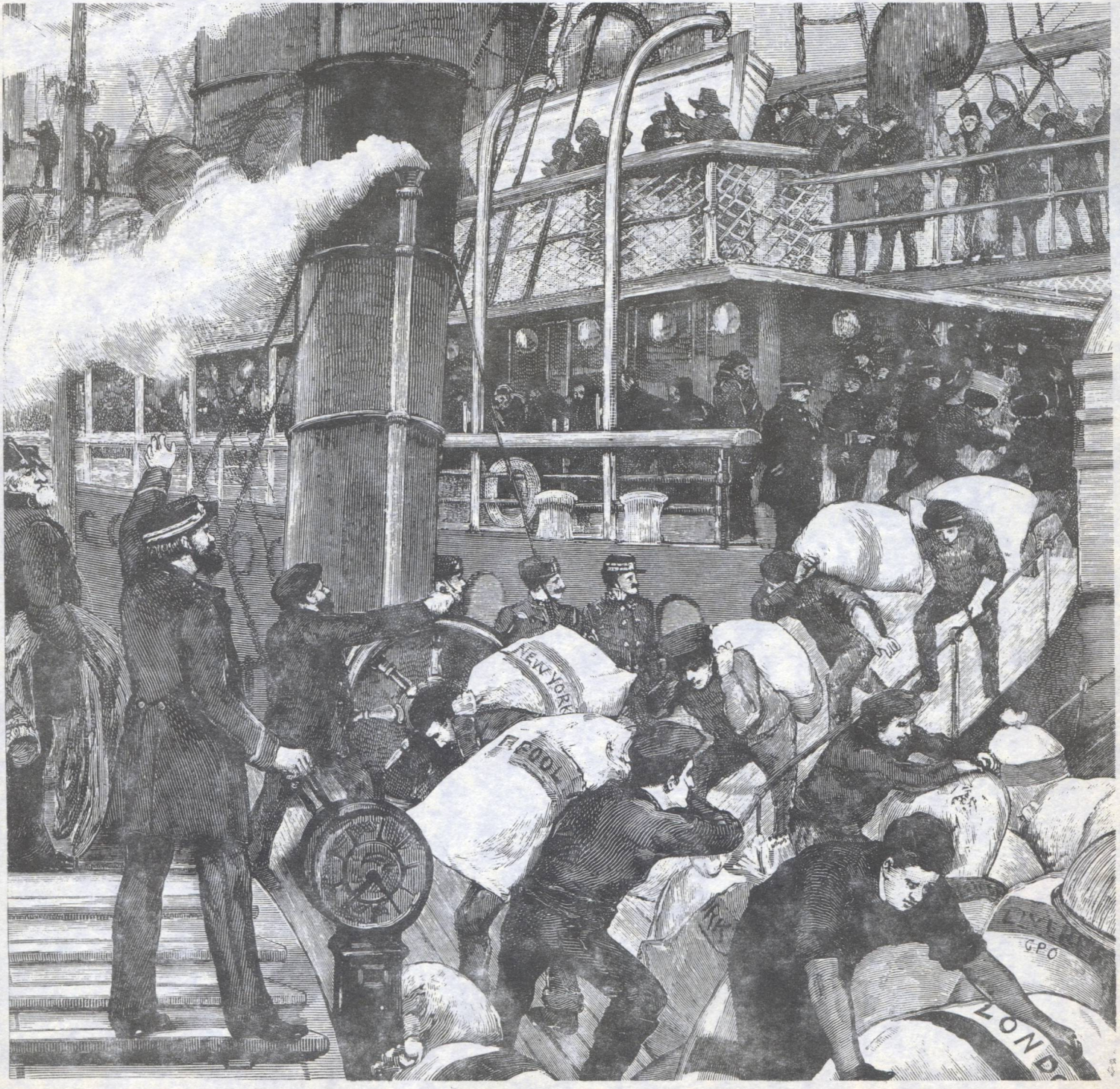


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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

MARCH 1990



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover this month shows an artist's conception of mail sacks being unloaded from a crowded ocean steamer. The sacks, labeled "NEW YORK", "LONDON", and "LIVERPOOL", are fat with letters and parcels of the international mails. The cover is intended to draw attention to Steven Roth's fine article, the first we have published on the subject of Sea Post Offices.

AWARDS:

Gold Medal, COLOPEX 1987
Silver Medal, CAPEX 1987
Large Silver Medal, AMERIPEX 1986
Silver Medal, PHILA KOREA, 1984
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PUBLISHER'S PAGE

The View From Three-Point Land*

It is tempting in years ending in zeroes to step back and take stock of one's situation. Frankly, I've never been able to avoid this temptation, and I find 1990 to be no exception. Recent months have been extremely exciting and positive on the international news front. I can recall no time during my life when the world was so full of promise and opportunity to move beyond our global East-West confrontation and begin to address some of the other crucial, and long ignored, human problems.

On a much narrower level, but one which occupies the pages of this journal, the field of paper collectable in general, and, perhaps, postal history in particular appears to be undergoing some unusual changes.

Item, an ad in the Sunday *Oregonian* Sports Section offers to pay \$550 for a 1957 Baseball card picturing Mickey Mantle.



Item, in a fascinating four-part series in *Linn's, La Posta* subscriber Ken Laurence mentioned that a 1930-era favor cover bearing a fancy pictorial cancel with a Disney theme recently sold for a four-figure price in a European auction.

Item, we are seeing among the numerous bids which come into the La Posta Subscribers' Auction more and more attention being paid by bidders to the names of post offices. Certainly, this trend has not yet offset the majority preference for collecting geographically, but, all else being equal, if we have two postmarks, and one is from a town named FROGPOND, or SHELLFISH, or ROBINSEGG, it is likely to command a higher price than one from THOMPSON, or HARRISBURG, or MARTINSVILLE.

So, what can be distilled from these and other recent tidbits of information related to our hobby? Maybe nothing, but I think there may be changes afoot.

Baby Boomers are entering the collectible hobbies in increasing numbers. If you've spent any time in recent years around antique and collectible shows, you will undoubtedly have noticed a significant percentage of shoppers under 50. The Baby Boomers -- folks born from the late 1940's until the late 1960's -- are beginning to reach middle age, and, like so many of us who have achieved that glorious stage, are finding that they sometimes have a bit of leftover, or discretionary, income. Furthermore, many are finding that they would

like a diversion to take their mind off the pressures of job, or family, or life.

During the 'eighties the fitness craze, including aerobics, health clubs and high-tech athletic shoes became the nation's growth industry. Who fueled this almost manic desire to maintain flat stomachs and firm butts? The Baby Boomers, who were now aging into their 'thirties, and quickly discovering that the physical gifts of youth are indeed transitory. Particularly since so many of them had never managed to stay in good physical condition when they were children.

Now we come to the 'nineties. Baby Boomers are beginning to realize that no matter how much one pays for a pair of gym shoes, the stomach still tends to protrude and sag downward unless one is very, very careful about one's diet. While the place of the fitness industry seems secure for the time being, I believe many middle-aged Baby Boomers are going to give up on being health fanatics this decade and just let nature take its course. Among other things, that means that more of them will be seeking somewhat more sedentary pursuits. Golf, fishing, camping, and collecting hobbies of all kinds are likely to attract increasing numbers of Baby Boomers during the 'nineties.

That brings us back to paper collectibles and the variety of paper we know best -- postal history. The recent rise in interest in such pop-culture artifacts as comic books, baseball cards and entertainment memorabilia has, I believe, been largely fueled by Baby Boomers seeking outlets for their instincts to build collections. The outrageous prices commanded by some of this material in recent years suggests that "investment" also plays a roll, but there can be little doubt that a genuine base of collector interest exists. In fact, I have no doubt that the number of serious collectors of pop-culture paper far exceeds the number of folks interested in philately and postal history. Although, given the nature of recent stamp issues by some governments, it may be unrealistic to differentiate between modern philately and collecting pop-culture paper.

To me the question is not, "Will Baby Boomers collect?", but "Will their collecting interests mature?" Its quite all right to collect artifacts of one's youth -- baseball cards, comic books and Roy Rogers movie posters sure do bring back fond memories -- but where do these things lead you in the world of the imagination? What can you learn from owning a 1957 Mickey Mantle baseball card?

I would argue that postal history belongs to a more serious category of paper collectibles; one in which possessing an artifact almost forces the owner to learn, to explore, to increase the scope of one's knowledge. When I add a cover bearing a postmark from an Alaskan town, which had previously eluded me, to my collection, I believe I have captured
(Continued page 77)

LETTERS TO LA POSTA

DR. BECHTEL RESPONDS TO REVIEW OF HIS ARIZONA BOOK

Dear Richard:

Your review of the *Arizona Statehood Postmark Catalog* in the January issue of *La Posta* is an unfortunate case of misunderstanding that needs correction. As I read the comments, there were five points on which you find fault with the catalog. Only one has merit and even that one seems to have a misplaced emphasis.

First, you state that "...the most obvious difference..." in postmarks is in the spacing of four bar killers. This is simply not true. The most critical differences are in the lettering within the dial; and, when differences do occur in the killer, they are noted. This is stated in the introduction with details on how differences in four bar types are coded. The four bars were not omitted because of space, they were just not that important.

Second, regarding the value numbers in error, it is indeed true that there are exactly ten instances in which we failed to edit out the eights and nines after deciding to limit values to be more in line with Kriege's system. But that means only ten out of 4,308 listings of value, an error rate of two tenths of one percent. This is hardly justification for your claim: "There are just too many mistakes." The average number of errors for any printed page is two, and the error rate of the catalogue is considerably lower.

Third, you mentioned the discrepancies between post office openings and closings and the dates of cancels with an assumption that any discrepancy was an error. This is false and misleading to anyone not familiar with the problem of postal records and dating cancels. There are exactly two

errors discovered in these discrepancies, and there are seventy four discrepancies between post office official dates and the given dates of cancels. The post office opening and closing dates are not in error. They are the most recently researched post office data that supersedes both Theobold & Theobold and Patera & Gallagher.

Incidentally, as a matter of editorial fairness, you owe it to your readers to mention that you may have a bias in reviewing my catalogue since you were the publisher of Patera and Gallagher. This is especially important since the dates in my catalog correct the errors in that book.

The reasons for discrepancies between post office openings and closings as recorded in the archives and as recorded by first and last day cancels are many and various. Thereby lies much of the fun of cancel collecting. There are seventy four instances which can be the subject of research for philatelic scholars. It is not fair to deprive the scholars of their fun by assuming every discrepancy is an error.

What are the reasons for these discrepancies? To begin with, fifteen listings are discrepancies of only one day. It would be tempting to assume that the difference in dates was caused only by the postmaster canceling on one date and closing the next. But that is too simple. In many cases the covers arrived a day too late and were canceled as first days. In other cases the records were wrong because the postmaster did not open the post office until a day later that the figures given in the *Postal Guide*. It is not possible, without a great deal of research, to sort each one of these out, although new data are coming to light every day. Thus, it is a continuing discovery and it is a service to collectors to report the data as it is known.

In the larger discrepancies, which go over a year in some cases, it is also

not yet possible to determine what has happened. For example, it is known that the Kaibab cancel was used long after the post office name was changed to Kaibab Forest.

Much more could be written about these discrepancies but this is really the stuff of scholarly articles. To assume that these were in error is really a disservice to your readers.

Fourth, you raise the issue of value of a statehood cover merely because it falls after the statehood date. As in all instances of value, scarcity plays a major role. It is not at all silly to say a cover is worth more after the arbitrary date of statehood than it is to say a cover is worth less one day after a first day even though it is the same cancel. The fact is, the statehood covers are in many instances much scarcer than the territorial covers. In some cases statehood post offices have been open for nine to eleven years and not a single cancel is known. In other cases, several post offices closed shortly after statehood (e.g., Cline), which accounts for the scarcity of their markings compared to their territorial counterparts. How can it be silly to say a scarcer date is worth more?

Fifth, you refer to the "vacuum" of my decision making when it comes to machine cancels. I decided not to include the published material on machine cancels for Arizona because they do not list first and last dates, ownership and no other classification material except manufacturer type (Here I refer to Richard Small, Fred Langford and Bob Payne). I am willing to concede that manufacturer type may be of some interest to collectors. But, Richard, that is all you get out of me. In your own words, you said some "horrible" things about my catalog. They were not justified. To keep your credibility as a reviewer you need to set the record straight. I think you are a fair person and want to consider the many (or few) collectors who can get

some enjoyment out of collecting these cancels. After all, isn't that why both of us devote so much time to this hobby?

Yours sincerely,

/s/Bob Bechtel

HELBOCK'S REPLY

Dr. Bechtel is in error when he says that I published Patera & Gallagher's Arizona book. It was in fact published by The Depot, a firm in which I have absolutely no financial or personal interest. I do not review books which I have published or books which are direct competitors to those in which I have a financial interest.

I stand behind my review as it was written. Dr. Bechtel and I obviously disagree on several key points, and, frankly, after reading his letter, I'm not certain he really understood the essence of my comments on four-bar postmark identification and the conflict in values of territorial versus statehood examples of the same postmark type. Be that as it may, I did, after all, recommend purchase of Dr. Bechtel's book, and I will be more than willing to let those who choose to buy it decide the fairness of my review.

Richard W. Helbock

BOOKS IN REVIEW

"Rural Branches of Wisconsin Post Offices", Revised Edition, Edited by James B. Hale. Published by the Wisconsin Postal History Society, N95W32259 County Line Rd., Hartland, WI 53029 as Bulletin No. 21. 28 pages, 8.5x11, 3-hole punch w/stiff covers. Price \$4.00 from the WPHS.

The Wisconsin Postal History Society maintains one of the more active publication schedules of all the state postal history societies. This latest effort, which is well-illustrated with clear photocopies of postmarks, provides a straight-forward listing in

alphabetical order of all the rural branches (including rural stations & CPOs) which have ever operated in Wisconsin. Previous Bulletins by the Society have included Bulletin 20: the revised Wisconsin Post Office Handbook (a complete alphabetic listing of post offices) and Bulletin 17: Flag & Doane Postmarks of Wisconsin. I am pleased to recommend the Bulletins of the Wisconsin Postal History Society. They are well produced, fairly priced and go far toward demonstrating the kinds of activities in which a state postal history society may involve itself.

RWH

The Post Offices of New Hampshire: A Rarity Guide. Edited by Russell White, IV and Stephen A. Hartwell. Published by The New Hampshire Postal History Society, 318 Central Street, Hudson, NH 03051. 123 pages, 8.5x11 inches, card-cover. Price \$15 to NHPHS members & \$18 to non-members from the publisher.

This recently released work provides a an expansion and revision of the work originally published by Elwyn Doubleday. The main body of the work provides an alphabetical listing of post offices for the entire state. Information available for each post office includes a Rarity Factor, The Name of the Office, the Town in which it was(is) located, the Dates of Operation for the Office and Notes. The layout of this listing features a page of information on the right faced by photocopies of two covers on the left. The second part of the book, consisting of about 18 pages, lists post offices by town.

The Post Offices of New Hampshire: A Rarity Guide is offset printed. Type size has been reduced so that a large amount of information could be fitted in a fairly slim volume. The cover illustrations are all photocopies. These production measures are necessary to keep costs manageable, and, while they do not

enhance the beauty of the work, they are not a detriment to its use. I commend the NHPHS for their fine effort, and am pleased to recommend this book to anyone with a interest in New Hampshire postal history.

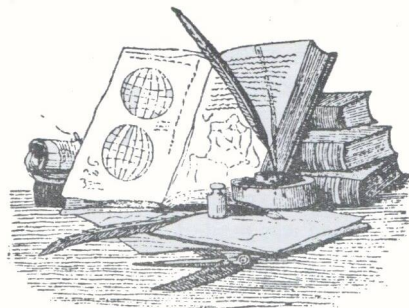
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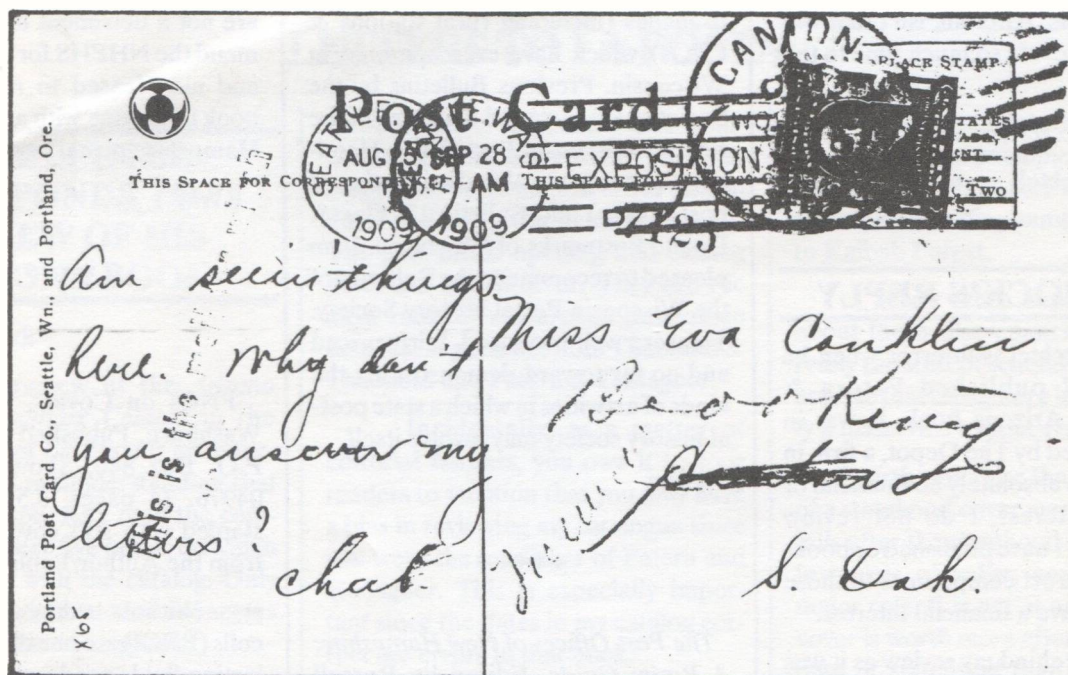
"PNCs on Cover". By Robert M. Washburn. Published by the Author, P.O. Box 840, Skowhegan, Maine 04976. 34 pages, 8.5x11-inch, edge stapled with stiff covers. Price \$7.50 from the Author/Publisher.

Without a doubt, plate number coils (PNCs) are one of the hottest collecting fields produced by the United States Postal Service in recent years. This compilation lists all known earliest usage dates of PNCs on cover. Commercial covers, as opposed to philatelic covers, are emphasized, and, indeed, most of the book's photocopy illustrations show commercial cards and covers. First day covers are treated in separate listings.

Listings in the main table include: a description of the stamp (e.g., 12c Stanley Steamer Prec.); its date of issue; Plate Numbers issued for it; the Earliest Known Use on Commercial Cover; the Scarcity Rating (on Commercial Cover); whether or not it exists on official or unofficial FDC.

This is an interesting publication. A person -- like myself -- who knows little about PNCs, can learn quite a bit; and, obviously, the collector specializing in PNCs on cover will want to check his or her collection against the record as compiled by Mr. Washburn.





STUPID QUESTION

By Jim Mehrer

Those who believe that "there is no such thing as a stupid question" might reexamine their philosophy after studying the post card illustrated above. The card was mailed, without any postage affixed, on the grounds of the Alaska-Yukon-Pacific Exposition in Seattle, Washington. It was here that the card received the "EXPOSITION STATION" machine cancel dated August 25, 1909. For whatever reason, it took a bit more than a month for this piece of mail to travel from the Exposition grounds to the main post office in Seattle, where it received a World's Fair advertising slogan cancel dated September 28.

Upon the card's arrival at Canton, South Dakota, the addressee was informed that postage was due. The date is difficult to read in the Canton duplex postmark, but it was clearly the month of October when a stamp was finally affixed and canceled. At that time, the purple handstamp at left (This is the mail for which you sent postage) was applied.

When the card finally arrived at its intended destination, alas, the addressee was no longer there. Pencil notations were added that would forward the card to Brookings, South Dakota.

We can only assume that this paper souvenir reached Miss Eva Conklin sometime around the middle of October, 1909. The Exposition in Seattle, which was in full swing when the card was mailed, would close on October 16th.

It is a bit difficult for us to decipher the hastily scrawled name here, but Eva Conklin had no doubt seen this signature before. She was acquainted with "Chad", or "Chas", or "Chub", or whatever his name or nickname was. "Am seein' things here," the message told her. "Here" was the Exposition; the front of the card showed her the Agricultural Building.

And then she read the question. The question that had been written nearly two months earlier. The question from the man who failed to put a postage stamp on the card. The question from the man who mailed the card to the wrong town. She read the stupid question: "Why don't you answer my letters?"

P

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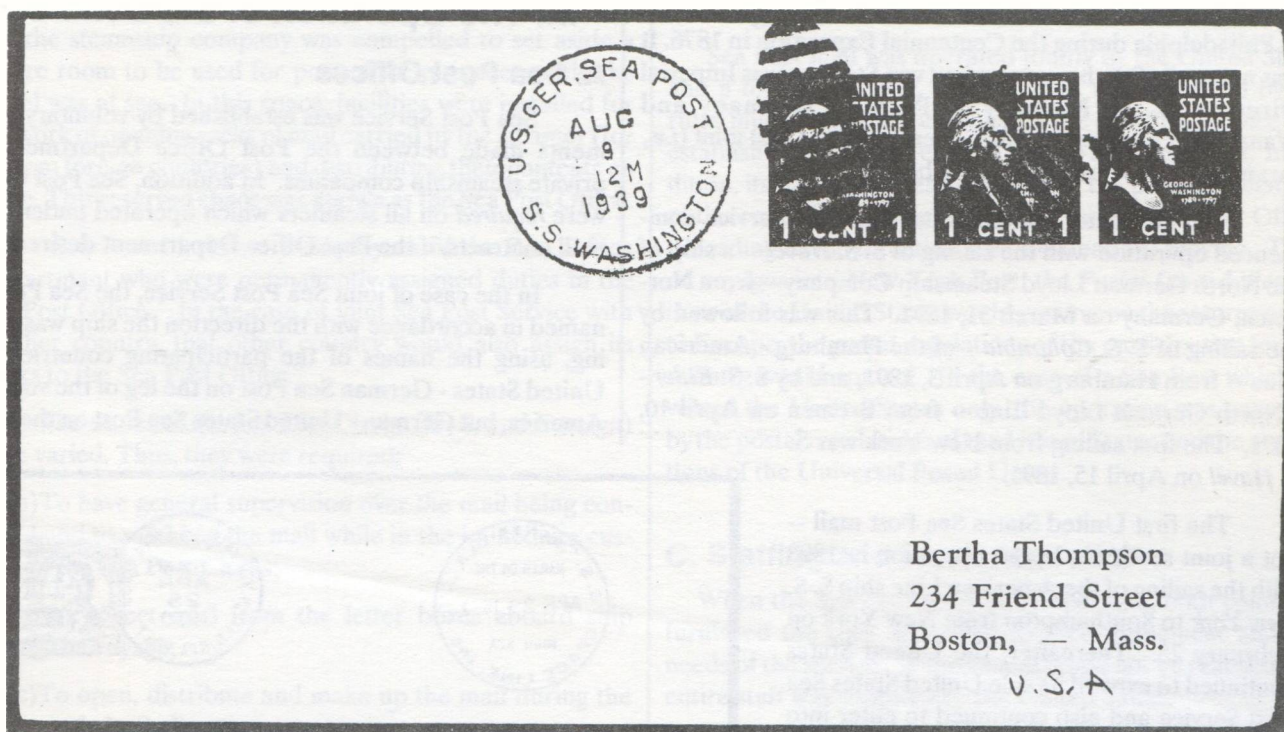


Figure 1. The Sea Post was named in accordance with the direction the ship was traveling using the names of the participating countries. This cover was postmarked on the S.S. "WASHINGTON" en route from the United States to Germany. The return trip postmark would have read "GERMAN-U.S. SEA POST."

The Nature and Operation of the Sea Post Office

By Steven M. Roth

I. Introduction

In the latter part of the Nineteenth Century, the need to attain rapid communication among businesses and individuals had to be addressed if merchants who were located on different continents were going to realize the benefits of modern international commerce. To this end, the Sea Post Service¹ sought to reduce the delay in the handling of trans-oceanic mail between the time of the arrival of the mail carrying ship in port and the time of delivery of the letter to the addressee, the cause of which delays were due in part to the necessity for distribution and redistribution of the mail at the

port of arrival. The Sea Post Service was a means for the collection, sorting and bundling of mail while at sea, a process which was similar in concept, and often in practice, to the distribution system for domestic mail that developed aboard railway mail cars in the Nineteenth Century. The differences between the Railway Post Office and the Sea Post mail, however, to the extent that such differences existed, were a function, in part, of the international ingredients of the Sea Post mail, and the concomitant accommodation by it to more than one nation's postal laws and regulations within the matrix of one operating system.

II. A Brief History of the Sea Post Office²

The impetus which gave rise to the creation of the Universal Postal Union in 1874, namely, the desire to facilitate international communications and commerce by establishing uniformity of procedures, rates and postal markings among member nations, also provided the basis for the creation of the first Sea Post, the German - United States Sea Post Service. Indeed, the two individuals who were responsible for the creation of the first Sea Post mail - Heinrich Johann von Stephan for Germany and John Wanamaker for the United States - were active in the founding of the Universal Postal Union, and are believed to have discussed ways to simplify further the complexities which existed in the treatment and

Steven Roth is an attorney in Washington, D.C. A long-time collector of Philadelphia postal history, Steven has recently begun exploring the complexities of modern postal rates and overseas postal service from the U.S. This is Steven's first article for *LA POSTA*, and he wishes to express his appreciation to Ms. Jane Kennedy, Chief Librarian, and to her staff at the Reference Library of the U.S. Postal Service in Washington, D.C., who, as always, patiently answered his many questions, made available to him the Library's many resources, and always encouraged him to come back again.

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exchange of foreign mails when they met as private citizens in Philadelphia during the Centennial Exposition in 1876. It was not until 1890, however, when von Stephan was Imperial Director of the Ministry of Posts of Germany and Wanamaker was Postmaster General, that the first joint (*i.e.*, two nation) Sea Post service was begun.

The German - United States Sea Post Service commenced operation with the sailing of *S. S. Havel* -- a ship of the North German Lloyd Steamship Company -- from Nordeich, Germany on March 31, 1891. This was followed by the sailing of *S. S. Columbia* -- of the Hamburg - American Line -- from Hamburg on April 3, 1891, and by *S. S. Eider* - North German Lloyd Line -- from Bremen on April 10, 1891. The first sailing from New York was *S. S. Havel* on April 15, 1891.

The first United States Sea Post mail -- not a joint service -- began operation in 1893 with the sailing of the American Line ship *S. S. New York* to Southampton from New York on February 25. Thereafter, the United States continued to expand its sole United States Sea Post Service and also continued to enter into joint Sea Post Service agreements with several countries. However, in February 1917, the United States severed relations with Germany thereby ending all joint Sea Post Service with that country. In addition, at or prior to the outbreak of World War I, Great Britain and France ceased their respective participations in joint Sea Post Service with the United States, so that the joint Sea Post Services were continued with U. S. personnel only, until March 10, 1917, when all operations terminated. The United States Sea Post, too, terminated on March 10.³

After the War, the United States Sea Post came under the jurisdiction of the Division of Railway Service for a time, but eventually it was assigned to the Division of Foreign Mails of the Post Office Department, and became a separate and permanent Sea Post Service on July 1, 1923. The Sea Post continued to grow, and was still in operation when World War II erupted. All trans-Atlantic Sea Post mail to Europe ceased with the arrival in New York of *S. S. Manhattan* from Bordeaux in October, 1939. Sea Post Service with Central America and the Caribbean halted on October 19, 1941 with the arrival at New York of *S. S. Argentina*; it had already terminated with South America on October 4, 1941 with the arrival at New York of *S. S. Santa Clara*.⁴

Sea Post Service after World War II continued, more or less, catering to passengers aboard liners and to souvenir manufacturers, but declined in importance as an international mail service with the development of uniform and inexpensive foreign destination airmail service.

III. The Operation of the Sea Post⁵

A. Sea Post Offices

Sea Post Service was established by voluntary agreements made between the Post Office Department and private steamship companies. In addition, Sea Post Offices were *required* on all steamers which operated under ocean mail contracts, if the Post Office Department desired it.

In the case of joint Sea Post Service, the Sea Post was named in accordance with the direction the ship was traveling, using the names of the participating countries (*e.g.*, United States - German Sea Post on the leg of the voyage to America, but German - United States Sea Post on the return

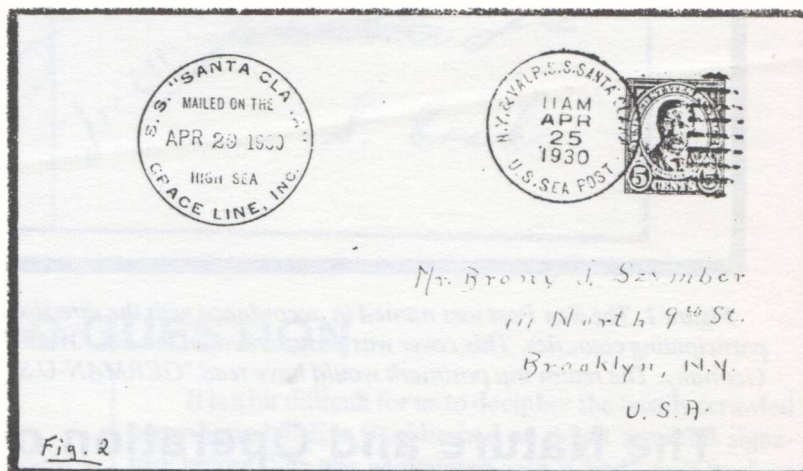


Figure 2

trip to Europe. See, Figure 1).⁶ Sometimes, however, the Sea Post was designated in accordance with the names of the terminal ports (*e.g.*, New York - Valparaiso Sea Post and Valparaiso - New York Sea Post. See, for example, Figure 2). The author has not been able to find any criteria for using ports rather than countries to name the Sea Post Service, but I speculate that it likely occurred when there was more than one terminal port in a participating country. Where the Sea Post was not joint, but was operated solely by the United States, the Sea Post was designated in *both directions* by a single title (*e.g.*, New York - Porto Rico Sea Post. See, for example, Figure 3).



Figure 3.

Where a Sea Post Office was required or contracted for, the steamship company was compelled to set aside a secure room to be used for post office purposes while the vessel was at sea. In this space, facilities were installed for the work of opening sacks of mail carried by the steamer (for or from foreign countries) and distributing their contents en route. This reserved space was known as the Sea Post Office.

Sea Post Clerks were employees of the Post Office Department who were permanently assigned duties in the Sea Post Office.⁷ In the case of joint Sea Post Service with another country, that other country would also assign its clerks to the Sea Post Office.⁸

The duties of the Sea Post Clerks (U. S. and Foreign) were varied. Thus, they were required:

(a) To have general supervision over the mail being conveyed and to safekeep the mail while in the immediate custody of the Sea Post Clerks;

(b) To collect mail from the letter boxes aboard ship during the voyage;

(c) To open, distribute and make up the mail during the voyage -- in both directions;

(d) To receive mail from and to distribute mail to the passengers and crew;

(e) To register mail received from the crew and passengers, and to give receipt for same;

(f) To sell postage stamps to the passengers and crew;

(g) To supervise the separation of mail received on board from the crew and passengers, and to supervise the separation and delivery of mail due to be despatched to intermediate and terminal ports;

(h) To deliver the closed mails at the intermediate stations of the line and at the terminable ports; and,

(i) To insure parcel post packages in the trans-Pacific area.⁹

B. Regulation of the Sea Post Office

Sea Post mail was operated jointly by the United States and a foreign country, its operation was regulated by the rules mutually agreed upon when the Sea Post Service was established, as thereafter from time to time amended. In addition, its operation was governed by the postal regulations of the country having jurisdiction over the Sea Post Office, according to the direction (*i.e.*, destination) moving. Thus, on voyages into New York Port, the *Postal Laws & Regulations* of the United States would govern; on the return voyage to Europe, the postal regulations of the participating foreign country would control. In the case of a Sea Post which involved the United States only, the operation was governed by the postal regulations of the United States and the regulations of the Universal Postal Union.

C. Staffing and Work Allocation

When the Sea Post was jointly operated, both countries furnished the staff according to their agreement and the needs of the service. If agreement could not be reached, the entire staff was supplied by the United States.

In the case of joint Sea Post mail, the official in charge was the person who was the most senior official of the country having jurisdiction over the Sea Post Office, according to the direction (destination) moving. He was responsible for all aspects of the operation of the Sea Post while en route and in the port of his country (other than with respect to United States registered mail), until the voyage back home. Subaltern clerks were required to obey the orders of the official in charge even though he was not from their country.

The division of work among the clerks of both countries depended upon which official was in charge for a particular leg of the journey. Thus, on the voyage into New York Port, the United States official was in charge and was required to open the mails, to deal with the registered articles, to receive ordinary and registered mail for the return voyage from the passengers and crew, and to assist in the distribution of ordinary mails. The other United States and foreign clerks were to cooperate with one another in the distribution of the ordinary mails. On the return voyage from New York the opposite obtained, except with respect to registered mail, which remained within the jurisdiction of the United States official.

D. The Use and Cancellation of Postage Stamps and Applicable Rates of Postage

The country whose postage stamps were to be used was determined by the registry of the ship and/or the location of the vessel at the time the mail was deposited into the custody of the Sea Post.



Figure 4. This postmark was applied in the Sea Post Office on board the S.S. "President Taft" on the trans-Pacific service.

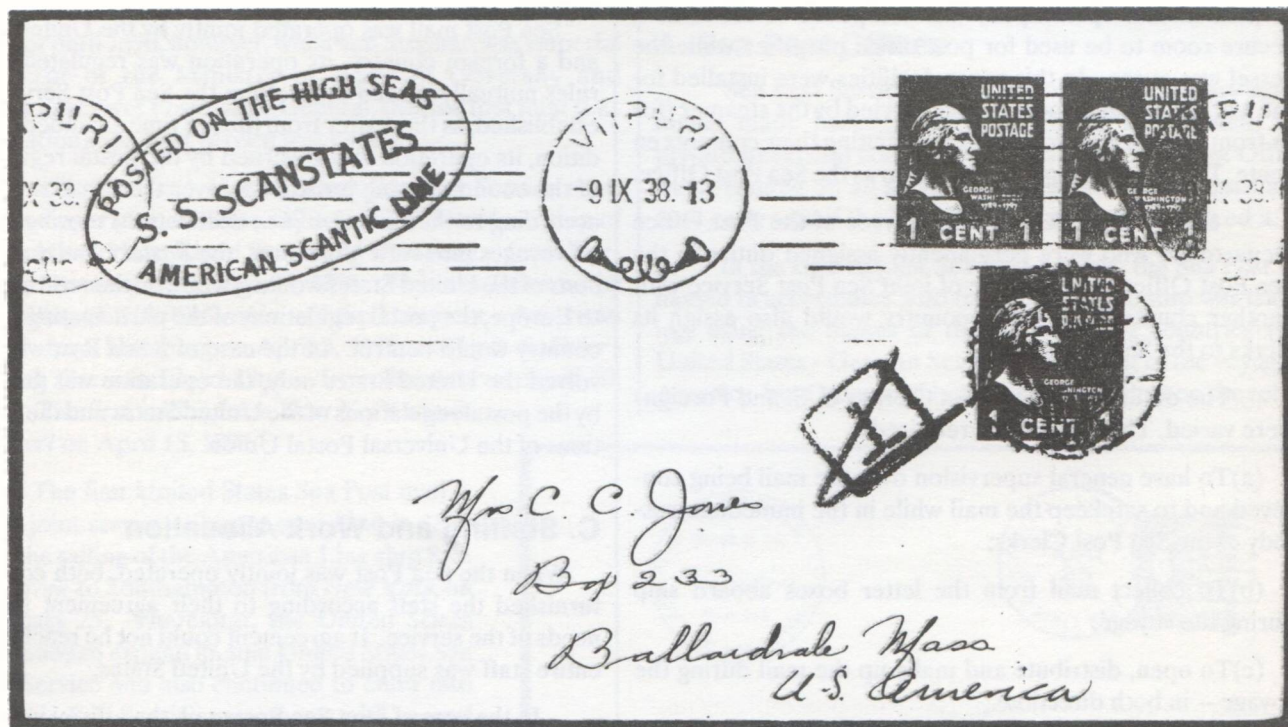


Figure 5. Although regulations stated that United States stamps were to be canceled only by United States postal clerks, not all mail was treated according to the regulations.

When the Sea Post was operated jointly, but partly on vessels of United States registry and partly on ships of foreign registry, and the letter was posted on the high seas, the postage stamps to be sold and used were those of the country under whose flag the vessel was then sailing, regardless of the direction moving.¹⁰ Regardless of the ship's flag, however, United States postage stamps were required when the ship was in United States waters; foreign stamps were used when the vessel was in the waters of the foreign joint participant.¹¹

In the case of all Sea Post Offices maintained by the United States, either alone or jointly, when the letter was posted on the high seas, the applicable rates of the Universal Postal Union applied, except in the situation where there existed a contrary postal regulation of the country having jurisdiction over the Sea Post Office. In addition, mail posted on the high seas, in either direction, was treated as though mailed in the United States when it was posted on steamers on which only United States stamps were valid, and was treated as though originating in a foreign country when mailed on steamers on which only the foreign country's stamps were permitted to be sold and used, as explained above. However, if an article was posted in American waters for delivery within the United States, even if deposited on a foreign flag ship, then the United States rates of postage applied.¹²

United States stamps were to be cancelled only by United States postmarks, and foreign stamps only by the applicable foreign postmarks. Figure 5 is an example of a cover which violated this rule. Though franked with three United States stamps, and although sailing aboard an American flag vessel, the letter was postmarked with the CDS device of Viipuri, a city now known as Vyborg, in Russia.¹³

E. The Collection and Delivery of the Mail

Sea Post clerks received late letters which were handed to them at the dock for despatch by steamer. At some intermediate ports, too, a clerk from the local post office would collect mail at the dock and would also sell stamps. As close to sailing time as possible, this local clerk would deliver the mail thus collected to the awaiting Sea Post clerk, who would be at the gangway to receive it. In the event that the Sea Post clerk was not available because of other duties, the local post office clerk would hand over the late mail to one of the officers of the ship (who was not a post office employee), who would then deliver it to the Sea Post clerk as soon as possible.¹⁴

The Sea Post clerks were required to open and to empty the letter boxes which were aboard ship as often as necessary to receive mail from the passengers and crew, and, in all cases, immediately before arrival at all ports. While in port, especially in Southampton, the *Instructions* for 1893

and 1900 emphasize, the letter boxes were to be kept closed to avoid the receipt of mail in that manner.

While at sea, the Sea Post clerks also collected mail (both ordinary and registered and, at least on the Pacific route, insured) directly from the passengers and crew. They also calculated the correct postage, sold the necessary stamps, and gave receipt for registered mail.

The delivery of mail to the crew and passengers while at sea could be more formal than its collection while at sea. If the identity of the recipient was clear, a direct delivery would be accomplished. If sealed sacks containing mail for the crew and passengers were received, the sacks would be opened, and (i) in the case of joint Sea Post mail, if the vessel was registered under the United States flag, the mail would be delivered to the purser; if the ship was registered under a foreign flag, the mail would be delivered to the foreign Sea Post clerk who was then in charge of the Sea Post Office, or (ii) if the ship was engaged in United States Sea Post Service, the mail would be delivered to the purser. See, for example, Figure 6.¹⁵

When the ship arrived in a port of call, the mail sacks were delivered directly to an official of the post office against a receipted waybill.¹⁶ If this official was not available, then the mail was delivered to an agent of the steamship company, who was required to come aboard for such purpose. There were special instructions for this procedure in the Pacific Sea Post, but I have not been able to find a copy to examine.

