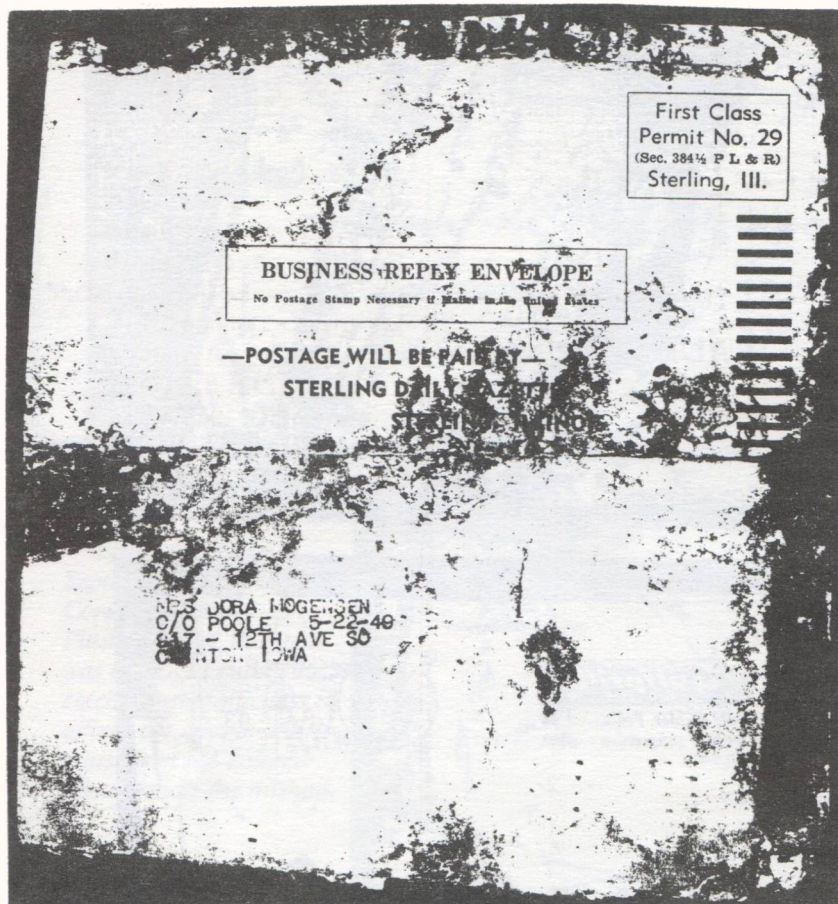


Figure 9. No explanatory marking was placed on this cover prior to its being returned to the sender. The cover had been damaged during an attempted catch at Sterling, IL.

during a night catch, prior to being taken aboard westbound Train 11 at Sterling, Illinois. The newspaper account of the mishap noted that:

*"As soon as the pouch was reported missing, post office inspectors and railroad men made a search along the river (the Rock River), but were unable to locate either the pouch or its contents."*

Subsequent to that mishap, when the water level in the river was lowered to make repairs, the pouch was found on the river bottom between Sterling's Third and Fourth Avenues. The pouch immediately was delivered to the then Superintendent of Mails, Earl Phillips. In regard to the mail recovered, the news report stated:

*"The mail was so badly watersoaked that little can be identified. However, Sterling Post Office officials are making an effort to identify as much as possible."*

Having a printed return address, the illustrated item was identified more easily. It was returned to the *Sterling Daily Gazette* without an explanatory marking.

On those occasions when a railway postal clerk failed to make his catch, the particular community's outbound mail was delayed at least until the next train passed going in the same direction. Likewise, when a railway postal clerk failed to deliver the mail pouch to a particular community or delivered the wrong pouch, the mail was delayed in reaching the intended recipient. Postal official utilized concisely worded auxiliary postal markings to account for these delays (Figures 10 and 11).

Whenever the railway postal clerk failed either to make a catch or to deliver the pouch properly, he had to answer the questions noted on a Post Office Department form (Figure 12), and forward that form to the local postmaster of the place involved. The postmaster, in turn, completed the questions directed to him, then sent the form to the RMS Distribution and Traffic Manager. If the railway postal clerk were determined to have been at fault, he was given demerits by the RMS.

For over a century, trains were used as a means to transport the U.S. Mail. But, now, even the PTS is history! The last mail catch in the United States is believed to have been made in 1971 at St. Cloud, Minnesota, just before the trains were placed under the operational control of Amtrack. Under Amtrack's authority, the railway mail cars were removed from service and a new postal concept was initiated. That concept relied on sectional centers to distribute, and trucks and airlines to transport



Figure 10. Posted in Mendon, MO, on 29 October 1917, this cover was "DELAYED BY FAILURE TO CATCH POUCH". The handstamp was struck in black-colored ink.



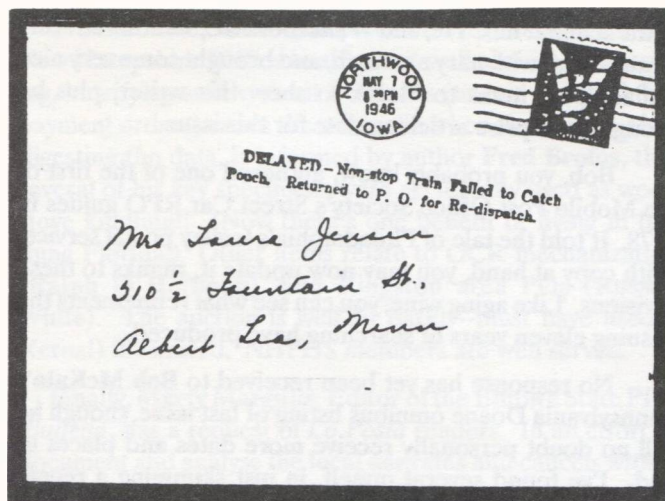


Figure 11.  
Postal officials  
affixed a more  
detailed marking  
at Northwood, LA,  
on 7 May 1946,  
when the railway  
postal clerk failed  
to make his catch.

the mail. Today, mail catches are made only to commemorate a special event.

| NOTICE OF FAILURE TO RECEIVE OR PUT OFF MAIL  |   | POSTMASTER: COMPLETE YOUR STATEMENT BELOW, AFTER WHICH CROSS OUT YOUR ADDRESS ON REVERSE SIDE AND FORWARD TO DISTRIBUTION AND TRAFFIC MANAGER.          |  |
|---|---|---|--|
| Postmaster  |   | 19  |  |
| Cat No. on R. P. O. Train, failed to (put off) mail because of the following reason marked with an X: |   | Was mail put off train?   |  |
| 1   | Pouch not found at station.                           | Was pouch detached from crane?  |  |
| 2   | Pouch not on crane as train approached.               | Did mail carrier witness failure?   |  |
| 3   | Pouch drawn from crane by suction of train.           | Was pouch recovered promptly? Mail damaged?   |  |
| 4   | Catcher arm failed to retain pouch.                   | Is mail crane apparently in good condition?   |  |
| 5   | Pouch not properly strapped in middle.                | Was catcher pouch strapped in middle?   |  |
| 6   | Mail not properly divided in pouch. 9 Visibility low. | Was mail in pouch properly divided?   |  |
| 7   | Clerk failed to get to door in time. 10 Train in way. | Was pouch hung on crane or delivered to station? (If not, attach a statement from Mail Messenger or other employee admitting or denying responsibility) |  |
| 8   | Engineer failed to whistle. 11 No light on crane.     | If registers were included in pouch, have you been furnished with receipts, and if so by whom?  |  |
| Remarks:  |   | Mail forwarded on train 19  |  |
| Clerk on Station Duty. Supervisor.  |   | Pouch rec'd from 19   |  |
| POD Form 5027 (June 1958)   |   | Remarks: Postmaster:  |  |

Figure 12. Postal Form 5027, this edition, dated June 1958, was utilized by the RMS to assess blame when there was a failure to receive or put off mail.

To the author's knowledge, no comprehensive listing exists of the various auxiliary markings that were used by postal officials to identify items damaged and/or delayed while exchanging mail on the fly. Nor has a study been made of the date(s) and place(s) these various markings were used. If anyone else has a cover with markings different from the ones illustrated herein, or used on a date or at a place different from those seen herein, the author would appreciate greatly hearing from that person. Send information to him directly at 132 Livingston Pl. W., Metairie, LA 70005. A compilation will be made and new information derived will be shared via an addendum to this article.

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*Transit Postmark Collector*, various issues, publication of the Mobile Post Office Society.

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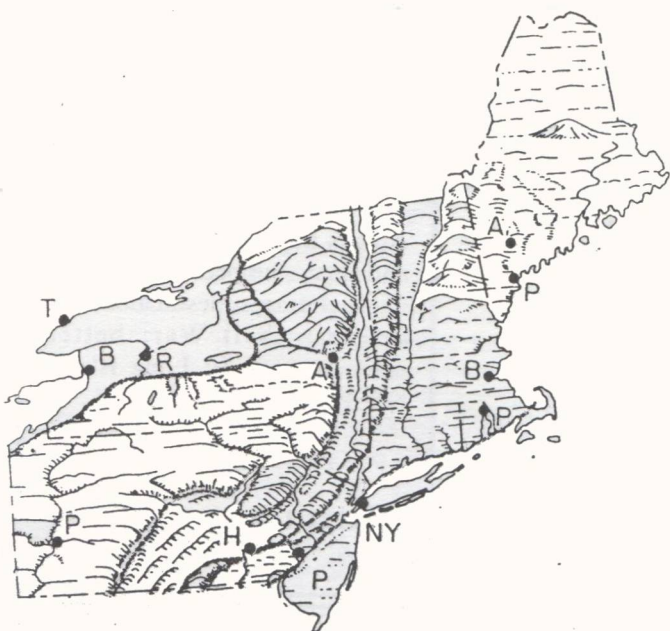
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## NORTHEASTERN SECTION

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

The Florex Seminar is postal history now, but it was an interesting and useful experience, certainly outlasting that one day. Elsewhere Bill Helbock informs us of some of its specific content, and will make interesting reading.

For the Eastern Section, the current issue contains Part 2 (of 3 Parts) of the engrossing, extended article by **Edward Harvey** on the pneumatic tube system of Philadelphia, used also by other cities nationwide, at the turn of the century. The article becomes more detailed and specific, and the reader would do well to refresh his or her memory of Part 1, in the September *La Posta*.

Correspondant **Hal Smith**, for one, expressed his interest in Ed's article. It certainly is not the run of the mill article, which one reason this Editor appreciates it (also erudite, well-researched, highly original, etc). Would that the Eastern Section, and *La Posta* overall, become known for articles unobtainable elsewhere!

**Ralph Edson** and **Jose Rodriguez** send us, after many hours of toil, and unbeknownst to this Section Editor, a Connecticut Doane list! A little further on here, you will notice that we request someone to step forward to do the cataloging effort for Connecticut for us. The comment will remain as a token that "you never knows what's in the works out there." A very nice holiday surprise. Now lets work on VT.

It was nice to meet former Eastern Editor **Bob Stets** again at Florex. Bob, naturally, added some good comments

to the seminar mix. He, and Walterboro SC, weathered Hurricane Hugo with nary a scratch, and brought some very nice Philadelphia items to Florex to show this writer, plus he brought a surprise article update for this issue.

Bob, you probably know, authored one of the first of the Mobile Post Office Society's Street Car RPO guides in 1978. It told the tale of Philadelphia's trolley postal service. With copy at hand, you may now update it, thanks to these revisions. Like aging wine, you can see what refinements the ensuing eleven years of searching have produced.

No response has yet been received to **Bob McKain's** Pennsylvania Doane omnibus listing of last issue, though he will no doubt personally receive more dates and places to add. I've found several myself, in just skimming a recent batch of covers. A vast new world of readily available material for anyone searching for a new collection beginning. We can now check or Connecticut too.

**Hal Smith**, Doane fancier of Bethany OK, reports that as of Sep 21, five [six] new state coordinators had been added and now only eight [seven] states are going begging. For the Northeast Section, help is required for Connecticut and Vermont. Any takers??

A short article to round out this month's Eastern Section is an excerpt from the recently published *Catalog of Philadelphia Postmarks-18th Century to the Present Domestic Markings*, by this Editor. La Posta readers can readily use Philadelphia as a mirror of other city's postal marking output.

The article suggests, for the umpteenth time, that stampless cover collecting, even if extended to include the Classic (to 1890) cover period, barely scratches the surface of "postal history" involvement. The figures are intriguing.

Coincident with this issue, the Pennsylvania Postal History Society celebrates the beginning of its 16th year. In a special expanded issue #100, the *Historian* contains a variety of member articles suggesting their wide interests: machine cancels, stampless rates, locals issues, railroad markings, town histories, favorite covers and documents, new discoveries, Bob McKain's Doane lists by county, plus a larger than normal auction. Write to Box 290-145, Davie FL 33329.

The year old Rhode Island PHS is perking along with its Fall 1989 *Journal*. The issue contains two nicely illustrated articles on the Providence & Hope RPO (**Lawrence Merolla**) and a general introduction to RPOs with "Early History of the RPO" (Editor **Thomas E Greene**.) Write to Box 3822, Providence RI 02911.

The August *Vermont Philatelist* relates a discovery which doubles the number of St Johnsbury ovals to two (**Leon White**). The independent State of Vermont is recalled in an article discussing the times and the mails of 1790 (**Richard J Marek**). Unreported DPOs, the Proctor PO, and Vermont Black Jacks round out the article list. Write Box 253, East Randolph VT 05041.



*Granite Posts*, issue 6, September 1989, shows that the New Hampshire PHS is healthy and well also. An interesting, horrifying article about PO drafts (not air or liquid, but payment orders) raises the adrenalin when the reader, after digesting the data, is informed by author **Fred Brofos**, that several of his key specimens were accidentally used as wood stove kindling!! (Now there's one benefit of living in far-flung Florida.) Other items relate to OCR mechanization (**Ralph O Hoffman**), and Kingston area POs (**Russell White**). The auction is well (if darkly--must have used a Xerox!) illustrated. NHPHS members are well served.

Finally, **Marty Margulis**, Editor of the Empire State PHS *Bulletin*, has a request of *La Posta* readers. In an effort to document and analyse the local use rates and cancels within New York City, xeroxes of dated or docketed covers, from about 1860 to 1875 are required. Write with any information to: 1368 Metropolitan Avenue, Bronx NY 10462. Marty promises further interesting NY articles fo *La Posta* shortly.

And now for something just a little bit different -- we need articles for the Eastern Section!

Please dig into that cover box and pick out something interesting and simply tell us about it. Surely dealers don't get rich (ooh! did I say that?) by selling **uninteresting** material? For instance, pick at random one of the categories in the "Statistics" article. Hunt for your most curious/exceptional/rarest/attractive/whatever example and tell us about it.

Papers will be collected in two weeks, spelling counts, and extra credit to the first one finished!

By the way, has anyone heard from Massachusetts yet?

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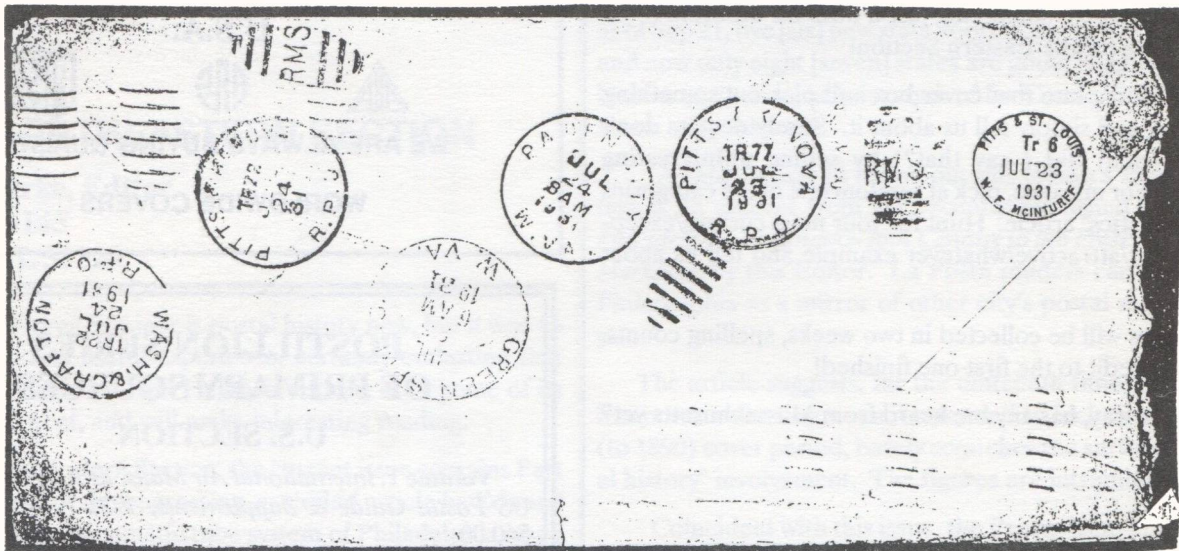
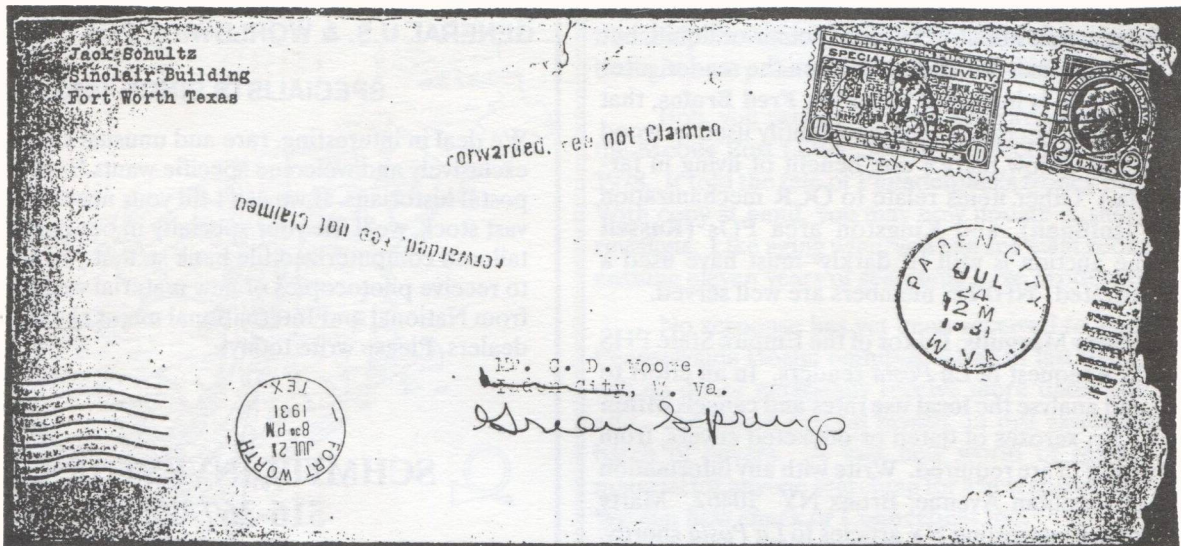
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The following letter is from **Wayne Farley**, a youthful pharmacist, and West Virginia postal historian, who attended the November Florex Postal History Seminar, and who shamelessly admits to reading the Eastern Section.

Dear Tom:

9/23/89

Having just recently seen your articles in the July and September issues of *La Posta*, it brought to memory a cover in my collection. I enclose a photocopy of this cover, with routings on reverse (similar distance and time period as your special delivery cover). It took 63-1/2 hours to travel from Ft Worth TX to Paden City WV, and an additional 18 hours to be forwarded to Green Spring WV.

[It was received at 8:30 PM July 21, 1931, and arrived July 24, at noon, in Paden WV, and finally the next morning at 6 AM in Green Spring. It was bundled--and therefore not marked--with other special deliveries north to St Louis, then east in the care of RPO Clerk McInturff, per Pittsburgh and St Louis RR, trip 6, then] via the Pittsburgh & Kenova RR, trip 72 and the Washington & Grafton RR, trip 22. The content of the envelope was oil well stock certificates.

As you can see, the time period for delivery is similar to your cover. (I do not have a timetable for these railroads, perhaps you know the times of changeover?)

Enjoy your articles, thought you might be interested in seeing a cover similar to yours.

Sincerely,

Wayne Farley,

Cape Coral FL



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

## Part II

By Edward T. Harvey

[Part I appeared in *LA POSTA*, Vol. 20, No. 4 (Aug.Sept., 1989, pp. 45-50.)]

### THE BOURSE SCENE TODAY

Time has treated the building well, its exterior is as handsome as ever, but has not functioned as a mercantile exchange for years. Recently refurbished and modernized, its interior sparkles with many interesting shops and eateries.

The present management believes that the Post Office Station was located in a lower level, below the street and connected with the street by a separate stairway. This level had many other facilities at the time, including a barber shop.

REGISTERED  
MAY 19 1894  
East Chestnut St. Sta.  
PHILADELPHIA, PA.

FIG 8: Registry cancels of the early pneumatic tube stations. At this time this was the only tube station in the US, under the four year contract of Mar 1, 1894.

REGISTERED  
JAN 20 1896  
Sub-Station No. 20  
PHILADELPHIA, PA.

FIG 9: Sub-Station 20 located in the Bourse Building. Till 1897 the only tube station still.

REGISTERED  
JUL 29 1902  
BOURSE,  
Philadelphia, Pa.  
5399

FIG 10: This cancel struck the first month after Congress re-established tube operation by allotting funds. No tube operation Jul 1, 1902 through Jun 30, 1903.



FIG 11: The writer has seen no Bourse registry cancels after 1908, possibly none handled after that time.

Just as there is a new Main Post Office at 30th Street, Ninth Street was demolished, rebuilt and relegated to Annex status; the old Sub-Station has been upgraded in a sense.

The building at 323 has given way to a modern structure too, part of which is now occupied by Continental Station, in the approximate location of the original East Chestnut Street Station. And it serves about the same area as the old station. There is still commercial and financial activity, but its relative importance has diminished over the years, giving way to the historical limelight of the nearby Independence Hall Mall area.



## STANDARDS SOUGHT

After the first pneumatic tube line was laid in Philadelphia, the POD continued to investigate in order to decide on optimum specifications to benefit the mails at least cost. John Wanamaker's term as PMG ended a few weeks after the first test was made, but others continued the project.

The hope was for very large conduits 24 to 36 inches in diameter, but engineering studies showed that tubes with 8-1/8 inside diameter, handling carriers 7 inches i.d., were the most feasible. So 8 inch became the standard. The 6-1/8 inch i.d. experimental tubes in Philadelphia were not duplicated in any succeeding lines, though some 10 inch tubes were used in Boston.

Standards now set, the POD secured more money from Congress for an expansion in Philadelphia, and for a tube to connect the Post Offices of Brooklyn and New York City.

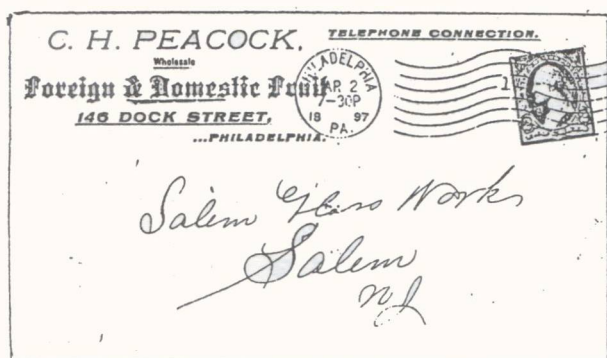


FIG 12: An American machine cancel applied at the Main PO to a letter collected in the area served by the tuber station and sent through the tubes to Ninth Street.

## EARLY SYSTEM EXPANSION

Following this effort, on Nov 27, 1896, contracts were made with the PTC for an 8 inch double tube line connecting the Main PO with the Pennsylvania Railroad's terminal at Broad Street Station (Market Street between Fifteenth and City Hall Plaza) with a bypass at the Reading Terminal of the Phila and Reading Railroad, Twelfth and Market Streets.

This contract at \$23,366 per annum, was for four years, starting Jul 1, 1897, and obligated the Company to carry all mail matter, anything too large for tubes to be transported by wagon. Apportionment was \$16,966 for the tube and \$6400 for wagon service. The Company started carrying all the mail for the points covered in the contract by wagon on Jul 1, 1897 and reported to the postal officials their expectation to begin tube operation about Jan 1, 1898.

On Mar 10, 1898 a new four year contract succeeded the old one for the original line. The old contract for \$3450 increased to \$17,600, which, with no explanation given, which seems excessive.

We speculate two things may have happened. The PTC had acquired more experience with operating costs. Also, we now find mentioned that postal personnel are excluded from actual tube operation. Post Office employees placed mail in the carriers and handed them unlocked to employees of the PTC, who locked them, then opened them before handing them back to postal employees, who remove the mail. With a 20 hour scheduled tube operation day, the new contract price appears more reasonable in order to cover employees as well as repairs to tubes and carriers.

Also, in 1898 the tube line from the Main PO to the Pennsylvania Broad Street Station was completed; it was found acceptable as of Apr 7 and starting operation in May. The bypass to Reading Terminal was completed later, but was connected in time to be mentioned as operating by Jun 30, 1899, when the Second Assistant PMG made his annual report.

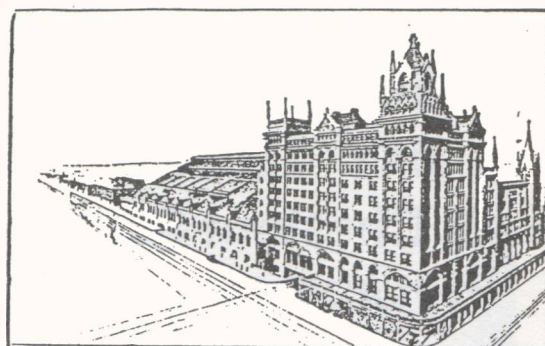


FIG 13: Broad Street Station, which first housed the tube terminus, then in 1910 it moved to larger quarters within, and changed its name to Penn Square Station

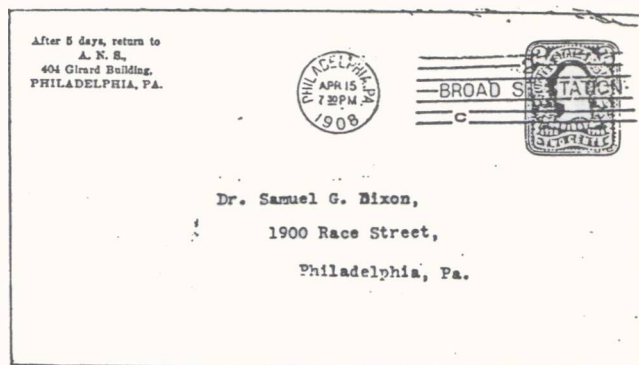


FIG 14: Example of a cover collected in the area and canceled at the tube station before being sent through the tube to the Main PO.



## A SKEPTICAL CONGRESS

All contracts were written to expire Jun 30, 1901 unless Congress specifically authorized continuance by Act and made further appropriations.

As of Jun 30, 1899 there was a total of 8.05 miles of pneumatic tube listed as operating in the US as follows:

Boston 0.74 miles

NYC 5.85 miles (including the line to Brooklyn)

Philadelphia 1.46 miles (to Bourse 0.52, to Rail Depots, 0.94 miles)

Congress continued to refuse approval for extension or renewal of contracts, and the mileage in operation as of Jun 30, 1900 remained the same. Since all contracts were due to expire at the end of fiscal 1901, Congress did allot \$10,000 for an investigation into the utility of all the systems in operation and asked for facts to determine whether the service should be owned, leased, extended, or cease operation. If to it should be acquired, then at what cost?

The results of the investigation were reported to the PMG and he submitted his report dated Jan 4, 1901 to Congress. This report covered details and figures for 11 cities considered to tube service and was close to 200 pages long. Congress did not act upon the report in time to prevent closing down the systems. As a result all tubes stopped operating Jun 30, 1901.

The report was generally favorable to the idea of pneumatic dispatch and to expansion, but cautioned against some contract prices considered too high. One mention is made of the "Batcheller Pneumatic Tube Co., Philadelphia," controlled operating companies in Philadelphia, Cincinnati, Chicago, St Louis, and San Francisco, whereas companies in Boston, NYC, and Brooklyn were separate and independent. It is possible that, in some instances, the patent leasing arrangements of Batcheller were misconstrued as control.

## PHILADELPHIA'S DESIRES

In Philadelphia the PTC submitted bids on a variety of arrangements and extensions. As an addition to existing lines, the Company suggested these three Proposals:

1. Connecting the Main PO with Stations S, O, C, J, P, D, and A, or
2. Proposal 1, plus Stations K, E, and F, or
3. Proposal 2, plus Stations Q, R, G, and B.

The joint committee recommended, with reservations, consideration of Proposal No. 1 since the lines proposed would serve an area responsible for generating 83.5% of postal revenue and 87% of total first class mail. The estimated cost of Proposal 1 would be \$563,061.58 and the annual cost of operation as \$58,601.77. They quoted annual rental of \$114,907.93 (= cost of operation plus 10% of construction cost). The committee felt that these figures could be reduced 20 to 25%. It also suggested the possibility of steam or electric power being supplied from the Federal Building at Ninth Street, to save the expense of building a new power plant.

## RAILWAY COMPARISONS

The Company offered to continue serving the lines already built at the price formerly paid, but here also the committee stated their belief that a lower contract price could be negotiated.

There were many figures to be compiled by Philadelphia PM Thomas L Hicks and much correspondence with committee member V J Bradley, Superintendent of Railway Mail Service, NYC. In his letter of Oct 3, 1900 he made some unfavorable comparisons between tube costs and other means of mail transport, viz,

*"The heaviest and most important railroad mail route in the United States is that between New York and Philadelphia on the Pennsylvania Railroad. At the last weighing it carried more than 300,000 pounds per day over the entire route, averaging 42 trips per day; and the cost to the department is at the rate of \$3,422 per mile per annum. This rate has been criticized by witnesses before the postal commission as being very exorbitant.*

*The rate per mile on the New York Central road between New York and Buffalo is \$2,794 per mile per annum.*

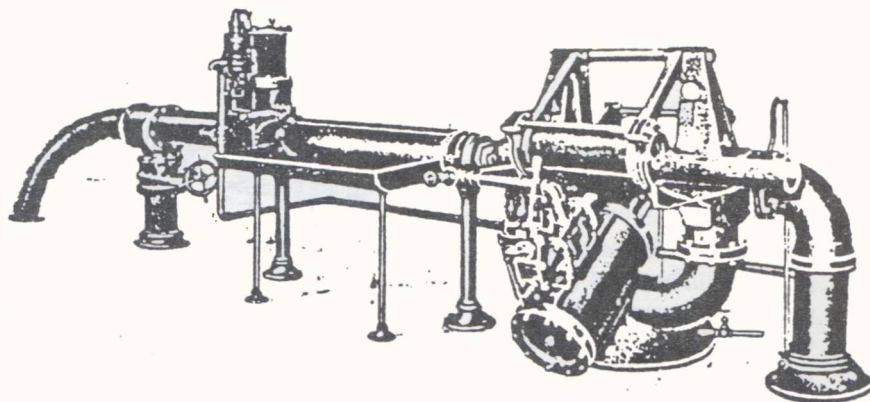
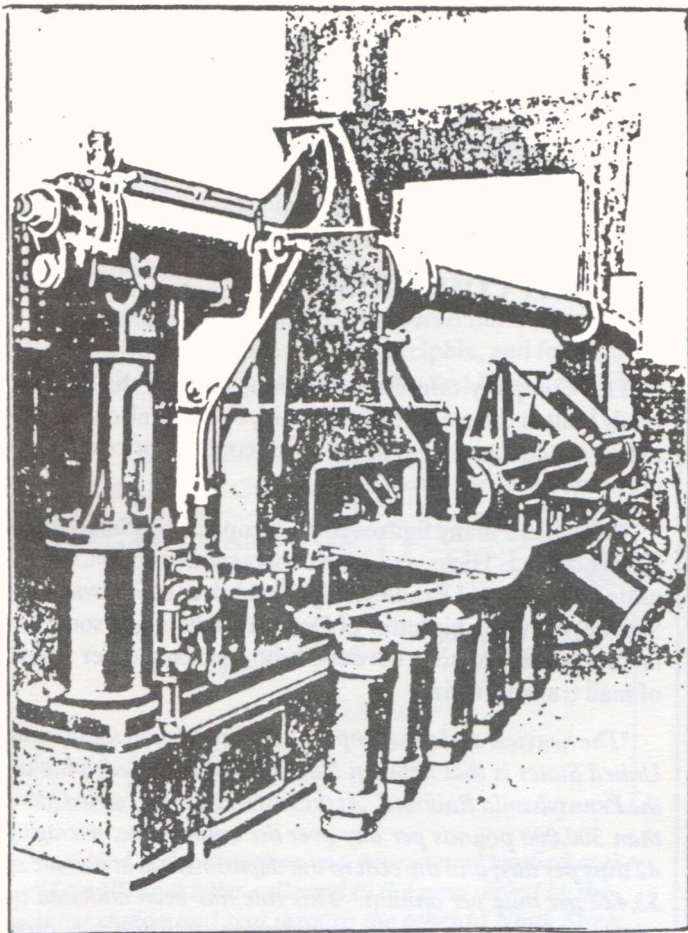


FIG 15: Unenclosed Receiver/Transmitter at Broad Street Station when its 8 inch tubes were connected to the Main PO in Apr/May 1898.



*It is well to note the rate per mile for the electric postal car service in Philadelphia. The Philadelphia and Southwest circuit, connecting the branches P, D, and A with the general post office, with 19 trips per day, is only \$705 per mile per annum..*



*FIG 16: Enclosed Receiver/Transmitter-a more permanent installation, at the Main PO about 1900. (Both illus from Natl Phil Colln, Smithsonian Inst.)*

The pneumatic tube companies had to struggle against such unfair comparisons in which their critics conveniently overlooked the fact that the railroads and street car companies were not operated solely for postal purposes. They had other sources of revenue, which was generated at the same time they were carrying mail. This was in contrast with the tubes, constructed solely for postal reasons.

## TUBE USE BENEFITS

Under date of Oct 31, 1900, PM Hicks reported to committee member Bradley, replete with tables of activity at the various station suggested as possibilities for tube service. The Postmaster had been requested to recommend extensions in his order of importance:

First group Stations S, O, C, J

Second group Stations A, D, P

Third group Station B (West Philadelphia)

Fourth group Stations K, E, F

Fifth Group Stations Q, R, G

Mr Hicks was enthusiastically in favor of tube service. His main points were:

1. Continuous service. Allows immediate dispatch if required.

2. Effects savings in time, making more prompt connections.

3. Eliminates delays due to fires, processions, riots, etc.

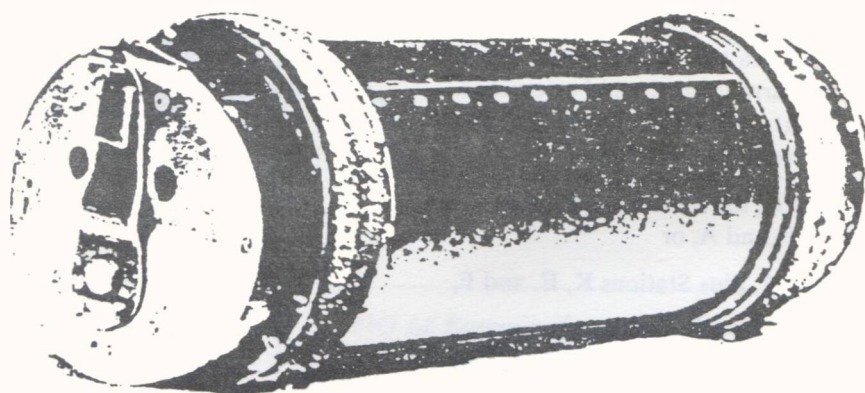
4. Enhances safety of mail enroute.

