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LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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JULY 1990



LA POSTA: A JOURNAL OF AMERICAN POSTAL HISTORY

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COVER: Our cover this month presents a dramatic view of an lifeboat escape from a sinking sailing ship. It is intended to call attention to the outstanding account of the wreck of the *Metropolis* presented in this issue by Henry Berthelot and Ron Trosclair.

AWARDS:

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PUBLISHER'S PAGE

Soft Summer Breezes

Greetings of summer dear friends and readers! May the warm, sunny days to come bring you a peaceful respite from the cares of work, but may your postal history pursuits continue unabated. Summertime has traditionally meant a shift away from indoor activities. Camping, hiking, fishing, golf, gardening and barbecues draw us outdoors and away from our books and covers. The number of stamp shows declines almost to zero, and even our favorite periodicals loose a little weight as authors and editors seek ways to escape their desks for more natural environs. *La Posta*, too, you'll notice is a couple of pages lighter this issue, but fear not: what we've given up in bulk has been more than compensated for in depth.



Last issue **Randy Stehle** began a multipart series of articles on the subject of 20th Century Non-standard Postmarks. This series, which will eventually yield an illustrated catalog of these fascinating "illegal" postmarks, is one of the most important works on 20th century postal markings ever published. Not since the early work published on Doane markings, has there been a series which is likely to have the impact on collector interests. We are very pleased to publish this seminal work, and wish to extend to both **Randy Stehle** and **Doug DeRoest** our heartiest congratulations for an outstanding piece of research. The second installment appears in this issue.

This issue also contains a couple of short pieces by two collectors who are seeking postal history material from a totally non-traditional perspective. **Tom Lera** and **Jim Dollin** both collect covers, and conduct postal history research, from a topical viewpoint. Tom collects cave-related material and Jim collects Columbus material. Such topical approaches to postal history have attracted a growing number of followers in recent years as advanced topical stamp collectors have sought to broaden the base of their collections by adding relevant covers, and traditional postal history collectors (towns, rates, etc.) have begun looking for new ways to organize and collect postmarks. The result of this influx of new thinking ranges all the way from such neo-classical exhibits as **Ken Kutz**' "Letters of Gold" to a collection of postmarks from towns named for flowers. *La Posta* has previously published very few articles illustrating the possibilities of topical postal history. The two which appear in this issue are merely appetizers, but I expect we will see more substantial servings to come. For the most part, topical postal historians are at the same place today that all postal historians were fifty years ago in terms of a literature base.

There are no lists of cave post offices, or "bell" post offices, or "tree" post offices. There are no lists of mining town post offices, or lumber camp post offices, Indian reservation post offices or dry farming town post offices. No one has published a listing of post offices which operated in the Ozarks, the Columbia River Valley, or the Colorado Plateau. All of these, and many more might serve as an organizing construct for a topical or thematic postal history collection. Today, if you choose such a topic, you must develop your own literature.

The Tabasco sauce in this issue has been supplied by **Tom Clarke**, our Northeastern Editor, who delivers a "from the gut" commentary on current pricing practices. I suppose a disclaimer would be prudent, but rather than offer the standard "*La Posta* does not necessarily subscribe to the views expressed ..." cop-out typically offered, let me just say that I am pleased to publish Tom's opinions and I will be just as happy to publish those of anyone who disagrees with him. Pricing is one of those delicate subjects -- like religion and politics -- that we usually tiptoe around in the philatelic press, but it is something that obviously effects us all in the hobby, and I am willing to print arguments from all sides.

Beyond these fine pieces, we have some delightful and interesting excursions into several different realms of postal history. We may have dropped a couple of pages to put us at our "summer weight", but we still pack plenty of varied reading enjoyment.

Finally, a note of sadness. Spring of 1990 brought a most severe loss. Three of our leading postal historians have died. **Everett Erle**, longtime editor of *Western Express* and a leader of the Western Cover Society, died while attending LONDON 1990. **Russell Hanmer**, one this country's leading machine cancel collectors and author of *A Collector's Guide to U.S. Machine Postmarks, 1871-1925*, passed away following a long illness. **Charles Towle**, a leader in the field of railway postal history (see following story), died at his home in Tucson. We shall greatly miss all three of these men. Their work in our hobby has been of great benefit to us all.

Richard W. Helbock



CHARLES L. TOWLE (1913-1990) - - A Personal Remembrance

American postal history has lost one of its modern greats! Charles Towle attained, over the last two decades of his life, a position of preeminence in the field of United States postal history. The US Classics Society, the Mobile Post Office Society, the Western Postal History Museum, and *La Posta* were but a few of the organizations and institutions upon which he left his mark.

In 1973 Charles Towle retired as Chairman of the Board and President of the Detroit, Toledo and Ironton and the Ann Arbor Railroads. Upon moving to Tucson, Arizona, he turned his considerable talent and energies to postal history; especially railway postal history. Charley had long been an active author and researcher in the field of railway postmarks, and in 1968 he co-authored, with Henry A. Meyer, *Railroad Postmarks of the United States, 1861 to 1886*. In the notes which preceed that work, it states that Charles L. Towle "has been a collector of U.S. railway markings since 1935."

Towle expanded his research and writing efforts in retirement, and through the Mobile Post Office Society (MPOS) he published serially throughout the 1970's his mammoth epic, *The United States Transit Markings Catalog, 1837 to 1974*. This work, which will stand for all time as a monument to Towle's industry and love of the hobby, covered four volumes, contained thousands of listings and

many hundreds of tracings. It was finally concluded in 1982. In his last months, Charley was engaged in completing an updated, vastly revised edition of the Catalog, which has now been out of print for several years.

In addition to his writing and publishing, Charley began to exhibit his beloved railway postal history. I met Charley for the first time in the mid-1970's; just about the time he began to exhibit. He entered his display of Railroad Markings on the 1869 Issue in our local Mesilla Valley show while I was living in Las Cruces, New Mexico. The material was spectacular, and, as I recall, was mounted on powder blue pages with a tasteful locomotive illustration at the top of each. Charles won the show's top award but, the judges criticized the exhibit for "unnecessary, repetitive illustrations", and, as those of you who knew Charley personally can well imagine, he was fit to be tied. Far from discouraged, however, Towle persisted with his exhibits and eventually went on to win top awards at several national shows and a vermeil at AMERIPEX in 1986.

Charles Towle was highly impressive as both an author and exhibitor in the field of American postal history. He won major awards from the Classics Society, the American Philatelic Congress, and was elected to the Writers' Unit Hall of Fame. While he set an outstanding example for all of us through his deeds, it was his force of personality which had the greatest impact on me.

It was my pleasure and privilege to visit Charles and his wonderful wife Betsy on several occasions in both their beautiful Tucson hillside home and the beach cottage they rented at Waldport, Oregon, in recent summers. Charley was a man of imposing stature. Standing well over six feet, Charley had a look, a voice and a presence which commanded respect.

A student of history -- not just postal history -- Charles had opinions on a wide range of subjects, and he was not shy about expressing them. Tom Todsen, a mutual friend, wrote me after Charley's death saying, "I'll miss his caustic prompting, his impatience with anything that wasn't the way he expected it to be -- of course, he did the same way with himself." Tom's comment captures a very important aspect of Charley's personality -- one which I always felt when with him -- he expected quality and had little respect for the mediocre.

Being around Charley was, for me, always a little bit like being in the presence of a teacher or my father. I had the feeling that he was in general agreement with what I was doing (in the hobby), but that I could probably do a lot better job of it if I tried. I'm not sure that Charley ever told me this in so many words, but there was something in the way he said "La PASTA" for *La Posta* that told me he expected better things.

Charley helped me immensely. He was the first person to convince me to expand *La Posta* beyond its initial regional focus, and he was the first person to serve as an editor of a

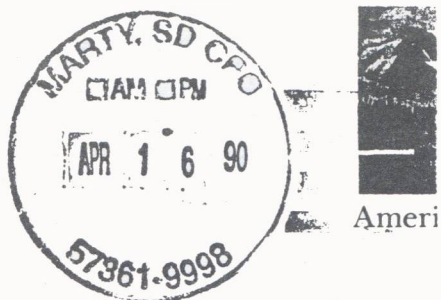
separate section of *La Posta* ("The Second Section"). Charley prompted, cajoled, and otherwise used his considerable influence and contacts to help our circulation increase and our journal reach a solid financial footing. Much of what *La Posta* is today, I owe, directly or indirectly, to Charles Towle.

Beyond these material things, I always thought of Charley as one of those few people in whom there is a repository of knowledge. Sheldon "Doc" Dike and Len Persson were two others in whom I had similar trust and respect. It wasn't just that these men had years of experience upon which to draw, although that was obviously important, it was more that each of them, in their own individual ways, had managed to digest their experiences and derive from them wisdom. It was this wisdom which enabled them to offer the kind of advice I sought.

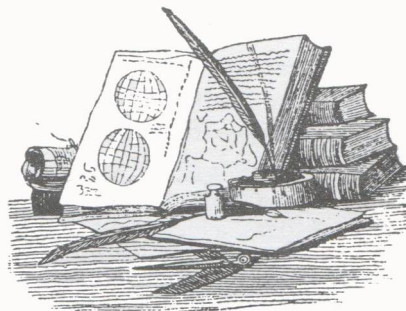
The hobby will miss Charles Towle. We, his friends and colleagues, will miss him. He was a powerful example of leadership for us all, and we shall long benefit from his labors.

Richard W. Helbock

NEW POSTMARK DESIGN MAKES APPEARANCE



W. E. "Bill" Fox of Chamberlain, South Dakota, reports the occurrence of a new style postmarker/canceler making its appearance in selected Fourth Class and Community Post Offices around the country. The new design features a large diameter dial of about 38 mm. with the name of the town and state at the top of the dial and a ZIP code at the bottom. The date is given on one line across the center of the postmark and two boxes with "AM" and "PM" appear centered above the date. The four killer bars are thick and short (about 15 mm.) The first use of this type reported by Bill came from RADNOR, OH, and was dated Feb. 13, 1990. More recently, examples seem to be popping up from Community Post Offices.



BOOKS IN REVIEW

Hanmer, Russell F. *A Collector's Guide to U. S. Machine Postmarks, 1871-1925*, 3rd Edition, 1990. Published by David G. Phillips Co., Inc. P.O. Box 611388, North Miami, FL 33261. 190 pages, 5.5 x 8.5-inch format, soft cover. Price: \$20.00.

This latest edition of the Hanmer listing of United States machine cancels arranged according to manufacturer is a vast improvement over earlier editions. A smaller format, combined with an expanded Scarcity Code, notes on Value and Price, and a substantially enlarged, well-illustrated listing make this volume much more useful as a handy reference tool to the complicated field of machine cancels. Unfortunately, it is still flawed by a failure to permit the identification of a specific machine cancel type without the necessity to page through the entire volume until one matches the type in question with an illustration.

Machine cancel collecting is one of the more dynamic specialties in American postal history today. The Machine Cancel Society (36347 Le Sabre Way, Zephyrhills, FL 33541) is an active and growing organization. Scholars, such as Reg Morris, Bob Payne, Bart Billings, Rich Small and others, are actively engaged in researching and publishing in the field. These are exciting times to be a part of the specialty, which still benefits from cheap, plentiful material to collect.

The late Russ Hanmer's Guide has served for many years as the only broad-brush introduction to machine cancels. With each edition he added improvements to make his work a better, simpler introduction to the field, and this latest effort was, by far, his best. I also wish to compliment Dave Phillips for producing the book in such a way as to keep its price affordable for everyone. This is not the perfect introduction to the specialty, but it is certainly the best we have to date.

RWH

Starnes, Charles J. *United States Letter Rates to Foreign Destinations*, Revised Edition, 1847 to GPU-UPU. Published 1990 by Leonard H. Hartmann, P.O. Box 36006, Louisville, KY 40233. 176 pages, 8 x 10-inch format, hardbound. Price \$37.50 postpaid.

This revised, expanded edition of the 1982 Starnes work continues Leonard Hartmann's tradition of producing quality works of postal history research at reasonable prices. Printed on 100-pound glossy paper and sewn into a Buckram cover with gold tamping, this new Starnes book is a reference work built to last a lifetime.

For readers unfamiliar with the 1982 Starnes book, what we have here is basically a set of tables, arranged by country, which show the amount of postage required to mail a letter from the US to each country listed from 1847 (or the date a convention was formed with that country) until the time that country joined the GPU-UPU (usually in the late 19th century). Each time the rate changed, or a different mail system became available, a new entry appears. While not the kind of thing one is likely to pick up for light reading, the Starnes work is an absolute must for anyone interested in studying US Foreign Rate covers during the 19th century.

The new edition contains several updates, improvements and changes from the 1982 edition. Several country tables -- notably China, India, Spain, and Turkey -- have been expanded. Entirely new tables appear for certain other countries, e.g., Java, Madagascar, etc. And the set of 10 helpful appendices have been expanded to 16.

I am pleased to have a copy of the new Starnes book in my own library. While I do not collect, nor seldom even see, 19th century cover US covers bound for unusual overseas destinations, it is nice to know that I have a reliable reference to verify postage rates, should the occasion arise. For those who do collect 19th US to Foreign Rate cover, this book is an absolute must. For the rest of us, it could be a useful, beautifully produced, addition to our philatelic reference library.

RWH

Teal, Harvey S. and Stets, Robert J. *South Carolina Postal History and Illustrated Catalog of Postmarks, 1760-1860*. Published by the authors, 1990, and available from Harvey S. Teal, 2337 Terrace Way, Columbia, SC 29205 or Robert J. Stets, P.O. Box 142, Walterboro, SC 29488. 228 pages, 8.5 x 11-inch format, stiff card cover, plastic spiral bound. Price: \$25.00 postpaid.

Harvey Teal and Bob Stets have produced a marvelous work which combines a legitimate history of the posts in South Carolina with an illustrated catalog of all known postal markings for the state from 1760 to 1860. Too often, we see the term "postal history" misused in the title of book

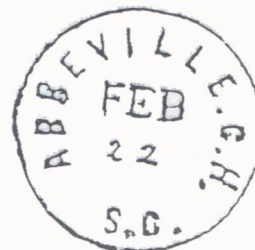
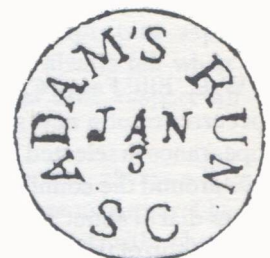
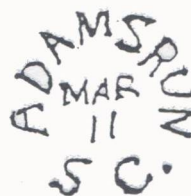
which is really nothing more than a list of post offices. Not so for the current volume! The first two thirds of this book are really a postal history, complete with detailed maps, cover illustrations and lists of post offices. Chapters include such subjects as post roads, postal routes, railroad operations, express mail, local city delivery markings, hotel postal markings, maritime mail markings, inland waterway markings, way markings, military posts, free franks, and others.

The 72-page illustrated catalog section illustrates both manuscript and handstamp postmarks from roughly 400 different South Carolina post offices -- about one-third of the total 1,200 which operated in the state prior to 1860. Harvey Teal examined an estimated 50 thousand pieces of postal history in compiling this catalog including the extensive manuscript holdings of major southeastern universities and libraries. A Value or Value Range has been assigned to each postmark type.

It is the opinion of this reviewer that Teal and Stets have provided us with a new standard against which we may measure state postal history studies. Oh, it might be argued that they limited their study (pre-1860) too severely, or that they should have used fancier production techniques, but such picky complaints can do nothing to belittle the fact that South Carolina Postal History is an interesting, well-illustrated book, as well as, a highly useful reference guide to the state's early post offices and postmarks.

I recommend this book highly to anyone with an interest in state and local postal history, and particularly to anyone contemplating publication of a state postal history study.

RWH



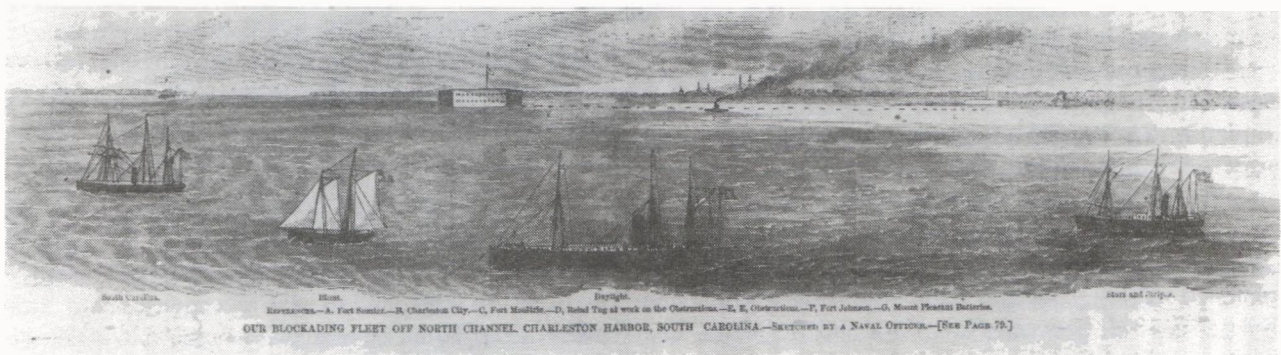


Figure 1. Illustration from the Jan-Jun 1863 issue of Harper's Weekly depicting the Union Blockading Fleet off North Channel, Charleston Harbor, SC. The Stars and Stripes is seen on the far right.

THE WRECK OF THE "METROPOLIS": A MARITIME POSTAL HISTORY

By Henry J. Berthelot and Ron C. Trosclair

*Treacherous in calm, and terrible in storm,
Who shall put forth on thee
Unfathomable Sea?*

From "Time"

By Percy Bysshe Shelley

Gale-force winds and heavy seas forced the steamship *Metropolis* aground off the coast of North Carolina on January 31, 1878, where the ship became a total wreck. Although this mishap brought heartaches and economic devastation to many Philadelphia, Pennsylvania, families, historically, the loss of the *Metropolis* was not significant. Therefore, except for those who personally were affected, memories of the ship dropped into Davy Jones' locker shortly after the newsworthiness of the mishap ended.

Over the years, the maritime history of the *Metropolis* and the postal history of the mail consigned to the ship on that fateful voyage have combined to present an interesting, as well as dramatic, narrative. The purpose of this article is

to recount that narrative and to illustrate a philatelic item associated with that ship.

Originally named *Stars and Stripes*, the wooden-hull ship was built in 1861 at Mystic, Connecticut, by Charles Mallory as a speculation for C. S. Bushnell. From a shipbuilder's viewpoint, the *Stars and Stripes* was 124 feet long, with a 34-foot width of beam and a 16-foot depth. Its gross weight was 407 tons. Double steam engines powered a single screw; however, the ship also was equipped with sails which were bark-rigged. The dual means of locomotion were typical of the ships built in that era.

On July 27, 1861, the *Stars and Stripes* was purchased by the U. S. Navy. Sent to the New York Navy Yard, the ship was modified for naval service as a gunboat, commissioned a United States Steamer on September 19, 1861, and, under the command of Lieutenant Reed Werden, assigned to the U. S. Navy's Atlantic Blockading Squadron.

During the Civil War, the *USS Star and Stripes* participated in numerous naval engagements, and was distinguished by its designation as temporary flagship of the forces under Commander S. C. Rowan in the attack on Roanoke Island and the subsequent Federal campaign in the sounds of eastern North Carolina. The ship ended its wartime service assigned to the East Gulf Blockading Squadron, operating in the Gulf of Mexico off the coast of Florida.

The *USS Stars and Stripes* was decommissioned June 30, 1865, and sold at public auction in Philadelphia on August 10th of that year to Thomas Watson & Sons of New York City. Redocumented the *SS Metropolis* on September

Henry J. Berthelot's main philatelic interest is salvaged-mail markings and Ron C. Trosclair's main philatelic interest is Danish West Indies. They have combined research in their respective interests with that in their common interest --official mail-- to compile this article.

18, 1865, the ship was later acquired by the Pacific Mail Steamship Company and used as a merchantman between New York City and Havana, Cuba.

In 1871 the *Metropolis* was sold again; this time to a group managed by the New York City based Lunt Brothers firm. Subsequently placed in drydock, the ship was lengthened by inserting a 56-foot midsection and refitted completely. The modifications increased the ship's gross weight to 879 tons. The renovated ship then became the first ship in the Lunt Brothers' newly established American Line fleet, which consisted of two steamers. A report in the March 1, 1875 edition of *The National Gazette*, noted that the line envisioned weekly passenger and cargo service, commencing April 6, 1875, between New York and Bermuda. That report also noted that the pioneer ship of the new line, the *Metropolis*,

"was built at Newburyport in 1871.¹ Her staterooms, which are tastefully upholstered and handsomely furnished, are all situated on the main deck and are capable of accommodating fifty passengers. The saloon extends forward and aft, and is well ventilated and nicely furnished."

Our narrative begins on January 28, 1878, with the *Metropolis* berthed at the Reading Railroad wharf at the foot of Philadelphia's Willow Street. The ship then was under

charter to Messrs. P. and T. Collins, Philadelphia contractors, who previously had been awarded a contract to construct a railroad around the Cataract de Inferno in Brazil. Three ships had been chartered -- the *Mercedita* which sailed on January 2nd, the *Metropolis* which was to leave January 20th, and the *Richmond* which was scheduled to depart in early February -- to transport Collins' employees and materials to Brazil.

Philadelphia's economy was very depressed at this time. With the paucity of job openings available, Collins' announcement seeking laborers to work in Brazil was viewed as a godsend to the city's unemployed mass. The opportunity to draw top wage, and to have all expenses paid, more than offset an applicant's gloom of not being able to take his family for the 18-month minimum sign-up period. For this reason, there was an apprehensive, yet festive mood among the thousands of people who crowded the wharf and Willow Street either to board the *Metropolis* or to say good-bye to a relative or friend who was leaving. One news report noted that the crowd was so large that:

"some who were trying to get on board were left behind, and others already on the ship to see friends off were unable to reach shore, and so were hired on the spot to take the place of those who had not made it."

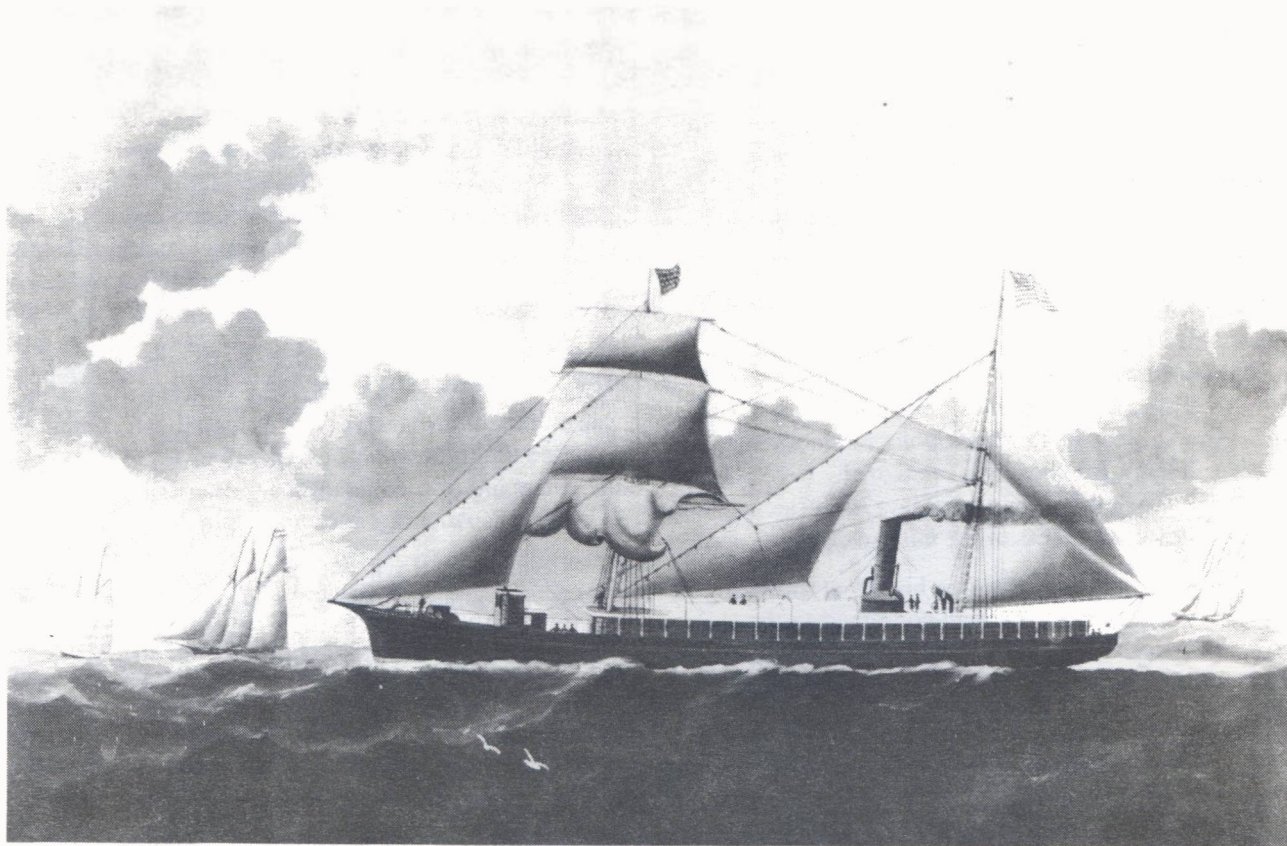


Figure 2. Oil painting depicting the steamer *Metropolis* under full sail. Pilot Boat No. 10 is seen on the far left, and two topsail schooners are seen on either side of the steamer. Photograph courtesy of the Peabody Museum.

With Captain P. H. Anker in command, the *Metropolis* cast off Monday evening (January 28, 1878) bound for Para, Brazil, with an intermediate port call at St. Thomas in the Danish West Indies (the "DWI"). Of the 248 people aboard, 215 were employees of Collins and 13 were crew members. The remaining twenty were saloon passengers. Also aboard were various cargoes, including eleven bags of mail destined for the DWI and South America. The mail consisted principally of business letters which had accumulated since the sailing of the last regular mail steamer. The registered mail, receipted by the ship's purser, contained about \$150,000 in money and bank drafts. The mailbags were stored in the Purser's room.

Laying at anchor in the channel Monday night, the *Metropolis* proceeded downstream Tuesday morning, reaching the Delaware breakwater at eleven o'clock A.M. The river pilot was discharged a half hour later, and the ship proceeded toward the open Atlantic. The weather was favorable for a pleasant voyage.

Throughout Tuesday afternoon and night the *Metropolis* steamed on a calm ocean and under fair weather. The situation changed drastically Wednesday morning; by that evening the winter winds were raging and the ocean waves were violent. To add to the company's plight, a "jarring sound" was heard in the cargo hold. Upon investigation, it was discovered that some of the 500 tons of iron rails had been stored improperly and were shifting with the movement of the ship. Also, a leak was discovered near the rudder post. At a hastily held conference Wednesday night, the captain and Collins' supervisor decided to lighten the ship by jettisoning some of the 250 tons of coal.

Removing the ship's hatches, the crew and some Collins' laborers formed bucket brigades to transfer from the below-deck storage bins to the main deck, the coal, which then was thrown overboard. The men toiled at this task until the early hours of Thursday morning, throwing an estimated fifty tons of coal overboard.

Their efforts provided only a temporary respite, for the now unchecked ocean battered the ship mercilessly, causing the iron-rail cargo to shift with such force that the ship's seams opened. As greater amounts of seawater entered the ship's bowels through these openings, more strain was placed on the machinery. The circulating pumps broke first, so a bucket brigade again was formed, but this time to bail out the seawater!

The chief engineer was unable to maintain sufficient steam in his engines. Finally, he opened a barrel of tallow and added it to the ship's fires. The resultant blaze generated steam sufficient to propel forward the now heavily laden ship. But, nature delivered a death blow to the *Metropolis*, in the form of a huge wave which broke completely over the ship, washing away the smokestack, the after-mainsail, the starboard saloon and seven of the eight lifeboats. The force of the wave also rendered the steam whistle useless, and

drowned the ship's fires. The *Metropolis* now totally was disabled!

Through the haze created by the falling snow, Captain Ankers spotted the beam from the Currituck Beach, North Carolina Lighthouse. Realizing that his situation was hopeless, he ordered that all remaining sails be set and attempted to run his ship onto the beach. Unfortunately, the *Metropolis* struck the outer bar, and grounded heavily on the inner bar of Currituck Beach about 6:40 Thursday morning. Upon striking the inner bar, the ship swung around broadside toward the shore; its deck fully exposed to the pounding ocean. Although the ship was only one hundred yards from shore, those aboard were separated from safety by a line of towering breakers, violently churning the winter-chilled water.

Word was passed that everyone had to look out for himself. Those who could find a life jacket quickly donned one. Six men launched the remaining lifeboat and made for shore. A line was passed for them to tow ashore; however, that line was left behind owing to the confusion. A few men decided to swim to shore and jumped overboard. The swimmers and the men in the lifeboat reached shore about the same time. Running up the beach, they saw a telegraph line and followed it. The first building they reached was the Currituck Beach Lighthouse Club. There, they were given dry clothes, and an employee of the Club was sent to notify the crew of the nearby lifesaving station.

In the meantime, two residents of a tiny North Carolina village (now known as Poyers Hill) noticed the grounded ship and sent a horseman for help to the larger village (no Corolla) four miles to the north where the newly established lifesaving station, designated as Station Number Four, was located.

The Keeper of Station Number Four was on the beach when the rider arrived with news of the wreck. By the time they returned to the station, the other members of the station, known as lifesavers, had been notified by the employee from the Lighthouse Club, and were loading their equipment onto the handcart.

Weighing approximately a thousand pounds, the handcart carried the rescue equipment -- mortar, shot, powder, line, block, breeches buoy and lifesaving suits. The six lifesavers had a difficult time moving the handcart, since its broad wheels sank into the sand. As a result, they did not arrive at the wreck site until 11:30 A.M.

At this time, the mortar was the basic means to contact a disabled ship from shore, and the breeches buoy was the device to remove survivors. The procedure was to fire a lifeline over the ship with the mortar. Those aboard secured the line to the ship. Then the breeches buoy was attached to the line and used to transfer the survivors safely off the ship.

Four unsuccessful attempts were made to contact the *Metropolis*. Errors by both the lifesavers and the crew caused

each lifeline to fall uselessly into the Atlantic or to part once contact was made.

Those aboard the wreck, observing that contact could not be established with shore, and knowing that the ship was breaking up, realized that they had to reach shore unaided or not at all. About this time, the ship's mainmast fell and was washed overboard, taking many people with it. The horror endured by those aboard only can be imagined! Perhaps the best means of relating this tragedy is to quote a survivor:

"The mainmast went over and the sea surged over us. Dozens went in the water, struggling for their lives, and I saw many a good swimmer killed by the rough debris rolling over them. Those that could swim were so often carried so far out to sea by the under current that they perished from exhaustion ..., and being chilled through with the cold water. I am unable to relate how I saved myself, as I was insensible."

For more than a mile along the wreck-strewn beach, the lifesavers and bystanders waded into the deadly surf to rescue people who had jumped or were washed overboard. Night had fallen before the last survivor reached shore, where large driftwood fires had been built to combat the cold. Ninety people -- 76 passengers and 14 crew members -- died in this mishap.

The next morning (February 1st), outside relief parties arrived with medicine and supplies. A reporter from the Norfolk, Virginia *Landmark* accompanied one of those relief parties. That reporter described the wreck site thusly:

"The beach is strewn with fragments of the wreck, furniture and dry goods ... Only the merest top of the machinery and a boat-davit can be seen ... At Van Stock's and Church Hill's Landing the scene is most piteous: 146 people without hats or shoes, and in many instances almost naked, several simply wrapped with blankets, despite efforts of the people to provide clothing... While the members of the crew at Number 4 did all they could to rescue the unfortunate castaways, the means provided by the government were totally inadequate and useless in the emergency."

The new report noted that:

"Many who happened to save something in their clothing, were robbed on the beach or when they were senseless in the surf. In fact, there seems to have been a general pillage of the bodies whenever found."

As relates to the mail, Samuel Shipp, the assistant postmaster at Norfolk, Virginia, reached Currituck Beach the afternoon of February 1st aboard the steam tug *J.W. Haring*. He found that ten of the mailbags on board the

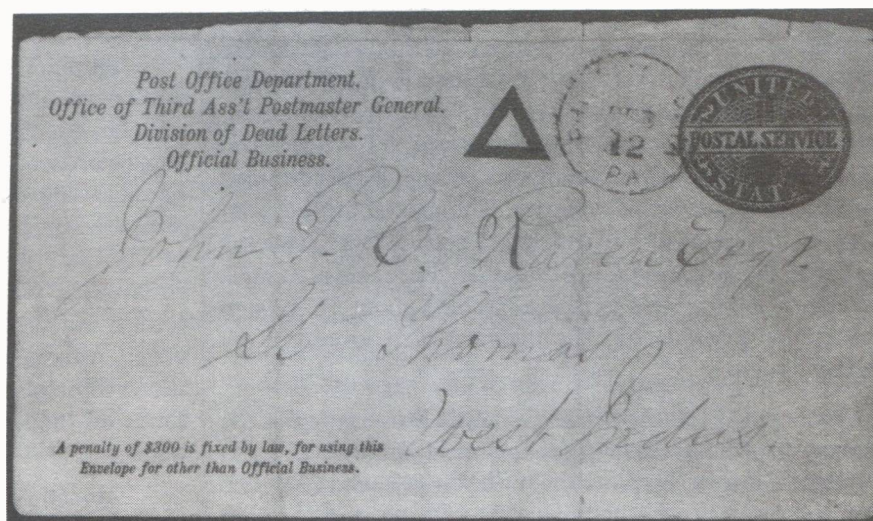


Figure 3. Obverse of an official envelope (Scott # UO16, blue, amber) issued in 1877. The triangle to the right of the corner card was one of four symbols used by the DLO as a guide to postal clerks for the handling of "dead matter" of any class.

Metropolis, had been washed ashore. However, he succeeded in recovering only two mailbags: one was found intact; the other was being used as a tobacco bag by a survivor, the letters in the bag having been discarded. Nothing was found of the eight other mailbags or their contents. Witnesses on the beach told Mr. Shipp that those mailbags had been cut open and rifled of their contents. The letters, after having been opened, were discarded and blown in every direction by the wind.

By fiat of the Treasury Department, then the government agency responsible for all marine matters in the United States, the Steamboat Inspection Service convened a Commission in Washington, D.C., on February 8, 1878, to investigate the *Metropolis* wreck. The Secretary of the Treasury released the Commission's report on April 13, 1878. That report blamed the disaster firstly on the unseaworthiness of the ship and secondly on the unequal distribution of the cargo of iron rail. The Lunt superintending owners were found to have been aware of the ship's defects and thus liable under applicable sections of the steamboat statutes.²

The Lunt Brothers strongly protested the report, which was based principally on the testimony of the master carpenter who had lengthened the ship in 1871. Upon subsequent review of the Commission's report by the solicitor of the Treasury Department, additional evidence was ordered to be collected by the Life-Saving Service Bureau and the Supervising Inspector General of Steamboats.

The final verdict in the matter was that there was insufficient evidence to convict anyone of criminal action. The prior testimony of the master carpenter was discredited, since it was proved that earlier he had been involved in a serious money-matter dispute with the Lunt Brothers.

To the authors' knowledge, no wreck covers exist today from the *Metropolis*. Does anyone have such a wreck cover? The only philatelic items known to have lasted from this mishap are "ambulances", Post Office Department (POD) official envelopes used to enclose and forward badly-damaged mail items. Figure 3 illustrates the obverse of an ambulance used in this mishap. In addition to the indicum and penalty clause, the ambulance bears the corner card of the Office of Third Assistant Postmaster General, Division of Dead Letters, commonly referred to as the Dead Letter Office (the "DLO") and a geometric symbol to the right of the corner card. All printing on this amber-colored paper envelope was done in blue-colored ink. The (isosceles) triangle, whose approximate measurements are length of outer line - 16 mm., and width of line - 2 mm., was one of four symbols used by the DLO solely for the convenience and guidance of postal clerks in the Washington, D.C. post office. When the DLO had occasion to return to the sender "dead matter" of any class, clerks in the Washington office, immediately upon seeing the POD envelope bearing the particular symbol, knew the contents in that envelope and, accordingly, how that envelope had to be handled. The triangle denoted that the envelope contained a dead letter that was being returned to the sender.