Within a sufficient time prior to the arrival of the ship at an intermediate or terminal port, the Sea Post clerk in charge of the Sea Post Office was required to notify the ship's officer that the mail sacks to be delivered at that port were ready to be taken on deck. At this point, the authority to direct events and the responsibility for the care of the mail during transfer to the deck (and while they were on the deck and thereafter while they were being disembarked) passed from the Sea Post clerk in charge to the ship's officer, who determined the time when the transfer would be made and the place on the deck where the sacks would be deposited. Responsibility for the handling of the mail and for its safety from loss or damage during transfer rested, at this point, solely with the ship's officer, and not with the Sea Post clerk, who was required to defer to the officer in all matters. The Sea Post clerk, however, while he was without authority to affect events, was not without responsibility for events. Thus, he had to assure himself, *by personal observation*, that all of the sacks to be transferred were properly separated and delivered, and do such other things, including making suggestions to the ship's officer, as he believed necessary or desirable to assure the proper and safe delivery of the mail.¹⁷

F. Obligations of the Steamship Company

The steamship companies were required to furnish the room to be used as the Sea Post Office, storage rooms, and first class accommodations and meals for the Sea Post clerks, all, apparently, without charge other than the contract fee paid to them from the proceeds of postage.¹⁸

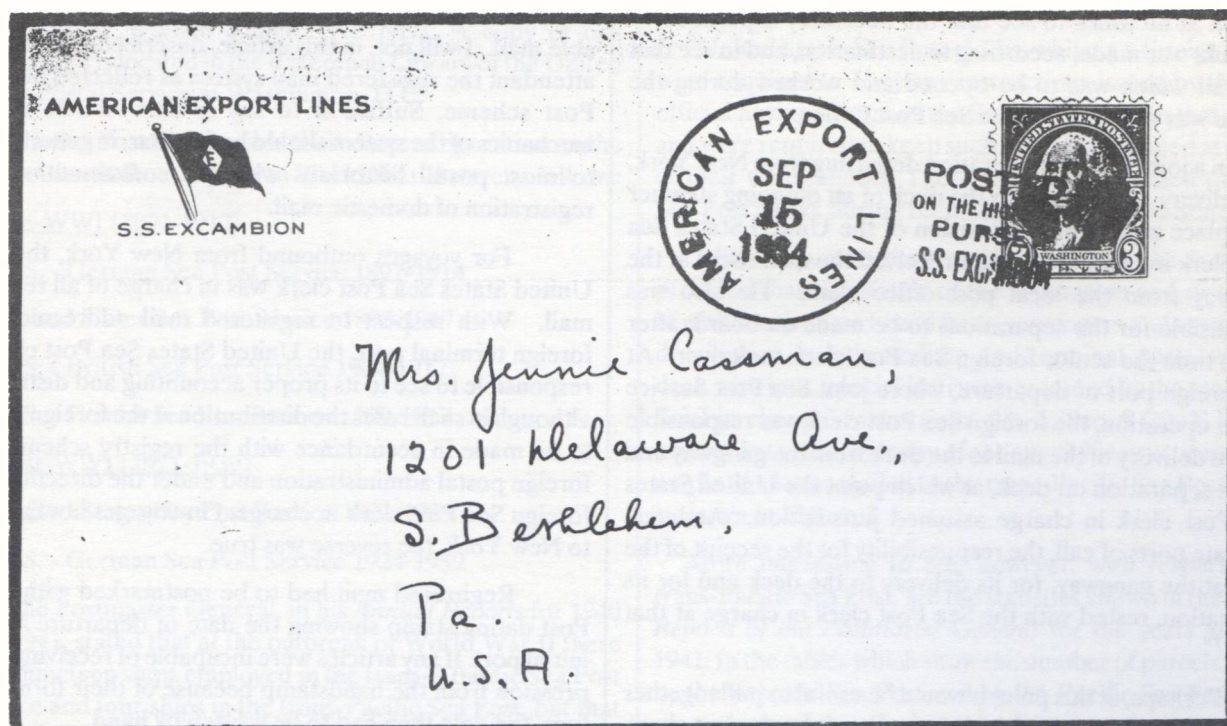


Figure 6.

The company was also required to furnish such staff to assist in the Sea Post work as the clerk in charge required. However, the Sea Post clerks were not permitted to take part in any of the ship's activities such as boat drills or fire drills.

G. Responsibility for the Mail

This subject has been touched upon to some extent in the text above, but there are some other comments that would be appropriate.

The steamship company would pick up the outgoing mail at the post office and, unless some other arrangement had been made, would assume responsibility for it upon receipt. In those cases where the mail was delivered by the Post Office Department from railroad terminals without ever passing through the post office, the steamship company's responsibility would begin upon receipt of the mail at the pier. This responsibility would continue during embarkation, and throughout the outward and homeward voyages, until redelivery to the local post office clerk was accomplished at the dockside at the intermediate and terminal ports. The exception to this rule was that the senior Sea Post clerk had responsibility for the mail while it was in the Sea Post Office and storage rooms, if such rooms were secured with standard government approved locks; provided, however, that the senior Sea Post clerk's responsibility continued only while the keys to the locks were in his possession.

Although the steamship company assumed responsibility for the loading and unloading of the mail at the piers, as previously described, the senior Sea Post clerk had to be present at all times to see that the necessary separation of the sacks was made, according to destination, and to see that the mail which was to be opened and worked during the voyage was deposited in the Sea Post Office.

In a joint Sea Post operation departing from New York, the delivery of the mails to the deck of an outgoing steamer took place under the supervision of the United States Sea Post clerk in charge, who had received the mail sacks at the gangway from the local post office clerk. He also was responsible for the separations to be made on board, after which time the senior foreign Sea Post clerk took over. At the foreign port of departure, where joint Sea Post Service was in operation, the foreign Sea Post clerk was responsible for the delivery of the mail to the deck from the gangway and for its separation on deck, at which point the United States Sea Post clerk in charge assumed jurisdiction. At intermediate ports of call, the responsibility for the receipt of the mail at the gangway, for its delivery to the deck and for its separation, rested with the Sea Post clerk in charge at that time.¹⁹

Perhaps, at this point it would be useful to pull together and summarize some of the information from the text above governing who was in command of the joint Sea Post on each voyage, when they were responsible, how to designate the joint Sea Post, and which laws and regulations governed at

any given time, all for the benefit of the reader who, like this author, might have found the 1930 *Instructions*, the 1893 *Instructions*, and the 1900 *Service Instructions* described above seemingly contradictory and often vague. While more work needs to be done before there can be definitive interpretations, it is my belief that the joint Sea Post Service worked like this:

- The Sea Post was named with the names of both country, but in the order according to the destination, although the effect of the destination changed from 1893 to 1900;

- During the loading of the mail on an outward bound voyage, the Sea Post clerk of the host port was in charge up to the point that the sacks were deposited on board and separated;

- Upon leaving port, the chief Sea Post clerk of the destination country became in charge, including at intermediate ports, and also during the unloading of the mail by the steamship company (although his authority was curtailed at this point);

- The postal laws and regulations of the destination country governed during the voyage and when in an intermediate or the destination/terminal port.

H. Registered Mail

The subject of the treatment of registered mail by the Sea Post Service reflects all of the pedantry and rigidity that was necessary to make the service work, as such has also been reflected in the registered mail system for domestic mail since its adoption in 1855 as a means of safeguarding valuable mail. I will not, in this article, describe all of the detail attendant the registered mail system as reflected in the Sea Post scheme. Suffice it to say in this Article that the mechanics of the system should be familiar, in general terms, to most postal historians who are conversant with the registration of domestic mail.

For voyages outbound from New York, the senior United States Sea Post clerk was in charge of all registered mail. With respect to registered mail addressed to the foreign terminal port, the United States Sea Post clerk was responsible to see to its proper accounting and distribution, although in such cases the distribution at the foreign port was to be made in accordance with the registry scheme of the foreign postal administration and under the direction of the foreign Sea Post clerk in charge. On voyages inward bound to New York, the reverse was true.

Registered mail had to be postmarked with the Sea Post dating stamp showing the date of departure from the initial port. If any articles were incapable of receiving the impression from the handstamp because of their form or texture, the date then had to be written by hand.

IV. Conclusion

This excursion into the nature of the Sea Post mail necessarily has not touched upon all of the subjects concerning its operation, nor has it explored any of the subjects that were touched upon in more than a cursory manner. Obviously, much more work remains to be done to answer open questions, to clarify ambiguous or contradictory statements and, in general, to properly incorporate this mail scheme into the overall matrix of postal history. We need to learn more about the ships that carried the mail and we need to begin to record and to date the postmarks and cancellations.²⁰ Most likely, there are other aspects of the Sea Post Service that also deserve further study.

This author would like to correspond with anyone interested in the subject matter, particularly if you can correct errors in this article and/or add new information. Please write to: Suite 800, 1233 20th Street, N.W., Washington, D.C. 20036.

NOTES:

¹Hereafter, the phrase "Sea Post Service" will be used interchangeably with the phrases "Sea Post" and "Sea Post mail" to describe the overall service to be rendered and the apparatus to achieve the service, as the context may require. The phrase "Sea Post Office" will be used to designate the room set aside on board ship for the sorting, separation and bundling, etc. of the mail.

²This summary history is taken, in part, from the privately published monograph *History of the United States Sea Post 1891-1942* by William Kuhnle (NP ND). A copy of this monograph is located in the Reference Library of the United States Postal Service in Washington, D.C.

³The Sea Post Services and their dates of operation on the trans-Atlantic Routes prior to World War II were as follows:

Pre-WWI (1891-1917)

U.S. - German Sea Post Service 1891-1914

United States Sea Post Service 1893-1917

U.S. - British Sea Post Service 1904-1917

U.S. - French Sea Post Service 1909-1917

Post-WWI (1921-1939)

United States Sea Post Service 1921-1923

U.S. - German Sea Post Service 1924-1939

⁴The Postmaster General, in his *Annual Reports* for 1940 and 1941, stated that at the outbreak of World War II there were nineteen ships employed in the trans-Atlantic Sea Post Service and four ships in the trans-Pacific Sea Post, but that the number declined by the end of 1941 to twelve ships for both oceans. The *Reports*, however, do not differentiate between ships plying the Atlantic to South and Central

America and the Caribbean, and the number of ships in the trans-Pacific Sea Post in 1941. The 1941 *Annual Report* does state, however, that the number of ships in service in the Pacific in 1941 was substantially more than in 1940, and that the number of ships traveling between New York/Buenos Aires and New York/Valparaiso increased in 1941 over 1940.

⁵The material set forth in the sections below is derived from contemporaneous Post Office Department publications such as *Postal Laws & Regulations*, *Annual Reports of the Postmasters General*, *Instructions for the Conduct of the Sea Post* (GPO 1930), and *Instructions for the Sea Post Offices on Board of Steamers Plying Between Bremen or Hamburg and New York* (Berlin 1893); *Service Instructions for the Sea Post Offices, Between Bremen or Hamburg and New York* (Berlin 1900).

⁶While this statement is correct and is borne out by an examination of extant covers, at least as early as 1930, the 1893 *Instructions* and the 1900 *Service Instructions* for the U.S.-German Sea Post required the opposite; i.e., the trip from Germany to New York was called the German-American Sea Post; or, on the trip from New York, the American-German Sea Post.

⁷United States Sea Post Clerks who were appointed for duty out of New York were subject to the direction of the Assistant Director, Division of International Postal Service at New York. If they were appointed at ports other than New York, they were subject to the direction of the local superintendent, Railway Mail Service, unless some other person was designated by the Division of International Postal Service.

⁸United States Sea Post clerks, while in a foreign country, were required to obey any instructions issued by the postal official having charge of the Sea Post Office in that country, and were required to keep such officials informed at all times of their whereabouts. These same rules applied to foreign Sea Post clerks during their stay in the United States.

⁹With respect to the trans-Pacific mail, the *Instructions* provided that the matter of the separation and distribution of mail received on board from passengers and crew, and its distribution to intermediate and terminal ports, would be dealt with in "... special instructions issued by the sea post official in charge." *Instructions*, Ch. 1, Sec. 5 (g). I have not been able to locate a copy of the special instructions. An example of a letter mailed in the trans-Pacific Sea Post Service is shown in **Figure 4**.

More interesting to me, however, with respect to the trans-Pacific Sea Post, are the statistics shown in the *Annual Reports of the Postmaster General* for the years 1940 and 1941. In the tables which show the number of parcels insured by the Atlantic Sea Post and by the Pacific Sea Post, there are no insured parcels shown in either year for the trans-Atlantic Sea Post mail; all insured parcels for both years were carried in the trans-Pacific Sea Post. Why was there no parcel post insurance on the Atlantic routes? After all, the

facilities must have existed to record and safekeep insured parcels carried by the trans-Atlantic Sea Post since the same *Annual Reports* demonstrate that mail was then registered under both Sea Posts.

¹⁰This statement is borne put in the 1900 *Service Instructions* and the 1930 *Instructions*. It was not true in 1893, however, when, without regard to the flag of the ship, United States stamps were used on trips to Germany (except while in a German port) and German stamps were used on trips to the United States (except while in a U.S. port). See, 1893 *Instructions*, Art. 19.

¹¹If a letter was franked other than as stated above, the letter was treated as wholly unpaid.

¹²At New York, mail posted at the dock was subject also to the supplementary (double) rate of postage.

¹³It should be made clear here that the only letters to receive the Sea Post cancellations were those that were mailed on board the ship (including registered mail). All other mail received the postmark and cancellation of the originating land post office.

¹⁴Late mail collected at dockside was to be stamped with the Sea Post dating stamp, showing the date of departure, and had to be weighed and disposed of in accordance with the regulations governing supplementary mail.

¹⁵The S.S. *Excambion* was renamed the U.S.S. *John Penn*. It was sunk while on duty on September 24, 1943.

¹⁶In the case of joint Sea Post Service, the jurisdiction over the Sea Post Office and the mail passed from one country to the other shortly before arrival at the terminal port.

¹⁷Again, the 1930 *Instructions* state that these matters would be governed by special regulations for the trans-Pacific Sea Post.

¹⁸The steamship company was required to clean, light, heat and furnish the Sea Post Office, the storage rooms and the staterooms. Not only did the steamship company have to reserve first class accommodations for the clerks regularly assigned to the Sea Post Office, but the company also had to provide first class accommodations to all extra employees as might from time to time be assigned to the Sea Post Office.

¹⁹Special instructions were issued to govern these matters in the trans-Pacific Sea Post.

²⁰There are two monographs that treat both the ships and the cancellations. They are Cockrill Series Booklets Numbers 54 and 55, *United States Sea Post Cancellations, Part I: Trans-Atlantic Routes* and *United States Sea Post Cancellations, Part II: Trans-Pacific, Central & South American Routes*.

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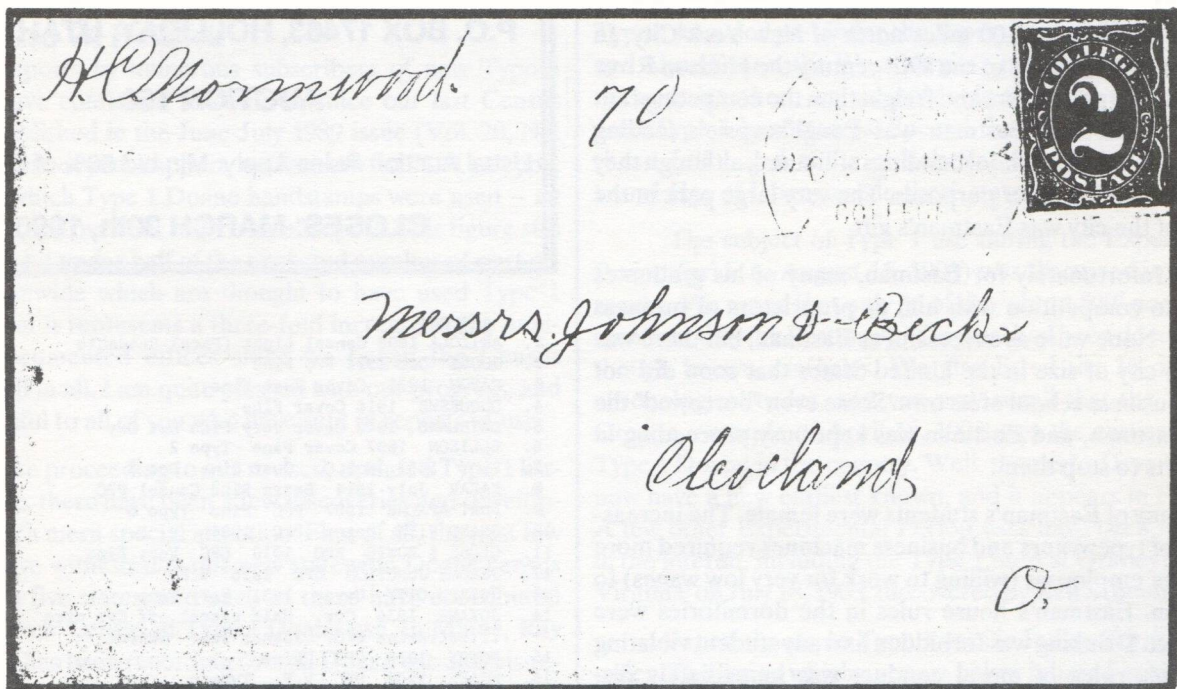
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A business college cover franked with college postage and "postmarked" ST. JOHNSBURY/BUSINESS/COLLEGE/VERMONT/OCT 6 1904. Addressed to Cleveland, Ohio, there is no evidence that this cover actually traveled through the U.S. postal system.

BUSINESS COLLEGE "MAIL"

By Herman Herst, Jr.

One of the most interesting educational developments in the United States in the last half of the 19th century was the growth of business schools. With the country ceasing to be based on an agricultural economy, growing businesses in the cities required employees who came primarily from two sources: the nation's women and the sons of farmers, who saw little future in their father's occupation.

One of the most outstanding founders of business schools was George Eastman of Poughkeepsie, New York. At its height in the 1870's, the Eastman Business College had more than 7,000 students.

Eastman trained his students for almost every conceivable occupation. In many instances, companies guaranteed Eastman graduates immediate employment. One of the more popular courses of study was "Wall Street", but one might learn as well to be an innkeeper, a merchant, or a secretary.

At the beginning of the school year, each student was given a sum of "Eastman" money, consisting of script similar in character to United States currency. With this money the student was to set himself up in business. One course, for ex-

ample, was in foreign trade. Here, the student "owned" ships, which carried the "goods" of students enrolled in other businesses. Students learned how to buy insurance, how to advertise, and how to hire employees.

The United States Government used adhesive stamps to collect taxes on many types of business. Eastman had his own stamps of very similar design and issued in the same denominations. Business papers were required to have on them the proper stamps to show payment of the "tax." Eastman even offered a course on postal procedures, and a number of his graduates went directly into jobs with the Post Office Department upon graduation.

Students studying the post office had a complete set of business forms used by the Post Office Department, including a Money Order System all based on the fictional Eastman currency. Special postmarking devices were supplied to the students.

Many of Eastman's substitutes for the genuine have interested philatelists. A local post system even existed. For example, if a student raised grapes and sold wine, he might have occasion to write a letter to the steamship company that carried his product. The letter was required to bear the proper Eastman stamp.

Eastman eventually became the victim of his own success. He became the wealthiest man in his home city of Poughkeepsie -- a community of about 60 thousand on the Hudson River some 100 miles north of New York City. In those days at the close of the 19th century the Hudson River carried more passengers and freight than the competing railroad, and George Eastman was Poughkeepsie's leading citizen. Many of his school buildings still stand, although they are now used for other purposes. The very large park in the center of the city was Eastman's gift.

Unfortunately for Eastman, many of his graduates went into competition with him as proprietors of business schools. None were as successful as Eastman, but there was hardly a city of size in the United States that soon did not have a business school of its own. Some even "borrowed" the name Eastman, and Eastman was kept busy proceeding in the courts to stop them.

Many of Eastman's students were female. The increasing use of typewriters and business machines required more and more employees (willing to work for very low wages) to run them. Eastman's house rules in the dormitories were very strict. Drinking was forbidden and any student violating Eastman's rules of moral conduct was immediately discharged.

Merely as a guess, with nothing more than my own experiences of over half a century to base it on, I would suggest that perhaps fifty business colleges issued postage stamps and paper money to permit students to carry on their activities by copying directly the practices of the "outside" business world.

The cover illustrated above was used by a student at the St. Johnsbury (Vermont) Business College in 1904. Addressed to Cleveland, it was never consigned to the mail and bears no other postal markings. This particular school is one that I had not previously come across. It would be interesting to know what the contents were, but unfortunately the envelope was empty.

POSTAL HISTORY

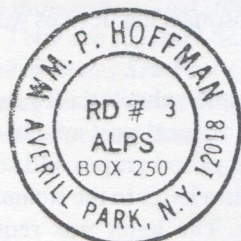
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3.	CANON 1921 Cover Just Fine	12.00
4.	DUQUESNE 1916 Cover Fine	7.00
5.	DATLAND 1942 Cover Very Fine Est Day	7.00
6.	ELLISON 1897 Cover Fine Type 2	40.00
7.	ELOY 1931 G.P.C. Just Fine Dec 8	10.00
8.	EAGAR July 1914 Extra Fine Cancel PPC	17.00
9.	FORT APACHE 1907 PPC Fine Type 6	35.00
10.	GRAND VIEW Doane PPC 1904 V. F.	30.00
11.	GLOBE & BOWIE RPO 1919 GPC Very Fine	20.00
12.	JEROME JUNCTION GPC 1916 V.F.	20.00
13.	JOSEPH CITY Cover 1931 Very Fine	27.00
14.	JOKANE 1936 Cvr. Half cancel off Cvr nice Illustration C/C. Jokane Inn. Scarce	20.00
15.	MOWRY 1910 PPC Fine	40.00
16.	MCABE 1908 PPC V.F. Type 6	25.00
17.	CANILLE 1914 PPC V.F.	25.00
18.	PAULS SPUR 1951 Cover V.F.	12.00
19.	PIERCE 1908 PPC Cancel Light but OK	24.00
20.	ROOSEVELT 1909 PPC Very Fine	18.00
21.	RED HOUSE 1955 Cvr Reg #10 Very Fine	15.00
22.	SAINT MICHAELS 1913 PPC Very Fine	14.00
23.	YUCCA PPC 1928 Fine P. O. Front of Town	18.00
	COLORADO	
24.	ARLOA PPC 1909 Fine	30.00
25.	AAROW PPC 1911 Fine	20.00
26.	BRYANT 1911 PPC Fine	20.00
27.	MOCOTE PPC 1910 Fine	25.00
	NEW MEXICO	
28.	ARTESTA 1909 PPC Fine	30.00
29.	DEMING "CODY STA FLAG" 1917 Fine	12.00
30.	FRENCH PPC 1911 Fine	12.00
31.	FAYWOOD 1902 Backstamp V. F. Cover	28.00
32.	GLENCOE 1910 PPC Very Fine	40.00
33.	MOGOLLON Doane 1908 PPC Very Fine	40.00
34.	OBAR 1910 PPC Fine	49.00
	UTAH	
35.	LAKEPOINT 1902 Cover Just Fine	60.00
36.	GREENWOOD 1925 Cvr Sealed Tear VF Cancel	30.00
37.	OURAY U 71 About 1890 period Fine	40.00
38.	ROCKPORT #10 Env. 1900 Just Fine	15.00
39.	STANDARDVILLE 1925 GPC MOB Cancel used Fine	19.00
40.	WANSHIP 1875 Cover Mspt Cancel Scarce	40.00
41.	MC CORMICK 1923 Cvr Sealed Tear VF Cancel	30.00
	WYOMING	
42.	GILLETTE Doane 1906 PPC Crease Fine	12.00
43.	SHOSHONI Doane Part Cancel off PPC Fine	11.00
	WASHINGTON	
44.	BAKER 1909 PPC Fine	14.00
45.	KNOWLTON 1910 PPC Fine	14.00
46.	EAST SPOKANE 1905 R.F.D. Registered Cover Ten Cent rate Numeral 1 in Killer	40.00

TYPE 1 DOANE CENSUS - NEW YEAR 1990 REPORT

By Richard W. Helbock

Reports by numerous subscribers of new Type 1 Doanes have continued to come in since our last Census Report published in the June-July 1989 issue (Vol. 20, No. 3). As a result of your support, we can now list 739 U. S. post offices in which Type 1 Doane handstamps were used -- an increase of 125 over our last Census Report. This figure still leaves us a bit under half of the expected number of post offices nationwide which are thought to have used Type 1 Doanes, but it represents a three-fold increase in the number of documented offices since we began the Census Project. All in all, I am quite pleased with our progress, and most grateful to all of you who have sent in reports of use.

Before proceeding to our revised, updated Type 1 listing by state, there have been a few discoveries and developments which merit special attention. First of all, the past few months have witnessed major new statewide Doane census projects in five states, and each of these have contributed directly to our Census of Type 1 Doane use. In Maine, Ray Woodman has been recording overall Doane use and his research has turned up an impressive number of towns which used Type 1 handstamps. The recently published Florida Doane census by Deane Briggs (*LA POSTA* Vol. 20, No. 6) did not document a large number of Type 1 Doanes, but did contribute to a doubling of our previous meager listing. David Ellis, who has been compiling a complete listing of Doane use in Michigan, has greatly expanded our coverage of Type 1 use in that state. Our knowledge of Type 1 use in Pennsylvania has been materially expanded by the work of Bob McKain and his confederates. We now have records of 61 different Pennsylvania post offices which used Type 1 Doanes! West Virginia is another state where an active overall Doane census has directly increased our

Type 1 knowledge. Under the supervision of Wayne Farley and Alyce Evans, the West Virginia project has progressed to the point where we are now able to list 51 offices which used Type 1 handstamps. Special thanks are do to each of these folks and their collaborators for boosting our knowledge of Doane use in these states.

The subject of Type 1 use during the Experimental Period (prior to August 15, 1903) was discussed in our last report. We noted that only 16 of the "about 500" post offices mentioned by the Postmaster General had been documented though known examples. We also listed the 16 offices in chronological order, and you may recall that the Warren, Oregon, example of April 18, 1903, was the earliest known Type 1 Doane in the country. Well, thanks to Dave Ellis, we now have a new earliest known, and it appears in Figure 1. A few other Experimental Period uses have been reported in the interim, including the Type 1 used at Orkney Springs, Virginia, on July 18, 1903, discovered by Ken Schoolmeester.

A special note on Type 1 uses in Indian Territory is in order. The listing which appears below is based primarily on the work of Gaspare Signorelli and Tom J. Caldwell, who published the first (and only) complete listing of Indian Territory postmarks in 1966. A problem peculiar to expanding the number of known examples from Indian Territory, it that on November 15, 1907, Indian Territory ceased to exist. Unlike towns in neighboring Oklahoma Territory, which used Type 1 Doane handstamps reading "OKLA.", the Indian

Territory towns must have rushed to replace their old postmarks with new ones. Since this all happened just a bit before the picture post card craze swept the county, we are sorely lacking examples of many Indian Territory Doanes.

Finally, my friend David Ramstead of Eugene sends along a new Type 1 Doane report for Oregon which illustrates yet another difficulty we are all facing

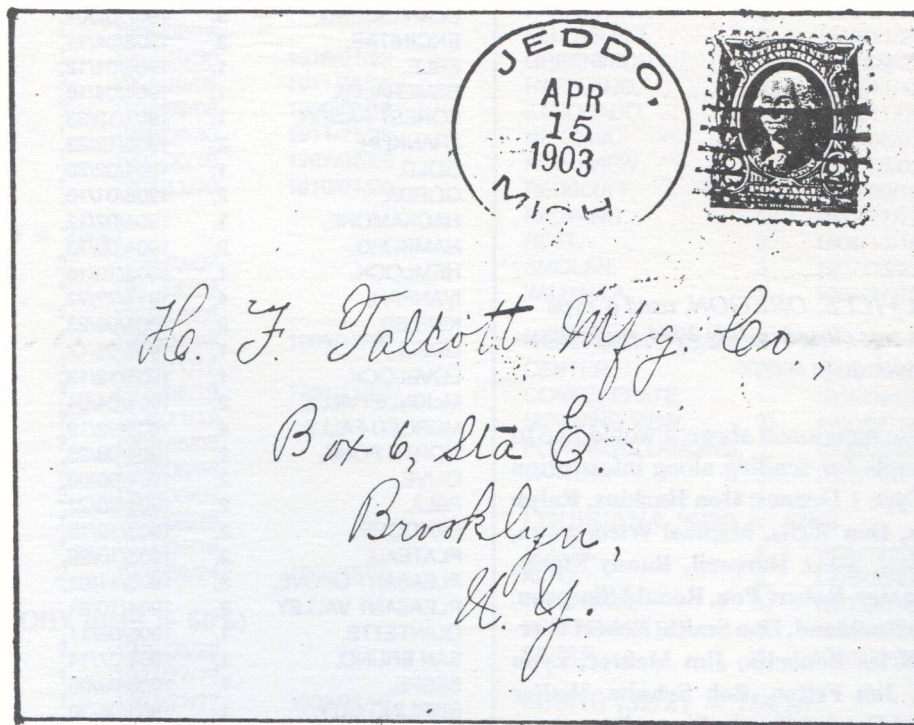


Figure 1. This Type 1 Doane example from JEDDO, MICH., now ranks as the earliest recorded use in the nation.



Figure 2. ORKNEY SPRINGS, VIRGINIA, was one of the "about 500" post offices to receive Type 1 Doane equipment prior to August 1903.

in expanding the census of Type 1 use nationwide. Russellville was and is a suburban area lying just east of Portland. The post office was closed July 15, 1904, when Rural Free Delivery was extended into the area. Russellville postmarks, while not common, are by no means rare, but most recorded examples are varieties of single circle metal handstamps. This Type 1 Doane could not have come into use before Spring 1903, and, since the office was closed in July 1904, its total lifespan was only a bit over one year. Closure of post offices like Russellville in favor of expanded RFD coverage was very common in 1903, 1904 and 1905. It seems highly likely that there may be many post offices around the country where Type 1 Doanes were issued and used for only a few months before the office was closed. Obviously, such transitory use makes finding examples of these postmarks even more difficult.



Figure 3. RUSSELLVILLE, OREGON, used a Type 1 Doane, but the office was closed in July 1904, making examples of this postmark quite scarce.

In addition to those mentioned above, I would like to thank the following people for sending along information concerning the use of Type 1 Doanes: Don Harkins, Ralph Edson, Jose Rodriguez, Dan Wells, Michael Wiedemann, Bob Bush, Doug Penwell, Steve Hartwell, Randy Stehle, Mark Metkin, Chuck James, Robert Pou, Ronald Simpson, Jason Granger, Andrew Buckland, Don Smith, Robert Warfield, Justin Hess, Charles Boubelik, Jim Mehrer, Lynn Langdon, Ken Miller, Jim Felton, Bob Schultz, Walter Shivik, Roger Brody and Gordon Twedt. Please keep those reports coming in. We will publish a new update in six months or so.

POST OFFICE NO* EARLIEST DATE LATEST DATE

ALABAMA (4/55 = 7%)

CLOVERDALE,	1,	1911/05/13,	
CULPEPPER,	1,	1911/01/03,	
DICKSON,	1,	1908/07/17,	
LOWER PEACH TREE,	3,	1904/07/04,	

ALASKA (0/2)

ARIZONA (5/6 = 83%)

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

ARKANSAS (10/52 = 19%)

DIXIE,	2,	1906/03/04,	1908/03/??
DOTSON,	1,	1910/07/02,	
DURHAM,	1,	1906/04/14,	
EDEN,	1,	1910/03/21,	
ESAU,	1,	1905/01/28,	
JESUP,	1,	1910/03/24,	
LORINE,	1,	1903/10/03,	
PUSH,	1,	1905/07/14,	
ULM,	3,	1907/07/09,	
WALDENBURG,	?,	19??/11/08,	

CALIFORNIA (41/36 = 114%)

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

TYPE 1 DOANE USE BY STATE

POST OFFICE NO* EARLIEST DATE LATEST DATE

COLORADO (11/18 = 61%)

COPE,	2,	1904/11/15,	1923/11/26
FRANKTOWN,	1,	1908/08/29,	1909/11/16
GRANDLAKE,	3,	1905/08/10,	1907/08/27
GREENWOOD,	1,	1905/01/21,	1911/12/20
GULNARE,	3,	1907/10/19,	1908/11/13
HOME,	2,	1904/06/10,	
MESA,	3,	1908/08/08,	1909/02/10
NORRIE,	2,	1904/02/13,	
PIEDRA,	1,	1908/03/20,	1910/12/24
ROSITA,	2,	1905/01/20,	
WELLINGTON,	1,	1905/07/27,	

CONNECTICUT (5/8 = 62%)

GOSHEN,	3,	1904/07/04,	1907/08/30
HEBRON,	3,	1904/10/01,	1908/07/31
HILLSTOWN,	1,	1906/02/12,	1906/11/16
PACKERVILLE,	2?,	1907/10/25,	
WINDSORVILLE,	2,	1905/12/30,	1909/08/04

DELAWARE (0/2 = 0%)

FLORIDA (8/27 = 30%)

ANTIOCH,	1,	1907/09/11,	
BASCOM,	?,	1907/04/29,	
EDWARDS,	2,	1908/07/11,	
GEORGIANNA,	3,	1905/12/23,	1906/10/12
LESSIE,	1,	1909/06/07,	
MIMS,	?,	1906/11/05,	1907/03/28
PLUMMERS,	1,	1907/09/11,	1907/09/16
SEWALLS POINT,	2,	1904/06/25,	1904/12/30

GEORGIA (0/50 = 0%)

IDAHO (10/11 = 91%)

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

ILLINOIS (13/49 = 26%)

ANDALUSIA,	3,	1908/03/07,	
ATWATER,	1,	1911/08/26,	
BATES,	1,	1909/12/06,	
BROADWELL,	?,	1908/04/06,	1909/12/30
FAYETTEVILLE,	3,	1904/11/17,	
LAKE ZURICH,	3,	1905/08/19,	1908/12/23
LYONS,	?,	1906/11/12,	
NEELYVILLE,	?,	1909/05/03,	
NIOTA,	2,	1908/05/06,	
RINARD,	2,	1908/03/03,	
STOCKDALE,	1,	1907/08/19,	
STUBBLEFIELD,	1,	1911/01/19,	
TROWBRIDGE,	2,	1908/09/24,	1908/10/15

INDIAN TERRITORY (8/16 = 50%)

BENNINGTON,	2,	1905/08/29,	
BLANCO,	1,	1907/??/??,	
CHANT,	1,	1903/??/??,	1904/??/??
CHOSKA,	3,	1904/??/??,	
RECK,	1,	1906/??/??,	
SILO,	3,	1903/??/??,	
SPRINGER,	2,	1903/??/??,	

POST OFFICE NO* EARLIEST DATE LATEST DATE

INDIAN TERR. (Cont.)

WAYNE,	3,	1904/??/??,	
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INDIANA (18/37 = 49%)

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

IOWA (7/31 = 23%)

DEWAR,	2,	1909/05/01,	1909/11/02
GREEN ISLAND,	2,	1905/10/05,	
HOUGHTON,	2,	1909/04/07,	
ONEIDA,	1,	1907/12/23,	1908/10/28
ROSSVILLE,	3,	1908/01/03,	
TROY MILLS,	3,	1907/08/08,	
VEO,	3,	1903/05/27,	1909/02/26

KANSAS (16/28 = 57%)

ALEXANDER,	2,	1909/01/26,	
BAZAAR,	2,	1906/12/05,	1910/01/08
BENTLEY,	3,	1905/10/18,	1909/12/29
BUCYRUS,	3,	1903/06/17,	1903/12/08
FAIRMOUNT,	?,	1908/07/??,	
FELLSBURG,	2,	1905/11/21,	
GREENWICH,	2,	1907/09/25,	
HARTLAND,	2,	1906/11/13,	1908/04/??
KANORADO,	1,	1908/11/07,	1911/02/03
NEKOMA,	?,	1909/06/03,	
POINTVIEW,	1,	1907/09/02,	1911/11/14
REDBLUFF,	1,	1909/09/19,	1909/12/08
REDWING,	1,	19??/??/??,	
REST,	2,	1908/10/16,	1910/01/14
SMOLAN,	3,	1907/05/23,	1908/03/30
VALHALLA,	1,	1909/??/??,	

KENTUCKY (5/75 = 7%)

CENTER,	2,	1907/08/03,	
CONFEDERATE,	1,	1908/09/03,	
MORNING VIEW,	?,	1909/07/14,	
PLUMMERS LANDING,	1,	1908/03/03,	
SAXTON,	3?,	1906/06/11,	

LOUISIANA (5/30 = 17%)

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

MAINE (32/21 = 152%)

BIRCH HARBOR,	2,	1904/01/18,	1910/08/17
BURKETTVILLE,	2,	1904/02/11,	1912/12/30
CLARK ISLAND,	1,	1906/05/09,	
CLARKS MILL,	2,	1903/??/??,	1908/11/24

TYPE 1 DOANE USE BY STATE

POST OFFICE NO* EARLIEST DATE LATEST DATE

MAINE (Cont.)

COSTIGAN,	3,	1904/02/01,	1906/12/21
DRY MILLS,	1,	1904/05/26,	1905/09/26
DRYDEN,	3,	1905/01/26,	1912/05/08
EAST LIVERMORE,	2,	1906/01/02,	1907/08/21
EAST WINN,	1,	1904/01/08,	1912/11/23
EGYPT,	1,	1904/09/16,	1907/08/05
EUSTIS,	1,	1905/09/01,	1908/10/29
GLOBE,	?,	1904/04/05,	
KEENS MILLS,	3,	1904/10/26,	1910/09/27
MAPLE GROVE,	2,	1910/03/22,	1910/07/06
MEDFORD CENTER,	2,	1903/11/03,	1909/11/29
MONARDA,	1,	1905/06/20,	1910/02/18
MONTVILLE,	2,	1904/11/03,	1905/01/10
NEW PORTLAND,	3,	1903/10/02,	1919/12/23
NORTH BUCKFIELD,	1,	1903/12/29,	1906/12/10
NORTH HANOVER,	1,	1907/08/28,	
NORTH MONMOUTH,	3,	1903/12/25,	1906/12/24
NORTH NEWRY,	2,	1903/10/16,	1906/05/02
NORTH PALERMO,	1,	1903/10/16,	1905/03/07
NORTH SEARSMONT,	2,	1903/12/17,	1910/04/22
OLAMON,	3,	1909/03/08,	1913/02/18
PATTAGUMPUS,	?,	1905/01/11,	1909/03/25
PHAIR,	1,	1903/10/14,	
SMITHFIELD,	1,	1907/08/28,	
SOUTHPORT,	1,	1904/01/15,	1907/07/17
ST. AGATHA,	1,	1904/06/14,	1915/02/20
WESTS MILLS,	2,	1904/02/27,	1910/04/09
WINSLOWS MILLS,	3,	1904/02/27,	1909/09/30

MARYLAND (12/21 = 57%)

BADEN,	2,	1910/08/05,	
BIGPOOL,	2,	1906/04/26,	1906/04/30
BROWNSVILLE,	1,	1903/05/15,	
CHESTER,	3,	1907/07/08,	1908/09/02
CHILDS,	3,	1906/08/25,	1907/03/29
CLOPPERS,	2,	1906/04/06,	1909/09/13
FOWBLESBURG,	2,	1907/01/24,	
MARUMSCO,	?,	1908/07/03,	
MAYNARD,	2,	1907/04/02,	1907/04/22
SABILLASVILLE,	2,	1907/03/30,	1911/05/11
SCOTLAND,	1,	1906/07/18,	
WEST FRIENDSHIP,	1,	1909/08/17,	1911/03/07

MASSACHUSETTS (11/14 = 79%)

BOXFORD,	3,	1906/09/15,	1906/09/27
CLIFFORD,	1,	1904/07/25,	1908/05/29
COOLEYVILLE,	2,	1906/04/24,	
CUSHING,	3,	1904/08/30,	1906/07/20
DELL,	1,	1907/07/15,	1911/10/13
LINE,	1,	1906/10/17,	1908/12/28
NEW SALEM,	3,	1906/07/27,	1907/03/09
NORTH CHELMSFORD,	3,	1904/04/07,	1905/12/30
NORTH HANOVER,	3,	1905/11/22,	1906/07/14
SMITHS,	3,	1906/04/21,	1906/09/03
SOUTH WELLFLEET,	2,	1907/08/08,	

MICHIGAN (16/38 = 42%)

CEDAR RUN,	3,	1907/01/01,	1909/11/10
CEDARVILLE,	2,	1907/02/25,	1909/10/07
CHIEF,	2,	1907/03/27,	1907/12/09
COREY,	2,	1907/01/01,	
HUMBOLDT,	2,	1908/04/23,	1909/04/04
JEDDO,	3,	1903/04/15,	1906/11/20
JUNIATA,	4,	1906/??/??,	
LANGSTON,	1,	1906/11/20,	1907/05/06
McMILLAN,	2,	1907/09/02,	
NESTORIA,	1,	1910/02/16,	
PELLSTON,	2?,	1907/09/19,	

POST OFFICE NO* EARLIEST DATE LATEST DATE

MICHIGAN (Cont.)