5. Is labor saving.

6. Speed up mail, wagons delay it.

7. Must schedule wagons to meet trains. Schedules upset if trains are late. Tube are always ready, whenever trains arrive.

8. Pouches are filled and locked at depot. Pouches can be held open longer, number of them are reduced, and the weight saved results in lower cost for train transit.

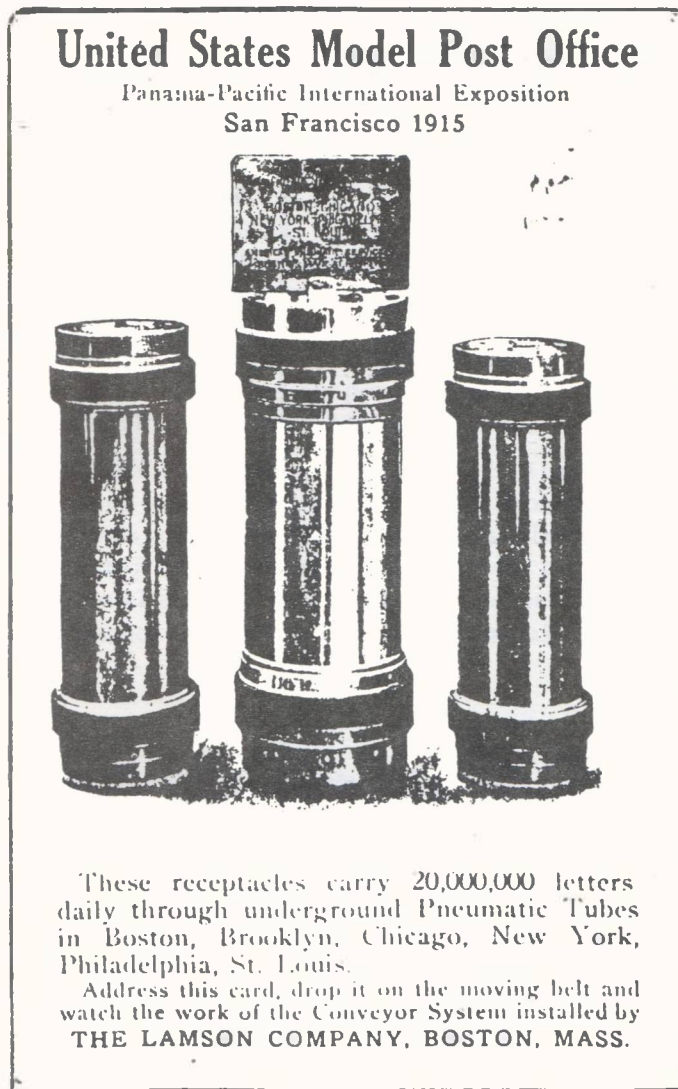


*FIG 17: Early type 8 inch o.d. carrier used at Philadelphia (illus from Natl Phil Colln, Smithsonian Inst.)*



9. With more stations on the tube line, special delivery letters could be delivered as quickly as, or quicker than telegrams.

10. While 8 inch tubes are necessary between the depots and the Main PO, six inch tubes would be ample at the various stations.



*FIG 18: Picture postcard from the Panama-Pacific Exposition, San Francisco, 1915. It shows two 8 and one 10 inch carrier, capacities 500 and 1000 letters respectively. Body design appears to be improved over the riveted wrap-around cover (see above). Operating companies in cities except Philadelphia were now controlled by the Lamson Co., a large supplier of equipment and parts.*

Statements were supplied along with PM Hicks' report, letters in favor of the tube system from businessmen and from the directors of the Bourse, and letters from the PTC, quoting costs and giving specifications for the lines. The Company quoted tubes of the same general nature as those

previously laid, but with electrical conduits laid in the trenches with the tubes.

Compressors were to be driven by AC motors mounted with each compressor. Carriers, receivers, and transmitters were all to be of improved design with enhanced reliability and increased capacity for the same size carrier. It is well to remember these changes and improvements in view of later criticisms that there had been no improvements made in the tube system since its inception.

## CONGRESSIONAL LIMITATIONS

Between Jul 1, 1901 and Jun 30, 1902, there was no provision made by Congress for pneumatic tube mail, therefore no service. However, an appropriation act was approved Apr 21, 1902 allotting \$500,00 which also authorized the PMG to enter into contracts not exceeding \$800,000 annually. Compare this with the previous maximum actually paid for service in Philadelphia, NYC, Brooklyn, and Boston of \$222,266. Bids were invited on Jun 21, 1902 for proposals for systems in Philadelphia and the other cities previously served, plus new ones--Chicago, St Louis, and Washington DC.

Congress placed many limitations on any contracts made:

1. Contract period for four years or less.
2. A favorable report on the need for and practicality of any projected service must be submitted to the PMG by a committee of not less than three expert postal officers appointed by him.
3. No contract may exceed 4% of gross postal revenue the previous fiscal year for the city served
4. Contract price limited to no more than \$17,000 per mile per annum if lines in city total more than 3.
5. After Jun 30, 1904 contract renewals and new contracts must be provided for in annual appropriations.

By imposing these restrictions, Congress placed a ceiling on the cost, forced postal officials to review carefully any expansion. It kept its ultimate power of the purse. By doing so, Congress made it more and more difficult to raise capital to finance a project, which might be terminated completely Jun 30, 1904.

It would be impossible to recover investment in this short time and thus every system expansion became a gamble. Some years later, when the POD wished to install modest systems in some smaller cities, no bids at all would be received to their proposal invitations.



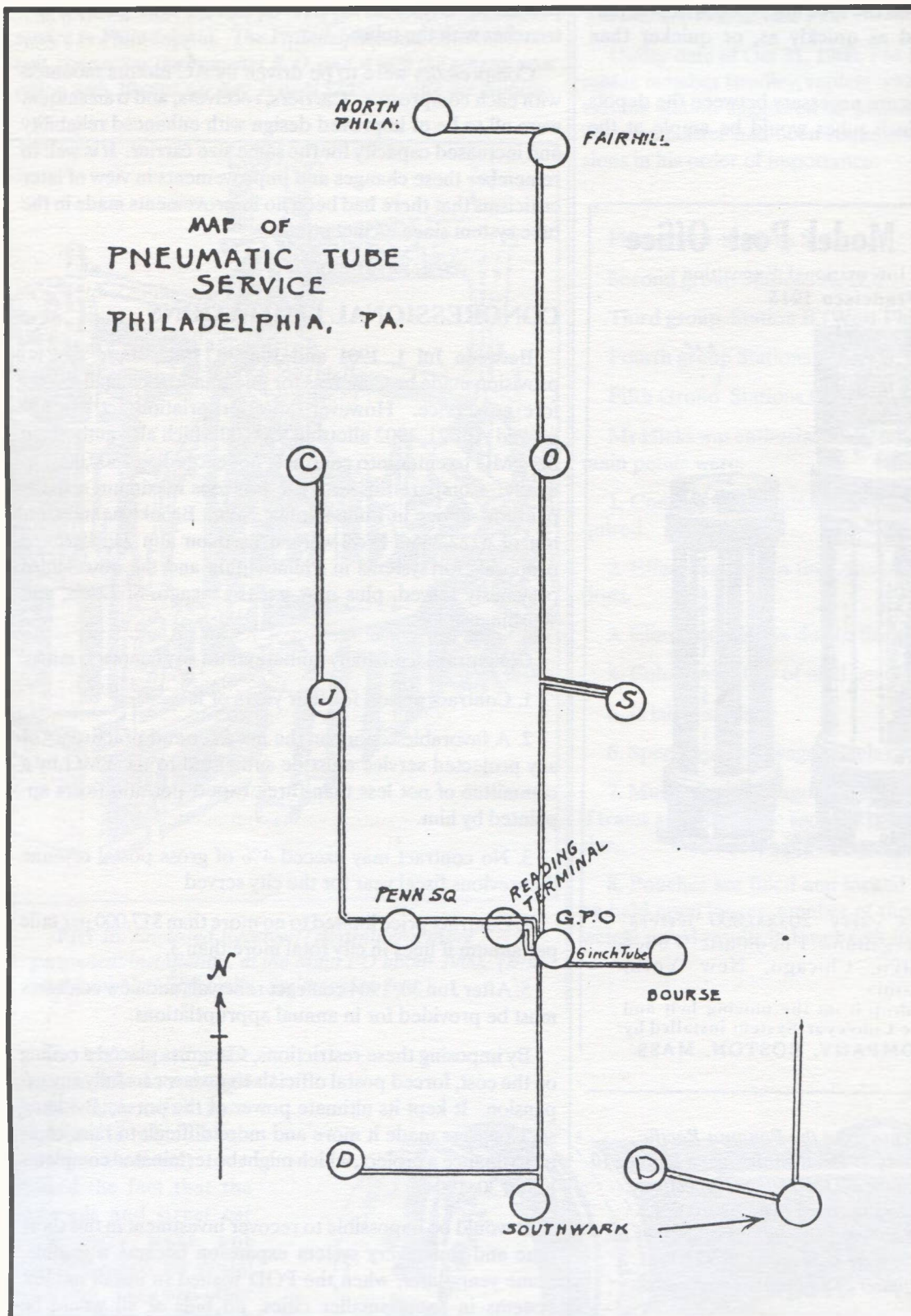


FIG 19:  
Eventual-extent  
schematic of the  
Philadelphia  
Pneumatic Tube  
System. (From the  
report of the  
Committee of the  
POD on  
Pneumatic Tube  
Mail Service, Oct  
13, 1916. A minor  
error in the  
government's  
drawing, shown  
corrected to the  
right.)

### DIFFICULT TIMES, 1902-05

In Philadelphia a temporary contract was signed to get service resumed as quickly on the lines already in existence. Designated route No. 510001, 1.381 miles, \$39,183.60 per annum (a rate of \$28,373.35 per mile per annum). These figures are interesting since previous reports had placed the

distance at a total of 1.46 miles. Evidently more careful measurements were made for this contract.

Also, the rate was far greater than the \$17,000 per mile figure established by Congress, but was acceptable since total mileage was less than 3 miles. Still, the rates were lower than the last previous costs, which shows some successful

negotiation by postal officers. This temporary contract was to be effective from Jul 21, 1903 to Jun 30, 1903. The temporary contract was to expire upon commencement of the larger service contract as follows.

Contract for Route No. 510004, dated Sep 27, 1902 for a term beginning with the construction, acceptance, and operation of the tubes and ending Jun 30, 1906. The total compensation \$129,914 per annum for 7.642 miles at \$17,000 per mile per annum. This route included existing 6 inch lines from Bourse Station to the Main PO, 8 inch lines Broad Street Station to Station A; between Stations A, J, and C; between the Main PO, Stations S, and O; and between Stations A and B.

The PTC was unable to begin construction on the new lines so that, as of Jul 1, 1903, Contract No. 510001 expired and the existing service performed under the newer Contract 510004, with a reduction in compensation to \$23,494 (= \$17,000 per mile for the 1.382 miles, a slight mileage increase.) And the Company promised the PO to begin soon on a line from the Main PO to Stations O and S.

Again for the fiscal year ending on 30, 1904 there were no additions to the Philadelphia system. At Broad Street Station, even with existing service, facilities had been cramped for lack of space. Arrangements were made with the Pennsylvania Railroad to relocate the tube terminals and to allot more space in anticipation of the additions to be made.

## 1905 INVESTIGATION, CHANGES

In 1905 it was again necessary for the PMG to appoint a commission to investigate pneumatic tube service, since he would need their report in 1906 when all existing contracts were to expire. The report submitted was generally favorable and recommended that leases be made for 10 year periods, with options for government purchase.

As of Jun 30, 1905 the PTC had started and was still constructing the tube line to Stations O and S. Since the contract was written, Station A's name had been superseded by Middle City Station, as with other stations, and is referred to thus in the reports. There were also location changes. This did not make planning any easier, and was another of the handicaps faced by tube installation in the growing American cities, in comparison to the more mature entities of London, Paris, Vienna, or Berlin.

The commission's report for Philadelphia proposed some changes in Contract 510004. Besides the Philadelphia PO's plan to eliminate connection of Station A (Middle City), it proposed also to eliminate connection to Station B in West Philadelphia, since it had been removed from its former location at 38th and Market Sts to 32nd and Market, opposite the West Pennsylvania Railroad Station.

It also mentioned that, besides the location being more convenient for rail service, it's situation was advantageous to the new subway line under construction. The subway would run past the Main PO, Reading Terminal, and Broad Street Station. They were looking toward the new subway to carry mail, as did the surface trolley cars at the time.

Eliminating consideration of Stations A and B permitted more favorable consideration of extension to South Philadelphia Stations. Originally in 1902 Station P (Passyunk), at Ninth and Washington Ave, was considered but dismissed for budgetary reasons. Since then the new Southwark Station had opened (1904) near Tenth and Dickinson Sts, about five blocks south of Passyunk Station. Extension of the service to the newer station was recommended.

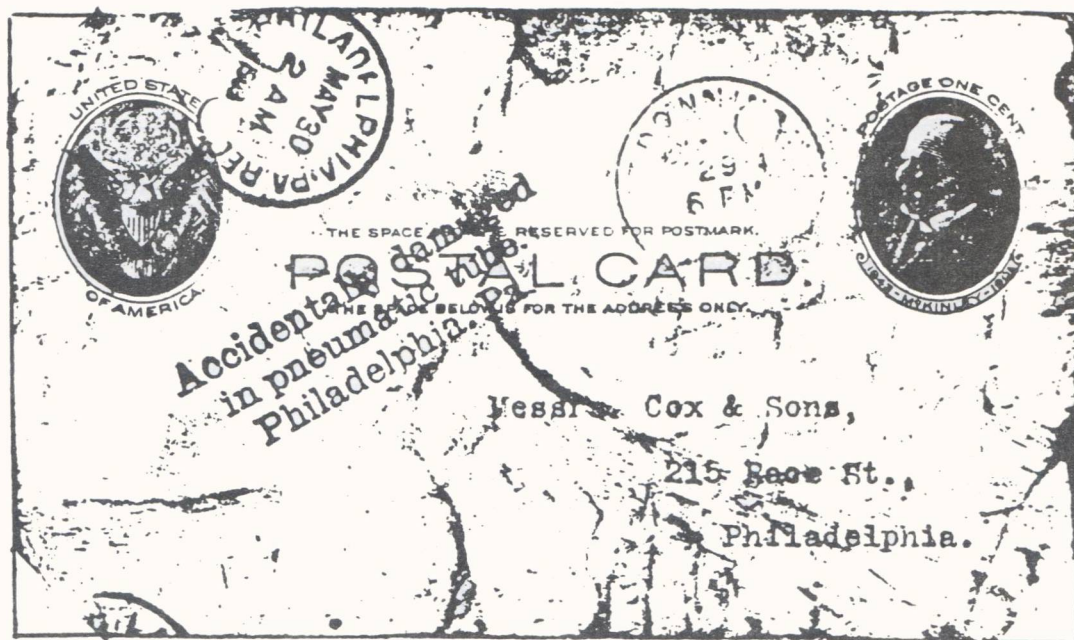


FIG 20: Postal card from Downingtown PA, May 29, 1903. Auxiliary cancel in purple, "Accidentally damaged...." This is the only marking used in Philadelphia specifically for pneumatic tube mail.





FIG 21: The Reading Terminal tube bypass along the Main PO-Broad Street Station leg meant that all the carriers in either direction to Broad Street Station ejected also at the Terminal. The traffic to Broad Street Station was so heavy, and by 1906 the delays were so serious, that the bypass was eliminated. Tube service direct from the

## ELEVEN CITIES BID

On Jun 29, 1906 the POD advertised for bids for pneumatic mail service in Boston, Brooklyn, NYC, Philadelphia, Pittsburgh, Baltimore, Cincinnati, Chicago, Kansas City MO, St Louis, and San Francisco. Proposals were received until 4:30 PM, Aug 21, 1906. Contracts would be for 9 years, 9 months, Oct 1, 1906 to Jun 30, 1916 (except for Chicago and St Louis which were to run nine years, Jul 1, 1907 to Jun 30, 1916).

No bids were received for service in Pittsburgh, Baltimore, Cincinnati, Kansas City, or San Francisco. Congress had sent a clear message to private capital (see previous) by its limitations and restrictive laws and by repeated investigations. That message suggested that the building of a tube was a gamble, more likely to result in loss on the investment.

For cities with partially operating systems, companies already involved submitted bids, but their combined bids exceeded the amount the PO was authorized to spend, and conferences to trim the expansions and reduce costs were necessary.

In Philadelphia the bids were requested for six different arrangements, four of which involved quoting on segments of a system. The other two were for a system which had been generally agreed upon as desirable and were identical except that one of them specified all eight inch tubes and the other specified the six inch tubes initially installed, the remainder to be 8 inch.

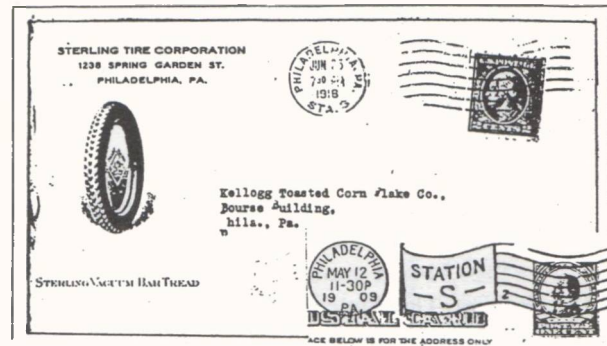


FIG 22: Station S (formerly Spring Garden Station). Tubes ran northward from the Main PO to S and then to O.

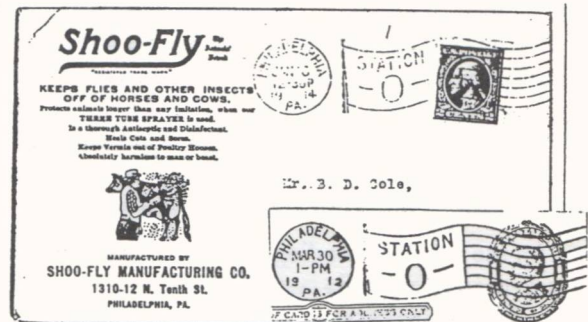


FIG 23: Station O (formerly Eighth Street Station). Eventually the tubes will connect this station with North Philadelphia Station.

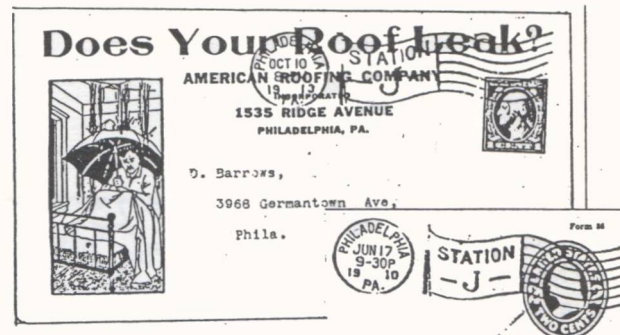


FIG 24: Station J (formerly Fairmount Station)'s tubes ran northward from Broad Street Station, and then on to Station C.

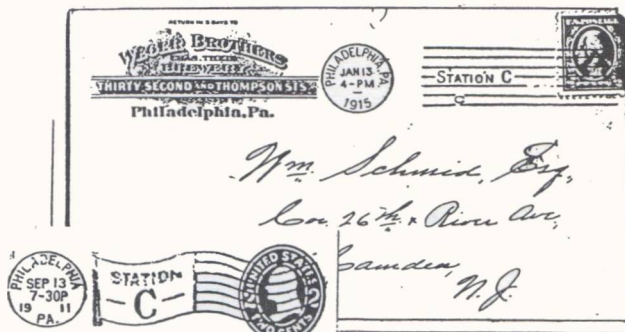


FIG 25: Station C (formerly Columbia Station) connected to the Main PO via Station J and Broad Street Station. There were no further additions to this line and Station C remained

# CONNECTICUT DOANE CANCELS

By Ralph A. Edson and Jose Luis Rodriguez

We have volunteered to act as co-ordinators in the listing and study of Connecticut Doane cancels. We look forward to hearing from each and every one of you whether you have one Connecticut Doane or many.

There are a couple of innovations that we will be using as we work on the cataloguing effort. We would like to suggest that our fellow state co-ordinators consider adopting our innovations in an effort to standardize the listing of these cancels.

One innovation is that we intent to acknowledge all collectors who contribute to the list by noting their initials under the Source column. For those who wish it, we will also list your full name in an appendix to the final monograph we hope to publish at a future date. We want your help and we would like you to feel that this is your list with proper acknowledgments.

Another innovation that we will be using is our request to you that you send us your entire list of Connecticut Doanes and not just new town names and changes in dates of use. The purpose of this is to obtain a census of Connecticut Doanes. So if you have 6 or 10 of one town cancel, we would like to know that. Eventually we hope to collate all this data to establish a rarity scale and ranges of value.

In the catalog that follows, you will note that we provide exact information for when a particular post office was established and when discontinued. This data can be useful to DPO collectors and can provide a hint as to what we can expect to find in the way of postmarks for particular post offices. At the end of the catalog we also offer a census by Doane types, by number of DPOs vs. operating post offices and by county of origin.

We hope these innovations will please you and make it worth your while to review your holdings of Doane cancels and submit information (and photocopies if possible) to assist the state co-ordinators.

We have eliminated an introduction to Doane cancels since this information has been published several times in previous issues of *LA POSTA*. However, we offer the following summary data as an introduction to the list that follows.

On January 1, 1900, there were 545 operating post offices in the State of Connecticut. During the course of the first ten years of the century, 125 of these were discontinued as independent post offices. They were either closed, converted to branches of other post offices, or serviced by the Rural Free Delivery system. The DPOs by year break down as follows:

|      |    |      |    |
|------|----|------|----|
| 1900 | 16 | 1905 | 14 |
| 1901 | 31 | 1906 | 8  |
| 1902 | 18 | 1907 | 12 |
| 1903 | 5  | 1908 | 9  |
| 1904 | 5  | 1909 | 7  |

During the same ten year period, eight post offices were established or re-established by postal authorities (one each in the years 1900, 1901, 1906 and 1908; and two offices each in 1903 and 1904).

The first decade was a period of consolidation rather than growth in the number of Connecticut's post offices. By December 31, 1909, there were only 428 operating post offices in the state. The postal service, however, improved greatly with the implementation of rural free delivery, especially in Fairfield County, in the Litchfield Hills and in the northeastern counties of the state.

We have discovered only five Connecticut post offices which used Type 1 Doanes. In each case the Doane devices were issued as replacement equipment to existing post offices, rather than as first postmarks to newly established offices. Among Connecticut post offices, Type 2 Doanes are the most plentiful, followed by Type 3 Doanes.

To date we have found that three of the eight post offices established during the 1900-09 period received Doane devices: North Hartland (1904) a Type 2 #1; Crescent beach (renamed in 1904) a Type 2 #4; and Sound View (1903) a Type 3 #2. One would have expected that Sound View would have received a Type 1 Doane since it was opened during a period when Type 1 devices were distributed. It is possible that a Type 1 for Sound View does exist, and it was replaced in 1906 with the Type 3 we have found. More search efforts will hopefully verify this.

You will note that the town of Killingly appears on the list with two types of Doanes -- a Type 2 (#3) used in 1905 and 1906 and a Type 3 (#4, or possibly 11) used in 1908. It is possible that other towns also experienced a change in type of Doane cancelers during the 1903-06 period. Further discoveries and variations are anticipated.

This initial listing is based upon our own collections. We hope that in future updates we will be able to include your Connecticut Doanes on the list. Please send your data contributions to either Ralph Edson, 365 Westland Ave., Cheshire, CT 06410, or to Jose Rodriguez, P. O. Box 903, Cheshire, CT 06410.



## CATALOG OF CONNECTICUT DOANE CANCELS

REPORTED AS OF NOVEMBER 15, 1989

| TOWN                | COUNTY | TYPE | NO. | EARLIEST<br>KNOWN USE | LATEST<br>KNOWN USE | DATE<br>ESTABLISHED | STATUS       | SOURCE |
|---------------------|--------|------|-----|-----------------------|---------------------|---------------------|--------------|--------|
| ASHFORD             | W      | 2    | 1   | 8-24-06               |                     | 3-17-1802           | DPO 3-14-31  | RE     |
| BAKERSVILLE         | L      | 3    | 2   | 6-29-06               |                     | 1-18-1851           | DPO 10-31-06 | RE     |
| BALLOUVILLE         | W      | 2    | 3   | 12-20-08              | 12-24-09            | 1-9-1882            | OPERATING    | RE,JR  |
| BARKHAMSTED         | L      | 2    | 2   | 4-4-11                |                     | 3-31-1828           | DPO 8-31-49  | JR     |
| CAMPVILLE           | L      | 2    | 1   | 6-2-04                | 4-7-09              | 8-18-1849           | DPO 7-15-16  | RE     |
| CANTON              | H      | 3    | 2   | 2-6-11                | 11-15-11            | 4-18-1801           | OPERATING    | RE,JR  |
| CHAPINVILLE         | L      | 3    | 4   | 8-1-06                | 8-17-08             | 5-31-1828           | DPO 1-21-16  | RE,JR  |
| CLARKS CORNER       | W      | 2    | 2   | 10-16-05              | 4-28-06             | 6-22-1874           | DPO 3-15-27  | RE,JR  |
| COBALT              | M      | 3    | 3   | 8-6-06                |                     | 7-5-1851            | OPERATING    | JR     |
| CRESCENT BEACH      | NL     | 2    | 4   | 7-26-05               | 8-19-07             | 8-29-1904           | DPO 6-15-54  | RE,JR  |
| EASTFORD            | W      | 2    | 3   | 5-2-06                | 9-6-07              | 1-22-1826           | OPERATING    | RE,JR  |
| EAST GLASTONBURY    | H      | 3    | 4   | 8-15-06               | 7-24-07             | 9-6-1861            | OPERATING    | RE,JR  |
| EAST GRANBY         | H      | 3    | 4   | 11-8-06               | 8-22-07             | 2-19-1820           | OPERATING    | RE,JR  |
| EAST WINDSOR        | H      | 3    | 4   | 10-15-06              | 8-5-09              | 4-7-1846            | DPO 8-31-15  | RE     |
| EAST WINDSOR HILL   | H      | 2    | 3   | 8-13-06               |                     | 3-9-1837            | OPERATING    | JR     |
| FITCHVILLE          | NL     | 2    | 3   | 4-18-06               | 3-29-07             | 6-14-1888           | OPERATING    | RE,JR  |
| GALES FERRY         | NL     | 2    | 3   | 8-31-05               | 7-2-07              | 4-16-1828           | OPERATING    | RE     |
| GLASGO              | NL     | 2    | ?   | 10-12-05              | 9-23-06             | 4-22-1872           | OPERATING    | RE,JR  |
| GOSHEN              | L      | 1    | 3   | 10-14-04              | 8-30-07             | 3-8-1805            | OPERATING    | RE,JR  |
| GROVE BEACH         | M      | 2    | 2   | 7-18-06               | 7-16-07             | 6-16-1884           | DPO 6-22-13  | RE,JR  |
| HAMBURG             | NL     | 2    | 3   | 10-5-06               |                     | 6-17-1828           | DPO 7-6-62   | JR     |
| HEBRON              | T      | 1    | 3   | 8-29-06               | 7-31-08             | 4-1-1801            | OPERATING    | RE     |
| HILLSTOWN           | H      | 1    | 1   | 6-4-06                | 11-16-06            | 1-7-1892            | DPO 3-31-08  | RE     |
| HOCKANUM            | H      | 2    | 3   | 11-4-05               | 12-24-06            | 2-18-1850           | DPO 9-30-30  | RE     |
| HOPEWELL            | H      | 2?   | 4   | 2-13-08               |                     | 9-15-1893           | DPO 5-31-13  | JR     |
| KENT FURNACE        | L      | 2    | 1   | 4-3-05                |                     | 12-30-1884          | DPO 6-15-06  | RE     |
| KILLINGLY (2 Types) | W      | 2    | 3   | 11-11-05              | 2-24-06             | 1-3-1842            | DPO 2-27-50  | RE,JR  |
|                     |        | 3    | 14? | 5-14-08               |                     |                     |              | RE     |
| LAUREL GLEN         | NL     | 2    | 1   | 8-12-04               |                     | 12-18-1883          | DPO 5-30-11  | RE     |
| LEONARD BRIDGE      | NL     | 2    | ?   | 8-30-06               |                     | 2-13-1892           | DPO 10-31-31 | JR     |
| LIBERTY HILL        | NL     | 3    | 2   | 2-13-06               | 10-18-06            | 3-1-1834            | DPO 7-15-07  | RE     |
| LONG HILL           | F      | 2    | 4   | 6-3-07                | 5-13-08             | 4-15-1822           | DPO 7-31-49  | RE,JR  |
| MANSFIELD DEPOT     | T      | 2    | 3   | 4-3-06                |                     | 12-24-1849          | OPERATING    | JR     |
| MARION              | H      | 3    | 2   | 7-17-06               | 10-23-06            | 1-9-1851            | OPERATING    | RE,JR  |
| MARLBORO            | H      | 2    | 1   | 5-29-06               | 8-18-10             | 7-1-1805            | DPO 12-31-10 | RE,JR  |
| MILLDALE            | H      | 3    | 5   | 8-11-10               | 3-9-12              | 6-17-1872           | OPERATING    | JR     |
| MILLINGTON          | M      | 2    | 1   | 8-10-06               | 3-18-07             | 5-10-1831           | DPO 11-29-19 | RE     |
| MOUNT CARMEL CENTER | NH     | 2    | 3   | 3-1-07                |                     | 3-19-1890           | DPO 3-31-08  | RE     |
| NEWINGTON JUNCTION  | H      | 2    | 3   | 9-29-05               | 5-30-10             | 9-20-1865           | DPO 6-30-38  | RE     |
| NEW BOSTON          | W      | 2    | ?   | 8-5-07                |                     | 1-2-1829            | DPO 4-30-09  | JR     |
| NORTH ASHFORD       | W      | 2    | 1   | 12-4-05               |                     | 12-11-1835          | DPO 8-15-18  | RE     |
| NORTH FRANKLIN      | NL     | 2    | 3   | 2-12-06               | 12-15-08            | 2-14-1873           | OPERATING    | RE,JR  |
| NORTH GRANBY        | H      | 3    | 2   | 8-13-08               | 12-23-10            | 12-26-1828          | OPERATING    | RE,JR  |
| NORTH HARTLAND      | H      | 2    | 1   | 10-4-06               | 12-22-08            | 3-31-1904           | DPO 8-15-34  | JR     |
| NORTH STERLING      | W      | 2    | 1   | 4-20-08               |                     | 2-26-1872           | DPO 8-31-12  | RE     |
| ONECO               | W      | 2    | ?   | 2-19-06               | 12-22-11            | 12-12-1855          | OPERATING    | JR     |
| ORE HILL            | L      | 2    | 2   | 8-15-07               |                     | 5-14-1850           | DPO 8-31-08  | RE     |
| PACKERVILLE         | W      | 1    | 2?  | 10-25-07              |                     | 3-6-1874            | DPO 5-15-11  | RE     |
| PHOENIXVILLE        | W      | 2    | 1   | 12-4-05               | 8-30-07             | 11-1-1850           | DPO 4-30-10  | RE     |
| PINEORCHARD         | NH     | 2    | 2?  | 8-18-06               | 8-15-08             | 4-5-1897            | DPO 3-31-57  | RE,JR  |
| RAINBOW             | H      | 2    | 2   | 11-16-07              | 5-1-08              | 2-5-1850            | DPO 11-15-16 | RE     |
| ROBERTSVILLE        | L      | 2    | 2   | 9-15-06               | 3-30-07             | 5-3-1860            | DPO 4-15-15  | RE     |
| SCOTLAND            | W      | 2    | 3   | 6-20-07               | 9-6-09              | 4-17-1817           | OPERATING    | RE,JR  |
| SOMERS              | T      | 3?   | 5   | 8-22-08               |                     | 1-17-1821           | OPERATING    | RE     |
| SOMERVILLE          | T      | 2    | 5   | 10-23-05              | 5-13-08             | 9-29-1849           | DPO 6-16-10  | RE,JR  |
| SOUND VIEW          | NL     | 3    | 2   | 8-20-06               | 8-1-12              | 7-14-1903           | DPO 11-17-42 | RE,JR  |
| SOUTH BRITAIN       | NH     | 2    | 4   | 2-15-08               | 9-10-10             | 4-6-1827            | OPERATING    | RE,JR  |
| SOUTH CANTERBURY    | W      | 2    | 2   | 8-10-07               | 12-13-09            | 5-28-1872           | DPO 10-17-16 | RE     |
| SOUTH KENT          | L      | 3    | 3   | 8-22-07               | 4-30-10             | 12-26-1872          | OPERATING    | RE,JR  |
| SOUTH LYME          | NL     | 2    | 5   | 7-21-06               | 4-14-11             | 3-16-1839           | OPERATING    | RE,JR  |
| SOUTH WETHERSFIELD  | H      | 2    | 3   | 8-6-06                |                     | 3-25-1873           | DPO 10-13-32 | RE     |
| SOUTH WILTON        | F      | 2    | 2   | 6-2-06                |                     | 9-23-1875           | DPO 11-15-08 | RE     |
| SPRINGDALE          | F      | 2    | ?   | 10-17-06              | 11-2-07             | 8-5-1872            | DPO 2-24-67  | RE,JR  |
| STAFFORDVILLE       | T      | 2    | 3   | 9-25-05               |                     | 3-16-1851           | OPERATING    | RE     |
| STERLING            | W      | 2    | 7   | 5-4-06                | 9-9-08              | 11-25-1850          | OPERATING    | RE,JR  |

CATALOG OF CONNECTICUT DOANE CANCELS

REPORTED AS OF NOVEMBER 15, 1989

| <u>TOWN</u>       | <u>COUNTY</u> | <u>TYPE</u> | <u>NO.</u> | <u>EARLIEST<br/>KNOWN USE</u> | <u>LATEST<br/>KNOWN USE</u> | <u>DATE<br/>ESTABLISHED</u> | <u>STATUS</u> | <u>SOURCE</u> |
|-------------------|---------------|-------------|------------|-------------------------------|-----------------------------|-----------------------------|---------------|---------------|
| WARRENVILLE       | W             | 2           | 3          | 11-20-05                      | 11-23-09                    | 5-13-1873                   | OPERATING     | RE, JR        |
| WEATOGUE          | H             | 2           | 3          | 9-23-05                       | 4-15-11                     | 1-3-1862                    | OPERATING     | RE, JR        |
| WEST ASHFORD      | W             | 2           | 2          | 8-16-05                       | 12-25-07                    | 2-5-1850                    | DPO 9-28-13   | RE, JR        |
| WESTFORD          | W             | 2           | 2          | 9-7-06                        | 7-3-12                      | 1-4-1833                    | DPO 7-15-38   | RE, JR        |
| WEST GOSHEN       | L             | 2           | 2          | 7-29-08                       | 1-9-12                      | 7-10-1849                   | DPO 7-19-63   | RE, JR        |
| WEST GRANBY       | H             | 2           | 2          | 11-3-06                       |                             | 3-8-1828                    | OPERATING     | JR            |
| WEST SIMSBURY     | H             | 2           | 2          | 9-2-05                        | 7-3-11                      | 9-18-1883                   | OPERATING     | RE            |
| WEST TORRINGTON   | L             | 2           | 2          | 9-20-05                       | 10-31-05                    | 3-27-1883                   | DPO 11-30-05  | RE, JR        |
| WEST WILLINGTON   | T             | 2           | 3          | 8-10-06                       | 12-19-10                    | 12-30-1850                  | OPERATING     | RE, JR        |
| WEST WOODSTOCK    | W             | 2           | 3          | 6-26-06                       | 1-16-07                     | 3-11-1825                   | DPO 2-29-16   | RE, JR        |
| WINCHESTER CENTER | L             | 2           | 2          | 6-27-06                       | 8-19-09                     | Year 1826                   | DPO 8-16-63   | RE, JR        |
| WINDSORVILLE      | H             | 1           | 2          | 12-30-05                      | 8-4-09                      | 8-8-1849                    | OPERATING     | RE            |
| WINNIPAUKE        | F             | 3           | 2?         | 9-30-07                       |                             | 2-7-1853                    | DPO 9-30-07   | JR            |
| WOODSTOCK VALLEY  | W             | 2           | ?          | 5-23-05                       |                             | 6-15-1857                   | OPERATING     | RE            |

CENSUS BY TYPE

|        |    |                         |        |            |  |
|--------|----|-------------------------|--------|------------|--|
| Type 1 | 5  |                         |        |            |  |
| Type 2 | 57 | Earliest Usage Any Type | 6-2-04 | CAMPVILLE  |  |
| Type 3 | 15 |                         |        |            |  |
| Unsure | 2  | Latest Usage Any Type   | 8-1-12 | SOUND VIEW |  |
| Total  | 79 |                         |        |            |  |

CENSUS BY STATUS

DPO's 46  
OPERATING 32

CENSUS BY COUNTY

|                 |    |             |    |
|-----------------|----|-------------|----|
| FAIRFIELD (F)   | 4  | TOLLAND (T) | 6  |
| HARTFORD (H)    | 20 | WINDHAM (W) | 19 |
| LITCHFIELD (L)  | 12 |             |    |
| MIDDLESEX (M)   | 3  |             |    |
| NEW HAVEN (NH)  | 3  |             |    |
| NEW LONDON (NL) | 11 |             |    |

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# Philadelphia Street Car PO's - An Update

by Robert J Stets

It is now 18 years since my first report on these interesting cancels was published by SEPAD in 1971. That report, in the form of a 22-page booklet, was based primarily on covers and postcards in Wylie Flack's collection, with assistance from several other collectors. The price of that booklet was a paltry one dollar!