The reader will note two inconsistencies between the ambulance illustrated and the statements in the preceding paragraph. One inconsistency is that the ambulance was postmarked in Philadelphia (Feb. 12, 1878), rather than in Washington, D.C. The other inconsistency is that the dead

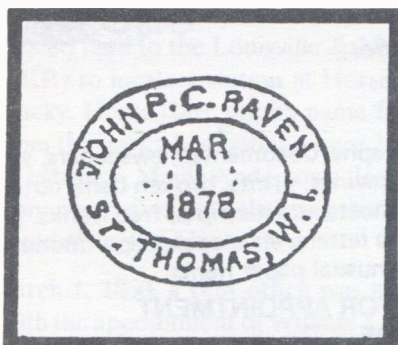


Figure 4. Handstamp used by the St. Thomas merchant firm of John P. C. Raven in 1878.

letter/wreck cover enclosed was not being returned to the sender, but rather was being forwarded to the addressee. Attempts to locate postal records that would explain how these inconsistencies occurred, if they were inconsistent,

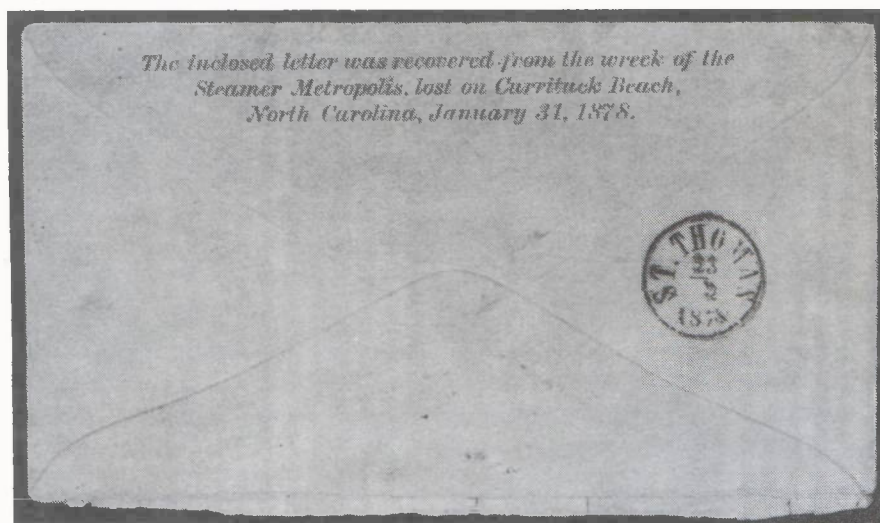


Figure 5. Reverse of official envelope seen in Figure 3. The notice, printed in black-colored ink, concisely explained to the recipient the circumstances which damaged his enclosed mail.

were not successful. Since any discussion regarding these inconsistencies would be speculative, the authors forego same.

The ambulance is address to John P.C. Raven, Esq., St. Thomas, West Indies. Mr. Raven was a St. Thomas merchant, whose firm rarely acted as a forwarding agent. A handstamp utilized by the Raven firm in 1878 is seen in Figure 4.

The reverse of the ambulance is pictured in Figure 5. A three-line notice, centered at the bottom of the envelope informed Mr. Raven that:

The enclosed letter was recovered from the wreck of the
Steamer *Metropolis*, lost on Currituck Beach,
North Carolina, January 31, 1878.

This notice was printed in black-colored ink. The authors opine that this notice was printed in Philadelphia, either by a local printer, or more likely, at the Philadelphia Post Office, one of the few POD branches then with printing facilities. The St. Thomas circular date hand-stamp evidences receipt of the ambulance there on February 23, 1878.

The authors have seen two other ambulances associated with this wreck and a photograph of the reverse of a third ambulance. The two ambulances, both posted in Philadelphia on Feb. 12, 1878, were forwarded to the DWI addressees and received in the St. Thomas Post Office on Feb. 23, 1878. The third ambulance, forwarded to George Town, British Guiana, was received in the George Town Post Office on March 6, 1878 (Figure 6). Does anyone else have an ambulance associated with the *Metropolis*?

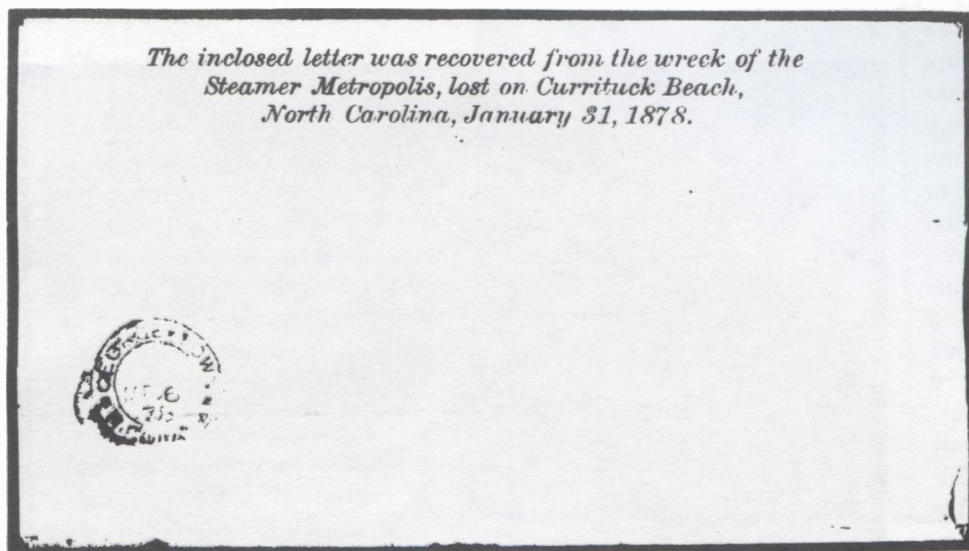


Figure 6. The George Town, British Guiana postmark on the reverse of this ambulence evidenced its arrival there on March 6, 1878. Photograph courtesy of Stanley Gibbons Auctions, Ltd.

Any "official" POD marking, be it a handstamp, a pasted-on label, or as seen in this instance, a printed message, on a penalty envelope philatelically is significant, since it, along with the occurrence which caused its use, forms an essential part of postal history.

FOOTNOTES:

¹As was brought to light at the inquiry after the mishap, the Metropolis' papers underhandedly were altered during

this period to list the ship as being built in 1871, nine years after it had participated in the Battle of Roanoke Island.

²The law then made it a crime knowingly to send an unseaworthy ship to sea. The offense was manslaughter, punishable by ten years in prison.

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COLLECTING POSTMARKS FROM THE CAVES -- CAVERNA, KENTUCKY

By Thomas Lera

I have a very specialized topical collection of stamps and covers on speleology -- caves and bats. I try to collect everything about the subject and am always looking for United States "cave" covers with the town name in the postmark, i.e.,

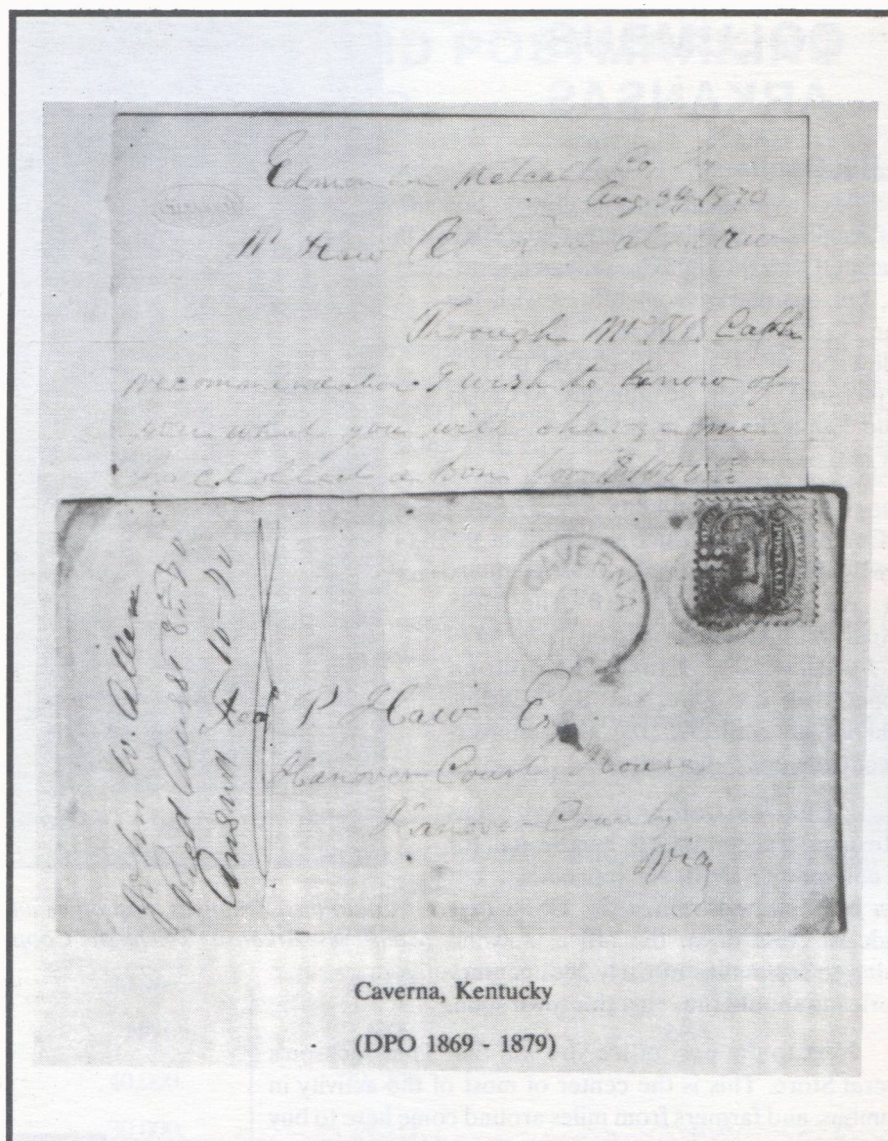
Mammoth Cave, KY; Cave Junction, OR, etc. Recently, I found an 1870 cover from Caverna, Kentucky, a post office of which I had never heard, and what follows is a summary of what I have learned of this discontinued office.

Being located in Texas and trying to research a Kentucky post office presented a bit of a problem. I first contacted the U.S. Post Office Archives in Washington, D.C., and received from them a list of postmasters and their dates of appointment. This list provided the first clue concerning Caverna.

The story begins in the early 1840's when Major Albert Anderson donated land to the Louisville & Nashville Railroad (L & N RR) to locate a station at Horse Cave, Hart County, Kentucky. Horse Cave got its name from Hidden River Cave from the days when outlaws once hid their horses in its huge entrance. Major Anderson's deed to the railroad carried one restriction, and that was that the name of the station would always be Horse Cave.

On March 1, 1860, a post office was established at Horse Cave with the appointment of William J. Baird as first postmaster, and in 1864 the town of Horse Cave was incorporated. This was the time when the "Great Cave Wars" were just beginning as Mammoth Cave, Crystal Cave, Onyx Cave, Hidden River Cave and several others were all opened and attempted to capture the tourist market.

All types of adjectives describing these caves were used to lure the unsophisticated tourist -- the largest, the best, better than the best, the longest, most beautiful, money back



Caverna, Kentucky
(DPO 1869 - 1879)

guarantee of satisfaction, greater than Mammoth, and so forth. Tourists spent dollars and dollars meant economic growth and stability for the towns; an axiom which remains true today.

On May 4, 1869, the name of the town and its post office were changed to Caverna. Politics was the reason as the local citizens of Horse Cave were attempting to have a new county formed to be called Caverna with their town as the county seat. After the town officially changed its name, the citizens attempted unsuccessfully to get the railroad to change the name of its station. In 1879 the residents took a referendum to the State Legislature to create a new county; however their effort was soundly defeated due to the lobbying efforts of adjacent counties. Faced with defeat in both the Kentucky Legislature and at the hands of the L & N Railroad, the residents of Caverna changed the name of their post office and town back to Horse Cave. It remains that until this day.

COLUMBUS, ARKANSAS

By Jim Doolin

I collect Columbus: not just materials associated with the 1893 Columbian Exposition, but postmarks from offices with the name "Columbus". In June of last year I made a special 200-mile drive to the post office pictured at right -- Columbus, Arkansas -- and found the trip to be literally a step back in time.

The wooden building which houses the Columbus Post Office was built in the early 1900's and contains about 3,000 square feet. As you can see from the 1985 photograph, which appeared on the cover of the Southwest Arkansas Telephone Cooperative, Inc. *Directory*, the building might not last until 1992 (the 500th anniversary of Columbus' discovery).

Charles Caldwell, the present postmaster, will continue to handle mail for the community until his retirement, but when Mr. Caldwell retires the USPS may decide to close down the office. Anyone wishing to see a slice of early 20th century Americana should thus visit this town soon.

Next to the post office you will find Tom Jackson's General Store. This is the center of most of the activity in Columbus, and farmers from miles around come here to buy a soda and a sandwich from Tom's well-stocked deli. Tom's store carries an amazing variety of merchandise from axle grease to air conditioning filters, and Tom maintains an "account book" for local customers who are short of cash on a daily basis.

My trip to Columbus was a pleasure in so many ways. For example, I soon learned that "everybody" in rural Arkansas waves at friends and strangers alike, and I soon found myself doing the same and feeling good about it. Since Columbus has always been a small town, postmarks from any period should be fairly hard to find. I would be delighted to hear from anyone who might have examples of early Columbus postmarks, and for that matter anyone who has postmarks from Columbus towns from other parts of the USA.



Columbus, Arkansas, post office and filling station, as it appeared in 1985. (Southwest Arkansas Telephone Cooperative, Inc.)

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20th CENTURY NON-STANDARD POSTMARKING HANDSTAMPS

By Randy Stehle

Part II: Standardization of Postmarking & Canceling Handstamps at Fourth Class Post Offices - Experimentation & Compliance

INTRODUCTION

(Continued from LA POSTA V. 21, N. 2)

This second article in the series will detail the Post Office Department's (POD) ongoing search for a suitable postmarking/canceling device during the years 1890 to 1904. Against this background of good intentions, the level of compliance with POD regulations among fourth class post offices will be discussed.

The previous article dealt with the various appropriation bills and how the level of expenditures rose sufficiently

to allow all post offices -- in theory -- to obtain a device from the POD. By the end of 1889 most of the newly established offices, as well as offices that had not previously qualified for a POD-issued device, were receiving official POD handstamps.

Before examining the issue of compliance with POD regulations concerning the use of their handstamps, let us go back to the 1890's and see what the POD was doing with regard to making this equipment available. Nothing significant occurred from 1890 to 1895. A glance at Table 4 shows that expenditures dropped each year for the two years ending June 30, 1892. No data was available for 1893, but expenditures rose slightly in 1894 and then fell again in 1895.

The *Annual Report of the Postmaster General (AR)* for these years offers a few explanations for these decreases. First, the handstamps themselves cost less to purchase than was expected. Second, the thorough system of examining all

TABLE 4

ESTIMATES, APPROPRIATIONS AND EXPENDITURES FOR CANCELING STAMPS, INK AND PADS, 1890-1903

YEAR	ESTIMATES	APPROPRIATIONS	EXPENDITURES	PER CENT CHANGE
1890-91	\$40,000.	\$40,000.	\$28,723.	-13.8%
1891-92	40,000.	40,000.	27,551.	-4.1
1892-93	40,000.	N/A	N/A	N/A
1893-94	40,000.	40,000.	29,206.	--
1894-95	40,000.	30,000.	24,311.	-16.8
1895-96	30,000.	30,000.	26,871.	+ 10.5
1896-97	30,000.	30,000.	29,994.	+ 11.6
1897-98	30,000.	45,000. ¹	44,997.	+ 50.0
1898-99	27,000.	27,000.	27,000.	-40.0
1899-1900	40,000.	40,000.	39,972.	+ 48.0
1900-01	30,000.	33,000. ²	32,987.	-17.5
1901-02	30,000.	37,500. ³	37,369.	+ 13.3
1902-03	45,000.	45,000. ⁴	42,573.	+ 13.9
1903-04	45,000.	45,000.	37,047.	-13.0

¹Includes \$15,000 emergency appropriation.

²Includes \$3,000 deficiency appropriation due to increased cost for postmarking stamps.

³Includes \$7,500 deficiency appropriation.

⁴Distribution of "about 500" rubber postmarking stamps on a trial basis.

requisitions that was begun in 1889 continued in effect and greatly reduced the issuing of duplicate supplies.

In 1896 there was enough growth in the postal service to warrant an increase in expenditures of ten per cent. This translated into an increase over the previous year of 5,613 postmarking devices, 2,204 pounds of ink and 2,918 stamping pads.

Standardization of postmarking devices was not the only project underway at this time that would affect the way business was conducted by the POD. President Benjamin Harrison issued an Executive Order establishing the U.S. Board of Geographic Names. Ostensibly formed to determine uniform names on maps, the Board adopted a set of principles (Figure 1) which emphasized local usage. The Board saw fit, though, to not follow local usage in all cases. The following changes were approved by the Board in 1892¹:

1. The avoidance, so far as practicable, of the possessive form of names.
2. The dropping of the final "h" in the termination of "burgh".
3. The abbreviation of "borough" to "boro".
4. The spelling of "center" as opposed to "centre".
5. The discontinuance of the use of hyphens in connecting parts of names.
6. The omission, whenever practicable, of the letters "C.H." (Court House) after the names of county seats.
7. The simplification of names consisting of more than one word by their combination into one word.
8. The avoidance of diacritical characters.
9. The dropping of the words "city" and "town" as part of names.

PRINCIPLES.

Adopted for guidance in determining the official form or rendering of geographic names:

A.—WITHIN THE UNITED STATES.

1. That spelling and pronunciation which is sanctioned by local usage should in general be adopted.
2. Where names have been changed or corrupted, and such changes or corruptions have become established by local usage, it is not in general advisable to attempt to restore the original form.
3. In cases where what was evidently originally the same word appears with various spellings, sanctioned by local usage, when applied to different features, these various spellings should be regarded as in effect different names and, as a rule, it is inadvisable to attempt to produce uniformity.
4. Where a choice is offered between two or more names for the same place or locality, all sanctioned by local usage, that which is most appropriate and euphonious should be adopted.
5. The possessive form should be avoided whenever it can be done without destroying the euphony of the name or changing its descriptive application.

Figure 1. Principles of the U. S. Board of Geographic Names.

Over the next four years most of these changes were made to the names of post offices. As will be shown in later articles, some non-standard devices also violated recommendations of the Board. The Board still exists and continues to make changes to geographic names. In 1962 the Board ruled that offensive names would no longer be allowed on official maps. At that time the word "nigger" was replaced with "Negro". That

was the only word the group acted on until the mid-1970's, when it ordered the word "Jap" changed to "Japanese".

In 1897 Perry Heath was appointed First Assistant Postmaster General. He decided to really investigate the conditions under which the mail was being postmarked. What follows is edited from the 1897 AR:

Soon after assuming the duties of my office, my attention was called to the unsatisfactory result of postmarking and back stamping in the various offices throughout the country. Legible postmarking is of the greatest importance to the public as evidence before the courts, in business transactions conducted through the mails, and in fixing the responsibility where mail has been improperly handled by postal officials. An investigation was ordered, and it developed such a reprehensible condition of affairs that I feel warranted in reviewing the subject at some length.

For years the attention of postmasters has been frequently called to the importance of legible postmarking, through publications in the official Postal Guide. Such treatment having clearly failed to accomplish the desired result, it became necessary to adopt a more practical method. Cards calling for specific information in relation to postmarking outfits, together with the impressions of postmarking and receiving stamps, were sent to the various third and fourth class offices. These were filled by postmasters and returned. A preliminary examination of these reports showed such a large number of offices to have worn-out or incomplete stamping outfits that little could be done to improve the postmarking until the necessary articles were supplied. I therefore established a temporary division, consisting of clerks from this Department and a special detail of five railway postal clerks, who were specially familiar with postmarking stamps. This division began

about April 15 to review the reports and send out supplies which appeared to be required.

The following summary shows the condition of the services as developed by the reports examined:

	Number
Card reports received	69,500
Offices requiring new sets (boxes) of type	607
Offices requiring single type	19,273
Offices requiring canceling ink	3,150
Offices requiring inking pads	4,067
Offices requiring postmarking and receiving stamps	21,190
Offices with postmark illegible	14,996
Offices with postmark legible, but poor	19,307
Offices with postmark legible, but outfit incomplete	9,924
Offices with postmark legible and outfit complete	24,730
Offices giving impression of rubber stamps on reports	533

Many postmasters cleaned their stamping outfits for the purpose of making good impressions on the card reports, so that the foregoing summary presents under most favorable circumstances the service as it existed. It was deplorable, a shame upon the public service.

The blanks called for impressions of metal stamps, so that a very small number of the impressions of the rubber stamps, actually in use, appeared on the cards.

The reports showed that many of the offices had used no year dates in their stamps from one to ten years, and others had failed to use type for days, months, and years. Many of the very small offices had discarded the stamp entirely, and had been using pen and ink for postmarking. A large number were using rubber stamps, with aniline ink, in open violation of the postal laws and regulations, and about one-fifth of the offices had apparently ceased all effort at legible postmarking, the impressions of their stamps upon mail matter being nothing more than a daub of ink.

In view of the foregoing I prepared and caused to be published in the Postal Guide for June, 1897, the following:

INSTRUCTIONS IN RELATION TO POSTMARKING AND BACK STAMPING.

POST-OFFICE DEPARTMENT

Washington, D.C., May 14, 1897

Legible postmarking of mail matter is of the greatest importance to the public as evidence before the courts, in business transactions conducted through the mails, and in fixing the responsibility when mail matter has been improperly handled by postmasters and other postal employees. The frequency of complaints in regard to defective postmarking makes it necessary for the Department to adopt severe measures to remedy the trouble. Illegible postmarking is generally due either to carelessness in the method of handling the stamp, failure to keep the stamp clean, improper adjustment of type in stamp, improper condition of inking pad, or failure to place letters on rubber pad or some elastic surface when postmarking them. Much of the postmarking, especially that at the smaller offices, is a reflection upon the postal service. The Department considers failure of duty in this respect a serious matter, which must be remedied at once.

Attention is called to sections 422, 473, 474, 475, and 509, Postal Laws and Regulations, 1893.

POSTMARKING STAMPS

The impressions of every official stamp should be perfect; so made that each letter and figure of the stamp may be distinct. To effect this the stamp must be kept clean, which may be done by brushing it with a stiff brush, slightly wetted and dipped in powdered potash or soda. Alcohol, ether, or coal (kerosene) oil may also be used for this purpose. The type after use must be cleaned before being replaced in the box.

Rubber, brass, and other postmarking or receiving stamps not furnished by this Department are positively prohibited, and wherever in use must be discontinued at once.

HOW TO USE POSTMARKING STAMP

When postmarking, place letter on rubber pad, blotting paper pad, or some elastic surface. A good impression can not be obtained when letters are postmarked upon an unelastic surface, and the type and stamp soon become battered, worn, and unfit for use. The stamp should be held firmly in the hand and struck upon the letter with a light, sharp blow, care being taken not to let the stamp fall upon the impression made by another post-office, or upon any portion of the address.

CANCELING INK AND INK PADS

The ink furnished to postmasters by this Department must be used with the regulation postmarking and receiving stamps. The use of other ink for this purpose is positively prohibited.

GENERAL INSTRUCTIONS

This Department is determined to secure a radical reform in the method of postmarking, and post-office inspectors will be required to give special attention to the matter when they visit post-offices, and to report fully any failure of duty on the part of postmasters in this respect. All postmasters will be expected to get their postmarking outfits in perfect order at once, and if for any reason they are unable to get perfect impressions of their stamps after observing the foregoing instructions, they should communicate with this office (the division of post-office supplies), furnishing impressions of their stamps with a specific statement of their difficulties in the matter.

PERRY S. HEATH

First Assistant Postmaster-General.

These instructions left no doubt about the POD's position on privately procured postmarking devices and ink -- they were "positively prohibited". A copy of this circular with a reprimand was sent to each office with illegible postmarks. According to the *AR*, this caused a marked improvement in the service. Newspapers also published the Heath Circular, and, as a result, many complaints were sent to the POD against postmasters who continued to fail to do their duty.

The issue of the quality of the ink was once again addressed in the *AR*. The POD finally realized that ink was the main culprit in the problem of illegible postmarks. The text reads:

The canceling ink furnished by the Department was generally reprobated by postmasters as being gummy and unfit for use, making it difficult to keep stamps and pads in proper order. An examination of the ink itself convinced me that it was of inferior quality, the coloring matter being so badly mixed with oil that they would separate when allowed to stand. It could not be used without a thorough stirring, and when not so handled by postmasters the oily portion was soon used off from the end of the cans, leaving the balance unfit for use. The inking pads and stamps were not kept in proper condition by the average third and fourth class postmasters while using this quality of ink, and illegible postmarking was the result. A contract has been made for a quality of ink for the present year which will greatly lessen the trouble of postmasters in this respect, as the result of its use is already apparent.

The *AR* went on to discuss the other main complaint about the equipment -- poor handstamp devices. The report reads:

Numerous complaints have been received from postmasters in regard to the quality of the stamps furnished the smaller offices, it being claimed by many that legible postmarking could not be done with them, while other postmasters with the same character of stamps were making perfect impressions. From this condition I am led to believe that the trouble has been more with the ink and inking pads and failure to use rubber pads than in the stamps themselves, some postmasters taking more interest and exercising more ingenuity than others in keeping their outfits in proper condition. In this connection, however, I wish to recommend that a committee be appointed to consider and report upon any new devices which may be submitted looking to an improvement in the character of stamps to be furnished hereafter. I think it possible that a stamp could be devised which would be better suited to the requirements of the smaller offices than the one now in use.

Largely due to this investigation, the expenditures for the following year -- 1898 -- were up fifty per cent. This included an emergency appropriation of \$15,000 for a "better class" of postmarking device, ink and pads.

The *AR* of 1898 made it even clearer that the ink was the underlying cause of poor postmarking. The report reads:

I have ascertained that the various postmarking outfits were in even worse condition and imperfect back-stamping and postmarking more general than indicated by the papers upon which that report was made. Careful investigation has shown beyond question that the principal trouble has been due to unsuitable canceling ink furnished by the Department for the past few years, the ink drying quickly upon the pad and being of a sticky or gummy nature, the postmarking stamps becoming clogged in a few hours, rendering legible impressions impossible. While this ink was economical so far as its cost per pound was concerned, it proved very expensive when its use for the service was taken into consideration. Furthermore, the natural tendency of postmasters is to strike a heavier blow with postmarking stamps when they are choked or gummed up with ink, thus causing the stamps and type to be quickly clogged, battered, and worn, and consequently unfit for use, which is directly chargeable to the character of the ink.

This goes on to bring up an extremely important fact: the ink is not indelible. The lack of indelibility was one of the reasons cited by the POD for prohibiting the use of privately procured ink. Then, to the obvious embarrassment of the

Department, their own ink turned out to be bad. So bad, in fact, that large numbers of postage stamps were washed perfectly clean in pure water with the naked hand.

It became a necessity to secure an indelible ink to protect against the loss of revenue. The Department of Agriculture chemically tested several inks and found one that was indelible. This ink was rapidly absorbed by the pad and did not dry or cake on the pad or gum up the postmarking device. Good impressions could be made with it months after inking, even though it was not in constant use. The following report was delivered from the Department of Agriculture to the Postmaster General:

United States Department of Agriculture

Office of the Secretary, Division of Chemistry

Washington, D.C., January 21, 1898.

Hon. Postmaster-General,

Washington, D.C.

Sir: In regard to the canceling ink and stamps with cancellation marks which you have submitted to this Department for examination, by First Assistant Postmaster-General Heath, I have to report that the Chemist of this Department has made a careful examination of the ink and the cancellation marks made by its use. These cancellation marks have thus far resisted every effort to make an erasure without destroying the color of the stamps. The ink is made with an oil as a basis, and contains two coloring matters - lampblack for the black coloring matter, and in addition, a blue dye which is soluble in the oil, or in a combination of the oil and benzine. Both the blue dye and the lampblack penetrate the fiber of the paper of the stamp so deeply that an erasure necessitates the destruction of the color of the stamp or the abrasion of its surface in order to remove the cancellation. I am sure that your Department may feel perfectly secure from the fraudulent reuse of canceled stamps when the cancellation is made with the ink in question.

Respectfully,

James Wilson, Secretary

After adoption of the new ink, the Department received some 20,000 reports from postmasters, railway mail superintendents and postal clerks from every part of the country. With few exceptions the postal employees claimed it was the best ink they had ever used. A portion of a "typical letter" was reproduced, this coming from the Superintendent of the Third Division, Railway Mail Service:

I have the honor to state that since the adoption of the Ault & Wiborg, No. 3, canceling ink, I have received no complaints in regard to ink from clerks or from postmasters in this division, which was frequently the case prior to the adoption of this ink. From observations I am satisfied that it makes a much better postmark than the old ink, and that it does not thicken or gum up as did the ink in use prior to the adoption of the Ault & Wiborg ink. The clerks with whom I have conversed in regard to the matter are of the opinion that it is a decided improvement.

This ink was used to fill all regular orders, and supplied all third and fourth class post offices in the following 19 states and territories:

Alabama, Alaska, Arizona, Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Idaho, Indian Territory, Maryland, Montana, Nevada, New Hampshire, Rhode Island and Vermont.

As was mentioned previously, 1898 saw a \$15,000 emergency appropriation. Part of this money paid for the higher quality canceling ink, but in addition, several new designs for postmarking devices were being tested. No details were given regarding these test in the 1898 *AR*, but it was thought that an improvement over the old style devices would be found and adopted.

One final section of the 1898 *AR* dealt with a very important topic -- temporary postmarking stamps. This brief section appears to authorize the use of straight-line cancels for newly established post offices as a provisional device which may be used until the regular postmarker arrives. It reads:

Heretofore postmarking stamps for newly established offices have been ordered from the contractor, and although ordered "special" a delay of from ten to twenty days has been occasioned. During the present year, to obviate this delay, a temporary stamp has been adopted, consisting of a blank form and font of type, from which a stamp can be quickly improvised for any office. This has proven satisfactory, particularly in the cases of post-offices recently established in the numerous military camps throughout the country and where new post routes are established.

This passage effectively makes all provisional usages of straight line cancels fall within the rules and regulations of the POD. Therefore, they are to be considered standard devices in this series of articles. The other usage of straight line (SL) cancels is for emergency purposes, i.e., to replace lost or damaged regular devices. The author is taking the position that such a usage would not violate the spirit of the above passage and therefore emergency use of straight-line handstamps will also be considered as standard devices. The passage mentions a "font of type" and this is interpreted to mean any style of type. What it is not taken to include is any type of ornamentation. There are several reports of SL cancels which incorporate stars and sunbursts in their design. These will be treated herein as non-standard cancels.

The *AR* for 1899 once again reports the marked improvement in postmarking legibility. In fact, few or no complaints about this had been received for more than a year from any merchant. The report goes on to announce the increased distribution of the improved canceling ink to additional states by saying:

In addition to the States mentioned in my last report, all offices in Kentucky, Michigan, Minnesota, and Mississippi have been supplied with the superior quality of ink now being purchased, leaving only the states of Missouri, North Carolina, Ohio, Pennsylvania, Tennessee, and Texas to be re-equipped.

There is one section of this *AR* which pertains to something that has been a big story in the weekly philatelic press lately. The report says that there were ads in newspapers offering to buy used stamps in lots of 1,000,000 or more. Since the introduction of the indelible ink, these ads had ceased to appear. *Linn's Stamp News* has recently been carrying stories about the U. S. Postal Service complaints of a loss of \$50 million in revenue from stamps being washed. The USPS requested a charitable group to stop dealing in used stamps in order to reduce revenue loss. The indelibility of canceling ink in the late 1890's seems to have been a temporary occurrence.

The April 23, 1990, issue of *Linn's* carried a front page story describing current USPS efforts to develop an indelible ink, as most of the inks in current use can be removed with chemicals. A new multidyed ink is starting to be used that can not be completely removed with chemicals. A new fluorescent ink is in the experimental stage. Fluorescent sensors are being developed that will be able to sense a washed stamp; even if it appears uncanceled to the naked eye.

By 1900 all post offices in all states had received the new canceling ink and new postmarking and backstamps had been furnished where they had been required. The *AR* for 1900 discusses the continued standardization of postmarking devices as follows:

Three years ago there were many different kinds of stamps in use which required various sizes of type. The old-style stamps at third and fourth class offices are being supplanted by the new style which carry type of uniform length. There are now only two sizes of type furnished for the stamps in use, and if the present policy is pursued for a few years longer only one size or length will be required. This is a result much to be desired, in view of the fact that the difference in length of some of the type is so slight that postmasters frequently used mixed type in their stamps, with the result that some will print legibly and others do not.

This entry in the *AR* suggests that by 1900 almost all non-standard handstamps had been replaced by POD-issue devices.

The system of card reports was continued for third and fourth class post offices. In addition to insuring legible postmarks, the system also prevented the issuing of devices to offices that were already in possession of good equipment. There were instances of small offices having as many as six good devices on hand at one time in the past. Such a situation would account for the overlapping of date ranges reported for some offices in today's illustrated postmark catalogs.

The POD was still experimenting with the type of material used in the manufacture of handstamp devices in 1900. Tests were made under the direction of the Navy Department. As a result, specifications were prepared and better material was to be used in these devices. The price of the new handstamps increased 25% due to the cost of superior materials. Appropriations for 1901 were increased by \$3,000 to compensate for these increased equipment costs.

In 1902 it was necessary to obtain a \$7,500 deficiency appropriation to cover increased postmarking device costs.

The *Postal Laws and Regulations (PL&R)* issued in 1902 once again prohibited the use of postmarking stamps and canceling ink not furnished by the POD. Any infraction was to be reported to the First Assistant Postmaster-General and was cause for the removal of the postmaster. Due to the extreme language used in this edition of the *PL&R*, 1902 has been chosen as the starting point for the illustrated catalog part of this series. Any postmarking device not issued by the POD used after 1901 is considered non-standard.

The *AR* for 1903 contained high praise for the new postmarking devices. Postmarking of letters and canceling of stamps had seen a marked improvement in recent years, but there was one area in which additional improvement was still required -- the small fourth class post office.

The Department has experienced much difficulty in obtaining legible postmarking and effective cancellation of postage. The report of the First Assistant Postmaster-General for the fiscal year ended June 30, 1897, shows in detail the condition of the postal service in respect to postmarking and back stamping. Since that time the quality of stamps, inks, and pads has been greatly improved, and postmasters of the first, second, and third class offices, and to some extent in the fourth class, have succeeded in greatly improving the postmarking of letters and cancellation of postage stamps.

But in fourth-class offices the Department has to contend with conditions which have demonstrated the impracticability of obtaining satisfactory results from supplies formerly furnished. The steel stamp is too rigid to give a legible impression by inexperienced postmasters who handle usually but a small quantity of mail and possess little mechanical ingenuity. The ink is subject to all kinds of temperature, and the pads are not used enough to keep them in proper condition.

The Department of Agriculture, while investigating methods for the manufacture of canceling ink, was requested by the office to extend its investigations to indelible stamping ink that could be used with rubber stamps. The Bureau of Chemistry of that Department, after extensive tests, issued Circular No. 12, which treats of methods and gives formulas for making canceling ink with or without an oil base. During the past seven months tests have been made and special attention given to the latter ink by this office. The superintendent of the division of post-office supplies was instructed to experiment with rubber postmarking stamps and canceling ink, the ink to be made according to the formula given in circular No. 12, issued by the Bureau of Chemistry under authority of the Agricultural Department, which fully demonstrates the feasibility of using rubber stamps for postmarking, etc. About 2,500 offices, the annual gross receipts of which do not exceed \$500 each, have been supplied with rubber stamp outfits, and in every instance the postmasters' reports are strongly in favor of these supplies. The average saving in postmarking stamps and outfits would be over 60 per cent, compared with those furnished heretofore, and it is estimated that at least \$6,000 will be saved annually by using the rubber stamps for the smaller offices besides the results that will be obtained in legible postmarking of letters and complete cancellation of stamps.