RED OAK,	1,	1907/??/??,	1910/12/05
SHILOH,	2,	1905/03/03,	1907/02/16
SKEELS,	1,	1907/10/01,	1910/08/19
STEBEN,	1,	1905/??/??,	
WALTZ,	2,	1906/08/25,	1909/12/24

MINNESOTA (14/38 = 37%)

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

MISSISSIPPI (4/46 = 9%)

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

MISSOURI (36/62 = 58%)

BAILEY,	1,	1908/08/24,	1911/07/27
BARNUMTON,	1,	1907/07/02,	
BEBRA,	1,	1909/02/26,	
BENBOW,	1,	1903/11/20,	
BERRYMAN,	2,	1908/08/13,	
BLUE EYE,	1,	1906/08/10,	
BROADWAY,	1,	1912/01/08,	
BURNHAM,	2,	1907/04/03,	1908/08/28
CARTMILL,	1,	1912/03/29,	
CHARITY,	3,	1908/01/22,	
COOPER HILL,	2,	1908/04/30,	1912/05/01
DUNLAP,	3,	1905/09/25,	
EDWARDS,	2,	1912/03/09,	
EUNICE,	?,	1909/11/16,	
FRUITLAND,	2,	1905/04/13,	
HARPER,	1,	1909/09/02,	
HARRISTON,	1,	1907/04/23,	1907/06/28
IRWIN,	2,	1905/03/05,	1911/03/24
ISADORA,	?,	1908/04/16,	
LARISSA,	1,	1909/07/01,	
LOVE LAKE,	1,	1910/09/07,	1912/06/23
MOODY,	2,	1908/12/30,	1911/06/03
MORSE MILL,	1,	1911/08/27,	
OSAGE IRON WORKS,	1,	1907/04/24,	1907/06/07
PLEVNA,	2,	1906/10/06,	
POPLAR,	?,	1908/03/??,	
PRAIRIE HOME,	3,	1907/07/23,	
RED TOP,	1,	1910/04/05,	1910/11/16
RICHWOODS,	3,	1906/12/14,	1912/01/11
SIMCOE,	?,	1906/??/??,	1911/10/08
STET,	3,	1907/12/23,	
TYRONE,	1,	1908/08/03,	
UMPIRE,	?,	1908/03/27,	
VIEMAN,	1,	1911/01/02,	
WYLIE,	?,	1908/09/04,	
YANCY MILLS,	5,	1910/02/12,	

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MONTANA (9/15 = 60%)

BARR,	?,	1908/10/27,	
BOWLER,	?,	1910/03/11,	
CANYON FERRY,	2,	1903/11/21,	1907/03/29
DECKER,	1,	1903/10/17,	
FERGUSON,	2,	1905/06/06,	
LLOYD,	2,	1909/08/23,	
MARTINSDALE,	3,	1903/07/20,	1908/07/11
PORTAGE,	1,	1906/10/17,	
UNITY,	1,	1906/07/25,	1908/08/12

NEBRASKA (5/18 = 28%)

BRULE,	1,	1910/01/10,	1912/12/24
EDHOLM,	1,	1907/06/21,	
GOEHNER,	3,	1908/09/01,	1910/03/15
INLAND,	3,	1903/06/02,	1909/06/17
MILLDALE,	2,	1906/08/15,	

NEVADA (4/3 = 133%)

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

NEW HAMPSHIRE (6/10 = 60%)

EAST GRAFTON,	2,	1906/08/15,	1907/07/03
EATON CENTER,	1,	1908/05/07,	
NORTH GROTON,	2,	1908/08/17,	1909/04/13
PRATTS,	1,	1910/09/16,	
STARK,	4?,	1906/01/12,	1907/12/31
WONALANCET,	?,	1906/08/18,	1906/09/26

NEW JERSEY (8/18 = 44%)

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

NEW MEXICO (10/8 = 125%)

BEENHAM,	2,	1904/04/28,	1910/11/09
CEDARHILL,	?,	1905/06/21,	1909/10/13
CHIMAYO,	1,	1904/02/11,	1906/04/03
DULCE,	2,	1904/10/29,	1910/04/22
ESTANCIA,	1,	1904/10/10,	1905/02/27
FULTON,	1,	1905/01/05,	1909/04/02
MONTICELLO,	1,	1904/03/16,	1906/03/21
RAMAH,	1,	1904/02/17,	
REVUELTO,	1,	1908/01/24,	
RIBERA,	1,	1904/06/09,	1906/06/01

NEW YORK (25/63 = 40%)

AMAWAUK,	3,	1909/06/22,	
ATWELL,	1,	1906/09/03,	
CATATONK,	1,	1906/12/24,	1911/12/13
CAYUTA,	3,	1911/01/06,	
CORINTH,	?,	1907/05/28,	
FARMERS MILLS,	1,	1906/12/26,	1910/06/16
FLEMING,	2,	1906/01/04,	1908/06/18
HALCOTTSVILLE,	3,	1906/04/05,	1906/08/08
HARRIETTSTOWN,	?,	1907/06/11,	1908/08/29
HASBROUCK,	1,	1906/08/03,	1907/08/19
KNAPP CREEK,	3,	1906/02/14,	
LAKE GROVE,	4,	1906/09/25,	
LARKFIELD,	6,	1907/08/23,	
NEW BALTIMORE,	3,	1908/01/09,	

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NEW YORK (Cont.)

NEW LEBANON CENTER 2,	1905/08/04,	1907/07/25	
NORTH BOSTON,	2,	1906/12/31,	1908/12/25
OTSELIC,	2,	1909/06/25,	
POINT LOOKOUT,	1,	1906/08/13,	
POUGHQUAG,	?,	1905/09/11,	
ROSE,	?,	1908/05/29,	
RUDESTON,	?,	1905/06/14,	
RUSSIA,	2,	1903/09/18,	1909/06/25
SAGAPONACK,	4,	1906/05/15,	
VINTONTON,	1,	1907/06/12,	1908/08/17
VIRGIL,	1,	1907/05/14,	

NORTH CAROLINA (29/65 = 45%)

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

NORTH DAKOTA (11/22 = 50%)

ARNOLD,	1,	1910/07/16,	
BUTTVILLE,	2,	1910/12/12,	
FRIED,	1,	1908/06/09,	1912/12/24
GERBER,	1,	1909/11/08,	
GUELPH,	1,	1910/03/07,	1911/08/28
HEATON,	1,	1907/04/19,	
MERCER,	1,	1908/04/12,	
NORTH CHAUTAUQUA,	2,	1906/07/02,	
SIDNEY,	1,	1905/11/25,	
UNDERWOOD,	1,	1905/05/01,	1909/08/07
WARSAW,	2,	1909/06/07,	1911/12/22

OHIO (57/55 = 104%)

ANGEL,	1,	1909/04/13,	
ARMSTRONGS MILL,	3,	1904/04/??,	1907/11/14
BLACHLEYVILLE,	1,	1905/01/??,	
BOSTON,	2,	1905/07/08,	1911/01/??
BYINGTON,	1,	1906/12/26,	1908/03/26
CONSTITUTION,	2,	1904/??/??,	1910/11/??
COZADDALE,	2,	1907/07/22,	
DeCLIFF,	1,	1907/07/??,	1908/04/??
DIAMOND,	6,	1904/06/00,	1906/10/24
DOBBSTON,	?,	1907/05/??,	
DORSET,	3,	1907/12/30,	1908/08/17

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OHIO (Cont.)

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

OKLAHOMA (4/26 = 15%)

GARRETT,	?,	1907/11/18,	
GATE,	1,	1906/01/27,	
MERIDIAN,	2,	1905/12/15,	
MONDAMIN,	1,	1907/09/19,	

OREGON (31/20 = 155%)

BEECH CREEK,	1,	1906/12/26,	
CAMP CREEK,	1,	1909/04/29,	1911/11/20
CHASE,	1,	1904/09/30,	
CHITWOOD,	2,	1908/01/06,	1911/09/15
COMSTOCK,	3,	1904/03/31,	1905/07/09
CORBETT,	1,	1906/09/19,	1908/12/28
CORD,	?,	1908/01/21,	1913/04/10
CURRINSVILLE,	2,	1903/12/11,	1906/01/23
DEER ISLAND,	2,	1906/01/16,	1910/11/09
DILLARD,	1,	1904/11/28,	1910/05/06
DRYDEN,	1,	1904/05/25,	1910/07/15
EUREKA,	1,	1904/02/15,	1906/01/23
GOLD BEACH,	2,	1906/09/06,	1909/08/30
GURDANE,	1,	1903/12/30,	1910/11/05

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OREGON (Cont.)

HOBSONVILLE,	1,	1904/10/31,	1908/12/10
KYSER,	?,	1909/12/27,	
LENTS,	2,	1904/10/31,	1907/01/01
MINERAL,	1,	1907/01/24,	
NEW PINECREEK,	1,	1904/12/26,	1908/12/15
NORWAY,	?,	1906/12/31,	
RUFUS,	3,	1904/01/31,	1908/01/31
RUSSELLVILLE,	2,	1904/03/21,	
SAMS VALLEY,	2,	1903/11/24,	1904/06/23
SHELburn,	2,	1903/12/21,	1907/11/11
SODA SPRINGS,	1,	1905/06/08,	1908/09/03
SULPHUR SPRINGS,	1,	1906/01/20,	1909/10/20
VICTOR,	2,	1903/11/30,	1911/06/26
WARREN,	2,	1903/04/18,	1909/10/20
WATKINS,	1,	1907/01/31,	1908/10/28
YANKTON,	1,	1903/11/30,	1907/10/15
ZION,	1,	1906/01/16,	1908/01/01

PENNSYLVANIA (61/94 = 65%)

ANDOVER,	1,	1910/02/02,	1911/06/26
BACKMANVILLE,	2,	1906/07/30,	1906/10/01
BARNITZ,	1,	1906/04/09,	1908/04/11
BAUSMAN,	1,	1906/06/20,	
BERNHARTS,	1,	1908/08/27,	1909/03/03
BLACKGAP,	1,	1906/06/26,	1910/12/17
CALCIUM,	1,	1906/06/15,	1908/08/27
CALVIN,	3,	1908/12/31,	
CEYLON,	1,	1908/01/21,	1911/09/15
COKEVILLE,	?,	1909/08/28,	1910/10/08
COLLAMER,	2,	1906/12/27,	1909/??/??
CYCLONE,	?,	1907/05/29,	
DALLAS CITY,	2,	1907/09/09,	1908/11/16
DILLTOWN,	1,	1904/06/24,	
EAGLES MERE PARK,	2,	1904/06/17,	1906/08/22
EDMON,	2,	1911/04/10,	
EMBREEVILLE,	3,	1903/05/01,	1907/02/06
FAIRLAND,	1,	1907/02/14,	1907/03/11
FOGELSVILLE,	2,	1907/07/15,	
FORDYCE,	1,	1906/10/29,	
FRANKLINVILLE,	3,	1907/07/02,	1908/04/06
FULLER,	1,	1908/01/14,	
GIRTY,	1,	1906/02/13,	1908/08/18
GREENFIELD,	3,	1906/05/05,	
GROVANIA,	1,	1910/03/24,	1910/10/18
HANOVER JUNCTION,	2,	1907/11/02,	
HUNTINGTON MILLS,	2,	1903/09/11,	
JORDAN,	1,	1906/12/20,	1906/12/29
JUBILEE,	2,	1907/06/12,	1908/02/03
KAUFFMAN,	2,	1906/11/27,	1910/12/21
LEDERACHVILLE,	2,	1906/01/13,	
LENOVER,	?,	1908/01/14,	
McKIBBEN,	1,	1908/05/19,	
MEISERVILLE,	1,	1908/03/27,	
MIDVALE,	1,	1907/03/28,	1910/02/02
NEATH,	1,	1906/09/29,	1908/07/27
NIAGARA,	1,	1906/07/31,	
NORTHFORK,	1,	1908/04/14,	1909/08/16
OREGON,	2,	1905/04/04,	1908/08/29
PEACH BOTTOM,	1,	1906/10/03,	1911/11/28
PENRYN,	2,	1906/04/30,	
PLAINFIELD,	3,	1905/08/01,	1911/12/30
PLUMMERS LANDING,	1,	1908/03/03,	
RITTENHOUSE,	?,	1905/03/27,	
ROCK GLEN,	2,	1907/01/29,	1908/01/21
RUFF CREEK,	1,	1903/10/15,	
SHADE GAP,	2,	1906/05/26,	1907/08/10
SHAWNESE,	?,	1905/04/18,	1905/07/18
SHESEQUIN,	2,	1907/08/28,	

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PENNSYLVANIA (Cont.)

STORMSTOWN,	3,	1906/03/09,	1912/09/24
SUNDERLINVILLE,	2,	1905/10/13,	1906/06/14
SUNNYBURN,	2,	1904/12/24,	1906/12/24
SWARTS,	1,	1909/01/27,	1910/02/02
WAKEFIELD,	3,	1904/08/24,	1909/04/08
WARMINSTER,	1,	1907/09/12,	
WESCOSVILLE,	27,	1906/01/06,	1908/06/04
WHITE HAVEN,	1,	1907/05/24,	
WHITEHALL,	1,	1908/12/18,	
WHITEOINE,	1,	1906/12/22,	
YORKANA,	1,	1908/07/24,	
ZENITH,	?,	1907/10/07,	

RHODE ISLAND (1/2 = 50%)

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

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

SOUTH DAKOTA (8/13 = 62%)

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

TENNESSEE (8/52 = 15%)

BEERSHEBA SPRINGS,	2,	1904/08/02,	
BELLTOWN,	1,	1910/03/10,	
FINLEY,	2,	1905/09/15,	
LANEVIEW,	2,	1908/12/21,	1909/02/23
MITCHELLVILLE,	2,	1907/06/25,	
PILOT MOUNTAIN,	1,	1908/12/07,	
PITTS LANDING,	?,	1909/01/22,	
WHORLEY,	1,	1905/02/16,	

TEXAS (15/82 = 18%)

BARKSDALE,	3,	1907/01/28,	
DAVENPORT,	1,	1906/01/18,	
DEARBORN,	2,	1906/01/18,	
DOYLE,	1,	1911/05/19,	
GRULLA,	1,	1907/10/19,	
JESSIE,	1,	1904/04/04,	
KELTYS,	3,	1905/04/25,	1906/05/12
LENORA,	1,	1908/03/07,	1908/08/01
LIVERPOOL,	2,	1908/05/11,	
PAMPA,	1,	1904/05/13,	1905/04/08
SAYERS,	1,	1907/11/04,	
SCRAP,	1,	1911/03/20,	1911/03/31
SLAYDEN,	2,	1905/09/01,	
SPRING BRANCH,	2,	1904/10/29,	1908/05/29
WEESATCHE,	3,	1904/06/20,	1907/11/30

UTAH (11/9 = 111%)

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

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UTAH (Cont.)

MENDON,	3,	1905/11/27,	1909/02/18
NORTH OGDEN,	2,	1907/02/04,	1907/03/18
PLYMOUTH,	2,	1905/01/30,	1906/05/19
SYRACUSE,	2,	1904/10/24,	
WALLSBURG,	?,	1906/06/03,	1907/12/21
WASATCH,	1,	1906/06/21,	1909/04/26
YOST,	2,	1906/09/17,	1911/05/27

VERMONT (12/10 = 120%)

BARNARD,	3,	1903/05/13,	1906/08/20
CADY'S FALLS,	1,	1904/??/??,	
CORINTH,	3,	1906/??/??,	1907/06/27
EAST COVENTRY,	1,	1904/??/??,	
EAST MIDDLEBURY,	3,	1904/??/??,	1909/??/??
HANKSVILLE,	1,	1904/??/??,	1909/??/??
LOWER CABOT,	2,	1904/??/??,	1907/08/31
NORTH SHERBURNE,	1,	1904/??/??,	1909/??/??
SOUTH WALINGFORD,	3,	1904/??/??,	1910/??/??
VERNON,	3,	1904/03/23,	1910/01/28
WEST BARNET,	3,	1904/??/??,	1910/01/01
WINDHAM,	2,	1904/03/31,	1908/??/??

VIRGINIA (34/82 = 41%)

ANTLERS,	?,	1905/??/??,	
AYLETT,	3,	1903/??/??,	
BASKERVILLE,	2,	1905/??/??,	
BRIDGETOWN,	?,	1907/10/31,	1911/??/??
BUSHY,	1,	1908/??/??,	
DAVIS MILLS,	1,	1903/??/??,	
DILLONS MILLS,	1,	1910/04/14,	
ELBERON,	1,	1908/??/??,	
FIGSBORO,	1,	1909/??/??,	
FOREST DEPOT,	3,	1905/??/??,	
GAINESBORO,	2,	1907/03/07,	1909/01/06
GORE,	1,	1908/02/14,	1908/11/12
HOPEFUL,	2,	1909/??/??,	
JEROME,	1,	1906/??/??,	
KENTS STORE,	3,	1906/??/??,	1909/10/22
KING & QUEEN C.H.,	2,	1904/??/??,	
KOINERS STORE,	2,	1903/??/??,	
MEADOW MILLS,	1,	1906/??/??,	
MILFORD,	3,	1909/??/??,	
MILL GAP,	3,	1905/??/??,	1910/03/21
OLLIE,	1,	1907/??/??,	
OPIE,	2,	1907/??/??,	
ORANDA,	2,	1906/??/??,	1908/01/28
ORKNEY SPRINGS,	2,	1903/07/13,	1904/09/02
REDHILL,	3,	1907/11/27,	1908/??/??
RICHARDSVILLE,	2,	1908/??/??,	
RILEYVILLE,	1,	1907/??/??,	
RIVERSIDE PARK,	3,	1904/??/??,	
ROXBURY,	?,	1904/06/09,	
SANDY,	2,	1909/04/29,	
SKEGGS,	?,	1907/??/??,	
TURBEVILLE,	1,	1904/??/??,	
WOLF GLADE,	1,	1904/??/??,	
ZOLLMAN,	1,	1908/??/??,	

WASHINGTON (19/21 = 90%)

BELFAST,	3,	1903/12/07,	
BISSELL,	1,	1908/04/17,	
EATONVILLE,	1,	1905/02/11,	1908/04/21
FALLON,	2,	1908/06/28,	1908/08/21
GATE,	3,	1905/03/27,	1906/08/31
HOLLY,	1,	1906/03/03,	1908/06/30
KUHN,	1,	1907/09/27,	1907/12/14
LEXINGTON,	1,	1907/11/07,	
LISABEULA,	1,	1907/03/03,	1909/09/09

TYPE 1 DOANE USE BY STATE

POST OFFICE NO* EARLIEST DATE LATEST DATE

WASHINGTON (Cont.)

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

WEST VIRGINIA (51/50 = 102%)

ALVON,	1,	1908/04/20,	1910/04/03
AVON,	2,	1904/02/04,	1907/08/08
CANFIELD,	1,	1910/03/21,	
CARBONDALE,	3,	1907/01/07,	1912/03/12
CENTRALIA,	5,	1903/05/08,	
CLIFTY,	1,	1908/07/28,	
CLOVERLICK,	3,	1903/12/02,	1908/02/10
COMBS,	1,	1908/10/21,	1910/12/19
CORINTH,	2,	1904/11/10,	1910/09/05
CRICKMER,	1,	1907/04/29,	
DANSTOWN,	1,	1907/02/16,	
DELONG,	1,	1909/05/24,	
DONOHUE,	?,	1909/12/27,	
EARNSHAW,	2,	1908/03/09,	1911/09/06
ENDICOTT,	2,	1904/04/05,	
EVERGREEN,	1,	1905/02/23,	1908/08/27
FAIRVIEW,	1,	1904/07/20,	1907/11/15
FLAXTON,	?,	1908/08/17,	
FREW,	2,	1906/09/10,	1931/04/10
GRAYDON,	1,	1907/02/04,	1912/02/23
HETTIE,	1,	1909/04/19,	1946/12/18
HIGGINSVILLE,	1,	1907/01/23,	1910/08/04
HOULT,	1,	1903/11/19,	1909/07/20
HUDSON,	1,	1903/11/07,	1918/10/22
JERRYS RUN,	2,	1905/09/09,	
LAWFORD,	1,	1907/04/12,	1909/03/24
LEADING CREEK,	1,	1907/10/31,	
LONG RUN,	2,	1908/10/21,	1909/10/09
MILLBROOK,	1,	1906/12/04,	1909/11/11
OMPS,	1,	1904/02/19,	1908/10/30
OSCEOLA,	1,	1904/06/22,	1910/12/02
OVERHILL,	1,	1904/06/14,	1908/08/24
PADEN CITY,	1,	1905/07/13,	
PANSY,	1,	1904/02/22,	1905/02/20
PICKAWAY,	2,	1912/04/20,	1912/08/21
PIGEON,	?,	1910/02/26,	
PISGAH,	1,	1903/10/27,	1912/12/30
REMOVAL,	1,	1903/11/28,	1906/12/22
ROCK CASTLE,	1,	1906/04/28,	1910/05/04
ROCK GAP,	3,	1906/11/26,	
ROCK LICK,	2,	1905/11/03,	1908/03/06
ROHR,	1,	1907/03/22,	1908/03/11
RONEYS POINT,	2,	1906/12/24,	
SAVAGE,	3,	1904/11/18,	1905/03/22
SISSONVILLE,	?,	1908/02/11,	
SKULL RUN,	1,	1909/12/25,	
STRANGE CREEK,	1,	1903/08/26,	
UPLAND,	1,	1905/04/26,	
WAPPACOMO,	1,	1904/10/11,	1910/08/10
WELLS,	1,	1904/04/04,	1909/07/23
WICK,	3,	1905/02/27,	

WISCONSIN (13/33 = 39%)

AFTON,	3,	1906/04/25,	
BENOIT,	2,	1907/11/07,	1910/06/01
BROOKFIELD,	3,	1905/05/15,	

POST OFFICE NO* EARLIEST DATE LATEST DATE

WISCONSIN (Cont.)

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

WYOMING (8/6 = 133%)

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

UNITED STATES (739/1600 = 46%)

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STATE DOANE CO-ORDINATORS

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

ALABAMA - Philip E. Arnold, P.O. Box 55514, Birmingham, AL 35255
ALASKA - Richard W. Helbock, Box 135, Lake Oswego, OR 97034
ARIZONA - Dr. Owen Kriege, 370 Deer Pass Dr., Sedona, AZ 86336
ARKANSAS - Jim Felton, Box 56371, Little Rock, AR 72215
CALIFORNIA - Randy Stehle, 16 Iris Court, San Mateo, CA 94401
COLORADO - Charles Boubelik, Box 1737, Boulder, CO 80306
CONNECTICUT - Ralph Edson & Jose Rodriguez, P.O. Box 903, Cheshire, CT 06410
DELAWARE -
FLORIDA - Deane R. Briggs, M.D., 160 East Lake Howard Dr., Winter Haven, FL 33881
GEORGIA - Robert Crossley, 3925 W. Carol, Phoenix, AZ 85051
IDAHO - Lynn Langdon, 223 S. Broadway, Buhl, ID 83316
ILLINOIS - Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201
INDIANA - Arthur Hadley, 17330 E. Str. 46, Hope, IN 47246
INDIAN TERRITORY (See OKLAHOMA)
IOWA - Dr. James Williamson, 1686 Alpha, Dubuque, IA 52001
KANSAS - Jim Felton, Box 56371, Little Rock, AR 72215
KENTUCKY - A. Burns Speer, 4308 Westport Rd., Louisville, KY 40207
LOUISIANA - Erin R. Gunter, 8865 Syble Drive, Baton Rouge, LA 70814
MAINE - Raymond G. Woodman, RFD 3, Box 488, Auburn, ME 04210
MARYLAND - Ronald Ward, P. O. Box 59608, Washington, DC 20012-9608
MASSACHUSETTS - Barton Kamp, 43 Zenith Dr., Worcester, MA 01602
MICHIGAN - David Ellis, 4732 Amberwood Ct., Carlsbad, CA 92008
MINNESOTA - Roy L. Spiller, 5133 Oliver Ave. So., Minneapolis, MN 55419
MISSISSIPPI - C. R. Kimes, P. O. Box 9131, Auburn, CA 95604
MISSOURI - Robert Schultz, P. O. Box 28961, St. Louis, MO 63132
MONTANA - Giles R. Cokelet, 62 Burrows Hills Dr., Rochester, NY 14625
NEBRASKA - Jim Mehrer, 2405 - 30th Street, Rock Island, IL 61201
NEVADA - Ted Gruber, Box 13408, Las Vegas, NV 89112
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NEW JERSEY - William C. Coles, Jr., 36 Medford Leas, Medford, NJ 08055
NEW MEXICO - Dr. Thomas K. Todsén, 2000 Rose Lane, Las Cruces, NM 88005
NEW YORK - Jack Haefeli, Box 8645, Albany, NY 12208
NORTH CAROLINA - Tony Crumbley, Box 215, Newell, NC 28126
NORTH DAKOTA - Gordon Twedt, Box 280, Maddock, ND 58348
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OKLAHOMA - Hal Smith, 2109 Briarcliff, Bethany, OK 73008
OREGON - Richard W. Helbock, Box 135, Lake Oswego, OR 97034
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RHODE ISLAND - Lawrence Merolla, 12 Angela Ct., No. Providence, RI 02909
SOUTH CAROLINA - Bob Stets, P.O. Box 142, Walterboro, SC 29488
SOUTH DAKOTA - Ken Stach, 1124 Cinderella, Pampa, TX 79065
TENNESSEE - Robert Toal and Paul J. Phillips, P. O. Box 50422, Knoxville, TN 37950-0422
TEXAS - Jack Smith, Sr., Box 334, Burnet, TX 78611
UTAH - Stan Sanders, 2743 Blair Street, So. Salt Lake, UT 84115
VERMONT - Tom Ney, RR#1, Box 141C, St. Johnsbury, VT 05819
VIRGINIA - C. L. James, 2519 N. 9th Street, Arlington, VA 22201
WASHINGTON - Richard Helbock, Box 135, Lake Oswego, OR 97034
WEST VIRGINIA - Alyce Evans, P. O. Box 286, Bonsall, CA 92003 or
- Wayne Farley, 2633 SE 20th Pl., Cape Coral, FL 33904
WISCONSIN - Andrew Buckland, 1429 Wellesley Ave., St. Paul, MN 55105
WYOMING - Charles Boubelik, Box 1737, Boulder, CO 80306

AMBERMAN MAIL SALES - NET PRICE SALE #6

(NOT AN AUCTION)

AMBERMAN STAMP CO., P.O. Box 975, MIDDLEBURGH, N.Y. 12122

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TERMS: All lots must be paid in advance (VISA/MASTERCARD avail). Lots sold on a first come basis and lots may be reserved by phone (7:30 AM-6:00 PM EST). Post & 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.

CALIFORNIA

1. BERKELEY, 1885, #210, VF with black killer; reduced lft. \$12.50
2. CERES, 1889, TCDS, FVF with corner crd on neat cover. \$15.00
3. COLOMA, 1896, vivid magenta cds w/Star killer. \$12.50
4. CUDDEBACK, 1911, VF on PPC with 4-bar; patriotic PPC. \$12.50
5. ECHO, 1909, FVF cvr with fine strike. \$12.50
6. FOLSOM, 1888, Fine strike with crn/crd & VF Star-in-circle. \$20
7. GILROY, 1866, w/letter; Fine cds & target; #65. \$15.00
8. GRAHAM STATION, 1912, Fine PPC (LA 1911-18) \$25.00
9. HOOPA VALLEY, 1884, smuged purple cl on GPC. \$12.50
10. HUENEME, 1893, cvr to GERMANY with 1 & 2 cent COLUMBIANS on a 2-ct. entire with appropriate back stamps. \$30.00
11. HURLETON, BUTTE CO., 1894, VF strike and cvr w/magenta target. \$35.00
12. LATROBE, 1902, pair of #279; VF stamps, strike & cover. \$25.00
13. LITTLE BEAR LAKE, 1918, VF strike on real ph. PPC of Lake. \$22.50
14. MCKINNEY, 1926, Fine-VF strike and cvr. \$9.00
15. MONTEREY, 1908, FVF cvr with picture of Avalon, Santa Catalina. \$17.50
16. NUEVO, 1892, FVF cds REG. cvr w/#220, 226. [SR5] \$85.00
17. OLIVENHAIN, 1891, franked with strip of 4 #223; FVF cds with the P.O. mmmarking "RECIEVED AT SAN DIEGO IN BAD ORDER" red lft. \$80.00
18. REDWOOD CITY, 1901, cover via HAMBURG AMERICAN LINE; magenta NOT ON BOARD; fine cds & killer. \$35.00
19. SAN BUENA VENTURA, 1884, slightly blurred; fine cds with crn crd. \$22.00
20. SAN FRANCISCO, stampless env., blue cds & arced PAID 6. \$30.
21. SCHAD, 1911, FVF magenta cds on PPC (1910-18) \$30.00
22. SOUTH SAN DIEGO, FVF cds w/3-cent banknote [SR6] \$125.00
23. TAHOE, 1890, fine partial strike; DCDS w/NEG STAR within a CIRCLE; cl Board of Fish Commissioners red. rt.; sl. dam. \$15.00
24. THERMAL, 1927, #610, FVF strike and cvr. \$10.00
25. THRALL, 1907, FVF cds and 4-bar on PPC of Mount Shasta (04-14) \$22.00
26. TULARE, 1888, FVF magenta cds M.O.B. \$12.00
27. VALLEJO, 3-cent banknote cvr; fine blue cds & hollow star. \$17.50

INDIANA

28. ANDERSON, on U-35; FVF cds & cover. \$10.00
29. BRISTOL, Fine magenta CDS & smudge killer on GPC. \$10.00
30. FRANKLIN, 1878, magenta DCDS & MALTESE CROSS; FVF strike. \$20.00
31. GREENCASTLE, 1890, FVF strike & cover; VF #219. \$10.00
32. HAGEMAN, 1886, #210, VF cds w/enclosed long letter. (Porter 74/92) \$26.00
33. HUDSON, 1888, #209, 207 on Reg. cvr; Fine cds. \$20.00
34. INDIANAPOLIS, #11, 4-margin; FVF cds; neat little cover. \$25.00
35. INDIANAPOLIS, #493, XF COIL, 1918, FVF cds. \$9.00
36. KNOX, 1906, Fine cds with I.O.O.F. crn. crd & VF cvr. \$10.00
37. LADOGA, 1890, FVF magenta cds & FANCY KILLER w/letter. \$12.50
38. LICONIER, 1878, 3-cent banknote, FVF blue cds & killer. \$10.00
39. MAXWELL, 1890, FVF cds, magenta; sl. cvr. trs. \$12.00
40. NEW ALBANY, 1845, VF cds on Folded Stampless letter. \$30.00
41. RICHMOND, 1903, VF red cl. on #279B. \$24.00
42. SILVERWOOD, 1893, FVF cds on 2-ct COLUMBIAN cover; VF. \$18.00

MICHIGAN

43. ALLIS, 1902, REG. cvr; FVF cds (1884/07) VEG-A-TAB cover. \$27.50
44. BELLEVUE, 1905, Fine cds on cvr w/MAIL BOX RURAL ROUTE return address crn. crd; with enclosed letter. \$20.00
45. BRYON CENTRE, fine cds on 3-cent banknote cvr (1869/93) \$14.
46. CHESANING, FVF manuscript on #65; reduced sl. rt. \$15.00
47. DETROIT, #26, VF cds, FEB 22, 3 PAID. \$15.00
48. DETROIT, 1907, Fine MARINE P.O. on PPC. \$30.00
49. EAST SAGINAW, FVF cds; #65 w/FANCY; 1866 letter, red. sl. rt. \$10.00
50. FENTONVILLE, 1885, \$210, FVF cds on VF stamp & cvr. \$12.50
51. FOWLERSVILLE, 1879, FVF DCDS; Recvd ROME, NY; sl.red.rt. \$12.50
52. FRANKFORT, 1872, 3-cent banknote on Ladies cvr w/letter. \$25.
53. GALESBURGH, KALAMAZOO CO., 1879, FVF DCDS in magenta. \$35.00
54. GRAND RAPIDS, Fine cds on 3-cent banknote cvr w/FANCY T cl. \$15.00
55. GRANT, 1879, Fine magenta manuscrip cl.; w/letter. \$20.00
56. HARRIS, 1905, FVF cds w/Mystic Workers of the World Fancy red marking and Harris General Merchandise crn crd. \$22.50
57. HIGHLAND, 1885, FVF DCDS in magenta franked w/2x#206. \$37.50
58. HOMER, 1885, #210 bold magenta DUE 2 CENTS and J2. \$25.
59. KIBBS, 1913, RFD with Flag [R/F 8]; Fine strike on PPC. \$85.00
60. LAURIUM, 1904, FVF cds and cvr. \$16.00
61. MEARS, 1884, Fine cds #210 on FVF cvr w/letter. \$10.00
62. PINCKNEY, #65 FVF cds on small cover. \$10.00
63. PITTSFORD, 3cent banknote; VF blue cds & target killer (1879/07) \$27.50
64. RIVER ROUGE, 1892, VF cds on Reg. cvr 2x #219, 226; red. rt. \$20.00
65. SALTRIVER, 1886, #210, VF cds with year date. \$20.00
66. SUTTON'S BAY, #136 (jumbo stamp) Fine cds w/letter. \$15.00
67. WHITE RIVER, #11, 1856, FVF manuscript with letter. \$37.50

NEW YORK

68. AKIN, 1886, MONT. CO., FVF cds with Oval STAR in CIRCLE gril killer, Feb. 23, 1886, MONT. CO., NY cl, FVF cvr. \$35.00
69. AMBOY CENTRE, #65, fince cds and cover. \$27.50
70. AMES, 1882, VF magenta cds, WHEEL OF FORTUNE killer; VF cvr. \$20.00
71. BARTON ON THE SOUND, 1886, Fine with #210 (WES 1879/95) \$40.00
72. BERNARD'S BAY, 1885, Fine cds; #210. \$17.00
73. BLOODS DEPOT, FVF cds w/crn crd (STE 1871/92) \$25.00
74. BRAINARD, 1886, #210; VF cds with year date; Target killer; VF. \$26.00
75. BROKENSTRAW, Reg. cvr; #184, 188 (over); Fine cds (CHA 1961/95) \$35.00
76. CHATHAM VILLAGE, 3-cent banknote; Fine cds (COL 1869/81) \$35.00
77. CLIFTON, 1888, FVF Fancy magenta Oval; date inverted; on Green's Nursery advt. cvr; Fvf. \$55.00
78. COLLINGWOOD, #65, FVF manuscript cl on Fine cvr. \$10.00
79. COMMUNITY, #210; Fine cds MADISON CO., NY (1879/89) \$35.
80. COOMER STATION, 1887, #210, FVF DCDS with Grid Killer. \$20.
81. CORNELL, 1883, Fine DCDS magenta w/STAR (1882/94); red. rt. \$30.00
82. CRESENT, 1875, blue DCDS with Name, Date & Year inside; FVF on #156. \$22.00
83. CULVERS POINT, 3-cent banknote with Star in CIRCLE; Goog/Fine. \$50.00
84. EAST BEEKMANTOWN, 1887, Fine #210 with Target Killer. \$12.50
85. EAST SCOTT, 1884, Fine DCDS; #210. \$25.00

AMBERMAN MAIL SALES - NET PRICE SALE #6

(NOT AN AUCTION)

NEW YORK (Cont.)

86. EAST SETAUKET, 1886, SUFFOLK CO., NY, OVAL; Fine w/#210. \$35.00
87. EAST VENICE, 1863, #65 manuscript town cl w/letter. \$25.00
88. ELLENSBURGH DEPOT, 1884, #210; Fine cds with year date. \$27.50
89. ELMONT, 1884, #210; FVF cds magenta w/STAR (Queens 1882/99) \$50.00
90. FARMER, #65, FVF cds & Fancy ARROWHEAD cl. \$37.50
91. FARMER VILLAGE, 1888, SENECA CO., NY, Fine cds & oval grid K. \$25.00
92. GARRISONS, 1879, PUTNAM CO., NY cl; FVF blue w/STAR IN CIRCLE. \$28.00
93. GREENFIELD CENTRE, 1884, #210, FVF DCDS. \$17.50
94. HALFMOON, 1883, Fine magenta cds & Fancy cl. \$20.00
95. HARTSFALLS, #156, Fine cds & killer; sl. red.rt. (1868/82) \$25.00
96. HATFIELD, 1887, FVF cds & cover (1881/92) \$35.00
97. HAYTSCORNER, 1888, Good/Fine cds (SEN 1873/93) \$40.00
98. HECTOR, #25, Fine manuscript cl and cover. \$32.50
99. HOLLAND PATENT, 1832, Folded letter; FVF manuscript cl. \$25.
100. HORSEHEADS, stampless envelope; Good/Fine Blue cds; FANCY PAID 3. \$40.00
101. HULETTS LANDING, 1878, FVF magenta cds w/Maltese Cross killer; 3-cent banknotes (3) (WAS 1874/88) \$35.00
102. KENNEYS SETTLEMENT, #65 (oxidized) manuscript cl; red. rt. (39/84) \$36.00
103. KIDDERS FERRY, 3-ct bnknte; fine DCDS (1853/92) \$18.00
104. KNAPP'S CREEK, 1880, FVF DCDS w/Target (CAT 1879/93) \$20.
105. KNOXBORO, 1886, magenta DCDS; FVF w/STAR. \$15.00
106. LENOX, 1883, FVF cds w/Target (MAD 1862/86) \$19.50
107. LOCUST GROVE, 1884, Fine DCDS with #210 (LEW 1867/95) Sl. red. rt. \$25.00
108. MAC DOUGALLS, 1884, Fine cds w/letter (SEN 1876/93) \$27.00
109. MCGRAWVILLE, 1887, FVF magenta cds P. Master cl w/letter. \$22.50
110. MONT MOOR, #210, FVF cds & cover (ROC. 1880/91) \$40.00
111. NEWTON'S CORNERS, 1884, 8 JUL, N.Y., VF cds (HAM 1872/93) \$30.00
112. NEW LEBANON SPRINGS, 1853, #11, Fine Blue cds. \$35.00
113. NORMANSKILL, #65 with manuscript town; Fine (ALB 1852/73) \$40.00
114. NORTH GUILFORD, #65, FVF cds on sl. toned cvr (CNG 1862/70) \$35.00
115. NORTHBURBAN, 1888, Fine cds & killer on #207 (STE 1878/01) \$18.00
116. NORTH WHITE CREEK, FVF Balloon cl on 3-cent Nesbitt (WAS 1833/66) \$30.00
117. OLIVEBRIDGE, 1895, Fine cds. \$7.50
118. PAUL SMITH'S, 1888, FVF magenta Oval FRANKLIN CO. cl. on nice Mourning Cover; nice use of scarce cl. \$50.00
119. PAUL SMITH'S, 1884, magenta DCDS, well struck with NEG FANCY. \$50.00
120. PISECO, 1882, W.P. COURTNEY, P.M., Fine magenta cds cnr crd. \$25.00
121. PLAIN VIEW, 1887, Fine cds #210, sl. red. rt. (QUEENS 1886/99) \$29.50
122. POPLAR RIDGE, 1882, VF magenta DCDS CAYUGA CO. w/Target. \$15.00
123. PORT JEFFERSON, #65, FVF balloon cl. \$50.00
124. QUAKER STREET, 1893, VF JULY 4, 1893 cds on 2-cent COLUMBIAN. \$15.00
125. ROCKY POINT, 3-cent banknote, good; oval cds (SUFF. 1872/95) \$37.50
126. SAND BANK, 1880, blue DCDS; FVF cvr. \$20.00
127. SCIPIO SUMMIT, 3-cent banknote, FVF cds & target; cnr crd. \$37.50
128. SCOTTSBURG, 1887, #210, irregular cds; LIV CO., FVF w/solid STAR. \$27.50
129. SHAKERS, 1880, 3-cent banknote, fine cl with JUN 7, 80 cl. \$35.
130. SHAWANGUNK, 3-cent banknote on small size cvr; Fine cds w/letter. \$16.00

NEW YORK (Cont.)

131. SIDNEY PLAINS, 3-cent bnk note, magenta cds, FVF (DEL 1813/86) \$25.00
132. SING SING, 1886, #210, Good/Fine cds. \$10.00
133. SPRINGWATER, #26, FVF ORANGE cds (LIV 1843/73) \$30.00
134. SO. BALLSTON, 3-cent bnknote, Manuscript town, Fine on Advrt. cvr. \$37.50
135. SOUTH CULVER, 1890, Good./Fine cds (COR 1872/03) \$27.50
136. SUSPENSION BRIDGE, #65 with Fine cds & killer. \$15.00
137. TEXAS VALLEY, 3-cent banknote Good/Fine cds (COR 1850/06) \$32.00
138. TRUMANSBURGLANDING, #65 (cut by reduction), Good/Fine (SEN 1856-77) \$20.00
139. WALLKILL, 1888, ULSTER CO., N.Y., FVF magenta cds & STAR killer. \$20.00
140. WATERFORD, 1853, #11, FVF cds S.O.N. w/letter. \$12.50
141. WAYLAND DEPOT, 1881, 1-cent bnknote; FVF cds, STAR (STE 1852/84) \$10.00
142. WEBBS MILLS, 1874, 3-cent bnknote w/manuscript town cl. (CHM 1869/94) \$40.00
143. WEST TROY, #65, VF DCDS & Target (ALB 1847/84) Neat cvr. \$25.00
144. WESTBURY STA., 1892, Fine cds (QUEENS 1882/99) \$40.00
145. WHITESTONE, 1890, #210D; FVF cds & cvr (QUEENS 1882/06) \$20.00
146. WHITESTORE, 3-cent bank note, FVF cds & target. \$30.00
147. WILLOW CREEK, 3-cent bank note, Fine cds & cvr (TOM 1874-13) \$19.50
148. YOUNG, #210, FVF manuscript town cl. (ONO 1871/91) \$35.00

OREGON

149. AURORA, 1906, FVF cds \$15.00
150. DIXONVILLE, 1914, Good/Fine PPC, Mount Hood. \$7.50
151. ECOLA, 1916, Fine cds & cover (1910/22) \$25.00
152. FORT STEVENS, 1918, FVF cds YMCA corner card. \$10.00
153. GATES, 1905, Fine sl. smudge cds & cvr. \$7.50
154. HORSE HEAVEN, 1938, VF cds on GPC (1938/46) \$15.00
155. MOLALLA, 1890, Fine cds with year date on VF cover. \$12.50
156. PLEASANT HOME, 1914, VF cds and cover. \$15.00
157. PORTLAND, 3-cent entire; WELLS FARGO blue oval; Good strike. \$75.00
158. SPRING WATER, 1910, Good/Fine cds onb PPC. \$10.00
159. SPRINGFIELD, 1927, bold SPECIAL DELIVERY St. Line; also FEE CLAIMED marking, franked with E-12 & #634 w/letter. \$15.00
160. THE DALLES, 1900, FVF cds #279 on Private Mailing Card. \$12.