At SEPAD, in 1978, the definitive work on these desirable postmarks -- a 45-page monograph, complete with transparent overlays of the reported markings (somewhat of an innovation in those days) -- was published by the Mobile Post Office Society as the first of a series of stories of Street Car RPO markings.

By that time the price had risen to \$3.50. The price is now \$9, to match the prices of later contributions to the ten volume series.

In the intervening eleven years, MPOS members have reported one new marking, one new type, a couple of varieties, and several earlier and later dates.

The new marking was reported by Robert Truax. It is a handstamp Type PH-9d, used on the Southwest Circuit car in 1901. This is the only example of this postmark that has been reported.



The new type is similar to Type "d" -- a duplex handstamp with oval killer. Type "d" has "RMS" in the center on the 6-line oval killer, three lines above and below. The new type, which has been called Type "f," has the six bars, but the RMS is missing. This postmark has been reported only from the Phila. & Darby RPO.

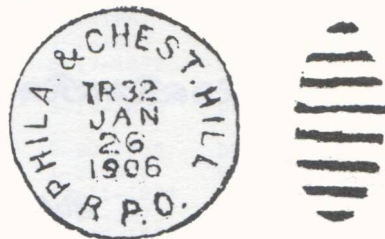


Earliest reported date for PH-7f is Jun 9 1915; latest reported date is Oct 5 1915. This late date is also the latest date reported for any Philadelphia Street RPO. The *Daily Bulletin* of Oct 15 1915 indicated that all Philadelphia electric car mail service was to be discontinued on Nov 14 1915. The example shown here was reported by John Kay.

One new variety (different spacing of letters around the circular cancel) is the third variety reported for PH-4b -- the PHILA. PA. GERMANTOWN/R.P.O. handstamp. Two varieties were illustrated on the acetate overlay. This one was reported by Douglas Clark.



The second new variety reported is one for type "c" (showing only 8 bars in the oval killer instead of 9.) It has been reported for both the PHILA. & CHEST. HILL R.P.O. and for PHILA. & DARBY R.P.O. The example shown was reported by Bob Swanson.



Finally, the following new early dates (NED) or new late dates (NLD) have been reported by the persons indicated:

- PH-2a (NLD) Aug 20 1904 Douglas Clark
- PH-3b (NED) Dec 1 1896 Robert Truax
- PH-4c (NLD) Jun 19 1898 Mel Skriloff
- PH-5e (NED) Nov 6 1905 Douglas Clark
- PH-8a (NLD) Oct 31 1900 Bud Valley

That's not an awful lot of new information to report for the passage of eleven years, so, readers, how about looking over your Philadelphia Street Car markings to see what additional information you can report?

# AMBERMAN MAIL SALES - NET PRICE SALE #5

(NOT AN AUCTION)

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TERMS: All lots must be paid in advance (VISA/MASTERCARD available). Lots are sold on a first come basis and lots may be reserved by phone (7:30 AM - 6:00 PM EST) Post and Insurance are \$1.00. DISCOUNTS: 10% on sales over \$125.00; 15% on sales over \$250.00 and 20% on all sales over \$400.00. Photocopies are available on lots for SASE.

## ALASKA

1. AKULURAK, 1942, censored cvr, FVF. \$15.00
2. BARROW, 1938, Type 12, Rogers/Post cach., VF. \$7.50
3. BIG ELTA, 1831 (Early Use), VF cvr to Vermont. \$50.00
4. CANDLE, 1930, Type 3, FVF. \$15.00
5. DIAMOND, 1942, VF censored Dog Team Post. \$15.00
6. EAGLE, 1947, Dog Team post, VF. \$15.00
7. FAIRBANKS, 1908, PPC Type 3, 7/23/08, \$27.50
8. FORT YUKON, 1930, VF cvr. \$25.00
9. HAINES, 1913, Type 4, (S/R 4). \$30.00
10. McKINLEY PARK, 1943, VF cvr. \$7.00
11. NOME, 1906, VF Type 7 on real photo PC (Ship in ice). \$30.00
12. NOME, 1909, VF Type 7, \$15.00
13. NYAC, 1944, VF censored Dog Team post. \$15.00
14. PETERSBURG, 1908, S/R5, real ph. PC (Paddle wheeler entering Wrangel Narrows), VF Doane cl. \$75.00
15. POINT HOPE, 1940, VF cvr. \$15.00
16. SAINT MICHAEL, 7/25/06 (Scott #279) on real ph. PC shows a Dog Team and woman driver, VF strike. \$75.00
17. SAINT MICHAEL, 1/31/35, Emergency Airmail service, VF \$17.50
18. SEWARD, 1908, VF purple cl on real PC. \$25.00
19. STEVENS VILLAGE, 1943, Dog Team cvr, censored. \$12.00
20. WISEMAN, 1942, WWII patriotic, VF. \$12.00

## ARIZONA

21. CLIFTON, 1907, Fine cvr w/bank crn card. \$17.50
22. CONGRESS JUNCTION, 1909, real PC, Type 2, FVF. \$50.00
23. COTTONWOOD, 1909, Type 3 on PPC, FVF. \$50.00
24. DUNCAN, 1910, Type 4, Fine on PPC. \$27.50
25. JEROME, 1894 on Fine cvr w/cnr. card. \$30.00
26. JEROME, 1900, VF strike (Type 16) United Verde & Pacific RY. Co. Adv. \$25.00
27. KELVIN, 1908, VF Type 2 on PPC. \$25.00
28. KINGMAN, 1894, FVF strike on GPC. \$25.00
29. PEARCE, 1908, Fine on PPC. \$22.50
30. PHOENIX, 1880, Nov. 11th, EARLY, VF Type 3 on cvr. \$55.00
31. PRESCOTT, 1886, FVF cvr to Peoria, IL. \$25.00
32. PRESCOTT, 1893, Good to Fine cvr sl. reduced @ left. \$12.50
33. RAY, 1910, S.O.N. PPC showing Mariposa Indians, FVF. \$27.50
34. REDROCK, 1910, Type 4, Fine on PPC. \$40.00
35. SAFFORD, 1909, Type 13, FVF on PPC. \$20.00
36. SENTINEL, 1893, FVF cover sl. red. rt., Type 2. \$50.00
37. TUCSON, 1893, FVF on Columbian entire, Type 2. \$15.00

## CALIFORNIA

38. ANTIOCH, sm. DCDS on Bamber & Co. Express cvr; readable strikes on fine cover. \$100.00
39. BAIRD, 1898, FVF strike on neat cover. \$25.00
40. CAMPBELL, 1901, RFD, fine on GPC. \$25.00
41. FLORENCE, 1911, Fine strike on PPC. \$15.00
42. FRESNO CITY, 1883, #206(3) on Western Union cvr w/Fancy CCLS; Nice cover. \$65.00
43. HUENEME, 1896, three color franking to Germany, FVF. \$20.00
44. LOS ANGELES, Fine blue Wells Fargo oval. \$40.00
45. MANHATTAN, 1926, VF on GPC. \$10.00
46. NAPA CITY, 1874, Collegiate Institute advt. w/matching encl. letter, FVF. \$85.00
47. NEVADA CITY, 1866, DCDS with circular DUE 3, FVF cover w/Target killer. \$40.00
48. PETALUMA, oval Wells Fargo cl., Fine. \$65.00
49. PROSPECT PARK, 1892, #220 on twice struck cvr., Fine. \$25.00
50. REDLANDS, 1894, franked with FV 5-ct Columbian to Co. \$25.00

## CALIFORNIA (Cont)

51. SACRAMENTO, 1867, Wells Fargo DCDS, Fine w/letter. \$50.00
52. SALINAS CITY, 1872, not listed, VF cover. \$65.00
53. SAN FRANCISCO, 1869, DCDS, Cogwheel cl., Overland Mail, VF strikes, but part of back gone; front nice. \$50.00
54. SAN FRANCISCO, 1869, #94 deep color on Fine cover. \$25.00
55. SAN FRANCISCO, #68, Fine DCDS w/cogwheel, neat cvr. \$40.00
56. SAN FRANCISCO, 3 Banknote cover overland, FVF to VT. \$75.00
57. SAN FRANCISCO, Wells Fargo oval blue, sl. red lft. \$40.00
58. SAN FRANCISCO, Fine/VF Pacific Express cvr., sl. tr. top. \$95.00
59. SAN FRANCISCO, 1886, VF cvr & strike Tombstone, AZ. \$20.00
60. SAN FRANCISCO, 1890, FVF strike to Guthrie, Ind. T. \$25.00
61. SAN FRANCISCO, 1898, ST. LINE cl. to Guatemala. \$30.00
62. SAN JACINTO, 1907, Fine stk. to Muskogee, Ind. T. \$10.00
63. SANTA BARBARA, 1885, FVF rec'd AYR, DAKOTA T. \$30.00
64. SANTA CRUZ, Scott #35, FVF with FVF cds to Phila. \$85.00
65. SATTLEY, 1924, FVF to Switzerland. \$15.00
66. SAUCELITO, on 3 War Dept. entire, nice neat FVF cvr. \$35.00
67. SANOMA, oval lite strike on cvr by magenta Wells Fargo SAN FRAN. rec'd oval marking, fine cvr. \$35.00
68. SOUTH PASADENA, 1887, FVF strike and cvr. \$20.00
69. SWEATLAND, 1896, FVF magenta J.W. WOOD w/VF Target & enclosed letter. Sl. crn. tear, still attractive. \$30.00
70. VIEJAS, 1892, SR6, Fine cvr and readable strike. \$85.00
71. VISALIA, 1895, FVF strike and cvr. \$10.00
72. WEAVERVILLE, fine cds on Greenhood & Newbauer Expr. \$100.00

## COLORADO

73. ARVADA, 1901, FVF strike and cover. \$15.00
74. ARVADA, 1902, FVF cover to Nebraska. \$15.00
75. BOULDER, 1884, #210, VF strike w/letter. \$10.00
76. BOULDER, 1882, 3 banknote Full front picture of the new courthouse, fine strike, VF cover. \$35.00
77. CARDIFF, 1909, PPC, FVF. \$35.00
78. COLORADO SPRINGS, 1883, VF stk. and cover w/good letter. \$20.00
79. COLORADO SPRINGS, 1885, #210, FVF. \$9.00
80. COLORADO SPRINGS, 1893, #285 (2), FVF FLAG cl., sl. tr. top. \$25.00
81. DELTA, 1888, #210, VF DCDS on neat cvr to NY. \$27.50
82. GOLDEN, 1880, Fine strike on GPC. \$10.00
83. LAPLANTA, 1896, #256 on cover used to Switzerland, Fine. \$75.00
84. LEADVILLE, 1884, #210 used w/DUE 2 marking and J2. Cover is FVF w/Fine strike of Leadville. \$40.00
85. MANITOU, 1899, Fine cvr with Iron Springs Hotel corner card, Fine strike. \$25.00
86. MONTE VISTA, 1894, Fine 2 entire. \$10.00
87. PUEBLO, 1890, TRANS. CLK., VF strike, franked #219D. \$15.00

## DAKOTAS, NORTH AND SOUTH

88. AGRICULTURAL COLLEGE, 1908, VF cvr w/corner card. \$12.50
89. BRUCE, 1894 (S.DAK.), FVF cover and strike. \$20.00
90. CHAMBERLAIN, 1885, #210 on Fine Terr. cover. \$40.00
91. CLARK, nice strike on 3 green banknotes, Terr. use. \$37.50
92. CORONA, 1896 (S.DAK.), Reg. cvr., sl. cvr. flts. \$17.50
93. CROW CREEK, 1898, (S.DAK.), FVF strike and cover. \$20.00
94. DEVOE, 1907 (S.DAK.), FVF DOANE Type 2. \$25.00
95. FORT SULLY, 1880, FVF dcds to Wash. DC; purple carr. \$75.00
96. GRAND FORKS, 1883, star killer, fine strike, cvr red. left with real estate crn. crd. and letter. \$20.00
97. GRAND FORKS, 1883, FVF cvr. and strike, DR. crn. crd. \$28.00
98. GREENMONT, 1904, VF cover and strike to Troy, NY. \$35.00
99. HAYCREEK, 1932 (S.DAK.), FVF on GPC. \$25.00
100. LANGFORD, 1888, DAKOTA, VF cover and strike. \$35.00



# AMBERMAN MAIL SALES - NET PRICE SALE #5

(NOT AN AUCTION)

## DAKOTAS, NORTH & SOUTH (Cont.)

101. LISBON, 1883, DAK., FVF strike, cvr sl. rough left with good letter. \$35.00
102. MOSE, 1954, FVF, GPC. \$10.00
103. OELRICHS, 1894, VF cds in purple; red. left. \$12.50
104. PRESTON, 1900 (S.DAK.), FVF strike and cvr. \$40.00
105. SALEM, 1883, DAK. T. with attrny. crd. crd & letter; fine. \$25.00
106. UNIVERSITY, 1916 (N.DAK.), FVF cover to Kobe, Japan. \$65.00

## INDIAN TERRITORY

107. FORT SILL, 1874, IN. TER., Reg. cvr. reduced, SC#150 damaged; stk. fine; excellent Calvary Officer's letter discussing the Comanches. \$150.00
108. FORT SILL, 1879, FVFcover and strike w/letter. \$80.00
109. McALESTER, 1889, IND.T., FVF cover and strike. \$50.00
110. MIAMI, 1902, IND.T., w/Miami Republican advt. & letter enclosed; Fine strike, sl. red. rt. \$25.00
111. OAKS, IND.T., 1901, pair #279, VF VEG-A-TAB cover. \$50.00
112. SCULLIN, 1903, IND.T., PPC partial strike. \$15.00
113. WYANDOTTE, 1905, IND.T., GPC, Fine. \$12.00
114. VINITA, 1898, IND.T., cover w/cnr. missing. \$7.50

## IOWA

115. BURLINGTON, 1845, FVF stampless cvr., Iowa Terr. 10. \$90.00
116. ELRICK, 1886, manuscript cl. on GPC, VF. \$12.50
117. E. NODAWAY, ADAMS CO. IOWA, FVF DCDS on VF cvr. \$35.00
118. FORT DES MOINES, 1857, blue cds, Fine on #11 w/letter. \$50.
119. CARNAVILLO, 1882, Fancy oval Clayton Co., stamp cut to imperf, reduced left bur still attractive. \$25.00
120. GLENWOOD, 1884, FVF magenta DCDS on GPC. \$12.50
121. GRAETTINGER, 1898, VF cvr and CDS with Fancy. \$10.00
122. GROVELAND, FVF manuscript on sl. reduced cover. \$40.00
123. HOPKINTON, #25, Type I, FVF strike and cvr. \$27.50
124. IDA GROVE, 1888, balloon DCDS, FVF on neat cvr w/Letter. \$25.00
125. KEOKUK, #65, FVF strike and cvr. \$10.00
126. LAGRANGE, Scott #11, manuscript town cl. \$37.50
127. OELWEIN, 1884, FVF DCDS on neat 2 entire. \$10.00
128. ORANGE CITY, on U221, FVF, scarce. \$35.00
129. OTTUMWA, 1943, multicolor WWII Patriotic w/DCDS OTTUMWA, IOWA/NAVY 10028 BR. FREE. \$25.00
130. TRURO, 1886, VF fancy cds. \$25.00
131. VAN HORNE, 1883, VF fancy blue cds DEC 83 Early use (P.O. 1882) and early for #210. \$35.00

## KANSAS

132. BLOOMINGTON, 1894, VF cover and cds. \$15.00
133. KINGSTON, 1884, magenta DCDS w/fancy hollow star, franked #206 (2), sht. office (1878/86), FVF cvr. \$60.00
134. LEAVENWORTH, KANSAS T., 1859, FVF cds and cvr. \$70.00
135. LEAVENWORTH CITY, 3 banknote, FVF cds. \$20.00
136. LE LOOP, 1881, FVF oval, 3 banknote. \$30.00
137. LEONARDVILLE, 1887, Riley Co. cl., FVF. \$50.00
138. NORTHCEDAR, KAN., 1885, D.M. ROBERTS, P.M., FVF fancy oval on FVF cover. \$50.00
139. PEOTONE P.O., 1888, double oval date stamp, FVF. \$37.50
140. TOWNSEND, 1894, VF strike and cover. \$27.00
141. WICHITA, 1892, GPC with fancy K.C. MO. REC'D mark. \$12.50

## MASSACHUSETTS

142. EAST DOUGLASS, 1916, FVF cover and strike (SR 4) \$20.00
143. FORT ANDREWS, 1912, FVF on PPC (SR5) \$22.00
144. HILLSBORO, 1923, VF strike and cover (SR5) \$27.50
145. METHUEN STA., 1907, PPC FVF (SR3) \$12.00
146. NEWTON UPPER FALLS, 1895, FVF strike and cvr (SR4) \$25.00
147. NORTH MIDDLEBORO, 1906, VF on PPC (SR4) \$15.00
148. QUISSETT, 1910, VF on PPC (SR5) \$22.00

## MASSACHUSETTS (Cont.)

149. RAYNHAM, 1887, FVF cvr and strike w/letter. \$37.50
150. SAUNDERSVILLE, 3 Nesbitt manuscript town cl (SR4) \$22.00
151. SOUTH CHELMSFORD, 1910, VF cover and strike (SR3) \$10.00
152. STRONGHAM, FVF strike and cover (SR3). \$10.00
153. TULLY, 1904, VF PPC and strike; DOANE cl. (SR5) \$20.00
154. WALNUT HILL, 1882, NORFOLK CO. cl., FVF (SR7) \$50.00
155. WELLESLEY FARMS, 1904, VF strike and cvr (SR6) \$40.00
156. WELLESLEY HILLS, 1905, FVF PPC (SR3) \$12.50
157. WEST NEWTON, Scott #65 w/enclos.; FVF cover (SR3) \$12.00
158. WOOLASTON, 1893, Fine cvr and strike (SR4) \$20.00

## MICHIGAN

159. ALLEGAN, 1878, #136 DCDS, FVF strike and cvr. \$20.00
160. BANGOR, 1891, Fancy DCDS on #220, Fine cvr. \$25.00
161. BANGOR, 1871, March 4, 1st Off w/letter, FVF [Office open 5/11/70-12/18/71] \$80.00
162. BATTLE CREEK, 1900, Sanitarium Advt. cvr w/matching enclosure, FVF FLAG cl. cvr. \$20.00
163. FLAT ROCK, 1886, WAYNE CO., MICH., VF strike and cvr. \$35.
164. FLOWERFIELD, St. Line cl. on shipping tag using w/f 1,2,5, 10. Four color franking, interesting! \$30.00
165. FLOWERFIELD, St. Line cl. on shipping tag using w/f 1 (2) ,2,5, 10. Four color franking! \$35.00
166. GALESBURGH, 1879, KALAMAZOO CO., VF magenta DCDS. \$25.00
167. GAYLORD, 1884, OTSEGO CO., mag. D OVAL ds, FVF. \$40.00
168. GRAND RAPIDS, VF red cds on Nesbitt w/seal over. \$37.50
169. GRANT, 1888, manuscript cl, FVF w/letter. \$50.00
170. GROSWELL, 1909, Reg. cvr with \$332 (2), 338, VF X-Border to Windsor, Ontario. \$35.00
171. HIGHLAND, 1881, VF Triple circle date stamp in magenta to Salt Lake City, Utah Terr. \$35.00
172. KURTZ, 1909, FVF cds on PPC (1909-11) \$65.00
173. LACEY, 1889, Fine VF DCDS. \$35.00
174. LAKEVIEW, 1892, MONTCALM CO., DCDS fine. \$20.00
175. MONTEITH, 1907 May, FVF with letter. \$50.00
176. PONTIAC, 1899, E-5 on Spec. Del. envelope to Flint. \$35.00
177. PONTIAC, 1910, pair Scott #336 Reg. letter VF. \$35.00
178. REDRIDGE, 1908, Reg. cvr w/Scott #308 to Germany. \$35.00
179. SOMERSET CENTRE, 1893, FVF strike and cvr (1892/3) \$65.00
180. SPRING LAKE, 1886, P.A. DEWITT, P.M., VF DCDS. \$35.00
181. WEST CAMPBELL, 1901, Scott #307, Reg. cvr., Fine. \$25.00

## NEVADA

182. CANDELARIA, 1880's, #210, DCDS, VF. \$75.00
183. HAWTHORNE, 1909, VF 4-bar on PPC. \$30.00

## NEW MEXICO

184. CLOVIS, 1908, FVF on PPC. \$20.00
185. FRENCH, 1909, FVF on PPC. \$95.00
186. HOUSE, 1912, FVF 4-bar on cover. \$30.00
187. KOEHLER, 1909, VF on PPC. \$25.00
188. NOLAN, 1909, VF 4-bar on cover. \$30.00
189. SAN MARCIAL, 1909, FVF on PPC. \$10.00
190. STANLEY, 1910, FVF on PPC. \$25.00
191. TULAROSA, 1911, (Type 8) VF on cvr w/cnr. crd. \$28.00
192. WATROUS, 1907, FVF on cover. \$15.00

## NEW YORK

193. AMAGANSETT, #26, manuscript, FVF. \$60.00
194. BARTON ON THE SOUND, FVF DCDS w/STAR, 1888. \$40.00
195. BESEMER, TOMPKINS CO., oval, 1886, FVF rough rt. \$30.00
196. CLIFTON, MONROE CO., oval, VF, little rough @ Top. \$40.00
197. COCHESTON CENTRE, FVF with fancy. \$20.00
198. COILA, FVF cover lightly struck cds (readable) \$30.00
199. CREEK CENTRE, WARREN CO., 1882, Vf. \$50.00

**AMBERMAN MAIL SALES - NET PRICE  
SALE #5  
(NOT AN AUCTION)**

**NEW YORK (Cont.)**

- 200. CRESCENT, #145, FVF cds w/target killer. \$17.50
- 201. CROWN POINT, 1881, magenta DCDS w/fancy, FVF. \$20.00
- 202. CUTCHOGUE, SUFFOLK CO., 1885, FVF w/Maltese Cross. \$30.
- 203. EAST GAINESVILLE, VF magenta DCDS 1882 w/STAR. \$37.50
- 204. ERIN, VF magenta well-strk DCDS, 1892 w/GRID killer. \$32.50
- 205. FORT HAMILTON, #26, FVF cds w/manuscript cl. \$30.00
- 206. FRANKLIN IRON WORKS, Fine cds, Scarce town. \$38.00
- 207. FRENCH MOUNTAIN, #26, FVF cds. \$25.00
- 208. GOLDEN'S BRIDGE, Fine cds, 3 banknote. \$22.00
- 209. INDIAN FIELDS, 1902, FVF on cover. \$25.00
- 210. KEENEYS SETTLEMENT, #65 with manuscript cl., fine. \$40.00
- 211. KENWOOD, MAD. CO., 1890, magenta fancy box cl., FVF. \$50.
- 212. KNOXBORO, FVF DCDS, 1883. \$27.50
- 213. KNOX CORNERS, #26 S.O.N. cds, VF. \$39.00
- 214. MARINER'S HARBOR, 1883, FVF w/Target killer. \$20.00
- 215. MINEOLA, 1879 (QUEENS), FVF cds w/mag. Star-in-circle. \$50.
- 216. MOUNTAIN DALE, 1881, Vf triple cds. \$40.00
- 217. NEW YORK KINGS BRIDGE, 1899, #234 to Netherlands, FVF. \$40.00
- 218. NUNDA STATION, Fine cds w/target killer; 3 banknote. \$30.00
- 219. ORIENT, #11, VF manuscript cl. \$50.00
- 220. PETROLIA, 1883, Fine magenta cds w/letter. \$25.00
- 221. QUEENSBURY, FVF rimless cds, VF killer on 3 banknote. \$37.50
- 222. RAVENSWOOD, #26 (2), VF cds, clean cover. \$50.00
- 223. REXFORD FLATS, 1908, VF magenta DCDS w/letter. \$25.00
- 224. SALISBURY CENTRE, XF, #65, DCDS w/Bullseye cl. \$15.00
- 225. SARATOGA SPRINGS, FVF oval cl Reg. cvr w/#209, 210, 211 used on a wrapper; quite unusual & nice. \$50.00
- 226. SCIPIO SUMMIT, 1877, FVF w/target, sl. red. left, cnr. crd. \$37.50
- 227. SILVER LAKE ASSEMBLY, 1917, poor, but readable cds with letter, scarce town. \$38.00
- 228. SPEONK, #26, manuscript cl, FVF cover w/damage on back. \$50.00
- 229. TOWLESVILLE, FVF magenta manuscript w/3 banknote. \$25.00
- 230. UNDERHILL, magenta DCDS, FVF trimmed rt. side neatly. \$40.
- 231. UNION SOCIETY, 1889, triple cds, FVF, neat cvr. \$20.00
- 232. WAYLAND DEPOT, #156, blue rimless cds w/blue grid, VF. \$35.
- 233. WEST DAY, fine cds w/black target, 3 banknote. \$22.00
- 234. WEST SAUGERTIES, 1886, Fine DCDS. \$26.00
- 235. WEST TROY, 1851, stampless w/PAID 3, excellent letter about the 4th of July celebration. \$40.00
- 236. WILLIAMSBURGH, #26, FVF cds on Ladies cover. \$30.00
- 237. WILMURT, 1891, FVF cds w/target. \$17.50
- 238. YORKSHIRE CENTRE, Fancy purple cl. \$30.00

**THE END; THANK YOU!**

**P**

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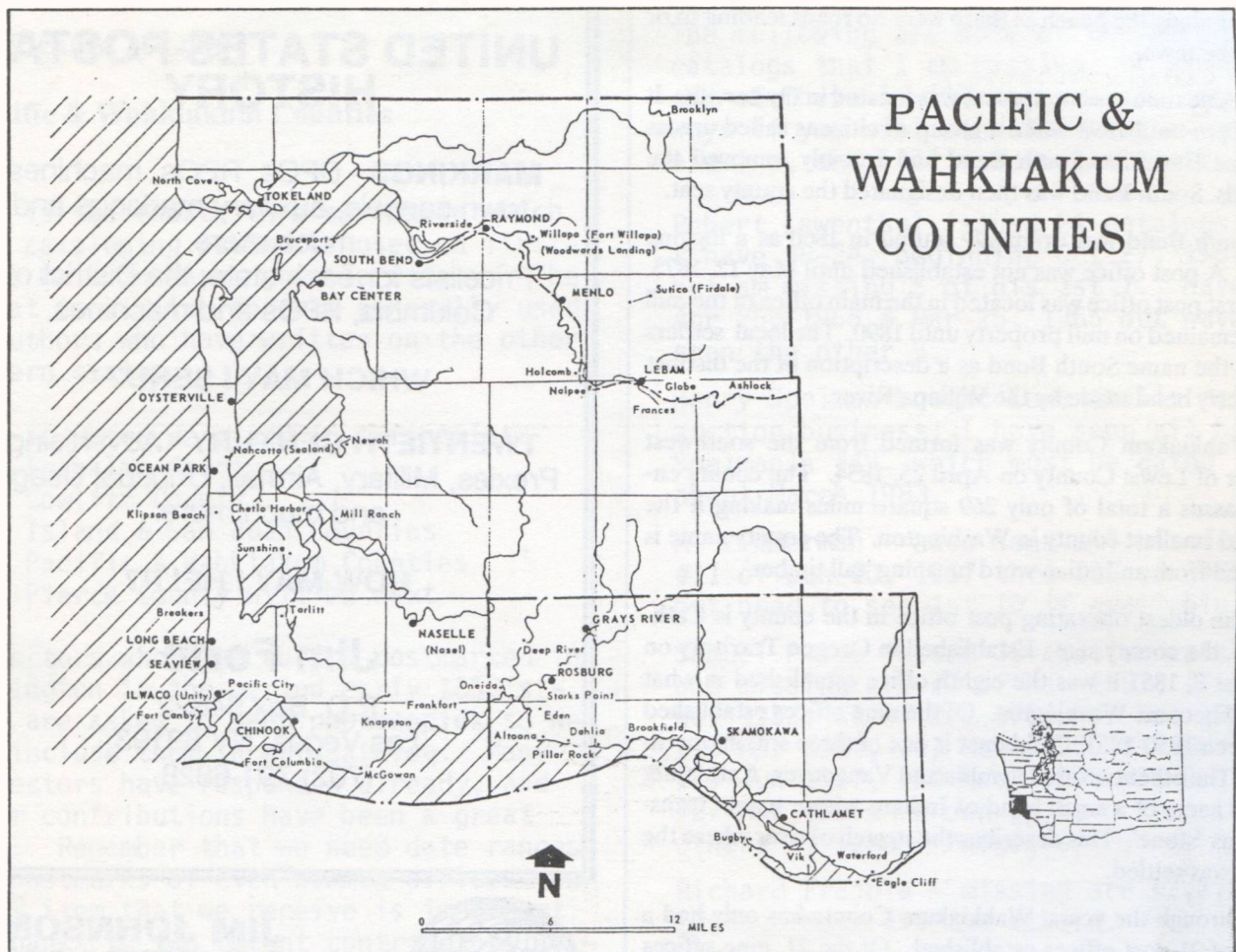
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## Post Offices of Pacific & Wahkiakum Counties, Washington

By Tim Boardman

Pacific County was created from the southwest corner of Lewis County by the Oregon Territorial Legislature on February 4, 1851. This became the third county in what would become Washington. The name was derived from the ocean that forms the western boundary. Geographically, the county is situated in the extreme Southwest corner of the State. Total land mass encompasses 925 square miles making it the 29th largest county. The most identifiable feature is, undoubtedly, the North Beach Peninsula which is known as Long Beach. This is also the name of a town on the southern end of the coast. The promontory has more than 28 miles of sandy beach running its entire length. The long expanse of beach served as a route for early mail transport to the northern tip of the peninsula when conditions permitted. In fact, the beach was regularly used for this purpose until the Ilwaco Railroad and Navigation Company laid line to Nahcotta in 1889. When unable to use the beach, carriers

in wagons would have to weave their way through farmer's fields opening and closing gates along their way.

The earliest post office in Pacific County was established on December 26, 1850. The little berg was named Pacific City and was situated adjacent to present day Ilwaco. Mail came across the Columbia River by boat from Astoria, Oregon once a week. Pacific City was in operation from 1850-1856 and again from 1860-1865. The demise of the office may have been the fact that the area was annexed into a military reservation in 1862.

The oldest operating office in the county is Oysterville which is located on the northern tip of the North Beach Peninsula. Established on April 29, 1858 this little town derived its name from, and built its economy on the once prolific oyster beds located in Willapa Bay. Today, if one drives through Oysterville the piles of oyster shells from previous harvests can still be seen along the waterfront. Until 1889 the only way into and out of Oysterville was either by



boat or along the beach as there were no roads leading to or from the town.

At one time the county seat was located in Oysterville. It was there until 1893 when a group of citizens sailed across Willapa Bay from South Bend and forcibly removed the records. South Bend was then designated the county seat.

South Bend was originally settled in 1860 as a logging town. A post office was not established until May 12, 1875. The first post office was located in the main office of the mill and remained on mill property until 1890. The local settlers chose the name South Bend as a description of the distinct southerly bend made by the Willapa River.

Wahkiakum County was formed from the southwest corner of Lewis County on April 25, 1854. The county encompasses a total of only 269 square miles making it the second smallest county in Washington. The county name is derived from an Indian word meaning 'tall timber'.

The oldest operating post office in the county is Cathlamet, the county seat. Established in Oregon Territory on August 8, 1851 it was the eighth office established in what would become Washington. Of the nine offices established between 1850-1851, Cathlamet is one of three still in operation. The other two are Olympia and Vancouver. Cathlamet is the name of a small band of Indians whose name translates as 'stone'. This describes the stretch of river where the town was settled.

Through the years, Wahkiakum County has only had a total of 21 post offices established. Of the 21, nine offices were in operation during territorial days. Of the nine territorial offices, three are currently open. Besides Cathlamet, the other offices include Grays River, and Skamokawa. These are the only offices currently open in the county. Thus, amongst the oldest offices can be found the most enduring offices in the county.

Grays River was first established on September 30, 1872 but closed less than a year later on July 10, 1873. The office re-opened on August 8, 1878 and is located approximately 14 miles northwest of Skamokawa and on the Grays River some 4 1/2 miles upriver from where it empties into the Columbia River since that time. The town was named after the river which received its name from Captain Robert Gray, who discovered and named the Columbia River.

Skamokawa was established on January 27, 1873 and is located where Skamokawa Creek empties into the Columbia River six miles northwest of Cathlamet. The name is an Indian term meaning 'Smoke on the water', probably due to the fog often present where the creek empties into the Columbia River.