Postmarking and back stamping is a matter in which all persons receiving mail are directly interested, and is especially insisted on by the

commercial world, where an illegible postmark will frequently mislead as to the origin of a letter, while a date has to be consulted often in legal proceedings. Hence, cancellation, postmarking, and back stamping are of vast importance.

The actual number of offices that received these rubber stamps [the term "Doane Cancels" is applied to these first rubber handstamps by today's collectors] was only 500 as was subsequently reported in the *AR* of 1904.

A little background history on the use of rubber stamps is in order. As mentioned in Part I of this series, the POD had been experimenting with rubber handstamps as early as 1878. In 1883 colored inks were developed which were compatible with rubber devices, and this led to the widespread use of purple ink with rubber handstamps which applied auxiliary markings, e.g., ADVERTISED, MISSENT, etc.

In 1899 the POD began issuing rubber handstamping outfits to carriers on Rural Free Delivery routes, and in 1900 all existing RFD routes were issued rubber handstamps. These dates coincided with the Navy Department's recommendation of adoption of a better quality metal handstamp. The inference could be drawn that a 25% increase in the cost of metal devices led to the use of rubber stamps on the RFD routes. This in itself may have been an experimental usage to test rubber devices under varied real conditions. The investigation by the Department of Agriculture into developing ink for a rubber device must have started in 1902, fully three years after the first use of a rubber handstamp on a rural route. The combination of actual field tests of rubber postmarkers in the RFD service and the USDA tests of ink were sufficient to convince POD officials that rubber handstamps should be tested at fourth class post offices.

Results of this initial distribution to fourth class offices were reported in the 1904 *AR* as follows:

The successful experiments with about 500 rubber postmarking stamps and specially prepared indelible canceling ink for use with these stamps during the fiscal year ended June 30, 1903, have led to the permanent adoption of this class of postmarking supplies for the smaller fourth-class offices. Ten thousand seven hundred and eleven offices were equipped with rubber postmarking outfits during the year. Most of these were new offices and old ones requiring new supplies, where the gross receipts did not exceed \$500 per annum. Quite a number, however, were furnished to larger fourth-class offices, and to some offices of the second and the third classes where specially requested by the postmasters. This has enabled the supply division to form a fair idea of the durability of rubber stamps at offices of various classes. It appears reasonably certain from the experiments that these stamps may be used to great advantage at offices at which the gross receipts are less than \$1,000 per annum. It is possible that their use may be extended to advantage at larger offices.

This report goes on to detail the problem of using proper ink:

One difficulty attendant upon the introduction of the rubber postmarking outfits was found to be the liability of postmasters, or their assistants, to use the rubber stamps with the canceling ink formerly furnished for steel stamps. This ink, due to its oil base, destroys rubber. It therefore becomes necessary to require postmasters receiving rubber stamps to return the old postmarking supplies.

The cost savings accrued by using rubber handstamps rather than steel was given at 60%. In 1882, over 20 years earlier, the POD paid \$1.74 for the handstamp, pad and ink. In 1903, the 10,711 rubber stamps, including pads and ink, cost \$4,971, or only about 46 cents each.

The 1904 *AR* concluded with a plea to make the sale of postmarking devices directly to postmasters illegal, but the author has not been able to determine whether these measures were ever actually adopted. The section reads:

The revenues of the postal service depend mainly upon the effective cancellation of postage. The annual reports of this Bureau for a number of years have called attention to the difficulties encountered in having this work satisfactorily done by postmasters. The act of June 20, 1878, authorizes the Postmaster-General to adopt a uniform canceling ink which experiments and tests may prove to be best calculated to protect the revenues from frauds. The annual appropriations provide for the purchase and distribution of postmarking stamps, canceling ink, and inking pads used by postmasters for postmarking mail and canceling postage; but there is no provision which makes it unlawful for private individuals, firms, or corporations to furnish similar materials to postmasters. Regulations issued by this Department prohibit postmasters from using any postmarking stamps and canceling ink other than those furnished by this Department.

Many of the postmasters at the smaller offices, selected, as they are, principally on account of their geographical location, are ignorant of the provisions of the Postal Laws and Regulations and are induced to purchase these supplies, with the result either that their illegal use is discovered by this office and stopped, causing an entire loss to the postmaster of his expenditure; or, if not discovered, the continued use of same incurs loss to the revenue of the postal service by reason of the ineffective cancellation of postage. The concerns engaged in this business are presumably aware of the fact that postmasters are prohibited from using the supplies which they are offering to sell to them. This being true, the traffic is in the nature of a fraud and should be prohibited by law in order to protect the postmasters from imposition, as well as secure the Government against loss. I therefore recommend that Congress be requested to enact a provision prohibiting the sale of postmarking supplies and of offering them for sale to the Post-Office Department.

Thus, by 1902 the use of non-standard devices was strictly forbidden, and by 1904 the POD had decided that rubber handstamps were the new standard. There would continue to be experimentation with the design of the rubber devices for decades to come, but that story will be told in Part III.

COMPLIANCE

To investigate the level of compliance in the 1880's and 1890's, fourth class post offices can be divided into three distinct groups defined as follows:

Group 1 - Offices with gross receipts of less than \$50 per annum in all fiscal years before 1884. As such, these offices were eligible to receive a postmarking and canceling device under the Appropriations Act of May 4, 1882.

Group 2 - Offices that were established after 1882. As a new post office, these were eligible to receive a POD-issue device when they opened for business, without regard to the level of their receipts.

Group 3 - Offices with gross receipts of more than \$50 per annum in at least one fiscal year before 1884. As such, these were to receive a POD-issue device in the year their receipts reached \$50.00.

There are several variables which appear to have influenced the rate of compliance with POD regulations for using standard-issue handstamps. As was shown in Part I of this series, the level of appropriations had to be sufficient to supply the requests of postmasters for the new devices. The Group 1 offices from Arizona were shown in Part I (Table 2) to have displayed a low rate of compliance with the order to use standard devices. These were the offices that the POD had specifically targeted to receive the new equipment. Since the POD knew the level of gross annual receipts for each office, the delay in issuing new devices can only be attributed to the Department.

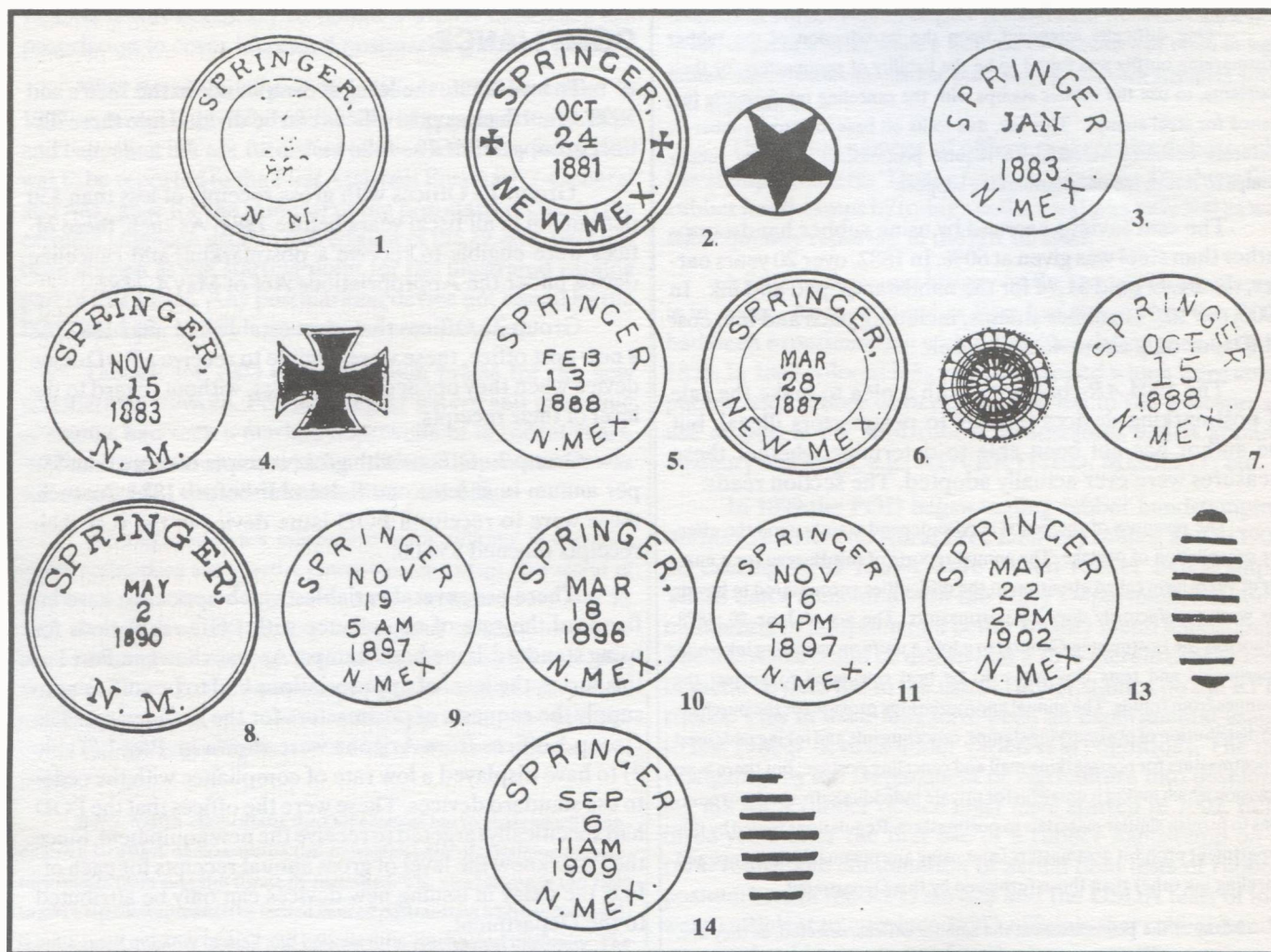
The Arizona evidence further suggested that once the level of appropriations reached a sufficiently high level -- about 1887 -- the number of offices complying with standard postmark usage increased drastically.

The second variable is whether the postmaster requested a device from the POD. The evidence from Arizona suggests that it may have accounted for less than 10% (two out of 23 offices) of the noncompliance in Group 1 offices.

There is a third variable, and that is whether the POD actually managed to fill all requests for standardized postmarking equipment after 1887. Unfortunately, this would be almost impossible to determine.

Post offices of Group 2 for Arizona and New Mexico were summarized in Table 3 of Part I. These offices were established after 1882 and should have received a postmarking device from the POD. Once again, the year 1887 appears to have been the turning point in issuing standard devices. Prior to 1887 there were four to nine times as many offices using non-POD issue devices as standard devices. After 1886, the use of non-standard devices dropped substantially.

There were 49 Group 3 offices in Arizona. In theory, the POD was supposed to automatically issue a device to any



TYPES OF TERRITORIAL POSTMARKS KNOWN USED AT SPRINGER, NEW MEXICO

Postmark Type	Earliest Reported	Latest Reported
1.	19 Oct 1880	14 Feb ??
2.	21 Aug 1880	26 Jun 1884
3.	22 Dec 1882	19 Jul 1889
4.	18 Sep 1883	16 Aug 1886
5.	13 Feb 1886	
6.	1 Nov 1886	24 Mar 1888
7.	15 Oct 1888	
8.	1 Feb 1890	12 May 1890
9.	8 Sep 1892	4 Feb 1898
10.	15 Oct 1891	24 Oct 1898
11.	14 Oct 1896	1 Nov 1899
13.	14 Jan 1900	18 May 1904
14.	30 Jun 1904	1 Oct 1911

SOURCE: Todsen, Thomas K., *New Mexico Territorial Postmark Catalog*, S.H. Dike Memorial (9th) Edition, 1986.

office when its annual receipts reached the \$50 threshold. Of these 49 offices, there are reports of a standard device used within the first two years of being eligible at 21 of them. (The other 28 were using non-standard devices.) This indicates a rate of issuance to these older offices of 43%. The conclusion could be drawn that appropriations were not high enough in the 1870's and early 1880's to distribute devices to even half the eligible offices. If appropriations were not high enough to distribute initial devices, then the program to distribute replacement devices should have really suffered. The issuance of a replacement device (second standard device) prior to 1880 has been reported for only four offices. The rate of issuance starts to pick up in the mid-1880's and increases steadily into the 1890's. Even so, 28 offices had reports of a non-standard device used after 1887, or a compliance rate of an abysmal 43%. It may be that the Arizona data is not applicable to the entire US due to the small sample size and the Territory's remoteness from Washington, D.C.. The compliance rate may be too low, but the fact that the older, larger offices used non-standard devices at a much larger rate than the smaller and newer offices should be true of the entire US.

Let us examine the three variable mentioned earlier to draw some conclusions about the compliance rate for Group 3 offices. First, the evidence from the Group 1 and 2 offices strongly suggests that there was sufficient appropriations after 1886 to supply devices where needed.

Second, the POD probably did not fill requisitions as the Group 1 and 2 offices had such low noncompliance rates. It would be unusual for the POD to single out just the Group 3 offices to ignore.

Third, the large number of Group 3 offices using non-standard devices is most likely attributable to the postmasters not requesting one from the POD, or requesting one and buying another privately procured device.

Springer, New Mexico, represents a good case study of postmark use from 1880 through 1911. Tracings of postmarks used at Springer are illustrated in Figure 2 courtesy of Thomas K. Todsen's, *New Mexico Territorial Postmark Catalog*. Established September 29, 1879, the first reported Springer postmarks (Types 1 & 2) date from 1880. These are both of non-standard design and were privately purchased by the Springer postmaster. Since the FYE June 30, 1880, would only cover nine months for Springer, gross annual receipts probably would have been less than the \$50 required to qualify for a POD handstamp. Postmaster compensation for FYE June 30, 1881, was \$643, and use of a standard postmark (Type 3) is recorded from as early as Dec. 22, 1882. Interestingly, the Type 3 postmark was used as late as 1889, but during the same seven-year period four other postmarks were also used (Types 4-7). Two of these (Types 5 & 7) were also standard designs which were apparently issued by the POD in 1886 and 1888 respectively while the first standard device was still in use. Springer also used three different non-standard postmark devices be-

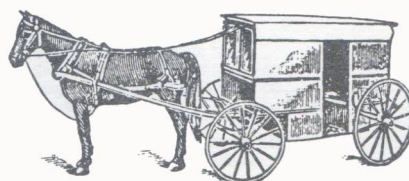
tween 1882 and 1889. Such overlapping of standard and non-standard devices was not uncommon during this period. What is uncommon is the usage of non-standard device (Type 8) as a replacement in 1890. After receiving a new standard postmark in 1892 (Type 9), Springer used four more standard postmarks over the next 19 years.

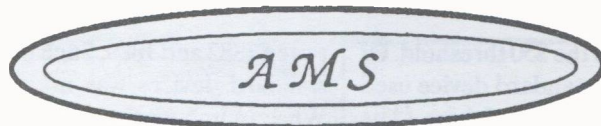
One difference between these Group 3 offices and the other offices is that they tended to have higher gross receipts. This would indicate higher mail volumes, more wear and tear on the postmarking/canceling devices, and maybe the need to use more than one device at a time. As the devices wore out at a faster rate, it would be more expedient to purchase them privately than wait for the POD to fill the order. Up to the early 1880's the data shows that there was not enough funding to supply replacement devices anyway. These postmaster, out of necessity, sought out private suppliers. Even when the appropriations increased, they still sought out private suppliers in large numbers. They probably found this system easier to live with than going through channels, and, as was the case in Springer, private suppliers were used at the same time as POD devices were being ordered. The POD sought to end this practice through publication of regulations barring the use of non-POD issue devices. Even though the language was quite strong, appropriations were not sufficient to implement Department policy. When appropriations were increased in the late 1880's, the old habits of privately purchasing devices continued. Only Heath's large scale card report program begun in 1897 seems to have stopped the usage of non-standard postmarks. Most of the reports of non-standard postmark use end then, but the extremely strong language used in the 1902 PL&R, i.e., dismissal for using such a device, really made the Department's wishes enforceable.

In the next article in this series Doug DeRoest examines the standard postmarking devices issued by the POD to fourth-class offices from 1902 to the present. By knowing what they looked like, one can more easily identify the non-standard ones. This will be followed by an article by Doug which deals with variations in standard devices (due to wear and tear), composite devices and altered devices. Then an article by this author will be presented that covers straight-line cancels and the misuse of special purpose post office handstamps. The illustrated catalog of non-standard postmarks will then follow.

FOOTNOTES:

¹New York Postal History, Smith & Kay.





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CALIFORNIA

1. Aimaden, 1950, F 4-bar on GPC (34-53) Est. \$3.00
2. Armada, 1910, VG 4-bar on PPC (95-20) Est. \$5.00
3. Atchison/Rec'd, 1910, VG cds o/s on PPC (03-12) Est. \$5.00
4. Balance Rock, 1942, F 4-bar on GPC (35-50) Est. \$4.00
5. Berendo, 1914, VG 4-bar on PPC (73-19) Est. \$5.00
6. Berros, 1940, VG 4-bar on cover (no address) (01/40) Est. \$3.00
7. Big Bear Park, 1944, F 4-bar on PPC (34-45) Est. \$5.00
8. Bryte, 1951, F duplex on GPC (15-57) Est. \$3.00
9. Bucks Lake, 1941, F 4-bar on PPC (40-42) Est. \$6.00
10. Burke, 1918, VG 4-bar on PPC (stain @ bottom) (03-25) Est. \$3.00
11. Burnett, 1909, G target on PPC (97-29) Est. \$5.00
12. Carquinez Heights, 1954, F duplex on GPC (LDC) (44-54) Est. \$4
13. Cayton, 1951, F 4-bar on GPC (LD) (84-51) Est. \$3.00
14. Colma, 1954, F duplex on GPC (54-56 as Clf. Br.) Est. \$5.00
15. Copco, 1951, F 4-bar on GPC (14-54) Est. \$3
16. Dana, 1951, VG 4-bar on GPC (ld) (88-51) Est. \$3.00
17. Day, 1909, F 4-bar on PPC (88/53) Est. \$5.00
18. Del Loma, 1953, F 4-bar on GPC (LD) (28-53) Est. \$3.00
19. Delta, 1954, F 4-bar on GPC (LD) (48-54) Est. \$5.00
20. Diamond Springs, 1910, F Doane on PPC (53-50) Est. \$3.00
21. Dougherty, 1906, F target on PPC (96-08) Est. \$12.00
22. Dyerville, 1908, Vg 4-bar on PPC (90-33) Est. \$5.00
23. Eastland, 1903, G duplex o/s on PPC (92-04) Est. \$5.00
24. Electra, 1907, F cds rec'd on PPC (00-23) Est. \$5.00
25. Estrella, 1914, VG 4-bar on PPC (creased) (88-18) Est. \$4.00
26. Fairport, 1932, F 4-bar on toned cover (LD) (12-32) Est. \$10.00
27. Fetters Hot Springs, 1949, F 4-bar on GPC (34-55) Est. \$4.00
28. Firth, 1908, 4-bar on PPC (stamp gone, left cnr. thinned) (08-09) Est. \$10
29. Fort Barry, 1915, VG 4-bar on PPC (11-18) Est. \$12.00
30. Fresno Flats, 1907, VG Doane on PPC (73-12) Est. \$5.00
31. Golden Gate, 1888, F T & C b/s on cover (toning) (88-95) Est. \$10.00
32. Go. (Iden) Gate Sta./Rec'd., 1905, F cds on PPC (00-05) Est. \$8.00
33. Gwinmine, 1908, VG target on PPC (95-10) Est. \$8.00
34. Halleck, 1909, VG 4-bar o/s on PPC (81-25) Est. \$4.00
35. Hernandez, 1911, VG target on PPC (92-36) Est. \$5.00
36. Hooker, 1908, VG Doane on PPC (85/28) Est. \$8.00
37. Hueneme, 1915, VG 4-bar on PPC (70-40) Est. \$3.00
38. Inagua, 1910, Vg 4-bar on PPC (09-20 per.) Est. \$6.00
39. Ivy, 1911, F 4-bar on PPC (99-22) Est. \$12.00
40. Jordan, 1952, F 4-bar on GPC (51-52) Est. \$6.00
41. Keystone, 1906, Vg Doane on PPC (05-13) Est. \$8.00
42. Kramer, ca.1908, VG 4-bar on PPC (96/18) Est. \$6.00
43. Lake Mountain, 1953, F 4-bar on PPC (LD) (36-53 per.) Est. \$4.00
44. Last Chance, 1910, F 4-bar on PPC (09-19) Est. \$8.00
45. Loftus, 1954, F 4-bar on GPC (LD) (44-54) Est. \$4.00
46. Lomita Park, 1951, F machine on GPC (LD) (33-51) Est. \$3.00
47. Lyon Springs, 1914, VG 4-bar on PPC (07-14) Est. \$12.00
48. Manzanar, 1945, F machine on PPC (42-45) Est. \$10.00
49. Matheson, 1954, F 4-bar on GPC (LD) (22-54) Est. \$4.00
50. Melbourne, 1911, F 4-bar on PPC (01-18) Est. \$6.00
51. Merle, 1907, F Doane o/s on PPC (88-09) Est. \$5.00
52. Minnelusa, 1929, F 4-bar on PPC (28-40) Est. \$4.00
53. Moody, 1909, VG double struck 4-bar on PPC (00-12) Est. \$5.00
54. Mulberry, 1908, F 4-bar on PPC (stain @ top) (86-17) Est. \$4.00
55. North Columbia, 1915, F 4-bar on PPC (60-31) Est. \$4.00
56. Panoche, 1908, VG Type 1 DOANE on PPC (70-18) Est. \$6.00
57. Pollasky, 1907, F 4-bar on PPC (91-10) Est. \$10.00
58. Purdys, 1908, F Doane on PPC (89-11) Est. \$12.00
59. Rainbow, 1907, F 4-bar on PPC (89-14) Est. \$12.00
60. Rio Bonito, 1914, F light 4-bar on PPC (09-14) Est. \$12.00
61. Ritchey, 1908, F 4-bar on PPC (00-14) Est. \$7.00
62. Roads End, 1955, F 4-bar on GPC (LD) (36-55) Est. \$5.00
63. Rosedale, 1909, F 4-bar on PPC (LD) (91-13) Est. \$8.00
64. Saint Louis, 1908, G light target on PPC (55/18) Est. \$4.00
65. Sargent, 1911, G duplex on PPC (76-33) Est. \$4.00
66. Schilling, 1952, F 4-bar on GPC (LD) (17-52) Est. \$3.00
67. Sespe, 1906, F Type 1 DOANE rec'd on PPC (44-32) Est. \$4.00
68. Skyland Heights, 1912, F 4-bar on PPC (10-19) Est. \$5.00
69. Slatington, 1906, VG light Doane rec'd on PPC (03/20) Est. \$4.00
70. Solromar, 1955, F 4-bar on GPC (LD) (44-56) Est. \$4.00
71. Spenceville, 1908, G duplex on PPC (72/32) Est. \$4.00
72. Sylvandale, 1912, VG 4-bar on PPC (11-18) Est. \$6.00
73. Tionesta, 1934, F 4-bar on cover (39-55) Est. \$5.00
74. Towle, 1908, F 4-bar on PPC (91-35) Est. \$5.00
75. Urban, 1911, F 4-bar on PPC (09-12) Est. \$12.00
76. Valle Vista, 1906, VG Doane o/s on PPC (89-08) Est. \$6.00
77. Val Verde, 1920, F 4-bar on PPC (18-30 per.) Est. \$6.00
78. Ventucopa, 1954, VG 4-bar on GPC (LD) (35-54) Est. \$4.00
79. Walker, 1910, VG cds on PPC (90-42) Est. \$4.00
80. Winterhaven, 1935, F 4-bar on cover (34-) Est. \$4.00
81. Wynola, 1910, G target on PPC (89-13) Est. \$5.00

COLORADO

82. Clyde, 1906 F target on PPC (99/09) Est. \$12.00
83. Fort Lyon Rur. Sta., 1917, G overinked 4-bar on PPC (19-22) Est. \$15
84. Mattison, 1913, Vg 4-bar on PPC (06-15 per.) Est. \$10.00
85. North Creede, 1909, G 4-bar on PPC ("EED" on stamp) (08-19) Est. \$8
86. Russell Gulch, 1908, VG 4-bar on PPC (74-43) Est. \$4.00
87. Winston, ca.1910, VG 4-bar on PPC (08-18) Est. \$12.00

FLORIDA

88. Clayland, 1908, F 4-bar on PPC (99/11) Est. \$8.00
89. Jewish, 1913, G 4-bar on PPC ("J" very light) (12-21) Est. \$4.00
90. Leno, 1912, VG 4-bar on PPC (95-18) Est. \$6.00
91. Moultrie, 1908, F Doane on PPC (82-47) Est. \$4.00
92. Pablo Beach, 1910, VG 4-bar on PPC (86-25) Est. \$5.00
93. Taylorville, 1908, VG 4-bar o/s on PPC (99-12) Est. \$5.00

MONTANA

94. Amos, 1917, G 4-bar on PPC (11-19) Est. \$5.00
95. Baird, 1907, F 4-bar on PPC (99-39) Est. \$5.00
96. Buckley, 1907, G 4-bar rec'd. on PPC (06-15) Est. \$6.00
97. Cyr, 1910, VG 4-bar on PPC (08-14) Est. \$6.00
98. Little Crooked, 1928, F 4-bar on cover (16-30) Est. \$5.00
99. Philbrook, 1911, Vg 4-bar on PPC (81/12) Est. \$8.00

NEBRASKA

100. Arden, 1910, F Doane rec'd. & o/s on PPC (81-18) Est. \$5.00
101. Denmark, 1909, G cds rec'd. & o/s on PPC (00-19) Est. \$4.00
102. Eight Mile Grove, 1885, VG wheel of fortune TC as b/s on cover (68/93) Est. \$8.00
103. Germantown, 1912, VG 4-bar on PPC (74/19) Est. \$5.00
104. Gracie, 1908, VG Doane on PPC (stamp gone) (05-34) Est. \$3.00
105. Inez, 1909, VG 4-bar on PPC (86-30) Est. \$5.00
106. Rosevale, 1910, VG 4-bar on PPC (07-17) Est. \$8.00

OREGON

107. Ash, 1912, F 4-bar on PPC (94-34) Est. \$4.00
108. Celilo, 1908, F 4-bar on PPC (89-14) Est. \$10.00
109. Cleveland, 1908, F cds on PPC (74-23) Est. \$10.00
110. Glencoe, 1904, VG Doane on PPC (71-05) Est. \$12.00
111. Hoff, 1917, VG 4-bar on creased PPC (16-22) Est. \$6.00
112. Melrose, 1912, F 4-bar on PPC (90-33) Est. \$6.00
113. Peel, 1911, Vg light Doane on PPC (88-21) Est. \$8.00
114. Perdue, 1908, VG 4-bar rec'd. on PPC (89-20) Est. \$6.00
115. Sampson, 1907, F Doane on PPC (98-12) Est. \$8.00
116. Sulphur Springs, 1911, Vg Type 1 DOANE on PPC (78-20) Est. \$8.
117. Warner Lake, 1910, G Doane on PPC (89-24) Est. \$8.00

SOUTH DAKOTA

118. Coral, 1892, F target on cover (87-92) Est. \$20.00
119. Glendale, 1911, VG Doane on PPC (86-12) Est. \$6.00
120. Lentz, 1908, VG 4-bar on PPC (shallow gouge in PPC prior to mailing) (07-11) Est. \$12
121. Maitland, 1910, F 4-bar on PPC (02-25) Est. \$5.00
122. Potter, 1910, F 4-bar on PPC (87-12) Est. \$6.00
123. Spink, 1910, F Doane on PPC (stamp gone) (72-14) Est. \$4.00
124. Thunderbutte, 1908, F 4-bar on PPC (top 15% of stamp gone) (07-10) Est. \$12

TEXAS

125. Arno, 1911, Vg 4-bar on PPC (07-15) Est. \$10.00
126. Bermuda, 1909, F 4-bar on PPC (04-18) Est. \$10.00
127. Carpenter, 1907, Vg cds on PPC (00-28) Est. \$5.00
128. Duval, 1910, VG 4-bar on PPC (08-10) Est. \$15.00
129. Linnflat, 1914, F 4-bar on PPC (50-18) Est. \$5.00

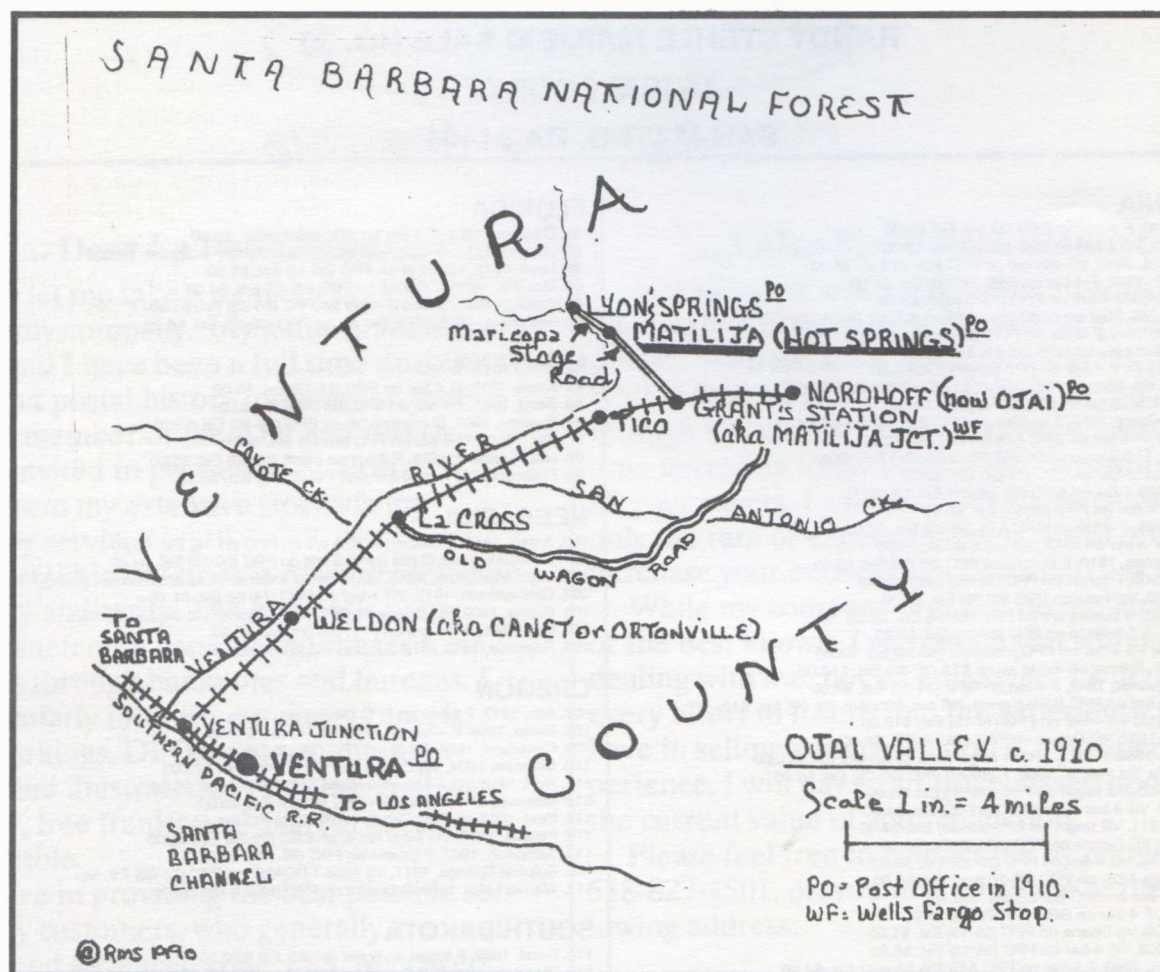
WASHINGTON

130. Barry, 1907, F Doane on PPC (82-90) Est. \$6.00
131. Bee, 1911, VG 4-bar on PPC (95-19) Est. \$7.00
132. Blockhouse, 1909, F light 4-bar on PPC (94-30) Est. \$5.00
133. Buckeye, 1910, F 4-bar on PPC (03-34) Est. \$4.00
134. Cape Horn, 1905, VG target on PPC (UR corner trimmed) (82-42) Est. \$5
135. Canler, 1903, F cds on reg. package rec. (90-19) Est. \$5.00
136. Dot, 1909, F Doane on PPC (85-22) Est. \$5.00
137. Etna, 1908, F 4-bar on PPC (82-18) Est. \$5.00
138. Fallon, 1910, VG Type 1 DOANE on PPC (96-12) Est. \$6.00
139. Gertrude, 1912, F 4-bar on PPC (00-36) Est. \$5.00
140. Gold Basin, 1910, VG cds on PPC (95-13) Est. \$5.00
141. Goshen, 1909, Vg Doane on PPC (91-18) Est. \$5.00
142. Howard, 1911, Vg light 4-bar on PPC (02-11) Est. \$6.00
143. Jerry, 1909, F 4-bar on PPC (08-18) Est. \$8.00
144. Knowlton, 1910, F 4-bar on PPC (02-23) Est. \$8.00
145. Lewisville, 1907, VG 4-bar on PPC (82-07) Est. \$12.00
146. Lone Tree, 1915, Vg 4-bar on PPC ("REE" on stamp) (08-16) Est. \$7
147. Manor, ca.1908, Vg Doane on PPC (92-11) Est. \$5.00
148. Meridian, 1919, F 4-bar on PPC (90-36) Est. \$4.00
149. Port Williams, 1912, F 4-bar on PPC (90-19) Est. \$5.00

WEST VIRGINIA

150. Ayers, 1919, VG 4-bar on stained PPC (93/21) Est. \$4
 151. Ganstown, 1908, VG target on PPC (80-42) Est. \$3
 152. Green Hill, 1908, F Doane rec'd. on PPC (81-24) Est. \$5
 153. Guseman, 1908, G target on cover (83-09) Est. \$6.00
 154. Long Reach, 1888, F cds on Reg. Package Pct. (82-24) Est. \$5
 155. Yelk, 1910, VG 4-bar on PPC (09-17 per.) Est. \$5.00
- Standard rules apply. Abbreviations: o/s = overstruck; LD = last day; T&C = town & county; TC = triple circle. Minimum Bid \$3.00 please. Phone bids accepted: (415) 344-3080.

Closing Date: August 1, 1990 (10 PM PDT)



MATILIJA, VENTURA COUNTY, CALIFORNIA - HOT SPRINGS, "HEALING WATERS" AND THE MAIL

By Bob Summerell

The word "Matilija" (pronounced MA-TIL-I-HA) is probably the Chumash Indian word for the Matilija poppy that grows in spectacular abundance in the canyon of the same name. The name "Matilija" can be accurately used to designate the (a) canyon, (b) hot springs, (c) stagecoach station, or (d) post office. For brevity throughout this article I have used the name to denote both the post office and the hot springs resort. Hopefully, the context will clearly indicate which is being discussed.

Matilija is about seven miles northwest of Nordhoff (now Ojai), which itself is 14 miles north of Ventura and about 80 miles from Los Angeles (Figure 1). Matilija had no true townsite, but only a few guest facilities such as the dance

hall and post office. It was, after all, basically a resort. Patrons wishing to shop, or conduct other business presumably went "down the Road" by stage to Nordhoff, although a butcher wagon probably stopped here a couple times a week.

No railroad line ever ran through or to Matilija. Such a line would have been very difficult to build and very expensive to maintain due to the rough terrain surrounding the site. Access to the place over the years has been by horseback, walking, stagecoach and auto-stage.

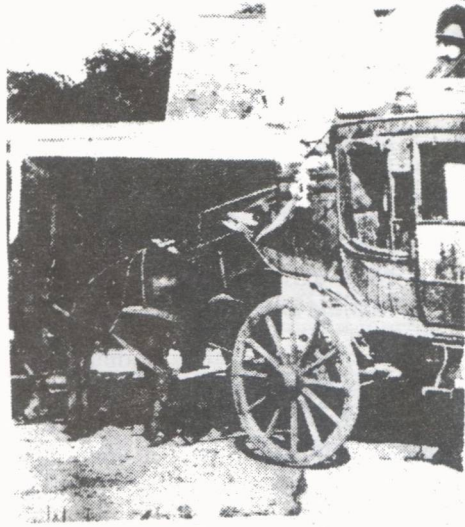
A post office did operate here from July 22, 1889, to July 15, 1916, for the convenience of tourists and guests. The only other post offices which operated in the immediate vicinity of Matilija were those at Nordhoff (1874-1917) [now Ojai (1917-date)]; and the small, resort post office at Cliff Glen with its post office called Lyon Springs (1907-1914). Covers bearing postmarks from Matilija are somewhat uncommon with post cards a bit more plentiful. Now, let's take a look at how Matilija developed and operated over the years.