UTAH

161. BURMESTER, 1930, VF cds & cover franked with #688. \$27.00
162. EDEN, 1905, VF cds DOANE Type 2 on sl. rough, red. rt. \$10.00
163. FARMINGTON, 1885, #210, Fine strike, cover sl. nick bottom rt. \$35.00
164. GUNLOCK, 1906, Fine cds & 4-bar, reg. cvr. \$30.00
165. KANOSH, 1904, #323 franks, FVF cds and cover. \$35.00
166. KAYSVILLE, 1907, VF cds and cover. \$25.00
167. LOGAN, 1893, Fine cds franked #230 & U348 w/crn crd. \$15.00
168. LAYTON, 1930, VF Fancy cl franked with #681. \$12.50
169. MURRAY, 1895, Good, cds, Reg. use (1883/01) \$50.00
170. MURRAY, 1933, FVF cds to GERMANY, franked 3x #634 w/Censor Tape. \$60.00
171. OGDEN, 1894, FVF cds & coiver franked #230, U348. \$18.00
172. OGDEN, 1905, FVF red cl., red. sl. rt. \$40.00
173. SAINT GEORGE, 1893, VF cds & cover with crn. crd. \$25.00
174. SALT LAKE CITY, 1873, Fine cds, San Francisco Rec'd Oval, blue \$20.00
175. SALT LAKE CITY, 1885, Good/Fine #210 on FVF cover. \$20.00
176. SALT LAKE CITY, 1890, Good/Fine cds on Real Estate crn. crd; encl. \$20.00
177. SLATERVILLE, 1893, VF DCDS with WHEEL OF FORTUNE killer, VF cvr. \$65.00
178. WEBER, 1899, Good/Fine cds on VF cover, Tax Coll. cc. \$45.00
179. WIDSTOE, 1931, VF cds on GPC. \$12.00

AMBERMAN MAIL SALES - NET PRICE SALE #6

WASHINGTON

- 180. BALLARD, 1906, FVF cds on PPC. \$6.50
- 181. CALISPELL, 1891, FVF cds on VF cover (1887/16) \$27.50
- 182. CHEHALIS, 1894, FVF cds and cover. \$5.00
- 183. ELLENSBURGH, 1881, WASH. TER., Good/Fine DCDS in magenta, VF cover. \$75.00
- 184. FORT CANBY, 1918, FVF cds & cover. \$15.00
- 185. FORT CASEY, 1917, FVF cds & cover. \$15.00
- 186. FORT FLAGLER, 1918, FVF cds & cover. \$15.00
- 187. FRIDAY HARBOR, 1905, FVF cds and cover. \$8.50
- 188. KENT, 1906, VF cds and cover. \$8.00
- 189. MONTSANO, 1903, FVF cds & cover. \$10.00
- 190. NEW TACOMA, 1884, WASH. T., Fine cds, slight doubling blurr, franked with #183; legal crn. crd & enclosure. \$60.00
- 191. NORTH YAKIMA, 1888, W.T., Fine cds with FANCY U.S.MAIL IN CIRCLE; fancy Dollar Sign cl., FVF cover. \$85.00
- 192. NORTH YAKIMA, 1892, FVF Reg. cvr. franked with #226 on 2-cent blue entire. \$38.00
- 193. SEATTLE, 1883, Good/Fine cds & VF cover to EASTSOUND, WASH TER. \$35.00
- 194. SEATTLE, 1893, FVF cds franked #220, Seattle Telegraph crn. crd. \$15.00
- 195. SEDROWOOLLEY, 1910, Fine cds on PPC. \$8.00
- 196. SPOKANE, 1900, Fine cds to Salt Lake City w/encl. & crn. crd. \$10.00
- 197. TWINFISH, 1939, FVF cs on GPS (Ferry 1938/9) \$30.00
- 198. VANCOUVER, 1888, AUG 1888 RETURNED TO WRITER UNCLAIMED marks, FVF \$60.00
- 199. WALLA WALLA, 1887, WASH., late Terr. use on GPC, FVF. \$25.

WISCONSIN

- 200. ALMA, 1884, BUFFALO CO., Good/Fine DCDS on VF cvr w/vcrn.crd. \$25.00
- 201. CASCADE, 1876, Reg. cr., FVF w/enclosure; sl. red. rt. \$20.00
- 202. CAMBRIA, 1859, #26, FVF Balloon cl on Folded Letter. \$25.00
- 203. EASTMAN, 1897, FVF cds & cover franked #237, red. lft. \$35.00
- 204. HEGA, 1883, Fine cds & cvr; MISSENT marking; sl. red. rt. \$25.
- 205. HUTCHINSON, 1884, OVAL MARATHON CO., WIS. cl., Fine STAR killer \$45.00
- 206. LARMARTINE, Fine cds & cover franked U9. \$12.00
- 207. LEEDS CENTRE, FVF cds & cover franked #136. \$20.00
- 208. MADISON, 1843, Folded letter, TERR. use, rated 30; olivegreen, VF. \$100.00
- 209. MADISON, 1847, Folded letter, Terr. use, rated 15; VF red cds. \$80.00
- 210. MARCELLON, 1888, FVF cds & entire (U68) \$12.50
- 211. MENOMONEE FALLS, 1887, FVF magenta, large cds w/black STAR killer. \$35.00
- 212. METZ, 1903, FVF cds on this nic Reg. cvr.; Scott #306 + 2-ct. \$27.50
- 213. MILWAUKEE, WIS., STATION A, Straight Line, VF franked Q2, VF cvr. \$10.00
- 214. MINERAL POINT, 1845, Wis.T., FVF cds on folded letter. \$90.00
- 215. PERLEY, 1884, BARRON CO., blue DCDS, Good/Fine, FVF cvr. \$25.00
- 216. PICKETT'S STATION, Fine cds on GPC (1875/83) \$40.00
- 217. RED MOUND, 3-cent banknte manuscript town cl, Fine. \$10.00
- 218. RED MOUND, 3-cent banknte, cds, Good/Fine cvr, FVF. \$15.00
- 219. SIERRA, 1867, #65, FVF manuscript town cl, cover fine. \$20.00
- 220. SOUTHPORT, 1847, WisT., PAID 5 in circle marking; all FVF. \$85.00
- 221. SPRAGUE, 1885, BARRON CO., Good/Fine DCDS on FVF cover (1883/96) \$30.00
- 222. UTLEY, 1885, Fine DCDS on green Lake Granite Co. crn. crd., red. lft. \$20.00
- 223. WILD ROSE, 1924, Good cds franked #575 (pair) \$12.50

END OF SALE

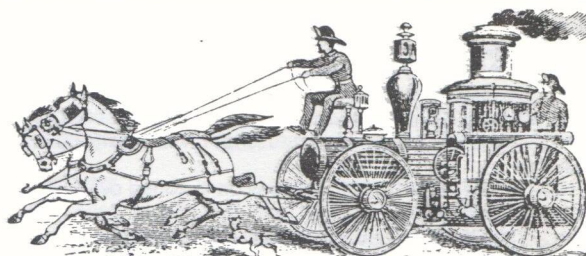
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POSTMARKS OF WASHINGTON TERRITORY

By Richard A. Long

Pierce County

This is the fifth 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.

Towns are listed alphabetically within a county, and each different postmark has a number, assigned in order of first use of the postmark. Next in the listing is a number that I am introducing this time that shows how many examples I know of to date. Now that I have examined most of the auction catalogs and have heard of or seen most examples in collections I feel that this number has validity. New ones will appear for some types as we go along, but for now these tentative numbers will tell us relative scarcity.

Next I give the set of letters / numbers that makes up the code by which we may identify a marking if we do not have it at hand. Next are the valuable entries that show earliest & latest recorded dates of use, and the final column shows type of killer used, the part that cancels the stamp.

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 this time
- 6) Kitsap County next
- 7) Grays Harbor County
- 8) Skagit County

I would like to catalog more eastern counties soon as one person suggested, but I have more information for the ones listed above. I feel that it's better to do the ones for which we have the most complete information, saving sparser ones for the addition of more information. I urge any collectors with information on eastern Washington Territorial postmarks to get in touch if you have not already done so.

Collectors who have covers postmarked in Washington in the period early 1850's through 1889 are asked to send photocopies so that we may include them in our catalog. Many people have helped already, and thanks to another contributor Wayne Houston, who brings the total to 35. I have heard from nearly all of the collectors with Washington covers, but there are a few left - now that you can see that our project is definitely off the ground, I hope that you'll come forth and help.

Two notes for those who send photocopy, photograph, or other help. First, the date is often indistinct, especially the year. If you can make out a blurry date from the contents, which usually are dated, or from a receiving postmark on the back, it helps. We are especially interested in earliest & latest dates of use of each postmark, so I need the exact date for each marking if it can be determined.

Also, many covers bearing Washington Territorial postmarks were mailed to other offices in the Territory so they bear receiving postmarks on their backs that are really the same markings that they used to send mail. Thus from the reverse markings I can often get more information on date ranges for certain offices. I see many photocopies with tempting destinations in their address, which are places for which I need more information. Some of these will have a receiving postmark but I don't get it because it's on the back, and you have photocopied just the front.

Here I am asking for more. I know it is a project to take these out of notebooks and take them to a photocopy machine, but if you do have receiving marks you can copy for me it will help.

MANY THANKS for the help that you have given already. There are a lot of very generous people in this field.

Write me at PO Box 472, Bandon OR 97411 or call 503-347-3824.

PIERCE COUNTY TERRITORIAL POSTMARKS

ALDERTON (1878-1964)

1.	4	C21K9N1RRRBR32.5	2- Nov 1883	19 Jul 1884	Target
2.	3	C21K9N1RRRBR32.5	8 Aug 1885	1887	Target
3.	5	C1D1,5S1B31	8 Mar 1886	1 Dec 1888	Target

ARTON (1878-1878)

No examples reported

ARTONDALE (1878-1905)

1.	5	C1JN1B27.5	17 Aug 1885	22 Mar 1886	Target
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BARLING (1886-1887)

No examples reported

BUCKLEY (1888-open)

No examples reported

BURNETT (1888-1927)

No examples reported

CARBON (1877-1878)

No examples reported

CARBONADO (1880-open)

1.	1	C41-N1B32	14 Dec 1881		Target
2.	2	C21JT6B30	29 Nov 1888	1 Dec 1888	Target

ELHI (1871-1886)

1.	3	M	5 Feb 1873	May 1885	Manuscript
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FORT STEILACOOM (1881-1966)

1.	1	C1JN1B27	16 Nov 1885		Target
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FRANKLIN (1860-1875)

1.	6	M	20 Jul 1862	1873	Manuscript
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GIG HARBOR (1885-open)

1.	1	C21L9N1RRBB-	9 Oct 1888		
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HILLHURST (1878-1920)

1.	1	C1LS1RRB28.5		12 Nov 1889	Oval Grid
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LAKE BAY (1882-1894)

1.	4	C21DN1RRB29	5 Jul 1884	2 Jun 1890	Target
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LAKE VIEW (1874-1895)

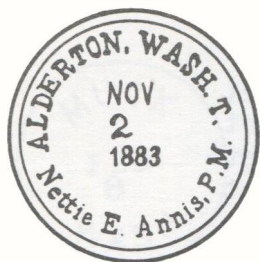
1.	3	C1JA1BBR25.5	28 Apr 1875	3 Mar -	Target
2.	11	C1LS1B32	21 Sep 1883	14 Jul 1888	Target, Cork

LEBER (1877-1909)

1.	1	C1JN1BBR27	30 Apr 1889		Target
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MARION (1883-1904)

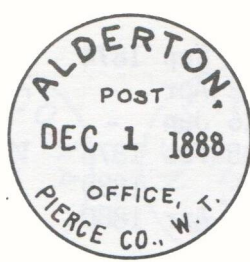
1.	1	C1JN1BBR27	12 Jan 1885		Target
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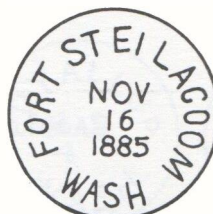
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Elhi W
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Franklin
N T Nov 16

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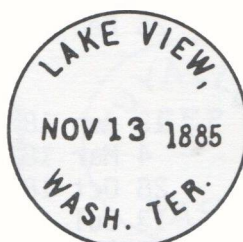
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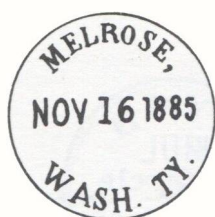
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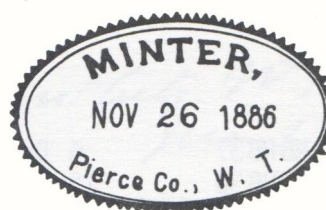
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PIERCE COUNTY TERRITORIAL POSTMARKS

MELROSE (1884-1889)

1.	2	C10S1RRB28	29 Apr 1885	16 Nov 1885	Target
2.	1	C10N1B29	13 Jun 1887		
3.	2	C1JN1BBR27	5 Aug 1888	19 May 1890	Target
4.	1	C10S1RRB27.5	24 Oct 1888		Target

MINTER (1885-1892)

1.	2	OV22D1S1B40	26 Nov 1886	19 Oct 1888	Target
2.	2	C1DS1B29	22 Nov 1889	22 Aug 1890	Star in Circle

MUCK (1877-1895)

1.	3	C1JA1BBR27	8 Feb 1886	5 Jul 1887	Target
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NEW TACOMA (1874-1884)

1.	1	M	10 Sep 1874		
2.	1	SL	2 Apr -		Target
3.	1	C1JA1BBR25	16 Jun -		Target
4.	5	C1JA1BBR25	15 Feb 1876	31 May 1876	Target
5.	2	C1KN1RRB28	1880	11 Aug 1883	Target
6.	Many	C1KN1BBR27	24 Apr 1880	14 Jul 1884	Cork

NISQUALLY (1860-1865)

No examples reported

NORWOOD (1888-1892)

1.	1	C1OS1--		11 Dec 1889	
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OLD TACOMA (1884-1887)

1.	9	C41L1N1B29.5	2 Jul 1884	15 Jul 1887	Star in Circle
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ORTING (1878-open)

1.	1	M	11 Nov 1880		
2.	1	C1JN1B27.5	14 Nov 1883		Target

PURDY (1886-1895)

1.	1	M	13 Jul 1888		
2.	2	C21L---	26 Feb 1890	18 Oct 1890	Wheel of Fortune

PUYALLUP (1874-open)

1.	1	M	12 Jun 1875		
2.	1	C1JA1BBR25.5	4 Mar 1879		
3.	2	C1KN1BBR26	28 Oct 188(1or2)	14 May 1883	Target
4.	1	C21L1-S1B34	13 Jul -		
5.	12	C21LN1B32	5 Oct 1883	16 Nov 1885	Cork Grid
6.	11	C2L1N1RRRB34	17 Oct 1885	23 Apr 1887	Cork Grid
7.	4	C1JN1BBR26.5	1 Jul 1887	12 Jan 1889	Target

ROSEDALE (1887-1918)

No examples reported

ROY (1884-open)

1.	6	OC4L1S1RBRB37	6 Dec 1885	18 Oct 1888	Postmark
2.	8	C21D1N1RRRB30	15 Dec 1888	15 Oct 1889	Star in Circle

SOUTH PRAIRIE (1889-open)

No examples reported

SPANAWAY (1858-1863, 1897-open)

No examples reported

STEILACOOM (1852-1854, 1895-1971)

1.	1	M	30 Sep -		
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STEILACOOM CITY (1854-1895)

1.	6	M	1 Sep 1855		
2.	8	C1DA1R37	21 Jun 1856	10 Sep 1861	Postmk;M/S;Grid
3.	4	C1DA1BBR30.5	12 May 1864	27 Jul 1867	Postmark
4.	6	C1JA1BBR23.5	(5or6) Jan 1870	2- Apr 1876	Target
5.	3	OC1DN1BBR28	26 May 1873	20 Jul 1876	
6.	4	C1JA1BBR26	2- Aug 1878	8 Jul 1884	Target
7.	2	OC1JN1BBR25.5	4 Mar 1884	24 Nov 1886	Target



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NEW TACOMA W.T. 4 2



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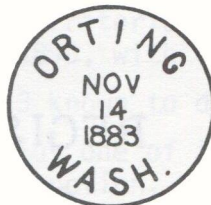
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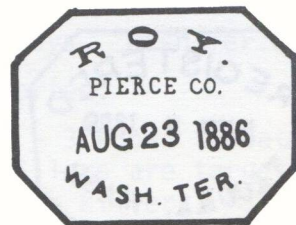
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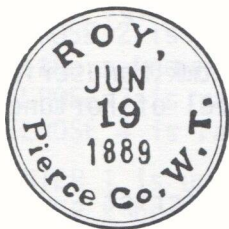
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Steilacoom City, W.T. Jun 23

Steilacoom City, W.T. May 26

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Sumner 889
Sept. 28. 80

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Tacoma 800
Pierce County
Washington

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Tacoma Wt 7/22



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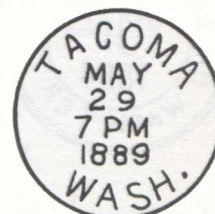
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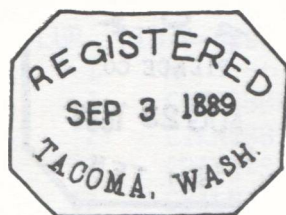
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TACOMA, WASH.

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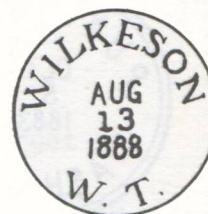
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PIERCE COUNTY TERRITORIAL POSTMARKS

SUMNER (1875-open)

1.	3	M	31 May 1876	3 Aug 1882	Manuscript
2.	1	C21JN1BBR27	6 May 188-		
3.	4	C1LS1B31.5	26 Apr 1883	8 Mar 1885	Postmk; Manuscript
4.	7	C1JS1B29	5 Jan 1886	21 Mar 1890	Wheel of Fortune

TACOMA (1869-1884, 1884-open)

1.	2	M	22 Jul -		Manuscript
2.	1	C1JA1BBR24.5	22 Nov -		
3.	2	C1KM1BBM27	1 Aug 1884	5 Aug 1884	Cork
4.	19	C1JN1B26.5	13 Dec 1884	29 Dec 1887	Cork
5.	1	-D1---			
6.	1	REG	6 Dec 1886		
7.	Many	C1JT1B27.5	11 Jan 1888	27 Nov 1889	Cork
8.	4	REG	4 May 1889	3 Sep 1889	
9.	2	REG	18 Oct 1889	6 Nov 1889	Large Target

VAUGHN (1888-open)

No examples reported

WILKESON (1877-open)

1.	2	C41JN1B28	15 Feb 1881	17 Oct 1883	Star in Circle
2.	1	C1DN1RRB26.5	13 Aug 1888		Maltese Cross

ALDERTON 1 is quite scarce, with just 4 examples recorded to date.

ALDERTON 2 is also scarce, with just 3. It apparently was made by removing letters from ALDERTON 1 when Orson Annis became Postmaster in November, 1884.

ALDERTON 3 is rare during the Territorial period; I have recorded just 2. The 3 additional examples are dated during statehood, some as receiving marks, with or without year showing. An 11 July (1898) is known as receiving mark, without year.

ARTONDALE 1 is scarce, with 5 known.

BUCKLEY is a mystery - the Chase-Cabeen catalog reports a May 14, 1882, but office opened in 1888. ASCC reports one, no date given, "franked with adhesive stamps".

CARBONADO 1 is very rare, and the single example has blurred Territorial designation.

CARBONADO 2 is also rare; both are receiving marks but some sending show turn up.

CARBONADO (3) may exist in Territorial times. I have recorded 2 examples of a 27mm cds, Feb 10 -, and Aug 1 1890, with designation "Wash."

ELHI 1 is quite rare, with 3 known to date.

FORT STEILACOOM - 1 known plus one of indeterminate type dated 21 Jan 1881 was sold for \$16 + 10% in Kelleher auction, June 1988.

FRANKLIN 1 is scarce with 6, but not as rare as we might expect for an early office.

GIG HARBOR 1 is rare, appears quite spectacular, with large double circle and name of A. W. Young, P.M. It has been in several auctions but seems to be illustrated only in the Oct 1967 Lewenthal sale.

HILLHURST 1 - 1 known, the day after Statehood, but postmark says, "Wash Ter.".

LAKE BAY 1 - 4 known to date; colors blue-grey and purple reported.

LAKE VIEW 1 is rare, and year does not appear in the postmark - 3 known to date.

LAKE VIEW 2 appears common, with 11 reported. All reported killers are targets except the latest example, which I examined, with a fancy cork killer.

LAKE VIEW (3) may exist in Territorial times. An oval of indeterminate date with designation "Wash" on U312 was sold in the Spelman auction of December 1986.

LEBER 1 is very rare, with the single example recorded.

MARION 1 is very rare, with the single example recorded.

MELROSE 1 is rare, with just 2 recorded, or perhaps more - see next comment.

MELROSE 2 is probably commoner than my figure of 1 would indicate. There are a few others known in this period but I do not know which type they are.

MELROSE 3 is rare, with just the 2 recorded.

MELROSE 4 is rare, with just 1.

MINTER 1 is unusual and attractive, and I know of just 2.

MINTER 2 bears designation "W.T." but the 2 recorded are dated after Statehood.

MUCK 1 - 3 examples certain, a 4th may be same type - see McBride's sale Dec 1980.

NEW TACOMA 1 is unique; we know only of the Donaldson example, reported in the Chase-Cabeen catalog, and now in a large collection.

NEW TACOMA 2 is unique; it was reported in the Darlington collection by Chase-Cabeen then it appeared in Samuel Paige's Dec 1956 auction of Darlington's covers.

NEW TACOMA 3 is unique to date; year is not known.

NEW TACOMA 4 is scarce but not rare; 3 of the 5 bear year 1876 in rec mk or letter.

NEW TACOMA 5 is rare; I know of just 2 in a collection.

NEW TACOMA 6 is very common but most are poorly struck. In the May 1984 McBride auction a lot of 50 "1884 vintage, mostly Poor to Fair strikes" sold for \$37.40. A few examples are known that apparently were altered to serve as temporary postmarks when name was changed to Tacoma - see TACOMA 3 below.

NORWOOD 1 is known only as a crude drawing in the Landis catalog so far.

OLD TACOMA 1 is rather common, appearing regularly in auctions. I know of 9.

ORTING 1, the manuscript, is unique.

ORTING 2, the cds, is also unique so far.

PURDY 1, the manuscript, is unique. See McBride auction December 1980.

PURDY 2 is known from a crude illustration in Landis and the McBride auction of December 1980. Both were used during statehood but designation is Terr.

PUYALLUP 1, the manuscript, is unique.

PUYALLUP 2 is unique.

PUYALLUP 3 is rare, with 2 known. The 3¢ rate & use of #207 indicate 1881 or 1882 year for the example in which a bar is substituted in the postmark.

PUYALLUP 4 is unique, and only the blurred upper half is visible.

PUYALLUP 5 is common; several of the 12 are reported as pink or red.

PUYALLUP 6 is popular and common; the 11 compare with the 12 for PUYALLUP 5.

PUYALLUP 7 is much scarcer with just 4, but probably only because it is not a large pretty postmark like the last two are. It should be quite common.

ROY 1 is scarce; the 6 I have recorded are in collections. No auction records.

ROY 2 is commoner with 8 recorded, several from auction catalogs.

STEILACOOM 1 is unique, reported in Chase-Cabeen on a 3¢ 1853 stamped envelope.

A 1 Sep 1855 is reported in ASCC, but this would be after name was changed, so it would be an abbreviated form of Steilacoom City. A stampless cover with 1855 enclosure in April 1969 McBride auction is probably this same one.

STEILACOOM CITY 1, the manuscript, exists as the 1 Sep 1855 example mentioned in the STEILACOOM 1 comment above. Also, at least 5, perhaps more, unusual items exist. They are on piece or cover, all apparently from same correspondence, and they bear m/s postmarks to a person who seems to have moved often, for they are forwarded to various destinations; the two I know of are Akron & Oberlin, Ohio. A prominent collector tells me that he is not certain of their authenticity.

I note designations Steilacoom W.T., Steilacoom City, W.T., & Steila Coom City W.T.

STEILACOOM CITY 2 is popular; 8 reported. It sells for hundreds of dollars.

STEILACOOM CITY 3 is not so common as the last one; I know of 4.

STEILACOOM CITY 4 is scarce but not rare, for I have recorded 6.

STEILACOOM CITY 5 a large octagon; I know of just 3.

STEILACOOM CITY 6 - 4 known at this time.

STEILACOOM CITY 7 is a smaller octagon, and I know of just 2.

SUMNER 1, the manuscript, exists in just 3 examples so far.

SUMNER 2 is known only from the Chase-Cabeen example, their #721.

SUMNER 3 is quite scarce, with just 4 recorded.

SUMNER 4 is the commonest from this office, with 7 known.

TACOMA 1 exists in 2 examples, manuscripts quite different from each other.

TACOMA 2 is known only from Chase-Cabeen, 3¢ 1873 stamp, Donaldson collection.

TACOMA 3 was used briefly after a name change. It was made by deleting NEW from NEW TACOMA 6 and adding date in manuscript.

TACOMA 4 is common - I know of 19, and many more doubtless exist.

TACOMA 5 is known only from a note on page 98 of the Landis book.

TACOMA 6 is known only from the Chase-Cabeen illustration, their #735.

TACOMA 7 is extremely common.

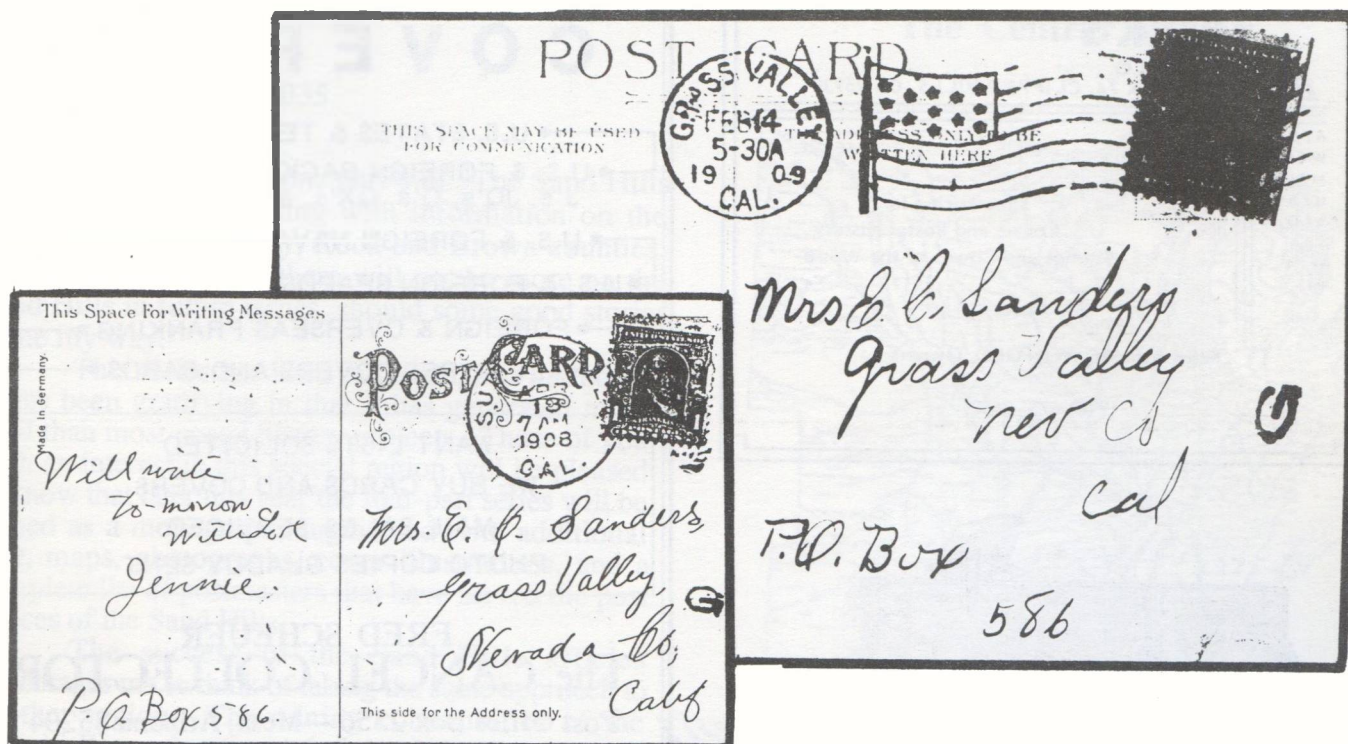
TACOMA 8 is quite scarce; 4 known.

TACOMA 9 is rare, 2 known. The 6 Nov 1889 has a gigantic target killer.

VAUGHN (1) may exist if a 27 $\frac{1}{2}$ mm "Wash" cds of 10 Dec 1889 was used earlier.

WILKESON 1 is rare; I know of just the 2.

WILKESON 2 is unique.



Figures 1 & 2.

THE GRASS VALLEY "G" -- IS IT A POSTAL MARKING?

By Anson Reinhart

About two years ago I purchased an album of 1908-09 vintage post cards addressed to a Sanders Family that resided in Grass Valley, California. The album had been handed down through the family. A sizeable percentage of the cards had a curious "G" impressed randomly on the right side of the card; some lightly, some heavily, a few on the stamp, most in the lower right hand corner. They all occurred on local Grass Valley mail and mail coming into Grass Valley from other towns (Figs. 1 & 2)

No one at the Friday lunch of the Western Cover Society had ever noticed such a marking, so they were dismissed as being markings of non-postal origin. Speculation favored a child playing with a toy printing set. I bided my time.

A few months ago at the Reno antique show, I purchased a card from an entirely different correspondence of the same 1909 vintage and addressed to Grass Valley. This card also bears the mysterious "G" (Fig. 3). The existence of this card convinces me that this is some type of postal related marking used at Grass Valley during 1908-09, but I can not

fathom its purpose. Both addressees were box holders, but beyond that I can discern no similarities. I invite other readers to comment on this marking and particularly whether such a single letter marking has been seen on other correspondences and what its purpose might have been.

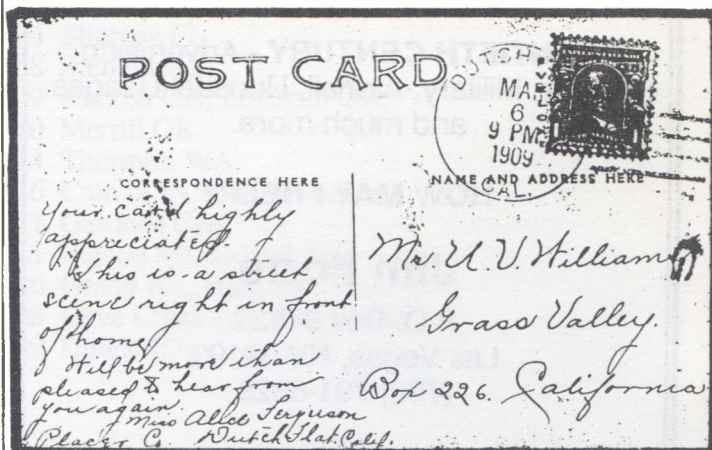


Figure 3.



KIRK'S

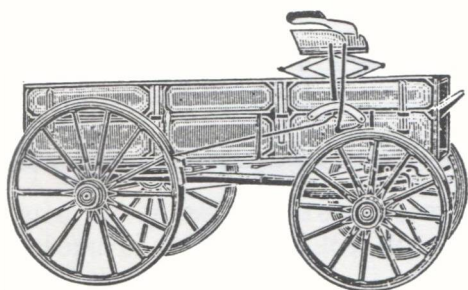
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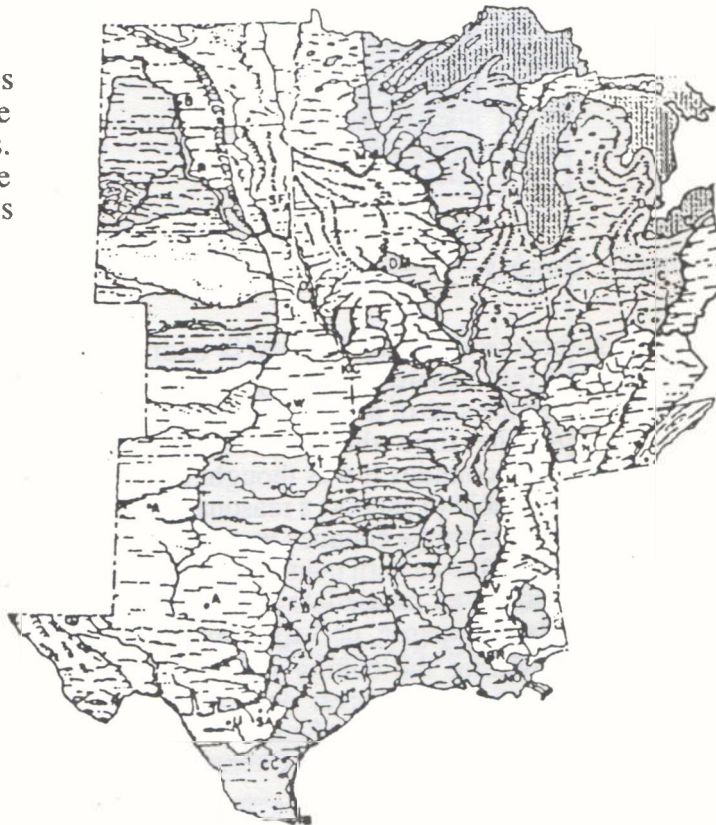
This issue contains part 4 of "The Sand Hills of Nebraska", concluding with information on the postal history of Cherry, Rock and Brown counties. This is not to say that there will not be more on the Sand Hills in future issues, should some good stories come my way.

This series has been fun to do, and moreover it has been gratifying in that it has generated more mail than most postal history projects. Those of you with an interest in this special region will be pleased to know that later this year the four-part series will be issued as a monograph, augmented with additional text, maps, photographs, cover illustrations, and a complete list of postmasters that have served the post offices of the Sand Hills.

The success of the Sand Hills articles encourages me to think of taking the same approach to another region. The mining communities of the Mesabi Range leaps to mind, but other areas could also be defined and presented. If you have an area of special interest and would like to work it into a series, why not drop me a line and see if we could work on it together?

Next issue we will get to some of the material that has arrived since I began hogging all the space for the Sand Hills articles. In upcoming issues we will have some new state Doane lists, and some articles on states that we haven't heard from for a while.

The Central Section



Post Office Centennials 1890-1990

March

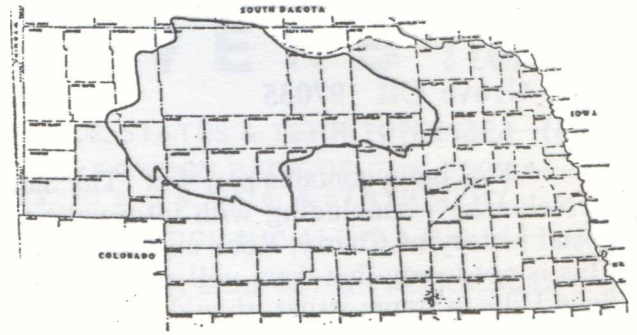
- 1 Davis OK, Dover OK, Marshall OK, Tussey OK
- 3 Norman IN, Thompson IA, North Bend WA, Olga WA, Toppenish WA
- 5 Harlem MT, Alderson OK, Hartshorne OK
- 7 Avoca MI
- 8 Noble MO
- 11 Wakefield LA
- 12 Harriman TN
- 19 Esparto CA, Monroe WA
- 20 Achilles VA
- 21 Glasgow VA
- 22 Cushing MN
- 24 Gillett AR, Creole LA, Allyn WA
- 25 Fessenden ND, Porum OK, Gold Beach OR
- 26 Meacham OR
- 28 Zimmerman MN, Redrock OK
- 31 Edgemont SD

April

- 1 Redford MO, Waldwick NJ
- 3 Chatsworth CA, Glide OR, Viewtown VA
- 4 Sharpes FL
- 8 Bienville LA
- 9 Kenton OK, Lenapah OK
- 10 Merrill OR
- 14 Thornton WA
- 16 Camby IN, Oberlin LA
- 17 Gardena CA
- 21 Pigeon MI, Luttrell TN
- 26 Grady AL, Hansville WA
- 28 Cave Creek AZ, Curran MI
- 29 Dingle ID

THE SAND HILLS OF NEBRASKA

Part 4



Cherry County

Nebraska's Cherry County is enormous. It has nearly 6,000 square miles of sand hills, an area nearly 8 times the size of an average eastern Nebraska county. At the time the Sand Hills area was partitioned into counties it was thought that many of them would be able to support a reasonably large and stable population, so the counties were designed to be the same size as the eastern counties. Not so Cherry County, which was created to cover a large and lightly populated expanse, perhaps with the intention of further dividing the county once the land was settled. Before this was ever done it had become apparent that settlement in the Sand Hills would never become very dense, and thus Cherry County has remained a giant.

Being the largest county, it is only fitting that Cherry County claim the only sizeable town in all the Sand Hills. The county seat of Valentine boasts a 1980 census population of 2,829, with another 1,000 living in the immediate vicinity.

In its infancy Valentine was a rough and tumble frontier town, a land office situated on the rail line. It was infested with gamblers, brawlers and con artists, as well as those arriving in search of land to settle and farm. Things got so bad that vigilante groups were formed, and a number of unwanted individuals were shot, hanged, or conducted out of the county. Some good accounts of early Valentine and the northwestern Sand Hills appear in the book Old Jules, by Mari Sandoz.

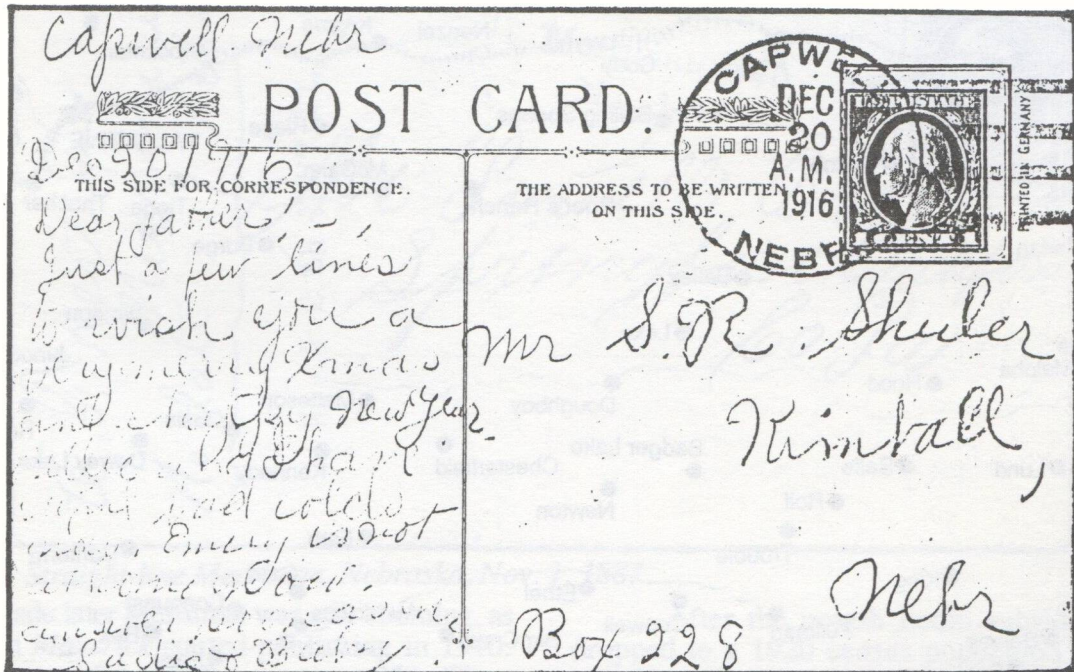
The other villages of Cherry County are spread out along the railroad and Highway 20 along the northern border, between the Niobrara River and the South Dakota state line. Cody, Crookston, Kilgore, Merriman, Nenzel and Wood Lake all have fewer than 200 residents, and most of them are losing population to Valentine. This enumeration of little towns also lists all of the operating post offices in Cherry County (except for Elsmere in the southeastern corner), a statement that has become true only upon the discontinuation of Brownlee on May 5, 1989.

With the population of the county clustered in the northern one-fifth of the area, there remains a vast area to the south supporting only a scattered ranching population. Yet at one time the map was peppered with small post offices. These offices were sometimes combined with a small country store in a rancher's home, and often changed locations when a new postmaster took charge. The line dividing the watersheds of the Sand Hills passes east-west through the center of Cherry County. The county is drained to the northeast and southeast, with the Snake River joining the Niobrara just above Valentine, and the North and Middle forks of the Loup joining after they have left the Sand Hills.

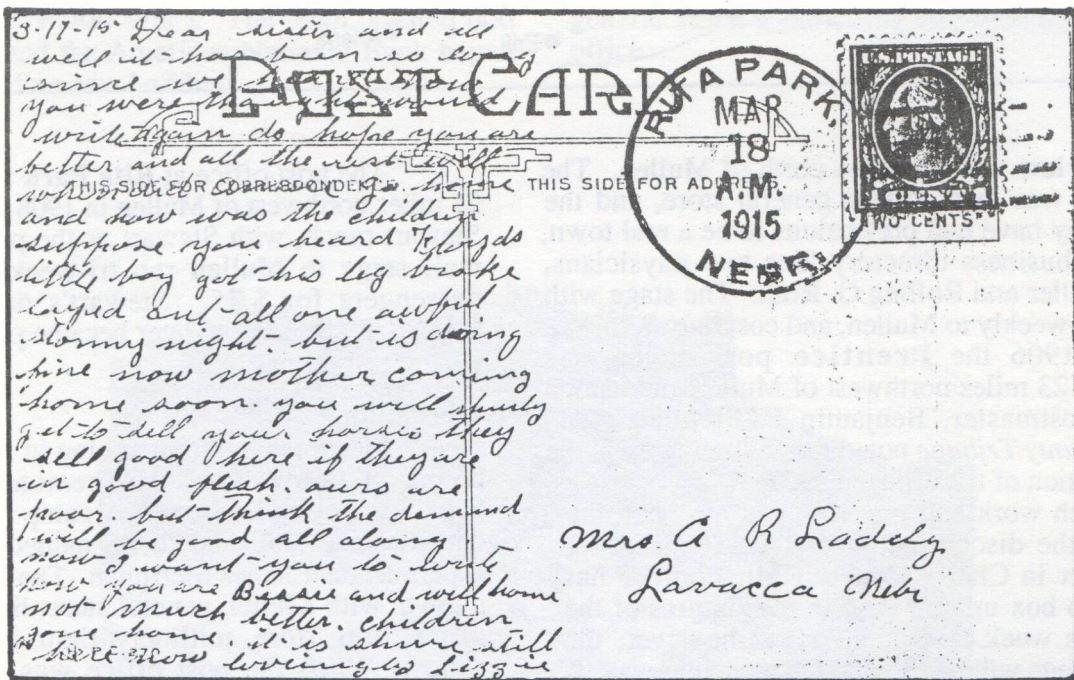
Mail routes did not cross the divide between the Snake River and the North Fork of the Loup. Those to the north were supplied from Valentine, and those to the south were supplied from Mullen, which was located just south of the county line on the Middle Fork of the Loup River.