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# POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

## Pacific & Wahkiakum Counties

This is the fourth in a series in which I am cataloging postmarks used on first-class mail in Washington Territory. The format is similar to that generally used by authors who have written on the other Western states.

Here is where we stand in our series:

- 1) Franklin County
- 2) Cowlitz County
- 3) Island & San Juan Counties
- \* 4) Pacific & Wahkiakum Counties
- 5) Pierce County will be next

Collectors who have covers postmarked in Washington in the period early 1850's - 1889 are asked to send photocopies so we can include them in our catalog. Many collectors have responded already, and their contributions have been a great help. Remember that we need date ranges for postmarks of even common offices, so every item that we receive is important. My thanks to two recent contributors, Chris Gallagher and S. K. Dierck.

I will be updating all my work later, so it is important for me to learn of any additions to counties in past articles. If you have new types, or earlier/ later dates in cataloged types, please let me know so that our information is up to date. And note that Pierce County will be next, so I earnestly solicit photocopies of any postmarks from towns in the county thru the end of the 1880's. If you have a large collection and it is too much trouble to photocopy everything, I will travel with my copy machine. Or perhaps you prefer to send me a county at a time as some collectors are doing, noting which ones will be next as I set my schedule out in my articles.

The second-best source of information is hard to work with but is very fruitful - these are the dealer auction catalogs & price lists that have been issued over the years. Examining hundreds of these is exasperating work, but it pays.

Copyright 1989 by Richard A. Long.

The following are some of the auction catalogs that I am missing; if you have any of these I will pay postage both ways if you will send them for me to examine, and I'll return immediately:

Robert Lewenthal issued 24 catalogs. I have #8-24, beginning Oct 27, 1967, but am missing 5 of his 1st 7. Have Apr 25, 1965 & Mar 25, 1966 but haven't seen the other 5.

Henry Spelman bought Lewenthal's cover auction business; I have seen all but Spelman's #49, which must be dated about March 1983.

Al Zimmerman - have seen all his from #11 of Jun 10, 1967 thru #58 of 1989, but need to see 1st 10 if available.

Samuel Paige issued 36 auction catalogs, and missing are #2 of Mar 1951, #5 of Nov 1952, #6 of Dec 1952, #9 Dec 1953, #10 Apr 1954, #13 Mar 1955, #15 Dec 55, #19 Jun 1957, #20 Nov 1957, #21 Dec 57, #27 Apr 1960. I own or have seen the others of Samuel Paige.

Richard Frajola - missing are #2,7,20, 23,33. Have all the others.

McBride's - have many, but am missing some. Theirs are not numbered, but I can supply list of those I have if you want to check against yours.

Some old auction covers turn out to be items already recorded from existing collections, but many are new entries in our records. Auctions are particularly valuable sources of manuscript postmarks; an auctioneer may not photo or describe a cds well enough to allow positive type identification, but will often give exact date of a manuscript.

The APS is a very good source of dealer catalogs & lists for research. Their American Philatelic Research Library (APRL) will send runs of auction catalogs of your choice, a small boxfull at a time, for you to examine for a month, and you pay postage & insurance both ways. They are very cooperative.

Write me at PO box 472, Bandon OR 197411 or call 503-347-3824.



# PACIFIC COUNTY TERRITORIAL POSTMARKS

## BAY CENTER (1876-open)

- |    |               |             |  |            |
|----|---------------|-------------|--|------------|
| 1. | M             | 6 Jun 1877  |  | Manuscript |
| 2. | C21JN1RRB27.5 | 10 Apr 1883 |  |            |

## BRUCEPORT (1858-1879, 1892-1895)

No examples reported

## CHINOOK (1852-1860, 1869-1874, 1892-open)

No examples reported

## FORT WILLAPA (1858-1870)

No examples reported

## ILWACO (1876-open)

- |    |               |             |             |            |
|----|---------------|-------------|-------------|------------|
| 1. | M             | 29 Mar 1880 |             | Manuscript |
| 2. | C21M - - -    | 1882        |             |            |
| 3. | C1LN1RRB26    | 18 Jul 1883 | 16 Jan 1885 | Target     |
| 4. | C31L1ON1RRB30 | 8 Jul 1885  |             |            |
| 5. | C1LS1RRB30    | 22 Jul 1886 | 20 Aug 1889 |            |

## KNAPPTON (1871-1943)

- |    |             |            |  |        |
|----|-------------|------------|--|--------|
| 1. | C1DA1B26    | 7 Nov -    |  | Cork   |
| 2. | C21KN1RRB27 | 6 Apr 1882 |  | Target |

## LONG BEACH (1887-open)

No examples reported

## NASEL (1881-1920)

- |    |          |             |             |  |
|----|----------|-------------|-------------|--|
| 1. | C1JN1B28 | 16 May 1883 | 27 Mar 1888 |  |
|----|----------|-------------|-------------|--|

## NASELLE (1877-1878, 1920-date)

No examples reported

## NORTH COVE (1878-1963)

- |    |            |             |  |  |
|----|------------|-------------|--|--|
| 1. | C1JN1BBR27 | 23 Jan 1889 |  |  |
|----|------------|-------------|--|--|

## OYSTERVILLE (1858-open)

- |    |              |             |             |                |
|----|--------------|-------------|-------------|----------------|
| 1. | M            | 17 Jun -    | 31 Dec -    | Manuscript     |
| 2. | C1HA1BBR26.5 | 17 Jul 1872 | 15 Feb 1875 | Manuscript     |
| 3. | C1JN1BBR25   | 3 Jun 1875  |             | Target         |
| 4. | C21KN1RRB28  | 24 Mar 1882 | 28 Sep 1883 | Target         |
| 5. | C31LN1B29.5  | Oct 1885    | 10 Aug 1888 | Star in Circle |
| 6. | C21K11S1B33  |             |             |                |

## PACIFIC CITY (1850-1865)

- |    |   |            |  |  |
|----|---|------------|--|--|
| 1. | M | 3 Jan 1852 |  |  |
|----|---|------------|--|--|

## PORT WILLIAM (1860-1861)

No examples reported

## RIVERSIDE (1871-1896)

- |    |   |             |  |            |
|----|---|-------------|--|------------|
| 1. | M | 19 Oct 1889 |  | Manuscript |
|----|---|-------------|--|------------|

*Bay Centre W.T.*  
*6-6-77*

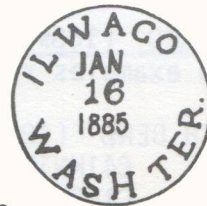
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2

*Ilwaco W.T.*  
*3-29-80*

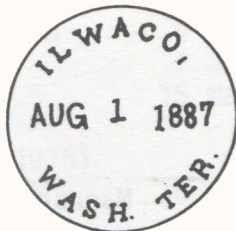
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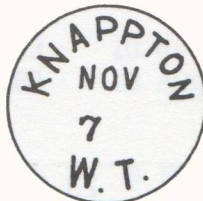
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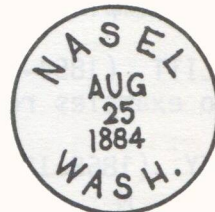
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1



2



1



1

*Oysterville*  
*June 17*

1



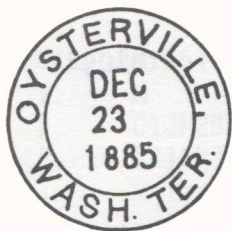
2



3



4



5



(6)

*Riverview Wash* *at 19, 89*

1



1



2

*Unity* *Feb 29* *Unity May 29*

1



1



2

*Woodard Rdg. Wash*  
*June 21, 84*

1



SEALAND (1889-1894)  
No examples reported

|                        |             |             |            |        |
|------------------------|-------------|-------------|------------|--------|
| SOUTH BEND (1875-open) |             |             |            |        |
| 1.                     | C41KN1B27.5 | 15 Dec 1885 | 5 Feb 1887 | Grid   |
| 2.                     | C1LS1B29.5  | 10 Nov 1889 |            | Target |

SUNSHINE (1884-1902)  
No examples reported

TARLITT (1854-1855)  
No examples reported

|                   |   |        |          |              |
|-------------------|---|--------|----------|--------------|
| UNITY (1868-1876) |   |        |          |              |
| 1.                | M | 23 Feb | - 23 May | - Manuscript |

|                     |              |            |            |        |
|---------------------|--------------|------------|------------|--------|
| WILLAPA (1884-1954) |              |            |            |        |
| 1.                  | C41JN1B27.5  | 4 Oct 1884 | 3 Oct 1885 | Grid   |
| 2.                  | C1KN1RRB26.5 | 1 Jun 1886 | 2 Nov 1886 | Target |

|                               |   |             |             |            |
|-------------------------------|---|-------------|-------------|------------|
| WOODWARDS LANDING (1870-1884) |   |             |             |            |
| 1.                            | M | 23 Jan 1883 | 21 Jun 1884 | Manuscript |

\*\*\*\*\*

BAY CENTER 1 is unique.  
BAY CENTER 2 is unique, known only by the Chase-Cabeen illustration.

ILWACO 1 is unique.  
ILWACO 2 is known only by an auction lot description in a 1974 Siegel catalog.  
ILWACO 3 is rare but I have recorded 3 examples so far.  
ILWACO 4 is unique.  
ILWACO 5 is the commonest marking of this office; I have recorded 7.

KNAPPTON 1 is unique.  
KNAPPTON 2 is unique.

NASEL 1 is quite scarce; I have records of 4 to date.

NORTH COVE 1 is unique.

OYSTERVILLE 1 is rare; I have recorded 2, neither of which have the year.  
OYSTERVILLE 2 is scarce but I note 3 plus 2 more undated in old auctions.  
OYSTERVILLE 3 is unique, is illustrated on cover of Ramsey book on Pacific County.  
OYSTERVILLE 4 is quite scarce; I note 3 plus a possible 4th in an old auction.  
OYSTERVILLE 5 is the commonest marking of this office; I have 8 so far.  
OYSTERVILLE 6 is assumed to exist as a Territorial marking; see space after WASH.

PACIFIC CITY 1 is known from the mention in the Am Stampless Cover Catalog.

RIVERSIDE 1 is unique.

SOUTH BEND 1 is not rare; I have recorded 5 to date.  
SOUTH BEND 2 is unique.

UNITY 1 is scarce; I note 3, none of which has the year.

WILLAPA 1 appears rare; I note only the 2 examples.  
WILLAPA 2 is rare, with just the 2 examples known.

WOODWARDS LANDING 1 was thought to be unique until 2 examples turned up in 1989.  
Now we have 3; the 2 earliest are in purple.

# WAHKIAKUM COUNTY TERRITORIAL POSTMARKS

## BROOKFIELD (1874-1954)

|    |              |            |            |  |
|----|--------------|------------|------------|--|
| 1. | C10S1RRB31.5 | 9 Jul 1888 | 9 May 1890 |  |
|----|--------------|------------|------------|--|

## CATHLAMET (1851-open)

|    |               |             |             |                          |
|----|---------------|-------------|-------------|--------------------------|
| 1. | F             | 1 Feb 1853  | 17 Feb 1853 |                          |
| 2. | F             | 17 May 1858 | 30 Jun 1866 | "PAID"; Circle of Wedges |
| 3. | OV1D12S1BRM38 | 4 Nov 1879  |             | Manuscript               |
| 4. | C1DS1B27.5    | 7 Jul 1883  | 10 Nov 1888 | Target                   |
| 5. | C10S1RRB32.5  | 15 May 1889 | 13 Aug 1889 | Target                   |

## DEEP RIVER (1887-1975)

|    |              |             |            |        |
|----|--------------|-------------|------------|--------|
| 1. | C1JN1BBR27.5 | 10 Jun 1888 | 9 Feb 1889 | Target |
|----|--------------|-------------|------------|--------|

## EAGLE CLIFF (1872-1878, 1891-1894)

No examples reported

## GRAYS RIVER (1872-1873, 1878-open)

|    |           |             |            |                  |
|----|-----------|-------------|------------|------------------|
| 1. | M         | 1 Mar 1882  |            |                  |
| 2. | C41MN1B27 | 11 Nov 1887 | 4 Apr 1888 | Wheel of Fortune |

## SKAMOKAWA (1873-open)

|    |              |             |  |            |
|----|--------------|-------------|--|------------|
| 1. | M            | 8 Nov 1873  |  | Manuscript |
| 2. | C1 - A1 - 24 | 15 Jul 1883 |  |            |

## STARKS POINT (1879-1888)

|    |             |            |             |            |
|----|-------------|------------|-------------|------------|
| 1. | C31LN1RRB34 | 5 Jan 1883 | 16 Oct 1885 | Manuscript |
|----|-------------|------------|-------------|------------|

## WATERFORD (1874-1911)

|    |             |             |             |            |
|----|-------------|-------------|-------------|------------|
| 1. | M           | 18 Jun 1874 |             | Manuscript |
| 2. | C1JM2BBM25  | 10 Jul -    |             | Target     |
| 3. | C21LN1RRB25 | 25 May 1880 | 31 Mar 1887 | Pinwheel   |

\*\*\*\*\*

BROOKFIELD 1 appears rare in the Territorial period. It was used at least as late as May 9, 1890, then later in the year the TY was deleted.

CATHLAMET 1 is one of the few Washington markings used in Oregon Territory days.

Both examples noted are from the Chase-Cabeen catalog.

CATHLAMET 2 is prized by collectors so is high-priced; I have recorded 8.

CATHLAMET 3 is unique.

CATHLAMET 4 is quite scarce; I note 3 examples to date.

CATHLAMET 5 is scarce, with 4 recorded. One dated Dec 12, 1889 with TY deleted.

DEEP RIVER 1 is rare; I note just the 2 examples.

GRAYS RIVER 1 is unique.

GRAYS RIVER 2 is rare, with just the 2 recorded.

SKAMOKAWA 1 is unique.

SKAMOKAWA 2 is rare; 2 noted, both poorly struck.

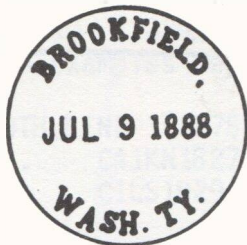
STARKS POINT 1 is quite spectacular and is rare - I note just the 2.

WATERFORD 1 is unique; it was offered in the Dec 1987 Frajola auction.

WATERFORD 2 is unique. Date is in pencil; marking appears on an envelope U163.

WATERFORD 3 is a pretty marking with a pinwheel killer. I note 5 in several colors.





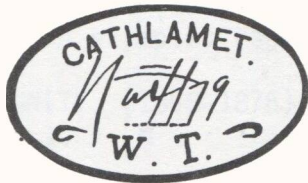
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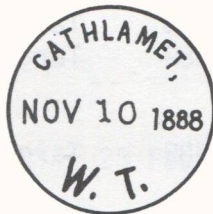
PAID



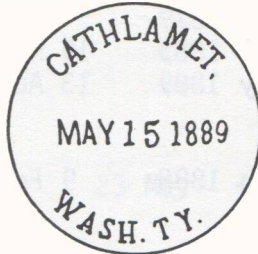
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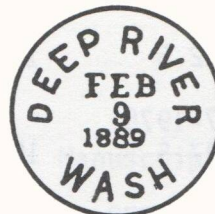
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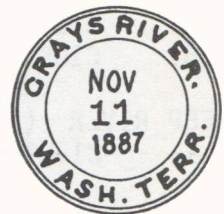
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5



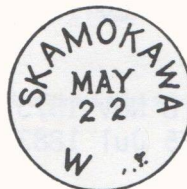
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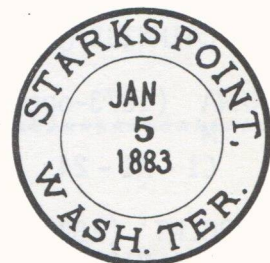
2

*Skamokawa.  
W.T. November  
8, 93*

1



2



1

*Waterford W.T.  
June 1884*

1



2



3



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# THE NEVADA POSTMARK CATALOG

## Part XIII: Eureka County

by Ted Gruber

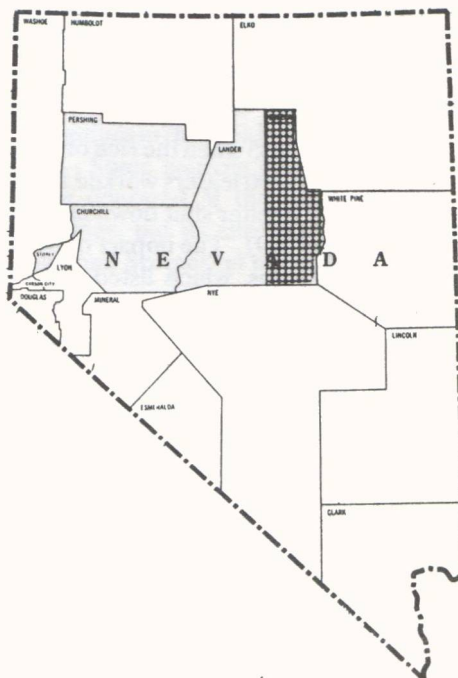
Eureka County was created from eastern Lander County on March 1, 1873. At the time of its creation, Eureka County contained four operating post offices (Beowawe, Eureka, Palisade, and Vanderbilt), all of which were originally in Lander County. On February 16, 1875, Elko County ceded a triangular region from its southwest corner to Eureka County, which included the Mineral Hill post office. The eastern boundary of Eureka County again changed on March 2, 1881, when the county line was moved eastward to run along the summit of the Diamond Mountains. This change occurred at the expense of White Pine County and included the Diamond post office.

Eureka has always been the largest and most important town in Eureka County. Its history dates from September 1864 when a five-man prospecting party from Austin discovered silver-lead ore and organized the Eureka mining district. The prospectors took samples of the ore back to Austin for analysis, where it was found that the ore was a mixture of lead and silver. However, the ore reduction mills at Austin could not separate the two minerals, and further attempts at doing so in 1865 and 1866 were likewise unsuccessful. For the next three years there was no activity of any real consequence in the Eureka district.

In 1869 several individuals once again turned their attention to Eureka. Attempts to treat the ore resumed in May 1869, and by July improved smelting techniques were developed. The refined methods demonstrated that the Eureka ores could be processed profitably. As more people arrived in the district, a small camp of tents and crude log buildings formed. The semi-weekly stage line between Austin and Hamilton was soon changed to pass through Eureka, which provided the first mail service to the new town.

A post office known as Napias was established on January 13, 1870, to serve the Eureka district, with George Haskell as postmaster. Haskell proposed the name Napias, which in Shoshone means "silver", after three weeks of trying to determine a name for the new post office. The name he selected was short lived, but exactly how short is the cause of some confusion.

The Post Office Department postmaster appointment records state that the post office name changed from Napias to Eureka on January 27, but other evidence suggests that the actual change did not take place until later in 1870. A letter exists headed "Eureka District, Napias P.O., Lander Co., Nevada" dated May 1, 1870. The cover which contained this letter bears a Napias postmark from May 3. This item



virtually proves that the name change did not occur before May 1. The earliest known Eureka postmark dates from December 23, 1870, so we can thus conclude with reasonable certainty that the name change took place between May 1 and December 23.

As mentioned earlier, the official records appear to list "27 Jan 1870" as the date of the name change. Considering the evidence just presented, however, the author believes that what appears to read "Jan" in the handwritten records actually is "Jun", placing the name change at June 27, well within the May-December interval. If this date is correct, then the latest known Napias postmark (July 3) must have been used before the postmaster obtained a cancelling device bearing the new name, or perhaps before he received word that the name change had been adopted. In any event, the Napias to Eureka name change remains one of the unsolved puzzles in Nevada postal history.

The population of the Eureka district increased dramatically during the early 1870's. Eureka grew from a small mining camp in 1869 to a city of 2,000 people by October 1870, and this figure doubled by 1872. The activity at Eureka resulted in the creation of Eureka County in March 1873, and Eureka was named the county seat.

By 1874 the population of Eureka stood at 6,000. The completion of the Eureka & Palisade Railroad in October 1875 gave Eureka a connection to the transcontinental Central Pacific Railroad, which enabled Eureka to become



the freight and transportation hub for most eastern Nevada mining camps. Eureka's peak year was 1878, at which time the town had a population of at least 7,000, making it the second largest city in Nevada. Two rival mining companies, the Eureka Consolidated and the Richmond Consolidated, dominated the local mining activity. According to the 1880 census, the combined population of Eureka and neighboring Ruby Hill was about 6,300.

Eureka declined after 1885 when the rich ore bodies were exhausted. From 1885 to 1890 leasers worked the mines, but the Richmond company smelter shut down in 1890, and the Eureka smelter closed in 1891. The impact of this decline is apparent in the 1890 census, which listed just over 1,600 people living in Eureka.

The district remained relatively quiet until 1905 when the two former rival companies merged to form the Richmond-Eureka Mining Company. This company worked the properties of the old Richmond and Eureka companies and had its best years of production from 1906 to 1909. After 1910 other mining companies and leasers made smaller but regular productions. The best periods of mineral production in later years were 1923, 1926-29, and 1938-40. Today Eureka continues to exist as a town of about 500 residents. Its many historic buildings and lack of commercialization make Eureka a truly interesting place to visit.

The town of Ruby Hill was located two miles east of Eureka, near the district's rich mines. Ruby Hill received a post office in September 1873 to serve its 500 or so residents who preferred to live closer to the mines rather than in Eureka itself. By 1875 a narrow gauge railroad connecting the mines to the smelters at Eureka was in operation. At the peak of activity in 1878, Ruby Hill had a population of 2,500, including over 900 miners and their families. Ruby Hill declined after 1885 along with Eureka, and by 1890 less than 150 people remained. The families that stayed typically leased parts of the old mining properties to earn a modest living. The Ruby Hill post office closed in November 1901.

In addition to Eureka and Ruby Hill, there were other smaller mining camps in the vicinity that obtained post offices in the 19th century. Pinto was a small town of about 40 people located eight miles southeast of Eureka. It was the site of the Pinto Mill and had a post office from August 1875 to November 1884 (the Pinto post office that operated from 1870 to 1871 was actually located at Pinto Creek Station in White Pine County, but some sources mistakenly combine it with the Eureka County office). The town of Vanderbilt formed near silver-lead mines in Secret Canyon, about eight miles south of Eureka. Vanderbilt had a post office from August 1871 to August 1873, when the town had about 125 residents. The Geddes post office operated at the former site of Vanderbilt from March 1882 to June 1885. It served the Geddes mine and mill and supplied mail to about 100 people. Prospect was a stable mining settlement of 100 to 150 people, five miles south of Eureka. Its post office operated from March 1893 to April 1918.

Mineral discoveries in other parts of the county gave rise to several mining towns. One of the more important such towns was Mineral Hill, located about 55 miles north of Eureka. Silver discoveries in June 1869 resulted in the organization of the Mineral Hill mining district, and a small mining camp formed around the activity. In August 1870 the mines began to produce well, and soon there were 400 to 500 people in the district. The Mineral Hill post office was established in May 1871. That same month an English company purchased the mines and local mill and provided further improvements. This company operated successfully in 1871 and 1872, but it struggled to survive during the next two years after the main ore deposits were exhausted and no significant new discoveries were made. The company declared bankruptcy at the end of 1874.

Between 1875 and 1880 only about 75 people remained in Mineral Hill. An American firm gained possession of the holdings in 1880 and used the mill to process the ore from its mining operations until 1887. The post office closed in July 1888, but it briefly operated again from February 1889 to July 1890.

Mining activity resumed at Mineral Hill early in this century, and in February 1902 the post office was re-established. From 1906 to 1914 the Mineral Hill Consolidated Mining Company attempted to revive the district, and during this time the town had a population of about 100. On March 7, 1913, fire destroyed several of the company buildings, including the one which housed the post office. Despite promises by the company, it never rebuilt the burned structures, and the Mineral Hill post office closed for good in April 1914. Since that time there has been little activity at Mineral Hill.

Buckhorn was the most successful mining camp founded in this century in Eureka County. Gold was discovered on the east side of the Cortez Mountains in the winter of 1908-09, and the Buckhorn Mines Company purchased the principal claims in 1910. In February of that year the Buckhorn post office was established. At that time Buckhorn had about 150 residents, and this figure had reached 300 by the time a local mill was constructed in 1914. Activity continued until 1916 when the mill shut down for lack of ore. The Buckhorn post office closed in May 1916.

Other mining camps in Eureka County were smaller but did contribute to the county's mineral production. The Diamond post office served a small silver and lead mining camp on the west slope of the Diamond Mountains from 1874 to 1884. The Safford post office served about 70 people in the Safford mining district near Palisade for ten months in 1882 and 1883. Mining activity in the Union district about ten miles east of Mineral Hill resulted in the opening of the Sherwood post office in August 1887. The proposed name of this post office was Union, but postal officials likely rejected that name to avoid confusion with Unionville. The post office closed in July 1888 after the local smelter shut down. The Keystone post office operated at the Keystone

mine for six months in 1898 and supplied mail to about 30 people. The Goldville post office served a placer gold district in the extreme northern part of the county from July 1913 to August 1917. In 1915 the Union Mines Company resumed operations in the Union district, and the Union Mines post office served its small company town from April 1916 to November 1918.

Railroads have played an important role in the development of Eureka County. The transcontinental Central Pacific Railroad built along the Humboldt River across the northern part of the county in 1868. The Eureka & Palisade provided a link between the town of Eureka and the main line of the Central Pacific starting in October 1875. Several stations on each railroad line obtained post offices.

The Central Pacific established Beowawe station in 1868. The nearby Gravelly Ford post office first provided mail service for the station beginning in February 1869. Gravelly Ford was located at a popular emigrant campsite and Humboldt River crossing, and it has the distinction of being the first post office established within the present limits of Eureka County. After the Gravelly Ford post office closed in January 1870, the Beowawe post office opened at Beowawe station three months later. The station became a supply point for mines in the Cortez district, 30 miles south, and by 1880 Beowawe had developed into a village of about 60 people. Over the years Beowawe remained a small railroad town serving the mines and ranches in the area. The Beowawe post office became a community post office (CPO) of Carlin in April 1983.

Palisade also began as a Central Pacific station in 1868. It quickly gained importance in 1869 and 1870 as the station from which connections could be made to Eureka, and in May 1870 the Palisade post office was established. When the Eureka & Palisade Railroad began construction south from this point in 1874, Palisade became an important railroad junction town. The population of Palisade was reportedly about 600 at this time, but it stood at just over 200 according to the 1880 census. When traffic on the Eureka & Palisade lessened after Eureka declined in 1885, Palisade lost much of its importance. By 1890 only about 60 people remained. In 1910 a third railroad passed through Palisade when the Western Pacific opened its line across Nevada, but the town never did regain its former status. The Palisade post office finally closed in 1961.

Alpha was located about halfway between Eureka and Palisade and was the most important station on the Eureka & Palisade Railroad. It had a post office from March 1877 to February 1886, and again from August 1919 to November 1924. A post office was established at Pine Station, two miles south of Alpha, in May 1886 after the Alpha post office had been discontinued. The Pine Station post office operated until February 1888. Gerald, a minor Central Pacific station between Beowawe and Palisade, was the only other Eureka County railroad town to receive a post office. It operated

from July 1882 to April 1887 and supplied mail to 60 people in the area.

North of Eureka are several large valleys containing widely scattered ranches. Six post offices were established between 1888 and 1902 to serve these areas. The first such post office was Carp, which opened in April 1888 at the residence of postmaster George Taft. The Carp post office supplied mail to 12 or 13 families in the area before being discontinued in January 1889. Some sources incorrectly state that the Carp post office operated at the former location of the Diamond post office, but its site was actually a few miles north, near Diamond Springs on the old Overland road.

The White post office was established in July 1890 at the ranch of postmaster James White. When Robert Bailey became postmaster in March 1899, the office moved five miles south to his ranch, where it operated for another eight months. The Bar post office operated at the Three Bar Ranch from November 1896 to November 1898. The Tonkin post office opened in December 1898 at the ranch of postmaster John Tonkin. It served a small settlement of about 30 people and operated until March 1931. The Birch post office opened in August 1901 at a road station in the Diamond Valley and initially supplied mail to 25 people. In 1923 the office moved nine miles north to a locality known as Concord, where it operated until July 1926. The Romano post office operated in two periods at two different locations. During its first period, February 1902 to August 1914, it was located at the ranch of Frank Romano, its first postmaster, where it served 25 to 30 people. In February 1919 the office was re-established about four miles north of its original location, where it operated until February 1929.

A total of 29 post offices have operated in what is now Eureka County. One of these offices, Dunphy, was established after the 1920 cutoff date for this series. Eureka is the only independent post office now operating in the county, but there are also community post offices at Beowawe and Crescent Valley.

In the initial Eureka County report, 72 different postmark types have been documented representing 20 of the 28 pre-1920 post offices. Eureka, with 15 postmark types, has more types listed than any other town. Palisade is next with ten types, while Beowawe follows with nine. Mineral Hill and Ruby Hill respectively have eight and seven types reported.

Any collectors having pre-1920 postmarks from the eight unreported Eureka County post offices, new types of postmarks for the towns listed in this report, or postmarks which extend the usage dates for reported types, are kindly asked to submit photocopies of these items for inclusion in the updated Eureka County report. The author may be contacted at PO Box 13408, Las Vegas, NV 89112.



| TYPE | POSTMARK CODE | EARLIEST USE | LATEST USE | KILLER | NOTES |
|------|---------------|--------------|------------|--------|-------|
|------|---------------|--------------|------------|--------|-------|

### Alpha (1877-1886,1919-1924)

|                  |             |            |          |  |
|------------------|-------------|------------|----------|--|
| 1. C21B10A1B24.5 | 28 Aug 1879 | 1 Dec 1884 | pinwheel |  |
|------------------|-------------|------------|----------|--|

### Bar (1896-1898)

No examples reported.

### Beowawe (1870-1873,1874-1983)

|                    |              |             |             |     |
|--------------------|--------------|-------------|-------------|-----|
| 1. M               | 29 Jul 1870? |             |             |     |
| 2. C1AA1BBR23      | 8 Jun 187?   | 2 Jun 188?  | target      | (1) |
| 3. C31A10N1RRB26.5 | 13 Jan 1883? |             | target      |     |
| 4. C1AN1BBR26.5    | 2 Oct 1884   | 30 Sep 1895 | cork,target |     |
| 5. C1AN2BBR26.5    | 26 Sep 1887  |             | cork        |     |
| 6. C1AN1B28        | 8 Dec 1896   | 20 Oct 1899 | target      | (1) |
| 7. C1AN1B28.5      | 4 Feb 1904   | 3 Oct 1908  | ovate grid  |     |
| 8. A               | 17 Feb 1909  | 22 Jul 1914 |             | (1) |
| 9. B               | 13 Jun 1915  | 5 May 1920  |             |     |

### Birch (1901-1926)

|             |             |             |        |  |
|-------------|-------------|-------------|--------|--|
| 1. C1AN1B28 | 17 Sep 1904 | 25 Aug 1912 | target |  |
| 2. B        | 4 Oct 1913  | 29 Jul 1922 |        |  |

### Buckhorn (1910-1916)

|      |             |             |  |     |
|------|-------------|-------------|--|-----|
| 1. M | 23 Mar 1910 |             |  |     |
| 2. A | 27 May 1910 | 26 Feb 1916 |  | (2) |

### Carp (1888-1889)

No examples reported.

### Corwin (1878-1879)

No examples reported.