The author wishes to express his indebtedness to the Ojai Chamber of Commerce and especially Helen Thiede and Rose Marie Pryor for clarifying questions which occurred during the research for this project.

FIRST MATILIJA HOT SPRINGS

J. W. Wilcox in 1872 discovered a number of natural hot springs in Matilija Canyon. Inspired, he decided to homestead the land for a time, but he later sold it to R. M. Brown who had bigger plans. After building an access road, Brown advertised the site as a resort in the canyon, calling it

San Buenaventura Springs. He invited friends and guests, and became an "instant" entrepreneur. A contemporary newspaper advertisement in the *Ventura Signal* noted that the resort boasts a first-class cook and an attendant for each bath-house. All this and pain relief too! According to Brown, "No pain shall be spared to make



Mail stage at Gaffy Cottages in Nordhoff, late 1880's. This stage routinely carried mail between Nordhoff and Matilija Hot Springs. (Ojai Valley

an invalid comfortable."

In 1877 Brown sold his resort to a Captain Gardiner, who, realizing the need for even better housing, erected cottages for his guests and renamed the place Matilija Hot Springs. By the late 1880's, Nordhoff and its environs, including the local resorts, had assumed their rightful prominence -- to use historian John Baur's phrase -- in the "West's highly publicized Sanitorium Belt." The Ojai Valley became especially famous as an asthma and tuberculosis haven. Because a post office had yet to be established at Matilija, guests had to give their letters to stage drivers, travel down to Nordhoff themselves, or wait until they got home to mail letters.

Finally, before the Flood of 1884 destroyed the resort, a Mr. Wilcoxen and his daughter, Mrs. Vicker, took charge and managed the springs. After the flood, they kept their residence at Matilija, but did not reopen it as a public resort. Thus ended the first period of hot springs resort at Matilija.

SECOND MATILIJA HOT SPRINGS

In 1887 Abram Wheeler Blumberg homesteaded some nice land about two miles below the original Matilija site. With celerity, he set up tents, erected guest cottages for the more fortunate or less ambitious, opened a general store and

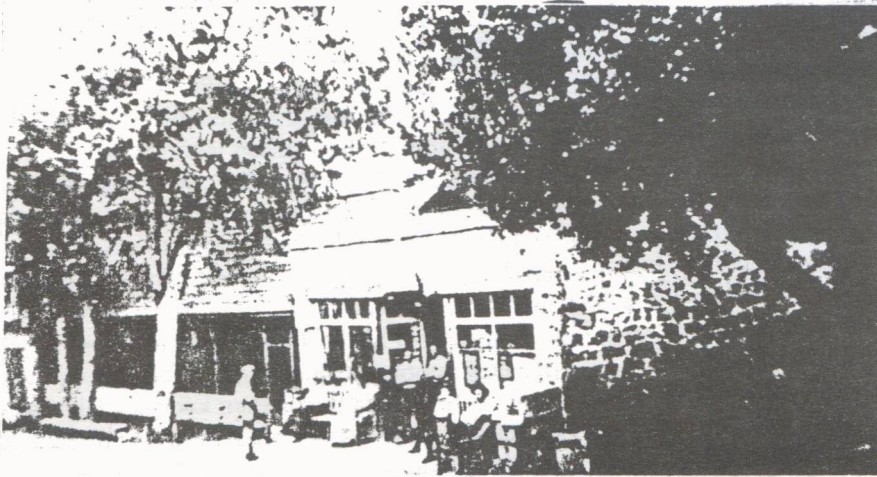
dining room, and announced his undertakings to the general public. Blumberg called his new mecca "Ojai Hot Springs", which was widely (and not too shrewdly) advertised as the "village-for-the-sick." Patrons drank the mineral waters and bathed in the natural sulphur springs issuing from the steep rock face that rose in the canyon directly behind the bath-house complex. Blumberg claimed great healing properties for the 104-degree springs. The springs themselves were even given quaint, quasi-religious names like the "Fountain of Life" and "Mother Eve," the latter of which provided not only tonic benefits but also cathartic ones for those in special need. Many people, perhaps rightly, felt that Ojai Hot Springs was the finest health spa then known. Claims were made that these healing waters could cure everything from rheumatism to syphilis, even liver and kidney problems. Guests were not only invited to bathe in the salubrious waters, but also encouraged to drink from them. It is rumored that one enterprising tourist tried to boil his morning eggs in the hot waters.

One editor, perhaps cynical about all the success of the springs, wrote the following sarcasm in 1897: "Too Many Consumptives -- The Ojai Valley is becoming too well known as a health resort for the general good of the valley..." By 1893, Ojai Hot Springs accommodated up to 100 patrons.

The Southern Pacific Railroad came to Ventura County for the first time in 1887, but the arrival of the rails brought only limited benefits to the people of Nordhoff and the surrounding resorts. The inaugural run of the Southern



Matilija Hot Springs, 1910. Road at right leads northwest to Lyons Hot Springs. (Ventura County Hist. Soc.)



Post Office (right) and dance hall (left) at Matilija Hot Springs, early 1900's. (Ojai Valley Museum)

a town the railroad soon began to call "Ventura" -- still meant that they had a hard day's journey by road to reach their access to the "outside." For the next decade a debate ensued over how to improve this situation, and finally it was decided to build a railroad from Nordhoff to Ventura. On March 12, 1898, the 16-mile Ventura River & Ojai Valley Railroad made its first trip into Nordhoff from Ventura.

In July of the same year, the Southern Pacific took control of the spur and added a freight warehouse and platform to the already built waiting room and agent's office. Now people and freight, including the mails, could go to Nordhoff via Ventura efficiently and in a reasonable time. Tourists bound for Matilija, however, generally disembarked at Grant's Station, which was also called Matilija Junction (see map).

As a result of the arrival of the railroad, tourism at Matilija increased greatly. The permanent population of Nordhoff also experienced a rapid increase, and soon horse-drawn stagecoaches began arriving at Matilija four times daily bringing travelers from all over the country. This increase in tourism coincided with the picture post card craze (1905-1915), and, as a result, the mail volume of Matilija post office greatly increased.

Blumberg ran a daily stage between his resort and Nordhoff. He could then better serve his guests by picking them up at the train station upon arrival from the big city. Blumberg also used the stage as a means to deliver many containers of his "miracle" water to customers far and wide. Shipments of the curative water were sent as far away as New York.

One of Blumberg's better customers was the editor of *The Ojai*, a certain Mr. Mesick (what's in a name?), who had regular liver problems and claimed the waters greatly helped him. Blumberg took up bicycling in his later years, but while

riding in Los Angeles at age 63 he fell off his bicycle and later died of his injuries.

Blumberg's heirs sold the resort -- then known as Matilija Hot Springs -- to S. P. Creasinger of Los Angeles. The new owner spent about \$50 thousand in improving the property, but, unfortunately, soon went bankrupt. In 1904 Sim Meyers and his wife assumed ownership of the springs and operated it successfully for 10 years. Between 1920 and 1938, Joseph Linel managed the spa., and in 1947 Ventura County acquired the resort as part of the purchase agreement for the projected Matilija Dam Project.

Matilija was declared an official county landmark and for many years the public was treated to mineral baths and therapeutic massages under the direction of Mr. and Mrs. Olivas. This writer visited Matilija early in 1990 and found the premises closed to the public and guarded. I was told that the resort has been in private hands for about 3 years and may be the object of litigation.

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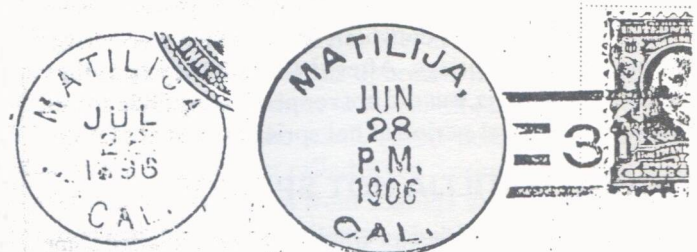
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FRONTERA -- THE LAST WORD?

By Tom Todsén

In August of 1848, Thomas Frank White, in the company of United States troops, arrived in the El Paso area. White's purpose was to establish a custom house at the port-of-entry between the United States and Mexico along the Camino Real from Santa Fe to Chihuahua. The road crossed the Rio Grande at Vado de Los Muleros (Mule Driver's Ford), just north of the pass between the Franklin Mountains and Cerro de Los Moleros (now Mount Christ Rey). This location is about eight miles from the cathedral in El Paso de Norte (now Ciudad Juarez), and about one mile northwesterly of the pass itself. The road south from the crossing was the easier way to go to El Paso del Norte since it avoided the canyons and arroyos of the pass and went around the west side of Cerro de Los Muleros. This is the road used by Wislizenius on his journey to Mexico in 1846.

White built a store and a house and cultivated the surrounding land, which became known as Rancho Frontera or White's Rancho. Several months later he was appointed prefect of the area by Colonel John M. Washington, Military Governor of New Mexico. In a letter dated November 28, 1848, White informed the prefecto of El Paso del Norte that he had received instructions from the Governor of the Territory of New Mexico "to extend my jurisdiction as a magistrate of this territory over the towns situated on the east side of the Rio del Norte below the town of El Paso". He stated that his authority would extend to the settlements of Ysleta, Socorro, and San Elizario. He issued grants of land and collected taxes in the name of the Territory.

In 1849, White asked Major Jefferson Van Horn, commanding the troops at Fort Bliss, to aid him in collecting taxes. Van Horn sent a letter to Colonel John Munroe, then Military Governor of New Mexico, asking for guidance. Col. Munroe replied on December 28, 1849, that the military should support the civil authority of the Territory of New Mexico and aid the New Mexico officials in the administration of justice until the boundary between New Mexico and Texas was settled.

Tom Todsén, editor of the *New Mexico Territorial Postmark Catalog*, provides an update and expansion of the article on Frontera, New Mexico/Texas, which was published in *La Posta*, Vol. 19, No. 2 (May 1988). The original article touched off a debate concerning the actual location of Frontera Post Office as to whether it was in New Mexico or Texas. Accompanied on at least one occasion by Wade Shipley, Tom Todsén has conducted both field and library expeditions in an effort to settle the question. This article presents his findings.

White's control apparently remained in effect until El Paso County, Texas, was fully organized. It is difficult to determine the exact date since many of the alcaldes appointed by White remained as officials after reorganization under Texas laws. On May 1, 1850, the Governor of Texas appointed T. F. White as notary for the El Paso area, so White held appointments from both New Mexico and Texas at the same time, which just adds to the confusion.

The "Record of Appointments of Postmasters - New Mexico" shows Frontera, Socorro, and San Elizario all authorized in Socorro County, New Mexico, on April 17, 1851, with White the postmaster at the former. All three were simultaneously discontinued on March 12, 1852, perhaps because the postal authorities in Washington realized that Texas and New Mexico had reached a settlement of their boundary dispute. The earliest post office for El Paso County shown in the "Records of Appointments of Postmasters - Texas" are El Paso and San Elizario, both authorized July 26, 1852, after the flood that wiped out Frontera (see below).

When U. S. Boundary Commissioner John F. Bartlett arrived in the area in November 1850, White offered his ranch as a base of operations. By letter of December 23, 1850, he gave Bartlett two options. The first was to buy the whole ranch for \$3,000 and the second, to buy two acres for an observatory for \$1 and to rent White's buildings for \$65 a month. In a letter of January 21, 1851, White concurred in Bartlett's acceptance of the second option.

This set the stage for Major William P. Emory, who did the actual survey of the US-Mexico border for the Boundary Commission. Emory, as shown by his diary and field notes, worked on the survey until 1853. He stayed at White's ranch for part of this time and had his observatory on a nearby hill where he could look through the pass and see the cathedral in El Paso del Norte (his notes say the location of the cathedral was determined from the observatory using light flashes from the cathedral). He stated the elevation of his observatory as 3,780 feet. There is only one hilltop near the location of the Frontera buildings that has both this elevation and line-of-sight through the pass. Oddly enough, the current USGS map shows ruins on this hill at 3,780 and 3,800 feet (see Figure 1).

The area had experienced a drought from 1849 through 1851 so there had been no problem with the river shifting course since White had arrived. However, on the night of June 25, 1852, Emory's diary says that he awoke to a roaring noise. Emory and his assistant stepped outside into knee-deep water. They quickly gathered their surveying instruments and waded through chest-deep water to the observatory hill where they spent the night. The next morning the river was flowing at the base of the hill and their camp, along with the Frontera buildings, was gone. Thus, the river

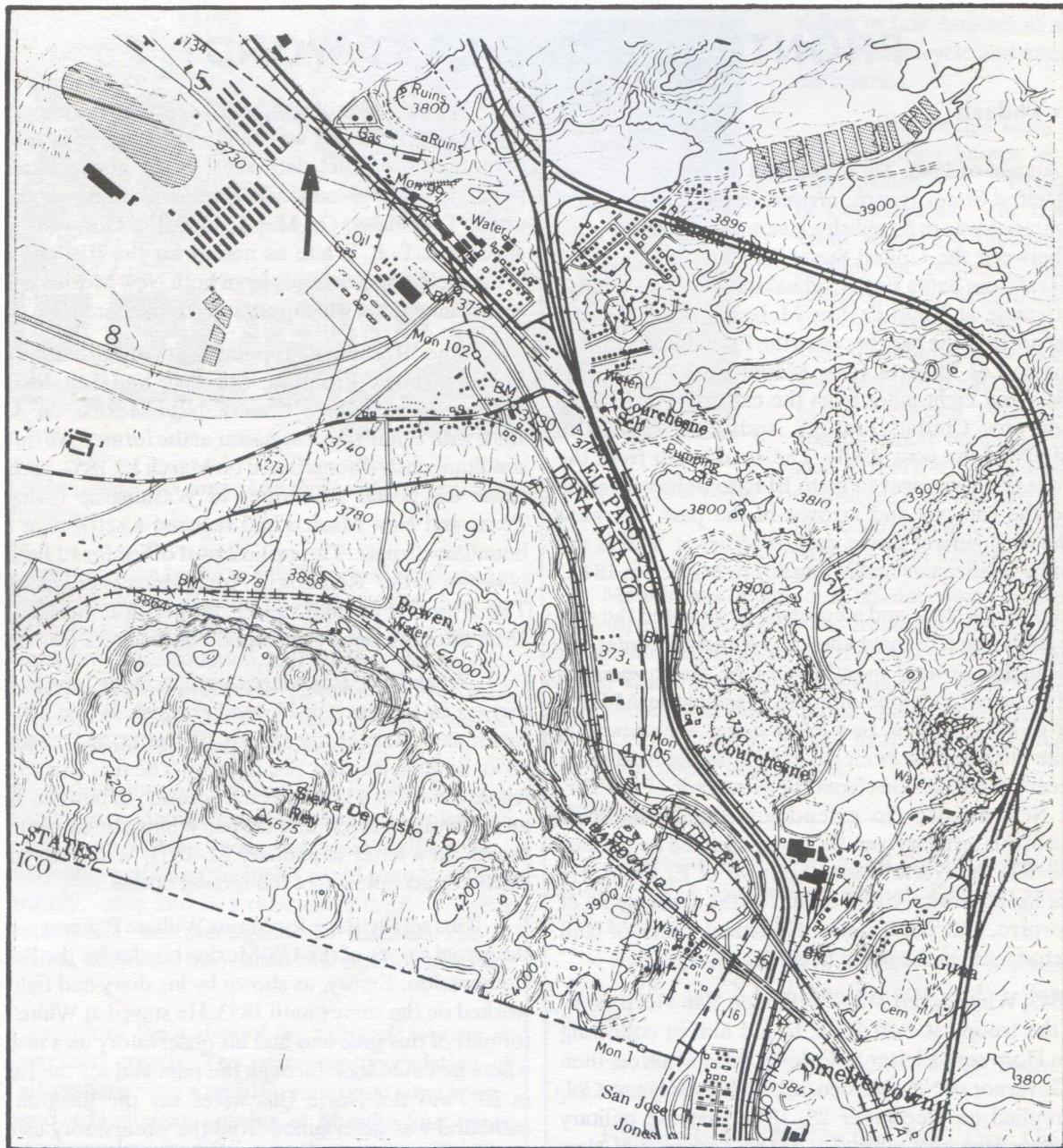


Figure 1. Portion of USGS Smeltertown Quadrangle. Approximate site of Frontera shown by arrow.

had moved east and the principal Frontera location was now on the west side of the river, which was in Mexico until the Gadsden Purchase of 1853. The Frontera buildings were later reconstructed at a new location on the east side of the river. In 1854, T. Frank's brother, Charles, was still doing business there. However, with the Gadsden Purchase, Frontera was no longer on the border and was no longer a custom house. The later location of Frontera and the new location of the river are shown on Emory's map, a portion of which is illustrated in Figure 2. The new location of Frontera is about two miles above the pass, rather than one mile as the original was.

The new location of the river is the same as the present New Mexico-Texas boundary as shown in Figure 3. Thus, the location of the Frontera post office was actually in what is now New Mexico in the limits of the town of Sunland Park. The second location of Frontera has been marked with a stake and a buried marker. The stake is no longer there but the marker is in the railroad right-of-way near the intersection of Doniphan and Sunland Park drives in El Paso. This later location is what is shown on the early maps of the area and that is what has caused the confusion about the location of the Frontera post office in 1851-52.

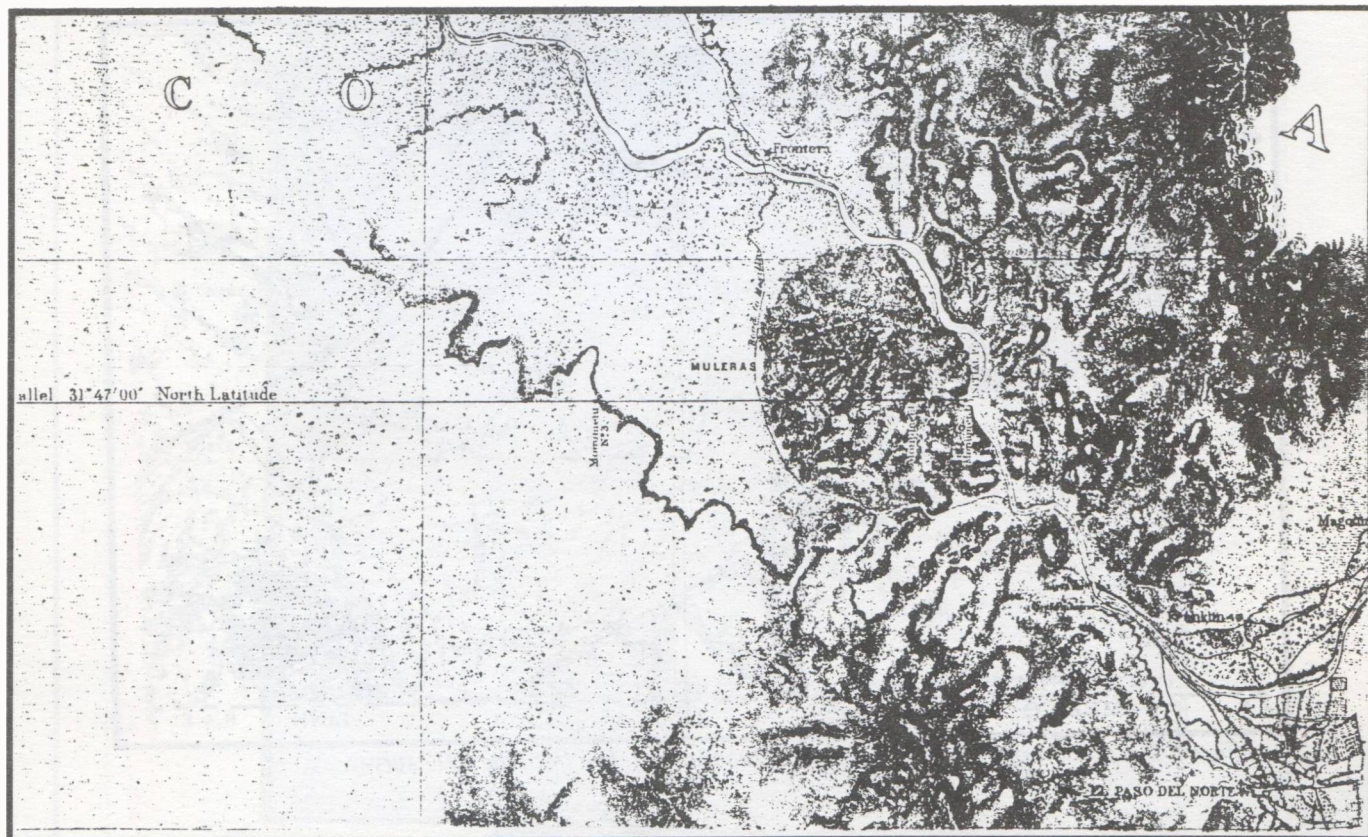


Figure 2. A portion of Major Emory's Original United States Sheet No. 29 of the Commission of 1853-1855 showing El Paso del Norte (lower right) and Frontera (upper center).

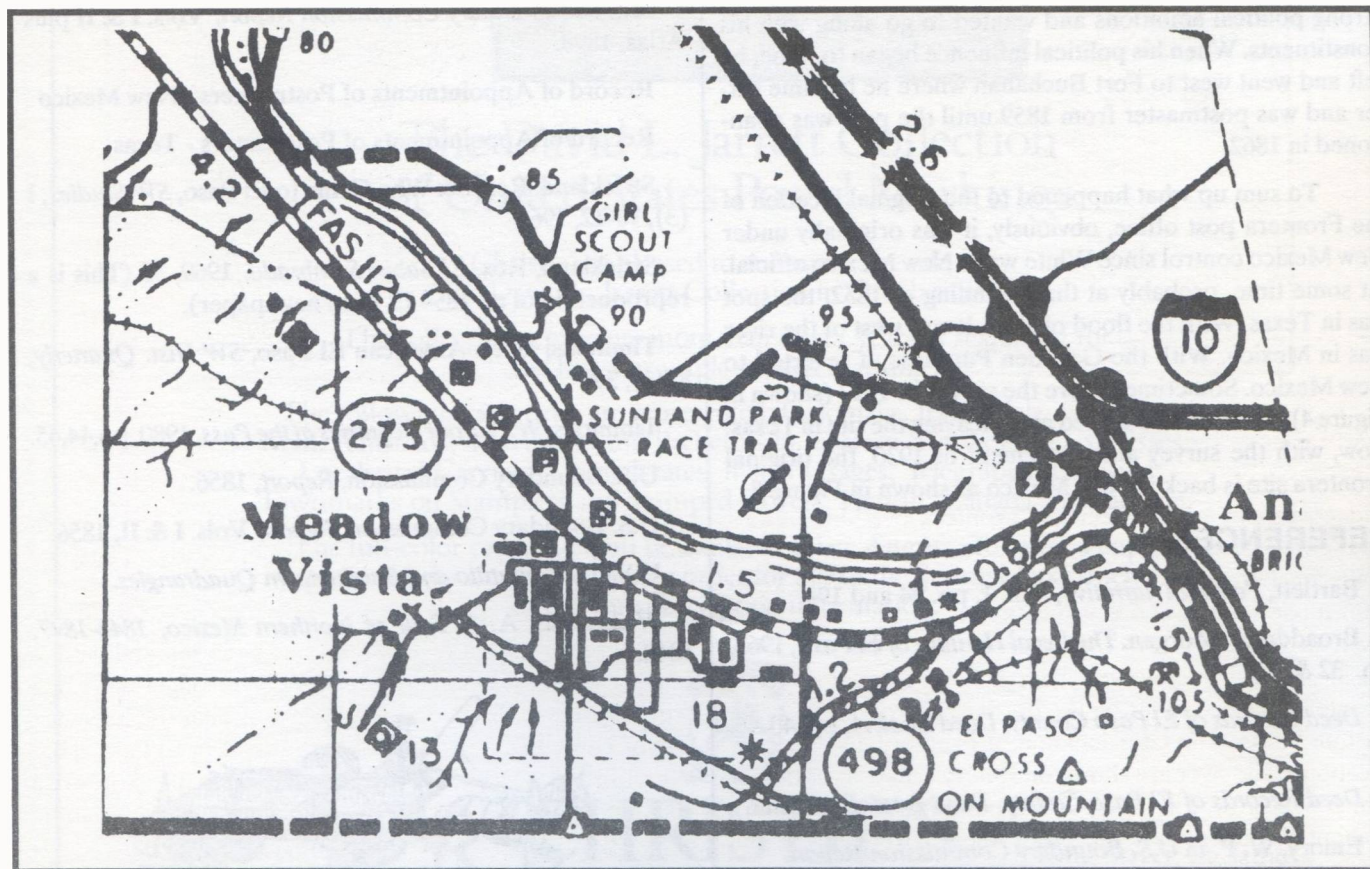


Figure 3. Expanded portion of Map of Dona Ana County, 1970. The arrow just east of Sunland Park Racetrack shows the original Frontera site. The arrow just north of Sunland Park shows the second Frontera site.

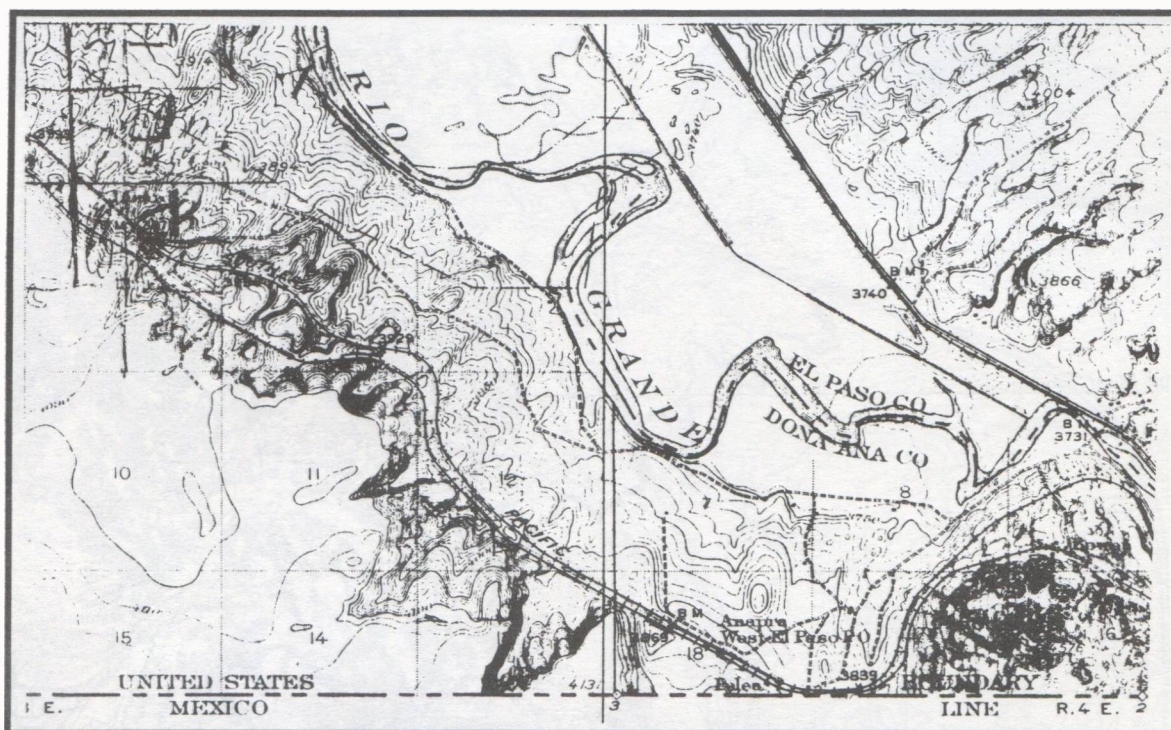


Figure 4. A portion of the USGS Canutillo Quadrangle taken from the 1917 survey.

Why did White change his manuscript postmarking from New Mexico to Texas? Probably because the agreement had come about the latter part of 1851. Besides, he had strong political ambitions and wanted to go along with his constituents. When his political influence began to wane, he left and went west to Fort Buchanan where he became sutler and was postmaster from 1859 until the post was abandoned in 1862.

To sum up what happened to the original location of the Frontera post office, obviously, it was originally under New Mexico control since White was a New Mexico official. At some time, probably at the beginning of 1852, the spot was in Texas. With the flood of 1852, it was west of the river was in Mexico. With the Gadsden Purchase, it reverted to New Mexico. Sometime before the survey of 1917 (shown in Figure 4), the river had shifted again leaving the site in Texas. Now, with the survey and agreement of 1930, the original Frontera site is back in New Mexico as shown in Figure 3.

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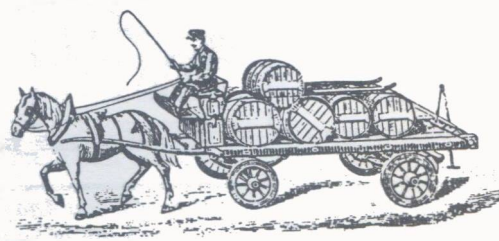
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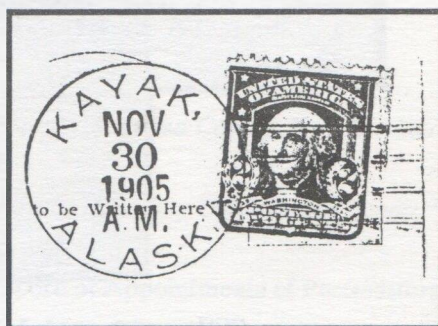
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THE MIDWESTERN EDITOR

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It wasn't too many years ago that a fine source of locating postal history material was to go through the stock of a post card dealer. They organized their stock by the views or topics on the picture side, and knew and cared little about the postal markings on the message side. By spending an hour or two looking at the "back" side of the postcards the collector would be rewarded for the effort with a stack of DPO or otherwise interesting postmarks and cancels.

Times have changed. Increasing numbers of postal history collectors culled through hundreds of thousands, millions of post cards. Postcard dealers took notice of post cards purchased for the markings on the back side of the card, and set about educating themselves as to what was valuable, so they could set their prices accordingly.

It's still possible to locate desirable postmarks on post cards, but the stock of post card dealers ceased to be as rewarding as it was a few years hence. It is becoming difficult to even locate a bold, clear, non-machine cancel on postcard, even in out-of-the-way antique shops. "Unpicked" hoardes of post cards exist only in the collections that have been accumulated and held for a long time.

So what does it mean? It means that the collecting of postal history has matured. The fundamental validity of collecting postal history has been confirmed, there is no longer an inexhaustible supply of material available, and competition for the better pieces will become stronger. New "finds" will still trickle in, adding spice to our paper chase; but more and more purchases will be confined to commercial transactions in the marketplace.

Postal history is still evolving. Early, rare pieces have become classics, developing a pedigree of ownership. Nineteenth century material has a well developed price structure and is not readily found by collectors outside of dealers' stocks. Doane cancels have quickly advanced to special status, with lists being prepared nation-wide. Oregon, Alaska, Arizona and New Mexico have postmark catalogs, - and those for California and territorial Washington are being generated - with a scarcity rating for each postmark type. Catalogs of this type are certain to be published for other areas. Many of them confine themselves to an early cutoff date (Territorial, or 19th century), although the California catalog is current

The Central Section



through 1935. In the future, probably any kind of 20th cancel applied by hand will have become desirable, and catalogs will be brought current to the year 2000. (If you doubt this, think back to the last time a small town hand canceled postmark arrived in your mail?)

Post office centennials

July 1890-1990

- 1 Cade* LA
- 9 Oxbow ME, Kingston WA
- 10 Cameron MT, Humptulips WA
- 16 Wauna* WA
- 23 Malott WA
- 24 Collinston* LA
- 26 Interlochen MI
- 28 Chula Vista CA, Quinalt WA
- 30 Marblemount WA
- 31 Forestdale RI

August 1890-1990

- 2 Viking MN
- 5 Arcadia OK, Buffalo MT
- 15 McAdams* MS, Hostetter PA
- 19 Sunset LA, Hoyt OK, Oacoma SD
- 20 Moffat CO, Old Hickory TN
- 21 Copalis Beach* WA, Stevenson* WA
- 25 Alvord IA
- 27 Cogswell ND, Jones LA, Vesta VA, Sumas* WA
- 28 Tetonia ID, Monticello* UT
- 30 Smyrna* DE (bicentennial 1790-1990)

* Offices noted with an asterisk were established under a different name. For instance, Smyrna was established as 'Duck Creek' and assumed the name 'Smyrna' in 1807.

SCIO, MICHIGAN POSTMASTER ARRESTED AFTER HEARING OF LINCOLN ASSASSINATION ATTEMPT

by Nick Marsh

About an hour out of Detroit, West-bound travelers on the Michigan Central Railroad in the 1860s would hear the conductor call, "Next stop, Scio". If no one showed an interest in disembarking and no signal was received from the depot to indicate awaiting patrons, the iron horse would sail on through to Dexter; there was no scheduled stop for the tiny village of Scio, which was also known as Scio Mills.

The small river community consisted of a one room railroad depot, a modest boarding house, a home-based post office, a flour mill, a one room school house, and nearly a dozen family homes. It was a community similar to many along the Huron River.

The flour mill burned down in 1897. With the advent of Rural Free Delivery, the post office was closed shortly after the turn of the century. People began to move away when Ford gave them the automobile and a factory job with which to pay for it. By 1910, Scio was on its way to obscurity. A tornado blew away what was left of the hamlet in the summer of 1917. Today only inconspicuous remnants of the mill dam and two old houses remain. No road sign, no historic plaque, no indication of previous community importance exists at this cross road in Washtenaw County, Michigan. There is not even enough remaining to call the former living village a "ghost town".

Although nearly all of Scio's man-made structures are gone, certain collectable items exist to inform interested seekers of history and mark the former existence of this long dead community. The postal history of Scio reveals an unusual series of events experienced by a Scio postmaster during the Civil War.

In April, 1861, Scio postmaster William C. Hughes traveled to Richmond by rail, evidently on vacation. Since most of the families living near the railroad had friends and relatives working for the Michigan Central, it was not unusual for someone to locate a "free pass" and travel around the country. If a pass were not available, train travel was still affordable, particularly for those lucky souls appointed by the President to look after the mail; they had a "second" job -- farming was nearly everyone's primary occupation.

On April 3, 1862, our postmaster was in the "gentlemen's parlor" at the Exchange Hotel in Richmond, Virginia, where he overheard a "rebel refugee lawyer from Baltimore" make the following statement:

"Ah, it was an inauspicious day that my hand was prevented from striking a dagger to they tyrant's heart Abraham Lincoln."

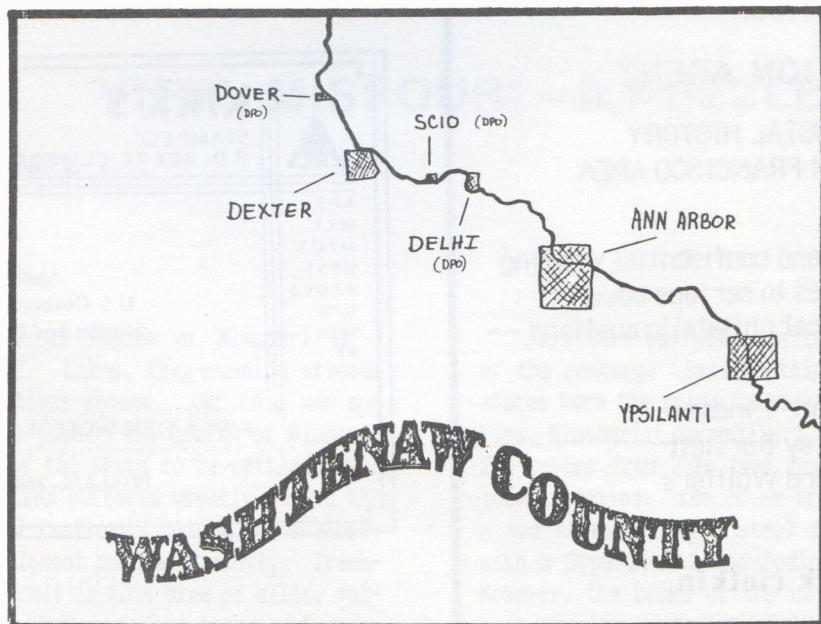
"He then gave a full recount of the manner that Mr. Lincoln was to have been assassinated and the very place it was intended to accomplish it at, as the President was on his way to Washington in 1861.he had the appearance of high social position and respectability, his recital made so deep an impression on my mind that I think I could identify him again easily."