Capwell post office was associated with a small store, the Farmer's Store, which was opened by Isaac and Laura Palmer in 1913. The post office was established in 1915 and was gone in 1919. John Delinger was the mail carrier.

There was also a small store at **Cherry** which housed the post office that was established on August 20, 1907. Mail was supplied tri-weekly by stage from Mullen. A few years after the office was established, J.H. Welton, publisher of the *Hooker County Tribune* established a land office at Cherry, greatly enhancing its importance. The land office saved a trip to Valentine for those who wanted to file or "prove up" on their homestead. When the office was closed in November 1940 there was a caustic article in the *Tribune* under the heading "Nothing Wrong with the Postoffice Except Old Age". It seem the postmaster had been forced to retire at age 70, and the Post Office Department took that opportunity to close the office.

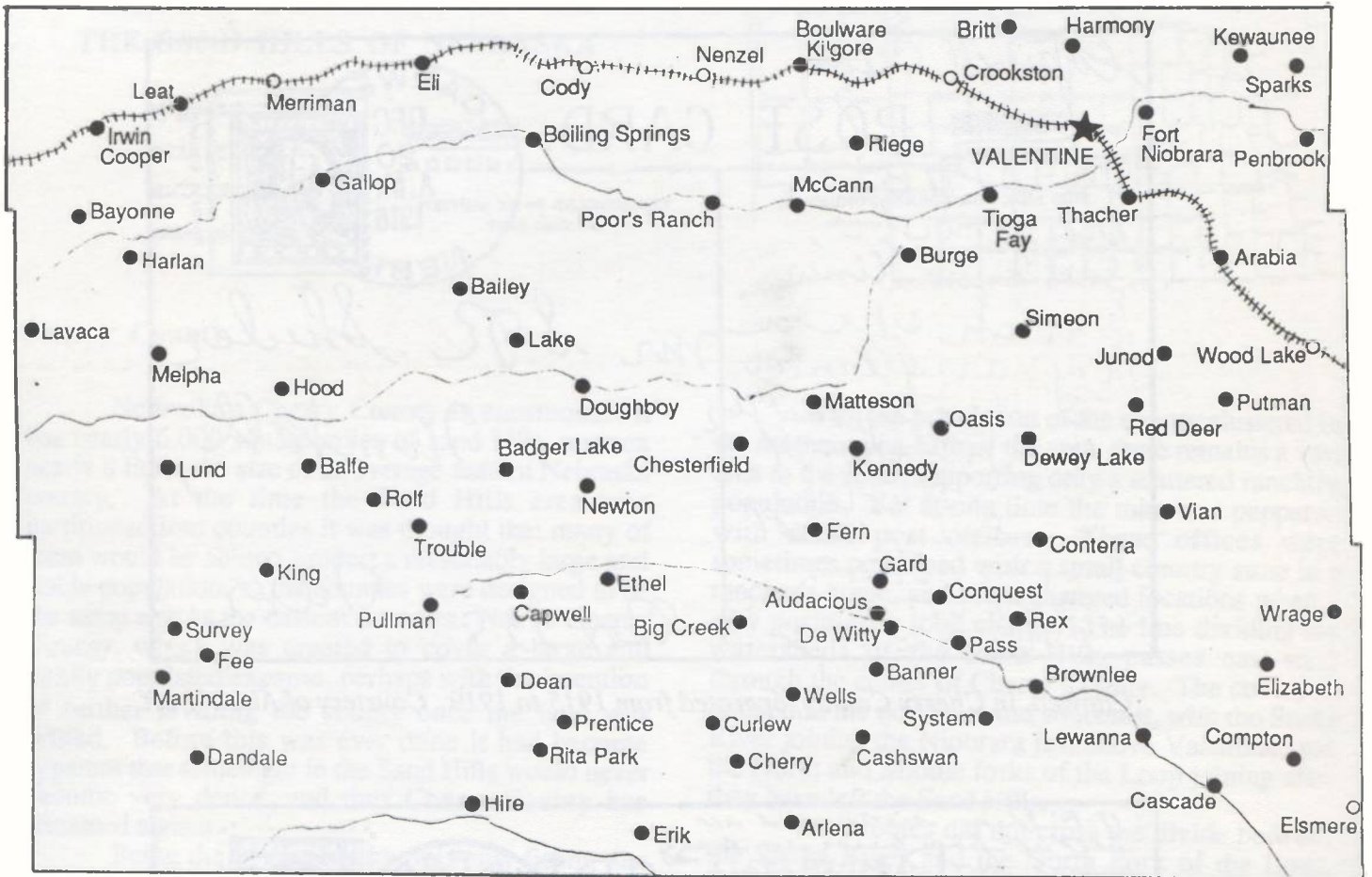


Capwell, in Cherry County, operated from 1915 to 1919. Courtesy of Alton Kraft.



Rita Park had an eight-year lifespan, from 1908 to 1916 (Cherry County). Courtesy of Alton Kraft.

Map of Cherry County Post Offices



Curlew was 16 miles north of Mullen. The post office was located in a general store, and the location may have had pretensions to be a real town, as a 1913 business directory lists two physicians, Alex H. Miller and Rolling G. Roth. The stage with mail ran tri-weekly to Mullen, and cost only \$.75.

In 1906 the **Prentice** post office was established 23 miles northwest of Mullen and named after its postmaster, Benjamin F. Prentice. The *Hooker County Tribune* noted the following upon the discontinuation of the office in 1927:

"too much work and too little pay has been the cause of the discontinuing of the Prentice post office over in Cherry County. Mr. Prentice has decided to box up and send in the fixtures of the office this week. We understand however, the Prentice route will be extended in a circular way so as to give people in that part of the country the benefit of the rural delivery plan as far north as where the old Ethel post office, also abandoned, served them a few years ago."

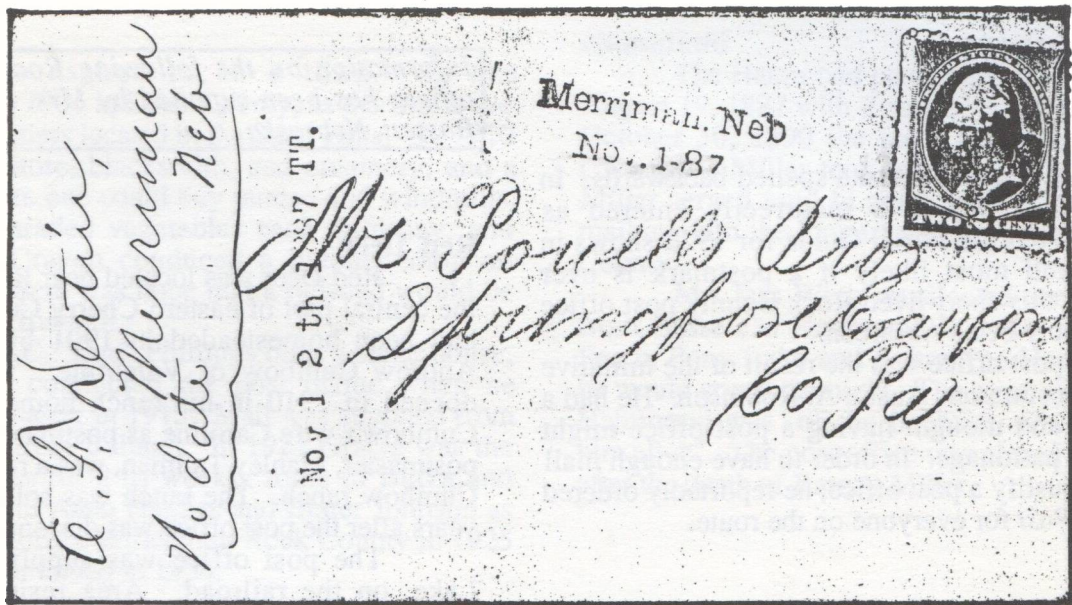
The mail carrier to Prentice was Austin Banks, a brother-in-law of Mrs. Ben Prentice. Banks moved away to California and died in Long Beach in 1942.

The post office at **Rita Park** was established 21 miles northwest of Mullen in 1908 on the Albert L. Stewart ranch, with Stewart as the postmaster. The mail stage to Mullen ran tri-weekly and carried passengers for \$.75. Stewart's daughter, Helen (Mrs. S.T.) Simonson, later became postmaster.

Merriman

Merriman burst into being in 1885 during the laying of the track of the Fremont, Elkhorn and Missouri Valley Railroad. A camp for the railroad crews was established there, named after division superintendent James Merriman. The camp grew into a town, with a hotel, general store, livery barn, land office, drug store, millinery shop, and two barber shops. When the post office was established on March 8, 1886 the Merriman name was retained.

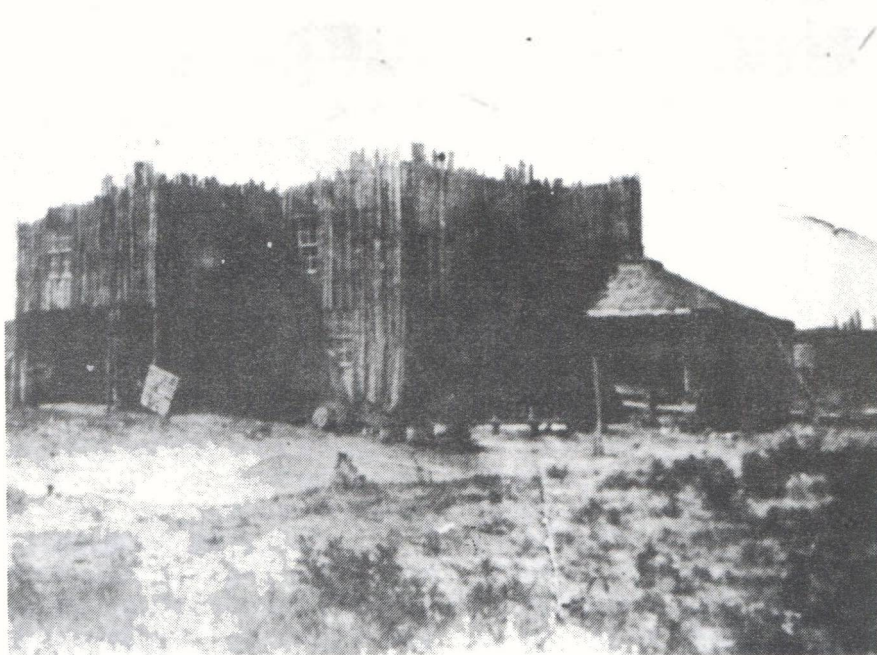
By 1900 Merriman was a major cattle shipping point for ranches in the western Sand Hills and southwestern South Dakota. As the town grew the focus of the settlement shifted from the north side of the tracks, where Z.T. Davis conducted a thriving general merchandise.



Straight-line Merriman, Nebraska, Nov. 1, 1887.

A decade later Merriman was still booming, as the Merriman *Maverick* started publishing in 1910. The population as of the 1910 census was 254. There was a meat market, a restaurant, the Gray Eagle Saloon, and the Anchor Bank. The City Hotel sold meals for 35 cents, the same price as a haircut. The town reached a peak during the potash boom of the early years of World War I. The town boasted 600 inhabitants, and the American National Bank began business in a fine new building.

After the potash boom subsided Merriman dropped to a 1920 census population of 346. The population increased over the next decade, and then ceased to grow, and gradually lost population. The introduction of manufacturing with construction of the Weber Equipment Co. in 1946 has helped to make the town viable. In 1982 there was a foodmarket and general store, a bank, fire department, and the post office.



The Oasis post office in east-central Cherry County. Courtesy of Cherry County Historical Society.

ROCK COUNTY

Information on the following Rock County post offices has been supplied by Mrs. Keith Coble of Bassett, Nebraska.

Aksarben

Aksarben is Nebraska spelled backwards. In the official record it is incorrectly entered as "Akserban", but the Postal Guide for 1920 shows in correctly, and most likely if a postmark is ever reported for this short-lived Rock County post office it will probably be as Aksarben.

The post office was the result of the initiative of its only postmaster, Austin A. Robinson. He had a small store and thought having a post office might increase his patronage. In order to have enough mail business to justify a post office, he reportedly ordered the *Denver Post* for everyone on the route.

Butka

Brothers Frank and James Butka settled along the Calamus River in the 1880s, and Frank became the first postmaster of the Butka post office when it was established on February 10, 1886 in Loup County. Frank Butka nearly lost his life in the Blizzard of 1888, when he missed finding his house when returning from the barn. When he realized he was lost he tried to find a sod hut near the river, and ended up crossing the river and stumbled on to his brother's house by following a fence line. He lost several toes in the incident. He retained the position of postmaster until April 3, 1894, when the post office was moved into Rock County to the home of new postmaster William B. Good.

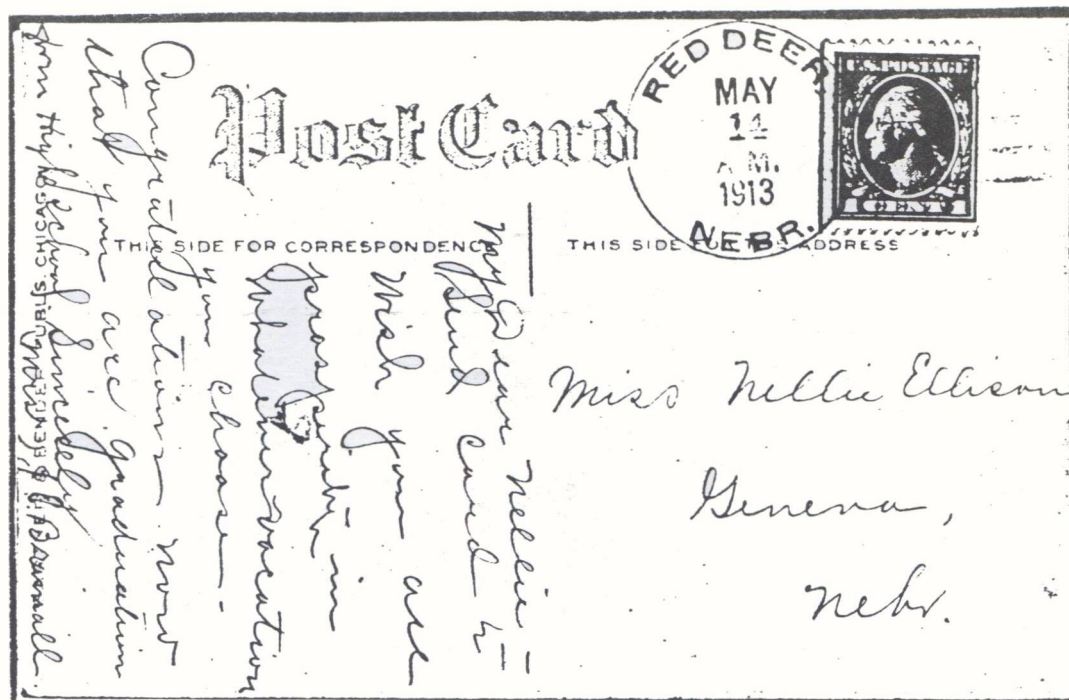
Red Deer

Red Deer was located near Red Deer Lake in the central part of eastern Cherry County. The area had been homesteaded in 1901 by the Reverend Andrew Cumbow of Valentine. The post office opened in 1910 in his ranch home, with Andrew Cumbow's wife Caroline as postmaster. The second postmaster, Manley Tallman, was a ranch hand on the Cumbow ranch. The ranch was sold in 1919, three years after the post office was discontinued.

The post office was supplied from Wood Lake, on the railroad. Area residents today are supplied by rural route from Valentine.

Spragg

Spragg post office opened on September 15, 1888 with Christopher Spragg as postmaster. The second postmaster was Alva White, who held the office from 1891 to 1894. Mrs. White was a native of Sharon, Wisconsin who first homesteaded near Newport, and later moved 30 miles up Bloody Creek from Long Pine where they built a sod house. In addition to her job as postmaster, Mrs. White was also the teacher in the community. In later years she ran a butcher shop in Long Pine.



Red Deer, Cherry County. Established April 11, 1910, Discontinued August 31, 1917.

Gracie

Gracie aspired to be a town. It was established in 1905 in Loup County, as the first wave of Kincaid settlers located in the Sand Hills. By 1910 there was a store, blacksmith, and creamery, and a feedmill where one could buy pumps and windmills. Mr. Conrad traded vegetables each Saturday, and William T. Craven conducted a butcher shop on weekends. There was hope that a railroad would be built up from Burwell.

Julius C. "Dad" Philipps built a stone house, in which he conducted the post office when he became postmaster in 1915. Mail was supplied from Burwell and from Ballagh. In 1921 Gracie was the point of origin for a tri-weekly route to Butka and Aksarben, with Anna Hughes and Elmer Johnson as carriers. The office drifted into Rock County in 1925 and was discontinued in 1934.

AINSWORTH

by Maynard E. Harr

The Ainsworth post office was established August 3, 1882, and as the county seat is one of the three remaining offices in Brown County still in operation (the others are Long Pine and Johnstown).

One of the earliest ranches in the area was the Cook and Towar ranch on Bone Creek, which began in the early 1870s. The ranch house supplied mail for a wide scope of country along the Gordon Trail. The Bone Creek post office was established here on February 24, 1879, with Ed Cook as postmaster. The location was about seven miles northeast of present Ainsworth.

When the Fremont, Elkhorn and Missouri Valley Railroad built westward, the Bone Creek post office was renamed Ainsworth and relocated to its present location. Ainsworth was named after Captain James E. Ainsworth, the chief engineer for the railroad. The railroad reached Ainsworth on June 1, 1882. The line is presently part of the Chicago & Northwestern system. Passenger and mail service on this line were discontinued in 1958, so since that time contract truck routes have supplied the mail.

With the railroad came increased settlement, and Brown County was formed on February 19, 1883 to accommodate local government. Ainsworth was designated the county seat of a much larger Brown County. In February 1885 Keya Paha was formed from northern Brown County, and in November 1888 Rock County was split off to the east.

Hammond

The Hammond post office was established on August 19, 1887 with Evans Scott as postmaster. On October 30, 1890 the local blacksmith, Barnhardt ("Barney") Miller took over as postmaster. Barney Miller served until his death on December 15, 1936, making him the longest serving postmaster in Rock County.

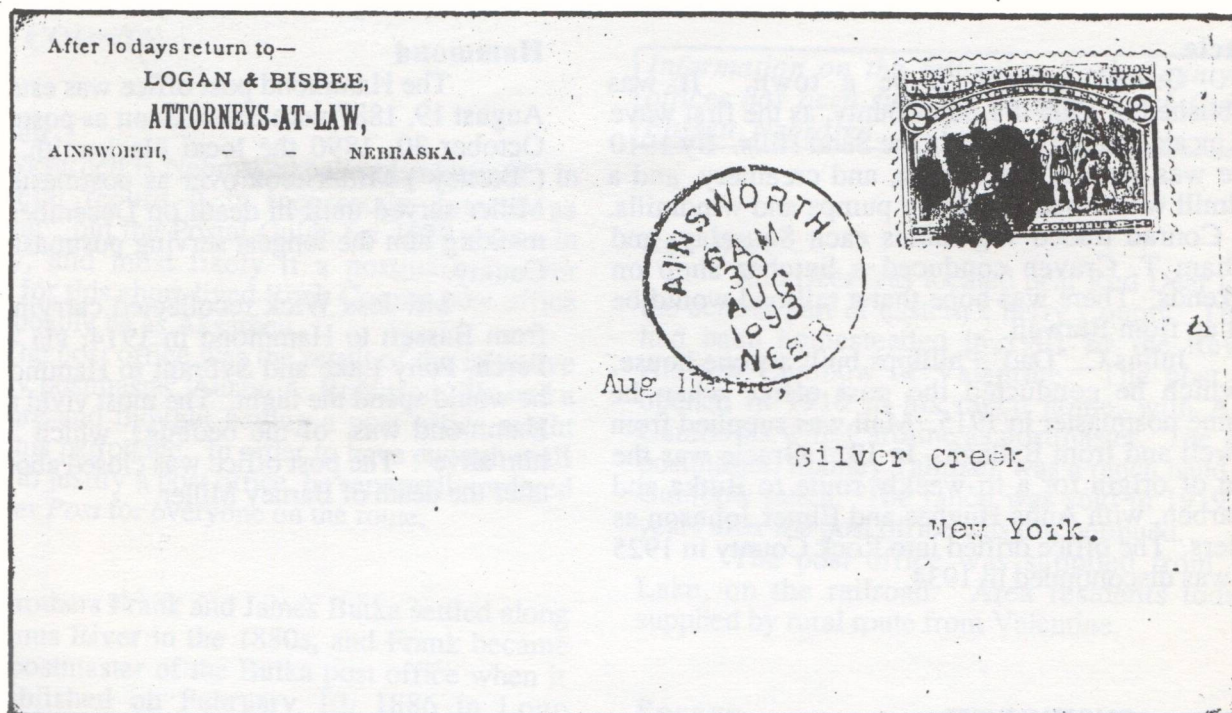
Mr. Jess Wick recollected carrying the mail from Bassett to Hammond in 1914, via Thurmond, Perch, Pony Lake and Sybrant to Hammond, where he would spend the night. The most vivid memory of Hammond was of the bedbugs, which "nearly ate him alive". The post office was closed about a month after the death of Barney Miller.

Information used in this article was compiled from various sources, including the files of the *Ainsworth Star Journal*; *Pioneer Stories of Brown, Rock & Keya Paha Counties*, by the Brown County Historical Society; *Along Pioneer Trails*, by Grace Weiss; *A History of Brown County*, by Mrs. C.C. Jones; and various records in the National Archives in Washington D.C.

At the time the name was changed to Ainsworth the postmaster was T.J. Smith. Ainsworth has had a total of 13 postmasters, with several Acting Postmasters at various times between appointments. The postmaster with the longest employment record was Lewis M. Short, with 17 years of service. The present postmaster is Gerald W. Osborn, who was appointed in 1975.

The postmaster position has been filled by Presidential appointment and the salary has been set in accordance with the schedules of the Post Office Department. In 1909 it was increased from \$1,400 to \$1,500. On July 1, 1919 the post office was upgraded to 2nd class, with a postmaster salary of \$2,000 and provision for two clerks at \$1,000 per annum. At one time in 1922 the office reverted to 3rd class, due to a loss of revenue, but within a couple of years it was reinstated as a 2nd class office. The 2nd class status remained until 1980, when the office was advanced to a First Class office.

Since the city of Ainsworth was incorporated on December 2, 1883 the post office has had quarters in 10 different locations within the city limits. The present location is at 375 N. Main St. just adjacent to U.S. Highway 20.



Mail routes out of Ainsworth

Prior to the coming of the railroad mail was brought in by stage, but after trains began running all mail was routed by rail, and Ainsworth became a distribution center for mail. By 1885 a route was established to carry the mail south once a week from Ainsworth to Brewster, in Blaine County, leaving on Saturday morning at 7 a.m. and returning the next week on Friday evening at 7 p.m. The distance was approximately 50 miles over country trails.

In March 1887, a daily mail service was started between Ainsworth and Springview, a distance of approximately 25 miles, leaving at 8 a.m. and arriving back in Ainsworth at 7 p.m. In 1892 mail went south to Midvale, leaving Ainsworth Tuesdays and Saturdays at 6 a.m. and returning the same day at 5 p.m.

The Ainsworth *Star Journal* of October 24, 1901 advertised for bids for two Star Route contracts:

#57268, from Ainsworth to Springview, 23.27 miles and back six times a week. Leave Ainsworth daily except Sundays at 7 a.m.; arrive at Springview by 1 p.m.; arrive in Ainsworth by 7:30 p.m. Bond required with bid \$1,400. Present contract pay \$270; subcontract pay \$248.63.

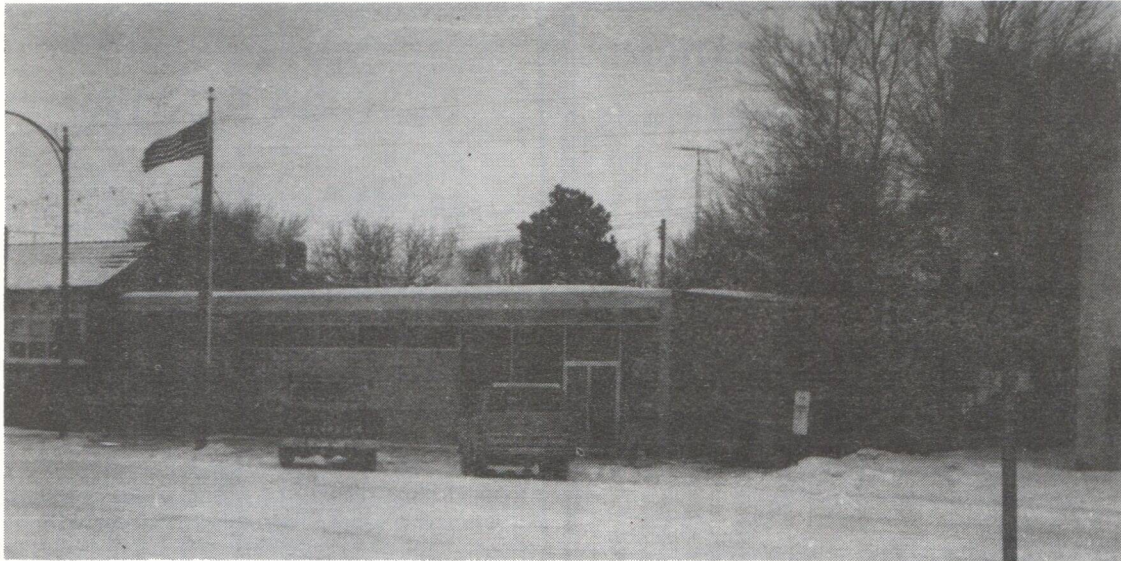
#57269, from Ainsworth to Midvale, 23 miles and back twice a week. Leave Ainsworth Tuesday and Saturday at 6:30 a.m.; arrive at Midvale by 12:30 p.m.; leave Midvale Tuesday and Saturday at 1:30

p.m.; arrive at Ainsworth by 7:30 p.m. Bond required with bid \$500. Present contract pay \$147.68, subcontract pay \$121.65.

The *Star Journal* of February 13, 1902 announced that the contract for route 57268 was awarded to George W. Manifold for \$585, and route 57269 went to Nathan Blue for \$245. Both contracts were awarded at a considerably higher sum than had previously been in effect.

An article in the *Brown County Democrat* of February 26, 1909 tells the story of a difficult time the mail carriers of that day faced:

W.R. Ingwerson, who has the contract for carrying a daily mail between Ainsworth and Springview, had an experience Monday and Tuesday of this week which he does not care to have repeated. He left here on time Monday morning and the trip over was not attended with difficulties, but when he left Springview shortly after dinner for the return trip things had changed and he faced a regular blizzard. The storm increased in fury before he had been long on the road and he traveled only with the greatest difficulty. Mr. Ingwerson finally reached Meadville with a team of played out horses and was forced to abandon his journey. Tuesday morning the storm had abated somewhat and the mail carrier took to the roads early but did not reach Ainsworth until about 3 o'clock in the afternoon. Travelling was about as bad as could



The post office at Ainsworth, the county seat of Brown County. Photo taken in 1988 by Maynard Harr.

be, as before the storm the whole country was flooded with water and the weather turned cold enough to freeze. The snow covered the ice for the most part and the horses kept on their feet only with difficulty. Mr. Inwerson's horses were down a number of times but he managed to reach here without injuring either of the animals to speak of."

On March 10, 1916 the Post Office Department posted notices for bids carrying the mail between Ainsworth and Elsmere on a two-year contract, from May 1, 1916 to June 30, 1918. It was to be a Star Route, with local delivery en route via Altai, Lakeland, and Enderslake to Elsmere, a distance of 40 miles. Service was three times a week, leaving Ainsworth on Monday, Wednesday, and Friday, with the return trip on the following day.

One of the pioneer carriers on the Mary Star Route in 1934 was Claude See, Sr. During an interview in later years he said "I went three times a week and my monthly pay was \$66.25 per month, and I made good money at that. The route going from Ainsworth to Brewster is about 100 miles. On the first route to Mary, I hauled horses, chickens, groceries and cream in my pickup since no one had a car. Along with the mail, of course. During the 1948 blizzard I was unable to return to Ainsworth and was forced to stay at the Pixley ranch. They didn't have a telephone so I couldn't notify anyone where I was. Cecil, my son, got in touch with Don Higgins of the Ainsworth Air Service and they flew out the next day and located me. Several other blizzards in later years forced me to stay at other ranchers' homes overnight."

Over the years the routes have changed and consolidated, so at the present time there is but one route out of Ainsworth. This is designated HC65 and is approximately 138 miles long. It serves the area

south and southwest of Ainsworth and is carried by Chester See.

Rural Free Delivery service out of Ainsworth began in April 1908 with the establishment of two rural routes. Rural Route 1, the northwest route, was carried by I.W. Meffered; and Rural Route 2, to the northeast, was carried by Leve Lindquist. An item in the *Brown County Democrat* of April 25, 1913 says: "Leve Lindquist has the art of delivering the mail on Rural Route 2 down fine since he has tamed his Ford Machine. Leve is out on his route about an hour and thirty minutes now where by horse flesh it took him a good half day to make the rounds." The rural routes at this time were about 25 miles in length.

On March 1, 1916 Rural Route 3 was established to serve the area south and southwest of Ainsworth. It too was approximately 25 miles long and was carried three times weekly. In later years Rural Route 3 was dropped and the two remaining routes were reshuffled and expanded, so that now Ainsworth has two routes again. Rural Route 1 is 110 miles long, and Rural Route 2 is 123 miles.

Air Mail

During World War II, Ainsworth was the site of a training base for Army fighters and bombers. For the duration of the training period there was a satellite post office at the Base.

In May 1938 pilot Slim Halgrimson made a flight from Ainsworth to Omaha, with a stop at Norfolk. This was in observance of National Air Mail Week. He carried 539 pieces of mail bearing a special cachet for the event.

Regular air mail service was inaugurated in October 1958 by Frontier Airlines. A total of 2,383 east bound and 589 west bound First Flight covers were sent on this occasion.

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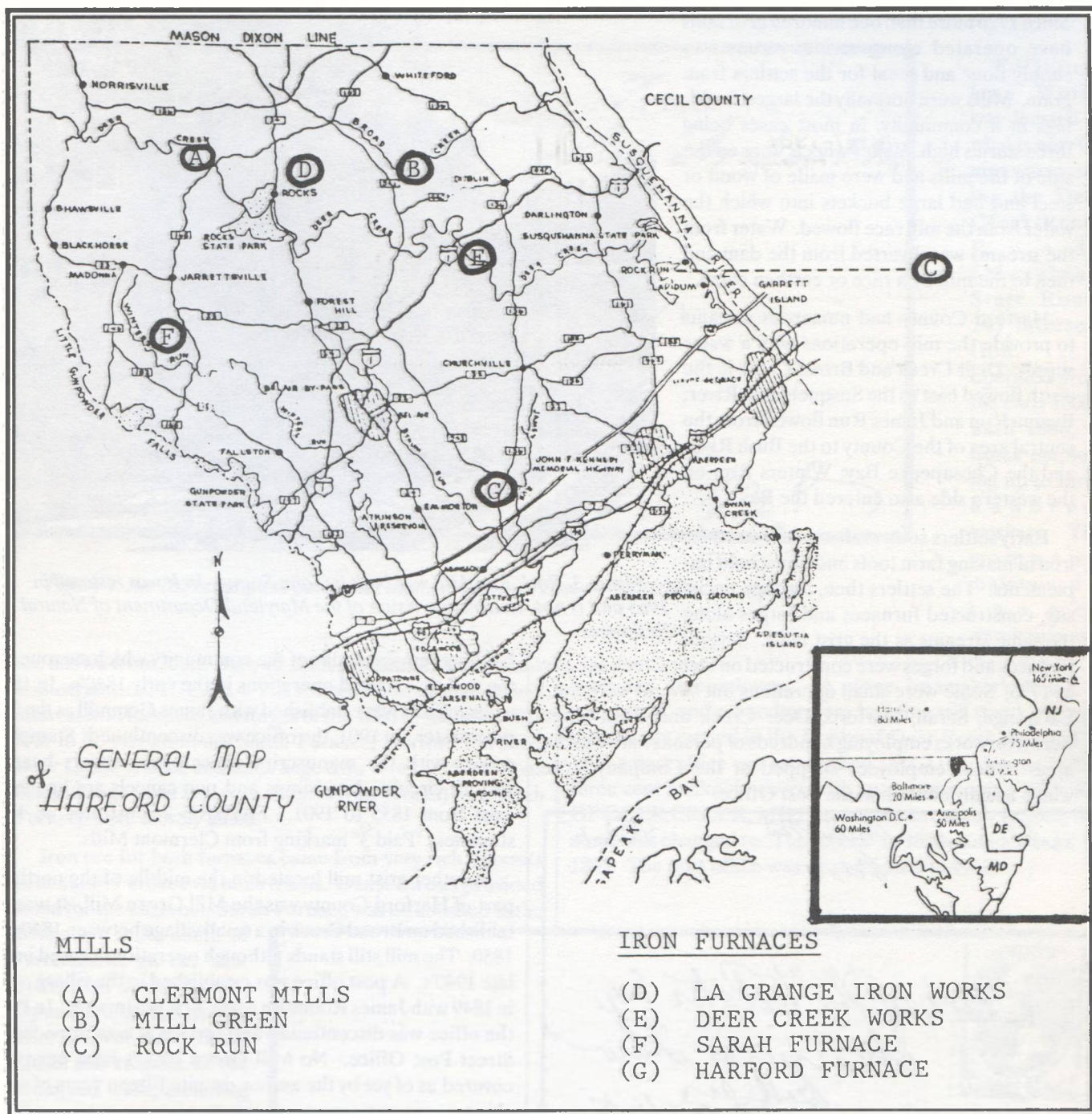
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POSTAL HISTORY OF MILLS AND IRON FURNACES IN HARFORD COUNTY, MARYLAND

BY FRANK STEWART

Harford County was formed out of a section of Baltimore County in 1773 and was named for Henry Harford, the son of the sixth Lord Baltimore. The county seat, first established at Bush or Harford Town along the Old Post Road (now Maryland State Route 7) was moved to Bel Air in 1782, where it remains today.

Harford County has an area of approximately 500 square miles and is bounded on the east by the Susquehanna River (Cecil County), on the west by the Little Gunpowder River (Baltimore County), on the north by York County, Pennsylvania, and on the south by the Chesapeake Bay.

In the early 1800's, Harford County residents were engaged in farming (including milling and canning operations), fishing, and the production of iron and iron products.

Since 1720 more than one hundred grist mills have operated along various streams to supply flour and meal for the settlers from grain. Mills were normally the largest buildings in a community, in most cases being three stories high. Water wheels were on the side of the mills and were made of wood or steel and had large buckets into which the water from the mill race flowed. Water from the streams was diverted from the dam and then to the mill by a race or earthen canal.

Harford County had numerous streams to provide the mill operations with a water supply. Deer Creek and Broad Creek in the north flowed east to the Susquehanna River; Bynum Run and James Run flowed from the central area of the County to the Bush River and the Chesapeake Bay; Winters Run on the western side also entered the Bay.

Early settlers soon realized their need for iron in making farm tools and household implements. The settlers then, through necessity, constructed furnaces and forges along the same streams as the grist mills. Several furnaces and forges were constructed on Deer Creek as early as 1776. Some were small operations but several were not. LaGrange, Sarah, Harford, Deer Creek and Bush River were iron works employing hundreds of persons native to the area. These employees shopped at the Company store which usually contained the Post Office.

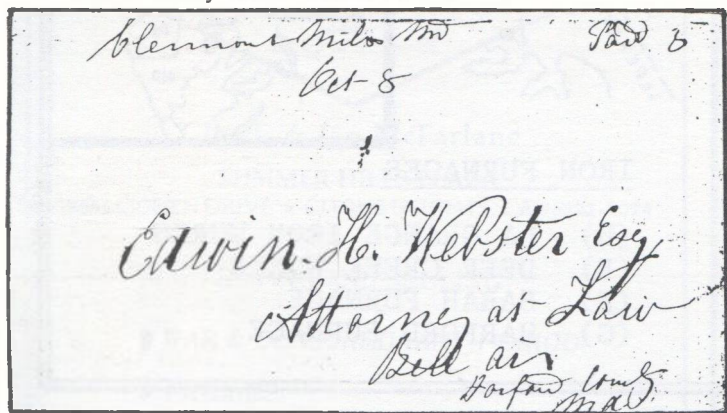


Figure 2

This article concerns grist mills and iron works which were supported by on-site postal operations. The ones that are specifically addressed are shown on "FIGURE 1." Mills addressed herein are Clermont Mill, Mill Green Mill, and Rock Run Mill. (An article by the author on Jerusalem Mills appeared in the October, 1989 issue of *LaPosta*--editor.)

Clermont Mills was located on Deer Creek in the northwest corner of the county, just one mile north of the present Maryland State Route #165 on Clermont Mill Road.

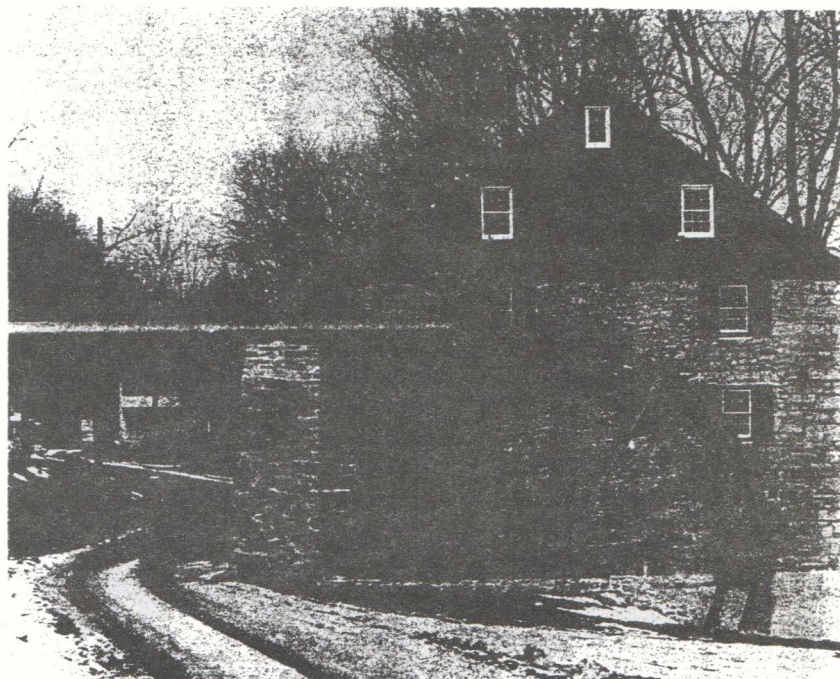


Figure 3. Rock Run Mill was built by John Stump, Jr. It was restored in 1965 and is now under supervision of the Maryland Department of Natural Resources.

Nothing remains today of the community which surrounded the mill that started operations in the early 1840's. In 1848, a post office was established with James Gemmill as the first postmaster. In 1901, the office was discontinued. Stampless covers with the manuscript cancels and covers bearing various circular datestamps and pen cancels are known to exist from 1855 to 1901. FIGURE 2 illustrates an 1852 stampless "Paid 3" marking from Clermont Mills.

Another grist mill located in the middle of the northern part of Harford County was the Mill Green Mill. It was established on Broad Creek in a small village between 1840 and 1850. The mill still stands although operations ceased in the late 1940's. A post office was established in the village store in 1849 with James Robinson as the first postmaster. In 1901, the office was discontinued and service is now provided by Street Post Office. No Mill Green covers have been discovered as of yet by the author despite fifteen years of searching.