### Diamond (1874-1884)

|      |             |            |  |  |
|------|-------------|------------|--|--|
| 1. M | 27 Mar 1878 | 8 Dec 1881 |  |  |
|------|-------------|------------|--|--|

### Eureka (1870-date)

|                  |             |             |                  |     |
|------------------|-------------|-------------|------------------|-----|
| 1. C1AA1BBR24.5  | 23 Dec 1870 | 17 Mar 1872 | cork,star,target |     |
| 2. C1AA1BBR25    | 15 May 1874 | 3 May 1875  | cork             |     |
| 3. C1AA1BBR25    | 12 Feb 1876 | 12 Feb 1878 | cork,star        |     |
| 4. M             | 24 Jun 1880 |             |                  |     |
| 5. C1AN1B27.5    | 3 Jul 1880  | 10 Jul 1885 | cork             |     |
| 6. C1AN1B27      | 20 Feb 1883 | 13 Feb 1884 | cork             | (1) |
| 7. C1AT1B27.5    | 14 Oct 1885 | 19 May 1886 | cork             | (2) |
| 8. C1AN1BBR27.5  | 29 Oct 1888 | 2 Oct 1889  | cork             |     |
| 9. C1AT2B27.5    | 14 Sep 1891 | 16 Jun 1892 |                  | (3) |
| 10. C1B11S1RRB33 | 28 Sep 1893 |             |                  |     |
| 11. C1AN1B28.5   | 9 Apr 1894  | 20 Aug 1896 |                  |     |
| 12. C1AN1B28     | 15 Jan 1898 | 7 Jun 1901  | cork             |     |
| 13. C1AN1B29.5   | 6 Dec 1902  | 15 Sep 1906 | ovate grid       |     |
| 14. C1AN2B29.5   | 16 Sep 1906 |             | ovate grid       |     |
| 15. C1AN1B29.5   | 16 Feb 1907 | 16 Feb 1916 | ovate grid       |     |

### Geddes (1882-1885)

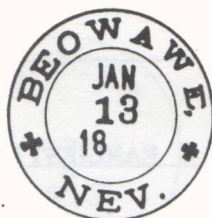
|                 |             |  |  |  |
|-----------------|-------------|--|--|--|
| 1. C2B1N1RRBB33 | 27 Dec 1883 |  |  |  |
|-----------------|-------------|--|--|--|



1



2



3



4



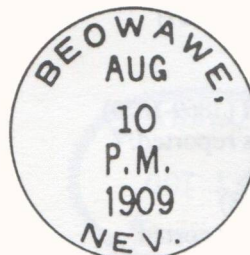
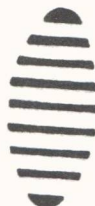
5



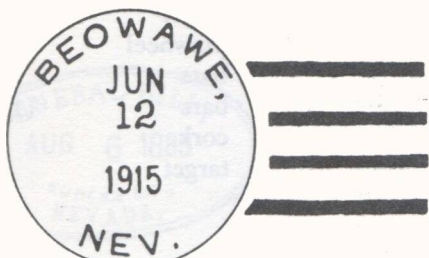
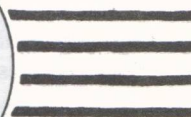
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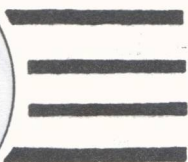
7



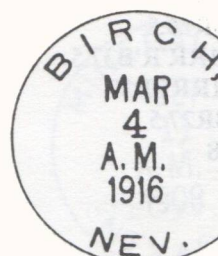
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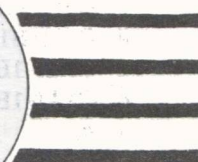
9



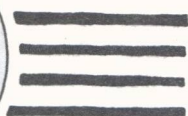
1



2



2



1



2



3



5



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7



8



9



10



11



12

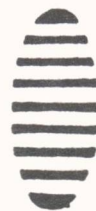
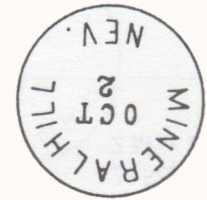
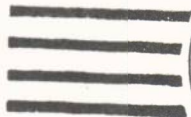
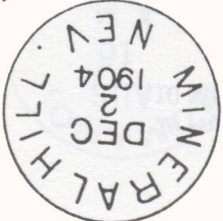
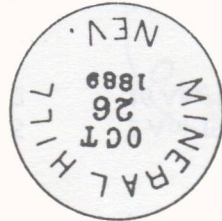
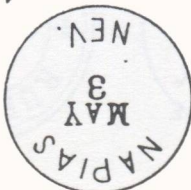
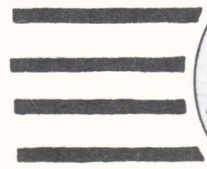
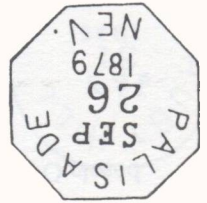
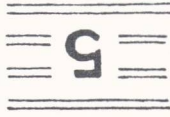
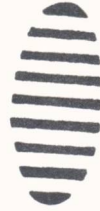
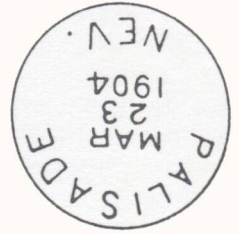


13





| TYPE  | POSTMARK CODE         | EARLIEST USE | LATEST USE   | KILLER      | NOTES |
|---|-----------------------|--------------|--------------|-------------|-------|
| <b>Gerald (1882-1887)</b>                           |                       |              |              |             |       |
|   | 1. C1AN1B26.5         | 30 Jul 1883  |              |             | (1)   |
| <b>Goldville (1913-1917)</b>                        |                       |              |              |             |       |
|   | 1. M                  | 23 Sep 1917  |              |             | (4)   |
| <b>Gravelly Ford (1869-1870)</b>                    |                       |              |              |             |       |
| No examples reported.                               |                       |              |              |             |       |
| <b>Keystone (1898)</b>                              |                       |              |              |             |       |
| No examples reported.                               |                       |              |              |             |       |
| <b>Mineral Hill (1871-1888,1889-1890,1902-1914)</b> |                       |              |              |             |       |
|   | 1. C1AA1BBR24         | 2 Oct 1871   |              | target      |       |
|   | 2. C1AA1BBR26.5       | 15 Aug 187?  | 24 Nov 1878  | pinwheel    |       |
|   | 3. OV22A1S1RR'R'B37.5 | 14 Oct 188?  |              | bars        |       |
|   | 4. OV21B1S1RRBB39     | 6 Aug 1883   | 13 Dec 1886  | bars        | (1)   |
|   | 5. C1AN1BBR27.5       | 26 Oct 1889  |              | cork        |       |
|   | 6. C1AN1B28           | 1 Jan 1904   | 16 Nov 1907  | target      |       |
|   | 7. A                  | 30 Mar 1908  | 18 Oct 1909  |             |       |
|   | 8. B                  | 9 Jun 1913   |              |             |       |
| <b>Napias (1870)</b>                                |                       |              |              |             |       |
|   | 1. C1AA1BBR24         | 3 May 1870   | 3 Jul 1870   | cork,target |       |
| <b>Palisade (1870-1961)</b>                         |                       |              |              |             |       |
|   | 1. C1AA1BBR24         | 29 Jun 187?  |              |             |       |
|   | 2. OC1AN1BBR25        | 26 Sep 1879  | 4 Feb 1886   | cork,star   |       |
|   | 3. C1AN1BBR27.5       | 18 Apr 1888  |              | cork        |       |
|   | 4. REC                | 4 Nov 1888   |              | target      | (5)   |
|   | 5. C1AN1BBR28         | 18 Jun 1890  | 17 Jun 1892  | target      | (3)   |
|   | 6. MOB                | 30 Mar 1893  |              | target      | (6)   |
|   | 7. C1AN1BBR27.5       | 5 Jul 1893   | 28 Oct 1896? | target      |       |
|   | 8. C1AN1B28.5         | 27 Apr 1902  | 23 Mar 1904  | ovate grid  |       |
|   | 9. D2/5               | 13 Oct 1904  | 7 Jul 1908   |             |       |
|   | 10. A                 | 12 Dec 1908  | 24 Aug 1916  |             |       |
| <b>Pine Station (1886-1888)</b>                     |                       |              |              |             |       |
|   | 1. OC4BS1RRB37        | 21 Oct 1887  |              | target      |       |
| <b>Pinto (1875-1884)</b>                            |                       |              |              |             |       |
|   | 1. M                  | 11 Aug 187?  |              |             |       |
|   | 2. C41A'9N1RRR'B29.5  | 14 Nov 1879  |              | target      |       |
|   | 3. C41B1N1RRRB34.5    | 3 May 1884   |              | cork        |       |
| <b>Prospect (1893-1918)</b>                         |                       |              |              |             |       |
|   | 1. C1AN1BBR28         | 6 Feb 1894   |              | target      |       |
|   | 2. C1AN1B27.5         | 7 Sep 1905   | 11 Mar 1909  |             |       |
|   | 3. B                  | 5 Jun 1911   | 30 Jan 1916  |             |       |
| <b>Romano (1902-1914,1919-1929)</b>                 |                       |              |              |             |       |
|   | 1. C1AN1B27.5         | 29 Jul 1905  | 8 Mar 1909   |             |       |
|   | 2. A                  | 16 Aug 1909  | 13 Feb 1914  |             |       |





| TYPE                           | POSTMARK CODE | EARLIEST USE | LATEST USE  | KILLER | NOTES |
|--------------------------------|---------------|--------------|-------------|--------|-------|
| <b>Ruby Hill (1873-1901)</b>   |               |              |             |        |       |
| 1.                             | C1AA1BBR24.5  | 21 Jun 187?  |             | target |       |
| 2.                             | C1AA1BBR25    | 19 Feb 1878  |             | target |       |
| 3.                             | C1BN1RRB28    | 10 Feb 1879  | 25 Jun 1879 | star   |       |
| 4.                             | C41B10N1RRB29 | 7 Nov 1883   |             |        | (1)   |
| 5.                             | C1AN1B27.5    | 29 Mar 1885  | 24 Sep 1888 | cork   |       |
| 6.                             | C1AN1BBR27.5  | 3 Jan 1893   | 2 Mar 1896  | target | (2)   |
| 7.                             | C1AN1B28.5    | 14 May 1900  |             |        |       |
| <b>Safford (1882-1883)</b>     |               |              |             |        |       |
| No examples reported.          |               |              |             |        |       |
| <b>Sherwood (1887-1888)</b>    |               |              |             |        |       |
| No examples reported.          |               |              |             |        |       |
| <b>Tonkin (1898-1931)</b>      |               |              |             |        |       |
| 1.                             | C1AN1B27.5    | 26 Aug 1905  | 2 Apr 1911  |        |       |
| 2.                             | B             | 10 Mar 1912  | 16 Aug 1923 |        |       |
| <b>Union Mines (1916-1918)</b> |               |              |             |        |       |
| 1.                             | B             | 13 Jun 1917  | 1 Mar 1918  |        |       |
| <b>Vanderbilt (1871-1873)</b>  |               |              |             |        |       |
| No examples reported.          |               |              |             |        |       |
| <b>White (1890-1899)</b>       |               |              |             |        |       |
| 1.                             | C1AN1B28      | 3 Mar 1898   | 23 Feb 1899 | cork   | (1)   |

**Notes:**

- 
- (1) Earliest example is on piece.
  - (2) Latest example is on piece.
  - (3) Earliest and latest examples listed are on piece.
  - (4) Postmark is on a Post Office Department official business cover dated 23 days after the PO closed.
  - (5) Receiving postmark used as a sending postmark.
  - (6) Not illustrated.



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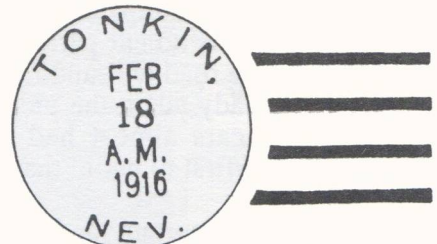
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7



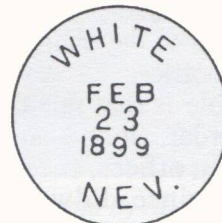
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2



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1



## The MIDWESTERN EDITOR

Alan H. Patera

Box 2093

Lake Grove OR 97035

I'd like to tell you about a remarkable postal history collection. It is not a collection of covers, or even of postmarks, but a collection of photographs of post offices. John Gallagher has assembled a collection of over 12,000 photographs of different U.S. post offices, most of which he has taken himself over the last 20 years. Your editor has contributed a large number of photos as well, and has accompanied John on numerous expeditions to photograph many remote offices. However, the collection also includes Real-photo post cards, reproductions purchased from historical societies, and donations from other collectors.

Several states are complete for currently operating post offices, except for perhaps a few branches and stations. These are not necessarily the smaller states, either. In addition to Maryland, Delaware, and Vermont, nearly complete coverage has been attained for Colorado and Utah, and other states with vast distances have photographs for over 2/3 of the operating post offices.

Towns of all sizes are included, but there has been a special emphasis on rural post offices. From the Florida Keys to islands off the coast of Maine, from the hollows of eastern Kentucky to remote mining camps in Idaho or Alaska, there is a good chance there will be a photograph in this collection. There have been many adventures in just trying to get to some of these locations.

From my experiences, I have observed that no matter how remote your location, there is likely to be a car parked in front of the post office, obscuring the best photograph. If there is no car parked there, the next car coming down the road will undoubtedly stop there if you haven't already taken the picture. John relates how once two cars almost had a head-on collision trying to be the first to get in the way of the photograph.

Considering how important the post office has been as a gathering place for smaller communities, it is remarkable how seldom the post office can be located in collections of historical photographs. It seems easier to locate a photo of the church, school, or social hall than of the post office.

Even more remarkable is that this collection does not stop at the U.S. border. John also has over 1,000 photos of Canadian post offices, encompassing all provinces and with Prince Edward Island



complete. The collection is actually world-wide, with particular strength in Australia, the Caribbean, and some parts of Europe.

Some of these photos have been published in various monographs and periodicals, including *La Posta*. Their availability has not been widely advertised, but John is willing to arrange for reproductions for publication or for decorative purposes.

Perhaps you have some post office photographs lying around. Maybe you took them yourself, for no particular reason; or perhaps they came in a box of covers you bought at auction. They may well be defined in that gray area of things Too Good to Throw Away, but too much trouble to sell -- yet, you'd like to give them a good home. Well, John has a good home to offer them, and would be delighted to accept donations of additional material. The address is as follows: John Gallagher, 9226 Mellenbrook Road, Columbia MD 21045.

# SAND HILLS OF NEBRASKA

## Part 3

by Alan H. Patera

### HOOKER COUNTY

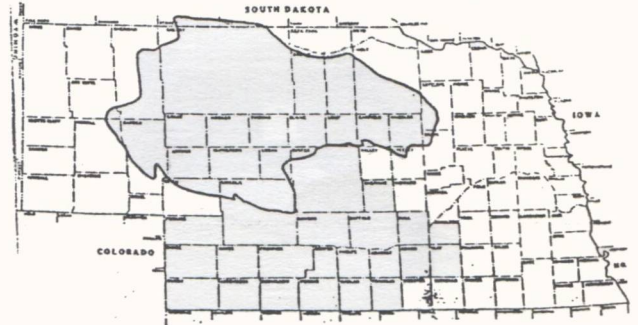
#### Mullen

by Joellen Phillips

Mullen is the county seat and the only currently operating post office in Hooker County. It is located on the railroad and on east-west Nebraska Highway 2. The 1980 population of the town was 720, an increase of 53 over the 1970 population. This represents 72% of the entire population of Hooker County, leaving only 270 county residents for the rest of the county.

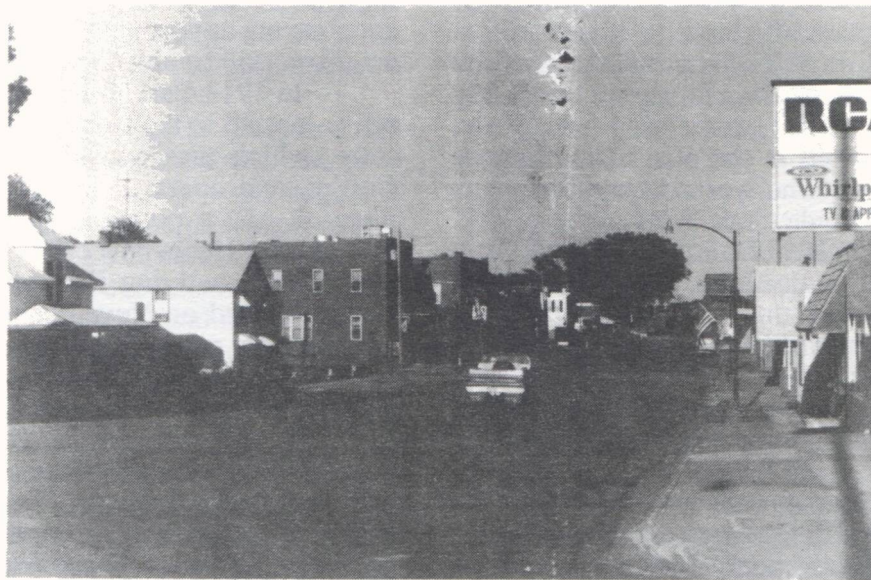
The area of Hooker County was settled late, even for the Sand Hills. The Mullen post office was the first one in the county, and it was not established until September 24, 1889. As the town is situated on the railroad, mail for Hooker County patrons first came to Mullen by train.

The precise location of the first Mullen post office is unknown. When Henry J. Lowe became postmaster in 1896 it is believed he kept the office in his general merchandise store, which was located at 101 NW First Street. In August 1907 Miss Laura Thomas was the assistant postmaster. She was replaced in December of that year by Miss Clara Jeffers, who, the *Hooker County Tribune* noted, was "catching on to Uncle Sam's ways with remarkable rapidity". In February of 1908 Miss Jeffers became the first female postmaster of the office.



In November 1919 postmaster J.J. Heelan tendered his resignation to "take up a better paying position for less work". The salary at this time was \$1600 annually. J.J. Motl, the local druggist, served as Acting Postmaster until Edwin C. Pickett volunteered for the job. Mr. Pickett was in charge of the high school, but was able to handle the job with the help of his wife and Haskle Boyer.

It is known that in 1922 the post office moved to 105 NW First Street in a two-office building shared with the Averitt Drug Store. The *Tribune* commented that "this will give the force the sorely needed improvement in working conditions and do away with the lobby floor being flooded every time it rains." The former post office building was remodeled and a new floor put down. J.J. Harlan, the former postmaster, moved his new law office into the old post office building.



Main Street of Mullen, Nebraska, 1987

photo by Alan H. Patera





*Mullen Post Office, 1989*

*photo by Lloyd Ginkens, Jr.*

In November 1938 the post office moved to 201 NW First Street, just west of the Johnson Mercantile Company store. The former building was converted into the Mullen Style Shoppe. During the depression it was rumored that John A. Gibson was not going to seek reappointment at the expiration of his term, and 17 persons applied for the postmaster job. Gibson did not retire until 1957, when the job was transferred to his son. Since 1959 the postmaster has been Lloyd L. Ginkens, Jr.

In 1957 the post office moved to a new brick building erected by Albert Starr at 106 NE First Street. This building was enlarged in 1967; the post office is currently occupying 2,271 square feet. Mullen is a second class office with 428 post office boxes and four Highway Contract routes carried by two carriers on alternating days to supply tri-weekly mail service to the rural customers. Some of the clerks who have worked in the post office include Russell (Slim) Crouse, who worked for many years with John Gibson; Claude Crain worked from 1941 until his death in 1961; Neal Dutton was a clerk from the early 1950s until his death in 1964; Gerald Long was a clerk from 1964 until he advanced to the postmaster at Hemingford in 1978; Joellen Phillips has worked at the office from 1966 until the present time. Joan Rogers worked as a clerk in the office from 1968 until her appointment as a county judge in 1986.

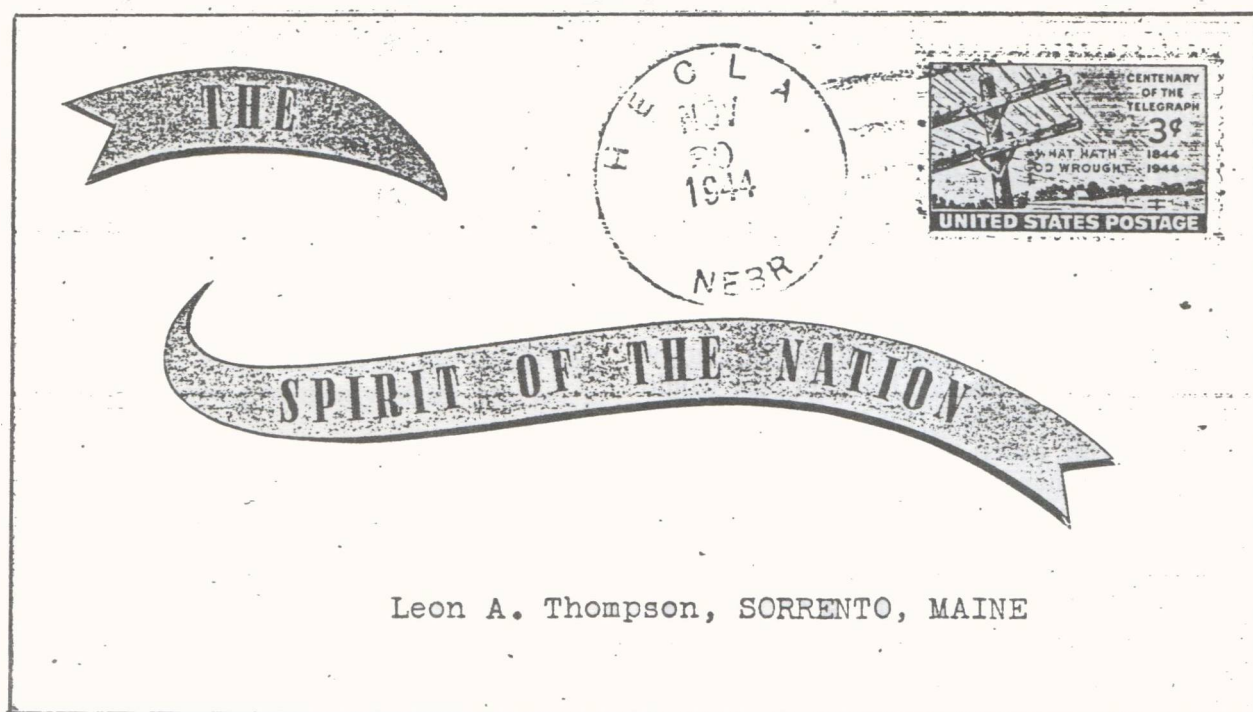
Hooker County has never been very densely populated, with Mullen emerging as the only commercial town in the county. In fact, it was the only post office in Hooker County until Hecla was

established in 1901. Between 1905 and 1912, five more post offices were established: Eclipse (1905), Donald (1907), Dunwell (1909), Crescent (1911), and Moore (1912).

Hecla was located on the CB&Q railroad about 12 miles west of Mullen. The township was organized in November, 1887, before there were any post offices in the county. Hecla did have several stores. The post office was located in the new Garrett Store upon the appointment of Roy Garrett as postmaster in 1906, but soon thereafter the post office was temporarily discontinued. A year later, on September 13, 1907, the *Hooker County Tribune* reported that F.T. Morrison had received his appointment as postmaster, "and once more our Hecla neighbors will be able to get mail at home."

In 1913 Carl H. Fay was postmaster with the office located in the Hecla Supply Company general store, which was owned by Fay, Detterman and Gottlob and operated by Bill and Becky Gottlob. Because of its position on the highway and the railroad, the Hecla post office lasted longer than any of the other outlying Hooker County post offices; since it closed on November 30, 1944, Mullen has been the only post office in the county.

After Mullen and Hecla, the honor for the longest lifespan for a Hooker County post office goes to the Dunwell post office. Dunwell was located in the southeastern corner of the county. The post office was established January 27, 1909. The name was coined from the last names of two men in the area. William Dunbar and Frank Wells. J.W. Wells served as postmaster. The office lasted for 24 years before it was discontinued on September 15, 1933.



Last Day Cover from Hecla. "The Spirit of the Nation" may refer to the just concluded 1944 Presidential campaign.

Courtesy of Lynn Brady.

Though many Sand Hills post offices had relatively short lifespans, that of Crescent was brief indeed. The post office was established on January 5, 1911 and discontinued on October 31 of the same year.

The Eclipse post office lasted for 18 years. It was established on February 27, 1905 on the Chauncey Tucker ranch. The eldest Tucker daughter, Elvira, was the first postmaster. Mail to Eclipse was carried by Kelly Ireton. He drove a team of mules and delivered mail, passengers and supplies twice a week when the weather and road conditions permitted. Trips from Mullen to Eclipse were made on Mondays and Fridays, and the return trips were on Tuesdays and Saturdays.

Following Elvira's marriage in 1909, Leonora (Mrs. Placer) Tucker became postmaster. In 1913 Sylvia Rice was postmaster, and the mail stage still ran to Mullen semi-weekly, with a passenger fare of \$1.00. The Eclipse post office closed in 1923.

Donald was 13 miles southeast of Mullen. It was established on May 10, 1907 and named Donald after the first postmaster, Roderick Donald. In 1913 Louis Schmidt was postmaster. At this time the mails were delivered semi-weekly from Mullen. Passengers could also ride the mail stage for a fare of \$1.00. Although the official record does not show it, it is likely the office was temporarily closed in 1920. The *Hooker County Tribune* implies the closing in an article of June 4, 1920. The office had moved from the H.C. Averitt ranch to the R.S. Fox home, and

"the route has been somewhat changed between Mullen and the south terminal, adding considerable to the miles traveled and the patrons served." Nonetheless, the Donald post office was discontinued on August 15, 1922 after 15 years of operation.

### Mail Routes out of Mullen

From the inception of the office mail arrived at Mullen by train. The high point of service came in 1940, when the *Hooker County Tribune* was pleased to announce on February 8 that all four passenger trains would be making regular daily stops for mail and passengers at Mullen. Charley Hanson would transport the mail from the station to the post office using a hand card that resembled a large wheelbarrow. When Charley retired in 1957 the contract was won by Gerald Long, who continued to transfer the mail until the last passenger run was discontinued in the late 1960s. Mr. Long used a car with a small trailer at first, then he bought a pickup truck.

When the mail car service was discontinued, mail supplied to Mullen by truck. For several years mail was delivered by a truck that ran between Alliance and Omaha, supplemented by a truck from North Platte, driven by Wayne Chase and later Karl Kemp. Now all mail is received from the North Platte Sectional Center by truck.

Pearl (Mrs. Jake) Marsh tells about one of the north country routes. Her parents, Pete and Dorsa



Morrison, bought the Ed Holland place in 1915 or 1916. They also replaced Ed Holland as mail carrier on the Curlew route. Charlie Isom would deliver mail from Mullen to Cherry and Curlew on Monday, Wednesdays and Fridays. On Tuesday and Thursday one of the Morrisons would pick up the mail at Curlew and deliver the route. They drove a team of horses on a spring wagon, and spent the day delivering mail. The route ran north to the North Loup River, along the south side of the river to the present Highway 97, then back south to the Curlew post office. When they reached the river they would stop for lunch, and feed and rest the horses before continuing the trip. Later, when the Big Creek post office was discontinued, they crossed the river and delivered mail down the north side of the river.

In the beginning each family's mail was rolled and tied with string and placed in a large canvas bag, but later each family had to supply their own bag. After about 1926 the Morrisons delivered the mail with a car. The route was discontinued by 1929.

The *Hooker County Tribune* of September 6, 1929 contained the following item:

"Mullen marked the beginning of a new rural route which leaves Mullen at 9:30 going to Wells, on north to the Howarth ranch and returning by way of Big Creek, Curlew and Cherry post offices and on into Mullen. Many believe this plan will not be desirable especially in the winter months. S.F. Keith is in charge of the routes."

At one time the four rural routes out of Mullen were bid on separately, but they are now combined and bid as two routes. Jack Eastwood carried the northeast route, and retired in 1951 after 13 years of service. Don Sullivan took over this route and carried it until 1958. Ed Zachry had the bid on the northwest route in 1941, and he subcontracted to Emmett Long. Emmett was the low bidder on the northwest route in 1942, and he continued to carry the mail until 1950, after which Archie Palmer took the route.

In 1954 the northeast and northwest routes were combined. Don Sullivan carried both routes until 1958, when the contract was won by Lucien Andrews. After a short while he sub-let the route to Joe Bader. Joe's father-in-law Mick Daily has also seen service on the route. Joe still has the contract, and has been carrying the mail himself since 1963. Each of the routes are over 100 miles long; one serves 28 families, and the other 32 families.

During the 1940s Ed Zachry had the contract for both the routes that headed south out of Mullen. By 1947 Ed carried only the shorter southeast route and hired Neal Dutton to carry the southwest route. Mr. Dutton carried this route for about five years, when he became a clerk in the Mullen post office. Bus Huddle was another carrier on the south route

during the 1950s. In 1958 Roy Bradley had the low bid on the south routes, and he carried the mail for about three years before ill health forced his retirement. His brother, Dale Bradley, finished the contract for Roy, and then obtained the contract for himself when it came up for bids again. Dale carried the mail until his retirement in 1974. In 1974 the contract was won by Mildred Maire, and she is still employed as the carrier on both routes. The routes are 54 and 75 miles long and serve 18 and 23 families respectively.

## GRANT COUNTY

### Whitman

(from Alta McIntosh)

Whitman is located on the railroad in eastern Grant County, from where it provided access to ranches in southwestern Cherry County and eastern Grant County. O.P. Warner was the first postmaster, and presumably the site was the location of a store from the earliest days. It is known that John Alden, who became postmaster in 1902, housed the post office in his general store.

John Alden moved to Hyannis to set up storekeeping in 1913, selling the Whitman store to Chester Alden. Chester also inherited the postmaster position, which he held until he died of self-inflicted gunshot wounds in 1928. His successor was Charles Waite, who built a new building for the post office.

The Whitman post office was located in this building until 1966, when the present building was erected. The old post office building has been remodeled and now houses the Whitman Rural Fire District truck.

In 1933 Floyd Garrett began his tenure of 32 years as postmaster at Whitman. His wife Beryl served as clerk for most of those years. Alta McIntosh, who supplied the information on Whitman, has worked at the Whitman post office since 1964. She was a clerk, then served as Acting Postmaster in the old building until Edna Roesch was appointed postmaster. She became the postmaster on February 34, 1980. She says, "I enjoy working for the postal service, it has been good to me and I am proud to be a postmaster."

Whitman had its first and probably only Air Mail pick up on May 19, 1938. Kenneeth Brown landed a small plane and carried off a mail bag containing 374 letters and two parcels weighing 11 pounds.

## **Metzinger and the route from Newport by Donald Skinner**

The village of Newport was not a stranger to me when I went there to carry mail in July of 1934. During 1933 I had been driving truck for Alberts Transfer of Ainsworth. I drove into Omaha two or three times a week. At that time Highway 20 was a graveled road and went right through Newport, and we would stop in Newport to deliver freight several times a week. Jobs were scarce in the early Thirties, and my pay driving truck was \$5.00 per week plus room & board - staying with my sister Marvel in Ainsworth.

My other sister, Janice Myers, told me about the Newport South Mail Route coming up for bid in the fall of 1933. Janice had to bid for me, as I was not 21 and couldn't qualify as a bidder. Her bid was low, so I would be the carrier for the term from July 1, 1934 to June 30, 1938.

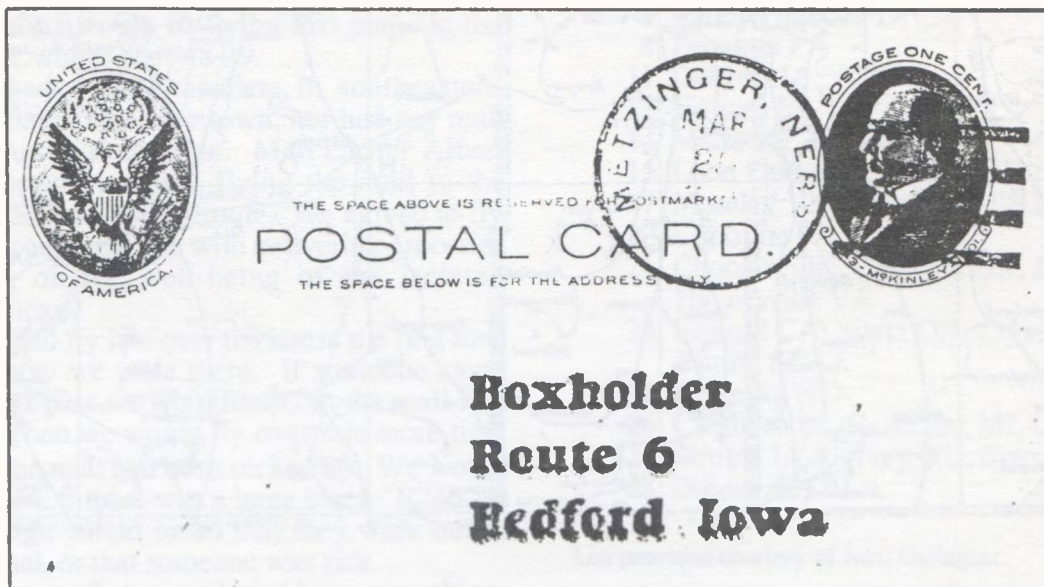
This route was 35 miles round trip, six days a week, serving patrons in an area south and a bit east of Newport. These patrons were ranchers for the most part, with a few smaller places occupied by renters. In 1934 the Metzinger post office was located almost at the half-way point of the route, 3 or 4 miles east of the Earl Peterson home ranch. One of the Metzinger boys was the appointed postmaster.

The pay for the Metzinger post office was very low, consisting of cancellation revenues and the sale of postage stamps. During the time this post office existed I was able to observe the use of mailing lists, and how they could be made to produce some welcome income. Mr. Metzinger would mail little bundles of 1 cent postcards - cancelled at his post

office and thus part of his pay - sending these cards over a sizeable area, as far away as Iowa, Missouri and Kansas. He would advertise a nice pen and pencil set for \$1.00. It was interesting to note that he received quite a response from this form of advertising. I doubt that many of his customers were aware that their pen set order originated and was mailed from a post office that was part of a sod house.

As I recall, the Metzinger home was an old sod house with a frame lean-to addition. I think the post office was housed in the frame part. During my term as carrier the post office was closed by the Postal Department, and the Metzinger family moved to Minnesota, where they established themselves in some facet of the tourist industry.

In the beginning of my term, the patrons' mail on the western portion of the route was tied in small bundles for distribution at various mailboxes. The Metzinger mail and latter part of the route was sorted and given to me in a mail sack. The patrons on the first part of the route, in order of delivery, were Harold Myers, Ed Stolcpart, Frank Keller, Walter Keller, John Gesirich, Carl Thompson, Frank Stolcpart, Edmund Arrowsmith, Pearl Stewart, Wilbur Moon, E.J. Iverson, Frank Seberger, Daniel Jilg, Earl Peterson, and the Metzinger family and post office. The other patrons were Jonas Conard, C.C. Unger, the Ballard family, Eugene Farr, Frank Weivel, Frank Miller, Anton Weivel, Alious Weivel, Frank Ruther, Ernest Greenfield, C.C. Farr, and Frank Zehner. There was hardly any change in this entire list of patrons during my 4-year term, except for the Metzinger family and post office.



*One of the merchandising offers sent out by the Metzinger postmaster.*



My father, Albert Skinner of Ainsworth, had advised me in the beginning to use Model A's, but I started my term of contract using a new 1934 Ford V8 2-door. I later switched to a Model A Ford, as the Model A's could negotiate the mud and snow conditions far better than the newer cars available then. The ranchers all wanted their mail delivered, and instructed me to carry wire cutters and to cut any barbed wire fences necessary to get through.

The winter of 1936 was cold and had lots of deep snow. One stretch of road from the Arrowsmith place to the Stewart box - a distance of approximately one mile - was completely drifted over, with snow four or five feet deep. This portion of the road was graded up, and willows had grown up on both sides, making a natural snow fence. Using a 1929 Model A Roadster I could drive along the top of this long drift, zipping right along. I used the drift until early April, then it melted real fast and we had mud to contend with for some time. Once during this severe winter we did not venture out of town for ten days, as it was an almost constant blizzard. Needless to say, the patrons were happy when they saw their mailman back on the route again.

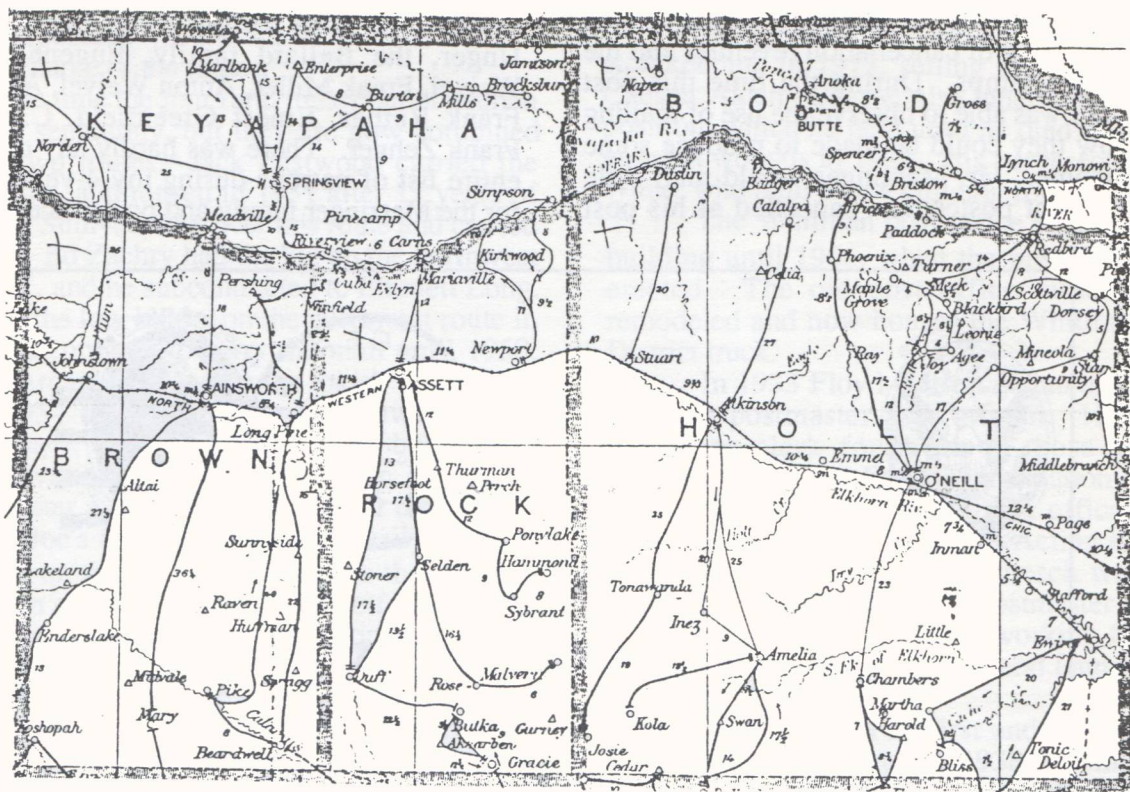
*Donald Skinner now lives in Gering, Nebraska. The account was supplied by Mrs. Keith Coble.*

## Chambers

Chambers is located in southern Holt County, on the South Fork of the Elkhorn River and just barely included in the northeast corner of the Sand Hills. Several business establishments located in the area in 1884, and a post office was established when Mr. R.C. Wry was appointed postmaster on April 25. A mail route from O'Neill was established to supply the office.