Evidently, in an act unrelated to his hearing of the assassination attempt -- he being a Yankee in Rebel land -- the next day, our Yankee postmaster was arrested by order of the acting Military Governor of Virginia. Hughes was sent to prison in Salisbury, North Carolina and kept in close confinement for many months.

When President Lincoln arranged for Hughes to be released through a prisoner exchange, the postmaster went directly to Washington where he sought an audience with the President to tell him of the plot. He could not get an appointment for days, so, anxious to see his family, he returned to Scio Village.

After Lincoln was assassinated by John Wilkes Booth on April 14, 1865, the government called to citizens for any information concerning the murder. Mr. Hughes recalled his experience two years before and composed and sent the letter quoted above to the Secretary of War, Edwin Stanton. His letter, along with many more from interested citizens around the country, was filed away. Today it rests in War Department files in the National Archives.

In 1976 a Lincoln historian came across Hughes' letter while researching the assassination. In an attempt to find if Hughes was a crank, he sent a letter to the Historical Society of Michigan, inquiring about Hughes and Scio village, which was no longer



on the map. Coincidentally, the home of the Historical Society is Ann Arbor - only six miles from the site of Scio. The researcher's inquiry was given to a prominent local historian, and later to me.

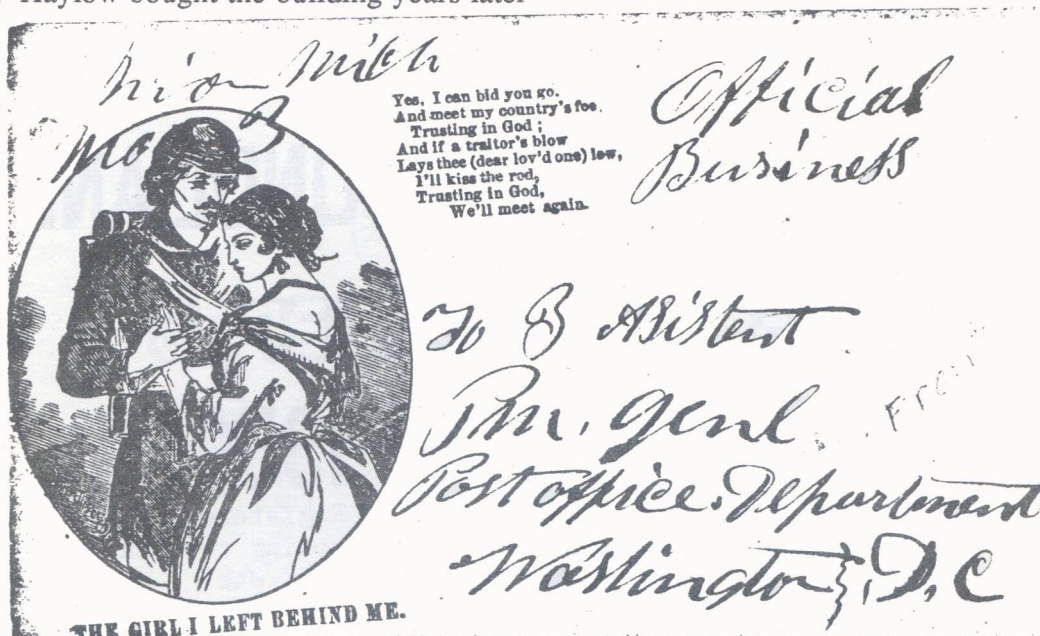
Open fields now mark the location of the once thriving community of Scio. Wild grass grows where homes once stood. Children were born and families lived out their lives there; but while the community has faded away, Hughes' letter allows its history to live on.

A couple of interesting side notes: Several years ago I met the elderly Granddaughter of another Scio postmaster. She related to me that an old building next to the railroad track doubled as the site of the post office and depot. It had served that purpose years before her grandfather Haylow was postmaster. Haylow bought the building years later

and sold it after the Great Depression. The man who bought it remodeled the interior of the property and found a thousand dollars worth of old stamps -- several times the purchase price of the property.

This same building was said to have been a link in the underground railroad. Supposedly, a tunnel ran under the railroad bed and into the cellar. At night runaway slave took refuge in the house, until they could later board a train at this safe, remote location. The building collapsed in a heap years ago, and as of July 1989 was still a decaying pile of rubble.

I have been working on a local history of Scio for the last five years. Although I have located a couple of envelopes with hand cancellation, I have thus far not found a handstamp cancellation.



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VIEW, MISSOURI - A PUZZLE

By Robert G. Schultz

By Robert G. Schultz

Today, the Ozarks Region of Missouri is a vacation playground. Lakes, free-running streams and tourist attractions abound. But this was not the Ozarks of years past. The Ozarks of Missouri was the last area of the state to be settled. The few people in the area suffered greatly during the Civil War with rival factions fighting one another. After the war, settlement proceeded slowly. Transportation was difficult in this area of hills, valleys and streams. Horseback and horse and wagon were the usual modes. When railroads finally arrived, they brought exploitation of the forests for the timber. Prosperity eluded the people until the end of the second World War when the tourists began to arrive. Many of the wild running streams were dammed and tourist playgrounds created.

All this was years in the future at the turn of the century. Small settlements and crossroads stores were the rule. One of these settlements was View, Missouri. Recently, I acquired three Veg-a-Tab covers from View that provided a challenge of identification. The cover fronts are unremarkable - two showing simple steel handstamps, the third with a Type 2(1) Doane indicating the town name. However, the backs of the covers were remarkable, each showing a number of backstamps. The first cover, from 1901 (Figure 1), besides the June 19, 1901 View datestamp, carries markings from June 20, 1901 markings from School Jamesville and Billings. The 1902 cover (Figure 2) carries a Jan. 4, 1902 View marking along with a January 6th marking from Divide, an unreadable January marking from James-

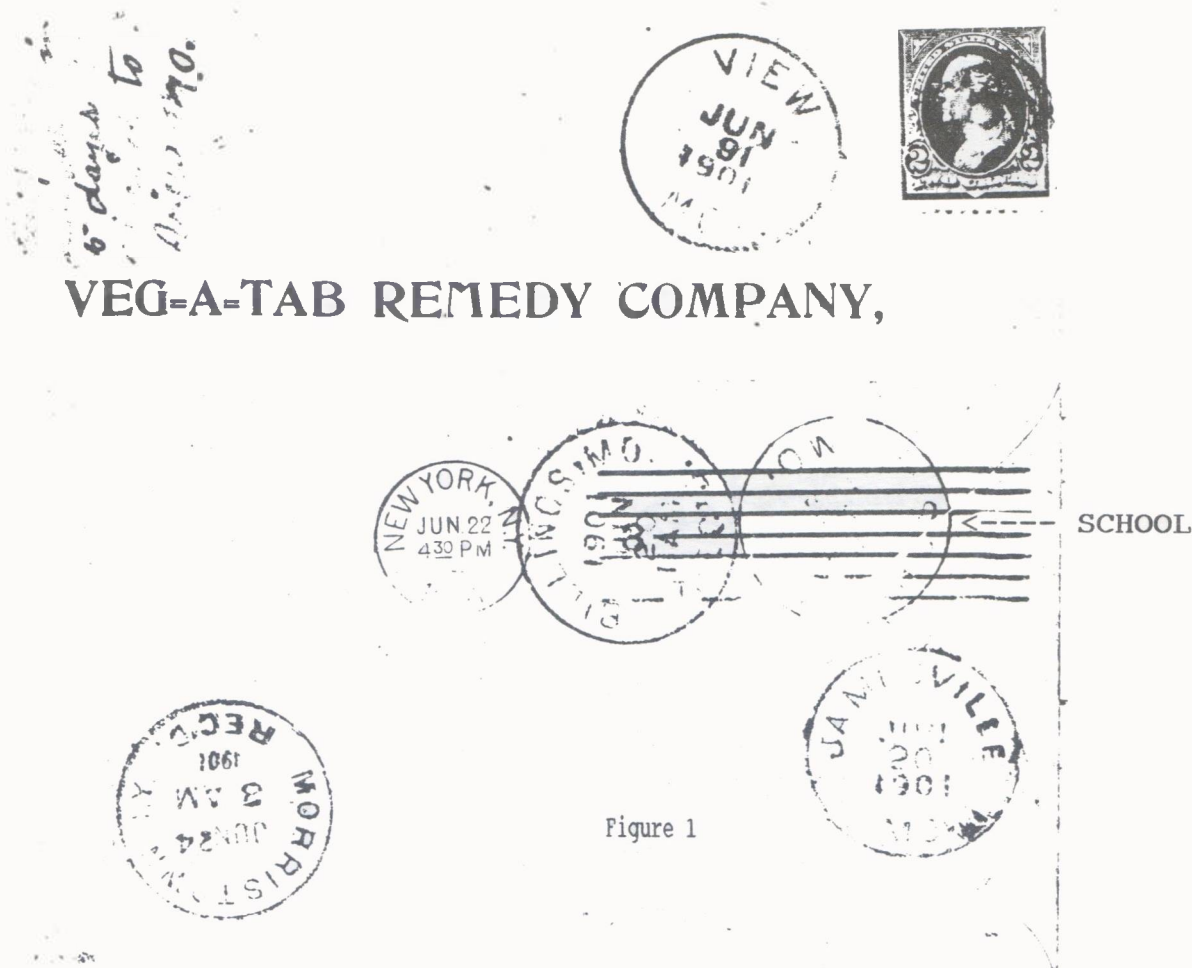
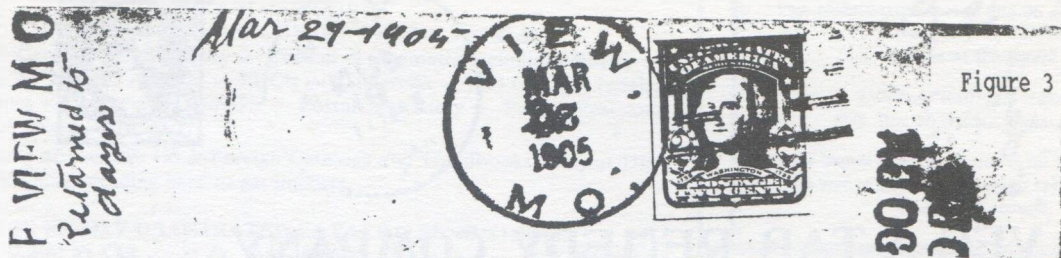
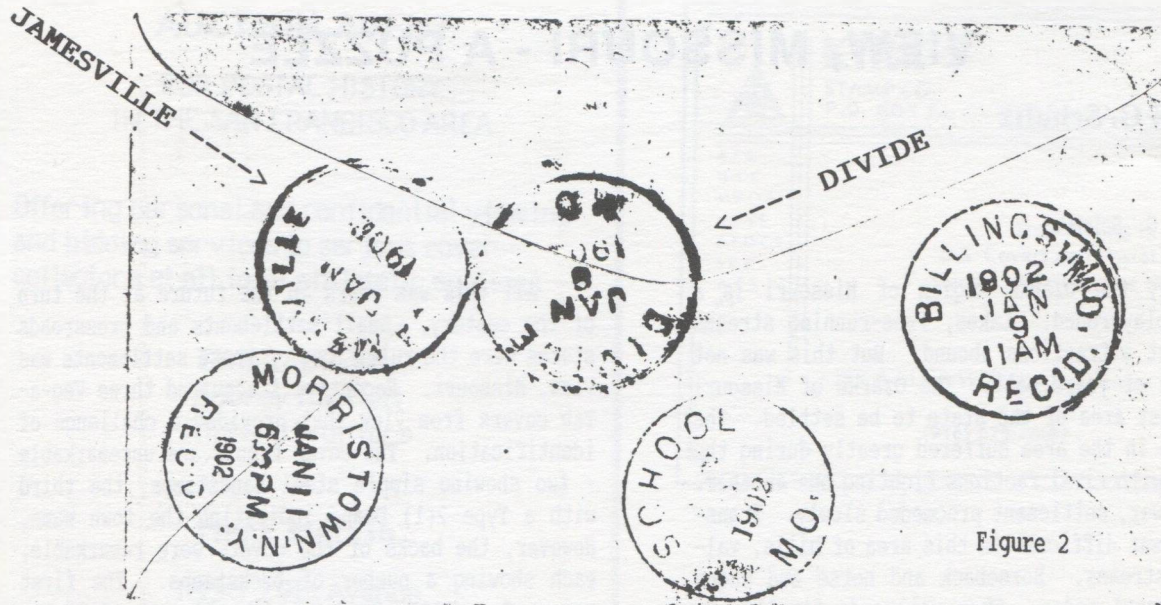


Figure 1



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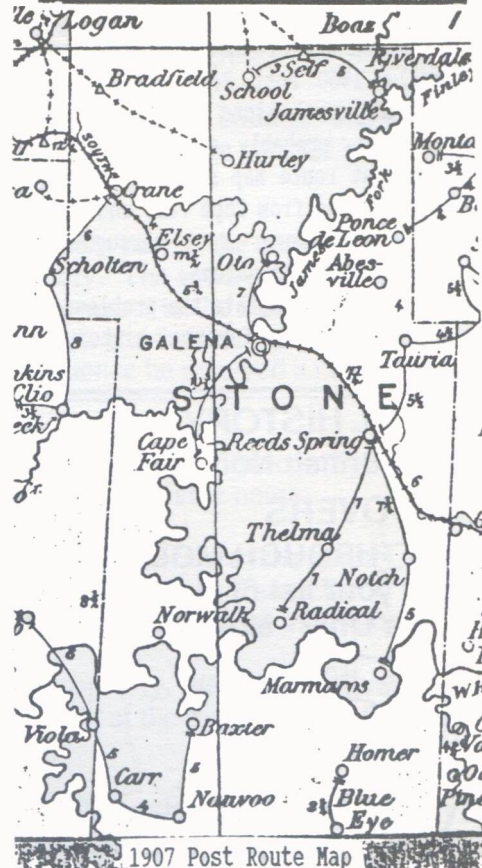
Ladies between forty-five and fifty.

85-1052

ville and Jan. 9th markings from School and Billings. Finally, the 1905 cover (Fig.3) shows different backstamps. After the March 27, 1905 View Doane cancellation, it received markings from Ruth (Mar. 30th), Galena and Marionville (both Mar.31). With all these markings, finding View should be easy. So where was View, Missouri? And who served as postmaster? These questions can be answered by consulting the postmaster appointment records. View, Missouri, in Stone County was established Jan. 23, 1901 with Andrew J. Ogle as postmaster. The office was discontinued effective July 31, 1903 with papers being sent to Jamesville. View was reopened on Dec. 12, 1904 with the same postmaster. Grant W. Cunningham was appointed to the job on Jan. 22, 1907 and the office again closed effective April 15, 1907, this time with papers being sent to Reeds Spring. Finally, the office was reopened on September 4, 1912 and closed on Jan. 31, 1914, again with mail to Reeds Spring. This time, James F. Stone served as postmaster.

So just where was View, Stone Co., Missouri? The map of Stone County (top right) from the book on Missouri issued in honor of the 1904 World's Fair provides no help. The settlement is not shown on the map that was taken from a ca. 1902 postal route map. Nor is View to be found on a 1907 postal route map (bottom right). However, View, Missouri is found, shown as a discontinued office, on a 1920 route map (next page). This map gives the first clue to the location of View. From the backstamps on the earlier covers (School, Jamesville, Divide, Billings), View might appear to be located somewhere north of its true location. What must be inferred is that the mail route used for the 1901 and 1902 covers went up the James River to reach Billings, the place that these covers began their rail journey even though Galena would have been a more logical place. Later, when the railroad had pushed their route through Stone County, Ruth, (later moved less than one mile to the northwest and renamed Reeds Spring), was where the 1905 cover began its rail journey.

The 1920 post route map is helpful in locating the general vicinity for the settlement of View, apparently on the bluffs of the east side of the James River, but really where was View? For a more definitive answer, we must consult plat maps and geological survey maps. Where did Andrew J. Ogle, Grant W. Cunningham and James F. Stone own land in Stone County? Where were the roads in Stone County in those years? The name, View, implies that the post office was located on a ridge

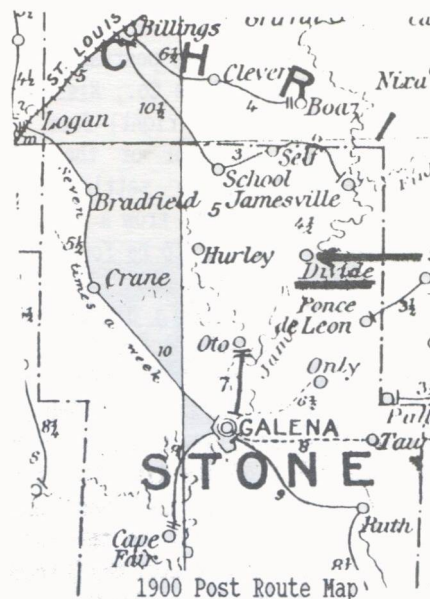


rather than in the James River valley.

Few detailed old maps of Stone County are available for study. The post route maps help a little, but detail is missing. No atlas of Stone County was printed in that period either, in contrast to many other Missouri Counties. This lack probably reflects the less settled nature of Stone County at the turn of the Century. A plat book of the county was published in the 1940's, but is of little help. There is no notation of a settlement called View, nor is there any record of land ownership by the Ogles, Maples or Cunninghams. The surname of the final postmaster, Stone, is found in the vicinity, but James Stone is not to be found. This lack of information on families is not too surprising since almost thirty years had elapsed and the area, never rich, had also endured the depression. Geological Survey maps also do not help to locate View since the ones available are also too recent.

The question still remains however of why the two earlier covers received the backstamps that they did. Galena, the county seat, was far closer to View than Jamesville, Divide and School. Was the post route from View situated in such a way that it did not go through Galena? Or did the route go through Galena, but the covers did not receive a backstamp? Finally, where was Divide? It appears nowhere on any of the above post route maps. However, a 1900 Post Route Map (at the right) places Divide north along the James River, almost to Jamesville, probably at a ford in the river. The 1920 post route map seems to indicate that View had been served from Cape Fair and thence Galena. But the 1905 cover went through Ruth (Reeds Spring) before seeing Galena.

These three covers illustrate the problems and the challenges - and the fun of postal history!



POSTAL HISTORY

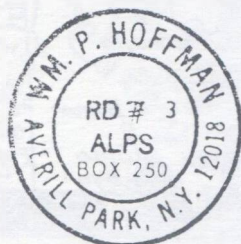
United States & British North America

COVERS

STAMPLESS THROUGH MODERN

Write with your list of wants

Approvals Only - No Lists



P

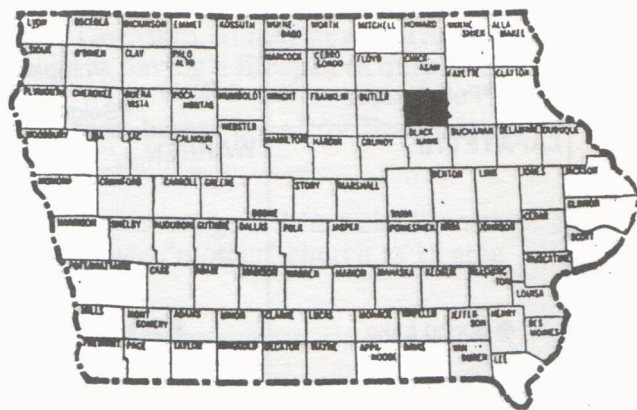
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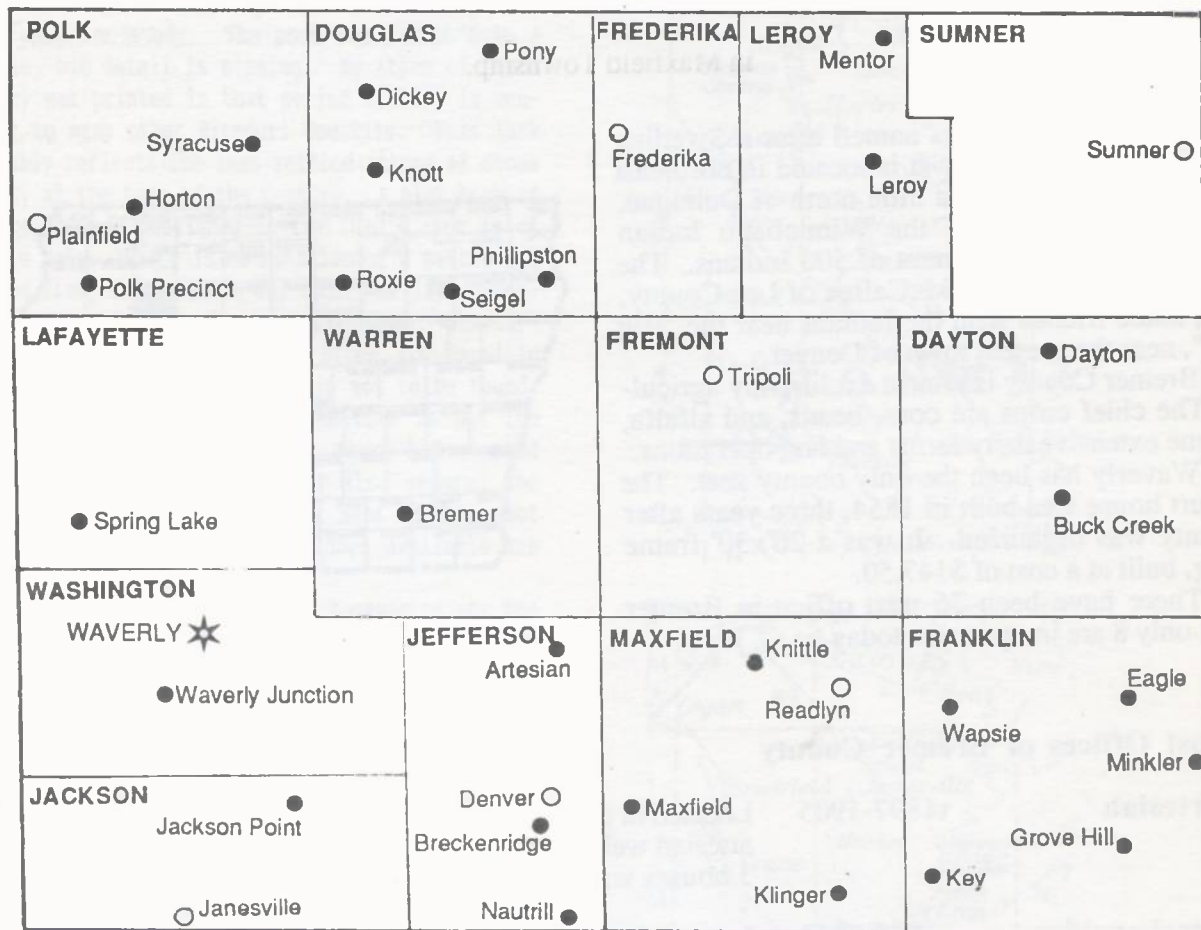
by Darrel Brandt

There have been 36 post office in Bremer County; only 8 are in operation today.



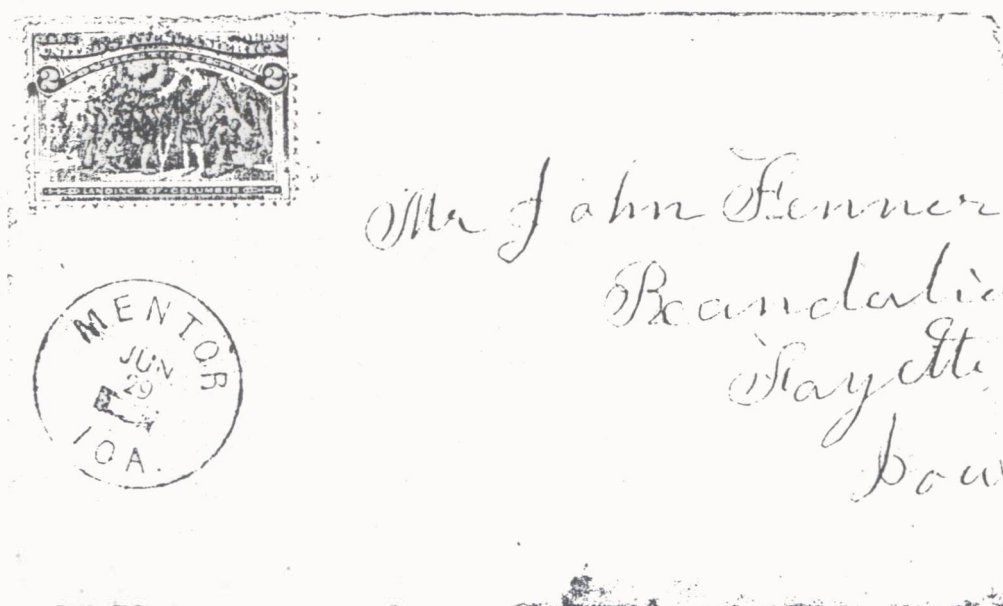
Artesian	1897-1905	Located in the middle of the county and named after the many artesian wells in the area. A country store and creamery with 3 houses was as big as it ever grew.
Breckenridge	1858-1860	Located in the south part of the county. The town was called Jefferson City, but Breckenridge was the post office. The name was changed to Denver.
Bremer	1858-1980	Located in the northern part of the county. The name was taken from the county. The town never grew to more than 50 people. J.H. Yerton wrote to the Post Office Department that his neighborhood was too far from any existing post office, and with a little influence he received a commission to be the first postmaster.
Buck Creek	1862-1905	Located in the northwest part of the county. The name comes from a nearby creek of the same name.
Dayton	1860-1875	Located in the northwest corner of the county, on the east side of the Wapsipinicon River. Buree Rood was the first postmaster, keeping the office in his farm home.
Denver	1859-open	First named Jefferson City, the name Denver was picked for located on a high hill, at the time Denver, Colorado was becoming known.
Dickey	1883-1895	Located in Douglas Township in the northern part of the county. The office always operated from farm homes east of Plainfield.

POST OFFICES OF BREMER COUNTY



Eagle	1857-1870	A country post office located in Franklin Township, east of Readlyn.
Frederika	1858-open	Located in the northern part of the county. The name uses the first name of the Swedish poet for whom the county was named. The spelling changed from 'Frederica' to 'Frederika'.
Grove Hill	1863-1905	Located in the eastern part of the county near the Wapsipinicon River. Francis Harwood was the first postmaster, when there were 3 mail deliveries a week.
Horton	1856-1907	Located in Polk Township, 7 miles north of Waverly. The town never had a population greater than 50.
Jackson Point	1855-1855	Located in Jackson Township. The post office was open for only two months.
Janesville	1854-open	Located on the south county line on the Cedar River, Janesville is the oldest town in the county. It was named by its first settler, John Barrick, after his wife Jane.

Key	1878-1898	A rural post office in Franklin Township.
Klinger	1889-1905	A very small town, with a store, a creamery, and five homes in Maxfield Township.
Knittle	1885-1905	Named for John Knittle, an early settler in the area. Located west of Readlyn in Maxfield Township.
Knott	1883-1883	Located in Douglas Township. It may never have operated, for it is on the books as having a lifespan of only 20 days.
Leroy	1859-1875	Located in different farm homes in LeRoy Township, in northwestern Bremer County.
Maxfield	1863-1900	Located in a minister's parsonage in Maxfield Township. St. John Lutheran Church was "mother" church to 15 area churches.



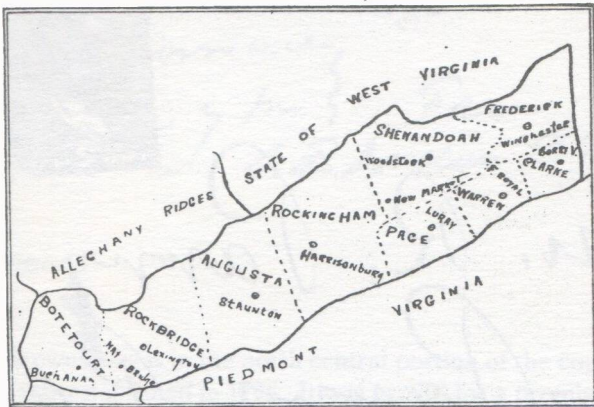
Mentor	1862-1903	Located in Le Roy township. Reuben Parkhurst was first postmaster.
Minkler	1889-1909	Located on the eastern border of the county in Franklin Township. In 1909 the town was moved across the road into Fayette County, and the name was changed to Oran.
Nautrill	1851-1861	Located on the southern boundary of the county. In 1861 county lines were adjusted, and Nautrill found itself in Black Hawk County. Mail carrier Elizah Smith made the trip on horse from Cedar Falls once a week. He would announce his approach by vigorously blowing a large horn he carried. This proceeding not only gave the postmaster ample opportunity to prepare himself, but added dignity and importance to the occasion.

Phillipston	1880-1881	Located in Douglas Township. The only postmaster was Phillip Burgess, hence the name.
Plainfield	1868-open	Located in Polk Township, north of Waverly. The town was named after Plainfield, Illinois, the former home of many of the early settlers.
Polk Precinct	1856-1862	Located in farm homes near the Cedar River in Polk Township, in the northwestern part of the county. When S. Jackson, the first postmaster, made his first accounting to the Post Office Department he reported \$.45 in revenue.
Pony	1882-1886	Located in farm homes in Douglas Township. Mail was received three times a week.
Readlyn	1904-open	Bremer County's youngest town, located in Maxfield Township. Charles Read did not want the town named after him, so it was named after his wife, Lyn.
Roxie	1891-1894	The post office was in different farm homes in Douglas Township.
Seigel	1889-1900	Located in Douglas Township in seven different farm homes.
Spring Lake	1857-1872	Located in Lafayette Township in the northwest part of the county.
Sumner	1858-open	Named after the Honorable Charles Sumner, senior senator from Massachusetts. It is located in Sumner Township in the northeastern corner of the county.
Syracuse	1862-1869	In Polk Township, along the Cedar River. Syracuse had one of the first water powered saw mills in the area.
Tripoli	1860-open	Located in Fremont Township. The land on which the village was platted was owned by A.T. Martin. In 1881 the town literally moved one mile south to be nearer the railroad line.
Wapsie	1890-1905	Located in Franklin Township near the Wapsipinicon River, from which it took its name. Louis Mohlis was the only postmaster.
Waverly	1854-open	The town was to be named "Harmon" after its founder, William Harmon. Tradition holds that the speaker, who was to announce the name, had been reading <u>Waverly</u> , by Sir Walter Scott, and unintentionally announced the name as "Waverly". The name stuck. Waverly has been the only county seat of Bremer County.
Waverly Junction	1892-1903	The small town in Washington Township was only three miles from Waverly. The location is where the Northern Pacific and Chicago Rock Island railroads crossed.

A BRIEF HISTORY OF ROCKBRIDGE COUNTY, VIRGINIA

BY DAVID B. ROBINSON

Those of us who have ever heard someone else use the phrase "God's Country" to describe one of their favorite places may have wondered how many places could actually be "God's Country" since there are as many "God's Countries" as people (or so it seems). If someone were to ask me what I thought was truly "God's Country," I would tell them that it was The Shenandoah Valley in Virginia. The Shenandoah Valley consists of a beautiful valley about two hundred miles long and twenty-five miles wide, that extends from Roanoke to Winchester and the West Virginia line. It is a territory that is drained by a unique river, the Shenandoah, and the headwaters of the James River.

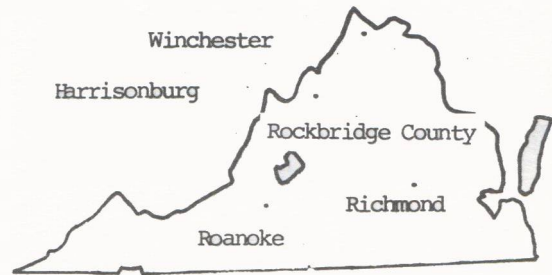


The Shenandoah Valley

The second most southern county in the Shenandoah Valley is Rockbridge County. The county contains the Virginia Military Institute, Natural Bridge (one of the seven wonders of the world), and beautiful scenic attractions formed by the Blue Ridge and Great North Mountains. The county is essentially lacks substantial development, and the lands are rolling and mountainous and are made up of a fertile limestone soil.

Rockbridge County was formed from Augusta and Botetourt Counties in 1778. It was so named after a natural bridge that was formed over centuries by Cedar Creek. An 1885 promotional brochure described the bridge as "a mighty monolith, graceful in all its lines, painted with many colors, glorious in its majesty, awful in its mystery:--a bridge of stone so wide that tribes and armies have passed over it to the West; so high that migratory birds pass under it to the South; older than the Pyramids; higher than Niagara; spanning a river and uniting mountains; it was planted by God himself in the wilderness before time was."

The natural bridge has always been a very popular tourist attraction, but it especially was in post-War Between the States Virginia. The cool mountain air offered relief from



the hot and humid mid-atlantic cities. The various paths and overlooks offered very romantic settings for both young and old couples. A modern hotel offered many luxuries.