The last mill to be discussed, Rock Run Mill, was restored in 1965 to working condition and operates periodically to grind wheat and corn during the summer months as a tourist attraction. (SEE FIGURE 3) Water still turns the large overshot wheel. The mill, built in 1794, is located on a small stream called "Rock Run," which enters the Susquehanna River about 100 feet east of the mill. The millers home, a massive stone mansion built in 1804 and restored in 1965, is furnished with period furniture. A post office has been recreated on the second floor of the mill similar to the one which operated there from 1827 to 1856. Dr. John Archer, the first postmaster, was the husband of Anne Archer, owner of the mill from 1816 to 1867. Only stampless covers

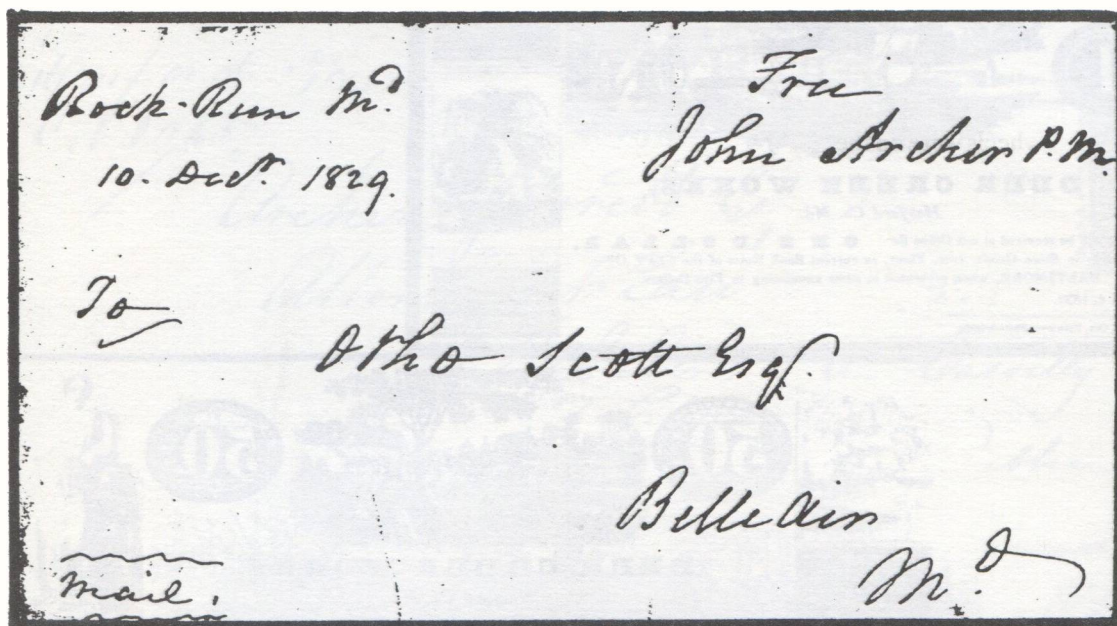


Figure 4. An 1829 stampless cover with manuscript Rock Run town marking.

are known from Rock Run; an 1829, postmaster's free frank is illustrated in FIGURE 4. The remainder of this article will address iron furnaces and forges of the 1800 to 1880 era. The four to be discussed are Sarah Furnace, Harford Furnace, Deer Creek Works, and LaGrange Iron Works. Operations of LaGrange (also known as Rogers Iron Works) and Sarah Furnace were closely allied.

Iron ore for both furnaces came from very rich deposits near Sarah Furnace via mule teams. Dense forests provided wood for the charcoal. Sarah Furnace was established in the 1840's two miles south of Jarrettsville, on the west branch of Deer Creek. Operations ceased shortly after the War Between the States and remains of the crumpled walls, including charcoal, iron, and slag, are still visible. A settlement continued in the area for a length of time after the furnace shutdown since a post office, under the name of Furnace, was established in 1888 by Israel Scarff. It was discontinued at the turn of the century. As of yet, no covers have been discovered bearing a "Furnace" postmark.

LaGrange Iron Works was located at what is now the area surrounding the Deer Creek/Rocks Road (Maryland State Route 24) intersection. It operated from the early 1800's until 1886, at times employing up to three hundred workers. The company maintained a large warehouse and community

store for its employees. A stone ironmaker's house, a warehouse, and a wooden store building still stand. A large community existed in the Rocks of Deer Creek area and in 1878 a post office was established. FIGURE 5 is an 1870's three cent banknote cover with an accompanying "ROCKS OF DEER CREEK, MD." double circle cancel. In 1880, the name was changed to "The Rocks" in 1880 and to "Rocks" in 1895. The post office was discontinued in 1968.

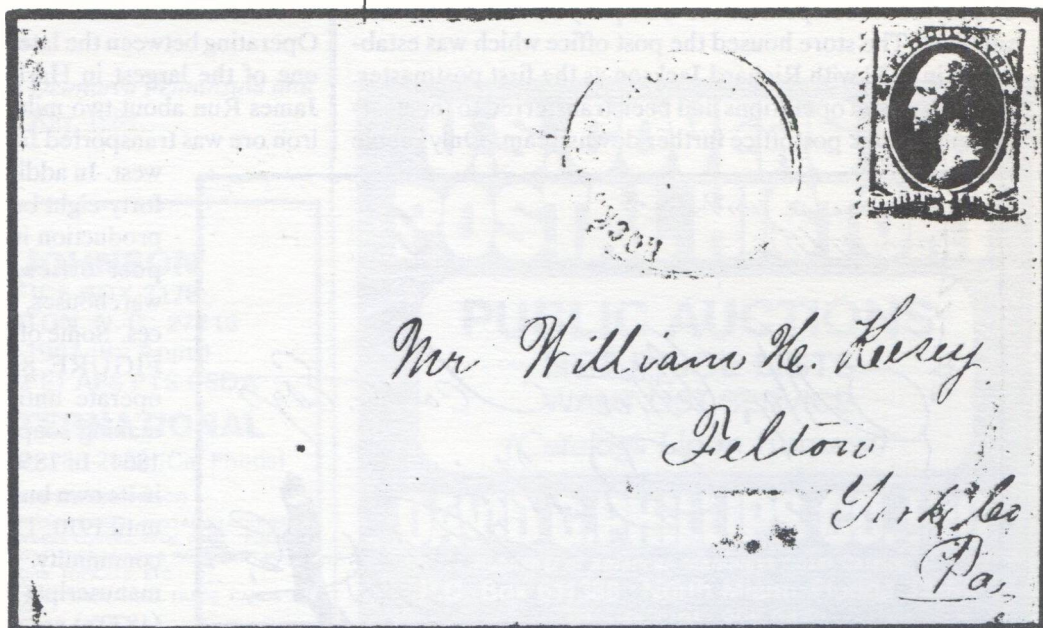


Figure 5. Banknote era cover postmarked Rocks of Deer Creek.

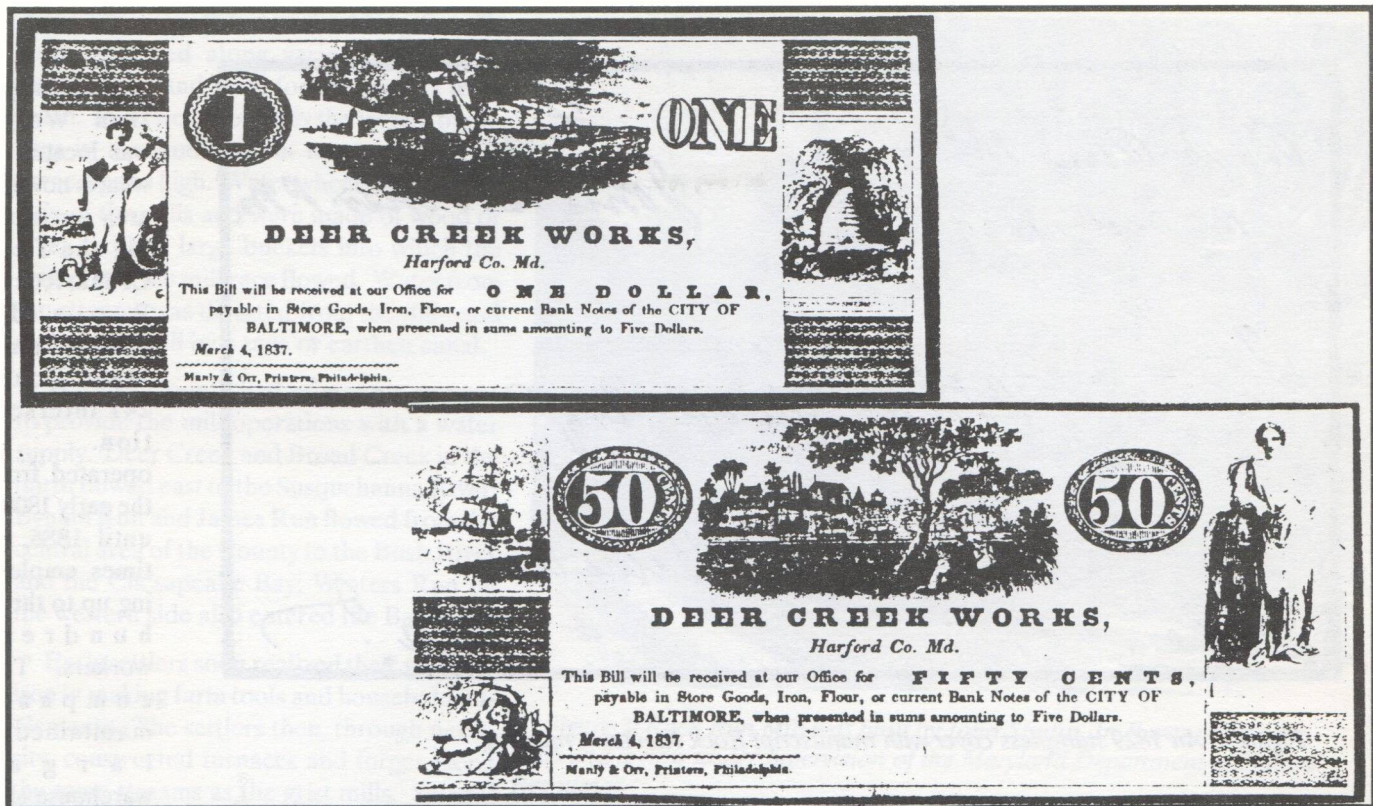


Figure 6. The Deer Creek Iron Works issued paper money, or script, to be used by employees at the company store.

In an area one-half mile south of where US Route 1 crosses Deer Creek, about ten miles northeast of Bel Air, was located the Deer Creek Iron Works. The Works was a thriving center from the 1830's to the 1880's with its store, gristmill, iron furnace, and forge, giving employment to about two hundred workers.

Paper money (SEE FIGURE 6) was issued to employees to be spent at the Company store for food and supplies. The store housed the post office which was established in 1838 with Richard Jackson as the first postmaster. By 1847, postal operations had been transferred to the nearby Sandy Hook postoffice further downstream. Only rubble

exists in an area where the works flourished one hundred and fifty years ago. Stampless covers from this post office are scarce due to the short time in operation. FIGURE 7 is an example of an 1845 stampless cover rated "6" for a less than thirty mile journey to Bell Air. This example is one contained in the archives of the Historical Society of Harford County.

Harford Furnace is the last operation to be discussed. Operating between the late 1700's and 1864, the furnace was one of the largest in Harford County. It was located on James Run about two miles north of the Bush River. The iron ore was transported from about five miles to the south-

west. In addition to the iron works, there were forty-eight buildings on Furnace land at peak production including a library, general store, post office, blacksmith building, mills, warehouses, a school, and numerous residences. Some of the larger buildings are shown in FIGURE 8. The complex continued to operate until 1878 as a chemical plant for making soap after the furnace shut down in 1864. In 1856, the post office was established in its own building and remained in operation until 1910. Little remains of this once thriving community. Covers with stamps bearing a manuscript (1860's) and a Circular Datestamp (1870's) are shown in FIGURE 9.

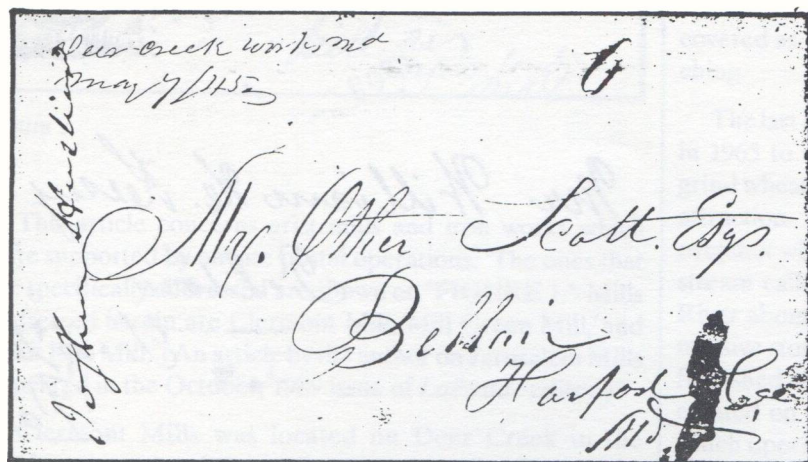


Figure 7. An 1845 stampless cover with Deer Creek Works manuscript.




Figures 8 and 9. A view and covers postmarked Hartford Furnace, Maryland.

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276 DEERING 1937 4B ON CVR. F/VF
277 GAMBELL 1940 4B ON CVR. VF
278 FORT LISCOM 1911 ON INTERIOR VIEW P.C. F
279 JUNEAU 4 CANCELS TIE 6 SC. #551 ON CVR. VF

ARIZONA

280 ASHFORD 1909, ALBUQUERQUE REC'D P.C. F/VF
281 GRAND CANYON 1911 ON DETROIT P.C. VF
282 MESA 1909, PEACH SPRINGS 1923, NO STAMP
PRESCOTT 1907, ALL ON P.C., 1 R.P.H. F/VF
283 ROOSEVELT 1909 ON TEMPE NORMAL SCHOOL
GIRLS'S HALL VIEW CARD. EX

KANSAS

284 BAKER 1912, DARLOW 1924 ON GRIG. CRDS F/VF
285 ELK CITY 1875 +OBLONG GRID ON UX-3 VF
286 LANHAM 1922 BANK PRTD C.C. (1914-23) F/VF
287 LONE ELM 1956, POTWIN 1892 BOTH CVRS VF
288 MAY DAY 1954, L.D.C. (1871-1954) VF
289 VETERAN 1886 REG. CVR. 1 YR. P.O. FAIR
290 VICTOR 1941 L.D.C. CACHETED CVR. VF

MISSOURI

291 BOLIVAR 1935, LATHROP 1935, MARSHFIELD
1935, ELDORADO SPRINGS 1935 ALL FLAGS VF
292 ELSEBERRY 1935, 48 PT FLAG CANCEL ON CVR VF
293 EIGHTMILE 1906 (1882-1935) CLEAN CVR. VF
294 ST. LOUIS, CDS SHIELD KILLER TIES 2 SC#
147 STRUCK TWICE, EMBOSSED C.C. F/VF
295 ST. LOUIS, 3 CRS, 1 W/JEWELERS C.C. 2 W/ SC#
147 TIED 1963 CVR WITH ENCLOSURE F/VF
296 VILANDER 1910 (1885-1920) 4B ON P.C. F

MONTANA

297 KELLEY 1933 (1913-38) ON P.C. W/SANTA F
298 PAXTON 1915 (1909-38) PN P.C. VF

NEBRASKA

299 INGHAM (1898-1952) UNDVD BACK P.C. VF

NORTH DAKOTA

300 AGRICULTURAL COLLEGE (1897-1925) 1907 4B,
ALICE 1905 D-2, ANETA 1909 DUPLEX VF/EX
301 BATTLE VIEW, L.D.C. P.M. SGND. BARLOW
1912, BOWBELLS 1915, BANTRY 1914 F/VF
302 CARSON 1912, COOPERSTOWN 1892, CRYSTAL
REC'D 1905, CHRISTINE 1908 ON P.C. F/VF
303 CONCORD (1907-25) 1909 4B ON XMAS CRD F
304 DE LAMERE L.D.C., DOYON 1911, DEERING D-2
DAZEY 1951, DOUGLAS 1909, ON P.C. F/VF
305 ENGLEVALE L.D.C. P.M. SGND, ELDRIDGE 1912,
ESMOND 1908, EDMORE 1908, ON P.C. F/VF
306 FILLMORE LDC P.M. SGND., FINGAL 1911,
FULLERTON 1908 D-2, FAIRMOUNT 1914 F/VF
307 GARDAR LDC, GLENBURN 1915, GARRISON 1909,
GALESBURG 1916, GRAFTON 1908 ON P.C. F/VF
308 GLADYS (1906-18) 1911 D-3 #1 ON P.C. VF
309 HAVANA, HAZEN, HEATON, HURDSFIELD 08-11 F/VF
310 HECKER, PERFECT 1907 D-2 #1 ON P.C. EX
311 HILLSBORO 1893 VF COVER W/PRTD C.C., CUBA
1920 4B ON LARGE SANTA P.C. BOTH CNCLS F
312 HURD (1906-42) 1908 D-3 #1 REC'D MARK VF
313 KELSO 1912, KELVIN 1910, KENMARE 1902,
KEMPTON 1911, KNOX 1920, KULM 1914 G/VF
314 WARSAW, (1894-1935) 1907 D-1 ON PURPLE
ROBED SANTA UNDIVDED BACK CARD F/VF

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315 BERTRAND DPO 1913 D-3 #1 ON P.C. VF
316 BLISS DPO 1908 COVER W/ENCL., OKLAHOMA
OKLA, MC, 1908, LORENA 1911 ON P.C. F/VF
317 BRECKINRIDGE DPO NEAR PERFECT D-3 EX
318 CLEORA DPO 1919 4 BAR ON P.C. VF
319 FALLIS DPO 1912 4 BAR ON P.C. VF
320 MOORELAND 1907 D-2 UNDIVDED BACK P.C. VF
321 PAWHUSKA 1904 ON VF CVR W/BANK C.C. VF
322 BRISTOW 1911, LOOKEBAY 1912, TALALA 1908 VF
323 APACHE 1908, HOLDENVILLE 1911, FOSS 1909,
OKLAHOMA 1908 FLAG CANCEL F/VF

SOUTH DAKOTA

324 BROOKINGS 1882 REC'D MARK W/SCARAB KILLER
USED ON G.P.C. FROM MILWAUKEE F
325 COLMAN, 1893 W/ C.C. ON SEWING MACHINES F
VF CVR. CHICAGO TRANSIT MARK ON REV. F
326 EDMONT 3 COLOR AD FOR COLUMBIA BTRYS VF
327 YANKTON, 1887 INS. C.C. ASHTON RPO CNCL F
328 WEBSTER, 1910 11F R.F.D CANCEL ON PC VF

TEXAS

329 AUSTIN, YEATES DRUG STORE C.C. 2 AXL. MRKS
POINTED HAND & DO NOT USE AGAIN 1932 VF
330 WAYLAND, FANCY AD CVR. W.D. PATTON PHYSICIAN
& SURGEON, 2 SC. 230 TIED CUT ON R. G
331 TURLINGTON 1910 DPO, LAVERNIA D-3 #4,
MINERAL 1910 4 BAR NOW CPO OF KENEDY F
332 HEBRON (1890-1957) 1910 4 BAR ON P.C. VF
333 ITALY TYPE 11A RFD. UNLISTED IN RICHOW VF
R.P.O. CANCELS

334 BILLINGS & DENVER, UNLISTED TOWLE SC.C-19
TIED TO CASPER, WYO. C.C. COVER F/VF
335 DULUTH & GRAND FORKS, 878.6-A-1 F/VF
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344 GRANDY 858-21d TYPED ADDRESS VF
345 ROSS ENGINEERING 858-23d TYPED ADD. VF
346 IOOR, 858-26d TYPED ADDRESS VF
347 LINPRINT, 858-31d T.A. SIGNED VF
348 LINPRINT, 858-31d TYPED ADDRESS VF
349 LINPRINT, 858-32d TYPED ADDRESS VF
350 DAVENPORT-CROCKETT, 858-34d T.A. VF
351 RICE, 858-36 UNADDRESSED SMALL SPOT F/VF
352 CACHETCRAFT, 858-37d SOME TONING, P.A. F
353 LUDWIG, 858-39 TYPED ADDRESS VF
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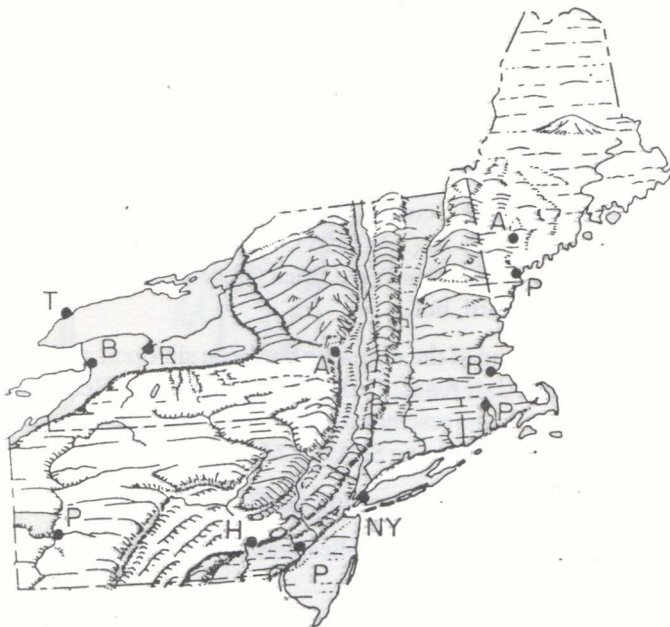
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NORTHEASTERN SECTION

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

The Empire State PH Society *Bulletin* arrived complete with its 45 cents 20th UPC imperforate stamp, which debuted at World Stamp Expo, intact. As you probably have read, some clerks, bless them, were refusing them as labels, or whatever. More postal history markings in the making.

Inside this Winter 1990 ESPH *Bulletin* is a continuation of its manuscript list supplements by **Chet Wilcox**. **Roger Curran** has, "19th Century Cancellation Firsts," an appreciation of the aggressive postal creativity of a premier city, and the usual auction (with a desperate warning of need for auction lots).

Washington DC seems to have enjoyed a banner success, with participation beyond expectation. What's good for stamp collectors is good for cover folks too. So, the love of postal history seems to be holding its own. Yet,.... as ever, it continues glaringly obvious from the repetition of names seen in such journals that while many heed the call, few serve. A quiet illness stalks the land, spreading between sunup and sundown and vice versa, unspoken by even the Communicable Disease Center: influenza authorship nervosa, a.k.a. writer-fright. Please drop a card to this Editor with your thoughts for, or a completed, brief or extended article,

lest one month you see "Northeast Section--closed for lack of interest." The folder is currently empty--do write.

Ed Harvey, whose name has proliferated in various publications recently, including this one, ends his extraordinary Pneumatic Tube article with Part III. He names names and tells all that an inquiring mind wants to know. In addition, there is a remarkable letter reproduced from the dawn of stamp life that nameless souls these last 139 years have fortunately found to be a real "keeper."

In last issue's Northeast preface we introduced the new Connecticut Doane coordinators, **Ralph Edson** and **Jose Rodriquez**. The call also went out for a Vermonter to volunteer, to round out the Northeast Section's Doane roll call. Well it seems that was a case of sympathetic telepathy. The Vermont coordinator had just volunteered himself in September. You should write him with any Doane cancel information you have: **Tom Ney**, RR#1 Box 141-C, St Johnsbury VT 05819.

Thus, insofar as Doanes are concerned, the Northeast is **COMPLETE**. An interesting query from compiler **Ralph Edson**, by the way, follows, and a second from **Barth Healey**. Read on.

Pennsylvania Doaner **Bob McKain**, while we're at it, reports an updated list topping 999 towns now, over 100 new ones added thanks to the *La Posta* listing in the Fall.

Massachusetts activity still remains a mystery to this Editor. How nice it would be to have some articles written about its prodigious output of communications, which easily pre-date the Revolution! Does anyone out there specialize in letters from the Committees of Correspondence?

With the dawn of factory life initiated in Massachusetts' hills and dales from the early 1800s, there must be armfuls of fascinating folded letters from these early factory towns. Surely the *National Geographic's* "The Boston Post Road," is not the last word on Yankee postal matters!

One readily thinks of Boston as the hub of American Postal Machine Company activity beginning with the mid-1880s. **Blake** and **Davis** gave their all for Boston postal history markings in the late 1940s with their "Boston book." Think of all the new finds, the topics unexplored, Boston and otherwise. Let's print some next issue, OK? Please write. [Hold everything! We just received word from Worcester, Mass. A full report will follow in the next issue.]

Next month we'll update the other Northeast area journals, and with hope and great expectations, introduce some new writers to *La Posta* readers.

Here are two letters from readers wishing some input. Please respond to them via this Editor.

Ralph Edson has a couple comments to make regarding Doane numbers. Can help him and offer a definite answer about this and his other points?

Dear Tom,

I have an "Official Postmaster's Account and Record Book" for the North Westchester CN post office covering the years 1910, 1911, 1912, 1913. This was a fourth class post office. So far at least, we have not found a Doane cancel for it. It explains exactly how a fourth class post master was compensated or, to be more precise, on what basis he or she was paid.

It is not clear in my mind whether the number in the bars indicates dollar volume or postmaster compensation. An article in our *La Posta* says dollar volume and in Postmarks on Postcards, by R. Helbock, page 16, he says compensation.

....While I am at it may I say that I received my *La Posta* on January 11th. I had letters from the far west more than a week before I received my copy giving me updates on our list. This means that all copies are being mailed at the same time.

"So what!" you say? The point is that there are more and more [Eastern-interest] items advertised for sale in *La Posta*. Obviously we Easterners are not getting the same chance to obtain what we want when the Westerners are getting their magazines many days before we do.

There's the problem. The solution is a staggered mailing. What is your opinion?

Ralph

[Publisher's Response: Staggered mailings might be a possibility for the future, but with only 1,200 subscribers or so, bulk mailing requirements limit our options. We are, however, attempting to acquire a Second Class Mailing Permit, which should improve our delivery service all around. RWH]

Dear Mr Clarke,

I am a diligent reader of *La Posta*, though I have to admit my interest in about 90 percent of the material is slight. But your column and others have turned me into a mildly addicted collector of auxiliary markings, and I need your help with one of them.

I came across a cover (photocopy enclosed) postmarked Bertha, Pa., July 26 (AM) 1935, with a clear two-line handstamp "Last Day/This Post Office Closed." That's all pretty straight forward, but...

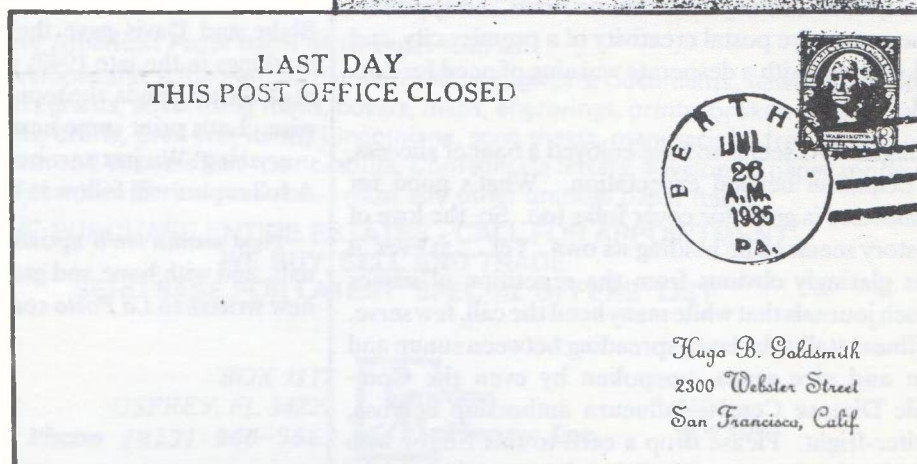
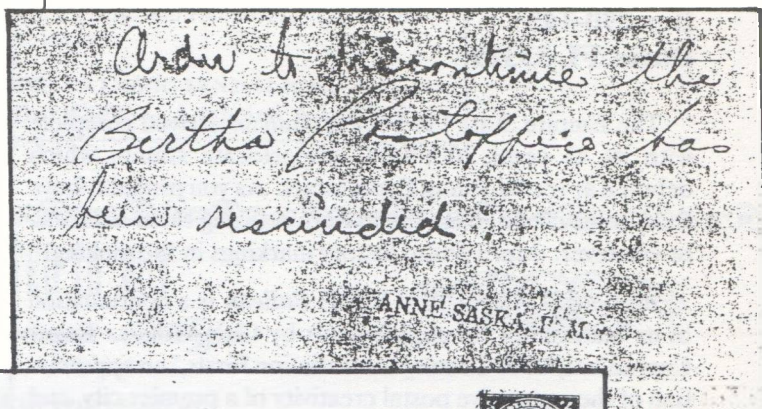
The left end of the envelope has been slit open and a light card inserted. It reads: Order to discontinue the Bertha Postoffice has been rescinded," with a straightline handstamp below that reads Anne Saska, P.M.

Question: What happened next?

Any light you or your colleagues could shed would be appreciated.

Best Regards,

Barth Healey



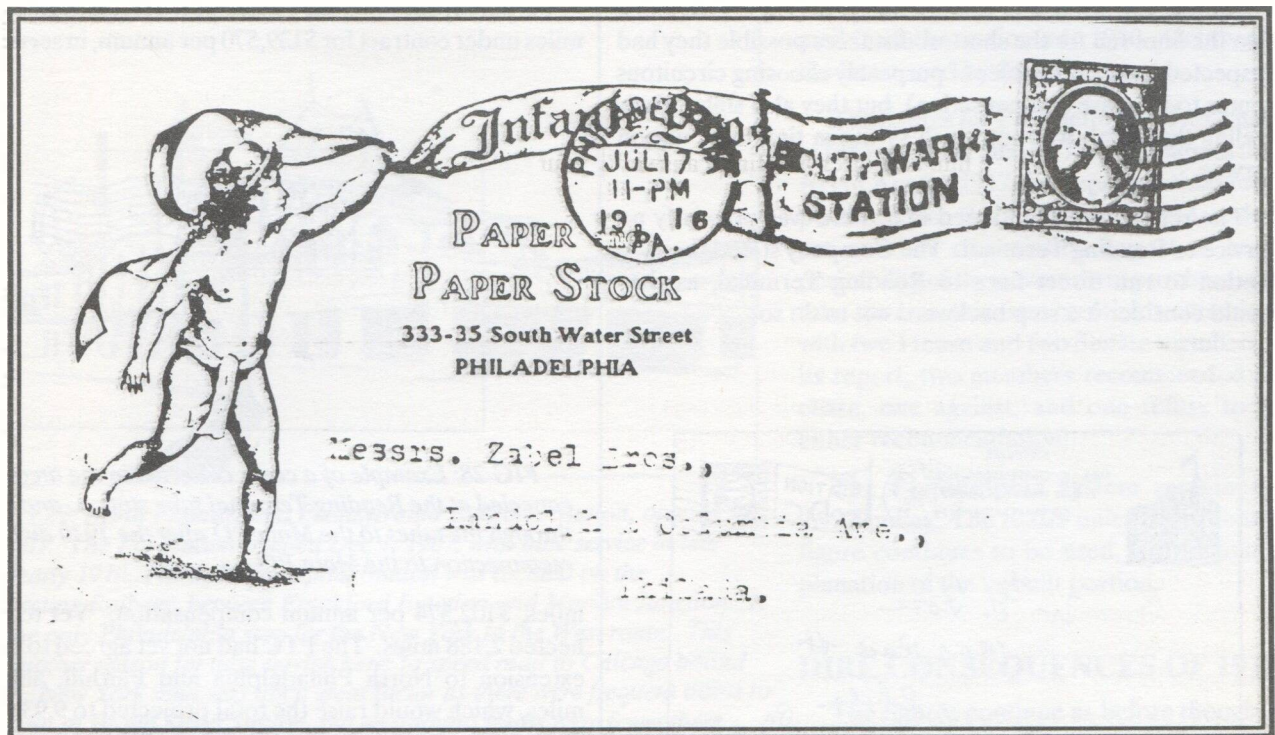


FIG 26: A relatively new station, Southwark opened in 1904, and was connected by tubes running south from the Main PO.

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

Part III

By Edward T. Harvey

[Part I appeared in LA POSTA, Vol. 20, No. 4, and Part II was in Vol. 20, No. 6]

ADDITIONS THROUGH 1907

In Philadelphia the PTC was awarded a contract for Route 510006, with annual compensation \$124,950, approximately 7.35 miles at a rate of \$17,000 per mile. The original proposal called for 8.0894 miles. The reduction was made by omitting the extension from Southwark to Station D and by considering the line from the Main PO to Broad Street as direct, ignoring the small bypass length connecting with Reading Terminal, which was suspended till 1910.

The new Philadelphia service operating as of Jun 30, 1907 was 3.90 of the 7.35 miles under contract. This increase was due to completion of the lines from The Main PO to Stations S and O. Also by this time a double line of tubes had been laid between Broad Street Station and Stations J and C. Terminal machinery had been installed and the tubes were connected but the air compressors at Stations J and C had

not yet been installed. At Broad Street Station the terminal machinery and compressor installation had been delayed pending the space allotment promised by the Pennsylvania Railroad.

Post Office Inspectors Charles E Crowell and Joe D Farrell began an inquiry in early Feb 1907 into the pneumatic mail systems and the contractors operating them. They made their detailed report regarding the companies and the routes on May 22, 1907 to W J Vickery, Chief Post Office Inspector in Washington.

Brought out in the report is the fact that all pneumatic tube operating companies were now, with the exception of Pneumatic Transit, Philadelphia, under the control of American Pneumatic Service Co., Boston. Each company had its own name but were actually part of a single organization. APS, much earlier, had tried to interest the government in their design which utilized a 10 inch tube and a friction reducing carrier with wheels.

The inspectors interviewed officers of the PTC in their offices now located at 1038 Ridge (formerly 906 Walnut). The

inspectors reported that service was generally satisfactory, that the lines ran for the shortest distances possible they had suspected some companies of purposely choosing circuitous routes to increase compensation), but they also stated their feeling that there was not much saving in time over wagon service.

The report also mentioned that there was presently no service to Reading Terminal. The Company stated their intention to run direct lines to Reading Terminal, as they would consider it a step backward not to do so.



FIG 27: Station D (formerly Southwest Station) Tubes ran eastward from Station D to Southwark and back to the Main PO

ADDITIONS THROUGH 1908

As of Jun 30, 1908 Philadelphia had 6.022 miles of tubes in operation out of 7.35 contract miles. Later, on Nov 23, 1908, an additional 1.91 (later refigured to 1.8875) miles was connected between the Main PO and Southwark Station and Station D. This last Station had been in the original request bids but had been disallowed to trim costs, and was now restored.

The Philadelphia PO has begun to favor an extension to Fairhill Station and North Philadelphia Station on the Pennsylvania Railroad. It began to negotiate with the PTC for these extensions but the Company showed some reluctance to assume the obligation. All contracts had to be written to expire on June 30, 1916 and the time span for recovering the investment was shrinking, and would be briefer still after completion.

Congress, by Act of May 27, 1908, directed that an investigation be made concerning advisability of government purchase and operation on the pneumatic services. A commission was appointed and another lengthy investigation ensued, generating another report. It was generally favorable to the systems as an enhancement, but they advised against purchase. In conclusion, they did not touch upon the element of the cost effectiveness of the services rendered.

As of Nov 10, 1908, the Philadelphia status is given as 8.21 miles under contract for \$139,570 per annum, in service 6.022



FIG 28: Example of a cover collected in the area, canceled at the Reading Terminal tube station, and sent through the tubes to the Main PO after the 1910 direct link reconnection to the Main PO.

miles, \$102,374 per annum compensation. Yet to be connected 2.188 miles. The PTC had not yet agreed to build the extension to North Philadelphia and Fairhill, about 1.72 miles, which would raise the total projected to 9.9337 miles. There also remained unconstructed 0.2735 miles from the Main PO to Reading Terminal.

MAXIMUM EXTENT BY 1910

The fiscal report as of Jun 30, 1909 shows route 510006 as 8.23 miles under contract for \$139,910 per annum of which 7.9095 were in operation with annual rate of compensation \$134,461.50. The total miles a year previous had been 6.022 and the line begun Nov 23, 1908 from the Main PO to Southwark and Station D had added 1.0155 and .08875 miles respectively, for an increase overall of 1.8875 miles.

As of Jun 30, 1910 Route 510006 shows 10.029 miles for \$170,493 with 9.987 miles operating at an annual rate of \$169,779. Within the previous year Reading Terminal had been reconnected with the Main Office, and a line had been laid and was in operation between Station O and North Philadelphia Station via Fairhill Station. The North Philadelphia connection was very logical as many trains to and from the South and West stopped there. It was unfortunate that there was so much intermediate point handling between the Main PO and the tubes at North Philadelphia.

With the most recent expansion, the Philadelphia system had grown to its maximum extent, which was finally figured at 9.9999 miles, after some minor adjustments in 1910.

With Jun 30, 1911, the route had 10.029 miles under contract and 9.9999 in service. The had been adjustments in distance in the previous year. Penn Square Station (formerly Broad Street Station) had opened Aug 1, 1910 and distance adjustments were required a) between it and the GPO, 0.0067 miles, and b) to Station J via Station C, 0.0062 miles. Some references indicate 1908 as the year Broad Street was



FIG 29: North Philadelphia Pennsylvania Railroad Station, opened Jun 16, 1901. The PO Station opened Dec 1, 1907, with tube service in late 1909/early 1910. North Philadelphia Station was located on the Connecting Railway, between Frankford Junction and Mantua Junction. It was the only Philadelphia stop for the New York to the West route. This was another reason for tube service here: to speed mail to Chicago bound trains. New York mail was not a great factor as there were frequent trains to NYC out of Broad Street Station, but westbound trains were fewer there.

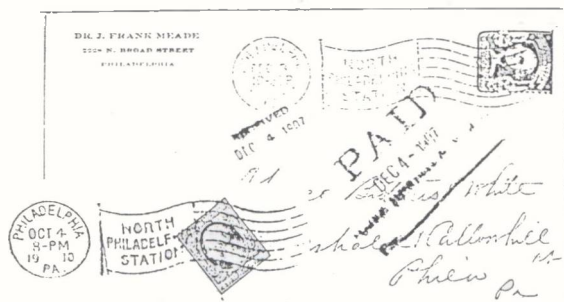


FIG 30: Examples of cancels from the North Philadelphia tube station, before and after service commenced (?early 1910).

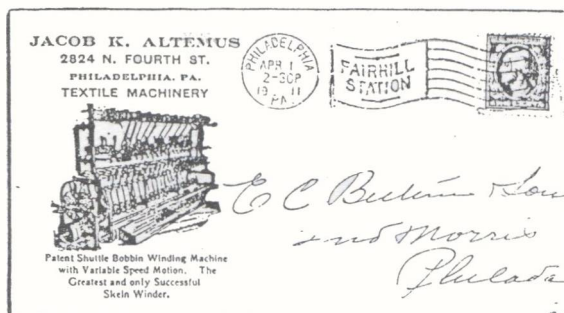


FIG 31: Between Jun 30, 1909 and Jun 30, 1910 Fairhill Station was connected by tubes running north to North Phila. Station, and south to Stations O, S, and the Main PO. The PTC had been reluctant to build any new lines when all contracts were mandated by Congress to terminate in 1916.

discontinued, but there is plenty of canceled mail from the station into 1910. October 4 is the latest seen by the writer.

The figures for Philadelphia did not change in the report for Jun 30, 1912. Congress the in Act of Aug 24, 1912, for appropriations for the postal service through Jun 30, 1913, ordered yet another commission report as to the desirability of the government purchase of the tube systems, this time creating a commission with two House and two Senate members. In its report, two members recommended purchase, one against, and one refuse to sign either recommendation!

The Philadelphia system remained at 9.9999 miles. The 10.029 miles under contract figure continues to be used, but without explanation of the unbuilt portion.

DIRE CONSEQUENCES OF 1915

The figures continue as before though Jun 30, 1915. As Jun 30, 1916 approached, the time when all pneumatic tube contracts would expire (Act of Apr 21, 1902), it became necessary for the PMG to ap-

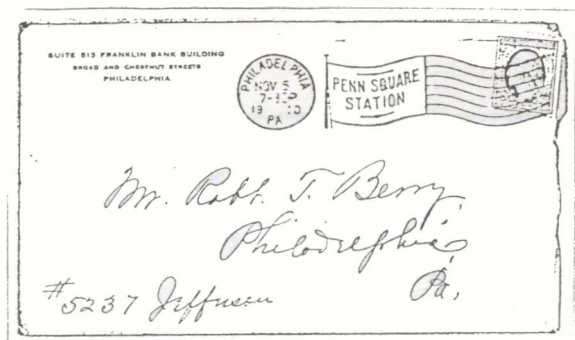


FIG 32: Example of a cover collected in the area of, and canceled at, the tube station before being sent through the tubes to the Main PO. Postal officials had been asking the Pennsylvania Railroad for additional space for the tube station. Until 1910 they were unwilling to give any when larger quarters did become available. When the tubes were moved the name changed from Broad Street Station (FIG 13) to Penn Square Station. When the tubes ceased operation in 1918, the Station continued collecting and canceling mail. In 1923 it lost the status of station and became an annex, canceling mail as "G.P.O. Annex"

point an investigative commission and to consider its report as to the needs and practicability of the tube service, before awarding new contracts for the period beginning Jul 1, 1916.

PMG A S Burleson appointed a committee of five, all high ranking executives or supervisors in the postal service, by Order 9028, of Jul 15, 1915. The committee would submit

the report not later than Oct 1, 1915. The report was eventually submitted Oct 13, 1916, more than a year late. Pending receipt of the report, the old contracts were extended six months by the PMG and were later extended by Congress to Mar 4, 1917.

The report, with appendix and maps, totalled over 200 pages. It was detailed and documented with tables from each city showing tube activity at each station for test periods. The committee also held hearings in the various cities and conducted much correspondence with interested parties. Appendix G (Philadelphia) has 71 pages, compared to 20 pages for NYC. They may have concentrated on Philadelphia because it had pneumatic service the longest, or perhaps because it was closest to Washington.