Wry had applied for the office with the name "Juanita", in honor of his youngest daughter; but the Post Office Department decided there would be confusion with the office of Juniata, in Adams County and denied the request. How the name Chambers came to be selected is uncertain. Some of the oldest settlers maintained that it was named after a mail carrier, but an account by Burton Kiltz in the December 4, 1919 *O'Neill Frontier* says that John Alderson and Mrs. Frank Dyke (Lena), daughter of Postmaster Wry, had told him the office had been named by W.D. Matthews of the *Frontier* office in honor of his friend, B.F. Chambers, Register of the Land Office at Niobrara.

While Mr. Wry was the postmaster the Chambers post office was a small building east of



what is now Turner's barber shop. It had a slot in the door with a box inside, so you could mail letters when the office was closed. Mr. Wry served as postmaster until August 3, 1911, when he turned it over to Frank Dyke. The post office was relocated to a slightly larger building just west of the old one, in which Frank Dyke conducted his jewelry business.

In 1922 the post office was moved again, when Frank Dyke resigned as postmaster to become the Rural Delivery carrier. Frank served as carrier until his death in 1933. Mrs. Loa Hubbard became postmaster at the new location. The Chambers post office has operated at this location ever since. New combination lock boxes were installed in 1961 and replaced by key lock boxes in 1983. The entire building was remodeled in 1981.

Clair Grimes was appointed postmaster in 1934. Following in the footsteps of Frank Dyke, Grimes served as postmaster for 14 years, then transferred to become the Rural Delivery carrier. Mrs. L.V. Cooper (Margaret) was appointed postmaster in 1948 and served until 1968. The present postmaster is Mrs. Louanne Deermer.

The post office has had a clerk since 1933. Mrs. B.W. Hubbard filled the job for 24 1/2 years until her retirement. She was replaced by Mrs. Gwendolyn Roth, and the present clerk is Patricia L. Fluckey.

### **Emergency Winter Mail Service, 1948 by Clyde Blake**

I took my first plane ride with Raymond Hendershot, my flight instructor, in the summer of 1948. In the fall of 1948 I bought my first plane. It was a ski-equipped Aeronca Champion. Little did I know how much I would be flying that plane in the blizzards of the winter of 1948-49.

By January 1949 ranchers in southeastern Rock County had not been to town, nor had any mail delivered for quite some time. Mail carrier Albert Shubert contacted me about flying the mail to the stranded families on his mail route. We agreed to fly his route, and combined this with delivering groceries and checking on the well-being of the isolated ranching families.

We would fly low over the house the first time to let them know we were there. If someone came out, on the next pass we would toss out the mail in a gunny sack. Then we would fly over one more time to make sure the mail had been picked up. We would also check to see if there was a large black "X" in the snow. This sign would mean that they were out of groceries or fuel, or that someone was sick.

There was of course a lot of humorous things that happened that winter while we were delivering

the mail, and one I remember in particular. The mail sack we had tossed out at the Sam Gurney ranch had landed in the top of a tree, and on our pass back over to see if he had picked up the mail we saw Sam climbing up the spruce tree to get his mail.

The meadow west of Bassett was used that winter for an airport for all the small planes involved in the relief effort. It was one of the busiest places in Rock County. The grocery stores were bringing out groceries to be delivered, gas stations were bringing out gas, and the high school kids were helping to load the planes. Some of them were from the outlying ranches and hadn't been home for months.

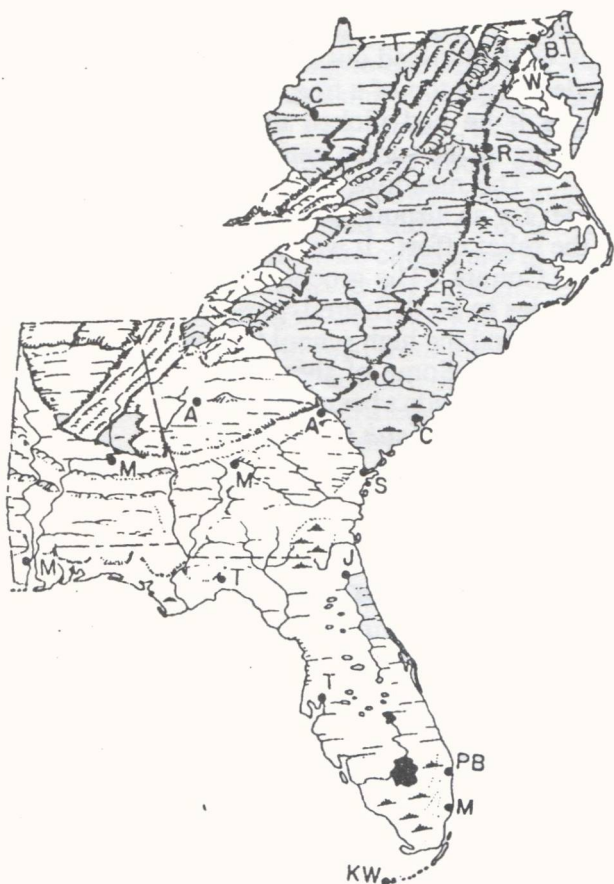
*(sent by Mrs. Keith Coble)*

### **Post Office Centennials January-February 1890-1990**

- Jan 3 Oakdale TN
- 4 Chelan WA
- 7 Paynes Creek CA, Hoople ND
- 8 Rainier WA
- 9 Post Falls ID, Sherard MS
- 10 Anniston MO, Garretson SD, Ward SD
- 11 Copemish MI, Weston PA, Hanna WY
- 15 Kimberly WI
- 18 Pheba MS, Cramer PA, Creston WA, Oso WA
- 25 Virgilina VA
- 31 Perkins OK
- Feb 1 Scott AR
- 3 Murrells Inlet SC
- 6 Buffalo Center IA
- 7 Safety Harbor FL
- 8 Fenelon PA
- 11 Dolliver IA
- 12 Holmes PA
- 14 Malta MT, Kenbridge VA
- 15 Loon Lake WA, Ronald WA, Silverdale WA
- 17 Moseley VA, Pounding Mill VA
- 20 Leckrone PA
- 21 Choctaw OK, Crescent OK, Lexington OK, Haynesville VA
- 24 Bonsall CA, Siletz OR, Crystal Spring PA, Rimini SC
- 25 Absaraka ND
- 26 Cleghorn IA, Germfask MI, Charleroi PA
- 27 Struble IA, Harvey ND, Startup WA
- 28 Dillonvale OH

List provided courtesy of John Gallagher.





## SOUTHEASTERN SECTION

David Bruce Robinson, Editor  
(804) 288-7622

What a grand time that we all had in Orlando at FLOREX in November. I told everyone that it was going to be an event to remember, and it sure was. **Ken Schoolmeester** deserves a big round of applause for all his hard work on the Postal History Seminar. The discussion leaders kept the discussions lively and informative. I enjoyed putting names with faces and getting to know old friends even better including **Harvey Tilles, Wayne Farley, Deane Briggs, Herb McNeal, Gordon McHenry, Labron Harris, Brian Green** and many others.

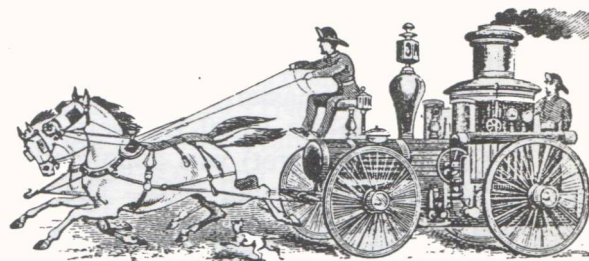
The week after FLOREX, my wife and I spent some time in Virginia Beach at VAPEX. **Chuck James, Ken Pitt** and **Ed Roth** provided some further shrinkage in my bank account. **Andy Graff** and **Gene Lightfoot** shared my interest in Virginia Postal History as we competed for the same covers at the same dealer's tables. **Alan Blair** was there with his usual cordial thoughts for all.

The next week, Cynthia and I went to WORLD STAMP EXPO and ran into **Wayne Farley** and **Ken Schoolmeester** (AGAIN!!!). The European concept of standing up took its

toll on all of us. It sure was a good show with gobs and gobs of people.

One thing about stamp collectors, especially postal historians, we love the social contact. The thrill of finding out something new and sharing it with our fellow collectors. This is especially true of **Deane Briggs**. I am very happy that in this issue we can present the first edition of the **FLORIDA DOANE LISTING**. Deane has done a wonderful job of documenting the cancels and wanting his listing to be as complete as possible.

If you have an article or idea for one, please let me know, as I would love to publish it in the Southeastern Section.



## WANTED TO BUY

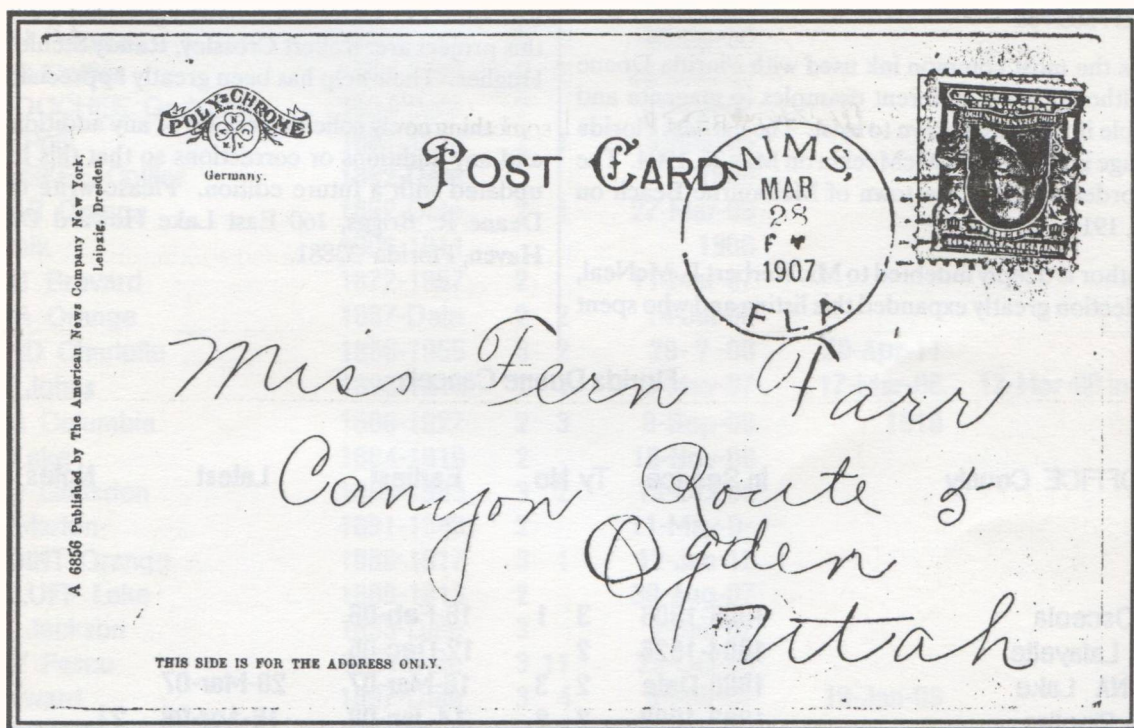
WE ARE INTERESTED IN SOUTHERN COVERS  
FROM THE FOLLOWING STATES:

VIRGINIA  
WEST VIRGINIA  
NORTH CAROLINA  
SOUTH CAROLINA  
ALABAMA  
MISSISSIPPI  
MARYLAND  
DISTRICT OF COLUMBIA  
FLORIDA  
GEORGIA  
TENNESSEE

WE ARE ESPECIALLY INTERESTED IN CONFEDERATE COVERS.

WHAT DO YOU HAVE TO SELL? WE ARE INTERESTED IN COVERS FROM THE ABOVE-LISTED STATES BEFORE 1875 AND ESPECIALLY 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



## FLORIDA DOANE CANCELS

BY DEANE R. BRIGGS

This article represents a preliminary listing of known Florida Doane cancels from the author's collection, a literature and auction review, and those reported examples sent thus far to me as the "volunteer" Florida Doane Cancel Coordinator. In the March 1986 issue of *LA POSTA*, a description of the background and details of the various Doane rubber handstamps was presented by Richard Helbock and Dan Meschter. Subsequently, in the March 1988 issue, Richard Helbock discussed in detail the TYPE I Doane cancels and the estimated twenty-seven potential Florida examples, although none were known to exist as of that time. This listing documents six examples now recorded to exist. The Meredith Post Office was established on August 6, 1903, and could have been issued a TYPE I handstamp but is presently known only with the TYPE II Doane cancel.

Between the years 1903 and 1906, there were approximately 1200 post offices in Florida, most of which were fourth class offices. Of these, it would seem reasonable that about 500 might have used Doane cancels. The record thus far documents 196 post offices in Florida using these Doane handstamps. 209 different Doane cancels are reported with the following breakdown: TYPE I, 6 examples; TYPE II, 128 examples; TYPE III, 66 examples; UNKNOWN TYPE, 9 ex-

amples. 13 Towns used two different types of Doane cancels.

The town of Antioch used TYPES I and II, and from the 1907 date of use of TYPE I, both types must have been used simultaneously for a period of several years. Several of the towns listed as using TYPE II and III may actually represent only TYPE II use, since it is well known that the TYPE II bars often became worn with extensive use or are confused with TYPE III usages because of overinking. Conversely, light TYPE III strikes may resemble TYPE II usages.

The town of South Lake Weir's TYPE II examples are weak strikes with the Circular Date Stamp lettering resembling TYPE III but the bars resemble the TYPE II already recorded. There can be no doubt that the town of Fort Barrancas used both TYPE II and TYPE III cancels since the postal compensation increased and resulted in the "3" changing to a "7" with the subsequent issuance of the TYPE III handstamp.

The author would like assistance from the *LA POSTA* readership by asking that those having examples of TYPE II and TYPE III cancels from the following towns send photocopies of any and all usages to him: Eastlake, Hawthorn, Indianola, Inglis, Little River, Mayport, McMeekin, Oak, Pomona, Ponce Park, South Lake Weir and Tangerine.



A future updated listing will clarify these towns if a sufficient response is received.

Black is the most common ink used with Florida Doane cancels, although eight different examples in magenta and one example in blue are known to exist. The earliest Florida Doane usage is the town of McMeekin on May 26, 1904. The latest recorded usage is the town of Melbourne Beach on March 18, 1914.

This author is deeply indebted to Mr. Herbert P. McNeal, whose collection greatly expanded this listing and who spent

many long hours accurately compiling and amending his listing. Other collectors who have significantly contributed to this project are: Robert Crossley, Randy Stehle and Russell Hughes. Their help has been greatly appreciated.

I am actively soliciting copies of any additional examples and any additions or corrections so that this listing can be updated with a future edition. Please write to me direct, Deane R. Briggs, 160 East Lake Howard Drive, Winter Haven, Florida 33881.

### Florida Doane Cancels

| POST OFFICE County  | In Service | Ty | No | Earliest  | Latest    | Notes        |
|---------------------|------------|----|----|-----------|-----------|--------------|
| ADNA Osceola        | 1905-1906  | 3  | 1  | 16-Feb-06 |           |              |
| ALTON Lafayette     | 1904-1926  | 2  |    | 12-Dec-05 |           |              |
| ALTOONA Lake        | 1880-Date  | 2  | 3  | 16-Mar-07 | 20-Mar-07 |              |
| ANONA Pinellas      | 1883-1922  | 2  | 2  | 14-Jan-08 | 16-Apr-09 | ?1           |
| ANTIOCH Hillsboro   | 1892-1923  | 1  | 1  | 11-Sep-07 |           |              |
| ANTIOCH Hillsbbro   | 1892-1923  | 2  | 1  | 18-Mar-10 |           |              |
| APOPKA Orange       | 1869-Date  | 3  |    | 9-May-?   |           |              |
| ARCH CREEK Dade     | 1903-1926  | 3  |    | 6-Dec-??  |           | magenta      |
| ARMSTRONG St Johns  | 1886-1932  | 2  | 2  | 4-Dec-09  | 7-May-10  |              |
| ARRAN Wakulla       | 1894-1954  | 2  | 2  | 6-Jun-09  |           |              |
| AYCOCK Jackson      | 1905-1920  | 2  | 2  | 15-Feb-07 |           |              |
| BASCOM Jackson      | 1886-Date  | 1  |    | 29-Apr-07 |           |              |
| BAY HEAD Bay        | 1895-1937  | 2  |    | 9-Jul-06  |           |              |
| BAY VIEW Pinellas   | 1875-1909  | 2  |    | 4-Mar-05  |           |              |
| BAYARD Duval        | 1855-Date  | 2  | 1  | 3-Nov-06  | 5-Jan-07  |              |
| BAYONNE Manatee     | 1904-1907? | 2  | 1  | 10-Jul-05 |           |              |
| BELLEAIR Pinellas   | 1897-1939  | 2  | 5  | 5-Feb-06  | 9-Mar-06  |              |
| BELMORE Clay        | 1885-1917  | 3  | 1  | 31-Oct-08 |           |              |
| BERESFORD Volusia   | 1876-1954  | 2  | 1  | 11-Feb-07 |           |              |
| BISCAYNE Dade       | 1870-1918  | 2  | 3  | 24-Apr-07 |           |              |
| BLACK POINT Dade    | 1904-1911  |    |    | 1905      |           |              |
| BLITCHTON Marion    | 1888-1917  | 2  | 2  | 31-Jan-08 |           |              |
| BOGGY Okaloosa      | 1893-1910  | 2  | 1  | 2-Oct-??  |           |              |
| BOHEMIA Escambia    | 1890-1908  | 2  |    | 15-Jan-07 |           |              |
| BONAVENTURE Brevard | 1893-1945  | 2  |    | 20-Apr-09 |           |              |
| BOYETTE Hillsboro   | 1902-1940  | 2  |    | 11-Feb-07 |           |              |
| BOYNTON Palm Beach  | 1896-1941  | 2  | 5  | 1906      | 19-Feb-07 |              |
| BUENA VISTA Dade    | 1892-1921  | 2  | 2  | 17-Nov-05 | 6-Nov-06  | ?1           |
| BURCH Calhoun       | 1896-1911  | 2  |    | 10-May-10 |           | ?Birch (sic) |
| BUSHNELL Sumter     | 1885-Date  | 3  | 5  | 17-Jan-09 | 14-Apr-09 |              |
| BYRD St Johns       | 1905-1916  | 3  | 1  | 29-Apr-07 | 19-Aug-08 |              |
| CANAVERAL Brevard   | 1883-1950  | 2  | 1  | 4-Apr-08  |           |              |
| CANTON Madison      | 1898-1908  | 3  | 1  | 1-Jun-07  | 16-Oct-08 |              |

# Florida Doane Cancels

|                         |           |      |           |           |                      |
|-------------------------|-----------|------|-----------|-----------|----------------------|
| CANTONMENT Escambia     | 1886-Date | 2    | 11-Jul-06 |           |                      |
| CARLETON Putnam         | 1904-1923 | 2 1  | 9-May-08  |           |                      |
| CAXAMBAS Collier        | 1904-1927 | 2 1  | 25-Dec-05 |           |                      |
| CHATTAHOOCHEE Gadsden   | 1834-Date | 2    | 29-Jul-07 |           |                      |
| CHICORA Polk            | 1881-1920 | 2 1  | 9-Mar-05  |           |                      |
| CHOKOLOSKEE Collier     | 1892-Date |      | 1908      |           |                      |
| CHRISTMAS Orange        | 1892-Date | 2 1  | 27-Mar-08 |           |                      |
| CHUBB Polk              | 1906-1911 |      | 1906      |           |                      |
| CITY POINT Brevard      | 1872-1957 | 2    | 11-Mar-07 |           |                      |
| CLARCONA Orange         | 1887-Date | 2 2  | 14-Jul-06 |           |                      |
| CLEVELAND Charlotte     | 1886-1955 | 3 2  | 29-?-09   | 20-Apr-11 |                      |
| COLEE St Johns          | 1899-1914 | 2 1  | 3-May-07  | 17-Mar-08 | 17-Mar-08 in magenta |
| COLUMBIA Columbia       | 1886-1927 | 2 3  | 8-Sep-09  | 1910      |                      |
| CONANT Lake             | 1884-1919 | 2    | 18-Nov-08 |           |                      |
| CONCORD Gadsden         | 1855-1953 | 3 2  | 15-Oct-06 |           |                      |
| CONNER Marion           | 1891-1948 | 2    | 11-May-0- |           |                      |
| CROWNPOINT Orange       | 1886-1917 | 3 1  | 12-Jan-12 |           |                      |
| CROWS BLUFF Lake        | 1888-1913 | 2    | 30-Aug-07 |           |                      |
| CYPRESS Jackson         | 1883-Date | 3    | 2-Jan-07  |           |                      |
| DADE CITY Pasco         | 1884-Date | 3 11 | 29-Oct-06 |           |                      |
| DANIA Broward           | 1897-Date | 3 4  | 5-Mar-07  | 19-Jan-09 |                      |
| DENAUD Hendry           | 1887-1943 | 2 2  | 23-May-05 |           |                      |
| DILLS Jefferson         | 1896-?    | 2 1  | 9-Oct-07  |           |                      |
| DINSMORE Duval          | 1882-Date | 2 2  | 7-Jul-06  |           |                      |
| DUTTON Alachua          | 1898-1913 | 3 ?  | 1909      |           | ?3or4                |
| DUVAL Duval             | 1881-1910 | 2 2  | 13-Apr-06 | 22-Mar-07 |                      |
| DYALL Nassau            | 1886-1916 |      | 1908      |           |                      |
| EASTLAKE Marion         | 1884-1939 | 2 1  | 24-Sep-08 | 23-Nov-08 |                      |
| EASTLAKE Marion         | 1884-1939 | 3    | 17-Feb-08 |           |                      |
| EASTPOINT Franklin      | 1898-Date | 2 1  | 25-Dec-09 |           |                      |
| EDWARDS Gadsden         | 1886-1909 | 2    | 7-May-08  |           |                      |
| EGMONT Hillsboro        | 1900-1910 | 3 5  | 27-Mar-07 | 26-Oct-10 |                      |
| ELKTON St Johns         | 1905-Date | 3 1  | 10-Apr-?  |           |                      |
| EMERALDA Lake           | 1888-1930 | 3 2  | 2-Mar-07  |           |                      |
| EMPORIA Volusia         | 1882-1954 | 3 1  | 21-Jan-10 | 30-Oct-11 |                      |
| ENTERPRISE Volusia      | 1846-Date | 2 2  | 4-Dec-06  |           |                      |
| FEDERAL POINT Putnam    | 1869-1929 | 2 ?  | 18-Oct-06 | 16-Mar-09 | ??                   |
| FELKEL Leon             | 1904-1907 | 2 1  | 8-Dec-06  |           |                      |
| FLORENCE VILLA Polk     | 1904-1956 | 2 1  | 20-Mar-05 | 20-Jan-11 | 20-Jan-11 in magenta |
| FOGARTYVILLE Manatee    | 1899-1915 | 2 2  | 23-Jul-06 | 10-Jan-11 |                      |
| FORMOSA Orange          | 1886-1917 | 2 1  | 30-Dec-04 | 31-May-07 | 1904 not clear       |
| FORT BARRANCAS Escambia | 1903-1943 | 2 3  | 9-Jul-04  |           |                      |
| FORT BARRANCAS Escambia | 1903-1943 | 3 7  | 18-Oct-06 |           |                      |
| FORT GEORGE Duval       | 1869-Date | 3 2  | 28-May-06 | 12-Jul-06 |                      |
| FRANCIS Putnam          | 1883-1919 | 2    | 2-Jun-06  |           |                      |
| FRINK Calhoun           | 1898-1951 |      | 1909      |           |                      |
| FRUITLAND PARK Lake     | 1889-Date | 2 8  | 5-Apr-05  | 9-Jan-11  | ?3 or 8              |
| FRUITVILLE Sarasota     | 1895-1921 | 2 1  | 26-Sep-11 |           |                      |
| GABRIELLA Seminole      | 1886-1907 | 2    | 28-Aug-05 |           |                      |
| GEORGIANA Brevard       | 1875-1923 | 1 3  | 23-Dec-05 | 12-Oct-06 |                      |
| GILMORE Duval           | 1887-1916 | 2 ?1 | 1908      | 2-Nov-09  |                      |
| GOTHA Orange            | 1883-Date | 2 2  | 13-Mar-05 | 11-Mar-07 |                      |



# Florida Doane Cancels

|                         |           |     |           |           |                              |
|-------------------------|-----------|-----|-----------|-----------|------------------------------|
| GRAND ISLAND Lake       | 1886-Date | 2   | 7-Oct-07  |           |                              |
| GRASMERE Orange         | 1885-1908 | 2 1 | 7-Jun-07  |           |                              |
| GRETNA Gadsden          | 1898-Date | 3 2 | 24-Aug-09 |           |                              |
| GROVE PARK Alachua      | 1883-1958 | 3   | 24-Apr-?? |           |                              |
| HAMPTON SPRINGS Taylor  | 1904-1941 | 2 1 | 19-Nov-06 |           |                              |
| HAVANA Gadsden          | 1890-Date | 2 2 | 17-Jan-07 |           |                              |
| HAWKS PARK Volusia      | 1884-1925 | 2 2 | 2-Mar-05  | 4-Feb-08  |                              |
| HAWTHORN Alachua        | 1880-Date | 2 6 | 26-Feb-07 | 23-Dec-11 | ?3or6                        |
| HAWTHORN Alachua        | 1880-Date | 3 6 | 2-Dec-12  | 6-Jan-13  |                              |
| HIGHLAND Clay           | 1882-1954 | 3 3 | 19-Apr-08 | 23-Oct-09 |                              |
| HOLLY HILL Volusia      | 1877-1949 | 3 1 | 12-Dec-07 | 29-Oct-09 |                              |
| HOMESTEAD Dade          | 1904-Date | 2   | 22-Jan-0? |           |                              |
| HORSESHOE Dixie         | 1904-1948 | 2   | 1-May-06  |           |                              |
| HOUSTON Suwannee        | 1859-1955 | 2   | 26-May-08 |           |                              |
| HURST Polk              | 1900-1908 | 3 1 | 29-May-07 | 6-Jun-07  |                              |
| INDIANOLA Brevard       | 1889-1925 | 2 3 | 4-Mar-07  |           |                              |
| INDIANOLA Brevard       | 1889-1925 | 3 3 | 2-Jan-10  | 18-Jan-12 | 1912 date unclear<br>magenta |
| INGLIS Levy             | 1899-Date | 2 2 | 27-Apr-05 |           |                              |
| INGLIS Levy             | 1899-Date | 3 2 | 10-Jun-09 |           |                              |
| INTERLACHEN Putnam      | 1881-Date | 2 3 | 13-May-05 | 25-Jan-07 |                              |
| ISTACHATTA Hernando     | 1882-Date | 3 3 | 25-Jun-07 |           |                              |
| JOHNSON Putnam          | 1881-1961 | 3 2 | 6-Aug-06  | 27-Feb-08 |                              |
| JOHNSTOWN Union         | 1902-1939 | 2 3 | 11-Jan-08 |           |                              |
| JUNIPER Gadsden         | 1901-1927 | 2 1 | 21-Aug-07 |           |                              |
| LADY LAKE Lake          | 1883-Date | 2 2 | 22-Jun-06 | 21-Jul-10 | 21-Jul-10 in magenta         |
| LAKE BUFFUM Polk        | 1893-1910 | 3 2 | 22-Sep-09 | 14-Mar-10 |                              |
| LAKE COMO Putnam        | 1877-Date | 3 3 | 1906      | 14-Feb-10 |                              |
| LAKE HOWELL Orange      | 1886-1907 |     | 1907      |           |                              |
| LAKE WEIR Marion        | 1880-1935 | 2   | 26-Jul-07 |           |                              |
| LESSIE Nassau           | 1899-1908 | 1 1 | 7-Jun-09  |           |                              |
| LISBON Lake             | 1885-1942 | 2 2 | 8-Feb-07  | 1-Mar-07  |                              |
| LITTLE RIVER Dade       | 1898-1927 | 2 6 | 4-Jun-09  |           |                              |
| LITTLE RIVER Dade       | 1898-1927 | 3 6 | 2-Jun-06  | 12-Apr-10 |                              |
| LIVINGSTON Orange       | 1888-1908 | 2   | 22-Apr-07 |           |                              |
| LORETTO Duval           | 1905-1916 | 3 1 | 7-May-07  | 3-Feb-10  |                              |
| LOTUS Brevard           | 1894-1933 | 2 2 | 16-Apr-06 | 11-Nov-07 |                              |
| LOUGHMAN Polk           | 1897-Date | 3 3 | 26-Jan-08 |           | magenta                      |
| MALABAR Brevard         | 1883-Date | 3 2 | 15-May-10 |           |                              |
| MANDARIN Duval          | 1830-Date | 2 3 | 9-Nov-07  | 8-Apr-09  |                              |
| MARY ESTHER Okaloosa    | 1871-Date | 2 1 | 31-Dec-07 |           |                              |
| MARYSVILLE Calhoun      | 1879-1917 | 2 1 | 13-Jun-10 |           |                              |
| MAYO Lafayette          | 1881-Date | 2   | 23-Mar-08 |           |                              |
| MAYPORT Duval           | 1869-Date | 2 4 | 29-Sep-06 |           |                              |
| MAYPORT Duval           | 1869-Date | 3 4 | 17-Aug-06 | 13-Jul-10 |                              |
| McINTOSH Marion         | 1887-Date | 3 5 | 10-Mar-08 |           |                              |
| McMEEKIN Putnam         | 1881-1919 | 2 1 | 26-May-04 | 1907      |                              |
| McMEEKIN Putnam         | 1881-1919 | 2 2 | 2-Sep-07  |           |                              |
| McRAE Clay              | 1883-1916 | 2 1 | 24-Oct-08 |           |                              |
| MELBOURNE BEACH Brevard | 1891-Date | 3 1 | 11-Feb-07 | 18-Mar-14 |                              |
| MEREDITH Levy           | 1903-1927 | 2   | 12-Jan-0? |           |                              |
| MIAKKA Sarasota         | 1879-1934 | 2 2 | 9-Mar-08  |           | blue                         |
| MILL CREEK St Johns     | 1868-1925 | 2   | 11-Dec-08 |           |                              |

# Florida Doane Cancels

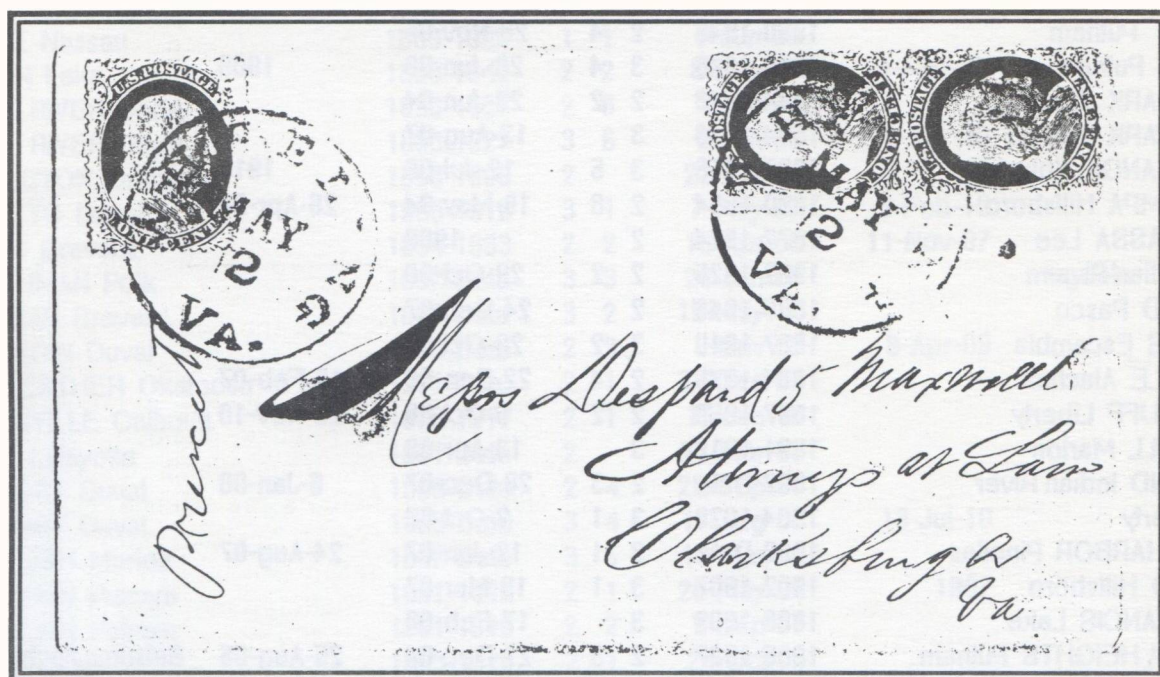
|                        |           |     |           |           |                      |
|------------------------|-----------|-----|-----------|-----------|----------------------|
| MINNEOLA Lake          | 1883-Date | 3 3 | 11-Feb-09 |           |                      |
| MONTAGUE Marion        | 1886-1915 | 3 1 | 12-Aug-09 |           |                      |
| MONTCLAIR Lake         | 1883-1929 | 2   | 31-Mar-06 |           |                      |
| MONTVERDE Lake         | 1887-Date | 2 2 | 1906      |           |                      |
| MOULTRIE St Johns      | 1882-1947 | 2 2 | 6-Apr-09  |           |                      |
| MOUNT DORA Lake        | 1883-Date | 3 5 | 1906      | 19-Apr-07 |                      |
| NASH Jefferson         | 1904-1937 | 2   | 26-Dec-08 |           |                      |
| NEPTUNE Palm Beach     | 1887-1908 | 2 2 | 14-Jul-06 |           |                      |
| NEW AUGUSTINE St Johns | 1889-1925 | 3 4 | 11-Feb-06 | 8-Jan-07  |                      |
| NEW BERLIN Duval       | 1875-1933 | 2   | 26-Dec-05 |           |                      |
| NORWALK Putnam         | 1876-1916 | 2 2 | 12-Mar-06 | 11-Jan-08 |                      |
| OAK Marion             | 1904-1936 | 2 1 | 16-Mar-06 | 17-Jan-07 |                      |
| OAK Marion             | 1904-1936 | 3 1 | 6-Jun-1?  |           | ?worn Ty2            |
| ORANGE LAKE Marion     | 1847-Date | 2 2 | 8-May-07  |           |                      |
| ORANGE SPRINGS Marion  | 1846-Date | 2 3 | 28-Dec-11 |           |                      |
| ORANGEDALE St Johns    | 1880-1929 | 3 1 | 30-Nov-09 |           | magenta              |
| ORMAND BEACH Volusia   | 1906-Date | 3 1 | 14-Mar-06 | 1912      |                      |
| OYIEDO Seminole        | 1879-Date |     | 1908      |           |                      |
| PABLO BEACH Duval      | 1886-1925 | 2 3 | 27-Apr-07 |           |                      |
| PAOLA Seminole         | 1880-1955 | 3 2 | 20-Jul-07 | 19-Dec-10 |                      |
| PARADISE Alachua       | 1885-1908 | 2 2 | 14-Aug-06 |           |                      |
| PASSAGRILLE Pinellas   | 1905-1931 | 3 1 | 23-Mar-07 | 10-Apr-07 | ?4                   |
| PECAN Putnam           | 1905-1906 | 2 1 | 21-Feb-06 |           |                      |
| PHOSPHORIA Polk        | 1891-1908 | 2 2 | 13-Jun-07 |           |                      |
| PIEDMONT Orange        | 1903-1922 | 2 1 | 21-Jul-06 |           |                      |
| PINE Marion            | 1894-1918 | 3 1 | 21-Jan-07 |           |                      |
| PINEWOOD Santa Rosa    | 1904-1920 | 2 1 | 9-Mar-06  |           |                      |
| PLUMMERS Duval         | 1899-1918 | 1 1 | 11-Sep-07 | 16-Sep-07 |                      |
| PLYMOUTH Orange        | 1886-Date | 2 2 | 10-Dec-07 |           |                      |
| POMONA Putnam          | 1880-1945 | 2 4 | 26-Nov-06 |           |                      |
| POMONA Putnam          | 1880-1945 | 3 4 | 20-Jun-06 | 1909      |                      |
| PONCE PARK Volusia     | 1884-1943 | 2 2 | 23-Jun-04 |           |                      |
| PONCE PARK Volusia     | 1884-1943 | 3   | 13-Aug-07 |           |                      |
| PORT ORANGE Volusia    | 1867-1958 | 3 5 | 12-Jul-06 | 1910      |                      |
| PORT TAMPA Hillsboro   | 1890-1954 | 2 8 | 16-May-04 | 26-Apr-06 |                      |
| PUNTA RASSA Lee        | 1872-1924 | 2   | 1906      |           |                      |
| QUAY Indian River      | 1902-1925 | 2 2 | 29-Oct-06 |           |                      |
| RICHLAND Pasco         | 1886-1948 | 2   | 24-Dec-07 |           |                      |
| ROBERTS Escambia       | 1887-1910 | 3 2 | 29-Oct-07 |           |                      |
| ROCHELLE Alachua       | 1884-1945 | 2 4 | 22-Sep-06 | 18-Feb-07 |                      |
| ROCK BLUFF Liberty     | 1867-1959 | 2 2 | 9-Oct-08  | 29-Nov-10 |                      |
| ROCKWELL Marion        | 1891-1917 | 3   | 13-Apr-08 |           |                      |
| ROSELAND Indian River  | 1892-Date | 2 3 | 28-Dec-07 | 6-Jan-08  |                      |
| ROY Liberty            | 1904-1928 | 3 1 | ?-Oct-08  |           |                      |
| SAFETY HARBOR Pinellas | 1892-Date | 3 1 | 12-Jun-07 | 24-Aug-07 |                      |
| SAFFOLD Hillsboro      | 1902-1907 | 3 1 | 13-Mar-07 |           |                      |
| SAINT FRANCIS Lake     | 1888-1909 | 3   | 17-Feb-08 |           |                      |
| SATSUMA HEIGHTS Putnam | 1886-1927 | 2 3 | 21-Dec-04 | 25-Aug-06 | Satsuma Hights (sic) |
| SEWALLS POINT Martin   | 1891-1918 | 1 2 | 25-Jun-04 | 30-Dec-04 |                      |
| SHILOH Brevard         | 1884-1955 | 3 1 | 20-Jul-07 | 13-Aug-07 |                      |