Figure 1 is a 35mm blue circular datestamp used beginning in 1852. Prior to this date, manuscript markings were used and are documented as early as 1808. Figure 2 illustrates the same marking used on a U9 envelope sent to Nashville. The Nashville postmaster apparently applied his datestamp as a receiving marking. Figures 3 & 4 illustrate

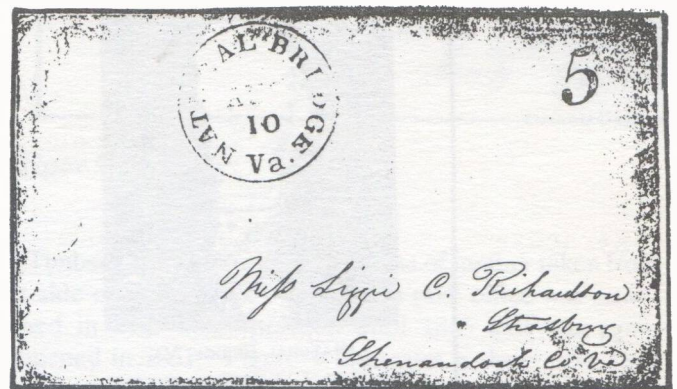


Figure 1

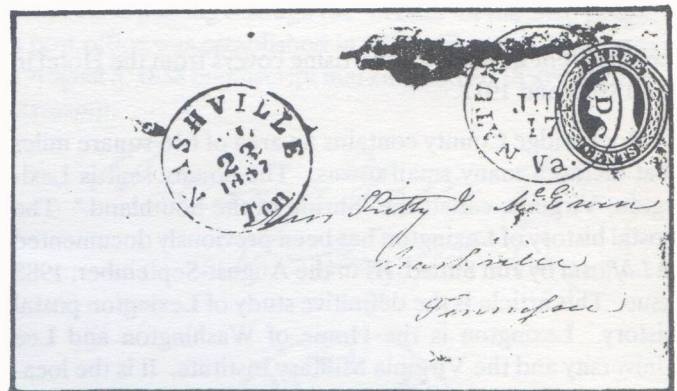
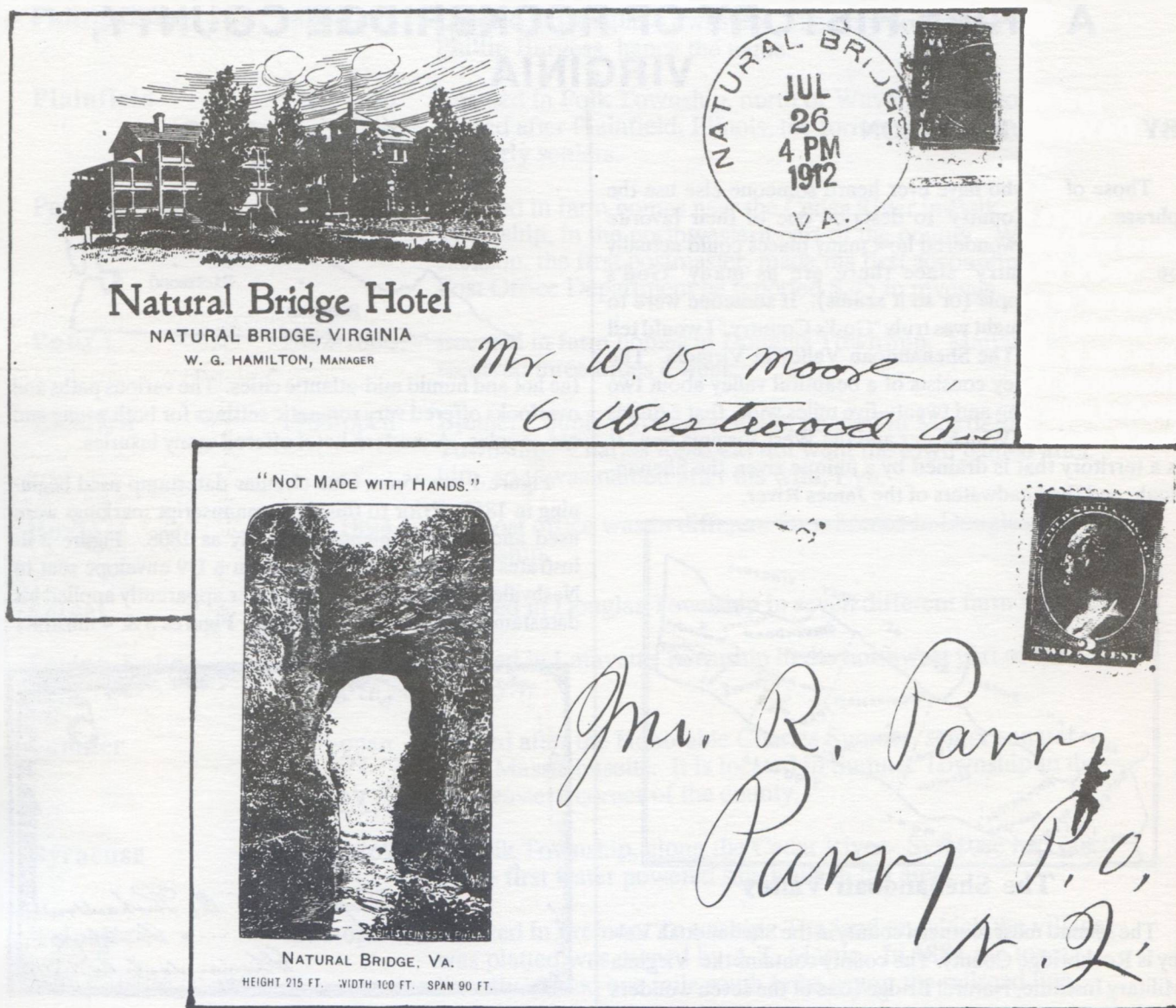


Figure 2



Figures 3 and 4.

two different illustrated advertising covers from the Hotel in the 1880's and 1912.

Rockbridge County contains an area of 616 square miles that includes many small towns. The county seat is Lexington, Virginia, called the "Shrine of the Southland." The postal history of Lexington has been previously documented in *LaPosta* by Jim Snead, III in the August-September, 1988 issue. This article is the definitive study of Lexington postal history. Lexington is the Home of Washington and Lee University and the Virginia Military Institute. It is the location of the home where Lee lived and Stonewall Jackson was married. It is also the burial place of both men. This article will not attempt to detail any further history of Lexington, as this was more than amply done in Jim Snead's article.

Six miles north of Lexington is the site of the birthplace of Sam Houston, winner of Texas independence. Eleven miles from Lexington is the birthplace of Dr. Ephraim McDowell, the father of abdominal surgery. Ten miles from Lexington is the McCormick homestead where the first reaper was built. Raphine is the home of J. E. A. Gibbs, the inventor of the sewing machine.

Goshen has always been a popular resort town. It is near Goshen Pass, a canyon through the North Mountains of the Alleghenies, where there is a monument to Commodore Maury, "pathfinder of the seas," who was carried through the pass on his way to burial. Figure 5, illustrates a manuscript November 20, 1857 "Goshen Bridge" marking. Goshen was

*Goshen Buena
Nov 20th*

Figure 5

so named because the name is the synonym of fruitfulness and fertility.

Buena Vista and Glasgow are towns that contain industry in the County. Buena Vista contains a pulp and paper mill and Glasgow contains a clay products plant. Figure 6 illustrates an April 7, 1858 manuscript marking from Buena Vista Furnace.

*B. V. Furnace
April 7th } From
D. F. Jordan J. M.*

Figure 6

Brownsburg is in the north central portion of the county and was established in 1798. It was named for a prominent family that settled in the community. Figure 7 illustrates three cancels of the town.

*Brownsburg
March 30th*



Figure 7

*Fairfield
June 1st 1834*

Figure 8

Fairfield was so named because of its delightful location in the valley. Its view eastward across the valley of the South River is unsurpassed. Figure 8 illustrates a June 1, 1834 manuscript marking.

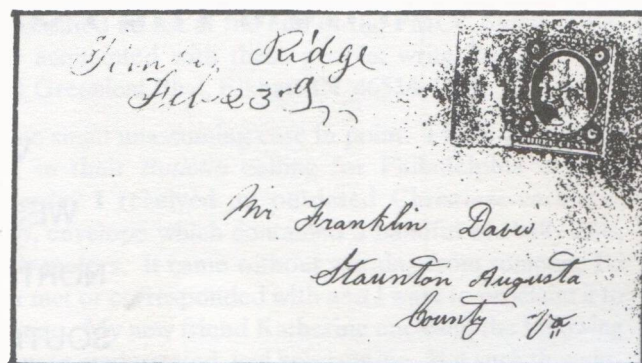


Figure 9

Timber Ridge is so named because of lumber taken from the side of a mountain. The town's post office was established in 1837 and operated until 1845 and was again reopened in 1851. Figure 9 illustrates a three cent 1857 usage.

Balcony Falls is at the water gap cut by the James River through the Blue Ridge Mountains in the southern portion of the county. It was so named because of the terraced falls of the James passing through the "breaks" of the Blue Ridge. Its post office was established in 1825. Figure 10 illustrates an August 3, 1838 manuscript marking and an 1850's circular datestamp.

*Balcony Falls Va
Aug 3*



Figure 10



WANTED TO BUY

**WE ARE INTERESTED IN SOUTHERN COVERS
FROM THE FOLLOWING STATES:**

VIRGINIA

WEST VIRGINIA

NORTH CAROLINA

SOUTH CAROLINA

ALABAMA

MISSISSIPPI

MARYLAND

DISTRICT OF COLUMBIA

FLORIDA

GEORGIA

TENNESSEE

WE ARE ESPECIALLY INTERESTED IN CONFEDERATE COVERS.

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

DAVID B. ROBINSON

POST OFFICE BOX 35926

RICHMOND, VIRGINIA 23235



NORTHEASTERN SECTION

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

President Bush won election partly on the basis of his desire to inspire that portion of America he termed "kinder and gentler." I'm still not sure what the "Thousand Points of Light" describes, but I do know that in the philatelic field, more specifically the marco-philately realm (cancel collectors), I have located a thriving nest of kinder, gentler, and openly generous collectors.

In *La Posta* and in other places a few references have been made to the Post-Mark Collectors Club and to the literal mountains of material its members have hoarded/collected/preserved. Many of its members are not interested in pursuing any degree of historical inquiry, just saving (manytimes clipping into, ugh!, 2x4 'cuts'), "filling in the spaces," and mounting meter and postal cancels from everywhere and anywhere. What a goldmine for postal history people.

Unfortunately, a recent PMCC article, and several recent followup letters to their editor have affirmed, much to the utter dismay of postal historians, a portion of its members still insist upon going further. The responses continue to give credence to the "value" of collecting "rounds," the very cancel dial alone cut circularly into a half-dollar shaped piece of paper, and then mounted.

It's at that point that the ability to sustain research capability leaves off and a useful pastime degenerates, in this humble opinion, into child-like whimsy, and there my love for PMCCers stops. Why, would someone, after realizing the potential academic value their cancels by retaining the entire cancel, if not the entire envelope, continue to destroy future postal history evidence (and any resale potential of their collection/hoard of cancels) via useless, though theoretically attractive, circlets of paper? Perhaps there's is a literary, traveler's, or geographical, place-name orientation, but it is so personal as to be not pass on-able.

At any rate, most PMCCers are more rational and thoughtful. This writer has traded, and most appreciatively, many 2x4s with numbers of these affable collectors. He agrees, as has been suggested before, that every postal historian ought to join the PMCC if only to avail themselves of the classified ad list at the end of the PMCC *Bulletin*. Become acquainted with these people: write **Bob Milligan**, 23381 Greenleaf Blvd, Elkhart IN 46514-4504.

One small unassuming case in point. I have an ongoing adlet in their *Bulletin* calling for Philadelphia cancels. Yesterday I received an outdated Christmas-cacheted, lumpy, envelope which contained a handful of Philly 2x4s, mostly meters. It came without warning from someone I'd never met or corresponded with and I want to proclaim it to everyone. My new friend Katherine enclosed the following brief note, understated, low key, routine. But such thoughtfulness seems very un-routine nowadays and suggests an toward sharing not frequently met with, at least not in my current digs, as with yours, I am sure. It is however so typical of PMCCers. (Unbelievably, note the street name!)

"Enclosed are a few Phil:

"I will probably find more. Will watch for them, now I can see; after 2 eye operations, can work on P.Marks and stamps again.

"Have a lot to look thru. Good luck for now.

"PMCC #---

"Margaret C---,

"-- Cataract Street

"Vergennes, VT 05491"

If anyone has an envelopeful of unwanted 2x4s that only collect dust, please send them to me to combine with some of mine to forward to Margaret. The blessing of restored sight, not to mention her kind, gentle generosity, and her reborn hobby chances, are so worthy.

The business of postal history research and collecting shares the above warm spots with certain other aspects that leave the knowledgeable viewer ice cold. Sky rocketing price tags from certain fixed price list dealers are one. You might like to comment about the views expressed in "Fools and Knaves" this issue. Criticisms very welcome!

In addition, and in order to inspire some more contributions to the Northeast Section, an article from the late, interesting *Postal History USA* is included. **Bill Rapp** wrote for various early *La Posta* editions and his suggestions, if not comprehensive, are very useful and ought to help to convince subscribers (YOU) to become active researchers (= contributors!).

Speaking of a good attitude toward spreading the postal history gospel, **Bob McKain** again graces *La Posta* with still more data about Pennsylvania, and a request for your aid. He comments that many are willing to assist, but few are confident enough to write.

Can you imagine what a universal mecca for Bill Rapp's researchers *La Posta* could be if only one reader in each Northeast state would do the simple task that Bob does for Pennsylvania in this issue? If you know anything about machine cancels, or fancy cancels, or auxiliary markings, etc., etc., why not let us know about it too?

Next time, a Doane listing from Massachusetts, a followup to the Double Oval handstamp article, and other material too wonderful to imagine. As for this issue, too many words and not enough pictures? Why, we're just waiting for you to send us your town's Rapp-ier sharp, illustrated postal history. ASAP, please.

Fools and Knaves -- Some thoughts on prices.

Tom Clarke

INTRODUCTION for 5/90 These comments are a cry of distress amid a few darkening clouds this writer sees on the horizon. If we all begin to conscientiously discriminate between dealers worthy of the name and those others, the threatening clouds will roll away. Let him know what your thoughts are, along with any recent experiences you have had pro or con.

POWER IS IN THE PURCHASE

We do our best to guesstimate values for our collectibles, and we have them roughly set for us when we pay the prices asked when purchasing needed covers. We sometimes wonder why covers can bring what seem to be excessive figures, and we question just where the intrinsic basis is for all the prices we see.

Well, prices have to be set by US, by what WE are willing to pay for things. Sometimes the truly well-heeled among us lose track of the value of a dollar and more readily give in to shysters who make exorbitant demands. Such buyers do so from sheer ignorance, or because they have little time or energy with which to argue, or through the chicanery of a handful of dealers. When making their too-costly purchases, they unwittingly inflate those and other covers to heights that more plebeian, though no less ardent and capable, collectors cannot reach. And certain dealers chuckle all the way to the Savings and Loan. Would that everyone were a wise consumer of postal history so as to help maintain a rational price median among all dealers, driving out those who are less than scrupulous.

And there may be, among those higher spenders, sadly, a devilish realization that by paying excessively, they place a barrier between themselves and their potential exhibition competition. After all, a collector (here, read: NON-postal historian!) can assure himself of high level awards by presenting material utterly out of reach of most by allowing the dollar level to climb. Of course, judges who are com-

placent to allow price (as opposed to historical VALUE) sway their judgment only aid and abet such philatelic "crime." If you're not part of the solution, you're part of the problem, right?

SHYSTER, SCHMYSTER

Recently several fixed price lists have surfaced whose figures would be laughable if they weren't seriously demanded. One handsome, expensively printed, full-color list offers, among truly classic gems, some examples of commonish late-19th century advertising covers, admittedly pristine, for about \$100-\$400 apiece. But equally exhibition-quality, fine and pristine condition covers can easily be had from standard "expensive" bourse dealers for \$20 to \$30 apiece. The gems naturally are priced by our dealer far beyond the resources of 99% of postal historian/collectors. It has always been, and rightly, so for such classic, near unique, cream puffs. Whether the prices asked are exorbitant for that stratospheric category, this writer is not fit to comment. But is our dealer wrong to ask for the sun and the moon for common material too? Some would say, if he can find a buyer foolish enough....

A more preposterous example of near-philatelic fraud was a xeroxed listing of primarily machine cancels which was received, among which were several rare Pittsburgh shields at about \$500--plausible enough. But dozens and dozens of the items offered alongside these were utterly common origin and backstamps -- priced in the \$60 to \$125 range and MORE! Would you believe an American machine cancel D-2 (1), third class use (similar to Figure 2), for \$90? First came disbelief and mild shock. MAYBE, if you divided by 6 to 10....

Then came disgust. Such cancels are (and they were offered as cancels, mostly on plain covers, not as, pristine multicolored ad covers, with cancels) routinely seen and routinely priced at \$5 to \$10 for lovely examples at bourses everywhere. Machine club auctions serve them up according to "point values" which equate to a few dollars to the low



FIG 1: Five similar American machine backstamps, Stations A-E, for \$25—outrageous! Purchasers must refuse such gouging!

two figures. You can find these too on ANY dealers tables for the similar bargain basement prices.

The real insult was to see a group of five received-backstamps offered for the politely round sum of \$25! Now, most any collectors can afford that BUT ARE THEY WORTH IT? Outlandish! Such backstamps are universally to be had at 50 cents to a dollar each, at any bourse table that offers "bargain" covers or "junque" boxes. Whoever purchases them surrenders to this dealer free rein to perpetuate such foolishness, to the degree that eventually collectors may come to accept those inflated figures as standard! Sadly, we both know someone sits today glowing with pride at the "cheap" purchase of those five ringers. Is it sufficient to hear the dealer's reply: Caveat emptor?

WHO'S REALLY RESPONSIBLE?

Do collectors have an ethical responsibility to call these dealers on their "errors"? Absolutely. By word and certainly by not buying. Vote with your feet: keep away from their tables; and with your pen: keep away from their order sheets!

Do the more rational, friendly dealers, also fall for these ridiculous price tags and adjust their inventory upward as a matter of course? Or do they recognize the folly for what it is, label such a dealer the ubiquitous "entrepreneur" --who's gone far out on a limb-- and keep their prices where they were? I suppose we will know in maybe six months or so!

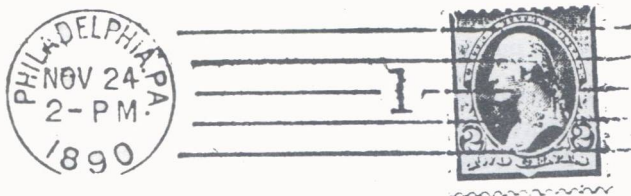


FIG 2: A not-too-common cancel (about 9 month's use), but a decent respect for the opinions of mankind would suggest would suggest that \$90 was a hilarious misprint, till you realize the man is in earnest.

What do we want -- and deserve? Our country has just about priced itself out of the housing market --and we have all been a part of that too. Will we see the day when postal history material is fit only for delivery to Belvedere mansions? Or at such a rate, will there come the inevitable postal history bust, as some predict for the over-priced housing market? At least a home fulfills a function, regardless of cost --hobbies are the first to go in a crunch. Will we need to leverage our covers, or buy covers on margin when push comes to shove? Pay prime rate plus 2 points over 2 years just to secure that elusive rate usage for the Big Show? Or might our collections just belly-up, only to serve us as wall-covering for that cosy little bungalow? Wouldn't be the first time!

Just who are these dealers' buyers? If these dealers prey only on the aged and infirm, those who cannot get out to shows to see the true value of things, then it is utter, legal fraud. But more like gypsy driveway "re-paving" schemes where, in exchange for the little old lady's life savings, they give a coat of tar. But our dealer friends are even worse. They don't scatter to the winds, they stay and stay, and insult us each time we receive their mailings. They must see themselves as Robber Hood, removing from the rich (read: anyone who wishes to trade green paper for envelopes) that which they want for them\$elve\$?

In most cases, it is the ordinary buyer who is hoodwinked, the same folks who have over the years fallen for time-share condos, "free" credit cards, etc. And it is the buyer who really should be blamed. (And it is this realization that allows the unscrupulous to sleep soundly). We all are busy people, we have families, cars, gardens, pets, clients, whatever. At 8 PM when browsing the price list we see an item listed, and even if it is only peripherally needed, we are probably going to jump for it at whatever the asking price. We just don't have time to wait for a better offer. We're tired, we're lazy, we're maybe even a little greedy too. Sad.

A collector says to him or herself, well, I do need the item, and just this once I'll splurge: he or she feeds the fire. In the instance of the "machine" dealer, if only 150 or so souls, "give in just this once," for just one item each, the dealer will have sold out his entire offering and made, perhaps \$20,000 for items which had a value of \$3000 at the very most. (And from which he paid maybe \$1500.) He has Fleeced the flock! Never mind that gracious return privileges that are offered. Nowadays, very little merchandise is returned regardless of the source or product. Such con men play the averages and make out like the bandits they are.

A LITTLE DOOM IN OUR FUTURE?

Are such fixed price lists the wave of the future, disallowing the basic marketplace of interested individuals at auction to set price levels in the time-honored way?

Are the extravagant PH buyers the same Far Easterners (or Americans who covet their means?) who pay \$82 million

for a Van Gogh, remembering that the painting a few years back only cost \$39 million! Do we pay such prices not stopping to imagine that we are being assaulted, but on the assumption that covers so costly just have to increase in price? Remember, that's just how Millken and Boesky came to be the fiddlers, and how lots got burned.

Also recall that Van Gogh bidding war was between only TWO individuals. Does this tell us that the market for paintings is truly sky-high, or that it was a mere aberration which snagged two true believers in art beauty? Have WE as a society begun to slip into that same fool's paradise of the 1920's when price was no object and "meaningfulness" was replaced by "having?"

Without more thought, introspection, and discrimination, and the ability to say "no" to crass dealer demands and speculation, surely postal history collecting and research will nudge over the lip of the abyss. "Price" and "pristine" will then replace "value" and "function." Think of all the postal history (read: true historical investigation) that would be ignored, forgotten, lost!

How many exhibited collections (read: questionable postal history) today rely on swagger and pizzazz showpieces (bought from shady dealers) rather than competent history and completeness? Material possession and one-upsmanship, and other superficial values, are readily be seem in much of late-20th century life, but we do not have to accept them in a field that purports to be based on academic (ideas) standards rather than showmanship (things).

Perhaps the exhibited collection of the future will receive credits not only for "only know specimen" or "very rare usage" but also for "highest price paid" and "most colorful ever seen?" Will "hobby" have been overtaken finally by "competition?" Has "avocation" lost out to "aberration?" Has the "rational purchaser" given way to "let it all hang out?"

As collectors we are the final arbiters. Will we, patrician and plebeian postal historian alike, be able to control our own ignorance/need/greed sufficiently enough to withstand an onslaught of price tag self-destruction? Many times we are our own worst enemy.

Simply PERFECT

by Bob McKain

"Dear Tom,

"Thought I would have some fun and see if I can draw any more info out of our dear readers. An article like this might elicit more response from the general collector.... Response to the Doanes was very favorable....

"If I do get a response, I could run a different postmark type in every other issue and see what we get. On the other hand it could die on the vine!!! There are an awful lot of people out there sitting on a goldmine of information who will not write an article even if you built a fire under them. So if we can get the bits and pieces from them, maybe we can do the journalism part. What say you?"

Response: Go for it! Maybe we can excite collectors from our other states to try their luck with their favorite cancels and towns.

The response from the *La Posta* readership to my article on Pennsylvania Doanes has been phenomenal. It reinforces my belief that almost all our readers collect some little bit of postal history and when we put our input together we really can get a handle on a topic; in this case a type of postmark.

In the research done on Doane cancels I was privileged to hear from postcard collectors, discontinued post office (DPO) collectors, Doane cancel collectors, and county postmark collectors among others. This collective effort has led to a current listing of over 1000 towns. This is the kind of result to be achieved when we all take a little bit of time to share our collection with other collectors.

I have had for some time the desire (whether it is practical or not) to see in print a compendium of postmark types used in Pennsylvania. To that extent I am continuing to ask all *La Posta* readers to help by going through your collections and send me reports and photocopies of their postmarks.

I will use the research information I have available to start the base for each type of canceler and, with the reader's help, build from there. When these data bases become fairly complete we can put them into a final monograph form.

As I discovered in my article, "Pittsburgh Stampless Markings," in the *Pennsylvania Postal Historian* (#96, 97, 98: March, May, July 1989), careful verification indicated several discrepancies that had been perpetuated previously in print. I feel that through careful research and verification, we can come up with a fairly accurate listing of all Pennsylvania postmarks.

MAINE NARROW GAUGE R.P.O. CANCELS WANTED

Albion & Wiscasset R.P.O. (1895-1933)
 Palermo & Wiscasset R.P.O. (1895-1896)
 Waterville & Wiscasset R.P.O. (1902-1909)
 Harrison & Bridgton Jct. R.P.O. (1900-1917)
 Farmington & Rangeley R.P.O. (1892-1903)
 Kingfield & Farmington R.P.O. (1903-1913)
 Phillips & Farmington R.P.O. (1913-1917)

BRUCE L. COREY 108 MARILYN AVE.
 WESTBROOK, ME 04092

It is imperative that we document the small towns as well as the large cities. After all, there is a lot of postal history out there that doesn't involve the major cities like Pittsburgh or Philadelphia. So, what do you say? Will you help me out, or is this just one collector's pipe dream. Feel free to write me with any suggestions, even if you don't have any data to contribute for that particular cancel type.

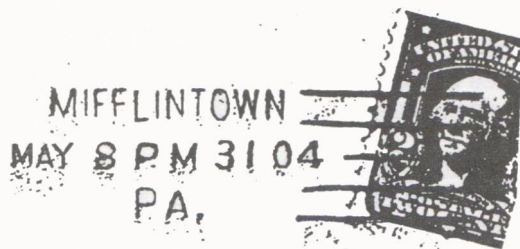


FIG 1A: An enlarged copy of a Perfection handstamp doing its job at Mifflintown, Juniata Co., PA, on May 8, 1904.

The subject of this article will be the postmarks applied by a mechanical handstamper simply known as PERFECTION mechanical handstamps. Not much is known about this type of machine other than it was supplied to several small towns and was used from about 1900 until about 1920. Reported uses in Pennsylvania occur between 1901 and 1911. PERFECTION handstamps have been identified as four distinct types, and all four are reported as being used in Pennsylvania. These four types are:

WATERLOO
JUN 20 12 M
IND.

Type 1 - canceler consists of five horizontal rows of dotted lines

ROCHESTER
MAY 6 3 PM 02
MICH.

Type 2 - canceler consists of five horizontal rows of solid lines

HOMER
OCT 6 14 5 PM
N.Y.

Type 3 - canceler consists of five vertical rows of solid lines

HOMER, N.Y.
REC'D. 7 AM
OCT 20 2061

Type R - is a three line dater receiving mark including REC'D on the second line and no killer lines.

Type 1 Type 2 Type 3 Type R

The last compilation of PERFECTION postmarks that I am aware of appeared in *Machine Cancel Forum* in 1981. The Pennsylvania portion of it is reprinted here as our starting point.

PENNA. TOWN	(County)	TYPE	YEARS REPORTED										
			1901	02	03	04	05	06	07	08	09	10	11
ASHLAND	(Schuylkill)	1	X	X	X			X	X	X	X		
		R						X	X				
EMPORIUM	(Cambria)	1		X	X				X	X	X	X	X
		3			X		X				X		
		R							X				
ETNA	(Allegheny)	1	X										
MIFFLINTOWN	(Juniata)	2			X	X							
		R	X	X	X	X	X						
PLYMOUTH	(Luzerne)	1			X	X	X	X	X	X			
		2				X	X		X	X			
ROCHESTER	(Beaver)	1	X		X	X							
		3		X									
SHARPSBURG	(Allegheny)	1			X								
STATE COLLEGE	(Center)	R						X					

To date I personally have only been able to verify the following dates. I would appreciate your updates containing the Town, Type, Month, Day, Year, and Time. As you can appreciate these cancels are not common and the REC'D cancel should be the hardest to come by. I look forward to your comments and can be reached at 2337 Giant Oaks Drive, Pittsburgh, PA., 15241.

ASHLAND, PA.
 RECD. 830PM
 AUG 4 1906

Fig. 5. Ashland - Type R - August 4, 1906, 8:30PM

MIFFLINTOWN _____
 MAY 8 PM 31 04 _____
 PA. _____

Fig. 6. Mifflintown - Type 2 - May 31, 1904, 8PM

STATE COLLEGE, PA.
 REC'D. 930AM
 OCT 26 1905

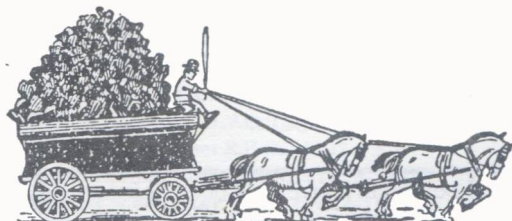
Fig. 7. State College - Type R - October 26, 1905, 9:30AM

References:

Grossman, Maurice, "Perfection Mechanical Hand-stamps," in *Machine Cancel Forum*, Issue 56 (December 1978), p583.

Grossman, M and Washington, T., "Perfection Update Listing," in *Machine Cancel Forum*, Issue 90 (October 1981), p1272-1280.

Hanmer, R.F., *A Collectors Guide to US Machine Postmarks 1871-1925 With Examples of Later Types*, 3rd Ed., David G Phillips Publ Co, North Miami FL, 1989, p137.



LA POSTA

MONOGRAPH SERIES

The Monograph Series, now entering its third year, is an effort by LA POSTA PUBLICATIONS to bring specialized works of postal history into print, which -- because of their limited commercial appeal -- might otherwise never be published.

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POSTAL HISTORY RESEARCH

By WILLIAM F. RAPP

Do you as a student of postal history have, or want, a research project which will add to your knowledge of postal history? Many who call themselves postal historians are, by their own definition: "accumulators of covers."

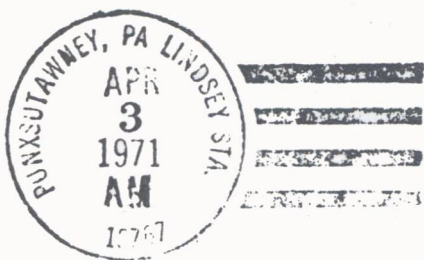
When asked why they just accumulate covers, they give two standard answers:

- 1) "I just like to collect," or
- 2) "I don't know how to do postal history research."

There is nothing wrong with the first answer, because we all enjoy collecting. With answer number two, we can understand, because the word "research" is a very mystical term to many. The word simply means to study or to examine and to bring the facts into a logical order.

Now that we've taken the bug-a-boo out of the word research, what can you, as an average student of postal history do for a beginning project? Here are two projects which are good introductions to the vast area of postal history. Although these projects are easy, they will take time; you will have to write letters and visit some libraries or historical societies.

Project 1: The history of the post office in the community where you live; for example, Punxsutawney, Jefferson County, PA.



According to a recent *Directory of Post Offices*, Punxsutawney has two CPO's and one Station. By checking the 1908 *US Official Postal Guide* you learn that in 1908 it had only one station: Lindsey. Kay and Smith's *Pennsylvania Postal History* (1976) tells us that the Punxsutawney Post Of-

fice was established Feb 28, 1826, and that C.R. Barclay was the first postmaster.

You now have the basic facts about the post office. Where do you go from here? Let's make a list of things you now need to do to develop a history of the Punxsutawney Post Office:

- 1) Visit the local library and local historical society and determine what material they have on hand about the post office.
- 2) Write to the National Archives and ask for a list of postmasters.
- 3) Find the location of the early post offices, the years they were at each location, and, if possible, photographs of former post offices.
- 4) Find out as much as possible about former postmasters.
- 5) were there branches and stations? Where were they and in what years did they operate?
- 6) When was city carrier service started?
- 7) What Railway Post Office routes served the post office? Did they have Highway Post Office service?
- 8) were there Rural Free Delivery routes originating at the post office?
- 9) When were canceling machines installed?
- 10) were there any major events affecting the post office such as fires, robberies, etc.?

Now that you know some of the things to look for, where do you find them? Here are a few:

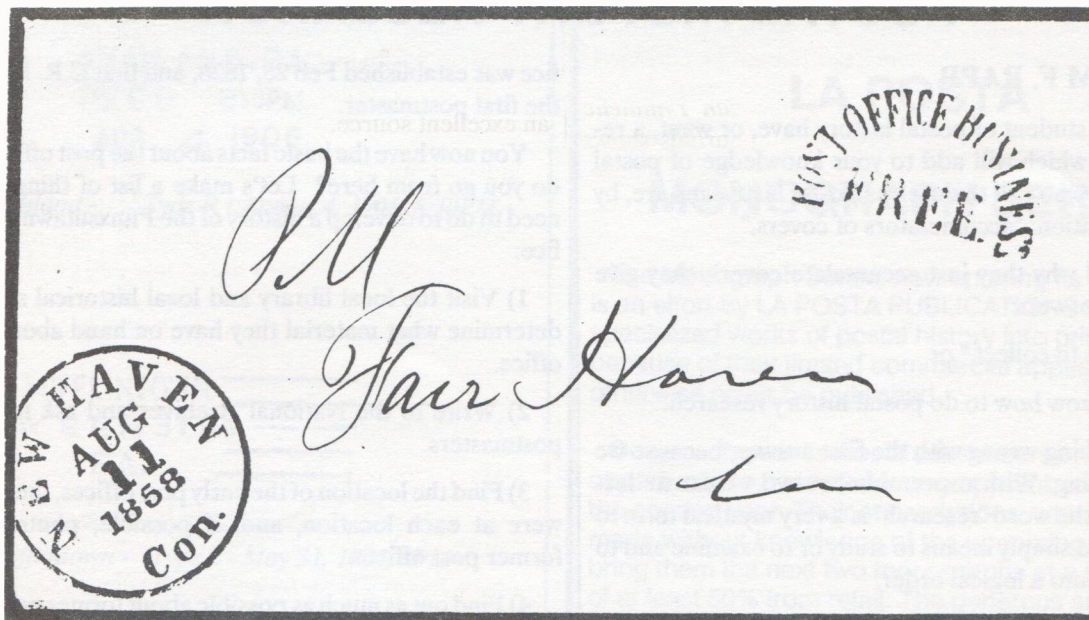
1) Libraries - public, local college, historical society. With the nationwide inter-library loan system, plus copy machines, one can utilize libraries throughout the country by going to our local library. Even the highly specialized American Philatelic Society library is available to all via the inter-library loan system. As a member of the APRL, you may borrow books directly from them. But for the material you need, our library can obtain a photocopy via the system. There may be a small fee for this service.

2) The post office - many local post offices have records on their operation over the years. Don't be afraid to discuss your project with the local postmaster.

3) Local newspapers - Many times you can find information on establishment of new branches or stations, construction of new postal buildings, information on postmasters, etc.

4) Interview old employees. Their memories may not always be correct, but they can possibly give us information worth checking for details.

Bill Rapp was a contributor to *La Posta* in its early days, and published of the late, interesting, *Postal History-USA*, wherein this first appeared, between May 1981 and Sep 1982. It is rewritten here with permission and slightly amended to reflect continuity, and the interests of the Northeast Section.



Project 2: the postal history of a specific county, for example, suppose you wanted to study the postal history of New Haven County, Connecticut.

In 1958 there were 43 post offices, branches, etc.; however, in 1907 there were 88! You would use the same process in developing a postal history of New Haven County as you would for Punxsutawney. It will take more time and it might be difficult to obtain postmarks from every post office and branch, but it would be interesting.

Projects 1 and 2 are good examples of needed postal history research projects. It is surprising how little we know about postal history on the local level. Remember the longer one puts off a postal history project, the more difficult it becomes. If the postal historian of today would work up the current postal history of his hometown or the county in which he lives, think how much easier it will be for the postal history student in the year 2050!

(One thought...if you believe it would be difficult to write a postal history of the community in which we live, think about the problems of writing, say, the pre-1800 postal history of Delaware!)

REFERENCES

Here are some selected references which are of help in a postal history project.

-GENERAL

1) Felt, Thomas E. *Researching, Writing, and Publishing Local History*. American Association for State and Local History. Nashville TN. nd.

Parker, Donald D. *Local History - How to Gather It, Write It, and Publish It*. Social Science Research Council. NYC. 1944.

3) Rogers, Alan. *Approaches to Local History*. Longman. NYC. 1977.

-PHILATELIC

One of the difficult problems facing postal history students is trying to find out what has been published. There has been a lot of postal history material published in the last 50 years; much of it is very difficult to find as it was published in local philatelic journals which are no longer available.

Unfortunately in the discipline of philately, and especially postal history, there are no comprehensive indexes as are found in the field of biology, chemistry or engineering, etc. But there are a number of sources which one can turn to for help. Several of the major philatelic societies have established libraries. In the United States there are two major resources: The Collectors Club of New York and the American Philatelic Society's American Philatelic Research Library, State College PA. The Western Philatelic Library, located in the Sunnyvale Public Library, Sunnyvale CA, is an additional rapidly growing West Coast library.

Other philatelic societies are in the process of building libraries, but the APRL and Collectors Club library are the only ones with full time staffs. The Collectors Club has published a catalog of their libraries holdings (1) and they can tell you if they have a book or books in the area of your interest. The APRL is not completely catalogued at this time, but they have a sufficiently large staff to photocopy data which may help you.

If you need Canadian information, the National Library of Canada has published *Canadian Philately, Bibliography*

and Index, 1864-1973 (2). This work will lead you into the vast Canadian literature. The material itself though will have to be obtained from one of the philatelic libraries mentioned.

In 1978, Chet Smith published *American Philatelic Periodicals* (3). This catalog of American journals shows that over the years there have been publications on almost every phase of philately. Unfortunately the vast bulk of this literature has not been indexed and it is anybody's guess just what may have been printed. In 1971, the Collector's Club published the *Cumulative Index to Volumes 1-50, 1922-1971, of their Collectors Club Philatelist* (4).

The US Cancellation Club has published an index to their publications. This index is especially helpful if you are looking for data on cancellations (5).

The American Philatelist and the late *SPA Journal* have published a lot of postal history material. Unfortunately there are only yearly, no cumulative, indexes to these. However if any data has been published in the *AP* (or most any other periodical), the American Philatelic Research Library, Box 800, State College PA 16801, will be able to give references for your research project. Remember this library does not have a large staff so make your questions brief and specific.

The *Philatelic Literature Review* (6) is the publication of the APRL; it lists bibliographies on various subjects. These bibliographies as a rule are very complete.