Information requested from Philadelphia included:

1. Alternate transportation available (auto, trolley, horse wagon, etc) and how the use of these would affect cost.
2. Movement of tube mail stations to station for a two day period showing mileage, annual revenue, percent handled by non-tube means, tube inadequacy at peak volume, and much more.
3. Reduction in clerical force anticipated if tubes were eliminated.
4. Comparison tables between 1913 and 1915 for all tube mails received and dispatched at tube stations

5. A set of 21 tables showing weights of mail dispatched from one tube station to another hour by hour, 4 AM Aug 26 to 1 AM Aug 27, 1915.

6. Letter and report on all tube failures and irregularities from Aug 1, 1914 through Jul 31, 1915 and the response to each from Pneumatic Transit Co.

The report of the committee recommended that all service cease in Boston, Chicago, St Louis, and Philadelphia. It also recommended that service to Brooklyn stations cease, but that the Brooklyn Main PO continue to be connected to the Main PO in NYC. It recommended that advertisements be issued for service in NYC through existing tubes in the area South of Grand Central and Times Square Stations, and that the territory north of this area be considered, but only at a material reduction in the costs and with contracts cancellable on six months notice.

AFTERMATH 1918-1953

Congress, in response to pressures from business favoring the extra tube services, and over the vehement protests of the Postal Officials who had come to believe that the service was too expensive for the results obtained, again extended the contracts, to Jun 30, 1918.

But on this date all contracts expired and none were awarded for 1919. Service was partially resumes in NYC on Oct 2, 1922, and still later in Boston on Aug 6, 1926. In Boston the service was finally halted Dec 31, 1950, and in NYC

- 1893 East Chestnut Street Station and the Main PO (GPO) lines tested Feb 17, starting officially Mar 1.
- 1895 East Chestnut Street Station closes Apr 1. The tubes are rerouted into new Bourse Building which now contains Sub-Station No. 20. It probably opens, along with the Bourse, officially on Oct 1, 1895.
- 1898 Jan 1, Station renamed as Bourse Station. Sub-Station 20 designation relocated elsewhere.
 - May, Broad Street Station operation begins along with Reading Terminal bypass.
 - Station No. 22 (formerly Andora) now assigned to the Financial Station established in the public area of Broad Street Depot. It was not connected with, or a designation for, the Broad Street Station itself.
- 1902 Station No. 56 (formerly at 5th and Glenwood) now assigned to the Financial Station in Reading Terminal Depot. It was not connected with, or a designation for, Reading Terminal Station.
- 1906 Reading Terminal Station pneumatic tube bypass is disconnected in order to improve service between the Main PO and Broad Street Station.
- 1906-7 Station S connected to Main PO and Station O connected to Station S.
- 1907-8 Station J is connected to Broad Street Station and Station C connected to Station J.
- 1908 Nov 23, Southwark Station begins service to Main PO and Station D begins service to Southwark Station.
- 1909-10 Fairhill Station is connected to Station O and North Philadelphia Station is connected to Fairhill Station.
- 1910 Reading Terminal Station is directly connected to Main PO.
 - Aug 1, Penn Square Station opens, replacing Broad Street Station as a tube terminal and necessitates relocation of tube connections.
- 1918 Jun 30, Tube service ceases at all Stations after officials choose less expensive mail moving methods. Later, NYC and Boston will resume service into the 1950s, but for Philadelphia, Chicago, and St Louis pneumatic tube mail transport was a thing of the past.

FIG 33 : Chronology of the Philadelphia Pneumatic Tube Mail System

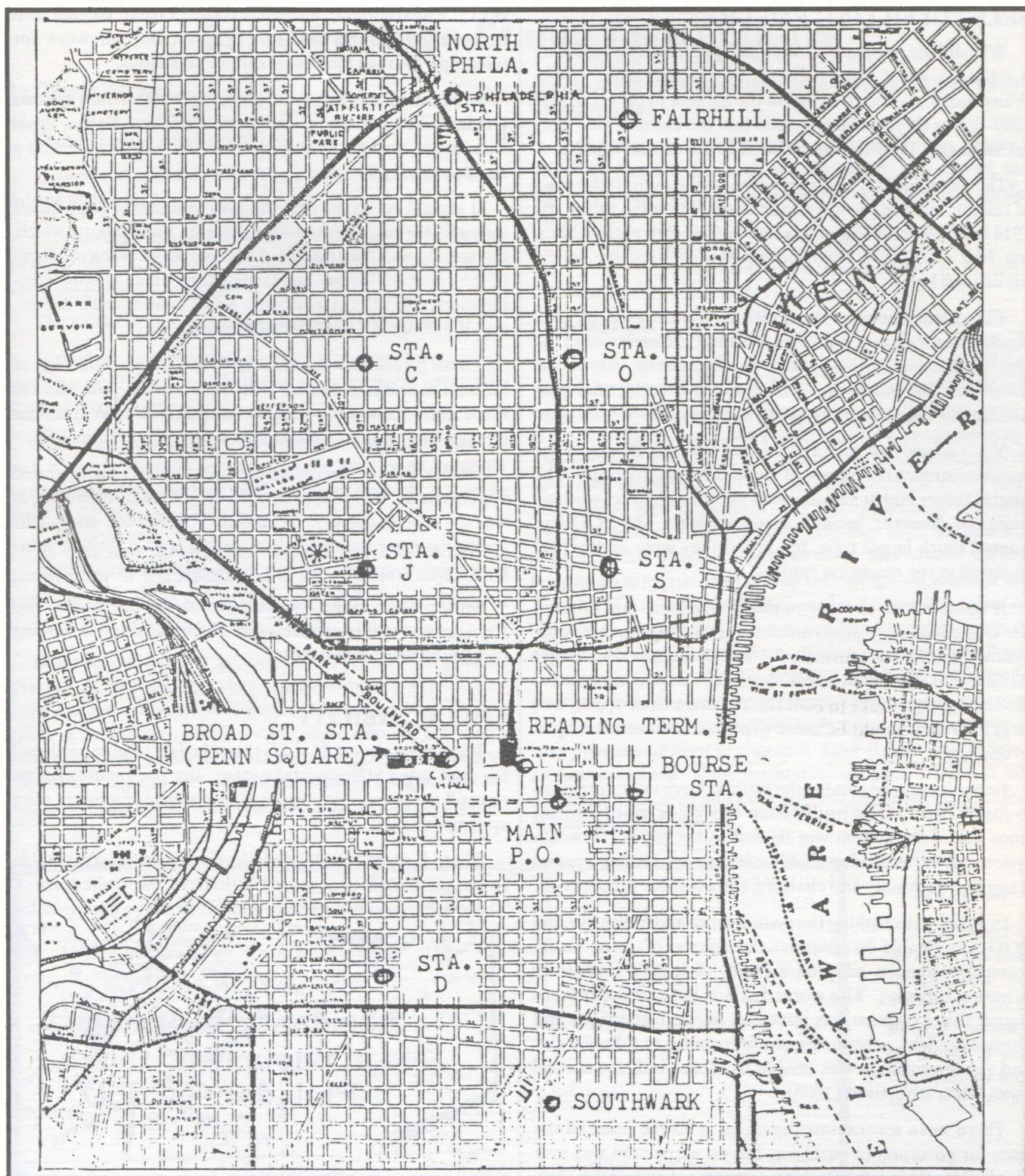


FIG 34: Map of Philadelphia Stations with Pneumatic Tube Mail service, from North Philadelphia in the North to Southwark in the South. With all interconnection, the system totaled 9.9999 miles, as essentially attained by 1910. Heavy lines are railroads traversing the city.

it continued to Dec 30, 1953, when the 10 year contract, with seven years remaining, was unilaterally abrogated by PMG Summerfield and the matter of the broken contract was referred to the Justice Department.

It is rather amusing that less than three years previous, the NYC Postmaster Albert Goldman, had written a glowing account of the benefits of the New York system for Stamps magazine (Apr 22, 1950).

SELF-FULFILLING FAILURE?

Why did the pneumatic tube mail systems survive for such a relatively short time? There are many reasons. John Wanamaker started to mention the subject in his reports in 1889--it was six years later in 1895 that the automobile ("horseless wagon") was first mentioned in the annual reports.

The development and perfection of the auto to the state of reliable vehicle proved severe competition the tubes. By 1914 the POD had begun to acquire their own automobiles, but had previously been leasing the services on an experimental basis.

The assumption by the POD of Parcel Post in 1912 created a new class of bulk mail unsuited to transit within the size of existing tubes. Also, the increasing use of the telephone had made local business and residential customers less dependent on speedy mail service.

Yet it seems that the original concepts and design of the systems carried the seeds of their own destruction. The original tubes laid in Philadelphia's Chestnut Street were six inches in diameter, soon required at eight. The POD had wanted much larger tube, but found they were impractical to install in the roadways existing.

It was a matter of pride to the Department that tubes in the United States were so much larger than those in foreign systems, which were usually 2-1/2 to 3 inches. But larger tubes would also mean larger, more expensive compressors, motors, storage tanks to cool the air, more floor space, and larger carriers would be more expensive and more subject to damage.

From the very beginning the systems were under pressure to justify costs. Cost justification was made more difficult since use of the system was denied to the public. Foreign systems generated identifiable revenue by issuing special stamps or stationary and charging extra fees for tube service.

In addition to making the system large and expensive, the POD was unable to pinpoint the source of extra postal revenue, and so it adopted a policy of leasing lines from private companies. This worked at first but as it became apparent that Congress was intent on severe restrictions and heavy oversight, private companies refused to take the risk and the government was unable to secure bids for several cities when advertised (1906).

There were several investigations as to the price of the lines for government purchase, but no agreement was ever reached for their sale. Had the government owned the lines, they may eventually have been abandoned, but at a much later date.

OTHER FOREIGN ADVANTAGES

There were other advantages which the foreign systems enjoyed that may account for their longevity. The United States eventually had systems in Boston, Brooklyn, Chicago,

NYC, Philadelphia, and St Louis. Great Britain had pneumatic systems outside London but all were for telegraph (part of the postal service) dispatch.

In France, Paris was at the center with only minor systems in Marseilles and Lyon. In Germany, it was Berlin, again with minor systems elsewhere. In Austria, Vienna, with a small system in Prague.

It should be noted that the only systems of importance transmitting mail were in Paris, Berlin, and Vienna, which, as capitals, had the additional advantages of being the focus of the country's history and largest city. Each had the combination of NYC's size, Boston and Philadelphia's history, and Washington's political persuasion.

These foreign administrations also had the advantage of having the telegraph under their jurisdiction. The tubes in Paris were opened for telegram dispatch in 1866 and were so used for ten years before even adding the mail in 1876.

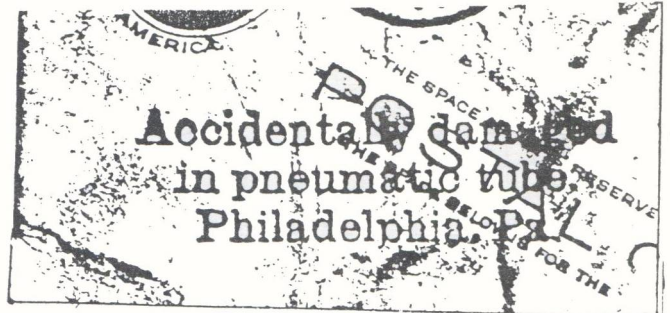
Nor were these foreign, government-owned and operated systems under constant pressure to justify their existence, as was the case in the US. With them, the benefit and public utility was more immediately apparent, and additional postal revenue from tube use was more easily demonstrated.

Most of the foreign systems have ceased operation. The Parisian was still in service as of a few years ago according to a friend who visited there.

COLLECTABILITY

It has been almost 30 years since the last tube carried mail for the United States postal system. But pneumatic systems are still in commercial use and several manufacturers offer systems for sale.

There is plenty of philatelic foreign material attributable to the pneumatic process but little from the United States. There are some rather scarce cancels from the Chicago tube



stations, and one auxiliary rubber stamp from Philadelphia. There are rumors of markings from St Louis--these the writer has not seen.

Perhaps it is the scarcity of material which causes the relative obscurity of the pneumatic tube mail system. Many collectors and some dealers are not aware that such a system ever existed. It is a part of our postal history too interesting to pass unnoticed.

Early Postage Stamp Instructions

by Tom Clarke

Postal history collectors either

1) involve themselves with the contents found within their folded letters and covers, or

2) could care less about the contents, even to the extreme of removing the attached or enclosed letter, destroying the contents as excess baggage.

The writer began collecting after a third fashion:

3) read the contents first, oblivious to whatever stamp or marking were found on the front. "Sociological letter collecting" the British call it.

More and more dealers have begun to acknowledge the rich rewards, literally and figuratively, that cover contents can bring to the collecting (and academic) world. A case in point is the following item.

At first look a very nice four-margin #10 on cover, postmarked in Philadelphia, the writer's specialty. And within the first three weeks of issue to boot. A so-so cancel, a clear 7-line grid killer, a \$10-20 item.

But a wisened dealer got there first. Unlike the general practice of 20 years ago when this collector's postal history career began. A much healthier sum purchased this unique piece of Americana, a folded letter more valuable for what's inside than out. Is this the bona fide realm of postal history? But what a slice of life! Who can begin to imagine the all-thumbs feelings of our youthful great, great, great

grandparents when confronted with "adhesive labels" for the very first time!

How many fascinating items pass under the reader's fingertips because you only see the stamp, the cancel, the rate? Would you have bought this item at 3, 4, or 5 times the above price?

Philada. July 15th 1851

Dear Frank

Yours of yesterday was duly received this morning. in it you inquire concerning the Post Office Stamps. your question is easily answered in this wise. the only depot for the Sale of them is the Post Office, where you can buy them in any quantity, but some of the Store Keepers also have them for Sale, but only in very small quantities, and they get them from the PO & keep them just to draw customers. The Stamps are only made for the convenience of the Public so that they need not take the trouble of waiting to pay letters every time they wish to. all you have to do is to just Stick one of the Stamps on and it is the Same as if you paid the money and it Saves a great deal of Trouble as you can drop them in the Box for unpaid letters at any time od Night. we use them alltogether at the Store Since the prepaying System has become So general. the letters are 5c if not prepaid. So if you ever get hold of any more Stamps they are just as good as Money if you wish to Send a letter to any of your friends and want to prepay it, Stick that on and it Saves all further trouble. if the method of using the Stamps is not clearly defined, write and I will give you all the necessary information concerning them.

Yours

Ned Bodine

PS. I expect to go down on long Beach about the 12th of next month. you must go along. I will have a crowd with me.

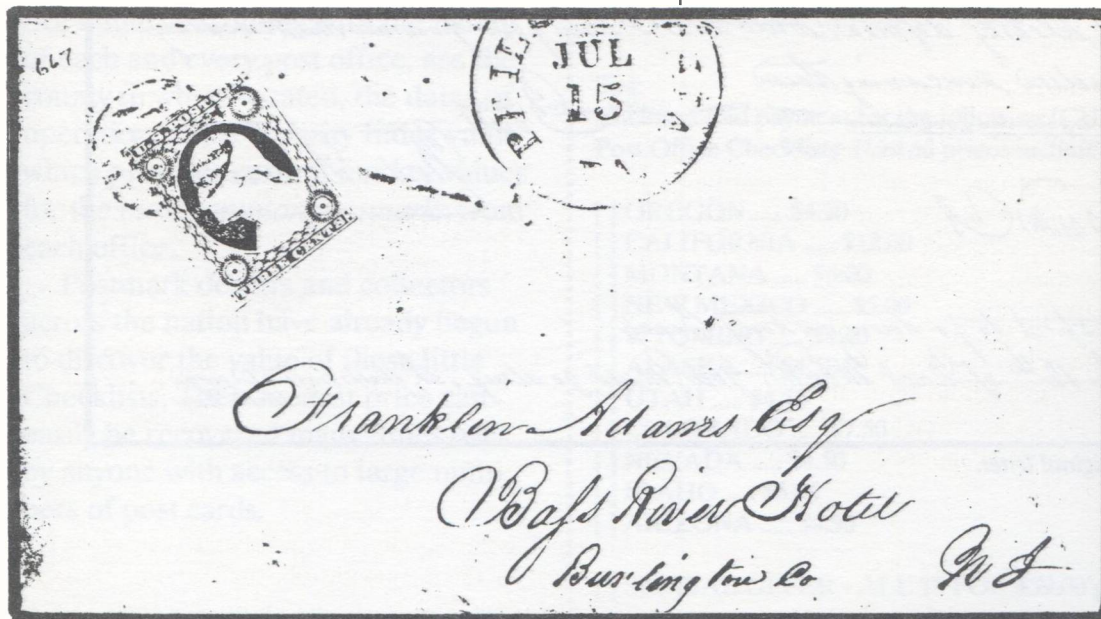


Figure 1.

Dear Frank

Philad^a July 15th 1857.

Yours of yesterday was duly received this morning, in it you inquire concerning the Post Office Stamps, your question is easily answered, in this city the only depot for the sale of them is the Post Office, where you can buy them in any quantity, but some of the Store keepers also have them for sale, but only in very small quantities, and they get them from the P.O. I keep them just to draw custom. The Stamps are only made for the convenience of the Public so that they need not take the trouble of waiting to pay letters every time they write to, all you have to do is to just stick one of the Stamps on, and it is the same as if you paid the money, and it saves a great deal of trouble as you can drop them in to the Box for unpaid letters at any time of night, we use them all together at the store ^{since} the Prepaying System has become so general, the letters are 5^c if not prepaid. So if you ever get hold of any new Stamps they are just as good as money, if you wish to send a letter to any of your friends and want to prepay it, stick that on and it saves all further trouble. if the method of using the Stamps is not clearly defined, write and I will give you all the necessary information concerning them.

Yours

On
Frank A

Wm Bodine

P.S. I expect to go down on Long Beach about the 12th of Next Month. you must go along, I will have a crowd with me.

Figure 2. The original letter.



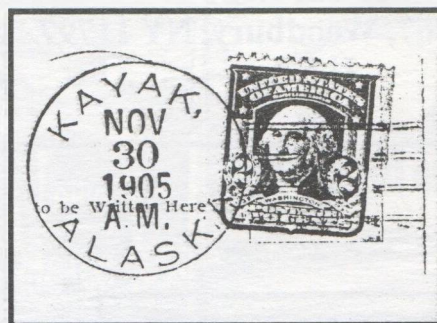
INDIAN BRAVE

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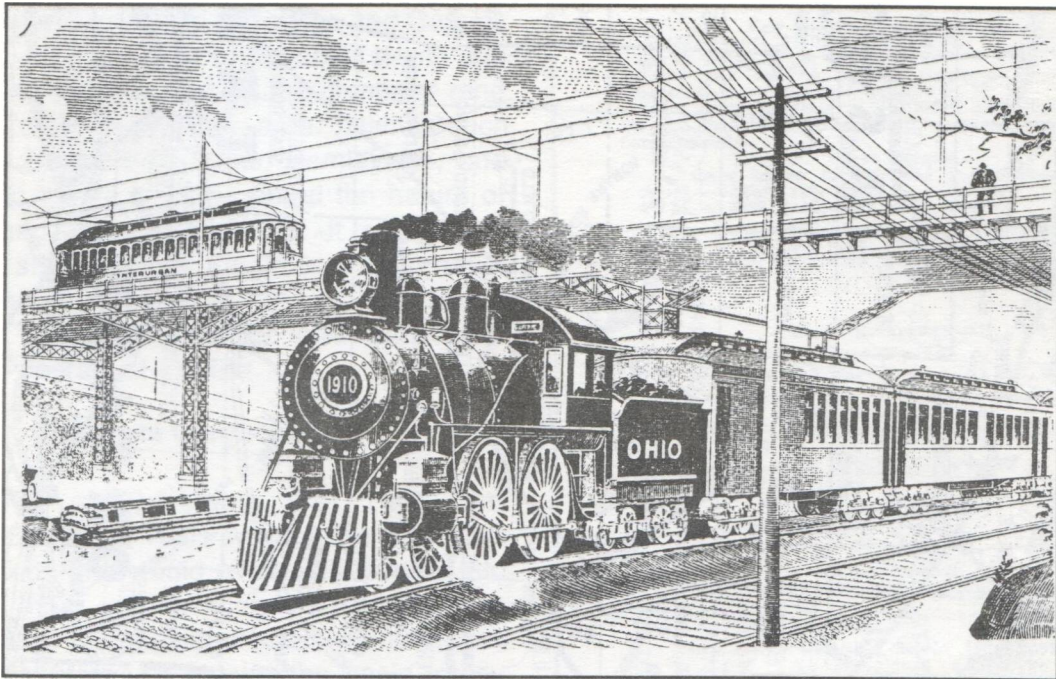
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The Second Section

The Maple Leaf Route: The Cleveland & Eastern Traction Company

by
Robert G. Munshower, Jr.



As the state with the largest interurban network, Ohio's Interurbans offered perhaps the greatest diversity in terms of size, equipment and operation. The development of Ohio's Interurban operations reached their zenith in the form of the famed Cincinnati & Lake Erie and the Lake Shore Electric Railways. At the far end of the spectrum were the small, poorly conceived local interurbans, such as the Cleveland & Eastern Railway. Known locally as the Maple Leaf Route, the Cleveland & Eastern Railway embodied all that was wrong and little that was right in interurban planning and operation.

In a state such as Ohio, which contained all of the elements necessary for the successful support of an interurban network, it seems odd

that an interurban railway which counted Ohio's most populous city as its western terminus could fail and fail as early as it did. The Cleveland & Eastern did fail, not in the convulsive dramatic fashion of the larger traction systems, but in a slow contraction of service and operations until little remained except the decision to suspend service entirely.

As mentioned above, the State of Ohio seemed to offer everything needed for the operation of a viable interurban railway network. Even from the very beginning, the Cuyahoga Suburban Railway and its successors were denied almost every one of those vital requisites of profitable operation. Although the basic premise to connect Ohio's largest urban center with what would

eventually become one of the fastest growing areas was sound, the planning, financing and development were not. The lack of parallel and competing railroads should have been a positive factor, but, even this did not change the outcome.

While words such as pastoral, rural and bucolic were fine in the poetry of William Wordsworth, they were an anathema and a curse on the operations and profitability of the Cleveland & Eastern Railway. Traversing some of the most beautiful scenery in northeast Ohio, the line did haul many sightseers and excursionists through the heavily wooded valleys, glens and forests of Cuyahoga and Geauga counties. Even the names of the small towns and hamlets which were served by the company rang true to the rural nature of the area. Names such as Novelty, Hiram, Bass Lake, Bentleyville, and even Hamlet, spoke volumes about the nature of the area and the sparse traffic it generated. During its short lifetime, the road was never able to secure the necessary freight traffic required to sustain profitability, and quite early on began to operate at a deficit.

Corporate Chronology

Chartered on December 3rd, 1895, the Cuyahoga Suburban Railway was the first in a series of steps that would eventually evolve into one of the more unique interurban railroads in Ohio. In 1896, the original charter was amended to allow construction to extend the basic trolley line from Cleveland to Chagrin Falls, Ohio. Although Chagrin Falls was a somewhat bucolic town of minor proportions, it lacked a direct rail connection to Cleveland. Extending the newly renamed Cleveland & Chagrin Falls Electric Railway to Chagrin Falls was in keeping with the suburban nature of its operation. Construction moved along at a relatively moderate pace with the track finally reaching Chagrin Falls on May 1st, 1897.

It did not take the operating department very long to realize that freight and passenger traffic between Cleveland and Chagrin Falls could not generate the necessary profits nor sustain operations for very long. It was at this time that the directors decided to construct an interurban line from Cleveland to Ashtabula. Later on, it was thought a branch to Painesville might be constructed to connect with another Ohio

interurban, the Cleveland, Painesville & Eastern Railway. Constructed in 1898, the line was built from Cleveland to Middlefield via Gates Mills, Mayfield and Burton, Ohio. Also included

EASTERN OHIO TRACTION CO.	
C. E. DIVISION.	
East Bound.	
For Distance and Fares see page 164.	
Cars leave Public Square, Cleveland.	
For Gates Mills.	
A. M.—6:00, 7:00, 8:00, 8:30, 9:00, 9:30, 10:00, 11:00, 12 noon.	
P. M.—1:00, 1:30, 2:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 8:00, 9:00, 11:00.	
For Bass Lake—Chardon.	
A. M.—7:00, 9:00, 12 noon.	
P. M.—1:00, 2:00, 2:30, 4:00, 6:30.	
For Huron and Middlefield.	
A. M.—6:00, 8:00, 10:00, 11:00.	
P. M.—1:00, 3:00, 6:00.	
Last car leaves Public Square, Cleveland, for Burton and Middlefield at 8:00 P. M.	
Half hour service on Sundays and Holidays, cars on the hour for Middlefield, cars on the half hour for Chardon.	
West Bound.	
Cars leave Middlefield for Cleveland.	
A. M.—6:35, 8:35, 10:35.	
P. M.—12:35, 1:35, 3:35, 5:35, 8:35.	
Cars leave Chardon for Cleveland.	
A. M.—6:00, 8:00, 9:00, 10:00, 12 noon.	
P. M.—2:20, 3:00, 4:00, 5:00, 9:00.	
C. & G. DIVISION.	
East Bound.	
For Distance and Fares see page 207.	
Cars leave Public Square, Cleveland.	
For Chagrin Falls.	
A. M.—6:00, 7:00, 7:45, 8:00, 9:00, 10:00, 11:00, 12 noon.	
P. M.—1:00, 2:00, 3:00, 4:00, 4:30, 5:00, 6:00, 7:00, 8:00, 9:00, 10:00, 11:00.	
For Garrettsville.	
A. M.—6:00, 9:00.	
P. M.—1:00, 4:00, 7:00.	
West Bound.	
Cars leave Garrettsville for Cleveland.	
A. M.—6:00, 9:00.	
P. M.—1:00, 4:00, 7:00.	
Cars leave Chagrin Falls for Cleveland.	
A. M.—4:35, 5:30, 6:00, 6:15, 6:30, 7:30, 8:30, 9:30, 10:30, 11:30.	
P. M.—12:30, 1:30, 2:30, 2:45, 3:30, 4:30, 5:30, 6:30, 7:30, 8:30.	

A timetable for 1903, taken from a Cleveland Electric Railway Company Street Guide.

in the charter for this company was the right to build a branch from a point near Novelty, Ohio to a connection with the Baltimore & Ohio Railroad at Chardon, Ohio. This line, which became known as the Northern Division, opened on June 19th, 1899 with the tracks arriving in Middlefield sometime in 1901.

Concurrently, another corporation, the Chagrin Falls & Eastern Railway, was formed to extend the Chagrin Falls route as the second interurban line of the railway. The plans called

for this line to be extended in a southeasterly direction via Garrettsville and Leavittsburgh, Ohio, eventually reaching Meadville, Pennsylvania.

The Cleveland & Chagrin Falls Railway Company

ROUND TRIP TICKET
RETURN COUPON

From _____

To HAMLET LINE

NO STOP-OVER ALLOWED

2314 **Form 2-B** *Robt. D. Barry*
Gen. Mgr

By 1901, both systems, although nominally independent, were in actuality controlled and managed by the now powerful Everett-Moore Traction Syndicate. Meanwhile, the newly renamed Eastern Ohio Traction Company continued to push the construction of what had become the Southern Division trackage on into Hiram, then pushing on to Garrettsville in 1902.

A connection was made between the two divisions at Steele's (Junction), Ohio which allowed Northern Division trains to reach Garrettsville and gave the Southern Division trains access to Middlefield. This junction was not electrified and required the cars to coast powerless through the gap. This connection was removed in 1908 with most of the Garrettsville trackage being taken out in 1914. This would prove to be the precursor of many other interurban abandonments to follow.

Cleveland & Chagrin Falls Ry. Co.									
Cleveland and Chagrin Falls									
May 6, 1917.									
	Hourly	Hourly	Hourly	Hourly	Hourly	Hourly	Hourly	Hourly	Hourly
1130 1000	9 00	130 5	00 7	00 100	Cleveland P. S.	7 00	8 0	135 3	10 0
1145 1035	9 35	35 8	35 7	35 6	Hamlet Line	6 05	7 15	35 3	15 0
1144 1034	9 45	148	44 7	44 6	Warrensville	5 58	7 08	30 8	15 0
1200 1100	1000	309	03 8	03 7	Glen	5 46	6 57	19 7	5 4
1217 1117	1017	4 79	17 8	17 7	Chagrin Falls	5 35	6 40	10 7	4 0

Lim. daily except Sundays and Holidays. Lv. Cleveland 9 40 ar Chagrin Falls 5 35.
Limited by Chagrin Falls for Cleveland daily except Sundays and Holidays at 7 10, 7 10.
Daily except Sundays and Holidays. Additional car lvs. Cleveland for Chagrin Falls at 4 30.

By the time this timetable was issued (1917), the Garrettsville line had been long abandoned between Chagrin Falls and Garrettsville, Ohio.

Eastern Ohio Traction Co. Chagrin Falls and Garrettsville Division.													
STANDARD TIME													
EAST BOUND													
	Public Square	No. 3 Switch	West Battery	No. 2 Switch	The Glens	Stone Quarry	No. 1 Switch	Car Barns	Chagrin Falls	Harvey's	Benton's	South Newberry	Steele's
N.	6 00	6 35	6 40	6 52	6 58	7 02	7 04	7 15	7 20	7 35	7 50	8 00	8 15
B.	7 00	7 35	7 40	7 52	7 58	8 02	8 04	8 15	8 20	8 35	8 50	9 00	9 15
	7 45	8 20	8 25	8 37	8 43	8 47	8 49	9 00	9 05	9 20	9 35	9 45	10 00
	8 00	8 35	8 40	8 52	8 58	9 02	9 04	9 15	9 20	9 35	9 50	10 00	10 15
	9 00	9 35	9 40	9 52	9 58	10 02	10 04	10 15	10 20	10 35	10 50	11 00	11 15
	10 00	10 35	10 40	10 52	10 58	11 02	11 04	11 15	11 20	11 35	11 50	12 00	12 15
	11 00	11 35	11 40	11 52	11 58	12 02	12 04	12 15	12 20	12 35	12 50	1 00	1 15
M.	12 00	12 35	12 40	12 52	12 58	1 02	1 04	1 15	1 20	1 35	1 50	2 00	2 15
	1 00	1 35	1 40	1 52	1 58	2 02	2 04	2 15	2 20	2 35	2 50	3 00	3 15
B.	2 00	2 35	2 40	2 52	2 58	3 02	3 04	3 15	3 20	3 35	3 50	4 00	4 15
	2 15	2 55	3 00	3 10	3 16	3 20	3 22	3 35	3 40	3 55	4 10	4 20	4 35
	3 00	3 35	3 40	3 52	3 58	4 02	4 04	4 15	4 20	4 35	4 50	5 00	5 15
L.	4 00	4 35	4 40	4 52	4 58	5 02	5 04	5 15	5 20	5 35	5 50	6 00	6 15
	4 15	5 15	5 20	5 32	5 38	5 42	5 44	5 55	6 00	6 15	6 30	6 40	6 55
	5 00	5 35	5 40	5 52	5 58	6 02	6 04	6 15	6 20	6 35	6 50	7 00	7 15
	6 00	6 35	6 40	6 52	6 58	7 02	7 04	7 15	7 20	7 35	7 50	8 00	8 15
	7 00	7 35	7 40	7 52	7 58	8 02	8 04	8 15	8 20	8 35	8 50	9 00	9 15
	8 00	8 35	8 40	8 52	8 58	9 02	9 04	9 15	9 20	9 35	9 50	10 00	10 15
	9 00	9 35	9 40	9 52	9 58	10 02	10 04	10 15	10 20	10 35	10 50	11 00	11 15
	10 00	10 35	10 40	10 52	10 58	11 02	11 04	11 15	11 20	11 35	11 50	12 00	12 15
	11 00	11 35	11 40	11 52	11 58	12 02	12 04	12 15	12 20	12 35	12 50	1 00	1 15

M. Mail Car. B. Baggage Car.
L. Limited stops at Warrensville, Jackson, King, Bentleyville and Chagrin Falls only.

A 1907 company issued public timetable which shows both daily trips of the Railway Post Office car. The 1902 RMS schedule showed but a single daily roundtrip.

Mail Service

Unique to this small midwestern interurban was the fact that the Eastern Ohio Traction Company operated two railway post office routes simultaneously. A railway post office on any interurban was a rarity. Yet to have two in operation on such an obscure rural system was nothing short of amazing. One might conclude that the fine and unseen hand of politics had been present and was able to exert some considerable influence towards the establishment of these two mail routes.

The Cleveland & Eastern Traction Company

ROUND TRIP TICKET
RETURN COUPON

From

The Cleveland & Eastern Traction Co.
SINGLE TRIP TICKET
From LEE ROAD
 To
 NO STOP-OVER ALLOWED

29001
Form 1-A
R. J. [Signature]
Gen. Mgr.

Another factor which may have played a part in the establishment of these routes is that by the time these routes were in operation, the period of great expansion was just about over for both the railway mail service and the railroads of that period. Although passenger traffic would peak about 1915 or 1916, a contraction and consolidation of trains, as well as route miles, was beginning to occur. During this period, these were the only two new railway post office routes to go into operation in this area.

A third factor could have been that almost every town on either division of the Cleveland & Eastern were not being served by an existing steam railroad. The major termini of both divisions - Cleveland, Middlefield and Garrettsville - were all located on major trunk lines. The vast majority of the smaller towns in between these terminals had no rail service whatsoever and, as a consequence, often had to suffer less than adequate mail service. Although there were several RFD routes in operation throughout this area, the majority of postal patrons had to make the daily trip to the local Post Office to pick up mail.

Passenger service, as provided to the other towns in the area, was fairly minimal. Most passengers and the mail were usually transported via the local accommodation train.

The Wheeling & Lake Erie Railway provided indirect service to Chagrin Falls by a branch

Cleveland and Garrettsville, R. P. O. (Ninth Division.)

b 23	b 21	b 19	b 17	a 15	a 13	b 11	b 9	a 7	b 5	b 3	b 1	Nov. 1, 1902.		b 2	b 4	b 6	a 8	b 10	b 12	b 14
1 15	12 50	12 15	11 40	9 30	7 40	6 45	5 00	2 00	4 00	2 00	6 00	Dept. Cleveland, Ohio.	Arr	10 45	6 45	8 15	5 30	12 00	12 30	2 10
1 30	1 05	12 30	11 55	9 45	7 55	7 00	5 15	2 15	4 15	2 44	6 15	Station "C"		10 30	6 30	8 30	5 15	11 45	12 15	1 55
										2 55	6 44	Warrensville, Ohio		9 57	5 57					
										3 15	7 15	Abels Corners (Orange P. O.)								
										3 43	7 43	Chagrin Falls, Ohio		9 30	5 30	7 30				
										3 59	7 59	South Newbury		9 08	5 08					
										4 05	8 05	Welshfield		8 54	4 54					
										4 20	8 20	Hiram		8 42	4 42					
										4 20	8 20	Arr Garrettsville.	Dept	8 30	4 30					

Cleveland to Northfield R. R.

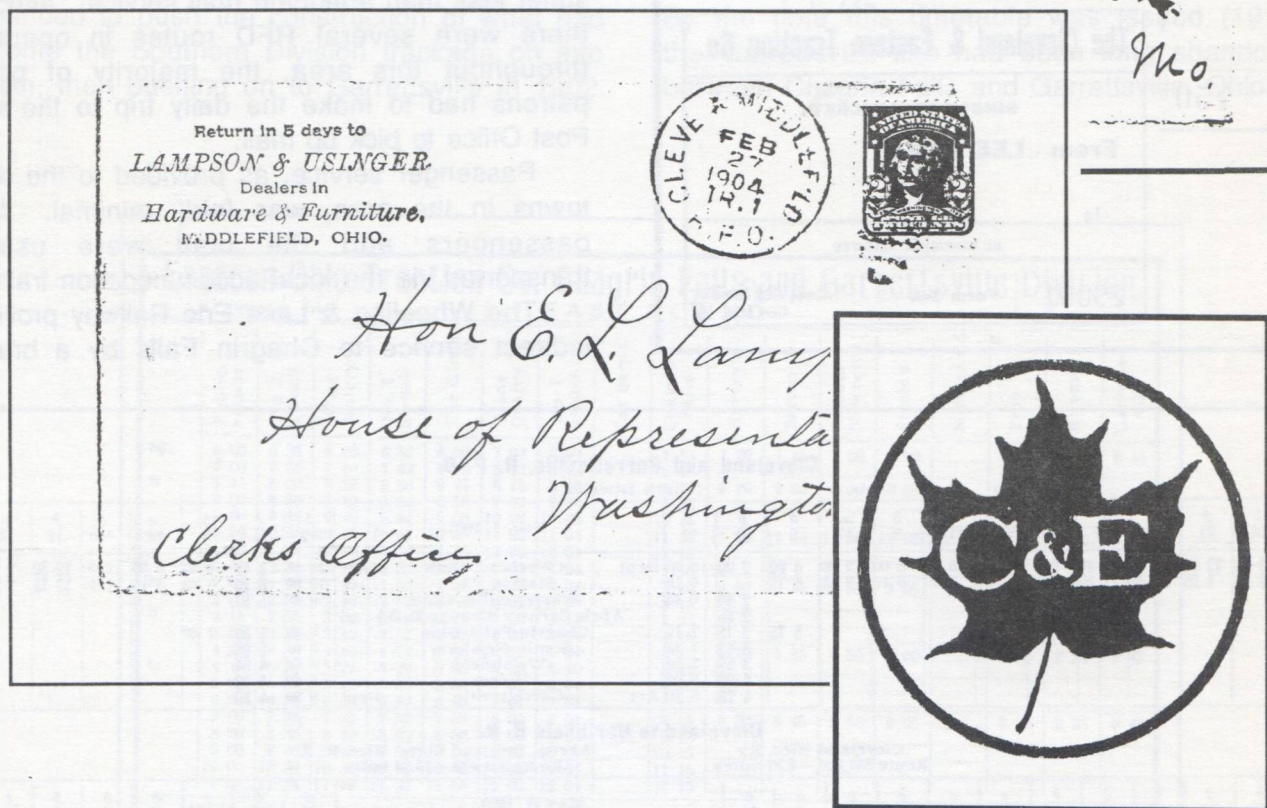
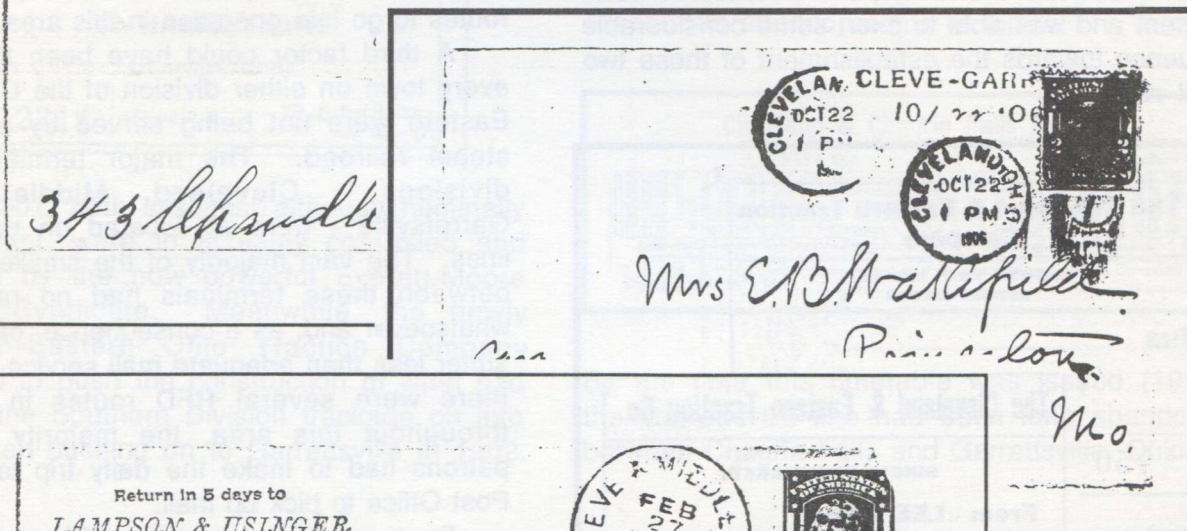
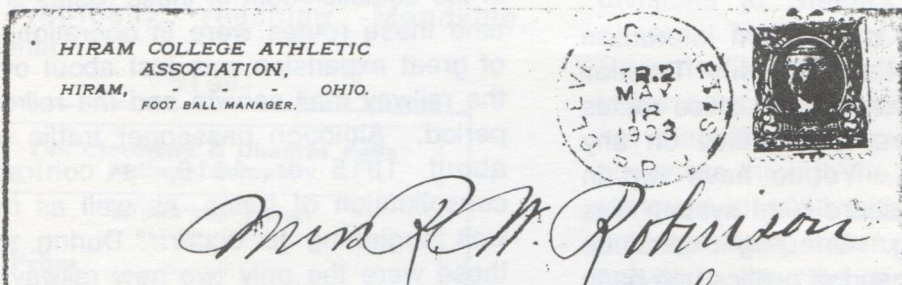
Cleveland Elec. Ry.
Route 831,006.—5.97 miles.