### Florida Doane Cancels

|                        |           |      |           |           |            |
|------------------------|-----------|------|-----------|-----------|------------|
| SOUTH LAKE WEIR Marion | 1878-1924 | 2 2  | 19-Apr-07 | 4-Jun-08  | may be Ty3 |
| SOUTH LAKE WEIR Marion | 1878-1924 | 3    | 20-Sep-10 |           |            |
| STAFFORD Calhoun       | 1904-1913 | 2    | 30-Jul-07 |           |            |
| STANDARD Marion        | 1894-1915 | 2    | 28-Sep-06 |           |            |
| STUART Martin          | 1895-Date | 2 5  | 29-Sep-08 |           | magenta    |
| SURVEY Lee             | 1901-1912 |      | 1910      |           |            |
| SUWANNEE Suwannee      | 1869-1908 | 2 2  | 2-Nov-06  |           |            |
| TANGERINE Orange       | 1881-Date | 2 3  | 14-Jan-07 | 14-Mar-10 |            |
| TANGERINE Orange       | 1881-Date | 3 3  | 22-Jun-07 | 19-Jan-10 |            |
| TYLER Gilchrist        | 1904-1918 | 2    | 4-Feb-07  |           |            |
| UNION Walton           | 1888-1919 | 3 1  | 15-Aug-08 |           |            |
| VALKARIA Brevard       | 1890-1933 | 2 2  | 30-Oct-08 |           |            |
| VETERAN Pinellas       | 1906-1910 | 3 1  | 19-Feb-09 |           |            |
| WAKULLA Wakulla        | 1882-1955 | 2    | 11-Oct-07 |           |            |
| WALLACE Santa Rosa     | 1904-1916 | 2    | 6-Apr-07  |           |            |
| WALLER Clay            | 1893-1917 | 3 1  | 1909      | 11-Apr-12 |            |
| WEKIWA SPRINGS Orange  | 1906-1910 | 3 1  | 28-Jan-07 |           |            |
| WELAKA Putnam          | 1851-Date | 2 4  | 21-Jun-06 | 18-Mar-07 |            |
| WEST TOCOI Clay        | 1885-1925 | 2 1  | 24-Apr-09 |           |            |
| WINTER PARK Orange     | 1882-Date | 2 10 | 29-Apr-05 | 28-Apr-06 |            |
| WOODSTOCK Baker        | 1904-1912 | 2    | 12-Nov-09 |           |            |
| YORK Marion            | 1890-1926 | 2 2  | 23-Mar-06 |           |            |
| ZELLWOOD Orange        | 1877-Date | 2 3  | 9-Feb-06  |           |            |

## SOUTHEASTERN COVER OF THE MONTH



A pretty cover that is franked with three one cent 1857's to make the three cent rate, cancelled by two blue "WHEELING VA." Circular datestamps.

## The Second Section

Robert G. Munshower  
Editor

# The Main Line of Public Works The State of Pennsylvania and the Pennsylvania RR Philadelphia to Pittsburgh

by  
Edward T. Harvey



### Philadelphia to Pittsburgh

Philadelphia had been the premier city of colonial America and this dominant position was to continue for the first few decades after independence. Not only was it the largest in population, it was also first in commerce and in the financial affairs of the nation. Its fresh water port gave berth to ships bringing goods from all over the globe and carried back the products and produce of the country. The city housed the headquarters of both the First and the Second Bank of the United States. In manufacturing, there were artisans of every trade crafting products and, for larger work, the many streams and creeks coursing down the hillsides surrounding the town supplied water power at a time when this was the only motive energy.

Philadelphia had competition from the other great seaports on the Atlantic coast - Boston, New York and Baltimore. After 1800, they began to overtake Philadelphia and the picture started to change. Except for the general economic and financial depression which followed the War of 1812, Philadelphia continued to grow and to prosper but the relative positions started to vary. Much of the trans-Atlantic found Boston's or New York's harbors preferable, especially in winter months, when the ice in Philadelphia's port made navigation difficult or impossible.


In financial matters, the New York banks were rapidly becoming more influential and, in the decade of the 1820's, they took over first place.

Other events were taking place that would affect Philadelphia. Pennsylvania liked to think that Pittsburgh was the "Gateway to the West"



**Transportation Advertisements from a Philadelphia Newspaper "The Pennsylvania Inquirer and Daily Courier" pub. Friday, July 26, 1839**

**For Wilmington.**

 On and after Tuesday next, the 16th instant, the steamboat TELEGRAPH or CLIFTON will leave Race street wharf for Wilmington every morning at 8 o'clock. Returning, leaves Wilmington at half past 12 o'clock.

Fare 50 cents. To Chester 25 cents.

The boat will touch at Catharine street wharf every day except Sunday going and returning.

Baggage at the risk of the owner. Dinner provided on board.

On Sunday the Telegraph will leave Wilmington at 4 o'clock, P. M. Jy 15

**New Railroad—Fare Reduced.**




On and after Monday next, the 25th inst., the fare in the United States Mail Line to New York will be reduced to four dollars,

leaving the office, corner of Third and Willow streets, at 5 o'clock, P. M. The morning line leaves the office at 8 1/2 o'clock, A. M. (Sundays excepted) when it leaves at 8 o'clock, A. M. Fare by this line as usual \$4.

feb 25 C. HINKLE, Agent.

**Mail Line to Baltimore.**

Half past Six o'clock, A. M.

 On and after Saturday, 1st June, passengers for Baltimore, will leave Dock street wharf daily at half past 6 o'clock, A. M. by the steamboat ROBERT MORRIS, Capt. Douglass, to Wilmington, thence by Railroad to Baltimore, and arrive by 1 o'clock, three hours before the departure of the cars South or West. Breakfast on board the Morris.

WM. L. ASHMEAD, Agent.

may 24

**UNITED STATES MAIL LINE, FOR NEW YORK,**

Via Rail Road, through Bristol, Trenton, Princeton, New Brunswick, Rahway, Newark, to New York.



Starts from the Black Horse Hotel, in Black Horse Alley, between Chesnut and Market, and Front and Second streets, daily, (Sundays excepted) at 9 o'clock P. M. Saturdays at 8 o'clock, P. M. Fare \$3.

NB.—Livery and Exchange Stable, Black Horse alley, between Chesnut and Market, and Front and Second streets. Saddle Horses, Wagons, Sulkeys, Buggies, — to hire, and taken on Livery.

le 12 Z. B. GRISWOLD, Agent.

**Philadelphia and the Susquehanna Opposition Line.**



Tri-weekly by Reading Railroad, Pottsville and Danville Railroad, and New Post Coaches Via Reading, Pottsville, Port Carbon,

Cooper's, Shamokin, Sunbury, Northumberland, and Catawissa. Through by day-light.

The subscribers having made arrangements to form this route in connection with the Daily Line of Pott, Shoener, Finney & Co. on its arrival in Pottsville from Philadelphia, for the purpose of transporting passengers from Philadelphia to the Susquehanna, through the Shamokin Coal Fields, have started a Tri-weekly Line of Stages, to leave Pottsville on Mondays, Wednesdays and Fridays, immediately on the arrival of the Philadelphia Opposition Line, at 3 o'clock, and proceed to COOPER'S, where two lines will branch off, one going to Shamokin, where it will arrive at 8 o'clock, and the passengers after sleeping there, will arrive at Price's Hotel in Sunbury, and Lees Hotel at Northumberland, early next morning, in time to take the Packet Boats.

The other route from Cooper's will proceed to Brady's Hotel, at Catawissa, where it will arrive likewise at 8 o'clock, in time to take the coach to Bloomsburg, Berwick and Towanda.

Returning, passengers will leave Northumberland at 8 o'clock in the morning, and the Depot of the Pottsville and Danville Rail Road at Sunbury at half past 9, proceed to Shamokin for dinner, and arrive the same evening at Pottsville.

From Catawissa, returning, passengers will leave at 9 A. M., dine at Cooper's, and reach Pottsville to intercept the next morning's Opposition Coach to Philadelphia.

**RATES OF FARE.**

|  |        |
|--|--------|
| From Philadelphia through to Northumberland,       | \$6.00 |
| " do do to Catawissa,                              | 6.00   |
| " Pottsville to Spohns' (Broad Mt.)                | 50     |
| " do to Cooper's                                   | 75     |
| " do to Shamokin,                                  | 1.50   |
| " do to Sunbury, via Pottsville and Danville R. R. | 2.25   |
| " do to Northumberland,                            | 2.50   |
| " do to Catawissa,                                 | 1.75   |

JACOB KRAM & CO., Shamokin.

JOSEPH KIMMELL & CO. Pottsville.

JOSEPH PAXTON & CO. Catawissa,

Proprietors.

A daily line will shortly be established on the above route.

Passengers apply at Sanderson's Hotel, United States do, City do, Marshall House, Mount Vernon House, north 2d, Congress Hall.

An Omnibus is always in readiness to convey passengers to and from the Depot, by applying to the subscriber at Sanderson's Hotel. JAMES DIXON, Agent.

Jy 6 dlm

and that the state itself would be the path to that gateway. The western settlements were of increasing commercial importance and the lumbering Conestoga wagons formed a constant stream across the state. It was a hard journey across the Allegheny Mountains and through rugged, sparsely settled western Pennsylvania to the Ohio River and Pittsburgh.

Pittsburgh, located where the Allegheny and Monongahela Rivers joined to form the Ohio River, was, indeed, the gateway and the key to the West, to the basins of both the Ohio and the Mississippi Rivers. In 1803 it then became

even more important. In the closing years of the eighteenth century, France and the United States were at war with each other. An undeclared war at sea had become serious enough for land action to be considered. It was finally settled by negotiation. When Napoleon took charge of French affairs, he needed money and wished to concentrate all his attention on European affairs. His envoys, after negotiations, sold one million

square miles of territory known as the Louisiana Purchase to the United States for \$15 million, not including interest. This territory, shown in dark color on the above map, had been ceded by France to Spain in 1762 and, only in 1800, had it been ceded back to France.




At a single stroke, President Jefferson extended the western frontier to the Rocky Mountains by acquiring the valley of the Mississippi River with the unimpeded navigation of that mighty stream. In 1804, the expedition of Lewis and Clark set out to explore this vast territory. In 1811, steamboats started from Pittsburgh, bound for New Orleans.

About 1804, regular stagecoaches started operating between Philadelphia and Pittsburgh to accommodate the increased travel between the two cities. From Philadelphia, the way led out from Lancaster Avenue to the Lancaster Pike via Lancaster, Harrisburg, Carlisle, Chambersburg, Bedford and Greensburg to Pittsburgh. The road from Bedford was sometimes called Forbe's Road, after the British general who built it during the French and Indian War. The French, who claimed the Ohio, built Fort Duquesne at the juncture of the Allegheny and Monongahela Rivers. In 1754, the governor of Virginia sent George Washington to warn the French to leave. They refused and, after General Braddock's attempt to oust them had resulted in a disastrous defeat, a force under the command of Brigadier General John Forbes again moved against the fort in 1758. This force of 7,000 men, including 2,000 Virginians under George Washington, arrived shortly after the French had blown up the fortifications and had abandoned the town.

The town was named Pittsburgh by the British, at the suggestion of George Washington and the fort was renamed Fort Pitt, after the British statesman and Prime Minister who had planned the actions against the French in America. The town grew rapidly due to its strategic location and, for a time, was claimed by both Virginia and Pennsylvania. A decision in favor of the latter came from a commission in 1785.

There was now a route for the Conestoga wagons to carry supplies and for stagecoaches to carry passengers, but it was a difficult journey. Stagecoach advertisements in 1829 promised a trip of three and a half days, but it must have been longer in those earlier days. In the

meantime, a competitive route was being formed. The federal government, wishing to connect the new lands of the Louisiana Purchase with the other states of the Eastern seaboard, started the construction of a national highway in 1806. This was the Cumberland Road, also known as the National Road or the Great National Pike.





**Western Transportation.**  
 Composed of Commercial, Transportation and Telegraph Lines,  
 Via, Delaware and Raritan Canal, Hudson River, Erie and Ohio Canal, and the Lakes, to Buffalo, Ohio, Michigan, Indiana, Illinois, Wisconsin, Missouri and Kentucky.

**THE** subscribers having completed their arrangements for the transportation of merchandise West via New York, are now prepared to receive and forward goods daily by the above route. Shippers who wish to have their goods forwarded with despatch, can depend upon the above arrangement, as receipts will be given for through at customary rates of freight, thus avoiding any delay.

McKEE & GINDER, Agents,  
 No. 22 north wharves.  
 or B. A. ROOT, Merchants' Hotel.

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**BINGHAM'S LINE.**  
 PITTSBURG TRANSPORTATION


**THE** subscribers having made arrangements with Messrs. Bingham & Brothers, for the transportation of goods to and from Pittsburgh, via Rail Road and Canal, are prepared to receive and forward daily, by above route—with every assurance that goods forwarded by us will meet with promptness and despatch. Receipts furnished on completion of the several lots, at same price and time as all regular lines.

Porterage paid on all goods (delivered at our warehouse) destined for Pittsburgh.

CRAIG, BELLAS & CO.  
 Central Block, Broad street, below Race.  
 REFERENCE.  
 Robert Fleming, Esq., William R. Thompson & Co.  
 Samuel Biapham, Johnson & Tingley, Taylor & Burton,  
 Philadelphia. je 6 dtf

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**Steamboat Clifton.**



On and after Friday, the 5th of July, the Steamboat CLIFTON, Captain Boon, will discontinue the week day trips to Salem, for a few weeks. The Sunday trips will be continued as heretofore, leaving Race street wharf at 7 o'clock, and returning the same afternoon. je 29 dtf

Starting on the border of Maryland, it was aimed to extend from Cumberland, MD to St. Louis, MO. With the state of Maryland planning to extend it from Cumberland to Baltimore, through Frederick, MD, it would eventually provide a much easier route through the Cumberland Gap than the route through Pennsylvania into the territories of the West.

While this road was being built in the South, another threat was coming from the North. A



**U. S. Mail Coach**  
**GOOD INTENT.**

Through to Pittsburgh in 3 days—leaves the office No. 284 Market, above 8th street, daily, at 6 o'clock, A. M. via Lancaster, Harrisburg, Carlisle, Chambersburg, Bedford, Greensburg, to Pittsburgh.

Also, an Accommodation Coach leaves the above office, daily, for Harrisburg, at 4 o'clock, A. M. Both the above lines run through to Harrisburg the same day.

The above lines have the advantages of being connected at Harrisburg with lines to Sunbury, Northumberland, Lewistown, Huntingdon, Bellefonte, Phillipsburg, Franklin, Meadville, and Erie:—at Pittsburgh with the line by Beaver, daily, to Cleveland, on Lake Erie—with the daily line to Wheeling; and with the daily line by Butler, Mercer, Meadville, and Waterford, to Erie, on all of which connecting lines, passengers may be sure of seats, and to be taken on without delay.

**COACH FOR BALTIMORE,**  
By the turnpike road, via Lancaster, Columbia and York, every morning (except Sunday) at 6 o'clock, A. M. lodge at York, and arrive in Baltimore the following day. This Line has the advantage over an other line passing the city, as it crosses the Bridge at Columbia and is not detained by obstruction of the ice, &c. on the Susquehanna. Fare through \$10.

For fares, (for Baltimore) apply at the Lancaster and Pittsburgh Mail Coach office, No. 284 Market street; U. S. Mail Coach Office, No. 28 S. Third street, and at Mr. Inslee's National Hotel, in Chesnut street, between Third and Fourth streets. **W. M. JORDAN.**  
jan 16—dif

### 1829 Newspaper Advertisement Philadelphia to Pittsburgh U.S. Mail Coach

canal was being projected between Buffalo and Troy, NY, to connect Lake Erie with the Hudson River. This opened a waterway between the port of New York and the upper sections of the western territories. Construction on the canal was started in 1817 and completed in 1825. While under construction, businessmen of Philadelphia would have no illusions as to how it would affect their prosperity.

With easier routes being forged from both New York City and Baltimore, it soon became obvious that Pennsylvania needed a better system of transportation between Philadelphia and Pittsburgh. A group, led by John Stevens, began agitating for the construction of a railroad. Stevens, sometimes called the "father of American railroads", envisioned a railroad from Philadelphia to Pittsburgh, later extending into Ohio and the Great Lakes, then east to New York City. This staggers the imagination when you

realize that they were thinking of horses as the motive power. At least no one had mentioned locomotives.

### The Philadelphia and Columbia Rail Road

On March 31st, 1823, the Pennsylvania Legislature passed an Act authorizing John Stevens and his group to build a railroad from Philadelphia to the Susquehanna River at Columbia, PA. The charter that was granted them was the first railroad charter in America and was to be called the Pennsylvania Railroad. It was to exist for a period of fifty years and was to be capitalized at 6,000 shares of \$100 each. Horses were to be the motive power, with no reference being made to steam. The Stevens group spent most of the next three years doing a great deal of work. They organized the project,

### 3. COLUMBIA BRANCH.

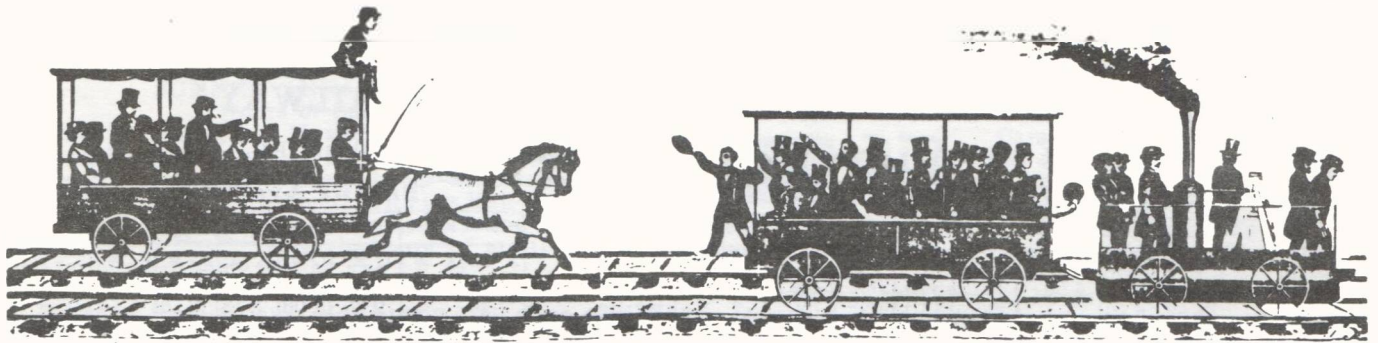
June, 1868. Wm. F. LOCKARD, Supt.

| STATIONS. |       |       |       | ACC.                  |        |            |
|-----------|-------|-------|-------|-----------------------|--------|------------|
| P. M.     | P. M. | A. M. | A. M. | P. M.                 | P. M.  | P. M.      |
| 11 20     | 2 20  | 11 50 | 7 50  | 12 20                 | 4 50   | 9 40       |
| 3 03      | 5 53  | 2 45  | 11 15 | .. Lancaster ..       | 9 05   | 1 40 6 15  |
| 3 07      | 5 57  | 2 55  | 11 25 | ... Dillerville 4 ... | 9 00   | 1 36 6 11  |
| 3 25      | 6 15  | 3 10  | 11 41 | ... Mountville. ...   | 8 40   | 1 21 5 52  |
| 3 35      | 6 25  | 3 20  | 11 50 | ... Columbia 18 ...   | 8 30   | 1 10 5 38  |
| 3 54      | 6 43  | P. M. | 12 07 | ... Marietta. ....    | 8 10   | P. M. 5 22 |
| 4 16      | 7 07  |       | 12 24 | ... Blairbridge. .... | A. M.  | 5 02       |
| 4 43      | 7 29  |       | 12 41 | ... Branch Inter. ... |        | 4 40       |
| 4 48      | 7 32  |       | 12 44 | ... Middletown. ....  |        | 4 35       |
| 4 59      | 7 41  |       | 12 55 | ... High Spire. ...   |        | 4 25       |
| 5 20      | 8 00  |       | 1 15  | ... Harrisburg 7.     |        | 4 10       |
| A. N.     | P. M. |       | P. M. | ARRIVE                | [LEAVE | P. M.      |

N. B. A local train leaves Harrisburg for Dillerville, via Elizabeth and Mount Joy, at 6 30 a.m., arriving at Dillerville at 10 00 a.m., and Lancaster at 10 20 a.m. Returning, leaves Dillerville at 2 43 p.m., arriving at Harrisburg at 6 00 p.m.

made surveys and appealed for subscriptions to the capital stock. Stevens is reputed to have walked the distance from Philadelphia to Columbia, about 81 miles total, to chart the best route for the railroad.

During this period there had been much criticism of certain provisions of the 1823 Act. The state regarded charters as a legitimate way of raising money and usually included provisions that were beneficial to the state but onerous to the chartered company. These provisions, together with the fact that railroads were regarded as experimental, made it impossible to fund the project. Accordingly, another act was



**Trial of Speed Between Mr. Peter Cooper's Locomotive, "Tom Thumb" and one of Stockton & Stokes' Horse-Cars**

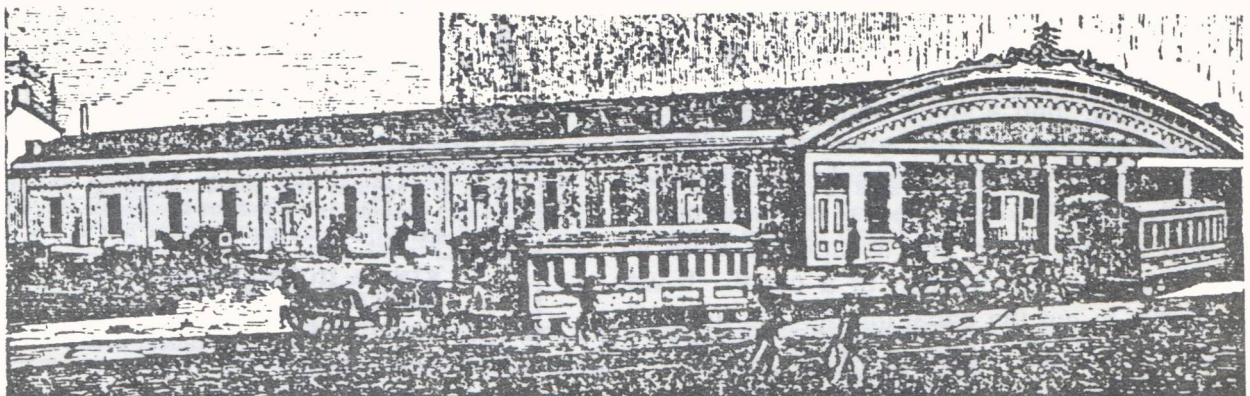
passed, eliminating many of the objectionable provisions. And on April 7th, 1826, the Columbia, Lancaster & Philadelphia Railway was chartered. By this time, the vision of a railroad all the way from Pittsburgh had been abandoned and a decision was reached to continue the effort by canal from Columbia, Pennsylvania. A canal commission had been organized in April, 1825 to manage the necessary waterways.

It was still found impossible to secure capital to build the railroad and, finally, an appeal was made to the state of Pennsylvania for help. This eventually resulted in the passage of the Act of March 24, 1828. Under this act, the state of Pennsylvania would supply the funds for the construction of a railroad from Philadelphia to Columbia and would be known as the Pennsylvania Railroad. The work was actively undertaken and the road was built and then opened for operation on April 16th, 1834 as part of the state-owned public works. It then became known as the Philadelphia and Columbia Railroad.

The Philadelphia & Columbia Railroad has been referred to as a "horse rail road" and, in 1823, this is what had been planned. Since 1823 and the opening of the road in 1834, a great deal had transpired. The British, after experimentation since 1811 and some use of simple versions of collieries, had put a steam locomotive into use on a railroad in 1825. Several British manufacturers competed in improving designs and power. In America, the Baltimore & Ohio Railroad had opened a 14 mile stretch from Baltimore to Ellicotts Mills, MD on May 24th, 1830. At first using horses as motive power, the directors were persuaded to change over to steam after several tests between the horses and locomotives. They then ordered the "York", a locomotive built by Phineas Davis of York, Pennsylvania, after a competition between other engines.

All these developments excited the public's curiosity concerning this new device. The Philadelphia Museum commissioned Matthew

**Depot of the Philadelphia and Columbia Railroad, Northeast corner of 18th and Market Streets, 1852**





126.

**WEST CHESTER AND PHILADELPHIA RAILWAY.**

M. B. HICKMAN, President. HENRY WOOD, Gen. Supt., Philadelphia, Pa.

| Trains Leave. |       |       |       |       |       |       |       |                        |       | May, 1867. |      | Trains Arrive. |       |       |       |       |       |       |       |       |       |
|---------------|-------|-------|-------|-------|-------|-------|-------|------------------------|-------|------------|------|----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| EXPS.         | EXPS. | EXPS. | EXPS. | EXPS. | EXPS. | EXPS. | EXPS. | EXPS.                  | EXPS. | STATIONS.  |      | EXPS.          | EXPS. | EXPS. | EXPS. | EXPS. | EXPS. | EXPS. | EXPS. | EXPS. | EXPS. |
| P. M.         | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M.                  | P. M. |            |      | A. M.          | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| 11 30         | 6 15  | 4 50  | 4 15  | 2 30  | 11 00 | 7 45  | ...   | West Phila...          | 8 10  | 9 18       | 9 53 | 12 29          | 3 41  | 6 40  | 8 37  |       |       |       |       |       |       |
| 11 53         | 6 39  | —     | 4 35  | 2 54  | 11 23 | 8 08  | ...   | Kellyville...          | 7 47  | —          | 9 30 | 12 08          | 3 18  | 6 16  | 8 14  |       |       |       |       |       |       |
| 12 05         | 6 51  | —     | 4 50  | 3 06  | 11 35 | 8 20  | ...   | Newton's...            | 7 35  | —          | 9 18 | 11 54          | 3 06  | 6 04  | 8 02  |       |       |       |       |       |       |
| 12 15         | 7 01  | —     | 5 00  | 3 16  | 11 45 | 8 30  | ...   | Wallingford...         | 7 24  | —          | 9 08 | 11 45          | 2 55  | 5 54  | 7 52  |       |       |       |       |       |       |
| 12 23         | 7 10  | 5 28  | 5 08  | 3 25  | 11 54 | 8 40  | ...   | Media...               | 7 17  | 8 40       | 9 00 | 11 36          | 2 47  | 5 47  | 7 45  |       |       |       |       |       |       |
| 12 32         | 7 20  | 5 36  | 5 18  | 3 35  | 12 04 | 8 50  | ...   | Glen Riddle...         | 7 06  | —          | 8 50 | 11 25          | 2 36  | 5 36  | 7 35  |       |       |       |       |       |       |
| 12 39         | 7 27  | 5 43  | 5 45  | 3 42  | 12 12 | 8 58  | ...   | B. Central Junction... | 6 57  | 8 26       | 8 40 | 11 17          | 2 28  | 5 25  | 7 27  |       |       |       |       |       |       |
| 12 59         | 7 48  | —     | 6 07  | 4 04  | 12 34 | 9 20  | ...   | Street Road...         | 6 36  | —          | 7 56 | 10 57          | 2 07  | 5 01  | 7 06  |       |       |       |       |       |       |
| 1 10          | 7 59  | 6 07  | 6 18  | 4 15  | 12 45 | 9 31  | ...   | Westchester...         | 6 25  | 8 00       | 7 45 | 10 45          | 1 55  | 4 50  | 6 55  |       |       |       |       |       |       |
| A. M.         | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M.                  | P. M. | ARRIVE     |      | A. M.          | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |

Sunday Trains leave W. Phila. for W. Chester at 8 30 a.m. and 2 00 p.m., arrive at 10 15 a.m. and 3 44 p.m.  
 Leave West Chester at 7 55 a.m. and 4 00 p.m., arriving at West Philadelphia at 9 41 a.m. and 5 44 p.m.

Baldwin to build them a miniature locomotive for display as one of their attractions. He did this in 1831, with the locomotive operating so successfully that in 1832, he secured an order for a full-sized engine from the Philadelphia, Germantown & Norristown Railroad. This, the first of his locomotives, Matthew Baldwin christened "Old Ironsides". By 1834, the Philadelphia & Columbia Railroad had been swept into the movement to steam locomotion.

**The Pennsylvania Canal**

Even before 1828, when the Act authorizing the railroad to Columbia had finally been enacted, the state had decided that a canal would be a good means of extending the line to Pittsburgh. A canal commission had been formed in April, 1825. The canal was started, after the custom of the time, on July 4th, 1826 and followed the line of the Susquehanna River to Harrisburg. In four years it reached Harrisburg, was filled with water and put into use. A few miles above Harrisburg, the canal left the Susquehanna River to follow its western branch, the Juniata River. It followed the line of the Juniata until it reached Hollidaysburg, then a small village. Before them was the Allegheny front, towering 1,400 feet above the town. On the other side lay Johnstown, Pennsylvania, 770 feet above the summit. It seemed the mountain and its uplands were too difficult for the construction of a canal. It was impossible to cut the canal through the mountain so it was decided to build a portage railway over the mountain.

**Six O'clock Line to Salem, N. J.**

The steamboat PIONEER, Captain Bilderback, will commence running a Daily Line (Sundays excepted,) to Salem, on Friday, 15th of July, leaving Arch street wharf at 6 o'clock A. M., stopping at the intermediate...

The canal diggers started on the other side, at Johnstown. They constructed the canal, not directly to Pittsburgh, but to Freeport, which was on the Allegheny River. From there, they continued the construction of the canal downstream to Pittsburgh, 28 miles distant. In the meantime, the Philadelphia & Columbia Railroad was being constructed as was the railway over the mountains. All were finished and ready by 1835.

**Rail Road and Turnpike Transportation**

The subscribers having made permanent arrangements for the conveyance of merchandise and produce to and from Pittsburgh, via Chambersburg, having placed on the Rail Road new cars, of the most improved plan, will run regularly to Chambersburg, at which place wagons will be in waiting to convey all goods destined west, immediately on the arrival of cars from Philadelphia. The connexion of bridge at Harrisburg, will enable them to unload and receive goods and produce at all intermediate places on Cumberland Valley Rail Road. Cars will be in waiting at Chambersburg to convey goods and produce from Chambersburg to Philadelphia. In connexion with the above, is a regular line for Harrisburg. All merchandise and produce intended for the above lines will meet with despatch, by having the same left at the following depots—

KING &amp; HOLMES, Pittsburgh.

EYSTER, HUST &amp; CO., Chambersburg.

CRAIG, BELLAS &amp; CO.

Je 12

Central Block, Broad st. Philada.

## Philadelphia and Reading Rail Road.

### SUMMER ARRANGEMENT.

#### Hours of Starting.

From Reading at 8 A. M. and 2 P. M. } Daily.  
From Norristown at 7 A. M. and 5 P. M. }

These hours are arranged to connect with the Rail Road between Norristown and Philadelphia, the hours of starting from the latter place being 5 A. M. and 3 P. M.

#### FARES.

Between Reading and Norristown, 1st class cars, \$2 00, 2nd do \$1 50.

The Morning Train from Philadelphia will stop for breakfast at Pottstown.

Reading, March 20, 1839. je 21 fmwt200\*

## Norristown Rail Road.

Depot corner of Ninth and Green streets.

### SUMMER ARRANGEMENT,

To commence on the 1st of July, 1839.

NORRISTOWN—Fare 50 Cents.

| FROM PHILADELPHIA.  | FROM NORRISTOWN.    |
|---------------------|---------------------|
| At 5 o'clock, A. M. | At 7 o'clock, A. M. |
| " 9 " "             | " 11 " A. M.        |
| " 3 " P. M.         | " 5 1/2 " P. M.     |
| " 7 " "             | " 6 1/2 " P. M.     |

A Burthen Train will leave Philadelphia for Norristown at 11 o'clock, A. M. which will always be accompanied with a single Car, for the convenience of those who may avail themselves of it. The above takes effect on the 5th inst.