At least two British journals either publish lists of philatelic publications or have cumulative indexes. The National Philatelic Society (London) in their quarterly journal, *Stamp Lover*, have published an "Index to Current Philatelic Literature." This index is very good as it covers the majority of philatelic journals large and small throughout the world. Unfortunately this excellent journal is not widely known in the United States. (7) The Royal Philatelic Society of London has published a cumulative index to the *London Philatelist*, Volumes 1-77 (8).

Other very useful journals include *The Postal History Journal*, published by the Postal History Society, NYC, covers worldwide postal history, and for twenty years *La Posta*, initially devoted to the West, has published a large amount of postal history research. Indexes of its both of these journals have been produced.

All of the above journals are general postal history publications since they cover such large areas. Much basic data will be found in their pages.

-INDIVIDUAL STATES

Another source of postal history data is the publications of state historical societies. These are, again, series of journals for which there are no cumulative indexes. The majority of these journals publish only a yearly index. However, most state societies maintain a card index of what they have published. For example, if you are doing research on New

Jersey postal history, a letter to the NJ State Historical Society will bring you the information on what they may have printed on postal history. If you are interested in early pre-railroad postal routes, state historical publications are often an excellent source.

Since about 1970 a number of state postal history organizations have been formed and all of these are publishing a journal or newsletter. It is difficult to keep up to date on these state organizations as they come and go. For the Northeast Section, most states have their respective society and publish quarterly or bi-monthly bulletins or journals:

--Connecticut - none

--Maine - none

--Massachusetts - Massachusetts Postal Research Society (1975), c/o Robert S. Borden, Ed, Box 202, North Abington MA 02351 (*The Massachusetts Spy*).

--New Jersey - New Jersey Postal History Society (1972), 144 Hamilton Ave, Clifton NJ 07011 (*NJPH*).

--New Hampshire - The New Hampshire Postal History Society (1988), c/o Durward Mommsen, Secy, Box 1532, Dover NH 03820 (*Granite Posts*).

--New York - The Empire State Postal History Society (1967), Box 5475, Albany NY 12205 (*Bulletin*).

--Pennsylvania - Pennsylvania Postal History Society (1974), c/o John Kay, Secy, 329 Milne Street, Phila PA 19144 (*Pennsylvania Postal Historian*).

--Rhode Island - Rhode Island Postal History Society (--), c/o Donald McKenna, 125 Poplar Dr, Cranston RI 02920 (*RI Postal History Journal*).

--Vermont - Vermont Philatelic Society (1956), c/o Dr Paul Abajian, Secy-Treas, 10-C Oak Terrace, Colchester VT 05446 (*The Vermont Philatelist*).

-NON-PHILATELIC

From time to time important postal history articles appear in various state history journals. Therefore, if you are doing research on New Jersey, you should check *New Jersey History*, published by the New Jersey Historical Society. Most state journals are well indexed.

Sooner or later you will have to visit a large reference library. The reference librarian will be able to guide you to directories or catalogs of historical journals and also be able to tell you what libraries may have the ones you need to consult. The major problem will be to determine if a specific journal contains the information for which you are searching. Consult the yearly indexes.

Some of the major historical journals are abstracted and a search of these will help greatly. Every state has at least one good reference library so you will not have to travel too far from home. Since your time at such a library will be limited, don't attempt to read the article you find in detail.

Spend your time looking for useful information. Copy what you locate it and take it home for study.

Remember that research is of little use unless others are made aware of it. When you have completed your work, write to a journal and ask if they would like to publish it. Every postal history publication would be more than eager to have contributions both great and small.

NOTES

1) *Philately: A Catalog of the Collectors Club Library: Author, Subject, Title, and Periodical.* NYC. 1974

2) Morin, Cimon. *Canadian Philately, Bibliography and Index 1864-1973.* Canadian Govt Publ Center. Hull, Quebec. 1979.

3) Smith, Jr, Chester M. *American Philatelic Periodicals.* APRL. State College. 1978.

4) The Collectors Club *Philatelist Cumulative Index, Volumes 1-50, 1922-71.* The Collectors Club Inc. NYC. 1972.

5) Smith, C and Hahn, J. *The Cancellation Index.* US Cancellation Club. Bonsall CA. 1973.

6) *Philatelic Literature Review.* APRL. State College PA. (quarterly)

7) *Stamp Lover*, Journal of the National Philatelic Society. London Intl Stamp Center. London. (monthly)

8) Strang, A. M. *Cumulative Index to the London Philatelist, Volumes 1-77.* The Royal Philatelic Society. London.

WANTED NEVADA - CALIF RPO CANCELS
\$10.00 to \$25 Paid Need Many More
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Amedee & Reno Reno & Columbia
Goldfield & LA Reno & Susanville
Goldfield & Stagg Reno & Westwood
Hazen & Susanville Sparks & Tonapah
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AUCTION #3
CLOSES: 15 Jul 1990

ALASKA:

1. SITKA, 1912 VF ON PPC. E:10

ARIZONA:

2. GRAND CAN(YON), 1906 G (TYPE 3) "11" W/2nd 1 MISSING. E:5
3. DOS CABEZAS, J.M.RIGGS, P.M., 1882 F CANCEL ON COVER. E:145

COLORADO:

4. TENNESSEE PASS, 1939 BOLD CANCEL ON A PPC. E:6
5. HAWTHORNE, 1908 F CANCEL ON A PPC. E:10
6. ARROW, 1908 VF CANCEL ON A PPC. E:20

MONTANA:

7. ALHAMBRA, 1910 A BOLD CANCEL ON A PPC. E:10
8. DENNIS, 1912 A FAINT CANCEL ON A PC. E:10
9. STILLWATER, 1879 A VF MS CANCEL ON COVER SENT
TO WASHINGTON DC AND FORWARDED WITH A STAMP ADDED. E:65

NEW MEXICO:

10. COOKS, (1898) (TYPE 1) VF USED AS A RECEIVE MARK
ON THE BACK OF A COVER. E:40
11. PINOS ALTOS, 1892 (TYPE 4) F USED AS A RECEIVE MARK
ON THE BACK OF A COVER. E:40
12. NOGAL, 1889 (TYPE 2) G ON COVER, SOME LETTERS DOUBLED. E:20
13. RIVERSIDE, 1909 (TYPE 1) BOLD, AS RECEIVE MARK ON A PC. E:40
14. LOGAN, 1910 (TYPE 3) A FAINT CANCEL ON A RC WITH A BOLD
LOGAN REGISTERED CANCEL W/PART OF "GIS" IS CUT OFF. E:25
15. TUCUMCARI, 1909 (TYPE 3) ON A REGISTERED US GC WITH
TUCUMCARI REGISTERED (TYPE 5) CANCELS ON THE COVER. E:40
16. AVIS, 1911 (VERY FAINT) (UNLISTED TYPE) USED ON A PC. E:40
17. HOLLENE, 1910 (NO STAMP) (TYPE 1) ON A PPC. E:10
18. DEMING, CODY BRANCH, 1918 (DPO) VF ON COVER. E:15

OREGON:

19. BROADACRES, 1914 A BOLD CANCEL ON COVER. E:15
20. DENIO, 1912 A VF CANCEL ON A PPC. E:8
21. DIXONVILLE, 1931 A VF CANCEL ON A GC. E:6
22. FREEWATER, 1909 A F CANCEL ON A GC (letters doubled). E:10
23. FORT STEVENS, 1918 A G CANCEL ON A COVER. E:20
24. MAY(ER), 1915 A G CANCEL ON A PPC. E:10
25. PILOTROCK, 1907 A F DOANE ON A PPC ("1" IS WEAK). E:10
26. WAUNA, 1929 A VF ON A COVER. E:10

TEXAS:

27. CAMP HOOD, 1945 BOLD MACHINE CANCEL ON GPC. E:5
28. COLORADO, 1890 VF CANCEL ON A BCC. E:15
29. VAN HORN, 1891 VF ON COVER (EL PASO CO. AT THIS TIME). E:5
30. PECOS, (1891) VF RECEIVED MARK TO CANCEL A BCC. E:5
31. LEVITA, 1912 F CANCEL ON A PC (DPO). E:10
32. ABILENE, 1890 F CANCEL ON A BCC. E:5
WASHINGTON:
33. WINSLOW, 1906 A VF CANCEL ON A PC. E:10
34. WANZANITA, 1926 G ON A PC (TWO LETTERS WEAK). E:5
35. LATONA, 1899 A F CANCEL ON A CC (ONE LETTER WEAK). E:20

GC-BAVITT MEDICAL CO. COVER MARKS ALL OVER. BCC-BANK CORNER CARD.
CC-CORNER CARD. GPC-GOVERNMENT POSTCARD. PPC-PICTURE POSTCARD.
PC-POSTCARD. USUAL RULES, AND BIDDER PAYS POSTAGE & INSURANCE.



Fred Robichaud



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1. ARIZONA. Prescott. 1891. F strike on 2c PSE w/cc est. 10-15
2. Registered/Apr 25. 1899/Tuscon A.T. F on rev. of 10c Columbian entire fr. S.F. Cat. \$40 est. 40-50
3. COLORADO. Bonanza. 1883. VG w/printed cc DPO est. 25-30
4. DAKOTA TERR.. Battle Creek. D.T. 1887 F mss on pse. Very nice small DPO (1879-1888) est. 75-100
5. IDAHO. Ketchum. 1886. G+ cds on 3c green pse w/2c verm. & 1c blue BN added. Nice 3 color combo. cover worn est. 10-15
6. MONTANA. Butte City. 1881. VF w/star killer on UX7 est. 10-15
7. NEVADA. Gold Hill. 1864. VG cds cover tears. worn est. 50-60
8. NEVADA. 15 diff. Doanes. most on ppc. includes Berlin. Hazen. Unionville. Olinhouse. Skelton. Silverpeak. Bauvard. Amos (cover) est. 125-150
9. Las Vegas. 1948 Color Illustrated Coca-cola cover. very fine. toned est. 50-75
10. NEVADA DPO's Hobson. 1907 VF 4-bar on rrc est. 25-30
11. Rebel Creek. 1908 f ppc w/Missent mrkng est. 15-20
12. Tecoma. 1916 F 4-bar on ppc scarce town est. 50-75
13. Wonder. 1916. VF 4-bar on ppc nice est. 30-40
14. Wabuska 1913 VG (lite) on gpc est. 20-30
15. Lot of 8 cards. incl. Birch. Gold Creek. Oreana Arthur. Wonder est. 75-100
16. Lot of 3 covers. Stewart. Currie. Carson City flag cancel est. 10-15

17. UTAH POSTMARK COLLECTION

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ALABAMA

1. MONTGOMERY, ALA./VETERANS HOSP. RUR. ST(A).1949, F 4-bar PPC(hosp.), E\$5

ALASKA

2. METLAKATLA, 1909, VF Doane 2/1, VG PPC(native church) some mnr def. E\$15

3. TANANA, 1953, F-VF 4-bar on VF airmail cvr w/ C.A.A./Tanana r.a. E\$5

ARIZONA

4. HAMMOTH, 1928, VF 4-bar on VF cvr w/illus cc logo, s.t.u. E\$10

5. PANTANO, 1937, G+ it purple 4-bar on F-VF phil.(?) cvr, '80/'52 E\$15

6. SENTINEL, 1939, VF 4-bar on VF cml cvr, '80-'60 E\$7

CALIFORNIA

7. CLEARWATER, 1917, F 4-bar on F greetings PPC, '88-'48 E\$6

8. MILLS COLLEGE, 1908, G-VG 4-bar (o/s m.c.), VF PPC(coll. view) '88-'36 E\$6

9. MOOSA, 1906, F cds (o/s f.c.) w/ targeton F UX18, '81-'12 E\$30

10. OAKLEY, 1907(?), VG-F Doane 3/4 on F PPC, s.t.u. E\$6

11. SAN BERNARDINO, 1881 pen docket, F U113(uneven R), VF cds w/ waffle E\$25

12. SAN LUIS OBISPO, 1884 pen docket, F U228(slt trim R), F cds w/partial shield E\$20

13. SANTA CRUZ, 1896, dupl. w/ partial ellipse, some soiling/trim R, cc E\$3

14. SANTA CRUZ, 1886(?), yr. date fm b/s, F cds w/ring killer, VF U278 exc. slt trim R, SF transit and Newark, O. b/s (latter octag.) E\$22

15. SONORA, 1912, use to JACKSONVILLE(Tool. '51-'18) via CHINESE CAMP, addr. to "Supt Clio Mine" E\$12

16. WYNOLA, 1906, F cds (o/s f.c.) w/ cork on F UX18, '89-'13 E\$30

17. Unused U164, F-VF, attract. illus. farm scene + MENDOCINO COUNTY/AGRICULTURAL ASSOCIATION cc w/printed address to MILLITTSVILLE etc. Nice item E\$25

COLORADO

18. BROOKVALE, 1909, yr. date fm mess., VG Doane 3/1(off card), F PPC '76/'42 E\$7

19. NUNN, 1909, Doane 3/1 as fwded receiving mk, o/s by other mks, s.t.u. E\$4

20. ORDWAY, 1917, VF dupl. w/ ovate on VF RP Main Street scene, s.t.u. E\$15

21. PUEBLO, Prob. Terr., VF-Bold black cds w/cork on F U83(slt trim R) E\$40

22. WOLF CREEK, 1913, F-VF 4-bar on VF greetings PPC. E\$50

CONNECTICUT

23. PLAINVILLE, 1906, yr. date fm mess., G dupl. w/ ovate on VF RP PPC E\$5

FLORIDA

24. ST. AUGUSTINE, 1905, VF-XF "full-impression" Doremus m.c. on VF scenic PPC E\$5

GEORGIA

25. ATLANTA, 1906, PNC of Confederate Soldiers Home/Georgia; used to Cripple Creek w/ m.c. receiving mk E\$5

HAWAII

26. VOLCANO HOUSE ("HOUSE" unclear), 1905, G-G+ dupl. on scenic PPC (rded cor.) E\$12

ILLINOIS

27. DEWEY, Type 2FA R.F.D. (year unclear), F scenic PPC E\$12

IOWA

28. ARCHER, 1909, F 4-bar on F embossed greetings PPC, s.t.u. E\$5

KANSAS

29. IDANA, 1913, F purple 4-bar (off top) on F greetings PPC, s.t.u. E\$5

30. PHIL SHEHDAN, U.S., black cds w/ target, mailed to "Taos, New Mexico" (no b/s), mnr ink stains, slt soiling, reduced a bit w/ L, pen computations front & back

but very presentable, suggest photocopy, 1860-1871 (cf. La Posta 15/4 p.42) E\$?

KENTUCKY

31. QUALITY, 1945, VF 4-bar on F cml cvr, s.t.u. E\$4

LOUISIANA

32. ZIMMERMAN, 1943, VF 4-bar on VF scenic PPC, E\$5

MAINE

33. WELCHVILLE, 1918, F-VF 4-bar on VF scenic PPC, E\$5

MARYLAND

34. LONG, 1937, F 4-bar on F scenic PPC, E\$5

MASSACHUSETTS

35. GREENWICH VILLAGE, 1911, F 4-bar on F greetings PPC, E\$6

MICHIGAN

36. BERVILLE, 1910, F purple Doane 3/3 on F greetings PPC, E\$6

MINNESOTA

37. WILTON, Type 11 ms R.F.D. on VF greetings PPC, s.t.u. E\$10

MISSOURI

38. GREENTOP, 1907, Type 11 ms R.F.D. on VF scenic PPC, s.t.u. E\$8

NEW YORK

39. OWEGO, 1869, docket on reverse, F true-green cds and X-roads cork on slt def. Sc. 94, local use, E\$60

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THANK YOU

Robert G. Munshower
Editor

The Main Line of Public Works

The State of Pennsylvania and the Pennsylvania RR Philadelphia to Pittsburgh

by
Edward T. Harvey

The Allegheny Portage Railroad

A vital link in the Main Line of Public Works was the Allegheny Portage Railroad, which was the system's means of carrying its shipments over the Allegheny Mountains. The description which follows was taken from information furnished by Solomon W. Roberts, who was one of the principal assistant engineers who assisted in the construction of the railway:

"The Portage Road, over the Allegheny Mountains, was during all the time it remained in operation, one of the wonders of America. It consisted of eleven levels or grade lines and ten inclined planes. The ascent from Johnstown to the summit was 1,171 1/2 feet in a distance of 26 1/2 miles, and the descent from the summit to Holidaysburg was 1,399 feet in a distance of ten miles (a total length of 36 miles). The planes were numbered eastward, the one at Johnstown being number one, and that nearest Holidaysburg number ten. The length and rise of the planes were as follows:

- No. 1 1607 feet long, 150 feet rise.
- No. 2 1760 feet long, 132 feet rise.
- No. 3 1480 feet long, 130 feet rise.
- No. 4 2195 feet long, 187 feet rise.
- No. 5 2628 feet long, 201 feet rise.
- SUMMIT LEVEL
- No. 6 2713 feet long, 266 feet rise.
- No. 7 2655 feet long, 260 feet rise.
- No. 8 3116 feet long, 307 feet rise.
- No. 9 2720 feet long, 189 feet rise.
- No. 10 2295 feet long, 180 feet rise.

The cars were passed over these planes by

means of wire ropes attached to stationary engines, and it is a notable fact that, during the twenty years the road was used no serious accidents ever occurred upon it. Boats used on the Canal for carrying through freight were built in sections, which sections were placed upon trucks and carried over the railroad."

The summit of the railroad was not at the top of the mountain, but 200 feet below. At this point, a tunnel was bored through to the other side, the tunnel itself being about one mile long. Between inclines where the grade permitted, horses pulled the cars along to the next plane.

LEECH & CO.'S
Emigrant Line to Pittsburgh,
Via Rail Roads and Canal.




The above line is now in operation. The cars leave the corner of Broad and Cherry streets every afternoon at 6 o'clock, and go by Rail Road to Columbia, at which place passengers take the boats on the canal next morning.

By this line passengers can take all their extra baggage through with them, and a stove is provided on each boat for cooking.

For passage, apply at the office, No. 15 Chesnut street, between Front and Second, or at the Warehouse, north west corner of Broad and Cherry streets.

GEORGE W. HARRIS.

ap 20

Philadelphia to Pittsburgh
1835-1845

During this decade, during the first operation of the Main Line of Public Works, much had transpired. The movement of settlers to the western territories continued and

increased. The trading importance of the West likewise increased and communication and transportation with these areas became vitally important to those on the eastern coast.

In Pennsylvania, the Works had improved over the previous way of carrying freight and railroads were built to carry passengers part of the way to Pittsburgh. However, stage coach was still required to complete the journey. To the north, the Erie Canal had proven to be a great success in tying together the port of New York with the Great Lakes and the Northwest. To the south, the Baltimore & Ohio Railroad continued to extend its line through Maryland.

Steam locomotives were no longer a curiosity, nor were railroads any longer considered experimental. The locomotives were rapidly being improved, and had become more powerful and faster. The railroads were being built in the more populated centers of many of the Eastern states. In the West, steamboats were a regular sight on both the Ohio and Mississippi Rivers, from Pittsburgh to New Orleans carrying supplies, passengers and mail to the communities along those two rivers.

A CARD.

James Reeside & Co.'s Good Intent and Pilot Lines

FROM PHILADELPHIA TO WHEELING,
Via Philadelphia, Baltimore and Ohio Rail Roads, and
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The best in the Union—Traveling time 60 hours. Passengers take the coaches at Fredericktown, and every attention paid by

the proprietors to accommodate the passengers in the best order, arrangements having been made with the different Railroad Companies for the conveyance of passengers.

Splendid post coaches and teams not surpassed by any in the Union, are on these Lines.

Arrangements have been made with the Ohio Steamboat Lines, so that they will leave Wheeling on the arrival of the above lines, for New Orleans and the intermediate ports. For seats, apply at the office, No. 2 south Culvert street, Baltimore.

J. REESIDE & SONS, Wheeling

SHRIVER & BEALL, Cumberland.

HUTCHINSON, WEAST & CO., Baltimore.

Feb 10

As the decade drew to a close, with all these developments, it became apparent that the Main Line of Public Works, the great achievement that it was, had proven inadequate to the needs of the state. Pennsylvania and the port city of Philadelphia were not able to secure the amounts of trade that should have been theirs. There were several reasons for this. As the speed of rail movement increased, the slower movement made

by canal became more obvious. The necessity of having to use the incline planes over the mountains slowed traffic even more. To make matters worse, movement by canal had to be closed the first week in December to the first week of April, a period of almost four months, when ice began to form.

The Main Line of Works was a burden on the state treasury, operating at a loss with the annual deficits being made up by the state. Businessmen, as well as state authorities, were in agreement that a rail connection with Pittsburgh was needed. Of course, those with vested interests in the canal were opposed.

The Baltimore & Ohio Railroad, with its line at Cumberland, MD was ready to extend its tracks to Pittsburgh, thereby connecting the port of Baltimore and the Ohio River at Pittsburgh. It had once been given legislative authority from the state to so extend its line, but had failed to act within the time allowed and those rights had expired. The railroad was now, in 1846, asking

Eight o'clock A. M. Change of time to Wilmington--Morning Line.



On and after Monday, July 8th, a train of cars for Wilmington will leave the depot, No 368 Market street, below Eleventh, daily, except Sundays, at 8 o'clock, A. M., stopping at Lazaretto, Chester, Marcus Hook, Naaman's Creek, and Quarryville.

Returning, will leave Wilmington at half past 4 P. M.

Fare to Wilmington, 50 cents.

Do Chester, 25 "

July 6

WM. L. ASHMEAD, Agent.

the State Legislature to restore its right to extend its line into Pennsylvania. Many of the legislators from southwestern counties of Pennsylvania, which would benefit from a railroad through their section, supported the Baltimore & Ohio. Then, too, the company had a proven record of over 15 years of success in the construction and operation of a railroad. Opposed to the request of the Baltimore & Ohio Railroad were those interests that believed that the line to Pittsburgh should be an all-Pennsylvania Railroad.

The Pennsylvania Railroad

In opposition to the Baltimore & Ohio Railroad were the interests which wanted an all-Pennsylvania railroad to Pittsburgh, and these interests were seeking a charter for the

Pennsylvania Railroad Co. to operate a railroad from Harrisburg to Pittsburgh. Such a road would almost connect Philadelphia and Pittsburgh as there was a line in operation from Harrisburg to a point just west of Lancaster. Permission from the state for this road to connect with the Philadelphia & Columbia Railroad would then close the gap. This connection was finally made in 1850.

The Pennsylvania Legislature then passed two Acts. One gave the desired authority for the Baltimore & Ohio Railroad to cross the state of Pennsylvania. However, this Act would become null and void if the terms of the second Act, which chartered the Pennsylvania Railroad, were then met. Among the conditions were subscriptions of capital stock of \$3 million. Within a year, with ten percent having been paid in, contracting for 30 or more miles of road by July 30th, 1847 and by that same date, stockholders must have paid in at least \$1 million the Act, which created the Pennsylvania Railroad was signed by Governor Francis Rawn Shunk on April 13th, 1846. The company met all the conditions imposed and the Act for the construction of the Baltimore & Ohio Railroad was nullified.

The Pennsylvania Railroad wasted no time in getting started and began construction as soon as capital became available. It started the Eastern Division at the station of the Harrisburgh, Portsmouth, Mt. Joy & Lancaster Railroad and built toward Altoona, the terminus planned for that division. By so doing, traffic could move from this connection on the line as it was finished generating income. By 1851, it had reached Altoona six miles north of Holidaysburg,

Pennsylvania. With the approval of the state, it then connected with the Allegheny Portage Railroad a mile above Holidaysburg, where its cars were taken over the incline plane to Johnstown, completing an all-rail route of 279 miles to Philadelphia.

It was in 1851 that the railroad had to defend itself against a court action which sought to confine the company to the handling of traffic between Harrisburg and Pittsburgh. This action, brought by a combination of freight forwarders who had been dependent on the canal system, was dismissed by the Supreme Court of Pennsylvania. One of the interesting facts found in the President's report on this action is the report by the toll collector at Johnstown that during March, April and May, 1851, a total of 7,889 passengers had used the Allegheny Portage Railroad. It must have been a thrilling ride, up the five incline planes on one side of the mountain and down five on the other side.

In the meantime, the Western Division, which had been building a single track line from Pittsburgh had also been busy. On December 10, 1852, this line made a connection with the railroad over the mountains and an all-rail line was now established between Philadelphia and Pittsburgh. It was the first such line to Pittsburgh from a point on the Atlantic seaboard. However, the state-owned Allegheny Portage Railroad and its inclined planes was still a part of this system. By an Act of March 3rd, 1853, the Pennsylvania Railroad was given permission to run its cars over the tracks of the Philadelphia & Columbia Railroad. To accommodate passengers, the railroad opened a station at 11th & Market Streets on May 20th,



1854. Travelers could then board cars at that point, the cars being drawn by horses to West Philadelphia, where the locomotives were attached. As early as 1851 the railroad had established a depot and had appointed an agent in Philadelphia, but then, in 1855, opened a large freight station at 13th & Market Streets. It was said to be the largest such station in the country at the time.

The center section of the railroad, the Mountain Division, was the last to be completed. First, because of the lack of funds and second, because there was an alternate route. With the other two sections in operation, work was accelerated on the mountain crossing. It would run from Altoona, over the mountain, to the stone viaduct that crossed the Conemaugh River. The crossing was to be made at an elevation of 2,158 feet above sea level, on a maximum grade of 84 1/2 feet per mile on the straight and 75 feet per mile on the curves for 12 1/2 miles and, finally, with a tunnel 3,570 feet long through the crest of the mountain. On February 15th, 1854, this section of the road was completed. This now meant that the Allegheny Portage Railroad and its inclined planes need no longer be used.

The Pennsylvania Railroad had completed its line from Harrisburg to Pittsburgh and an all-rail standard gauge railway system now connected Philadelphia and Pittsburgh. It was the consummation of a dream but was just a beginning for the Pennsylvania Railroad. It

would grow and develop into the transportation giant of the East. It was, though, the end for the Main Line of Public Works of Pennsylvania. Unable to compete, the whole system was sold to the new railroad. The Portage Railroad was then dismantled and the western portion of the canal closed in 1901. The Philadelphia & Columbia Railroad then became an important part of the Pennsylvania Railroad.

Notes on Railroads in Philadelphia

Some background information may make it easier to understand the various details of railroad operations in Philadelphia. The main lines serving the city were, at the time of the Civil War, the Pennsylvania Railroad, with its station at 30th & Market Streets, the Philadelphia, Wilmington & Baltimore Railroad, with a station at Broad & Prime Streets, and the Philadelphia & Reading Railroad, which maintained its station at Broad & Callowhill Streets. All of these stations were outside the original city limits of Philadelphia. Since 1854, when the state of Pennsylvania consolidated all municipalities within the county into a single city, they had been nominally within the city.

The railroad stations had been located outside the city limits for a good reason. The first generation of locomotives had been travelling, wood-burning tinder boxes which belched smoke and flame. They were a hazard and a nuisance to those who lived along the right-of-way. But,



PENNA. R. R. PASSENGER STATION - 11th & MARKET STS., PHILADELPHIA

fires were set and the railroad was sued. The plaintiffs generally lost. Early court decisions held that the railroads had paid for their privileges and that the authorities that had granted them the right to operate had been well aware of the hazards attendant upon railroad operation and that the railroad was liable only if it or its employees could be shown to have been negligent.

AFTERNOON LINE TO BALTIMORE.
Leaves Dock Street Wharf at half past 2 o'clock, P.M.



THE Steamboat CARROLL, Captain A. W. Smith, of the Citizens' Union Line, via. Newcastle and Frenchtown, will, on and after June 20th, take the place of the steamboat Ohio, for a few weeks—leaving Dock Street Wharf daily, at half past 2 o'clock, P. M., Sundays excepted.

Passengers from New York, arriving at Philadelphia by half past 2 o'clock, will reach Baltimore the same evening, affording a delightful evening trip down the Chesapeake Bay.

The usual attention for which this Line has been noted will be given to the public, and no pains or expense spared for their comfort or convenience.

No Dinners provided on board the boat.

All baggage at the risk of its owner. Freight received and despatched daily.

J. B. PECK, Agent.
No. 1 Dock street wharf

While the state granted a right to operate a railroad, the local authorities asserted their right to regulate modes of operation. Some cities, such as Philadelphia, banned the entry of locomotives altogether. Even the roads that used animal power were strictly regulated for speeds as low as 3 miles an hour, as well as bells on the animals and brakes on the vehicles. Many roads were required to maintain the streets that were used by their companies. For the Pennsylvania and the Philadelphia, Wilmington & Baltimore Railroads, a downtown location was very important with both maintaining a passenger station on Market Street. The Pennsylvania Railroad also had a freight station at 13th & Market Streets until 1874.

At the downtown rail stations, passengers boarded the cars which, at departure time, were drawn by horses or mules to the stations outside of the city limits where the animals would be removed and the steam engines attached for the rest of the journey. The Philadelphia & Reading Railroad station was located at Callowhill Street, just a block above Vine Street, the northern boundary of the original city, and was close enough without additional facilities. After the Civil War, spur lines were constructed, joining

two or more railroads so that passengers could travel through the city without leaving their cars, then transferring to another railroad via omnibus or some other means.

There was a fourth railroad, smaller than the others, but in many ways, just as important since it was the means of getting to New York City. This was the Philadelphia & Trenton Railroad, with its main station in Kensington, which was between Norris and Berks Streets, near Front Street. It also had a steamboat landing at Tacony, which was on the Delaware River and had a spur line leading to the main track. The Kensington Station was reached from Philadelphia by omnibus. By the time of the Civil War, this line had come under the control of those interests which controlled the Delaware and Raritan Canal, and the Camden & Amboy Railroad and its subsidiaries in south New Jersey. The Camden & Amboy Railroad had depots in Camden and Bordentown, New Jersey. The two depots by a ferry or steamboat from Philadelphia. The railroad also maintained with the Philadelphia & Trenton Railroad a joint facility on the Philadelphia side of the Delaware River.

In addition, in 1868 there was the North Pennsylvania Railroad, an independent line between Philadelphia and Bethlehem,

Freights to Pittsburg--Bingham's Line.

The subscribers inform the merchants and shippers of Philadelphia, and western markets, that they, via the Pennsylvania Canal Road and Canal.

Their boats and cars are in superior order, and every facility is offered, and goods delivered in as good order and as short time as any other line.

Jy 15-11f BINGHAM & BROTHERS,
276 Market street.

Pennsylvania. Maps of the period show its depot as being located in the vicinity of 12th Street and Fairmount Avenue. Later maps show a junction with the Reading Railroad as it may have been merged with the Philadelphia & Reading about 1880.

Another aspect of railroad operation in Philadelphia is the fact that when a spur or extension was built, a new railroad would be formed complete with a charter, officers and the extra bookkeeping. Why not just add on to the existing railroad which owned it in any event? The answer is that this would mean amending the railroad's original charter as well as its right to operate. Few railroads would be so daring as to

risk their original charter to the gentle mercies of the State Legislature. Many railroads had paid dearly for their charters when they were being organized and did not want to have to pay over again. Then, too, charters had been granted in earlier times which had had provisions which were unlikely to again be granted. If a new town was to be served with a 10 mile branch, it was much safer to just organize a new railroad, appoint officers from among its employees and apply for a new charter. Political pressures from the areas which were to be served usually helped to smooth the way for such requests.

Even before the start of the Civil War, it had become evident that connecting the several railroads which served Philadelphia would not only be in the public interest but would serve the interests of the railroads as well. The first of these types of connections was made by the Junction Railroad.

The Junction Railroad

Under a charter secured from the Pennsylvania Legislature in 1860, the Pennsylvania Railroad Company, jointly with the Philadelphia, Wilmington & Baltimore Railroad Company and the Philadelphia & Reading Railroad Company, organized the Junction Railroad Company, the object of which was to connect these three railroads by a line along the west bank of the Schuylkill River in Philadelphia. The new road was to extend from a connection with the Philadelphia & Reading Railroad near Peter's Island to the junction with the Philadelphia, Wilmington & Baltimore Railroad at Gray's Ferry, and intersect the Pennsylvania Railroad near the bridge over the Schuylkill River in Fairmount Park. By this means an interchange of traffic between the three railroads could be effected without passing through the congested sections of the city. The Pennsylvania Railroad subscribed to its proportionate share of the capital stock of the Junction Railroad Company and agreed to guarantee, with the other owning companies, the principal and interest of that company's bonds issued for construction purposes. The northern section from Peter's Island (Belmont) to 35th Street was completed and placed into operation on November 23rd, 1863, and the southern portion from the Market Street Tunnel to Gray's Ferry

was opened for traffic on July 1, 1866. According to the 1868 report of the railroad it was 4.62 miles in length. Later, the stock owned by the other two railroads was purchased by the Pennsylvania Railroad and, later still, in 1908, the Pennsylvania absorbed the Junction Railroad and operated it as a part of its lines.

The date of opening of the final section of the Junction Railroad, July 1st, 1866, is of interest. It has been stated by authoritative sources that, until the Connecting Railway was completed in June, 1867, from Mantua Junction in West Philadelphia to Frankford, PA, it was not possible to run direct through service from Washington, D.C. to New York (via Jersey City) and it is intimated that such service started in July, 1867. Of course, there was no Frankford, PA in 1867, as it was then a part of the city of Philadelphia. The connection made was called Frankford Junction because it was near Frankford and it was made near the Frankford Pike, also called Frankford Road, the present Frankford Avenue. The intersection was actually made south of Frankford Creek which was the boundary for Frankford and the section in which it was made, Aramingo, better known then than now. Aramingo had been a borough for only a short time, 1850 to 1854, when it, too, was absorbed into the city.

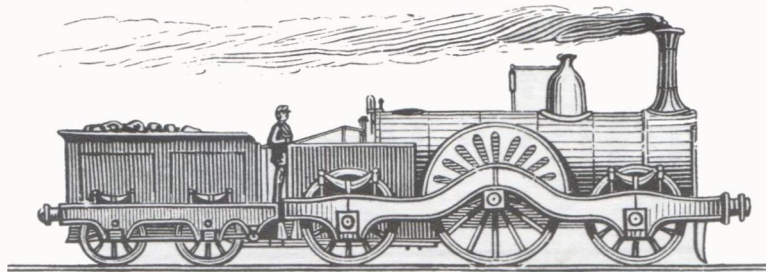
My sources indicate that only freight service started on the Connecting Railway in July, 1867 - passenger service was delayed until October, 1867. But there is the question. Was it possible, perhaps not economical, but possible, to have service from Washington, D.C. get to Jersey City before the Connecting Railway was built? Once the Junction Railroad was built and opened July 1, 1866, trains of the Philadelphia, Wilmington & Baltimore Railroad could, in Philadelphia, switch to the tracks of the Philadelphia & Reading, travel to Allentown, PA and, using the lines of the Central Railroad of New Jersey to Jersey City. Actually, at this time, the Pennsylvania Railroad was using the Allentown route for its trains between New York and the West, taking the Central Railroad tracks to Allentown, then on the Reading to Harrisburg, PA, where the trains entered its own lines.

It is doubtful that the Philadelphia, Wilmington & Baltimore Railroad used the Allentown route for mail or passengers. It was circuitous for one thing and, for another, a

shorter route via the Connecting Railway and the Philadelphia & Trenton Railroad for travel to New York was nearing completion. It is possible that some benefit would result from routing freight via Allentown since unloading and reloading at Philadelphia would have been eliminated. For Pennsylvania Railroad trains between New York and the West, the Allentown route was shorter than the new direct route via the Philadelphia & Trenton and they continued using it for some years after the more direct route was opened. Eventually, after the Pennsylvania Railroad had acquired control of the Philadelphia & Trenton and its parent, the Camden & Amboy, they stopped using the

Allentown route and brought their trains between New York and the West into their West Philadelphia station.

The city and county had been consolidated since 1854 and the spur lines the Philadelphia railroads were beginning to construct were now within the city limits. It is noteworthy that the first few, at least, carefully skirted the original limits of Philadelphia. It may well be that the ordinances forbidding steam engines in the city were still in effect, at least for the old city. It was 1881 before the Pennsylvania, and 1893 before the Reading, brought trains into center city.



COVERS AT PUBLIC AUCTION

Since "going public", I'm offering much more than just War Covers -- though there are still plenty of those to be found in my sales. Recent offerings have included interesting air mail usages, individual- and multi-cover lots of machine cancels, some noteworthy postal stationery, mint and used, stampless and advertising covers.