Akron, Bed. and Cleve. Elec. R. R.
Route 831,023.—10.84 miles.

b 21	b 19	b 17	b 15	b 13	a 11	a 9	b 7	a 5	a 3	a 1	May 17, 1900.		a 2	b 4	a 6	b 8	b 10	b 12	b 14
4 00	1 15	12 50	12 15	11 40	9 30	7 45	7 00	5 45	4 00	2 00	Dept. Cleveland, Ohio.	Arr	5 30	7 10	10 50	12 20	2 10	5 00	7 20
4 20	1 35	1 10	12 35	12 00	9 50	8 05	7 20	6 05	4 20	2 20	Station "D"		5 10	6 50	10 30	12 00	1 50	4 40	7 00
4 30	1 45				10 00	8 15	7 30				Station "F"			6 40	10 20			4 25	6 45
5 00											Bedford, Ohio				69 50				
5 20							8 20				Arr Northfield, O.	Dept			9 30				

First RMS Schedule/Timetable issued for the Cleveland & Garrettsville RPO. Also shown is the time card for the closed pouch service on what would become the Northern Ohio Traction & Light Railway Company.

First RMS Schedule/Timetable issued for the Cleveland & Garrettsville RPO. Also shown is the time card for the closed pouch service on what would become the Northern Ohio Traction & Light Railway Company.



Examples of the two markings used on the Cleveland & Garrettsville and the Cleveland & Middlefield Railway Post Offices. The unusual 1906 Cleveland & Garrettsville straightline marking is from the collection of Erwin Engert.

which left the main line (Cleveland-Canton) at Falls Junction (MP 16.4). Closed pouch mail was made for transfer to the Cleveland & Coshocton Railway Post Office.

CLEVELAND		BREWSTER	
WHEELING			
Read Down		Table 2	Read Up
34-4 Daily	32 Daily	Miles	STATIONS
PM	AM		3-33 Daily
4 00	9 05	0	PM 2 00
4 18	9 23	3.6	10 00
		5.5	
		6.2	
		10.5	
		11.4	
		11.8	
		13.7	
		14.5	
		16.4	
See Table 1		Chagrin Falls Branch	See Table 1
		24.9 Ar Chagrin Falls Lv	

The branchline terminal of Chardon and the mainline terminal of Middlefield, Ohio were both located on the old Lake Division of the Pittsburgh & Western Railway which, in 1902, became a part of the Baltimore & Ohio Railway. This trackage became part of the mainline between Wheeling, West Virginia and Chicago, Illinois. Mail service was provided by both the Painesville & Youngstown and the Wheeling & Chicago Railway Post Offices.

The two routes which were operated almost simultaneously were forty-one miles (Cleveland to Middlefield) and forty-four miles (Cleveland to Garrettsville) in length. On the Northern Division, train #1 made two trips to Middlefield daily while train #2 carried the mail to Garrettsville via the Southern Division twice daily. Included here is an illustration of the first timetable for the Cleveland & Garrettsville Railway Post Office. Dated November 1, 1902, this was taken from the Fifth Division RMS Schedule #240. According to this schedule, other Eastern Ohio Traction Co. cars provided closed pouch service between Cleveland and Post Office Station "C" where cars of the Cleveland Electric Railway picked up the pouches for the Main Post Office. The Main Post Office was not located on any of the three routes of the Eastern Ohio Traction Company. Both routes were unchanged in operation until April 22, 1907, when both were simultaneously discontinued. Of note is the fact that railway post office service began on Cleveland streetcars almost one year to

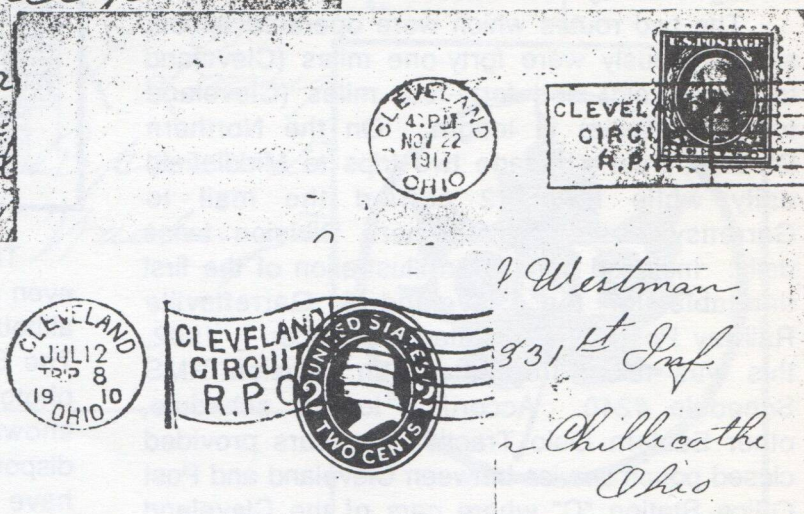
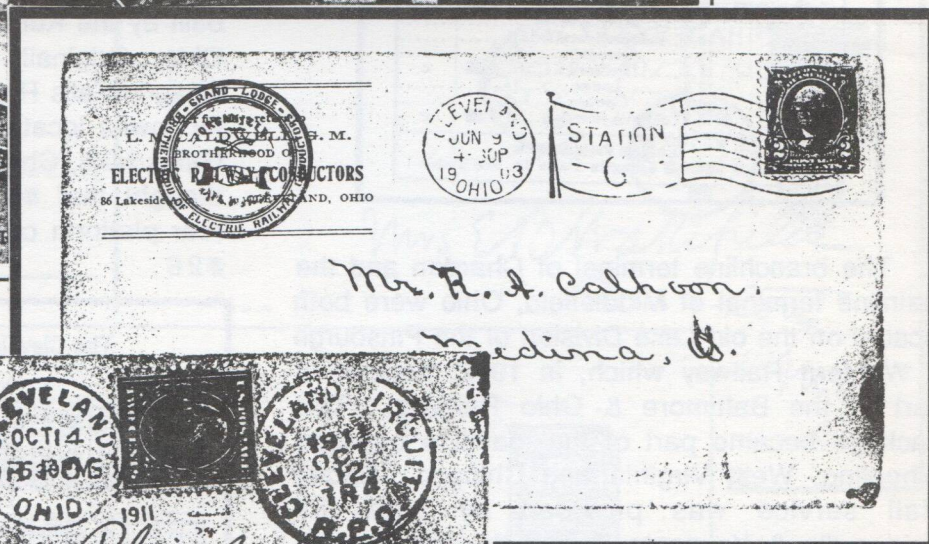
the day of its discontinuance on the Cleveland & Middlefield and the Cleveland & Garrettsville routes.

The Mail Cars

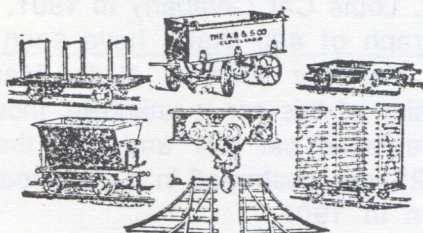
Even though the Cleveland & Eastern Railway operated two mail cars, information and data about them is just about as scarce as are the two postmarks. Photographs of any type are extremely rare.

The first mail car, #26, was one of five cars built by the Kuhlman Car Company of Cleveland, Ohio. Originally constructed for the Cleveland & Chagrin Falls Railway, they had first been named for towns located along that line: The Munson, Gates Mills, Chardon, Geauga and Mayfield. It is thought that #6, a combine, an unusual open rear platform car, was renumbered and became #26.

The Cleveland & Eastern Traction Co.	
May 6, 1917.	Eastern Standard Time
Cleveland and Middlefield	
6 00	11 00
6 04	11 04
6 08	11 08
6 12	11 12
6 16	11 16
6 20	11 20
6 24	11 24
6 28	11 28
6 32	11 32
6 36	11 36
6 40	11 40
6 44	11 44
6 48	11 48
6 52	11 52
6 56	11 56
7 00	12 00
7 04	12 04
7 08	12 08
7 12	12 12
7 16	12 16
7 20	12 20
7 24	12 24
7 28	12 28
7 32	12 32
7 36	12 36
7 40	12 40
7 44	12 44
7 48	12 48
7 52	12 52
7 56	12 56
8 00	1 00
8 04	1 04
8 08	1 08
8 12	1 12
8 16	1 16
8 20	1 20
8 24	1 24
8 28	1 28
8 32	1 32
8 36	1 36
8 40	1 40
8 44	1 44
8 48	1 48
8 52	1 52
8 56	1 56
9 00	2 00
9 04	2 04
9 08	2 08
9 12	2 12
9 16	2 16
9 20	2 20
9 24	2 24
9 28	2 28
9 32	2 32
9 36	2 36
9 40	2 40
9 44	2 44
9 48	2 48
9 52	2 52
9 56	2 56
10 00	3 00
10 04	3 04
10 08	3 08
10 12	3 12
10 16	3 16
10 20	3 20
10 24	3 24
10 28	3 28
10 32	3 32
10 36	3 36
10 40	3 40
10 44	3 44
10 48	3 48
10 52	3 52
10 56	3 56
11 00	4 00
11 04	4 04
11 08	4 08
11 12	4 12
11 16	4 16
11 20	4 20
11 24	4 24
11 28	4 28
11 32	4 32
11 36	4 36
11 40	4 40
11 44	4 44
11 48	4 48
11 52	4 52
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AFTER 6 DAYS RETURN TO
The Atlas Car & Mfg. Co.
 CLEVELAND, O., U. S. A.



Fawcus Machine Co
 Pittsburg, pa

have been due to the fact that railway post office clerks bid on and worked but a single run on any given line.

Conclusion

On June 30th, 1924, the Cleveland & Eastern Railway announced its intention to cease operations and to abandon the entire line. This was not to be, as the government, specifically the Post Office Department, acted as an intervener in the Interstate Commerce Commission hearings and stated that the local system of roads and highways were not sufficiently improved to allow for reliable mail service via "The Star" system. Until local roads were brought up to standard, the Cleveland & Eastern was required by the Ohio Public Utilities Commission to provide service until the local highway infrastructure was deemed adequate. The railway made a profit hauling large amounts of road construction materials to outlying towns. This put it in the unique position of speeding its own demise. Finally, the very last bundles of Cleveland newspapers were dropped off and a few empty milk cans were left on the platforms as the first large interurban abandonment took place in Ohio on March 31st, 1925.

The View from Three-Point Land*

(Continued from Page 4)

a little piece of the history of that place. The acquisition literally carries my imagination through time and space to learn what I can of the nature and activities of the community served by that post office. How can a card or cover bearing stamps and postal markings, which document its travels in a distant time or place, fail to excite the imagination? Once the postal historian learns how to ask the right questions and where to begin finding the answers to those questions, the artifacts in his or her collection become far more than just pieces in a personal accumulation. The glory in owning an artifact of postal history is not that it is worth so much money. It is not that you, as owner, possess an item that your fellow collectors in the specialty do not. The true glory in owning an artifact of postal history is in living the adventures in history and geography, which often result from learning its secrets. Postal history is not unique among collecting hobbies in this respect. There are others which can challenge the mind and imagination, but, in my opinion, the Baby Boomers involved with pop-culture collectibles have not yet discovered such a hobby.

There is hope! Quite a few Baby Boomers have already discovered the exciting possibilities of postal history, and it

is these generational pioneers who are expanding the interest in such specialties as Auxiliary Markings, Machine Cancellations and 20th century Rates & Usages.

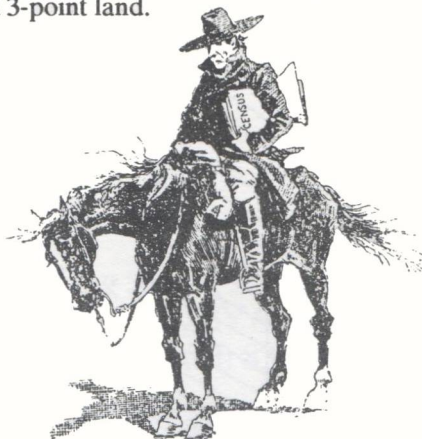
In fact, Baby Boomers are already beginning to reshape the nature of our hobby. Through their research and writing they are shedding light on new collecting specialties and sometimes recasting our views of older specialties through fresh approaches. It is not necessary to look beyond our own *La Posta* to note the impact of Baby Boomers. Three out of the five editors -- Tom Clarke, Bob Munshower, and David Robinson are of that generation, with both Alan Patera and I the "old men" of the crowd. Many of our authors, too, are Baby Boomers, and, while we have never surveyed our subscribers, it is my opinion, derived from phone calls and correspondence, that quite a large proportion of *La Posta* readers are Baby Boomers.

So, what does the crystal ball show? Frankly, the view is still pretty cloudy, but there is no doubt that the hobby is in a state of flux. I believe we really will see significant increases in the number of Baby Boomers drawn into postal history in the 'nineties. Let's face it, even if the percentage of that generation attracted to our hobby declines, we will experience a major growth in absolute numbers of collectors simply because there are so many more Baby Boomers. What they will choose to collect is the big mystery. No doubt they will be influenced by the same kinds of factors which influenced all of us when we joined the hobby -- current vogues, prices, advice from trusted friends, and personal interests. At this stage, I cannot predict much in the way of specifics, but I do have a few hunches. I'll share them with you in a future column.

Richard W. Helbock

Richard W. Helbock

*Three-point land, for those of you who do not follow basketball, is all of the court lying beyond an area in close proximity to each basket. Shots made from this area are awarded three points instead of two. Sports announcers have dubbed this area away from the baskets, "three point land," and on a US scale if one doesn't live in the Boston-Washington or San Francisco-San Diego megalopoli, then they live in 3-point land.



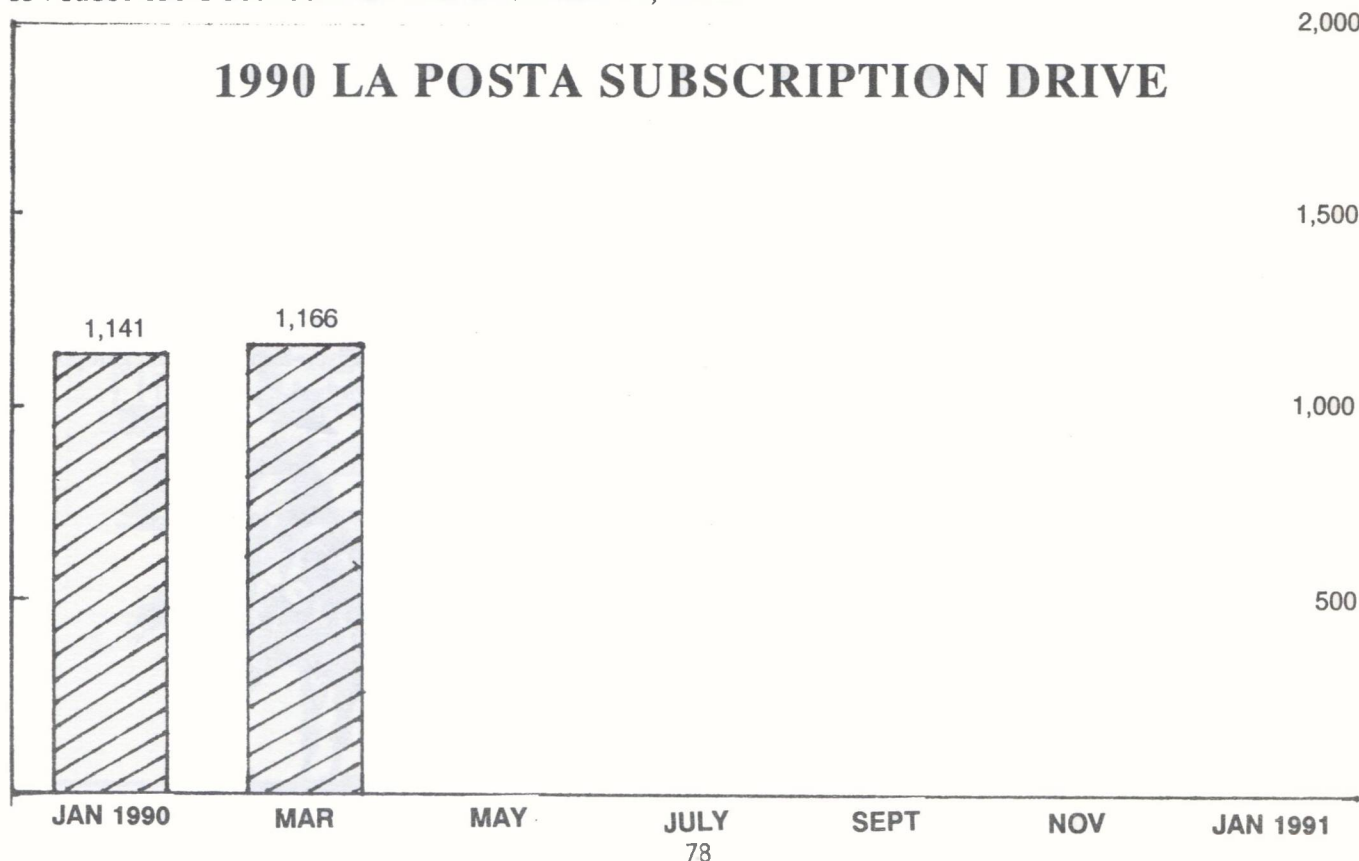
THE 1990 LA POSTA SUBSCRIPTION DRIVE - MARCH REPORT

The Great 1990 *La Posta* Subscription Drive, which hopes to see our total number of subscribers reach 2,000 by year's end, is off and running like a herd of turtles. Actually, slugs might be more appropriate, but you get the idea.

A total of 274 free sample copies of Volume 20, No. 6, were mailed to members of the Modern Postal History Society (courtesy of **Terry Hines**) and the Pennsylvania Postal History Society (courtesy of **Tom Clarke**). So far, these free samples have brought us over 30 new subscribers, and we expect that a few more will eventually come in.

In addition, a few of our current subscribers have taken the initiative and attempted to recruit new subscribers on their own. As it stands right now, **Jim Mehrer** of Rock Island, Illinois, is our top recruiter with two new subscribers to his credit. Others who have been credited with signing up a recruit are **Oscar Marsh** and **Andrew Goheen**. I appreciate your efforts, gentlemen, and can only hope that others will be encouraged by your support. I might mention, in case you've forgotten, that Jim Mehrer has extended his current *La Posta* subscription by two issues, and Mrs. Marsh and Goheen have extended by one number each. Additionally, these three good men represent our current "leader board" in the year-long race for top recruiters and those "fabulous" prizes to be awarded (see *La Posta* Vol. 20, No. 5, p. 3).

As of this writing -- February 5, 1990 -- our total increase in subscriptions since January 1st is 39. Since we are likely to lose 14 people whose subscriptions will lapse with the mailing of this number, our net gain is just 25, and our total number of subscribers stands at 1,166. That means we need only 834 subscribers between now and December 31, 1990.



The David L. Jarrett Collection of United States Postal Markings.



Christie's is pleased to announce the sale of
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The collection is the result of more than thirty years search
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For more information please contact:
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Randy Stehle Mail Bid Sale No. 28

16 Iris Court

San Mateo, CA 94401

CALIFORNIA

1. ACADEMY, ca. 1930, F 4-bar on GPC (05-31 per.) E\$3
2. AGENDA, 1907, G cds rec'd on creased PPC (96-07) E\$5
3. AGER, 1910, G lite 4-bar on PPC (88-40) E\$3
4. ALMA, 1910, F duplex on PPC (73-52) E\$3
5. ARLIGHT, 1924, F 4-bar on cover (17-51) E\$4
6. ARROWBEAR LAKE, 1928, VF 4-bar on GPC (27-28 per.) E\$8
7. ARROWHEAD SPRINGS, 1917, VG 4-bar on PPC (10-42) E\$3
8. ASSOCIATED, 1924 F 4-bar on cover (13-60) E\$4
9. ATOLIA, 1930, F 4-bar on GPC (27-44 per.) E\$4
10. BAGBY, 1924, F 4-bar on cover (97-51) E\$3
11. BALANCE ROCK, 1936, F 4-bar on cover (35-50) E\$4
12. BALLS FERRY, 1910, F 4-bar on PPC (75-16) E\$8
13. BAYLES, 1924, VG 4-bar on cover (84-48) E\$3
14. BEAR VALLEY, 1933, F 4-bar on GPC (33-55 per.) E\$3
15. BELL MOUNTAIN, 1953, VF 4-bar on GPC (53-56) E\$6
16. BEN HUR, 1924, VG 4-bar on cover (04-51 per.) E\$3
17. BEVERLY, 1911, F 4-bar on PPC (07-11) E\$12
18. BINGHAMTON, 1906, F target on PPC (64-06) E\$8
19. BOCA, 1931, VG 4-bar on GPC (72-45) E\$3
20. BONNY DOON, 1904, F DOANE as b/s on cover (87-30) E\$4
21. BOREGO, 1926, F 4-bar on GPC (28-40) E\$5
22. BRENTWOOD HGTS. STA./SAWTELLE, 1926 F dplx on GPC (26-27) E\$10
23. BULWINKLE, 1912, VG 4-bar on PPC (09-22) E\$6
24. BURNETT, 1908, G target on PPC (97-29) E\$4
25. CAMP BALDY, 1925, VG 4-bar on cover (13-51) E\$3
26. CAMP McQUAIDE BR., 1941, F dc on GPC (41-48) E\$5
27. CANYONDAM, 1940, VF 4-bar on cover (40-44 per.) E\$5
28. CAPISTRANO BEACH, 1926, F 4-bar on cover (25-26 per.) E\$8
29. CARBONDALE, 1924, VF 4-bar on cover (22-55) E\$3
30. CARMICHAEL, 1925, VF 4-bar on cover (21-35) E\$6
31. CARRVILLE, ca. 1925, F 4-bar on GPC (82-43) E\$3
32. CARSON MILL, 1926, F 4-bar on GPC (09-35) E\$5
33. CASTLE CRAGS, 1928, G 4-bar on GPC (09-30) E\$4
34. CEDARPINES PARK, 1927, VG 4-bar on GPC (27-43 per.) E\$4
35. CHINA FLAT, 1908, VF Doane on PPC (78-15) E\$6
36. CISCO, 1937, F 4-bar on GPC (84-41) E\$3
37. CLARAVILLE, 1940, VF 4-bar on cover (40-41 per.) E\$6
38. COFFEE, 1930, G 4-bar on GPC (01-37 per.) E\$4
39. CONCEPCION, 1925, F 4-bar on cover (03-53) E\$3
40. COOPERSTOWN, 1925, F 4-bar on cover (01-32) E\$5
41. DEEP SPRINGS, 1931, VF 4-bar on GPC (20-53) E\$5
42. DELLEKER, 1928, VG 4-bar on GPC (27-54) E\$3
43. DEL LOMA, 1928, VF 4-bar on GPC (28-53) E\$4
44. DELTA, 1948, VF 4-bar on GPC (48-54) E\$6
45. DESMONT, 1959, VF 4-bar on cover (54-62) E\$8
46. DESERT SPRINGS, 1949, F 4-bar on cover (49-59) E\$5
47. DOHENY PARK, 1944, F 4-bar on GPC (26-47) E\$4
48. DOLGEVILLE, 1910, VG Doane on PPC (04-10) E\$6
49. EAST SAN PEDRO, 1914, VG lite 4-bar on PPC (06-24) E\$4
50. EDNA, 1908, F 4-bar rec'd on PPC (87-20) E\$4
51. EL CASCO, 1914, G 4-bar on PPC (88-14) E\$6
52. ETNA MILLS, 1925, VF duplex on cover (61-24) E\$4
53. FAIRMONT, 1926, F cds on GPC (88-39) E\$5
54. FAMOSO, 1926, VG 4-bar on GPC (85-48) E\$3
55. FOUTS SPRINGS, 1945, F 4-bar on GPC (45-47 per.) E\$6
56. FRANKLIN, 1925, VF 4-bar on cover (62-43) E\$3
57. GELATT, 1926, VG 4-bar on GPC (23-35) E\$6
58. GENESEE, 1940, F 4-bar on GPC (80-40) E\$4
59. GLEN ALPINE, 1930, F 4-bar on GPC (29-47 per.) E\$4
60. GLENN RANCH, 1927, VF 4-bar on GPC (21-53) E\$3
61. HIGHWAY HIGHLANDS, 1925, VF 4-bar on cover (25-54) E\$4
62. HOBART MILLS, 1925, VG duplex on cover (00-36) E\$4
63. HOUSING STA., 1943, VF dc on GPC (43-53) E\$5
64. INDIAN DIGGINS, 1930, F 4-bar on GPC (88-35) E\$5
65. INGOMAR, 1907, F duplex on PPC (90-21) E\$4
66. KINYON, ca. 1952, F 4-bar on cover (52-64) E\$4
67. LAKEWOOD CENTER, 1953, VF 4-bar on GPC (52-56) E\$6
68. LAMANDA PARK, 1925, F duplex on cover (20-26 per.) E\$4
69. LAWRENCE, 1930, VG 4-bar on cover (87-35) E\$4
70. LOCKHART, 1953, F 4-bar on GPC (53-57) E\$6
71. LOFTUS, 1944, VF 4-bar on GPC (44-54) E\$5
72. LOG CABIN, 1927, VF 4-bar on GPC (26-44) E\$5
73. LOMA PORTAL, 1926, F 4-bar on GPC (15-28) E\$5
74. LONOAK, 1940, F 4-bar on GPC (85-54) E\$3
75. LUCIA, 1936, VF 4-bar on cover (36-38 per.) E\$6
76. MAGARO, 1930, VF 4-bar on cover (30-56) E\$4
77. MILLS, 1925, F 4-bar on cover (98-43) E\$3
78. MILLSAPS, 1926, G Doane on GPC (94-27) E\$4
79. MINNELUSA, 1928, VF 4-bar on GPC (28-40) E\$5
80. MIRACLE HOT SPRINGS, 1947, F 4-bar on cover (47-57) E\$4
81. MONETA, 1925, F 4-bar on cover (90-44) E\$4
82. MONTECITO, 1910, F 4-bar on PPC (88-14) E\$6
83. MONTEPELLIER, 1925, G 4-bar on cover (91-37) E\$3
84. MURRAY, 1928, F 4-bar on GPC (20-29 per.) E\$4
85. NAPA JUNCTION, 1908, G 4-bar on PPC (75-33) E\$4
86. NATIONAL MILITARY HOME, 1939, VG duplex on GPC (29-43) E\$5
87. NORTH LOS ANGELES, 1929, F 4-bar on GPC (29-38) E\$5
88. OLEANDER, 1928, F 4-bar on GPC (81-35) E\$4
89. OLETA, 1924, F 4-bar on cover (78-32) E\$4
90. OLEUM, 1924, F 4-bar on cover (10-51) E\$3
91. OPHIR, 1908, VG Doane on PPC (72-10) E\$5
92. PARAISO SPRINGS, 1912, VG 4-bar on PPC (77-39) E\$3

CALIFORNIA (Cont.)

93. PIEDMONT/REC'D., 1906 F cds on PPC (01-09) E\$4
94. PINNACLES, 1925, F 4-bar on cover (24-53) E\$4
95. POLLOCK, 1944, F 4-bar on cover (24-44) E\$4
96. REPLACEMENT DEPOT, 1943, VF duplex on GPC (42-44) E\$8
97. ROADS END, 1936, VF 4-bar on GPC (38-55) E\$4
98. ROBLES DEL RIO, 1941, VF 4-bar on GPC (41-52) E\$5
99. ROSCOE, 1925, F 4-bar on cover (24-48) E\$4
100. ROSEWOOD, 1941, VF 4-bar on cover (41-55) E\$5
101. SEPULVEDA, 1928, F 4-bar on GPC (28-48) E\$5
102. STAGS LEAP, 1930, VG 4-bar on cover (27-44) E\$4
103. STONE CANON/M.O.B., 1932, VG dc on GPC (00-32) E\$4
104. SWARTOUT, 1927, VG 4-bar on GPC (26-42) E\$3
105. TASSAJARA HOT SPRINGS, 1929, VG 4-bar on PPC (12-44) E\$4
106. TERMINAL ISLAND, 1925, F machine on cover (24-43) E\$3
107. THORN, 1951, 4-bar on cover (51-61 per.) E\$4
108. TIONESTA, 1939, VF 4-bar on GPC (39-55) E\$4
109. TRINITY ALPS, 1928, F 4-bar on GPC (28-54) E\$4
110. TUDOR, 1925, VG 4-bar on cover (93-42) E\$4
111. UPTON, 1906, VG target on PPC (97-07) E\$8
112. VENADO, 1907, VG target o/s on PPC (74/14) E\$6
113. VERONA, 1925, F 4-bar on cover (97-41) E\$4
114. VOLCANOVILLE, 1930, F 4-bar on cover (30-53) E\$4
115. WHITE RIVER, 1933, G 4-bar on cover (73-33) E\$3
116. WILBUR SPRINGS, 1924, F 4-bar on cover w/stains (09-45) E\$3
117. WINEVILLE, 1926, F 4-bar on GPC (08-30) E\$5
118. WINTHROP, 1932, VG 4-bar on GPC (00-32) E\$4
119. WOFFORD, 1953, VF 4-bar on cover (never officially existed) E\$8
120. YOUNGS, 1925, F 4-bar on cover (24-50) E\$4

COLORADO

121. COMANCHE, 1912, VF 4-bar on PPC (11-23) E\$10
122. SPENCE, 1916 spotty 4-bar on PPC (10-20) E\$4
123. WEST PORTAL, 1936, F 4-bar on PPC (23-39) E\$4

FLORIDA

124. CRYSTAL SPRINGS, 1913, VF 4-bar on PPC (11-55) E\$3
125. LEROY, 1916, F light 4-bar on PPC (88-21) E\$5
126. TYLER, 1909, F 4-bar on PPC (04-18) E\$8

NEBRASKA

127. HELVEY, 1910, F 4-bar on PPC (92/37) E\$4
128. MARTINDALE, 1913, VG 4-bar on PPC w/address crossed out (10-16) E\$12
129. WANN, 1916, VG 4-bar on PPC (08-50) E\$3

NORTH DAKOTA

130. GILSTRAP, 1907, F 4-bar o/s on PPC (07-09) E\$15
131. HEART, 1909, VF Doane on PPC (05/16) E\$12
132. GOODALL, 1910, VF 4-bar on PPC (02-16) E\$10
133. MOUND, 1909, VF 4-bar on PPC (08-36) E\$5
134. PETREL, 1909, VF 4-bar on PPC (08-39) E\$5
135. TASKER, 1907, F Doane rec'd on PPC (09-17) E\$8

TEXAS

136. ODELIA, 1908, F 4-bar on PPC (06-09) E\$15
137. PRESTON, 1911, F 4-bar on PPC (80-14) E\$6
138. ROSSLYN, 1913, F 4-bar on GPC w/lite smudge (11-17) E\$10
139. SANSOM, 1910 F 4-bar on PPC (91-21) E\$5
140. TARPON, 1910, F 4-bar on PPC (96-14) E\$6

WEST VIRGINIA

141. ADAM, 1909, F Doane on PPC (99-32) E\$5
142. AMY, 1909, F 4-bar on PPC (09-18) E\$8
143. BENDER, 1911, F 4-bar on PPC (04-18) E\$8
144. DIXOPOCO, 1911, F 4-bar on PPC . DPO. E\$6
145. FREW, 1910, VG 4-bar on PPC (99-31) E\$4
146. GRAPE ISLAND, 1907, F Doane on PPC (77-24) E\$5
147. JED, 1910, F Doane on PPC. DPO. E\$6
148. JENNINGSTON, 1908, G 4-bar on PPC (05/39) E\$4
149. KANAWHA STATION, 1912, VG 4-bar on GPC (65-38) E\$4
150. LITTLESBURO, 1910, F Doane on PPC. DPO. E\$5
151. MAGGIE, 1908, F 4-bar on PPC. DPO. E\$5
152. MATVILLE, 1909, F 4-bar on PPC. (67/13) E\$6
153. MONTES, 1907, F Doane on PPC. DPO. E\$6
154. PROGRESS, 1909, F 4-bar on PPC (87-37) E\$4
155. REMOVAL, 1908, F Type 1 Doane on PPC (83-37) E\$5
156. SALAMA, 1907, VG Doane on toned PPC (87-15) E\$5
157. STUART, ca. 1909, VG 4-bar on PPC (04-12) E\$8
158. WINTERBURN, 1908, F 4-bar on PPC (05-18) E\$8

Standard rules apply. Abbreviations: o/s = overstruck; b/s = backstamp. Minimum bid \$3.00 please. Phone bids accepted: (415) 344-3080.

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ANNOUNCEMENTS

WESTERN AMERICANA SALES - AUCTIONS. Historical documents, letters, autographs, stocks, paper. Annual subscriptions \$10., sample \$3.00. AWA, Box 100-LA, Cedar City, Utah 84720. Also buying. [21-6]

POSTAL HISTORY Mail Bid Sales. Goodly amount Western. DPO, RPO, RFD, unusual cancels, military, expos, fairs, advertising, stamp, trade cards, paper, Christmas, foreign, etc. Photo illus. lists free. Robert Trandem, 1210 S. Cedar, Owatonna, MN 55060 [21-5]

AUCTIONS

FREE CATALOG US/Foreign. Some early US covers, including Sacramento, CA #11 strip of 6. Mid-America Stamps, P.O. Box 720255, Oklahoma City, OK 73162 [21-1]

TOWNS: FOR SALE

FREE! SEND for my latest list of Alaska and Michigan covers. What do you need? Carl Cammarata, Box 145, Scotts, MI 49088 [21-6]

TOWNS: FOR SALE

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

TOWNS: WANTED

ARKANSAS, NORTHWEST CORNER: Washington, Madison, Newton, Boone, Carroll, Benton counties. Buy-trade. Tom Maringer, 2306 South Powell, Springdale, Arkansas 72764-7120 [21-6]

CALIFORNIA - BETTER towns, RFDs, Rurals, RPOs and Expresses. Write John Williams, 887 Litchfield Ave., Sebastopol, CA 95472. [21-6]

CONNECTICUT WANTED: Pre-1920 paper including postal history, post cards, covers, trade cards, illustrated billheads & letterheads, etc. Marty Shapiro, P. O. Box 3236, New Haven, CT 06515. [21-6]

FLORIDA COVERS. Territorial, Confederate, unusual postmarks, franking, contents, advertising. Buy or trade. Herb McNeal, 520 Lakemont Av. South, Winter Park, FL 32792 PH: (407) 644-4012. [21-2]

GREENPORT AND FARMS, N.Y. cover to and from, especially stampless-1870. All other Long Island covers pre-1930. Highest prices paid. Ken Pitt, P.O. Box 87, Catharpin, VA 22018 [21-2]

IDAHO - 19th century Idaho covers wanted, especially 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]

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AD DEADLINE FOR NEXT ISSUE:
APRIL 1, 1990

TOWNS: WANTED

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, Bureau, Candor, Center Grove, Childs, Dania, Dibley, Dora, Drexel, Edwards, Effington, Elizabethtown, Elmo, Erhards Grove, Essex, Faust, French, Friberg, Grand, Grenier, Gresham, Hepsy, Hillview, Hobart, Hoff, Ibsen, Inman, Joyce, Lake Lizzie, Lawndale, Lida, Mauston, Miller, Miller's Station, Monitor Falls, Myhre, New Rose Lake, Oscar, Paddock, Parkdale, Pearce Prairie, Phelps, Ramsdell, Redington, Roberts, Rush Lake, St. 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]

MONTANA -- WANTED: postcards and postmarks - D.P.O.s, Doanes, R.P.O.s, territorials. Postage paid on approvals. Tom Mulvaney, 704 E. King, Box 814, East Helena, MT 59635 [21-6]

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 YORK STATE - Ontario County, 1808 to 1912: Arms Cross Roads, Four Corners, East Farmington, 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 3525, Glendale, AZ 85311. [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]

TOWNS: WANTED

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]

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]

LOT OF FIVE nice R.P.O.s, Towle II (\$5-10 range), postpaid for \$16.00. Return if unsatisfied. Hal Smith, 2109 Briarcliff, Bethany, OK 73008. [21-2]

RURAL FREE DELIVERY

FIVE "SCRIBBLE" manuscript cancels for \$9.00. Include states of interest. Most on PPC. Hal Smith, 2109 Briarcliff, Bethany, OK 73008. [21-2]

MILITARY

LOT OF MIXED U.S. Military PPC/Covers, including WWI and WWII and earlier. Only \$10.00. Return if unsatisfied. Hal Smith, 2109 Briarcliff, Bethany, OK 73008. [21-1]

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]

GERMANY PHILATELIC SOCIETY 40th Anniversary Anthology. Thirteen articles on German area philately. Several articles of interest to the postal historian. \$15.00 postpaid. "From Lilienthal to Luft hansa." a book about the postal history and rates of the early air mail in Germany. \$26.00 postpaid. Both available from: Diana Manchester, Post Office Box 3128, Columbus, OH 43210 [21-3]

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 Perkins, Box 550, Norlina, NC 27563. [21-4]

TEXAS POST OFFICES - a 200-page alphabetical listing of ALL the post offices which ever operated in Texas - Spanish period through July, 1989 - complete with full opening and closing dates and PRESENT county listings. On heavy paper, looseleaf. \$27.50 (\$25 + \$2.50 shipping). John J. Germann, 12102 Whittington, Houston, TX 77077. [21-2]

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. A 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.

[21-6]

MISCELLANEOUS: WANTED

CANAL ZONE COVERS: rates, usages, postmarks. Especially foreign destinations, officials, postage due, registered, perf "p" and small towns. Tom Brougham, Box 443, Berkeley, CA 94701 [21-6]

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]

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]

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]

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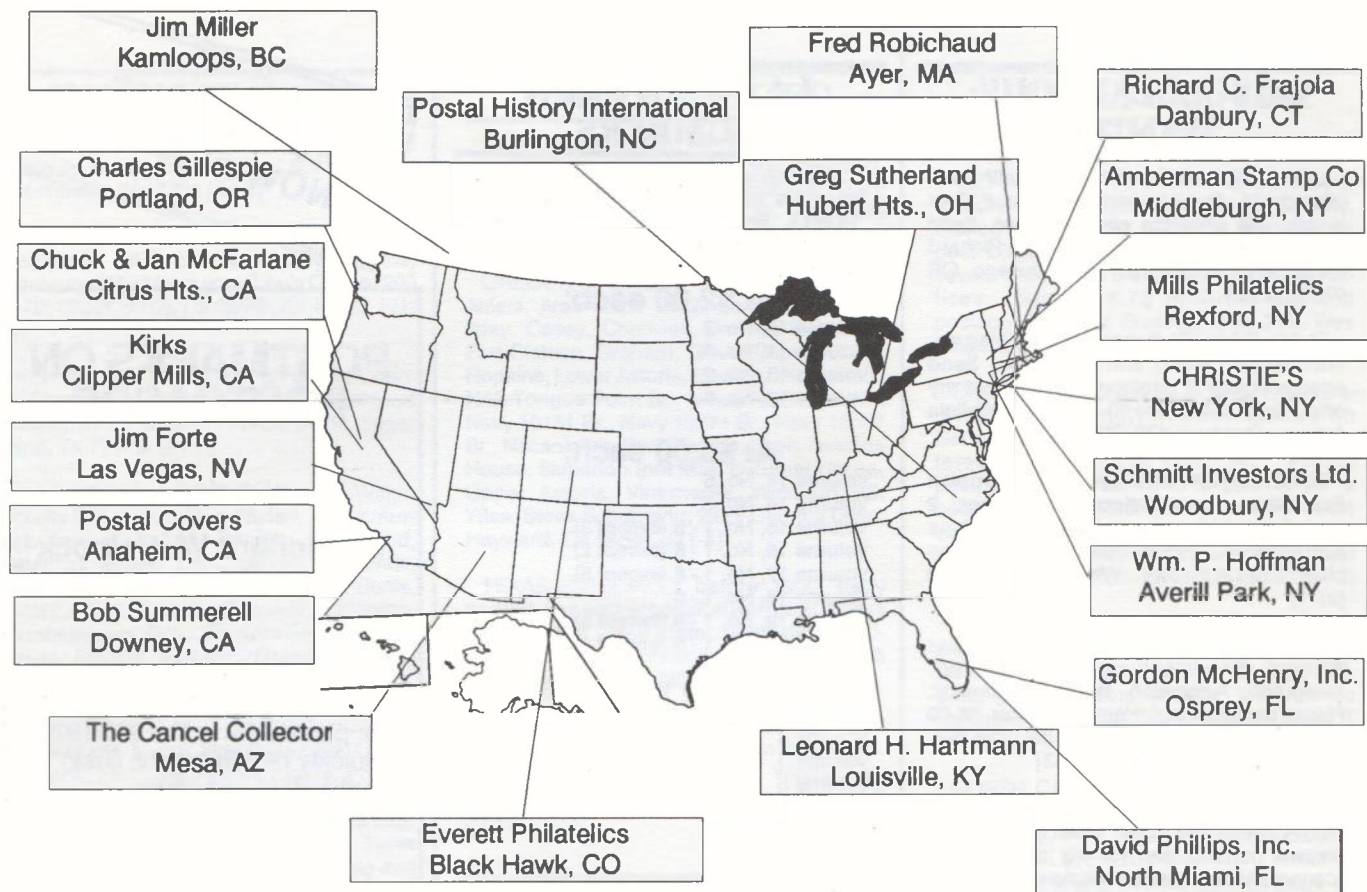
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1. UNALASKA (View from harbor) # 815, postmarked UNALASKA, 1918; Good cond. w/crease. Min. Bid. \$20.00
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4. SS OLYMPIA WRECK, 12-10-10, unused, VF cond. Min. \$7.00
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6. WINTER PASTIME IN ALASKA (dogteam) #4436, pm KETCHIKAN 1919, Fine. Min. \$10.00
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