MANAYUNK—Fare 20 Cents.

| FROM PHILADELPHIA.  | FROM MANAYUNK.      |
|---------------------|---------------------|
| At 5 o'clock, A. M. | At 7 o'clock, A. M. |
| " 6 " "             | " 7 1/2 " "         |
| " 9 " "             | " 11 1/2 " "        |
| " 11 " "            | " 2 1/2 " P. M.     |
| " 3 " P. M.         | " 5 " "             |
| " 4 " "             | " 6 1/2 " "         |
| " 7 " "             | " 7 1/2 " "         |

GERMANTOWN—Fare 20 Cents.

| FROM PHILADELPHIA.  | FROM GERMANTOWN.    |
|---------------------|---------------------|
| At 7 o'clock, A. M. | At 8 o'clock, A. M. |
| " 9 " "             | " 10 " "            |
| " 11 " "            | " 12 " M.           |
| " 2 " P. M.         | " 3 " P. M.         |
| " 4 " "             | " 5 " "             |
| " 6 " "             | " 7 " "             |

An Omnibus will leave the Exchange for the Depot every half hour during the day, commencing at 20 minutes before 8 o'clock, A. M.

The fare from Philadelphia to Spring Mill and Conshohocken, is } 25 cents.

|                                 |    |      |
|---------------------------------|----|------|
| Do. Norristown to do            | do | 15 " |
| Do do to Manayunk               |    | 30 " |
| Do Spring Mill to Conshohocken, |    | 5 "  |
| By Philadelphia to Wissahicon,  |    | 15 " |

The trains from Philadelphia at 5 o'clock, A. M. and 3 o'clock, P. M. will connect with the cars for Reading.

All passengers are requested to purchase tickets at the Depot before taking their seats in the cars.

By order of the Managers.

JOSEPH S. KITE, Superintendant.

ly 3

## West Chester Rail Road Line.

By Horse Power.

The Rail Road Cars will leave the West Chester Hotel, in Broad near Race street, at 7 o'clock in the morning, and at 1 o'clock in the afternoon. The Cars will leave West Chester at 8 o'clock, A. M., and at 2 P. M.

## Union Transportation Line to Pittsburg.

E. G. DUTILH & CO., Proprietors.

North west corner of Broad and Arch streets.



Cars depart daily from the above depot, and goods are forwarded without delay from Columbia. Lots of goods will be kept separate, and delivered in good order and quick time, at the warehouse of the Union Line, in Pittsburg, to H. & P. Craft, agents and part owners. Subject to as high a dockage as is allowed by any other line.

Merchants can have their goods collected free of drayage and commission, by leaving their lists at the warehouse of E. G. Dutilh & Co., north west corner of Broad and Arch street, or at the office, western basement story of the Red Lion Hotel, No. 200 Market street.

GEORGE W. HALSTEAD,  
Agent Union Trans. Co.

ap 18

## Two Daily Packet Lines for Pittsburg.

EXPRESS PACKET LINE.



FROM PHILADELPHIA TO PITTSBURG.

Via Pennsylvania Canal and Rail Road. Through in Three and a Half Days.

THE public are informed that this Line will leave every morning at six o'clock, from the depot, No. 274 Market street near the corner of Eighth, in splendid 8 wheeled rail road cars, and arrive at Harrisburg at 3 o'clock in the afternoon, where passengers will immediately take the packet.

The boats of this line are fitted up in a superior style for the accommodation of passengers—the ladies' cabins are not surpassed by any other in the United States for comfort and convenience.

PIONEER FREIGHT AND PACKET LINE.

From Philadelphia to Pittsburg.—Through in Four and a Half Days.

This line will also leave the Depot, No. 274 Market st. every evening at 6 o'clock, in 8 wheel rail road cars, and arrive at Harrisburg at 5 o'clock in the morning, where passengers will take the packets without any delay.

The boats of this Line are also fitted up in a superior style for the accommodation of passengers—the ladies' cabin has every comfort and convenience for their accommodation.

The boats of the above Lines are commanded by long experienced captains, and the public may rest assured that nothing will be left undone by them to make them comfortable.

TWO DAILY STAGE LINES TO PITTSBURG.

Carrying the United States Mail, will leave the Depot, No. 274 Market street, every morning at 6 o'clock, in rail road cars to Chambersburg, 156 miles, from there in Troy built coaches, through in fifty hours—also one daily stage line to Wheeling, through in sixty hours—this line will also leave every morning, at 6 o'clock, the Depot, No. 274 Market street, in rail road cars to Chambersburg, from there in Troy built coaches to Wheeling.

NOTICE TO EASTERN TRAVELLERS.

The rail road cars will leave the Depot for Pittsburg, on the arrival of the New York boats and cars. This arrangement has been made with a single eye to the eastern passengers, in order to avoid any delay in this city as heretofore; this arrangement completes a continuous chain from New York to Pittsburg and New Orleans, without delay or interruption.



## THE MAIN LINE OF PUBLIC WORKS Philadelphia to Pittsburgh

The Main Line of Public Works of Pennsylvania consisted of the following:

The Philadelphia and Columbia Railroad -

Philadelphia to Columbia "1" - 81 miles

The Pennsylvania Canal, Eastern Division -  
Columbia "1" to Harrisburg

The Pennsylvania Canal, Juniata Division -  
Harrisburg to Hollidaysburg "2"

Total of both divisions - 173 miles

The Allegheny Portage Railroad -

Hollidaysburg "2" to Johnstown "3" - 36 miles

The Pennsylvania Canal, Western Division -

Johnstown "3" to Freeport "4" - 103 miles

Freeport "4" to Pittsburgh "5" - 28 miles

The entire systems was 421 miles in length. It was a huge undertaking and a magnificent achievement. The canal was simply not a ditch filled with water. Some figures obtained from an 1868 report will confirm that. The figures are for both the Eastern and the Juniata Divisions, and from Columbia to Hollidaysburg, 173 miles. The Eastern Division was five feet deep; the Juniata Division was four feet deep. The width of the canal at top water line; Eastern Division - 45 to 50 feet, Juniata Division - 40 to 45 feet. Width of the canal at bottom; Eastern Division - 30 to 32 feet, Juniata Division - 24 to 30 feet. In the two divisions there were a total of 108 locks and 22 dams.

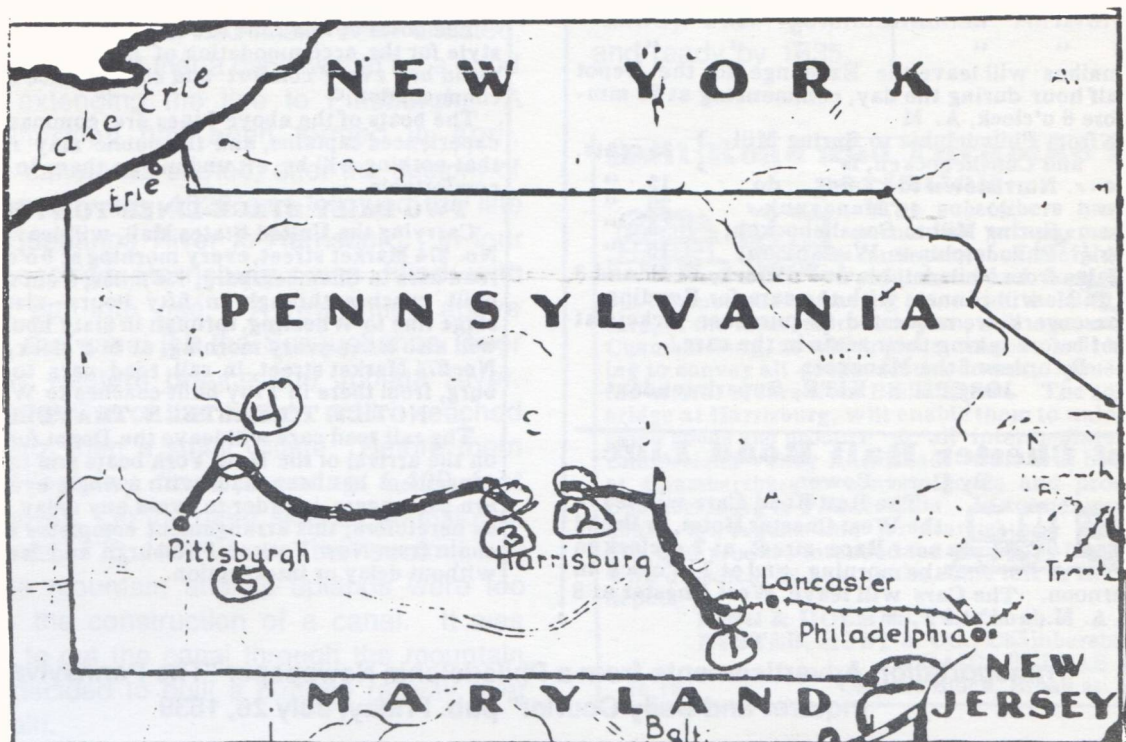
(To be continued)

### Evening Line for the Springs.

Will leave the depot of the Philadelphia, Wilmington and Baltimore Rail Road Company No 368 Market street below E eventh, daily, except Sundays, at 4 o'clock, P. M., stopping at Lazaretto, Chester, Marcus Hook, Naaman's Creek, and Wilmington, and arrive at Newport by 6 1/2 o'clock, where omnibuses will be in waiting to proceed direct to the Springs. WM. L. ASHMEAD,

### FOR BRANDYWINE SPRINGS. Morning Line.

On and after Monday, 17th instant, passengers for the Springs will leave Dock street wharf daily at half past 6 o'clock A. M. per Steamboat ROBERT MORRIS, Capt. Douglas, to Wilmington, thence by Rail Road to Newport, where superior four horse Omnibuses with careful drivers will be in waiting to convey passengers and baggage direct to the Springs. Fare 75 cents.



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**P.O. BOX 13911**  
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- 001 Arloa, Colo - 1908 cds reg. recpt.
- 002 Arloa, Colo - 1912 Doane, bars cut off, pkg receipt
- 003 Crescent, Colo - 1910 large cds ppc
- 004 Critchell, Colo - 1909 4 bar ppc
- 005 Hargisville, Colo - 1912 4 bar ppc
- 006 Marshall Pass, Colo - 1942 4 bar Patriotic, P.M. signed
- 007 Oxford, Colo - 1914 4 bar couple letters spotty ppc
- 008 Shaw, Colo - 1914 4 bar ppc
- 009 Two Buttes, Colo - 1910 Manuscript, first month of operation, ppc
- 010 Central, Idaho - 1910 cds ppc
- 011 Mickey, Idaho - 1909 Purple Doane ppc
- 012 Frenald, Iowa - 1911 4 bar ppc
- 013 Kelghley, Kans - 1909 Doane ppc
- 014 Brookfield, MO - cds w/3 cent 1869
- 015 Buckner, MO - Nice 1889 and 1891 cds on 2 covers
- 016 St. Louis, MO - 1905 advertising cover Terminal Hotel Annex duplex - pretty cover
- 017 Alberton, Mont - 1912 Purple MOB Double Circle ppc
- 018 Bynum, Mont - 1915 Bright Magenta 4 bar ppc
- 019 Cyr, Mont - 1910 Purple Doane ? ppc
- 020 Elk Park, Mont - 1911 Doane, in design, ppc
- 021 Hunters Hotsprings, Mont - 1910 4 bar ppc
- 022 Jones, Mont - 1908 Doane ppc
- 023 Kremlin, Mont - 1915 Purple 4 bar ppc
- 024 Lindstrom, Mont - 1908 4 bar ppc
- 025 Ninemile, Mont - 1914 Purple Doane 4 bar ties parcel post stamp ppc
- 026 Philbrook, Mont - 1910 4 bar ppc
- 027 Salesville, Mont - 1915 4 bar realphoto ppc
- 028 El Rito, N Mex - reg cover 4 bar Magenta date, Black cancel
- 029 Pasamonte, N Mex - 1920 4 bar ppc
- 030 Bangor, S Dak - 1909 large cds ppc
- 031 Diamond, S Dak - 1919 4 bar ppc
- 032 Hartford, S Dak - 1892 cds as b/s, from Sweden 2-5 cent postage dues
- 033 Pahepesto, S Dak - 1910 4 bar ppc
- 034 Saint Marys, S Dak - 1907 2 cent postage due, no stamp, ppc
- 035 Thunderhawk, S Dak - 1913 4 bar ppc
- 036 Fischers Store, Tex - 1906 cds lite stains
- 037 Josephine, Tex - 1916 4 bar ppc
- 038 Modena, Utah - 1909 4 bar on stamp ppc
- 039 Thompsons, Utah - 1911 4 bar ppc
- 040 Colby, Wash - 1912 4 bar ppc
- 041 Hagie, Wyo - 1910 Doane, on stamp ppc
- 042 Phillips, Wyo - 1909 4 bar ppc
- RAILROAD**
- 043 Baker & Portland - 1921 898-C-1 ppc
- 044 Cam & Leavenworth - 1899 810-K-1 CB&Q CC
- 045 Denv & Kremmling - 1907 962.2-C-1, 10% off top ppc
- 046 Den & Steamboat Spgs - 1913 962.2-D-1 about good ppc
- 047 Eureka & San Fran - 1917 985-K-1 stains
- 048 Fremont & Lincoln - 1908 unlisted
- 049 Grangeville & Lewis - 1912 unlisted type ppc
- 050 Greeley & Denver - 1904 straightline H/S reg receipt
- 051 Indianola & Charlton - 1903 787.1-B-1

- 052 Ind & Vin - 1912 662-B-1 Purple missent UX18
- 053 KC, Ashgrove & Spring - 1910 829-C-1 ppc
- 054 Neb City & Holdredge - 1914 947.3-E-1 ppc
- 055 Newton & Amarillo - 1912 928-F-1 ppc
- 056 Omaha & McCook - 1884 about good B&M cc
- 057 Parsons & Okla - 1907 912-J-1
- 058 Pitts & New Haven - 1908 88-I-1 ppc
- 059 Port & San Fran N.D. - 1908 894-R-1 ppc
- 060 Pueblo & Creede - 1912 960-C-2 ppc
- 061 T.C. Ost Depost S.L. City - 1908 about good ppc
- 062 S.L. City & (Los Ang) - 1913 972-J-1 Los Ang lite ppc
- 063 S.L. City & Marysville - 1916 974.1-D-1 in design ppc
- 064 S.L. City Stock & Sil City - 1908 973.3-C-2 stmp added
- 065 St. Louis & Little Rock - 1930 456-U-1 fancy clerks name as killer, unlisted
- 066 St. Louis MO Northwest RPO - 1910 SL12-B ppc
- 067 St. Louis, Eldon & KC - 1913 822-C-1 ppc
- 068 Ticket - 1903 Santa Fe, Prescott & Phoenix - Ashfork to Divide, Colo, six RR's 18 inches long
- 069 Union Depot Denver Colo - 1907 Red Oval trans clk H/S on mail shortage notice
- 070 Denver & Gr Junct - 1907 clerks straightline H/S on mail shortage notice
- 071 Pueblo Colo Trans Clk - 1907 Purple Double Circle mail shortage notice
- 072 Moberly MO Trans Clk - 1913 802-H-3 ppc
- 073 Employee Timetable - Chicago & Alton 1922 N. Div Chicago - Peoria 14 pages, map
- 074 Employee Timetable - Chicago, Rock Island & Pacific, Nebraska Div, 1920, 10 pgs, map
- 075 Employee Timetable - Chicago & Northwestern, Iowa Div, 1927 10 pages, map
- 076 Pass - Alabama Great Southern Railway, 1933
- 077 Pass - Atlanta, Birmingham & Coast Railway, 1930
- 078 Pass - Pacific Electric Railway, 1938
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- 080 Pass - White Sulphur Spgs & Yellowstone Park Railway, 1934
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## 16 IRIS COURT

## SAN MATEO, CA 94401

### CALIFORNIA

1. ARL (ington) STA.(tion), RIVERSIDE, 1911, G dplx on PPC (00-23) E\$4
2. CAMP SACRAMENTO, 1930, VF 4-bar on cover (29-40) E\$4
3. CEMENT, 1923, F duplex on cvr (03-28) E\$4
4. CHUBBUCK, 1938, F 4-bar on cvr (38-50) Est. \$5
5. CISCO, 1923 VF 4-bar on cvr (88-41) Est. \$4
6. COFFEE, 1925, VG 4-bar on cvr (08/37) E\$4
7. CONSTANTIA, 1914, VG 4-bar on PPC (12-27) E\$10
- 7A. CORAM, 1908, VF 4-bar on PPC (08-22) E\$5
8. CORRALITOS, 1907, F duplex on PPC (76023) Est. \$4
9. DAY, 1912, F 4-bar on PPC (88/53) E\$5
10. DENVERTON, 1906, VF Doane rec'd on PPC (68-11) E\$5
11. DE SABLO, 1925, F 4-bar on cover (11-42) Est. \$4
12. DONNER, 1925, F 4-bar on cvr (82-28) E\$5
13. EAST WILMINGTON, 1914, VG cds on PPC; off @ top & side (12/21) E\$6
14. ENGLEMIN, 1926, G duplex on PPC (18-30) E\$5
15. EVERGREEN, c.1932 (NYD), VF 4-bar on cvr (32-35pd) E\$8
16. FLORENCE, 1910, G 4-bar on PPC (78-18) E\$5
17. GENESEE, 1925, VF 4-bar on cvr (80-40) E\$4
18. GLEN ALPINE, 1930, VF 4-bar on cvr (28/47 pd) E\$4
18. GLENBLAIR, 1926, G 4-bar on GPC (03-28) E\$5
20. GLEN FRAZER, 1907, VF Doane rec'd on PPC (06-19) E\$5
21. GORDA, 1912, VG 4-bar on PPC (83-23) E\$5
22. GOTTVILLE/M.O.B., ca.1926, G DC on cvr (87-34) E\$4
23. HARTSOOK, 1927, VF 4-bar on cvr (26-38) E\$4
24. HAYDENHILL, 1910, F 4-bar on PPC (95/19) E\$5
25. HENLEYVILLE, 1910, F 4-bar on PPC (73/36) E\$4
26. HOAGLIN, 1936 G 4-bar on cvr (93-36) E\$4
27. HOT SPRINGS, 1908, F 4-bar on PPC (00-26) E\$4
28. IAQUA, 1910, F 4-bar on PPC w/crease (09-20pd) E\$6
28. INCLINE, 1908, F 4-bar on PPC w/ite stain & crease. (07-10) E\$5
30. INDIAN GULCH, 1909, VG target on PPC ('LCH' on stamp) (55-12) E\$6
31. JERSEY, 1927, VF 4-bar on cvr (98-35) E\$5
32. KEARNEY PARK, 1912, VG 4-bar on PPC (01-35) E\$4
33. LANKERSHIM, 1927 F machine on cover (06-26) E\$4
34. LOG CABIN, 1927, VF 4-bar on cvr (26-44) E\$4
35. LORDSBURG, 1911, VG duplex on PPC (87-18) E\$4
36. LUCIA, 1925, VF 4-bar on cvr (00/38) E\$4
37. MANHATTAN, 1920, VG 4-bar on PPC (03-27) E\$4
38. MAYHEWS, 1910, F 4-bar rec'd on PPC (91-22) E\$5
39. MILLS, 1920, VG 4-bar on PPC (98-43) E\$4
40. MOUNT OWEN, 1948, VF 4-bar on cvr (48-50) E\$8
41. NAPA SODA SPRINGS, 1925, VG 4-bar on cvr (82-29) E\$4
42. OASIS, 1926, F 4-bar on GPC (73-42) E\$5
43. OLYMPIA, 1925, F 4-bar on cvr (15-42) E\$4
44. OWENYO, 1941, VG 4-bar on cvr (LD) (18-41pd.) E\$4
45. PANOCHE, 1911, G Doane on PPC (70-15) E\$5
- 45A. PICARD, 1907, VG 4-bar rec'd on PPC (88-07) E\$6
46. POMINS, 1926, F 5-bar nonstandard on GPC (15-42) E\$5
47. POZO, 1925, VG 4-bar on cvr (78-42) E\$4
48. RECTOR, 1932, VG 4-bar on GPC (LD) (96-32) E\$4
49. RETREAT, 1907, F target on PPC (03-31) E\$4
- 49A. RUBY, 1909, G (lite) 4-bar on PPC (91-13) E\$8
50. SACRAMENTO CITY, 1881, VG cds on GPC (1849-1883) E\$5
51. SAGE, 1936, F 4-bar on cvr (25-42) E\$4
52. SALSIG, 1912, F lite Doane on PPC (04-12) E\$8
53. SCHAD, 1910, F lite 4-bar on PPC (10-18) E\$6
54. SCOTTY'S CASTLE, 1947, F 4-bar on FD PPC (47-53) E\$4
55. SENECA, 1925, F 4-bar on cvr (23-43pd) E\$4
56. SHARON, 1928, VG 4-bar on cvr (98-34) E\$5
57. SHASTA DAM, 1939, VF 4-bar on GPC (39-45) E\$4
58. SHOEMAKER, 1907, F Doane on PPC (01-10) E\$6
59. SILVER LAKE, 1926, VG nonstandard 4-bar on cvr (07-33) E\$5
60. SKELLY, 1924, G 4-bar on cvr (16-43) E\$4
61. STEGE, 1909, G duplex on PPC (89-35) E\$3
62. SUGAR PINE, 1925, G 4-bar on cvr (07-34) E\$3
63. THERMALITO, 1913, VG 4-bar on PPC (95-20) E\$4
- 63A. THRALL, ca.1912, VG 4-bar on PPC (04/14) E\$10
64. TIERRA DEL SOL, 1956, F 4-bar on GPC (56-64) E\$3
65. TIONESTA, 1955, F 4-bar on GPC (38-55) E\$4
66. TOWLE, c.1910, F 4-bar on PPC (91-35) E\$4
67. VANTRENT, 1915, F lite 4-bar on PPC (04-18) E\$4
68. WESTGATE, 1909, VG 4-bar on PPC (09-15) E\$6
69. WITTER, ca.1908, VG 4-bar on PPC (01-13) E\$5
70. YAGER, 1910, VG Doane on PPC (80-32) E\$5
71. ZELZAH, 1920, VG 4-bar on PPC (11-29) E\$5

### COLORADO

72. ALTONA, 1912, F target on PPC (79-18) E\$8
73. CHERRY, 1906, VG target on PPC (00-20) E\$8
74. DAFFODIL, 1907, G Doane on PPC (96-08) E\$12
75. IDEAL, 1910, G 4-bar on PPC ('I' not struck) (10-26) E\$5
76. MONON, 1910, VG Doane on PPC (01-18) E\$8
77. MUD CREEK, 1914, F 4-bar on PPC ('COL' not struck) (11-18) E\$20
78. SORRENTO, 1916, F 4-bar on PPC w/crease (07-18) E\$10

### FLORIDA

79. ADRIAN, 1914, F 4-bar on PPC (12-18) E\$10
80. CONWAY, 1907, F Doane rec'd on PPC (84-07) E\$6
- 80A. DAVIE, 1918, F 4-bar on PPC (14-20) E\$10

### FLORIDA (Cont.)

81. FAIRVIEW, 1908, VF 4-bar on PPC (98-19) E\$8
82. FORT DE SOTO, 1910, F 4-bar on PPC (03-20) E\$6
83. FULFORD, 1928, F 4-bar on PPC (01-31) E\$5
84. GULFPORT, 1913, G lite 4-bar on PPC (10-28) E\$3
- 84A. HAWKS PARK, 1909, F Doane on PPC (84-24) E\$5
85. JOHN'S PASS RUR. STA., 1930's, 4-bar on PPC. E\$3
86. LEMON CITY, 1920, F 4-bar on PPC (93-25) E\$5
87. MANATEE, 1908, G cds on PPC (50/27) E\$5
88. MERRITT, 1912, VG 4-bar on PPC (84-25) E\$6
89. MOUNT PLYMOUTH, 1931, F 4-bar on PPC (27-37) E\$6
90. NARCOOSSEE, 1913, F 4-bar on cvr. (87-55) E\$3
91. WOODS, 1909, VG 4-bar on PPC w/stamp missing (87-11) E\$4

### IDAHO

- 91A. FALCON, 1913, VG 4-bar on toned PPC (11-32) E\$6
92. FALK, 1918, VG 4-bar on PPC (10-22) E\$5
93. FRENCH, 1918, G 4-bar on PPC (07-35) E\$4
94. PINCHOT, 1909, F 4-bar on PPC (cancel mostly on stamp, but clear) (08-10) E\$8

### KENTUCKY

95. IDA, 1915, VG Doane on PPC (90-40) E\$4
96. SHIPLEY, 1912, G lite Doane on PPC (92-34) E\$3
97. TEARCOAT, 1910, VG 4-bar on PPC (10-20) E\$5

### MONTANA

101. CALABAR, 1913, VG 4-bar on PPC (09-29) E\$6
102. CHICO, 1907, G duplex on PPC (74-19) E\$5
103. HARDY, 1910., F 4-bar on PPC (88-15) E\$8
- 103A. ROSEMONT, 1910, VG 4-bar on PPC (98-29) E\$5
104. SALESVILLE, 1910, F 4-bar on PPC (90-27) E\$5
105. YORK, 1909, F Doane on PPC (87-17) E\$8

### MISSISSIPPI

106. BEAUREGARD, 1907, F Doane on worn PPC. DPO. E\$4
107. LAM KIN, 1908, F blue Doane on PPC. E\$3
108. FREEMAN, c.1909, F 4-bar on PPC. DPO. E\$5
109. VANCELEAVE, 1915, VG 4-bar on PPC w/creases. DPO. E\$4

### NEBRASKA

110. ALTONA, 1911, F target on PPC (98-35) E\$5
- 110A. ASYLUM, 1910, G 4-bar on PPC (80-10) E\$8
111. CARTER, 1907, VG Doane on PPC (06-15) E\$8
- 111A. BOOKWALTER, 1907, F Doane on PPC (90-19) E\$8
112. CHENEY, 1908, VG 4-bar on PPC (76/42) E\$4
113. NANTASKET, c.1910, G 4-bar on PPC (87/08) E\$5
114. SCHAUPPS, 1913, F 4-bar on PPC (05-15) E\$10
115. THORNBURG, 1909, G lite Doane on PPC ('T' not struck) (94-24) E\$4

### NORTH DAKOTA

116. HOWARD, c.1910, F 4-bar on PPC (06-17) E\$8
117. METIGOSHE, 1909, VF 4-bar rec'd on PPC w/crease (09-14) E\$10
118. MOLINE, 1911, VG 4-bar on PPC (10-19) E\$8
119. ROGER, 1914, VG 4-bar on PPC (98-17) E\$6

### OREGON

120. BLACK ROCK, 1909, F 4-bar on PPC (06-43) E\$3
- 120A. HEMLOCK, 1908, VG 4-bar o/s on PPC (06-21) E\$4
121. POKEGAMA, 1909, VG 4-bar on PPC (stamp's cnr gone) (99-11) E\$6
122. RUCKLES, 1910, F Doane on PPC (98-34) E\$4
123. SPRINGWATER, 1913, VG 4-bar on PPC (74-14) E\$4
124. SUMNER, 1911, VG 4-bar on PPC (74-55) E\$3
125. VICTOR, 1910, VG Doane on PPC (93-12) E\$5
126. WILHOIT, 1906, VG target on PPC (82-28) E\$4

### SOUTH DAKOTA

131. DIAMOND, 1916, VG 4-bar on PPC (07-18) E\$8
132. NAHANT, 1910, F lite 4-bar as forwarding mark on PPC (05-13) E\$10

### WASHINGTON

133. ARLETA, 1908, VG Doane on PPC (93-27) E\$5
134. BUTTER, 1910, VG 4-bar on PPC (02-11) E\$6
135. FRAVEL, c.1910, VG 4-bar on PPC (03-13) E\$8
136. GOSHEN, c.1915, 4-bar on PPC (91-18) E\$5
137. LITTLE FALLS, 1908, F 4-bar on PPC (74-13) E\$5
138. MANOR, 1910, VG Doane on PPC (92-11) E\$5
139. MERIDIAN, 1908, F Doane on PPC (90/36) E\$4
140. NEWTON, 1911, G 4-bar o/s on PPC (10-19) E\$4
141. SUMNER, 1909 VG Handstamp FLAG on PPC. E\$10
142. SUNSET BEACH, 1907, F Doane on PPC w/creases (05-09) E\$5
143. UNION MILLS, 1912, VG 4-bar on PPC (11-31) E\$4

Standard rules apply. Abbreviations: o/s= overstruck; LD= Last Day; FD= First Day; NYD= No year date. Minimum Bid \$3.00 please. Phone bids accepted: (415) 344-3080

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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]

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., [20-6], MEANS AD WILL EXPIRE WITH THIS ISSUE**



## TOWNS: WANTED

IDAHO - 19th century Idaho covers wanted, especially nicer Idaho territorials and expresses. Mark Metkin, 1495 29th Avenue, San Francisco, CA 94122. PH: (415) 664-9370 evenings. [21-6]

IDAHO DOANE Cancels wanted from the following towns: Acequia, Bayview, Carson, Clawson, DeLamar, Delta, Ellis, Fletcher, Glengary, Heise, Herbert, Lago, Lookout, Leslie, Liberty, Midvale, Mount Idaho, Remington, Riverside, Roswell, Severance, Steele, Stricker, Thornton, Teton, Wapi and Westlake. Send photocopy with your price or for offer. Have Doanes from all states to trade. Lynn Langdon, 223 So. Broadway, Buhl, ID 83316. [21-2]

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]

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. [21-5]

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

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

NEVADA-ARIZONA-NEW MEXICO wanted. Small towns prior to 1920. Purchased over three thousand past year. There's a reason? Send photos. Let me make an offer. LaMar Peterson, Box 17463, Holiday, UT 84117 [21-5]

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

## TOWNS: WANTED

NEW MEXICO - Preparing statehood catalog. Need postmarks to end of 1987, even cut squares. Tom Todsén, 2000 Rose Lane, Las Cruces, NM 88005 [20-6]

NEW YORK STATE - Ontario County, 1808 to 1912: Arms Cross Roads, Four Corners, Gulick, Harvey, Honeoye Lake, Larneds Corners, Naples Landing, Naples Village, Paddlefords, Pansy, Rogers Cross Roads, Santiago, Taylorville, Troupville, Vincent, West Bristol, Wheeler Station. Doug Penwell, Box 3638, North Las Vegas, NV 89030. [21-2]

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]

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]

## RAILWAY POST OFFICES

WANTED COVERS and cards posted with the Cumberland & Elkins RPO. Send copy and price. Glen Gerner, 77 Eleanor Street, La Vale, MD 21502 [21-6]

## LITERATURE: FOR SALE

"BEYOND THE PINNACLES" (the history & folklore of Southern San Benito County, California) is off the press. Its chapters on post offices contain photos of interesting covers and details the now obsolete, little offices. Send \$16.75 (includes tax and postage) to Peter Frusetta, Box 246, Tres Pinos, CA 95075 [21-1]

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]

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

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

## WAGONS: WANTED



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

## MISCELLANEOUS: WANTED

U.S. WORLD WAR II APO covers with 1942 year dates. Small covers only (no #10 or legal). No philatelic covers please. Send with your price, or request my offer. Richard Helbock, P.O. Box 135, Lake Oswego, OR 97034 [21-2]

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

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

## MISCELLANEOUS: WANTED

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

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

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

**WELLS FARGO Express items wanted.** Also Railroad, Telegraph, Outlaw and Saloon. Paper or hardware. Any express company; any condition. Jim Bartz, 25101 Cineria, El Toro, CA 92630. PH: (714) 768-5503. [21-5]

## FOREIGN: WANTED

**EVERY COLLECTION** of United States covers has an occasional foreign cover. If you have any unwanted foreign covers used prior to 1920, send them to me with your asking price. I'll buy what I can. Your postage paid if your covers returned. Donald R. Nash, 612 Tophill, Tyler, TX 75703 [20-6]

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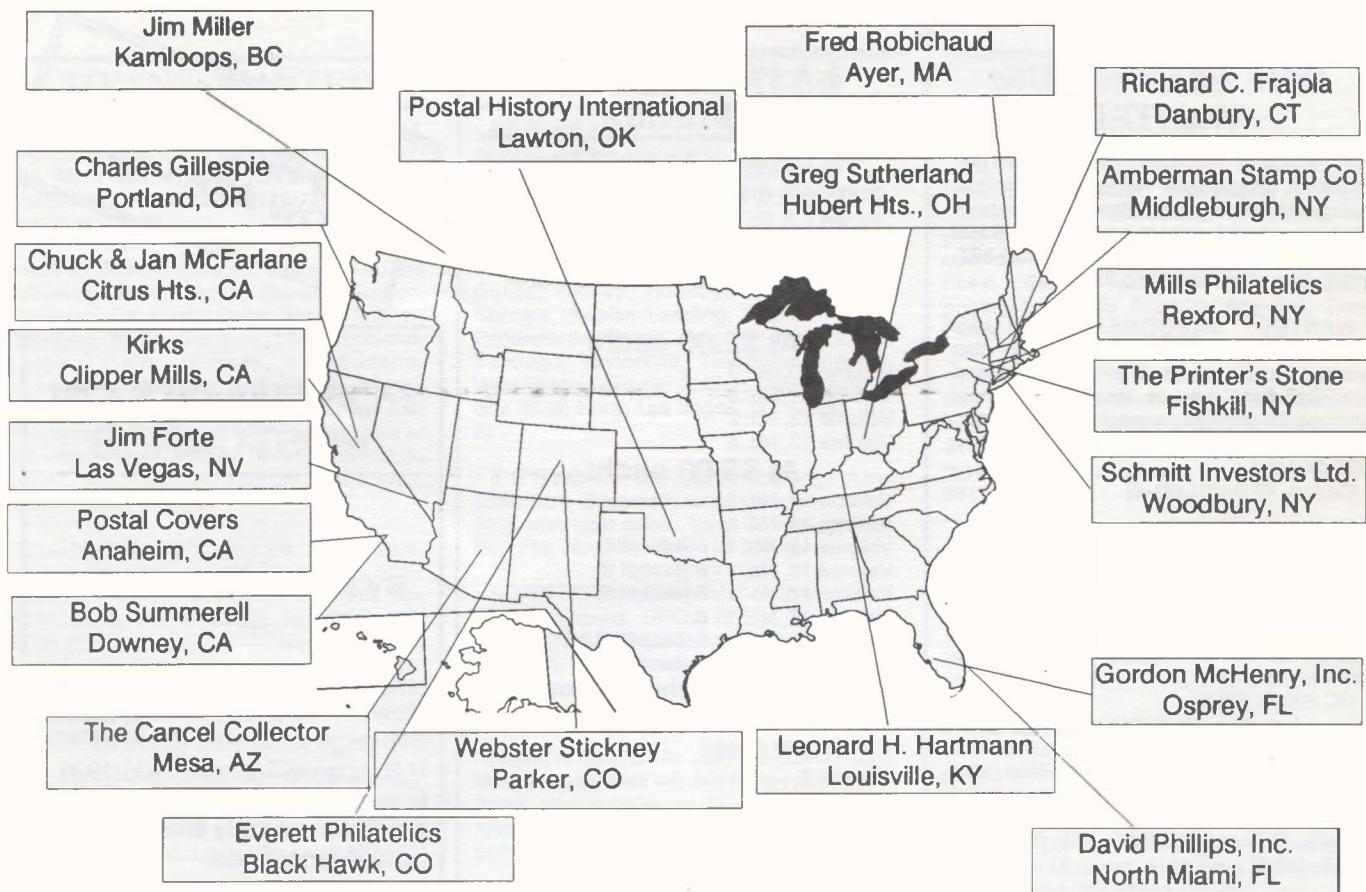
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