My emphasis is on worldwide 20th century, commercially used material, with the majority of the lots in the \$50 to \$200 range and aimed at collectors rather than at dealers, but you'll also find 19th century material and lots that should make a dealer happy.

My 6th and 7th public auctions are set for June 5 and October 12, in suburban Chicago. Catalog and P.R. are \$1.50 for each sale (mention *La Posta* and it's both sales for \$1.50).

Consignments for the October 12 auction (to be held at BEVPEX), can be taken through mid-July. My sales offer stamps and philatelic literature, as well as covers. Please write for a copy of my consignment terms and let me know what I can help you sell.

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(No. 89.)

JUNCTION.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Isaac Hinckly, president, and Charles E. Smith, treasurer, of the Junction railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*

CHARLES E. SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of November, 1868. }

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	180,250 00
Amount paid in as by last report.....	155,250 00
Total amount now paid in of capital stock.....	180,250 00
Funded debt, as per last report.....	800,000 00
Total amount now of funded debt.....	800,000 00
Total amount now of floating and funded debt....	800,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock.....	3,605
Par value of each share.....	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$698,450 48	\$698,450 48
Real estate.....	33,280 55	33,280 55
Land damages.....	139,239 15	140,739 15
Engineers and agencies	20,281 25	20,281 25
Total cost	<u>891,251 43</u>	<u>892,751 43</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Belmont to Gray's Ferry	4 $\frac{42}{100}$ miles.
Length of road laid	4 $\frac{42}{100}$ "
Length of double track of road	4 $\frac{42}{100}$ "
Length of sidings	4,477 feet.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	67 lbs.
Number of iron bridges	4
Number of railroads crossed: West Chester and Philadelphia railroad and Pennsylvania railroad.	
Number of tunnels, (total length in feet, 750,)	1
How is track laid, and on what foundation? Stone ballast, with white oak cross-ties.	

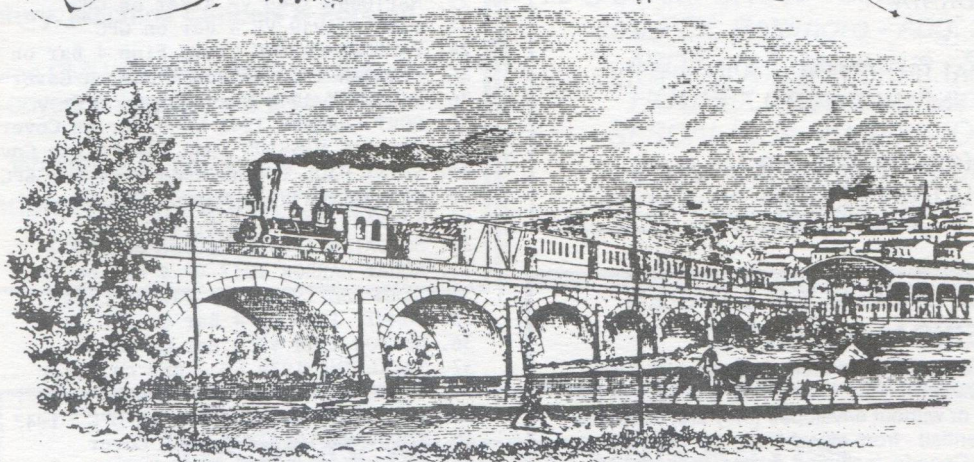
DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	3,952
Number of miles run by freight and coal trains...	8,784
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars	179,720
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,008,270
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour.)	12
Average rate of speed adopted by freight trains, including stops	8

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1867	14,200	June, 1868	8,880
December, 1867	16,860	July, 1868	13,660
January, 1868	16,860	August, 1868	8,120
February, 1868	15,560	September, 1868	16,180
March, 1868	18,680	October, 1868	14,180
April, 1868	17,540		
May, 1868	18,600	Total	179,720

ANNUAL REPORT
OF THE
Auditor General
OF THE
STATE OF PENNSYLVANIA



AND OF THE
TABULATIONS AND DEDUCTIONS FROM THE REPORTS
OF THE
RAIL ROAD, CANAL & TELEGRAPH
COMPANIES
FOR THE
YEAR 1868.

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ALASKA

ESTIMATES

1. ANCHOR POINT 1949 VF 4 Bar on GPC	5.00
2. ANNETTE 1947 VF 4 Bar on GPC	5.00
3. BOUNDARY 1940 VF 4 Bar Cover	15.00
4. CHUGIAK 1947 VF 4 Bar GPC	5.00
5. COOPER LANDING 1949 VF 4 Bar on Cover	15.00
6. CUTOFF 1947 VF 4 Bar on GPC	17.00
7. EEK 1949 VF 4 Bar on GPC	10.00
8. FORT RICHARDSON 1941 Cancel on Cover	11.00
9. FOX 1947 4 Bar on Cover VF T3	12.00
10. GALENA 1941 VF 4 Bar on Cover	10.00
11. HOOD BAY 1948 VF Cancels (2) Tpe 1 and T3	15.00
12. KAKO LANDING 1948 VF 4 Bar on GPC	17.00
13. KENNECOTT 1948 Fine 4 Bar on Cover	14.00
14. KLUKWAN 1940 Fine 4 Bar Cover	16.00
15. LEVELOCK 1940 Extra Fine 4 Bar on Cover	17.00
16. LAKEVIEW 1940 VF 4 Bar on Cover	22.00
17. MOOSE CREEK 1941 VF 4 Bar on Cover	30.00
18. MENTASTA LAKE 1947 VF 4 Bar on GPC	17.00
19. MOUNT EDGECUMBE 1947 VF 4 Bar GPC	15.00
20. MOUNTAIN VILLAGE 1939 VF 4 Bar on Cover	10.00
21. NOATAK 1940 VF 4 Bar on GPC	10.00
22. NAPTOWNE 1949 VF 4 Bar on GPC	12.00
23. NIKOLA 1949 VF 4 Bar on GPC	16.00
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25. PELICAN 1940 VF Red 4 Bar on Cover	12.00
26. PILE BAY 1948 VF 4 Bar on GPC	6.00
27. PORT GRAHAME 1941 VF 4 Bar on Cover	17.00
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30. SLANA 1948 VF 4 Bar on GPC	9.00
31. SPENARD 1949 4 Bar VF on GPC	12.00
32. SOLDATNA 1949 VF 4 Bar on GPC	6.00
33. SQUAW HARBOR 1947 VF 4 Bar on GPC	30.00
34. STAMPEDE 1940 VF 4 Bar on Cover	21.00
35. SUMMIT 1948 VF 4 Bar on GPC	17.00
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37. TALKEETNA 1939 VF 4 Bar on Cover	15.00
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59. ADAVEN 1941 Bar VF on Cover	12.00
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62. NIVLOCK 1940 4 Bar VF on Cover	40.00
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104. COLLEGE, 1945-1950, VG Ty 3 on cml. cvr. Net \$3.00
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107. COPPER CENTER, 1944, G Ty 4 on patr. cvr w/vert. crease. Net \$4.00
108. COPPER CENTER, 1949, Fine Ty 5 on cml. cvr. Net \$5.00
109. CORDOVA, 1908, G Ty 1 on PPC. Net \$6.00
110. CORDOVA, 1910-1918, G + Ty 3 on PPC. Net \$5.00
111. CORDOVA, 1928, 1930, G + Ty 6 on PPC. Net \$5.00

RICHARD W. HELBOCK NET PRICE ALASKA SALE (Cont.)

112. CORDOVA, 1940-46, G+ Ty 9 on cover. Net \$3.00
 113. CORDOVA, 1937, VG magenta Ty 10 on FFC (One day pm!) Net \$8.00
 114. CORDOVA, 1946-1955, VG Ty 11 on cml. cvr. Net \$2.00
 115. COUNCIL, 1936, VG purple Ty 6 on FFC. Net \$6.00
 116. COUNCIL, 1950, VG Ty 8 (w/date in mss.) on phil. cvr. Net \$5.00
 117. CRAIG, 1935, VG Ty 5 on FFC. Net \$8.00
 118. CRAIG, 1943, VG Ty 6 on CENSORED PPC. Net \$5.00
 119. CRAIG, 1944-1947, VG Ty 6 on cml. cvr. Net \$4.00
 120. CRAIG, 1949, VG Ty 8 on cml. cvr. Net \$5.00
 121. CRAIG, 1959 (Jan. 2), G+ Ty 10 on LD of TERR. GPC. Net \$4.00
 122. CRAIG, 1972, VG 4-bar w/ZIP on beautiful air anniv. cover. Net \$3.00
 123. CROOKED CREEK, 1959 (Apr 14), VG magenta Ty 1 on hand-painted cachet cvr. Net \$4.00
 124. CROOKED CREEK, 1939, VG Ty 2 on FFC. Net \$5.00
 125. CURRY, 1947-1950, VG Ty 3 on cml. cvr. Net \$4.00
 126. DEERING, 1930, VG Ty 4 on early Emerg. Flight cvr. Net \$8.00
 127. DEERING, 1953, poor Ty 4 on cml. cvr w/surf. wrinkles. Net \$2.00
 128. DEERING, 1936, VG Ty 5 on FFC. Net \$4.00
 129. DEERING, 1950, VG Ty 5 on phil. card. Net \$3.00
 130. DELTA JUNCTION, 1957, G+ Ty 1 on FDC. Net \$5.00
 131. DIAMOND, 1945, VG Ty 1 on toned phil. cvr. Net \$5.00
 132. DILLINGHAM, 1924, G Ty 1 on front. Net \$8.00
 133. DILLINGHAM, 1935-45, VG Ty 2 on phil. cover. Net \$4.00
 134. DILLINGHAM, 1945-51, VG Ty 2 on cml. cvr. Net \$5.00
 135. DILLINGHAM, 1955, VG Ty 5 on cml. cvr. Net \$6.00
 136. DOT LAKE, 1952, VG Ty 1 (FD) on FFC. Net \$12.00
 137. DOUGLAS, 1909-1914, VG Ty 7 on PPC. Net \$4.00
 138. DOUGLAS, 1942, G Ty 10 on cml. cvr w/sm. tear @ top. Net \$5.00
 139. DOUGLAS, 1945-1950, VG Ty 11 on cml. cvr. Net \$4.00
 140. DOUGLAS, 1952, VG Ty 13 on phil. card. Net \$3.00
 141. DUTCH HARBOR, 1941 (Sep 1) VG Ty 1 on cvr autogph. by US Nav. Air Sta. Cmdr. Net \$15.00
 142. EAGLE, 1902, VG Ty 1 on legal-size Pen. env. w/vert. creases; US Marshall's Office, Eagle City cc. & RAMPART b/s. Net \$15
 143. EAGLE, 1930, VG Type 5 on early phil. cvr. Net \$8.00
 144. EAGLE, 1933, VG Ty 5 on FFC. Net \$5.00
 145. EAGLE, 1948, VG Ty 7 on cml. cvr. Net \$6.00
 146. EAST ANCHORAGE, 1946-1950, VG Ty 1 on cml. cvr. Net \$6.00
 147. EDNA BAY, 1949-1951, VG Ty 2 on cml. cvr. Net \$6.00
 148. EEK, 1949, VG Ty 1 (FD) on phil. card. Net \$6.00
 149. EEK, 1950, VG Ty 3 on phil. cover. Net \$4.00
 150. EGEGIK, 1935, VG Ty 1 on FFC. Net \$7.50
 151. EGEGIK, 1948, G+ Ty 1 on cml. cvr. w/lt. toning. Net \$6.00
 152. EKWAK, 1939, VG Ty 1 on FFC. Net \$6.00
 153. EKWAK, 1944, VG Ty 1 on cml. cvr. w/Indian Field Service cc. Net \$8.00
 154. EKWAK, 1950-1955, VG Ty 1 on phil. cvr. Net \$4.00
 155. ELFIN COVE, 1947, G+ Ty 1 on cml. cvr. Net \$7.50
 156. ELFIN COVE, 1949, VG Ty 2 on cml. cvr. Net \$5.00
 157. ELIM, 1949, VG Ty 1 on phil. card. Net \$4.00
 158. ESKA, 1944-1949, G+ Ty 2 on cml. cvr. Net \$6.00
 159. ESKA, 1959 (Jan 2), VG Ty 2 on LD of TERR. cover. Net \$4.00
 160. FAIRBANKS, 1907, Fine Ty 5 (Home Made DOANE) on PPC. Net \$35.00
 161. FAIRBANKS, 1908, G Ty 8 [FLAG] (o'strk. by NOME FLAG) on PPC. Net \$5.00
 162. FAIRBANKS, 1911, VG Ty 11 [FLAG] on cvr w/Lodge cc; TOFTY b/s; missing LR cnr. Net \$25.00
 163. FAIRBANKS, 1925-1933, VG Ty 15 on PPC. Net \$3.00
 164. FAIRBANKS, 1939-1944, VG Ty 15 on patriotic cover. Net \$4.00
 165. FAIRBANKS, 1938, VG Ty 20 on FFC to Juneau. Net \$3.00
 166. FAIRBANKS, 1947-1949, VG Ty 24 on cover. Net \$2.00
 167. FAIRBANKS, 1951, VG Ty 27 on cml. cvr. Net \$2.00
 168. FAIRBANKS, 1955, VG Ty 28 on cml. cvr. Net \$2.00
 169. FAIRBANKS/CLEAR RUR. STA., 1960, G+ 4-bar on cml. cvr. Net \$12.00
 170. FAIRBANKS/LADD FIELD BR., 1950, VG Ty 1 on phil. cvr. Net \$7.50
 171. FAIRBANKS/NORTH POLE RUR.STA., 1954, Fine Ty 1 on FDC. Net \$10.00
 172. FALSE PASS, 1935, G+ magenta Ty 6 on cachet Father Hubbard cvr. Net \$5
 173. FALSE PASS, 1945-1946, G Ty 8 on cml. cvr. Net \$5.00
 174. FALSE PASS, 1948, VG Ty 9 ties 20-ct PREXIE & 5-ct AIR on REG. CVR. Net \$8.00
 175. FALSE PASS, 1949-1958, VG Ty 9 on cml. cvr. Net \$4.00
 176. FANSHAW, 1950, VG Ty 2 on cml. "Last Frontier" cachet cvr. Net \$8.00
 177. FLAT, 1920, G Ty 2 on PPC. Net \$17.50
 178. FLAT, 1936, VG Ty 4 on FFC. Net \$6.00
 179. FLAT, 1939, VG Ty 5 on cachet FFC. Net \$4.00
 180. FLAT, 1959 (Feb. 23), G+ Ty 8 on hand-painted cachet cover. Net \$3.00
 181. FLAT, 1961, readable Ty 8 ties 25-ct Liberty (x2) + 7-ct Air on cml. "Last Frontier" cvr w/TY 7 (x2) REGISTERED Backstamps. Vert. crease. Net \$8.00
 182. FLAT, 1975, G+ 4-bar w/ZIP on phil. cvr. Net \$3.00
 183. FORT WRANGLE, 1900, G+ Ty 11 on very early Mitchell Series ALASKA PPC. Net \$85.00
 184. FORT YUKON, 1931, about G ("T YU" off @ Top) Ty 3 on PPC. Net \$6.00
 185. FORT YUKON, 1933, VG Ty 3 on FFC. Net \$10.00
 186. FORT YUKON, 1934-1945, VG Ty 4 on phil. cvr. Net \$4.00
 187. FORT YUKON, 1945-1951, G+ Ty 4 on cml. cvr. Net \$6.00
 188. FORT YUKON, 1954, G+ Ty 4 on PPC w/"Land of Midnight Sun..." handstamp. Net \$4.00
 189. FORTUNA LEDGE, 1945, G+ Ty 3 on Route Cover w/back stamps of AKULURAK, HOLY CROSS & KWIGUK. Net \$8.00
 190. FORTUNA LEDGE, 1947, readable magenta Ty 3 on cml. cvr. Net \$4.00
 191. FORTUNA LEDGE, 1975, VG 4-bar on phil. cvr. Net \$3.00
 192. FOX, 1941, VG Ty 5 on cml. cvr w/repai red tear @ bottom. Net \$4.00
 193. FUNTER, 1929, light, readable Ty 2 on cvr w/letter. Net \$12.00
 194. FUNTER, 1948, Fine blue Ty 3 on legal-size cover w/vert crease @ left. Net \$5.00
 195. FUNTER, 1935, G+ Ty 4 on FFC. Net \$8.00
 196. GAKONA, 1934, VG Ty 2 on FFC. Net \$15.00
 197. GAKONA, 1959 (Jan 2), VG Ty 4 on LD of TERR. GPC. Net \$4.00
 198. GALENA, 1949, G+ Ty 2 on cml. cvr. Net \$5.00
 199. GAMBELL, 1947-1955, VG Ty 1 on cml. cover. Net \$5.00
 200. GAMBELL, 1961, G+ 4-bar on cachet cvr. Net \$3.00
 201. GIRDWOOD, 1948-1949, G Ty 2 on cml. cvr. Net \$4.00
 202. GIRDWOOD, 1959 (Jan 2), VG Ty 3 on LD of TERR. GPC. Net \$5.00
 203. GLENALLEN, 1950-1953, VG Ty 1 on cml. cvr. Net \$5.00
 204. GLENALLEN, 1959 (Oct 19), G Ty 1 on cml. cvr. Net \$3.00
 205. GODDARD, 1933, G+ Ty 1 on monarch-size cvr w/sm. tears @ top. Net \$8.00
 206. GOLOVIN, 1933, VG Ty 5 on phil. cvr. Net \$7.50
 207. GOLOVIN, 1949, G+ Ty 6 on phil. card. Net \$4.00
 208. GOODNEWS BAY, 1949-1950, VG Ty 2 on cml. cvr. Net \$5.00
 209. GOODNEWS BAY, 1961, VG 4-bar on phil. card (pm autogph.) Net \$3.00
 210. GULKANA, 1936, VG Ty 3 on FFC. Net \$6.00
 211. GUSTAVUS, 1948-1952, G+ Ty 3 on cml. cvr. Net \$4.00
 212. GUSTAVUS, 1959 (Jan 2), G+ magenta Ty 3 on LD of TERR. GPC. Net \$5.00
 213. HAINES, 1907, partial Ty 2 (latest) on GPC. Net \$12.00
 214. HAINES, 1909, VG Ty 3 on 2-ct red entire; a bit uneven @ rt. Net \$15.00
 215. HAINES, 1911, VG Ty 3 on PPC. Net \$10.00
 216. HAINES, 1912, G+ (overinked) Ty 5 on PPC. Net \$8.00
 217. HAINES, 1944-1949, VG Ty 11 on cml. cvr. Net \$4.00
 218. HAINES, 1949-1955, VG Ty 13 on cml. cvr. Net \$3.00
 219. HAINES, 1959 (Jan 2), VG Ty 13 on LD of TERR. GPC. Net \$4.00
 220. HALIBUT COVE, 1961, VG magenta 4-bar & DCDS on GPC (Rural sta.) Net \$5.00
 221. HAWK INLET, 1946, VG Ty 3 on cml. cvr. Net \$8.00
 222. HAWK INLET, 1947-1950, VG Ty 4 on cml. cvr. Net \$5.00
 223. HAYCOCK, 1940-1945, VG Ty 2 on phil. cvr. Net \$6.00
 224. HAYCOCK, 1950, Fine Ty 3 on cml. cvr. Net \$5.00
 225. HEALY FORK, 1944, VG Ty 3 on patriotic cvr. Net \$6.00
 226. HEALY FORK, 1945-1948, VG Ty 3 on cml. cvr. Net \$7.50

RICHARD W. HELBOCK NET PRICE ALASKA SALE (Cont.)

227. HOLIKACHUK, 1943-1944, VG magenta Ty 1 on phil. cvr. Net \$7.50
228. HOLIKACHUK, 1950, VG Ty 1 on phil. card. Net \$5.00
229. HOLIKACHUK, 1964, VG 4-bar on LDC. Net \$4.00
230. HOLY CROSS, 1936-1944, G+ Ty 3 on phil. cvr. Net \$6.00
231. HOLY CROSS, 1948-1949, G+ Ty 4 on cml. cvr. Net \$5.00
232. HOLY CROSS, 1951, G+ Ty 4 on phil. GPC. Net \$3.00
233. HOLY CROSS, 1959 (Apr 15), VG Ty 4 on hand-painted cachet cvr. Net \$4.00
234. HOMER, 1944, VG Ty 5 on patriotic cover. Net \$5.00
235. HOMER, 1945-1947, G+ Ty 5 on cml. cvr. Net \$6.00
236. HOMER, 1947-1951, G+ Ty 6 on cml. cvr. Net \$3.00
237. HOMER, 1949, G+ Ty 7 on cml. cvr. Net \$2.50
238. HOMER, 1955, VG Ty 8 on cml. cvr. Net \$2.00
239. HOMER, 1959 (Jan 2), VG Ty 8 on LD of TERR. GPC. Net \$3.00
240. HOOD BAY, 1948-1949, VG Ty 1 on cml. cvr. Net \$8.00
241. HOOD BAY, 1955, VG red Ty 3 on phil. cvr. Net \$6.00
242. HOONAH, 1923, G Ty 3 on cvr opened roughly in 2-ct red. Net \$6.00
243. HOONAH, 1943-1951, VG Ty 5 on cml. cvr. Net \$4.00
244. HOONAH, 1959 (Jan 2), VG Ty 5 on LD of TERR. GPC. Net \$5.00
245. HOOPER BAY, 1936, VG Ty 1 on FFC. Net \$7.50
246. HOOPER BAY, 1944-1947, G+ Ty 1 on cml. cvr. Net \$6.00
247. HOOPER BAY, 1959 (Jan 6), G Ty 1 on GPC. Net \$3.00
248. HOPE, 1948-1950, G+ Ty 6 on cml. cvr. Net \$4.00
249. HOPE, 1959 (Jan 2) VG Ty 6 on LD of TERR. GPC. Net \$5.00
250. HOT SPRINGS, 1936, G+ Ty 2 on FFC. Net \$8.00
251. HOT SPRINGS, 1947-1950, VG Ty 3 on cml. cvr. Net \$7.50
252. HOT SPRINGS, 1955, VG magenta Ty 4 on cml. cvr. Net \$7.50
253. HUGHES, 1959 (Jan 3), G+ Ty 2 on GPC. Net \$3.00
254. HUSLIA, 1955, G+ Ty 1 ties strip of 3 1-ct PREXIES on cml. cvr. Net \$5.00
255. HYDABURG, 1948-1951, G+ Ty 5 on cml. cvr. Net \$5.00

256. HYDER, 1938, VG Ty 3 on FFC. Net \$6.00
257. HYDER, 1944-1957, VG Ty 5 on cml. cvr. Net \$4.00
258. IDITAROD, 1916, G ("IDI" not strk.) Ty 4 on PPC. Net \$12.00
259. IGIUGIG, 1938, VG magenta Ty 1 on FFC. Net \$8.00
260. IGIUGIG, 1950-1954, G+ Ty 1 on phil. card. Net \$5.00
261. IGLOO, 1943, VG Ty 1 on phil. card. Net \$4.00
262. IGLOO, 1944-1947, VG Ty 1 on phil. cvr. Net \$5.00
263. IGLOO, 1950, VG Ty 1 on cml. cvr (scarce thus!) Net \$8.00
264. IKATAN, 1951, Fine Ty 1 on phil. cvr. Net \$7.50
265. ILIAMNA, 1936, VG magenta Ty 2 on FFC. Net \$7.50
266. ILIAMNA, 1950, VG Ty 3 on phil. card. Net \$4.00
267. ILIAMNA, 1959 (Jan 2), G+ Ty 4 on LD of TERR. GPC. Net \$5.00
268. IVANOF BAY, VG Ty 1 on FDC GPC. Net \$12.00

(TO BE CONTINUED)

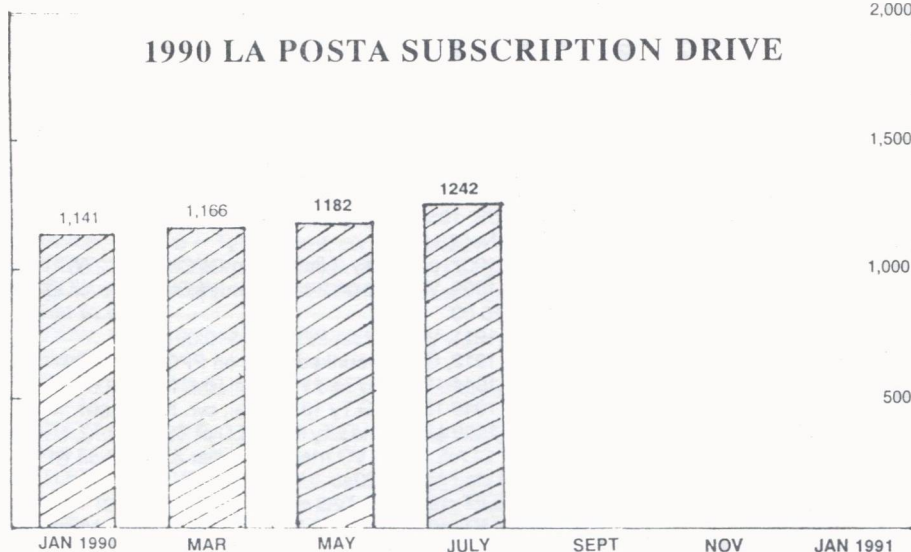
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THE 1990 LA POSTA SUBSCRIPTION DRIVE - JULY REPORT

We had a bit of a surge in subscriptions over the past two months, thanks in part to some increased recruiting activity on the part of several of you. The current total of 1,242 represents a net increase of just over 100 since the Drive began in January, and, while that number of new subscribers is nothing to sneeze at, the rate of increase is far below what is needed in order to reach 2,000 by year's end. Please give us a hand. Tell your friends about *La Posta*!

The recruitment race scoreboard for July looks like this:



Jim Johnson - 4;
 Jim Mehrer and Howard Ness - 3 each;
 Ken Schoolmeester, Steven Rod, Jose Rodriguez, and Oscar Marsh - 2 each; and Dave Ramstead, Melville Rodermand, Doug DeRoest, Monte Hensley, John Amberman, Bill McGreer, Andrew Goheen and Roland Ensz - one each. Thanks, gentlemen, personal endorsements are, by far, our best way of recruiting new subscribers.

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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]

TOWNS: FOR SALE

COMMEMORATIVE COVERS celebrating the Centennials of the establishment of the following Monterey County, California post offices - Big Sur, Carmel (Carmel Valley), Hames, Mansfield, Sur. Each has a short historical text and is postmarked on the Centennial Day. The discontinued P.O.s are postmarked at P.O. where mail service was moved to. Either 6 3/4 or 10 size available, each \$2. Also a Post Card honoring the Point Sur Lighthouse Centennial with a short historical text and canceled in Big Sur - \$2 each. Please add 50 cents per order. Howard P. Strohn, Box 383, Big Sur, CA 93920. [21-3]

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]

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

VERMONT COVERS, stampless to 1930, sent on approval. Ask for general sampling or specific towns. Donald Nash, 612 Tophill, Tyler, TX 75703 [21-4]

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]

CALIFORNIA - MONTEREY and San Benito Counties. Interested in all types of postal history. Send photocopies and price. Howard P. Strohn, Box 383, Big Sur, CA 93920 [22-2]

19TH CENTURY postmarks on postal cards or envelopes of the following towns: Columbus, AR; Columbus City, AL; Columbus, CO; Columbus, FL; Columbus, IL; Columbus, KS (1860-1867 only); Columbus, MI; Columbus, MT; Columbus, NJ; Columbus, NC; Columbus, MO; New Columbus, KY; Columbus, MN; Columbus, VA; New Columbus, PA -20th Century -Columbus, WV; Columbus Park, OH. Send xerox with price. Jim Doolin, 11252 Goodnight Ln., #600, Dallas, TX 75229 [22-1]

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. [22-2]

AD EXPIRATION DATE INDICATED AT END OF EACH AD, I.E., [21-3], MEANS AD WILL EXPIRE WITH THIS ISSUE

**AD DEADLINE FOR NEXT ISSUE:
AUGUST 1, 1990**

TOWNS: WANTED

GEORGIA - Stampless, manuscript towns, Confederates, ad covers wanted. Top prices for top condition. Quantities o.k. Send copies or covers with price. Ballard, Box 6963, Atlanta, GA 30315. [21-5]

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

IDAHO DOANE Cancells wanted from the following towns: Acequia, Bayview, Carson, Clawson, DeLamar, Delta, Ellis, Fletcher, Glengary, Heise, Herbert, Lago, Lookout, Leslie, Liberty, Midvale, Mount Idaho, Remington, Riverside, Roswell, Severance, Steele, Stricker, Thornton, Teton, Wapi and Westlake. Send photocopy with your price or for offer. Have Doanes from all states to trade. Lynn Langdon, 223 So. Broadway, Buhl, ID 83316. [21-3]

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

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

KENTUCKY POSTAL HISTORY wanted, stampless, RFD, Doanes, fancy cancels, machines. What have you? Louis Cohen, 200 S. 7th Street, #155, Louisville, KY 40202. [21-5]

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

LOUISIANA - WANTED Territorials, Stampless, Stamped to 1920's. Send photo and price. Erin R. Gunter, 8865 Syble Drive, Baton Rouge, LA 70814 [22-2]

MINNESOTA POSTAL History: Territory, pre-1900 envelopes, Patriotics, Ad covers and cards. Send photo and price to W. Kvale, 3801 Wooddale, Minneapolis, MN 55416 [22-1]

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]

TOWNS: WANTED

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

NEW YORK STATE Wanted - Livingston County, 1820's to 1907: Alger, B(rown)ersville, Canawaugus, Claytonville, East Hill, Groveland Centre, Groveland Hill, Holden, Kishawa, Kysorville, Leon, Nort Conesus, Piffardinia (iana), Portage, River Road, River Road Forks, Rosses, Sparta, Spotswood, Thompson's Landing, West Conesus, West Sparta, William's Place. Doug Penwell, Box 3525, Glendale, AZ 85311 [21-5]

IF IT'S NORTH CAROLINA it belongs in my collection. Especially want Charlotte items. Ship with best price. Tony Crumbley, P.O. Box 219, Newell, NC 28126 [21-4]

NORTH CAROLINA postal history wanted All small towns, DPOs, RFD's, Stampless, Doanes, CSA. Especially need New Bern, Edenton, Salem, Winston, and Winston-Salem. Ken Schoolmeester, P.O. Box 8465, Greensboro, NC 27419. [21-4]

NORTH DAKOTA: All Territorial and statehood cancels wanted for my collection. Send photocopies or on approval. Gary Anderson, 698 E. Hoyt Ave., St. Paul, MN 55106 [21-3]

OHIO STAMPLESS - Oberlin & Elyria with Oberlin College connections. Needed for college history. Fred Dickson, 640 Woodview Dr., Hockessin, DE 19707 [22-1]

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

SOUTH DALOTA: All Territorial and statehood cancels wanted for personal postal history collection. Dennis Goreham, 1539 East 4070 South, Salt Lake City, UT 84124. PH. (801) 277-5119. [22-2]

TOWNS: WANTED

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. [22-2]

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]

R.P.O.: WANTED

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]

R.P.O.: FOR SALE

COAST TO COAST coverage at reasonable prices. Send for free list of RPO's rated II or higher. Randy Stehle, 16 Iris Court, San Mateo, CA 94401 [21-5]

LITERATURE: FOR SALE

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]

NEW HAMPSHIRE Post Office Rarity Guide. Alphabetical listing, dates, remarks, rarity. Also listings chronologically by town. Over 100 illustrations. 125 pages, plastic protected soft cover. \$18 postpaid. Published 1990 by NHPHS, George H. Abbott, Secretary, 318 Central St., Hudson, NH 03051 [21-5]

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]

LITERATURE: FOR SALE

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]

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]

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 [21-5]

SEEKING: U.S. 9-cent Alamo stamp (Scott No. 1043) used on covers. Descriptions or photocopies to Jane Fohn, Route 2, Box 352, Leander, TX 78641 [22-1]

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 [22-1]

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]

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

FOREIGN: WANTED

CANADA AND NEWFOUNDLAND covers, postcards wanted. Looking for viewcards and postmarks: Towns, RPO's, Ships, Anything unusual, 1880- 1950. Jim Miller, Box 3005, Kamloops, B.C. CANADA V2C6B7 [21-5]

EVERY COLLECTOR of United States covers has an occasional foreign cover. If you have any unwanted foreign covers used prior to 1920, send them to me with your asking price. I'll buy what I can. Your postage paid if covers returned. Donald R. Nash, 612 Tophill, Tyler, TX 75703 [21-4]

SOUTH AMERICA, Mexico, Eastern Europe, Japan, China, Russia covers before 1930. What Have you? Roger Hornung, 2922 Lexham Road, Louisville, KY 40220. [22-2]

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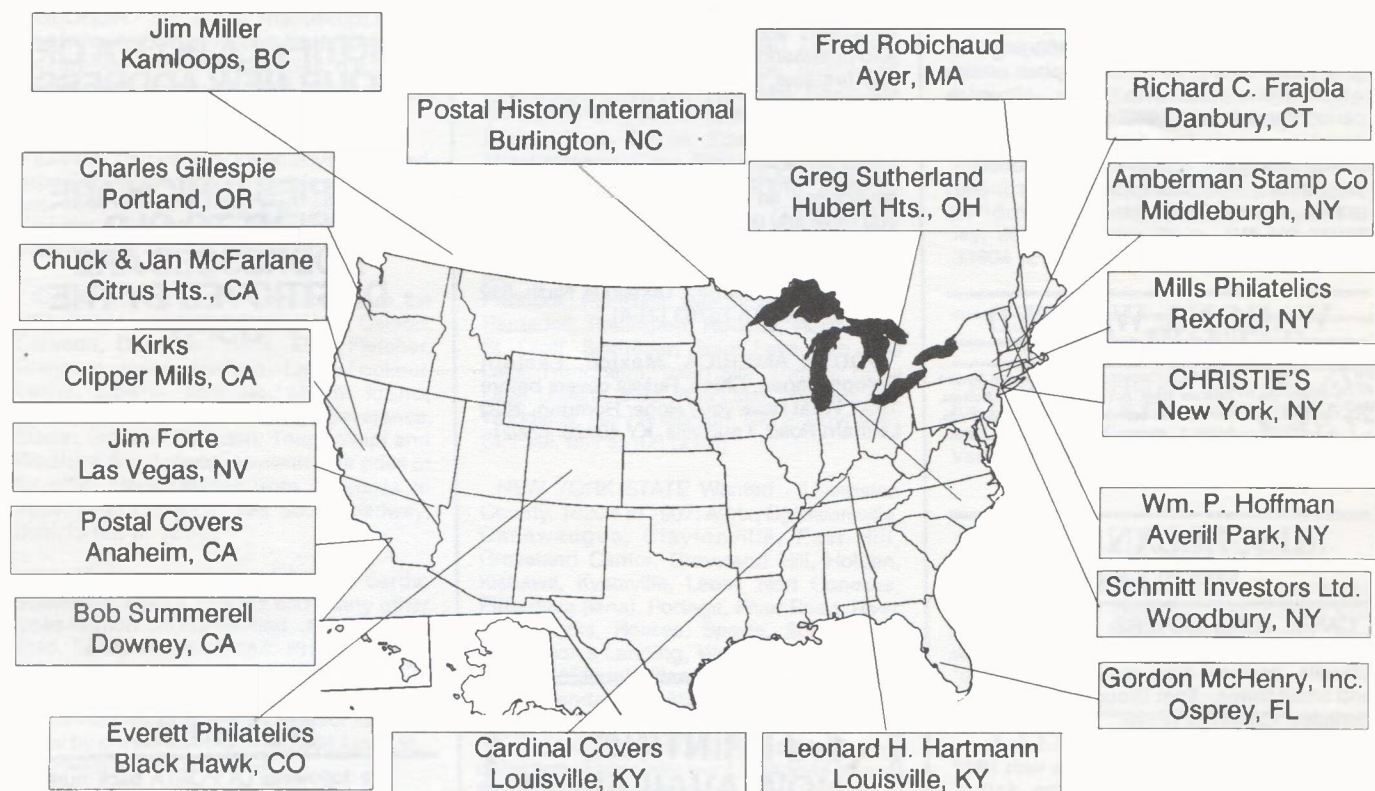
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